

## NORTH ESSEX AUTHORITIES SECTION 1 LOCAL PLAN

### MATTER 6

#### RESPONSE TO HEARING STATEMENTS ON BEHALF OF GALLIARD HOMES

This note responds to the Hearing Statements submitted as part of the Inspector's Issues and Questions (Document IED019) for Matter 6 (transport and other infrastructure) of the resumed Examination hearing sessions regarding the Section 1 Braintree Local Plan.

From a review of the hearing statements Galliard Homes wishes to respond on three matters of clarification which concerns Question 6 (the feasibility of West of Braintree Garden Community in the absence of proposed highway infrastructure), Question 14 (capital costs for the RTS) and Question 18 (funding of connecting public transport services).

#### **Question 6: What are the consequences of the answers to 3 (a), (b) & (c) for the feasibility of the West of Braintree and Colchester Braintree Borders GCs?**

A number of comments have been submitted in regards to the feasibility of West of Braintree Garden Community (WoBGC) in the absence of transport and other infrastructure e.g. improvements to the A120 (east). However, in reviewing the feasibility of the proposals, an important first step is to consider what approach to housing delivery provides the greatest opportunity to provide the necessary infrastructure and services including transport to support the housing needs for the region. It is considered that the provision of sustainable new communities created at a scale which can coordinate and focus funding offers the most practical solution.

It is then important to understand when and what infrastructure is required to support the delivery of each Garden Community. In regards to WoBGC, in Paragraph 6.1b.2 of the North Essex Authorities (NEAs) 'Matter 6: Transport and Other Infrastructure Further Hearing Statement' (December 2019) the NEAs state that:

*"It is considered that the new A120 scheme is essential for the delivery of the full WoBGC, however, a number of homes could be delivered in the Plan period in advance of the new A120".*

In the same paragraph (6.1b.2) it is stated that:

*"Key development related traffic movements in the Plan period are likely to be to the west (to Stansted and beyond via the M11 to Cambridge and Harlow) and south (to Chelmsford and beyond), with a relatively low proportion of trips to the east (to Braintree and beyond)."*

The statement highlights that the proportion of trips to and from WoBGC that are expected to use the A120 east is limited.

Information submitted as part of the hearing statements by Galliard Homes and Andrewsfield New Settlement Consortium & Countryside Properties supports this view with the distribution of traffic on the A120 beyond Braintree estimated to range between 6% and 10%. When applied to forecast external AM Peak trips in Section 3.3 of 'EB/014: North Essex Garden Communities Movement and Access Study' for 8,000 homes ((Ambitious) - 1,845 movements) this amounts to between 111 trips and 185 trips in the AM peak using this section of road.

The key pinch point on the A120 when travelling east is Galleys Corner. The delivery of the A120 Millennium Way slips will help to alleviate pressure at Galleys Corner as identified by the NEAs, who also suggest that the relief provided is a short term effect. However, the exact duration of this effect and the capacity of the A120 to accommodate traffic associated with the full WoBGC following delivery of Millennium Way Slips is not clarified and therefore this needs to be explored further. The 'National Productivity Investment Fund for the Local Road Network Application Form' bid (2017) states:

*"The scheme will deliver (amongst other benefits)...Braintree 9,650 homes including the proposed Garden Community during the plan period up to 2033".*

Also and importantly Modification 58 of EB/091 'Suggested Amendments to the Publication Draft Braintree, Colchester and Tendring Local Plans: Section One' (July 2019) introduces amended wording to specifically identify the strategic infrastructure required to support each Garden Community:

*"Funding and route commitments for the following strategic transport infrastructure will be required to be in place in advance of the start of the following developments:*

- *Colchester / Braintree Borders –*
  - *A12 widening and junction improvements*
  - *A120 capacity improvements from Braintree to the A12*
- *Tendring / Colchester Borders –*
  - *A120-A133 Link road"*

As part of this text or indeed elsewhere in SP5, no link is specified by the NEAs between the delivery of the WoBGC and the requirement for A120 capacity improvements from Braintree to the A12.

In the context of the above, Galliard Homes consider that the NEAs assertion in the December 2019 response that the new A120 scheme is essential for the delivery of the full WoBGC is not justified by the evidence provided to date or supported by SP5 and therefore needs to be clarified.

**Question 14: Are the capital costs for the proposed RTS set out in section 5.1 of the Vision to Plan document [EB/079] realistic?**

A strong focus of the hearing statements concerns the capital costs of the rapid transport strategy. Case studies have been presented by the NEAs and are referred to by respondents in regards to benchmarking the costs of the route. For ease of reference, Table 1 overleaf draws together the various costs presented.

The examples provided, which includes Fastrack, illustrate that the capital costs of these schemes vary per km and will ultimately be dependent on the package and blend of infrastructure delivered for each route (e.g. segregated, reserved lanes, on carriageway etc.). However, for this stage of planning the costs proposed by the NEAs for Routes 1 to 4 would appear reasonable and in line with rates per km delivered elsewhere. The more detailed work that has been completed for Route 1 also assists in validating the approach to capital costs adopted.

**Table 1: Summary of Bus Rapid Transit System Schemes**

| Scheme                  | Route   | Infrastructure   | Cost Base | Capital Cost (£million) | Distance (km) | £million per km | Source  |
|-------------------------|---|--|-----------|-------------------------|---------------|-----------------|---|
| Bristol Metrobus        | Three routes:<br>m1: Cribbs Causeway to Hengrove Park<br>m2: Long Ashton P&R to the city centre<br>m3: Emersons Green and Lyde Green park & ride to The City Centre | Bus Rapid Transit (BRT) which uses a combination of bus junction priority measures, segregated busways and bus lanes   | Out-turn  | 230                     | 50            | £4.60           | EB079 - Rapid Transit System for North Essex from vision to plan                            |
| Leigh Salford           | One route: Leigh - Tyldesley - Ellenbrook - Salford - Manchester city Centre  | BRT comprising combination of busway and bus lanes   | Out-turn  | 122                     | 22            | £5.55           | EB079 - Rapid Transit System for North Essex from vision to plan                            |
| Kent Fastrack (Route B) | Temple Hill to Gravesend via Dartford, Darent Valley Hospital, Bluewater, Greenhithe, Ingress Park, Swanscombe and Ebbsfleet International Station                  | BRT with measures including signal priority, reserved lanes, and dedicated busways.  | 2006      | 19                      | 15            | £1.27           | NEAs Matter 6: Transport and Other Infrastructure Further Hearing Statement (December 2019) |
| RTS Route 1 (HIF Bid)   | TCBGC – Colchester Town Centre – Colchester North P&R   | BRT assumed with range of infrastructure types on route including Type 1 (segregated) through Garden Communities and mix of types off GCs and in urban areas (type 1 to type 6 (shared)) | 2019      | 45                      | 13.5          | £3.33           | HIF Business Case (Tending Colchester Borders Garden Community)                             |
| RTS Route 1 (NEA)       | TCBGC – Colchester Town Centre – Colchester North P&R   |  | 2019      | 38.4 - 65.1             | 12.5*         | £3.2-£4.6       | EB079 - Table 5-1 and 5-2 Rapid Transit System for North Essex from vision to plan          |
| RTS Route 2 (NEA)       | Colchester - Braintree Colchester Borders Garden Community (CBBGC)  |  | 2019      | 45.1 - 82               | 17*           | £2.9-£4.1       |   |
| RTS Route 3 (NEA)       | West of Braintree Garden Community – Braintree  |  | 2019      | 51 - 122.7              | 26*           | £2.3-£4.1       |   |
| RTS Route 4 (NEA)       | CBBGC – Braintree   |  | 2019      | 37 - 53.3               |               | 3.4             |   |

\*Estimated Route Distance based on available information

**Question 18: How would connecting public transport services within the proposed garden communities be funded?**

In response to Question 18, the response of Steve Johnstone on behalf of CAUSE states:

*“Connecting PT services have not been modelled by the NEA’s and as such, no evidence has been presented to the Inspector to justify any conclusions with regards to this question. Without them being defined, it is a matter of conjecture as to whether they can be funded.”*

In considering the responses to this question, the Inspector is directed to Section 2, Line 8.1 of ‘EB/087 North Essex Authorities Order of Cost Estimate Report - July 2019’ which provides a projected cost for investment in early phase bus/transit services (WoB14).

The cost is also considered in ‘EB/088 North Essex Garden Communities: Infrastructure Planning, Phasing and Delivery’ and importantly is taken forward to the ‘EB/086 NEA Section 1 Viability Assessment’.

In work completed by Galliard Homes to date Braintree, Chelmsford and Stansted have all been assumed as key origins/destinations for public transport with the need for local bus services to feed strategic systems such the RTS, as well as to offer traditional multi stop routes especially in the early phases of the Garden Community where subsidies are expected to be required.

**Galliard Homes (December 2019)**