Planning, Transportation and Strategic Environment Committee

Wednesday, 4th May, 2016

Present

Councillors: June Bamford, Pat Hockey, Dave Hockey, Roger Hutchinson, Colin Hunt, Steve Reade, Linda Boon, Rob Creer, Martin Farmer, Paul Hughes, Dave Kearns, Michael Bell and Rachael Hunt (for Katherine Morris)

Apologies for Absence

Apologies for absence were received from Councillor Katherine Morris

94 WELCOME AND INTRODUCTIONS (Agenda Item 1)

The Chair welcomed everyone to the meeting.

95 EVACUATION PROCEDURE (Agenda Item 3)

The Chair drew attention to the evacuation procedure.

96 DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011 (Agenda Item 4)

There were no declarations of interest.

97 ANY OTHER ITEMS WHICH THE CHAIR CONSIDERS URGENT (Agenda Item 5)

There were none.

98 SUBMISSIONS FROM THE PUBLIC (Agenda Item 6)

Dave Redgwell, South West Transport Network raised the following issues:

- Concerns were raised with regard to Bus Service No.18 and the withdrawal of evening and Sunday services by Bristol City Council and South Gloucestershire Council from 24th April 2016. The service should be reinstated now as in the future this will be on the route of MetroBus between Embrons Green and Cribbs Causeway/Southmead. The removal of this service would cause great hardship for staff working at Southmead as well as visitors and people in the North Bristol area.
• Concern was raised with regard to withdrawal of the evening journeys on Service 37 and that customers travelling to and from Bath now had to change at Cadbury Heath (not considered an ideal location for an interchange) between Service 44/45 and Service 19.
• Concerns were raised regarding disabled access at Pilning Station following the decision to make it a single platform station – a decision that was considered to be short-sighted given the level of forthcoming development within the area.

Further representations received from members of the public are recorded under each specific item.

99 MINUTES OF THE MEETING HELD 23 MARCH 2016 (Agenda Item 7)

RESOLVED that the minutes be confirmed as a correct record of the meeting for signing by the Chair, subject to the following amendment:

Minute 88, page 46
The vote should be recorded as 10:0:3

100 ITEMS FROM MEMBERS (PETITIONS, QUESTIONS AND MOTIONS). (Agenda Item 8)

Councillor Claire Young drew attention to a number of recent road diversions whereby traffic had been directed along single track roads with limited passing and weight restrictions, which in some instances had resulted in the diversion route being changed following complaints from residents. It was noted that the Council had no policy or best practice guidance on this matter and Steve Evans, Director of Environment and Community Services agreed to give this matter further consideration.

Councillor Michael Bell endorsed the concerns raised by Dave Redgewell during an earlier item (Minute 98) with regard to Bus Service No.18 and the withdrawal of evening and Sunday services.

In response to a question from Councillor Pat Hockey, the Director of Environment and Community Services advised that procedures were in place to report back on issues raised at committee meetings. This could be through an item on the work programme, Lead Member briefings, briefing notes to the Committee or through a direct response to the Local Ward Councillor.

101 UPDATES FROM MEMBERS APPOINTED TO OUTSIDE BODIES (Agenda Item 9)

There were none.
102  20MPH SPEED LIMIT IN THE VICINITY OF ALEXANDER HOSEA SCHOOL (Agenda Item 10)

Mark Shearman, Senior Engineer introduced the report which asked the Committee to consider objections received following the statutory advertisement of the proposed 20mph speed limit in the vicinity of Alexander Hosea School.

Councillor June Bamford moved

1. The proposed 20mph speed limit in the vicinity of Alexander Hosea School should be implemented as advertised.

2. That the Head of Legal Governance and Democratic Services be authorised to seal the Traffic Regulation Orders.

3. That the objectors are informed accordingly.

On being put to a vote, the motion, which was seconded by Councillor Steve Reade was unanimously CARRIED and

RESOLVED

1. The proposed 20mph speed limit in the vicinity of Alexander Hosea School should be implemented as advertised.

2. That the Head of Legal Governance and Democratic Services be authorised to seal the Traffic Regulation Orders.

3. That the objectors are informed accordingly.

103  OUTCOME OF THE CONSULTATION ON METROBUS EXTENSION (Agenda Item 11)

Brian Hawkins, local resident highlighted the heritage value of the WW2 Pill Box adjacent to the Gipsy Patch Lane railway bridge. Mr Hawkins was concerned that the historic monument would be demolished to facilitate bridge widening works and asked that a decision regarding demolition be put on hold until 2019 to allow further consideration of its heritage value.

Leslie Cox, local resident raised objections to the Hatchet Road proposals and made the following points:

- Concerns were raised in relation to the timing and location of the committee meeting, which had prevented many concerned residents from attending
- 90% of consultation responses on the Hatchet Road proposals were in objection
• Officers had not fully considered the objections raised during the consultation
• Concern was expressed that changes to the Council’s committee structure, including the cessation of the Area Forums, had resulted in less democratic and accountable decision making
• Concerns were raised that officers had not fully investigated the implications of the Hatchet Road proposals and the highways works required to implement the scheme
• An Environmental Impact Assessment had not been undertaken
• The proposal would have a detrimental impact upon park and green space

In response to issues raised, Councillor Colin Hunt advised that the Council carefully considers the choice of location for all meetings open to the public to ensure that they meet the necessary requirements, including in terms of size, health and safety, facilities and equalities requirements such as wheelchair accessibility. Kingswood Civic Centre was not available due to the requirements of the Police and Crime Commissioner election and a venues that met these requirements at the necessary time had to be booked well in advance of the agenda being confirmed – The Hayfields had been used as an alternative venue to the Civic Centre in the past. It was also noted that the No.18 Bus Service operated directly between Hatchet Road and Cossham Street.

Sue Bandcroft, local resident raised objections to the Hatchet Road proposals and made the following points:

• Concerns were raised with regard to the damage and removal of parkland, hedgerows, trees and wildlife habitat
• The proposals will exacerbate existing levels of congestion around the Sandringham Road roundabout and along Hatchett Road
• The Parkway Bridge pinch point is not being addressed by the proposals
• In order to protect residential amenity the fence/walls on Hatchett Road should be replaced before construction begins
• Options 2, 3 and 4 would result in the least amount of disruption and loss of vegetation

Paul Tanner, local resident raised objections to the Hatchet Road proposals and made the following points:

• Inadequate consultation had taken place
• 90% of consultation responses on the Hatchett Road proposals were in objection
• Officers have not fully considered the objections raised during the consultation
• Attention was drawn to the submission of two petitions of objection. One contained 41 signatures and the other 534 signatures
• All three of the Local Ward Councillors objected to the proposal
• The Parish Council objected to the proposal
Dave Redgwell, South West Transport Network raised the following issues:

- Support was given to MetroBus and MetroRail
- Any works for bus lanes between Bristol Parkway, Hatchet Road and Gypsy Patch Lane will need to take account of the park setting
- Integration with Patchway station is important
- Additional peak hour analysis and capacity modelling is required
- Concern was expressed that the comments of the Communities Committee had not been sought

Councillor Brian Allinson, Stoke Gifford Ward Councillor raised objections to the Hatchet Road proposals and made the following points:

- Support was given to MetroBus
- Concern was expressed that the level of objection to the Hatchet Road proposals had not been fully considered by officers
- The proposals were considered premature particularly given that the impact of the Stoke Gifford Transport Link upon existing levels of congestion was unknown
- It was suggested that 4 new laybys be introduced at the existing bus stops on Hatchet Road in order to ease congestion and that their impact be monitored before a decision is taken to implement the Hatchet Road proposal
- It was considered appropriate to separate the Hatchet Road section from the remainder of the MetroBus route in order to facilitate early approval of the section across the Old Airfield and the Rolls Royce site, including the railway bridge and Gypsy Patch Road

Councillor Ernie Brown, Stoke Gifford Ward Councillor raised objections to the Hatchet Road proposals and suggested that a route along Winterbourne Road and Great Stoke Way would be a more viable alternative.

Councillor Keith Cranney, Stoke Gifford Ward Councillor raised objections to the Hatchet Road proposals and made the following points:

- It was considered appropriate to separate the Hatchet Road section from the remainder of the MetroBus route in order to facilitate early approval of the section across the Old Airfield and the Rolls Royce site, including the railway bridge and Gypsy Patch Road
- Concerns were raised with regard to the damage and removal of parkland, hedgerows, trees and wildlife habitat
- The proposals will exacerbate existing levels of congestion around the Sandringham Road roundabout and along Hatchett Road
- In order to protect residential amenity the hedgerow/fence/walls on Hatchett Road should be replaced before construction begins
- The introduction of a bus lane would be cause confusion for motorists and be detrimental to the safety of pedestrians wishing to access local schools and nurseries
Emma Blackham, Strategic Transport Policy Manager introduced the report which, sought approval for the use of Compulsory Purchase powers, where necessary, for the acquisition of land required for the Cribbs Patchway MetroBus Extension and to procure Network Rail to undertake GRIP 4-8 for Gipsy Patch Lane Bridge replacement, including highways and other related design and implementation works associated with the bridge replacement. The report also reported on the outcomes of the public consultation, sought approval for amendments to the scheme design in response to the consultation and informed the Committee of other approvals required to deliver the scheme.

Members were advised that since the close of public consultation and the publication of the committee report, the Council has received representations from members of the public regarding Hatchet Road. Officers have also been copied to correspondence addressed to Jack Lopresti MP. The main issues raised regarding Hatchet Road were:

- Concerns in relation to the timing and location of the PTSE committee meeting
- The location of the meeting away from Stoke Gifford does not allow Stoke Gifford residents to attend, with suggestion that it be changed to a venue in Stoke Gifford and that the MetroBus Extension should be the only agenda item.
- The meeting is taking place during the working day making it difficult for the public to attend.
- Not enough notice has been given to members of the public that the meeting is due to take place and the meeting should have also been advertised by public notice.
- The above is considered to be a deliberate attempt to reduce the number of members of the public attending the meeting.
- Concern that the level of objection to the Hatchet Road proposals is not being properly considered by the council and concern that the PTSE committee will not represent the views of Stoke Gifford residents.
- Requests to Mr Jack Lopresti to attend the committee meeting to represent the views of those objecting to the proposals, and information that Ward Members for Stoke Gifford oppose the proposals.
- Continued promotion by objectors of the suggested alternative route along Winterbourne Road.
- Concern that officers are not aware of the factual situation on the ground at/near Hatchet Road and residents have better local knowledge.
- Concern that the reported 30 second journey time saving a bus lane is forecast to provide is not of enough benefit to warrant its installation given its disadvantages.
- Concern that journey time forecasts are based on modelling and not fact.
- Concern that the cost of the proposed Hatchet Road bus lane has been underestimated.
- Concern that the cost of the bus lane is too high, and that the level of benefit the bus lane would bring is not enough to warrant the cost.
- Concern that although the monetary cost of the suggested alternative route may be higher, this should not be a reason in determining that it is not more suitable than Hatchet Road.
- Concern that the monetary costs of the suggested alternative route have been inflated.
- Repetition of issues raised previously in consultation responses, for example increased congestion, reduction in quality of life and loss of green space along and near Hatchet Road.
- Concern that Bristol City Council have objected to the development of the Cribbs Patchway New Neighbourhood and the development of the site is being deferred, so the need for the MetroBus Extension is questioned.
- Concern that the Parkway Bridge pinch point is not being addressed by the proposals.

There had also been continued correspondence with a member of the public regarding the WW2 Pill Box adjacent to the Gipsy Patch Lane railway bridge. The member of the public submitted a consultation response objecting to the loss of the pill box on the grounds of its heritage value and has made two recent but unsuccessful listing applications to Historic England. The member of the public has now requested that Network Rail (as the landowner) allow access to the inside of the Pill Box, so that any new information this may yield could be assessed by Historic England in any subsequent listing application that the resident may make. A response from Network Rail is awaited.

Councillor Pat Hockey noted that planning permission would be required for the replacement bridge on Gipsy Patch Lane and that the future of the Pill Box could possibly be addressed through the planning application.

Councillor Pat Hockey noted the level of objection to the Hatchet Road proposals and in particular the issue of road congestion. MetroBus was intended to be a network of express bus services that would provide fast and reliable journey times but the consultation responses suggested that this option would not necessarily deliver consistent and reliable journey times. Further concern was expressed that the proposals did not account for future growth in the area.

In response to issues raised, Strategic Transport Policy Manager made the following points:

- The technical assessment, confirms that the consulted scheme along Hatchet Road was, on balance, the most appropriate route for MetroBus Extension and it was recommended that the Hatchet Road route be progressed.
- The technical assessment found that journey times along Hatchet Road are always significantly shorter than the Winterbourne Road.
- In progressing the Hatchet Road scheme through detailed design, every opportunity would be explored to reduce impacts of the scheme in relation to the issues and concerns raised through the consultation whilst maintaining the benefits of the scheme.
• The West of England City Region Deal has been agreed between Government, the West of England Councils and the West of England Local Enterprise Partnership. The Local Enterprise Partnership has provisionally approved an initial indicative programme of schemes for funding from the Economic Development Fund. The alternative option 7, along Winterbourne Road is significantly more expensive and exceeds the currently identified budget for this scheme and the Council would need to reconsider its priorities to identify funding opportunities.
• The approved funding would be lost if a lower level and less expensive scheme was to be trialled.
• The MetroBus extension is a strategic scheme that will ensure that residents in the Cribbs Patchway New Neighbourhood and the local area have a choice of travel options and avoid further congestion in the local area.
• The Stoke Gifford Transport Link, which is currently under construction, is forecast to provide traffic relief to Hatchet Road when it opens. Therefore existing levels of congestion should be reduced.

In response to issues raised, Chris Sane, Head of Transport and Strategic Projects made the following points:

• In progressing the Hatchet Road scheme every opportunity would be explored to reduce impacts of the scheme in relation to the issues and concerns raised through the consultation.
• The alternative option 7, along Winterbourne Road is significantly more expensive than the Hatchet Road proposal and no additional funding was available to progress a more expensive scheme.
• Concerns were raised that the MetroBus operator would not consider a route along Winterbourne Road and Great Stoke Way to be a viable given that it was less direct and slower.
• MetroBus journey times via Winterbourne Road could be significantly slower than via Hatchet Road.
• Full bus priority along an alternative route could cost in the region of an additional £10m.
• There is a risk of further public opposition to the alternative route along Winterbourne Road and Great Stoke Way.
• With regard to the suggestion that a lesser scheme be trialled and 4 new laybys be introduced at the existing bus stops on Hatchet Road, concern was expressed that longer journey times would occur as the buses might not be able to re-enter the carriageway due to queuing traffic.
• The bus operator for MetroBus had yet to be determined

Councillor Pat Hockey moved the officer recommendation subject to clause (b) being omitted and replaced with the following:

(b) Approve the progression of the CPME along Hunts Ground Road, Great Stoke Way and Winterbourne Road in 2 phases
   (i) Converting general traffic lanes to bus on dual sections
And subject to further investigation and additional funding being sought

(ii) Widening on single carriageway sections for bus lanes

The motion was seconded by Councillor Dave Hockey.

Councillor Colin Hunt moved an amendment to the motion and proposed that consideration of the item be deferred to enable officers to fully consider the implications of each of the options.

The amendment was seconded by Councillor Rob Creer.

Both Councillor Pat Hockey and Councillor Dave Hockey agreed to the amendment.

On being put to a vote the amended motion was unanimously CARRIED and RESOLVED that consideration of the item be deferred to enable officers to fully consider the implications of each of the options.

104 EAST OF HARRY STOKE (EOHS) SUPPLEMENTARY PLANNING DOCUMENT (Agenda Item 12)

Pamela Willis, spoke on behalf of Winterbourne Parish Council and expressed a desire for Hambrook Lane to remain open to motorists following completion of the EoHS New Neighbourhood Development. Attention was drawn to the difficulty experienced by residents during the recent temporary closure of the lane, when motorists were diverted onto roads which were already congested thus adding time as well as distance onto their journeys.

Dave Redgewell, South West Transport Network made the following points:

- The EoHS development brief was supported subject to provision for walking and cycling, good quality public realm, playspace, bus priority measures on the Stoke Gifford transport link with Parkway station, good quality housing design including affordable housing with high density and M standard build.
- There should be good access to local buses as well as MetroBus.
- Concerns were raised regarding the design of the public realm, lack of cycle paths and good footways and links to the proposed district centre at Sainsburys.
- The equalities network should be consulted.

Councillor Pat Hockey moved that the endorsed draft East of Harry Stoke New Neighbourhood Development Framework SPD (January 2013) is withdrawn and the East of Harry Stoke New Neighbourhood Development
Framework SPD (January 2016) is adopted for development management purposes subject to the following amendment:

EoHS New Neighbourhood Development Framework SPD

Paragraph 3.49:

Insert after first sentence: “Land will be safeguarded to enable this to make provision for public transport to be segregated from other traffic in both directions, in line with Core Strategy policy CS27”

The motion was seconded by Councillor Dave Hockey who advised that at a recent consultation event, the developers/landowners had offered to facilitate or to accommodate the future segregation (for public transport purposes) of the Stoke Gifford Transport Link.

In response to issues raised, Chris Sane, Head of Transport and Strategic Projects made the following points:

- The Planning Application for the Stoke Gifford Transport Link was approved by the Development Control (West) Committee in 2013
- The EoHS New Neighbourhood Development Framework SPD has been the subject of a significant public consultation. Any changes to the SPD would need to be consulted upon and could delay delivery by up to 2 years.
- The Council currently has a shortfall in its 5 year housing land supply and the risk to the Council of not having an Adopted SPD is that development and infrastructure delivery will come forward in a piecemeal fashion and will result in ‘planning through appeal’
- The transport modelling undertaken as part of the value engineering demonstrated that the need for further bus priority measures was not anticipated until 2031 or beyond.

In response to issues raised, Donna Whinham, Major Sites Manager and Jane McDermott, Principal Planning Officer made the following points:

- Policy CS7 safeguards routes for future transport schemes that emerge through the Joint Transport Local Plan and in policy terms it is clear that the approved scheme for the Stoke Gifford Transport Link is that which can be said to represent the requirement of policies CS7 and CS27.
- Policy CS7 refers to any future land that may be required to be safeguarded for future major transport schemes to be identified in the Policy Sites and Places DPD, Area Action Plans or other DPDs as appropriate. Policy PSP14, safeguards the ‘Approved MetroBus Scheme’ and the alignment shown reflects the Council and DfT approved and funded scheme.
- Policy CS27 makes it clear that an area wide adopted SPD is the appropriate delivery mechanism to ensure development is comprehensively planned and delivered. However, the SPD is not part of
the Development Plan and cannot introduce new policy. The draft SPD does not make any reference to potential for future widening, as it is based on the Core Strategy policy position which reflects the Council’s approved and funded scheme. As there is no evidence of need or defined future scheme beyond the current Stoke Gifford Transport Link proposals, seeking to safeguard through the SPD would constitute new policy.

- The EoHS New Neighbourhood Development Framework SPD has been the subject significant consultation exercise. Discussions with the development partners and other statutory bodies were also taken into consideration when preparing the document.
- The developer and their partners have prepared their spatial masterplan based on Policy CS27 of the Core Strategy, and have taken into account the approved and funded Stoke Gifford Transport Link scheme. And officers considered that there was a significant risk that the developer would challenge any move to safeguard land for future widening of the Transport Link.
- Any future proposal to utilise the Stoke Gifford Transport Link embankments or open space (which were secured through the planning consent) for widening would require planning permission and additional mitigation and there was no understanding of how this may be achieved.

Gill Sinclair, Deputy to the Head of Legal & Democratic Services advised that there was a significant risk that the developer would challenge any move to safeguard land for future widening of the Stoke Gifford Transport Link at this advanced stage of the planning process and that such a challenge would be successful given the policy position.

Donna Whinham proposed the following clause as an alternative to Councillor Pat Hockey’s motion:

That officers are requested to explore with developers/landowners the potential to facilitate or to accommodate any future segregation (for public transport purposes) of the Stoke Gifford Transport Link.

Having considered officer advice. Councillor Pat Hockey withdrew her motion.

Councillor Rob Creer moved


2. That officers are requested to explore with developers/landowners the potential to facilitate or to accommodate any future segregation (for public transport purposes) of the Stoke Gifford Transport Link.
On being put to a vote, the motion, which seconded by Councillor Steve Reade was unanimously CARRIED and

RESOLVED


2. That officers are requested to explore with developers/landowners the potential to facilitate or to accommodate any future segregation (for public transport purposes) of the Stoke Gifford Transport Link.

105 EAST OF HARRY STOKE MASTER PLAN (Agenda Item 13)

In view of the discussion that took place with regard the East of Harry Stoke New Neighbourhood Development Framework SPD (minute 104), Jane McDermott, Principal Planning Officer suggested that the officer recommendation be amended to read:

That the Crest East of Harry Stoke New Neighbourhood Strategic Masterplan be endorsed as submitted for Development Control purposes and that officers are requested to explore with the owners of the Spatial Masterplan the potential for the Masterplan to accommodate any future segregation (for public transport purposes) of the Stoke Gifford Transport Link.

Councillor Rob Creer subsequently moved that the Crest East of Harry Stoke New Neighbourhood Strategic Masterplan be endorsed as submitted for Development Control purposes and that officers are requested to explore with the owners of the Spatial Masterplan the potential for the Masterplan to accommodate any future segregation (for public transport purposes) of the Stoke Gifford Transport Link.

On being put to a vote, the motion, which was seconded by Councillor Steve Reade was unanimously CARRIED and

RESOLVED that the Crest East of Harry Stoke New Neighbourhood Strategic Masterplan be endorsed as submitted for Development Control purposes and that officers are requested to explore with the owners of the Spatial Masterplan the potential for the Masterplan to accommodate any future segregation (for public transport purposes) of the Stoke Gifford Transport Link.

106 SOUTH GLOUCESTERSHIRE CYCLING STRATEGY (Agenda Item 14)

Emma Blackham, Strategic Transport Policy Manager introduced the report, which sought to secure committee approval for the adoption of the South Gloucestershire Cycle Strategy document
In response to a question from Councillor Linda Boon, the Strategic Transport Policy Manager advised that the full route of the Yate Spur would be completed in 2017/18.

Councillor Linda Boon expressed concern that the surface dressing on the recently completed section of the cycle path between Westerleigh and the direction of Tulip Abattoir had burnt the pads on her dogs’ feet. In response, the Strategic Transport Policy Manager agreed to report the issue to the appropriate officer.

Councillor Linda Boon highlighted the need to introduce lighting along the full length of the Bristol to Bath cycle path in order to improve safety for walkers and cyclists. In response, the Strategic Transport Policy Manager agreed to report the issue to the appropriate officers within South Gloucestershire and Bristol City Council.

Councillor Dave Kearns moved that the Committee approves the adoption of the South Gloucestershire Cycle Strategy and the use of the latest Sustrans design guidance for Cycle schemes.

On being put to a vote, the motion, which was seconded by Councillor Steve Reade was unanimously CARRIED and

RESOLVED that the Committee approves the adoption of the South Gloucestershire Cycle Strategy and the use of the latest Sustrans design guidance for Cycle schemes.

107 WORK PROGRAMME (Agenda Item 15)

It was noted that this was the last scheduled meeting of the Planning, Transport and Strategic Environment Committee before the new committee structure was implemented in May. The work programme of the new Environment and Community Services Committee was included within the agenda for Members information.

Meeting closed 6.25pm

I confirm that the minutes are a correct record of the meeting

Chair