Policy Title:

LPS9 - Sustainable Movement & Transport Infrastructure

Existing Policies Which adopted Core Strategy or Policies Sites and Places (PSP) policy would eventually be replaced	**Core Strategy Policy CS7 Strategic Transport Infrastructure** **Core Strategy Policy CS8 Improving Accessibility** **PSP 13 Safeguarding Strategic Transport Schemes and Infrastructure** **PSP 14 Safeguarding Rail Schemes and Infrastructure**
Non-Strategic / Strategic	**Strategic**

Purpose

South Gloucestershire Council declared a Climate Emergency on 17 July 2019. The overarching target is for South Gloucestershire to be carbon neutral by 2030. Energy consumption by businesses, homes and road transport account for 95% of all greenhouse gas emissions, with 39% of those emissions coming directly from transport. Achieving the decarbonisation of transport will require significant investment in active and sustainable travel through new walking, cycling, wheeling and public transport infrastructure, as well as charging infrastructure for electric vehicles. In delivering this policy South Gloucestershire Council aims to increase sustainable travel choice, enabling people to travel using a variety of alternative, attractive and viable modes, and to create places which are safer, healthier, and more attractive for people to travel to and spend time in.

The transport policies in this Local Plan seek to give spatial planning policy expression to the vision and ambition set out in the sub-regional Joint Local Transport Plan 4 (JLTP4), recognising this was published in 2020 and is due to be refreshed in line with the guidance that will be expected from the Department for Transport in 2025.

This policy sets out the strategic transport infrastructure improvements and sustainable travel measures that will be required to ensure that new development planned to be delivered up to 2041 will be accessible, inclusive, connected and decarbonised, thereby enabling people to move around efficiently with increased transport options, while also reducing the impacts of transport on the environment and encouraging healthy lifestyles.

Policy wording

Movement Principles

1. **Development proposals will need to demonstrate they are located in sustainable locations and that they provide users of new development with a range of travel options that maximise opportunities for walking, wheeling, cycling and public transport and which minimise the need to travel by the private car and assist in reducing carbon emissions.**

2. **Development proposals should use the movement principles below to demonstrate how users will access health, education, work and other services and facilities, as defined in saved policy PSP11 or its replacement. Developments that are unable to demonstrate how sustainable access will be achieved, using a combination of the below principles, will not be supported. Development should:**

    a. **Be located in proximity to existing services and facilities, as defined in saved policy PSP11, or provide a suitable level of new services and facilities on site; and**

    b. **Be located adjacent to the Active Travel Network and be able to connect to and enhance the Active Travel Network. Extension, connection and enhancement to the Active Travel Network should be delivered to standards set out in saved policy PSP10 to provide for walking cycling wheeling and where appropriate equestrian; and**

    c. **Be located in proximity to suitable and established public transport connections or demonstrate how proposals will enhance or provide suitable public transport connections.**

3. **In addition to compliance with principles a-c in paragraph 2 above, development proposals should support the decarbonisation of travel through further interventions including the following where the location or scale of development allow:**

    a. **Support the delivery of sustainable rural alternatives to private car travel, for example through Demand Responsive Transport or other alternatives.**

    b. **Support the continued operation or establishment of new community transport.**

    c. **Support and deliver Shared Mobility Schemes on site.**

    d. **Provide or contribute to the delivery of strategic Mobility Hubs, to support connectivity and improve door to door travel times.**

e. **Make provision for additional on-site electric vehicle charging infrastructure above minimum building regulations and policy requirements where relevant (see Parking Requirements, Including Electric vehicles), to support swifter decarbonisation of transport.**

Inclusive and Safe Development

4. **Streets connecting to and within new development must be designed to be safe and accessible for walking, cycling and wheeling* to all sections of our community recognising the range and diversity of needs.**

Strategic Infrastructure interventions to deliver Local Plan growth

5. **Priority will be given to the implementation of strategic infrastructure proposals that support modal shift and the decarbonisation of travel. All new development proposals will be required to contribute financially or in kind to support the delivery of the packages below.**

6. **The Council will work with its partners to deliver within the plan period the following key projects:**

   a. **Active Travel Package**

   b. **Ring Road Package**

   c. **Yate Package**

   d. **North Fringe Package (Woodlands/Almondsbury)**

   e. **Severnside Package**

   f. **Mobility and Car Club Package**

Safeguarding Land

7. **Development will not be permitted where it is prejudicial to the Council's strategy of developing the strategic infrastructure packages to deliver local plan growth, or other strategic transport measures that may emerge through the Joint Local Transport Plan or its replacement/successor.**

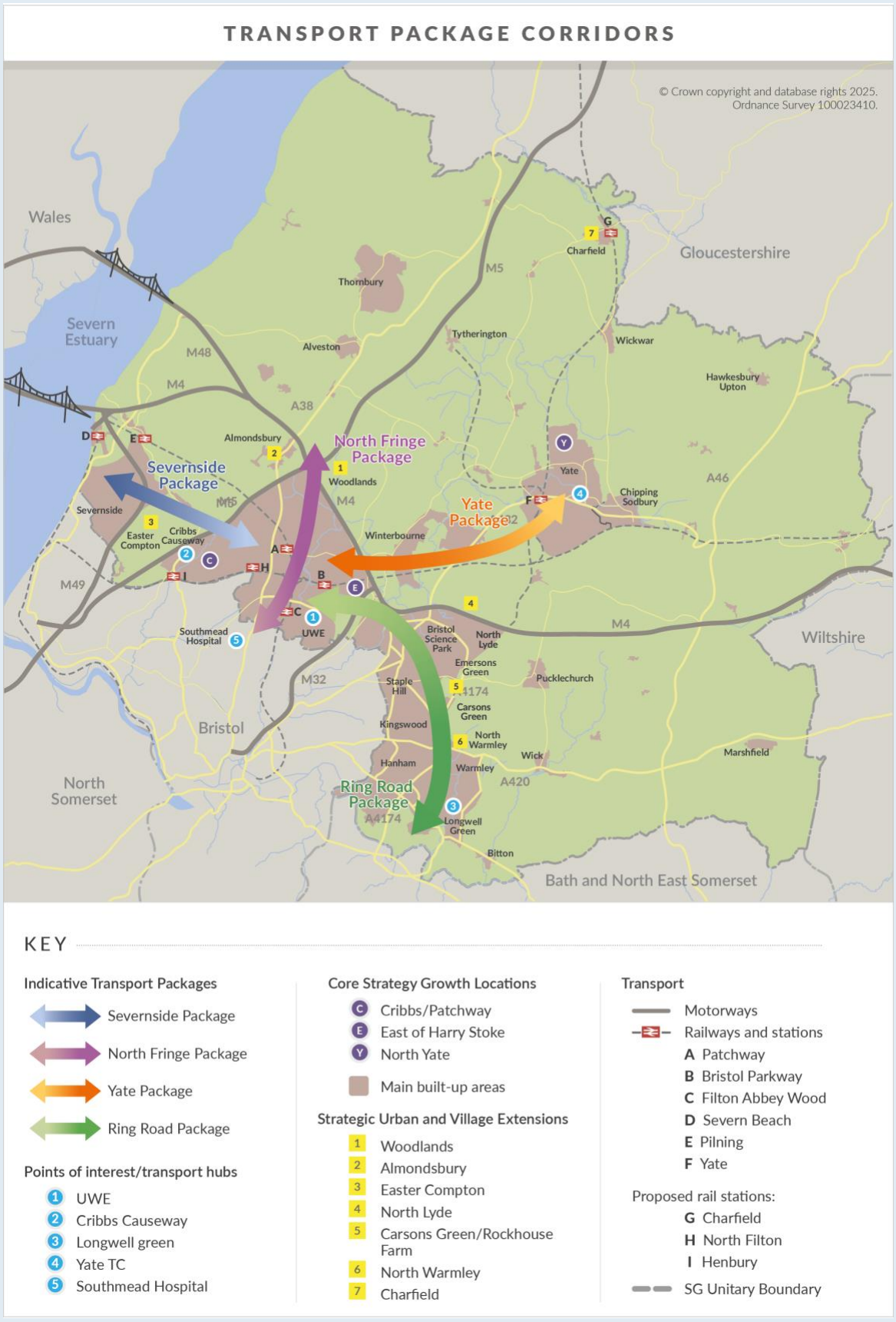
8. **Rail track beds and associated land will be safeguarded for their continuing use or reuse for public transport or rail freight, or foot and cycleways.**

9. **Land in the following locations is identified for transport infrastructure safeguarding and are defined on the Policies Map:**

a. **Severn Beach station improvements**

b. **Pilning station safeguarding**

c. **Westerleigh Junction upgrade**



LPS9 Figure 1. Strategic Transport Infrastructure Packages Indicative Diagram

Supporting text

Movement Principles

1. The Movement Principles require new sustainable development to provide users with a range of travel options that maximise opportunities for walking, cycling, public transport and bike, car and ride sharing, in preference to single occupancy car use. It sets out the Council's approach to new development, ensuring sites provide attractive, affordable, accessible and sustainable travel options.

Suitable services and facilities

2. When considering the delivery of new or proximity to existing services and facilities saved Policy PSP11 or its replacement policy provides guidance. The table at PSP11 supporting text paragraph 5.23 provides a list of suitable services and facilities considered to support sustainable access as well as acceptable walking and cycling travel distances.

Suitable Active Travel Routes

3. As outlined in saved policy PSP10 New connections or enhancements to the Active Travel Network should be delivered to the latest government guidance. The current latest standards for planning and design of Active Travel infrastructure have been developed by Active Travel England (ATE) and are considered latest best practice and delivery of routes to this standard supporting new development is required. Details of how any development proposals meet the ATE standards should be included in any transport assessment or planning statements. Where government guidance is not available saved policy PSP10 or its replacement policy sets out the minimum standards.
4. The existing Active Travel Network routes can be found on the Policies Map by viewing saved policy PSP10 or its replacement.

Suitable Public Transport

5. PSP11 or its replacement policy outlines the minimum standards for any public transport services across the plan area to be considered sustainable and can be found in PSP11 supporting text paragraph 5.24. Public Transport routes that are supported by short-term funding packages with no long-term funding and unable to demonstrate pathways to commercial viability will not be considered established routes. Developments in these locations should consider how their development will support the establishment of a commercially viable route.
6. The West of England Mayoral Combined Authority has published a vision for the delivery of enhanced public transport connections across the sub region. The public transport provision set out in the West of England Bus Service Improvement Plan (BSIP), or its replacement plan are supported where they exceed the minimum criteria set out in PSP11. Development proposals are encouraged to support the delivery of this higher level of service where the BSIP exceeds the minimum standards in saved policy PSP11.

7. The BSIP recognises that the region has a diverse geography and that appropriate public transport service levels will vary depending upon the location. The BSIP targets of relevance to our movement principles and future decisions on development proposals, in relation to appropriate public transport service(s) across the region are set out below:

    a. **Conurbations – population over 70,000**

        i. Radial routes (cross-centre) – minimum provision of 6 buses per hour (bph)

        ii. Orbital routes – minimum provision of 4 bph

        iii. Inter-conurbation routes – minimum provision of 4 bph to the nearest adjacent conurbation

    b. **Large urban areas – population over 20,000 but under 70,000**

        i. Radial routes – minimum provision of 4 bph

        ii. Inter-large urban area routes: minimum provision of 4 bph to the nearest adjacent large urban area, except where potential demand clearly justifies a lower level of provision

    c. **Small urban areas – population over 10,000 but under 20,000**

        i. Minimum provision of 3 bph

    d. **Large rural areas – population over 3,000 but under 10,000**

        i. Minimum provision of 2 bph

    e. **Medium rural areas – population over 500 but under 3,000**

        i. Minimum provision of 1 bph

8. The minimum service provision for each category will apply from 0700 to 1900 on Mondays to Saturdays. At least 33% of minimum provision will apply from 0600 to 0700 and from 1900 to 2400 on Mondays to Saturdays, and all day on Sundays and most Public Holidays.

<u>Supporting further decarbonisation of travel</u>

9. Development proposals that meet the movement principles will be expected to enhance decarbonisation by delivering further interventions where the location or scale of development allow. This includes support for sustainable rural alternatives to the private car, the support or procurement of community transport, delivery of Shared Mobility Schemes, contributions towards the delivery of strategic Mobility Hubs as well as making additional provision for electric vehicle charging infrastructure above the minimum requirements. Supporting the decarbonisation of travel through implementing one or more of the measures in paragraph 3 will not in policy terms outweigh a failure to comply with principles a-c in paragraph 2 but instead provide an opportunity for sites in certain locations or of a certain scale further enhance decarbonisation.

10. An example of sustainable rural alternatives to the private car could be Demand Responsive Transport, however other alternatives could also be considered. Demand Responsive Transport will not be considered a sustainable replacement for Public Transport Services and does not make development acceptable. It is recognised that DRT can make a contribution to the decarbonisation of travel where traditional public transport services cannot be delivered.
11. Shared Mobility Schemes include the provision of Car Clubs and /or other suitable schemes such as bike, e-bike or e-scooter hire that provide access to vehicles without the necessity of ownership, promoting flexible, cost-effective, and eco-friendly transportation options to private vehicle use.
12. Strategic Mobility Hubs must be delivered to the Gold Standard CoMo Accredited Mobility hubs standards.
13. Proposals could also deliver onsite infrastructure for electric vehicles over and above the minimum standards set out in current buildings regulations and the parking policy standards in this plan.

Strategic Transport Infrastructure to support Local Plan Growth

14. The principal elements of the **Active Travel Package** comprise:
    a. Active Travel
        i. Provision of or contributions towards the delivery of the wider Active Travel Network across the district from small and medium allocations within the plan not included in the packages below.
15. The principal elements of **The Ring Road Package** comprise:
    a. Active Travel
        i. Reduction in Active Travel severance along and across the corridor, improving radial and orbital connectivity to and along the Ring Road between Parkway Station and Keynsham Station.
        ii. Improvements to the surrounding Active Travel Network, improving connectivity to the Ring Road.
    b. Public Transport
        i. Prioritisation of bus movements along and across the ring road for improved radial and orbital connectivity and the introduction of new higher frequency services to achieve mode shift to sustainable transport modes.
    c. Traffic Management
        i. Traffic management measures along the Ring Road Corridor to ensure the continued safe operation and efficient use of the road network including M32 Junction 1.
16. The principal elements of the **Yate Package** comprise:
    a. Active Travel
        i. Improvement of Active Travel connectivity between Yate and North Bristol.

b. Public Transport
    i. Introduction of higher frequency and quality services along key routes.
c. Traffic Management
    i. Measures to manage surrounding rural traffic movements.

17. The principal elements of the **North Fringe Package (Woodlands/Almondsbury)** comprise:
    a. Active Travel
        i. Provision of new active travel bridge across the M4 motorway to connect to the existing Active Travel Network.
        ii. Deliver Savages Wood Active Travel Route.
        iii. Deliver active travel routes between Upper Almondsbury and Lower Almondsbury Village.
    b. Public Transport
        i. Delivery of new and higher frequency public transport services.
    c. Traffic Management
        i. Traffic management measures to the surrounding rural lanes.

18. The principal elements of the **Severnside Package** comprise:
    a. Active Travel
        i. Improved Active Travel routes to better connect Severnside to North Fringe.
    b. Public Transport
        i. Higher frequency bus services between Severnside and North Fringe.
    c. Traffic Management
        i. Traffic Management through Easter Compton Village
        ii. Traffic Management in the rural communities of Severnside.
        iii. Ensure appropriate access to the highway network for major employment uses at Pilning avoiding Easter Compton.

19. The principal elements of the **Mobility and Car Club Package** comprise:
    a. Provision of a network of strategic and local mobility hubs, car clubs and public realm improvements to provide a wide range of travel choices to local communities.

Safeguarding

20. Network Rail has requested the land at Westerleigh Junction be safeguarded for the potential future upgrading of the line to allow for expanded passenger and freight services along this known bottleneck on the network. The Policies Map shows the area to be safeguarded for the Westerleigh Junction.

21. The Pilning and Severn Beach Neighbourhood Plan Group have expressed their aspiration for the delivery of upgrades to the Severn Beach Station. The Group will set out their ambitions for the station in their Neighbourhood Plan. Set alongside the West of England Mayoral Combined Authority's (MCA) Ten Year Rail Delivery Plan and the aspiration for increased service frequency on the Severn beach branch line it is considered appropriate to safeguard the land. The safeguarding aims to allow the potential future delivery of a car park at the station as well as a potential additional platform and therefore the site is safeguarded to prevent the loss of the land to other conflicting development. The exact safeguarded land boundary can be found on the Policies Map. The West of England Mayoral Combined Authority's Ten Year Rail Delivery Plan is also considering the case for investment at Pilning Station. The safeguarding aims to allow the regional transport authority to continue to explore this beyond the plan period.

Delivery

22. Schemes identified in the policy are expected to be funded primarily either by Central Government through a major transport scheme bid, the West of England Mayoral Combined Authority or through developer contributions. Through the West of England Mayoral Combined Authority and the Joint Local Transport Plan, the Council is committed to working alongside the other three unitary authorities, partners such as Network Rail and National Highways and the MCA to achieve their delivery. Local contributions will also be sought primarily from the private sector. Local schemes funded by the private sector will be handled through the development management process. Further details are laid out in the Infrastructure Delivery Plan. The packages will remain under review subject to the availability of Central Government and other funding sources and detailed negotiations with the private sector.

23. Compulsory Purchase Order powers may be employed, where appropriate, to support the delivery of the local plan.

* Wheeling encompasses a range of modes such as trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, and cycle sharing schemes.

Additions	
Key evidence	Infrastructure Position Statement – Transport Infrastructure Position Statement Topic Paper (December 2023) Infrastructure Delivery Plan Transport Topic Paper Transport Modelling • Local Model Validation Report (November 2023) • WERTM Network Updates (November 2023) • Local Plan Stage 1 Transport Report (January 2024)
Other relevant policies to cross-reference?	Saved Policy PSP10 - Active Travel Routes (or its replacement) Saved Policy PSP11 - Transport Impact Assessment (or its replacement) LP22 - Parking Requirements, Including Electric Vehicles