

# Place Scrutiny Commission

*27<sup>th</sup> April 2017*



**Report of:**

**Title:** Cribbs Patchway New Neighbourhood update

**Ward:** Henbury & Brentry, Southmead, Horfield, Henleaze & Westbury –on-Trym, Stoke Bishop (directly), Citywide (indirectly)

**Officer Presenting Report:** Jodi Savickas and Oliver Coltman

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**Recommendations:**

No recommendations– this item is to update Members on the progress of Cribbs Patchway New Neighbourhood within South Gloucestershire and the proposed measures for mitigating the impacts on Bristol’s transport network.



**Context:**

Cribbs Patchway New Neighbourhood (CPNN) consists of the following principal sites:

Fishpool Hill

Land west of the A4018 (known as Haw Wood)

Filton Airfield

In total, the CPNN will contain around 5,700 new dwellings, local centres, schools, surgeries and employment space (50ha). All sites are located within South Gloucestershire, however there will be significant impact on Bristol's transport network from the increased population, particularly on the A4018 corridor that leads from Cribbs Causeway through Henbury, Westbury and into Bristol's city centre.

South Gloucestershire Council (SGC) have adopted (March 2014) a supplementary planning document (SPD) for the area that sets out the development principals, and required infrastructure, to create the new neighbourhood. In accordance with their Core Strategy policy CS26, SGC require the developments to be comprehensively planned and delivered. To that end, SGC are requiring the landowners to sign up to an overarching landowner's agreement.

In preparing the landowner's agreement, SGC have calculated the required infrastructure and set a contribution per dwelling that each development will be required to make. The timing of payments will be determined in the agreed phasing for each development, but the 'per dwelling' contribution has been set at £5,800. Included in the calculation was the provision of mitigation measures in Bristol on the A4018 and A38/B4056 corridors. Bristol City Council (BCC) and South Gloucestershire Council (SGC) will need to sign a legal agreement to set out the timings of when these monies will be released to BCC.

There are outline planning consents for the principal sites (subject to a planning agreement), however no S106 planning agreements can be signed until the landowner's agreement is complete. The Filton Airfield site changed ownership (sold by BAE Systems to YTL) after outline permission (subject to a planning agreement) had been granted. The new owners are revising the masterplan for the site with a view to submitting a new outline planning application. Officers understand that until this new application has been determined the landowner's agreement will not be signed.

Bristol City Council and SGC have agreed that £4.74m of section 106 contribution will be paid to Bristol for the A4018 corridor mitigations. However in order to provide mitigation measures prior to the development being occupied, BCC are applying to the LEP for funding of £1.875m to design the corridor improvements and construct the first phases. It is critical that corridor improvements are delivered in advance of the CPNN development in order to embed sustainable travel patterns from the outset and contribute to mitigating the increased demand on the transport network that the development will bring.

**Timeline of activity:**

2015: SGC drafted a public transport strategy for CPNN, upon which BCC commented; however no updates have been received since this draft.

2016: BCC's transport development management team received an update from SGC that the Airfield site had changed hands of ownership and the new owners have been working on a new masterplan for this site. The changes proposed include intensifying housing density around proposed transport hubs.

2016: BCC and SGC jointly commissioned a transport study and transport model to be designed for the A4018 corridor.

February 2017: Beginning the process for preparing to bid to the LEP for funding mitigation measures of the development. This will involve taking the proposal to bid for funding up the decision pathway, then submitting a bid to the LEP. We have negotiated with the LEP to bring forward some funding, subject to a full bid being submitted for delivery, to begin the design of the corridor mitigation measures, allowing for extensive engagement with residents and local stakeholders.

March 2017: Results of the transport study were due this month, however following consideration by both South Gloucestershire and Bristol City Councils more scenario testing is required to ensure we have considered all options to improve the capacity of the Crow Lane junction. This additional testing is likely to take another month at least- we need to ensure we have all possible information to work from, as opposed to having limited data in a quicker timeframe. There is no obvious road based solution to the Crow Lane junction due to limited space and the various traffic movements that occur at the roundabout, therefore we must consider all options to best mitigate the impact of the development. The development is not yet beginning on site anyway so we have time to make sure we consider all the options.

Still to come...

May 2017: Cabinet meeting to approve the request to submit the bid for mitigation measures along the A4018 corridor, following extensive engagement and consultation that will occur over the summer/autumn of 2017.

July 2017: Begin engagement and consultation with stakeholders and the community to develop measures.

January 2018: Following extensive engagement and design work, the full business case will be submitted to the LEP for funding to deliver the first phases of mitigation along the A4018 corridor.

### **Initial thoughts for mitigation:**

The A4018 corridor is congested many times throughout the day, particularly the section from the SGC boundary to the Crow Lane roundabout. The Crow Lane roundabout acts as a pinch point with traffic moving in all directions, not just north to south. The development at CPNN will increase the demand on this corridor significantly.

Consideration must therefore be given to how to most efficiently move increasingly larger numbers of people from the new development and the Cribbs area to Bristol through an area that is already congested, and will face further demand in the future.

Buses carry more people than cars, therefore in order to be able to allow people to move from CPNN to Bristol along this corridor it is clear that priority must be considered for buses. If buses are stuck in the same congestion as cars, there will be no efficient, reliable way of travelling (apart from cycling) along this corridor into Bristol. Opportunities for large numbers of people to travel out of the development without getting stuck in traffic and adding to the congestion, can be ensured by providing priority for buses.

A park and ride site has been identified in the Joint Transport Study to the north of the corridor within South Gloucestershire, which could intercept many car journeys and convert them to bus passengers along the busy corridor. This option would require more consultation with South Gloucestershire Council and land owners.

The additional scenario tests that are currently being carried out will look at various scenarios both with the provision of bus priority measures along the corridor and without to help make informed decisions on how best to mitigate the impact of CPNN.

### **Next Steps:**

- Continue up the decision pathway to secure approval to submit a bid for mitigation measures focusing on the Crow Lane roundabout pinch point;
- Consult with Members, stakeholders and the community on the design of mitigation measures to enable movement along the A4018 corridor;
- If successful, receive pinch point funding from the LEP to fully design and implement the first phases of mitigation measures at the Crow Lane roundabout pinch point.
- Deliver the first phases of mitigation measures for the A4018 corridor using pinch point funding ahead of housing delivery;
- Once S106 funds are released following the delivery of housing, more mitigation measures will be implemented along the A4018 corridor.

### **Financial Implications**

- The S106 agreements are yet to be signed, as is the legal agreement with SGC that releases the funding to BCC for mitigation measures.
- The process of gaining approval to submit a bid to the LEP's pinch point fund for £1.875m to mitigate the CPNN developments impact A4018 corridor, particularly at the Crow Lane roundabout, has been started. This is in addition to the S106 funding and will be available prior to any housing delivery, allowing sustainable transport measures to be embedded before travel patterns of new residents are established.

### **Legal Implications**

- The S106 agreements and legal agreements between SGC and BCC are yet to be signed that confirms the proportion and timings of the S106 contribution payments.

### **Public Sector Equality Duties**

5a) Before making a decision, section 149 Equality Act 2010 requires that each decision-maker considers the need to promote equality for persons with the following "protected characteristics": age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. Each decision-maker must, therefore, have due regard to the need to:

- i) Eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.
- ii) Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to -
  - remove or minimise disadvantage suffered by persons who share a relevant protected characteristic;
  - take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it (in relation to disabled people, this includes, in particular, steps to take account of

disabled persons' disabilities);

- encourage persons who share a protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

iii) Foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to –

- tackle prejudice; and

- promote understanding.

- Elderly and disabled, particularly those with impaired mobility, rely on PT more so will benefit from PT priority
- Elderly and disabled, are at more disadvantage from the lack of safe, convenient crossing points of busy roads such as the A4018.

Full equalities impact assessment to be undertaken during the development of designs and at approval of detailed design

## **LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

### **Background Papers:**

### **Appendices**

1. Map of CPNN sites
2. CPNN SPD