

5 September 2024

Stroud District Council

Sent via email

Dear Sir/Madam,

Additional information in support of the Sharpness New Settlement allocation (PS36) responding to the Council's Joint Action Plan (prepared September 2023).

Please find enclosed a covering letter prepared by Morgan Elliot Planning on behalf of Sharpness Developments LLP that accompanies documentation submitted in response to the Council's Joint Action Plan (September 2023) prepared following the pause of the Stroud Local Plan examination in August 2023.

This submission addresses the key steps listed under 'Sharpness New Settlement Work Stream' put forward by the Examining Inspectors which will inform the re-opening of the Local Plan examination on 5th December 2024. It is understood a public consultation will run from 9th September 2024 for 6 weeks prior to the reopening of the examination sessions.

To assist with addressing each of the key steps listed under the 'Sharpness New Settlement Work Stream' the following documentation accompanies this submission:

- Technical Note M5 Junction 14 VISSIM Modelling (TN001) (25th July 2024)
- Technical Note Trip Generation, Distribution, Mode Share and Assignment Assumptions for M5 Junction 14 VISSIM Modelling (TN002) (5th August 2024)
- Strategic Outline Business Case (SOBC)
- Technical Note Updated Research on Mobility-as-a-Service (TN03) (August 2024)
- Technical Note Update to Sharpness Vale DRT – Coach Services (TN001) (August 2024)

Taking each task in turn:

Next Key Steps towards Network Rail in Principle Support for Reintroduction of Sharpness Vale Passenger Rail Service

- *Identify and agree requirements for each PACE stage and commence compiling data/documents and undertake additional work to achieve requirements where necessary*
- *Develop and submit requirements for each PACE (ES) stage and reach agreement with NR*

- *Single Option endorsement and/or principle approval by NR and Operator*
- *Write up and submit report for transport evidence base and relevant authorities*
- *Prepare documentation for submission to Examination*

Since the publication of the Joint Action Plan discussions have been undertaken between Sharpness Developments LLP and Network Rail. It became apparent that the correct process to undertake to obtain in principle support for the reintroduction of the passenger rail service at Sharpness Vale was to commission a Strategic Outline Business Case (SOBC) rather than progressing with the PACE process.

This SOBC follows the DfT Business Plan Guidance, has been prepared by a consultant from Network Rail's 'STAR' consultant list and accompanies this submission. In preparation of this report, detailed discussions with Great Western Railway (GWR) as well as other key stakeholders such as Network Rail were undertaken. On balance the report shows that the new service will be viable but more importantly has recognised that there would be greater community and sustainability benefits if it were planned more strategically to embrace a wider regional rail service that was inclusive of localised rail destinations such as Sharpness, Berkeley Road and Bristol Road, Stonehouse and included stops at Cam and Dursley as well as Charfield. GWR has suggested that a regionally inclusive service would be more attractive to a greater number of passenger and consequently more viable in the long term. They have also agreed that such a service would be more attractive to their organisation.

Sharpness Developments LLP have subsequently invited key stakeholders such as Western Gateway, Stroud District Council amongst other various technical stakeholders to form a stakeholder group to progress the wider strategic railway infrastructure that will include Sharpness and deliver a more comprehensive and viable rail service over the longer term. The first meeting of the Stakeholder Group will be set up for September.

Next Key Steps Towards Refined Operational and Financial Design of Road Based Public Transport for Sharpness Vale

- *Refine trip generation, distribution and mode share calculations as required. Refine passenger demand to key destinations.*

This information is included within Technical Note M5 Junction 14 VISSIM Modelling (TN001) and within Technical Note Trip Generation, Distribution, Mode Share and Assignment Assumptions for M5 Junction 14 VISSIM Modelling (TN002).

- *Assess and define operation requirements for local Demand Responsive Transit (DRT) and Express Coach Services and update operational model.*
- *Continue discussions with Zeelo (and potentially other operators) and discuss and agree operational requirements and viability of proposed services, start-up subsidy requirements and timeframes.*

- *Obtain in principle agreement with Zeelo (and potentially other operators) for a service that will meet anticipated passenger demand and ensure that the service is tailored to meet this demand.*
- *Confirm proposed operational aspects of local DRT bus service and express coach services including transitional arrangements for Gloucester express coach and the passenger rail service.*
- *Write up and submit report for transport evidence base and relevant authorities.*
- *Prepare documentation for submission to Examination Submission by SDC with support of site promoters.*

This information is included within Technical Note Update to Sharpness Vale DRT – Coach Services (TN001).

Key Next Steps in Developing and Defining a Mobility as a Service Solution for Sharpness Vale Multimodal Transport

- *Refine trip generation, distribution and mode share calculations as required.*

This information is included within Technical Note M5 Junction 14 VISSIM Modelling (TN001) and within Technical Note Trip Generation, Distribution, Mode Share and Assignment Assumptions for M5 Junction 14 VISSIM Modelling (TN002).

- *Refine passenger demand to key destinations.*

This information is included within Technical Note M5 Junction 14 VISSIM Modelling (TN001) and within Technical Note Trip Generation, Distribution, Mode Share and Assignment Assumptions for M5 Junction 14 VISSIM Modelling (TN002).

- *Assess and define operation requirements for local Demand Responsive Transit (DRT) and Express Coach Services and update operational model.*

This information is included within Technical Note Update to Sharpness Vale DRT – Coach Services (TN001).

- *Assess and define operation requirements for Sharpness Passenger Rail Service and update operational model.*

Refer to summary above regarding the submission of the SOBC for rail.

- *Identify and define requirements, functionality and coverage for the MaaS platform.*

This information is included in Technical Note Updated Research on Mobility-as-a-Service (TN03).

- *Compare with Sharpness MaaS requirements with additional existing and successful integrated ticketing systems and MaaS solutions in the UK.*

This information is included in Technical Note Updated Research on Mobility-as-a-Service (TN03).

- *Write up and report final MaaS proposals including design and cost details related to development timeframes and submit report for transport evidence base and relevant authorities.*
- *Prepare documentation for submission to Examination, submission by SDC with support of site promoters.*

See Technical Note Updated Research on Mobility-as-a-Service (TN03).

Should you have any queries please do not hesitate to contact me.

Yours Sincerely



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