

Comments on Stroud Sustainable Transport Strategy, Stonehouse Town Council Environment Committee, 20 January 2020

In addition to comments on the Local Plan Review submitted on 19 December 2019, Stonehouse Town Council are submitting the following comments on the Stroud Sustainable Transport Strategy, a supporting document for Stroud District Council's Local Plan Review.

Item	Page number	Comment
2. Challenges and opportunities, Disconnected cycle network	p.11	This is a particular issue locally along the B4008 between Stonehouse and Standish.
5. Sustainable Transport Strategy, Rail	p.19	<p>The following recommendation is noted as particularly relevant to Stonehouse: "Safeguarding land for infrastructure, including stations, and reopening existing lines could strengthen rail travel in the future."</p> <p>Stonehouse Town Council would like to see this recommendation reflected in the Local Plan and suggest that land at Bristol Road station is safeguarded, additional land is safeguarded for station related amenities and the re-opening of Bristol Road station is supported within the text of the Local Plan.</p>
5. Sustainable Transport Strategy, Movement Corridor Packages, A419/ B4008	p.22	The A419 / B4008 is identified as "an essential corridor connecting Stonehouse to Stroud and to other towns and villages in the District and also to the strategic transport network." The proposed interventions should include improved provision for pedestrians and cyclists on the B4008 as well as in the other locations listed.
5. Sustainable Transport Strategy, Movement Corridor Packages, Stroud/Stonehouse – Bristol	p.23	All the recommended interventions should be reflected in the revised Local Plan.
6. Approach to Strategic Sites, Eco Park M5 Junction 13 – 10ha, (Stonehouse cluster)	p.26	The "Lack of connectivity between Stonehouse and Bristol via rail" is noted as a key issue in relation to this site and therefore the proposed Masterplan and sustainability requirements for the Eco Park Strategic Site should include a contribution to the re-opening of Bristol Road station.
6. Approach to Strategic Sites, Stonehouse North West (Standish within Stonehouse cluster) – 650 Dwellings	p.27	Again, "Lack of connectivity between Stonehouse and Bristol via rail" is mentioned as a key issue for this site but the issue is not addressed in the list of sustainability measures. Instead there is reference to the

		<p>A38 and A419 “sustainable transport corridors”.</p> <p>Local Plan policies and Masterplan requirements for this site should support a contribution towards the cost of re-opening Bristol Road station and include improved provision for pedestrians and cyclists on the B4008.</p> <p>The sustainability measures proposed refer to “enhancements” to off-site pedestrian and cycle routes to key destinations. Direct routes to the destinations do not exist so the developer should be required to provide them as a condition of development.</p>
<p>List of interventions: 168 New developments to have walkable distances to bus stops and rail stations All areas of new development to be within walking distance of bus stops (max 300m) and rail stations (max 800m) AECOM Connectivity active travel</p>	p.106	<p>This proposed intervention is not reflected in the Local Plan site allocations or proposed sustainability requirements for major sites.</p>
<p>List of interventions: 73 A new railway station(s) south of Gloucester, north of Bristol New station allowing greater transport choice for new developments CP Infrastructure rail</p>	p.106	<p>This proposed intervention is not reflected in the Local Plan site allocations or proposed sustainability requirements for major sites.</p>
<p>List of interventions: 69 New railway station to Bristol from Stonehouse Direct link from Stonehouse onto Bristol-Birmingham Line STW Infrastructure rail</p>	p.106	<p>This proposed intervention is not reflected in the Local Plan site allocations or proposed sustainability requirements for major sites.</p>
<p>List of interventions: 74 Rail Junction and Capacity improvements (dynamic loops) to rail lines To enable more trains to operate and more stopping services, including possible new stations CP Infrastructure r</p>	p.108	<p>This proposed intervention is not reflected in the Local Plan site allocations or proposed sustainability requirements for major sites.</p>
<p>List of interventions: 70 Opening of halts as central hub preserving land for future</p>	p.108	<p>This proposed intervention is not reflected in the Local Plan site allocations or proposed sustainability requirements for major sites.</p>

rail stations and masterplanning a local centre around this STW Infrastructure rail		
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