

Taylor Wimpey Strategic Land

Land at Whaddon
Gloucestershire

Project Reference: 1611-10/SoCG/01

Statement of Common Ground



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1 Introduction

- 1.1 This is an agreed Highways and Transportation *Statement of Common Ground* (SoCG) between Stagecoach West and Transport Planning Associates (TPA) on behalf of Taylor Wimpey Strategic Land (TW), in relation to Policy G2 of the draft Stroud Local Plan.
- 1.2 It addresses directly those matters raised by Stagecoach West in its duly-made representations to the Stroud District Local Plan Review Regulation 19 (pre-submission draft) consultation.

2 Agreed Matters

- 2.1 This section sets out matters of agreement between Stagecoach and TPA in relation to Policy G2 Land at Whaddon.
- 2.2 It is agreed that Stagecoach maintains its support for the proposed allocation, Policy G2, 'Land at Whaddon'.
- 2.3 The public transport routes identified on the masterplan through the proposed allocation and through St Barnabas Roundabout are in principle likely to be viable. In particular they will benefit from the proposed signalisation of St Barnabas which could allow for a sufficient level of bus priority both to address existing issues, and any additional impacts arising from the delivery of the proposals, subject to final design.
- 2.4 The proposed Naas Lane bus route which traverses the allocation is viable in its own terms.
- 2.5 It offers a substantial wider strategic benefit to the sustainable transport offer for the City of Gloucester through the potential introduction of an orbital route on the eastern flank of the city that serves both sides of the railway. Mode shift towards this route will be expected to reduce vehicular movements through the St Barnabas junction. This would substantially benefit from further bus priority interventions on Eastern Avenue, that the County Highways Authority might consider implementing, beyond the scope of the proposals.
- 2.6 The proposed works at the Naas Lane underbridge along with the proposed bus/cycle/pedestrian only access from the allocation onto Naas Lane, provides excellent bus priority to the proposed allocation. The relevance and attractiveness of the bus service offer through this link can be expected to be very high.
- 2.7 It is agreed that the bus routes could bypass the queues on Stroud Road on the southern approach to St Barnabas via routing along Firwood Drive. This is already an existing bus route for service number 9 and therefore provides an effective opportunity to secure bus advantage over car use in the corridor.
- 2.8 The diversion of route 63 into the proposed allocation as shown on the masterplan is achievable and rational. The routing presents a seamless and progressive option that justifies the very limited additional running time involved, on this important inter-urban link. This would help deliver the first phase of the Land at Whaddon. The availability of this service at the very outset of the development, and the alignment of the phasing strategy with the public transport opportunities, both of the initial phase and throughout the development trajectory, is an important feature of the proposals.
- 2.9 Because the proposed diversion of the 63 is as smooth and direct as possible and minimises delay, the modal interchange shown on the masterplan would be well used, and should be delivered early.

- 2.10 The proposed siting and layout of the modal interchange with bus laybys and cycle parking, maximises the potential for it to be well used by both residents of the proposed allocation, and other travellers in the wider corridor.
- 2.11 L&Q Estates and TW are working to ensure the whole allocation G2 can be rationally planned to optimise the deliverability and sustainability of the sustainable transport offer. This includes securing seamless bus, cycle and pedestrian access across and between each land control, deliverable by each party on either side up to the boundary without dependence on land that will not be subject to adoption agreement as part of the design and construction of the necessary works.
- 2.12 The proposed allocation is very advantageously located in relation to the Gloucester urban area. This arises from a number of factors, including its close proximity to existing employment around Waterwells, with bus routing well able to extend to Quedgeley beyond at and around Hardwicke. It is also in close proximity to, and directly connected to facilities and amenities both along the Stroud Road corridor, at Gloucester Quays, and in the City Centre. The location of the proposed allocation as a consequence provides the opportunity to build on these locational advantages, leveraging the existing public transport offer very effectively. The proposals therefore offer high potential to formulate and deliver a sustainable transport strategy that encourages modal shift and choice and secures a relatively high future uptake of public transport, walking and cycling.
- 2.13 The public transport provision included in the proposed G2 allocation is well considered, properly defined, and presents a high level of certainty that further detailed design will secure the objectives outlined in policy and in support of the development. The proposals can deliver a comprehensive range of public transport links that greatly improve overall bus service connectivity, reliability and relevance. As well as the direct impact and benefit on travel behaviour from the proposals, this can be expected to significantly improve the wider public transport offering in Gloucester.

3 Agreement of Statement of Common Ground

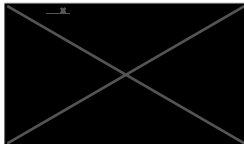
3.1 This *Statement of Common Ground* provides an accurate account of the highways and transportation matters agreed between TPA (on behalf of the Taylor Wimpey Strategic Land) and Stagecoach.



November 23rd 2021

Nick Small, Head of Strategic Development and the Built Environment, Stagecoach West,

Date:



29/11/21

✓ James Darrall, TPA (signed on behalf of the promoter), Date:

Document Management

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Document Review

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-	Issue	SM	JD	JD	23 10 21
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B	Revision ^b				

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