



BATHURST DEVELOPMENT LTD



THE STEADINGS
CIRENCESTER

Community Liaison Group

23 January 2024

Format

- Updates
 - Planning
 - Development
 - Infrastructure
 - Upcoming Works
- Communications
- Guest Speaker
 - Mark Gimingham, i-Transport
- Questions

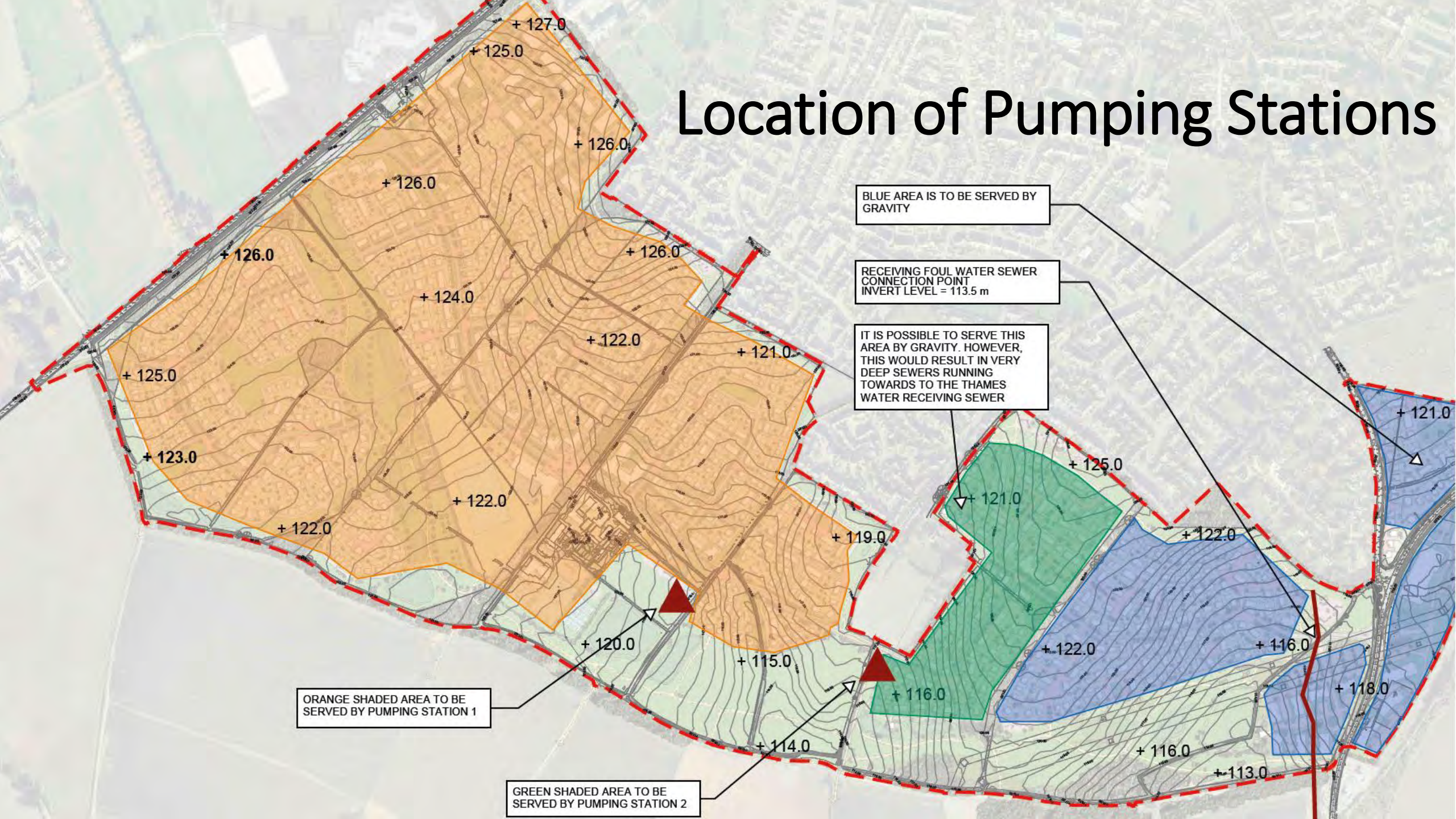


Planning Update

- Recent Consents
 - Spine road, open spaces & landscaping consents (yellow & green)
- Current Applications
 - Construction Management Plan
 - Employment area A (red)
 - Two pumping stations
- Future planning applications:
 - Parcel 2D & 2E detailed design code (April 2024)



Location of Pumping Stations



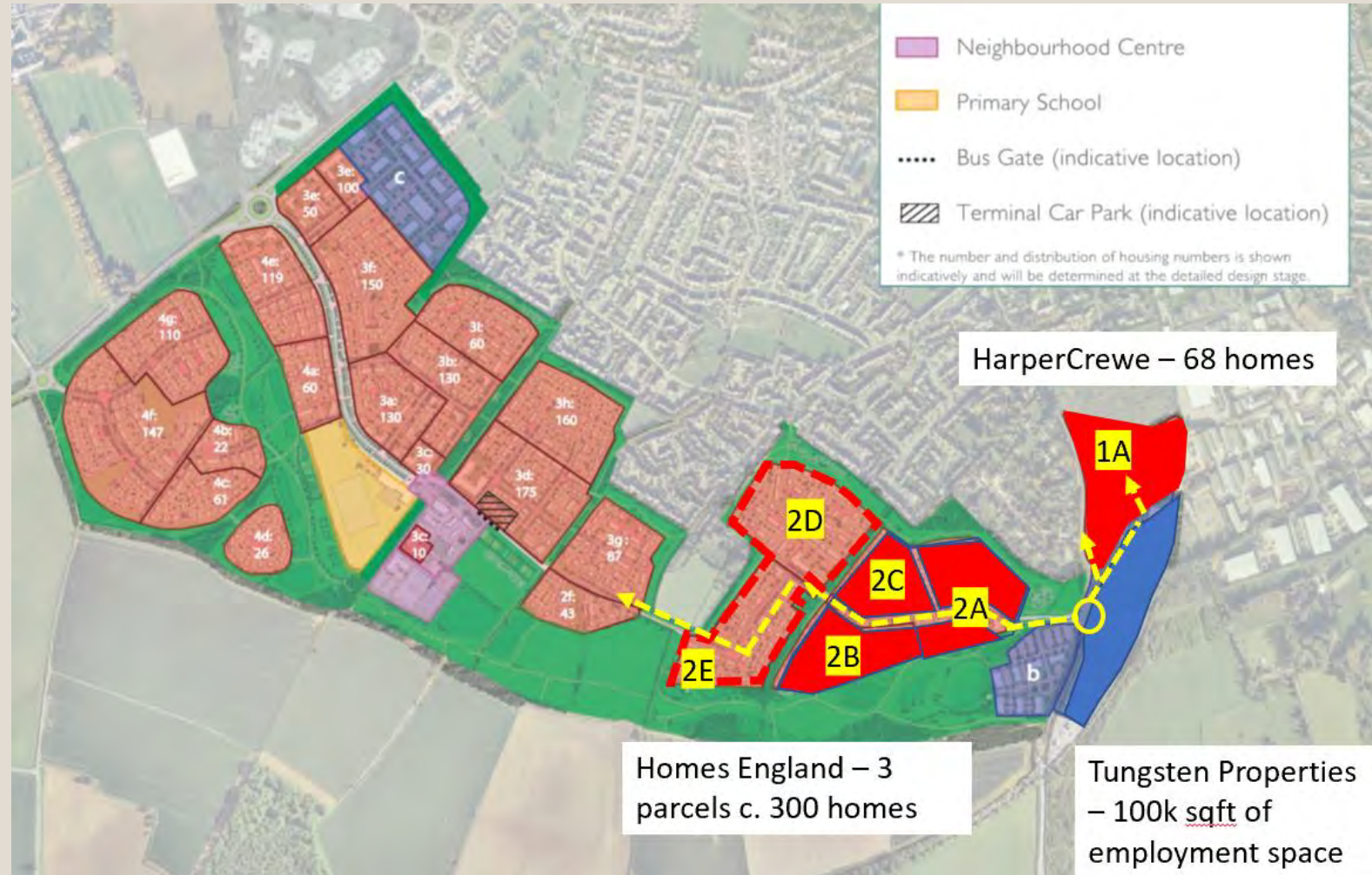
Development Update: Parcel 1A

- HarperCrewe
 - 27 of 68 new homes completed & occupied (40%)
 - Includes 8 affordable rent homes with Bromford
 - Final phase of construction underway for completion this year



Development Update: Parcels 2A – 2E

- Parcels 2A 2B & 2C
 - Homes England to select developer for Parcel 2A
 - Under contract in April 2024
 - c. 100 new homes
- Parcels 2D & 2E
 - BDL seeking 3 SME housebuilders to join development partnership
 - Bids in February 2024
 - Decision in April 2024
- Employment Area A
 - Revised scheme with LPA



Infrastructure Update:

- Current works
 - Cherrytree Lane / Stow Road – complete and adopted by GCC
 - Spratsgate Lane roundabout complete and to be adopted by GCC in Feb 24
 - Gas main diversion within the site to complete in mid-Feb 24



Upcoming Works - On Site (Jan 24 – Dec 24)

On-site – Parcels 2A 2B & 2C

- Gas Main diversion (Wales & West) – due to complete mid February 2024
- Spine Road – work starts end January 2024 for 10 months
- Landscaping – work starts in April 2024 for 12 months
- Archaeology investigations - Parcels 2D 2E 2F 3G & part of the Scheduled Ancient Monument – work starts Summer 2024 for 3 months



Upcoming Works – Off-Site (Jan 24 – Dec 24)

Off-site Works

- New building at Siddington Primary School – under construction & due to complete in October 2024
- Fire Station Roundabout works – 7 months programme, but start date under review – possibly May 2024



1 - Proposed new main entrance



2 - View from playing fields towards hall



3 - View into rear courtyard



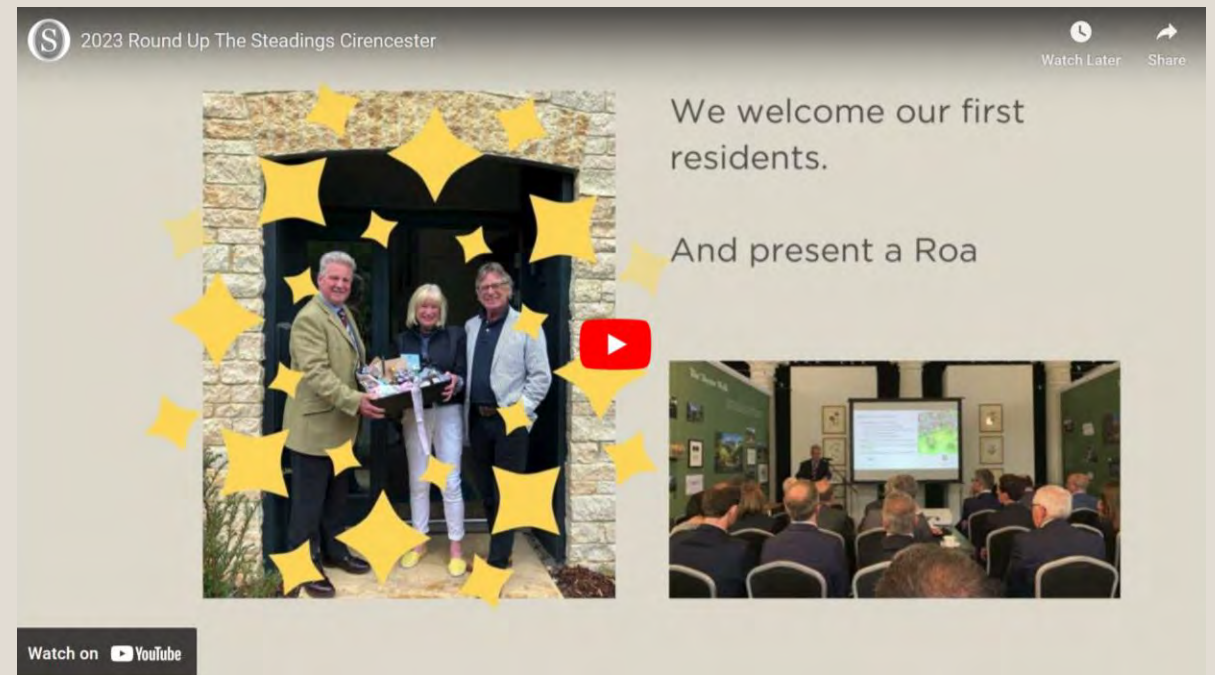
4 - View from rear courtyard towards playing fields

Communications and Sponsorship Update:

2023 round up video.

2024:

- Chesterton focused event.
- Site tours for CLG and press (separately).
- Archaeology event.
- Sponsoring The Chamber of Commerce Business Awards.
- Stand at The Cotswold Show.
- Newsletters and advertising to increase awareness.



thesteadingscirencester.co.uk/news

Key links and contact info:

Website: www.thesteadingscirencester.co.uk

Sign up on website for email updates

Email: community@thesteadingscirencester.co.uk

Tel: 0800 002 9055

Social media:

Nextdoor: [The Steadings, Cirencester](#)

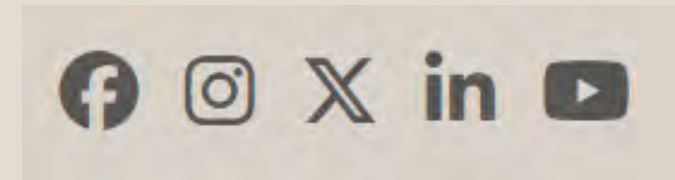
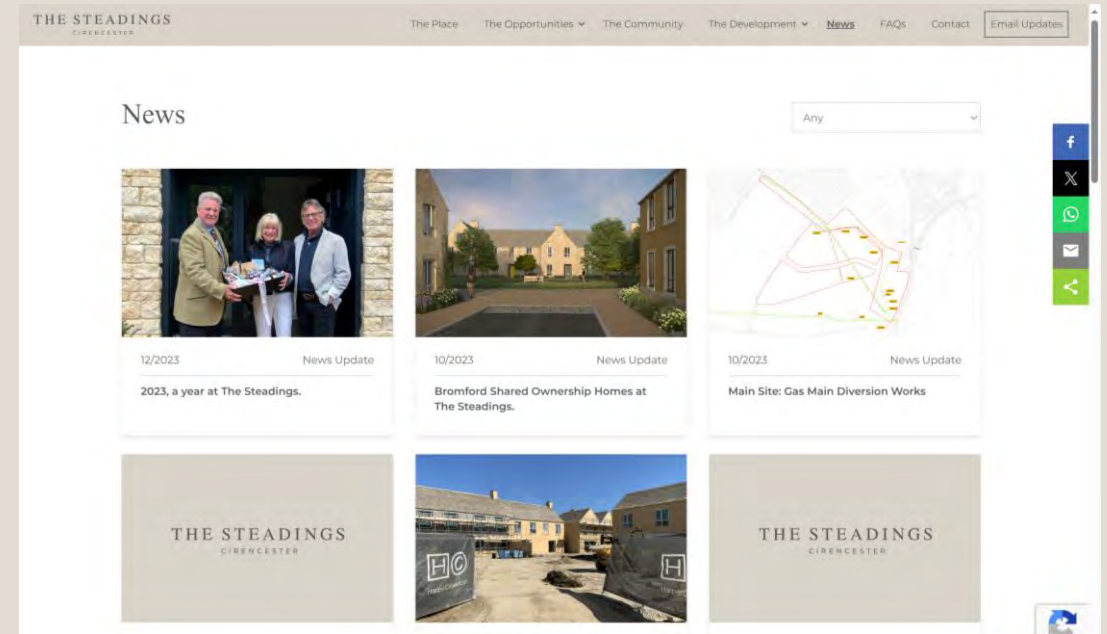
Facebook: [The Steadings, Cirencester](#)

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Mark Gimingham i-TRANSPORT

23 January 2024

Transport Update Review of Tetbury Road Access and Improvement Works

The Steadings, Cirencester
Community Liaison Group

Contents



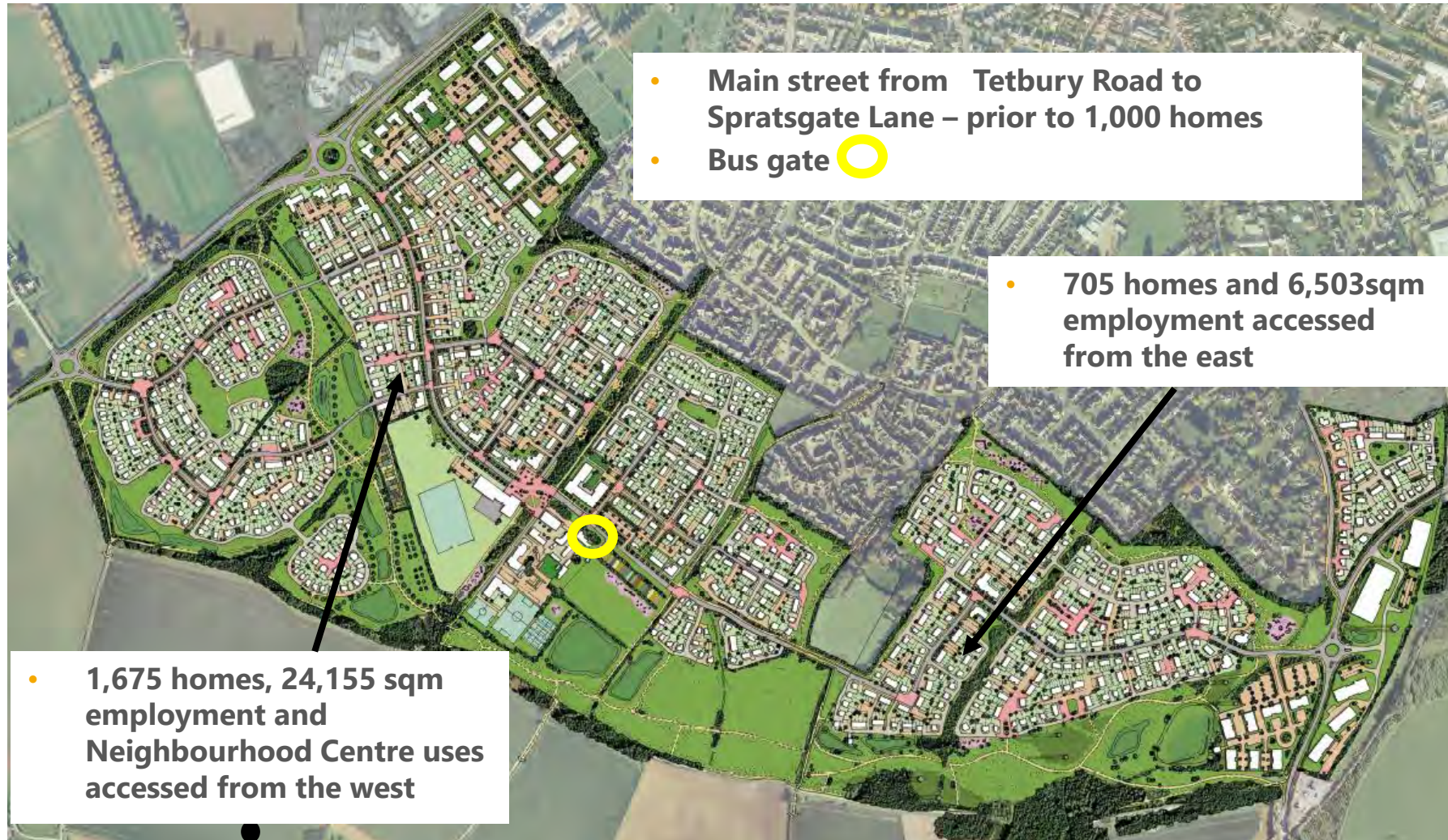
- Background & Timeline
- Approved Masterplan
- Policy Context
- New Approach to Reflect Current & Future Circumstances
- Connectivity Objectives
- Active Travel Modes – walking & cycling
- Public Transport - buses
- Travel Plan
- Traffic Analysis
- Tetbury Road – Access and Improvement Works
- Benefits
- Next Steps

Background & Timeline



- Cirencester S-Paramics Traffic Model
 - Traffic Surveys in 2013 – over 10 years ago!
 - 2013 Base
 - 2021 Development Year of Opening
 - 2031 Local Plan Review Period
- Outline Planning Application & Consent
 - Transport Assessment Scoping - 2014 / 2015
 - Submission – January 2016
 - Approval - April 2019
 - First occupations in 2023 (Phase 1A – separate from main site)
 - First occupations on main site in 2026

Approved Masterplan



Policy Context



- NPPF – Update December 2023
- UK Transport Decarbonisation Plan 2021
 - Decarbonising all sectors of the UK economy to meet net zero target by 2050
- DfT Strategic Road Network and the Delivery of Sustainable Development (December 2022) - Para 15:
 - Moving away from predicting future demand to provide capacity ('predict and provide') – to:
 - Planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (vision-led approaches)
- Active Travel England – new organisation & consultee
- LTN1/20 Cycle Infrastructure Design

Policy Context



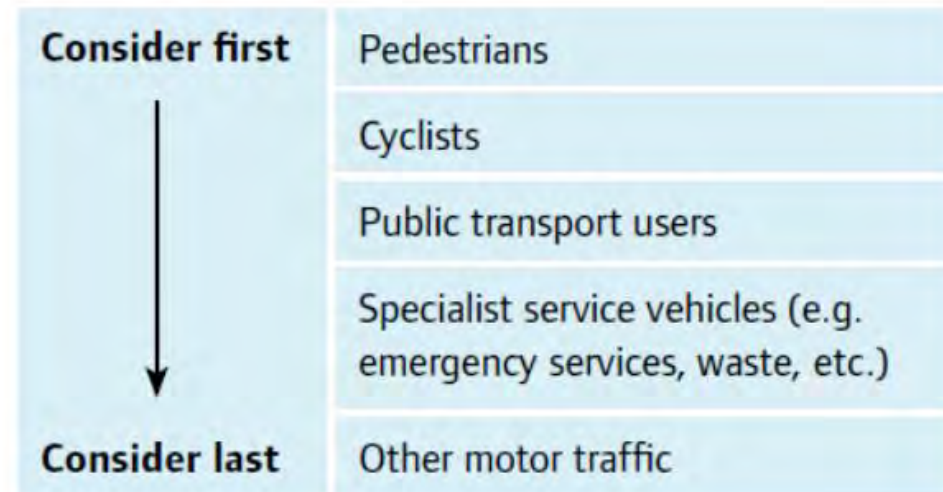
- GCC's Local Transport Plan (2020-2041)
 - Climate Emergency – GCC and CDC
 - Reducing Transport Carbon Emissions and Adapting to Climate Change – net zero by 2045
 - Maximising Investment in a Sustainable Transport Network
 - Integration with Land Use Planning and New Development
 - Thinktravel - Influencing Travel Behaviour Change
- CDC Sustainable Transport – Decarbonisation trajectory
 - Avoid - Overall per capita reduction in total trip mileage of 25%
 - Shift - Reduction of around one third of car mode share, tripling of both active travel and public transport mileage
 - Improve - Electrification of remaining vehicle trips.
- Manual for Gloucestershire Streets
- Cirencester LCWIP
- Kemble to Cirencester Cycle Study
- Tetbury to Cirencester Public Transport Study
- Cirencester Access and Movement Study
- Base traffic flows 2013 – nearly 10 years old!
- Covid-19 – change in travel patterns, potential reduction in peak hour traffic movements
- **Fundamental change – greater emphasis on non car modes, modal shift and decarbonising transport – vision led approaches**

New Approach to Reflect Current and Future Circumstances



- Connectivity Objectives
- Active Travel Modes
- Public Transport
- Traffic Analysis
- RAU – Innovation Village Proposals
- Tetbury Road – Potential Alternative Access and Improvement Works

- User Hierarchy - MfGS



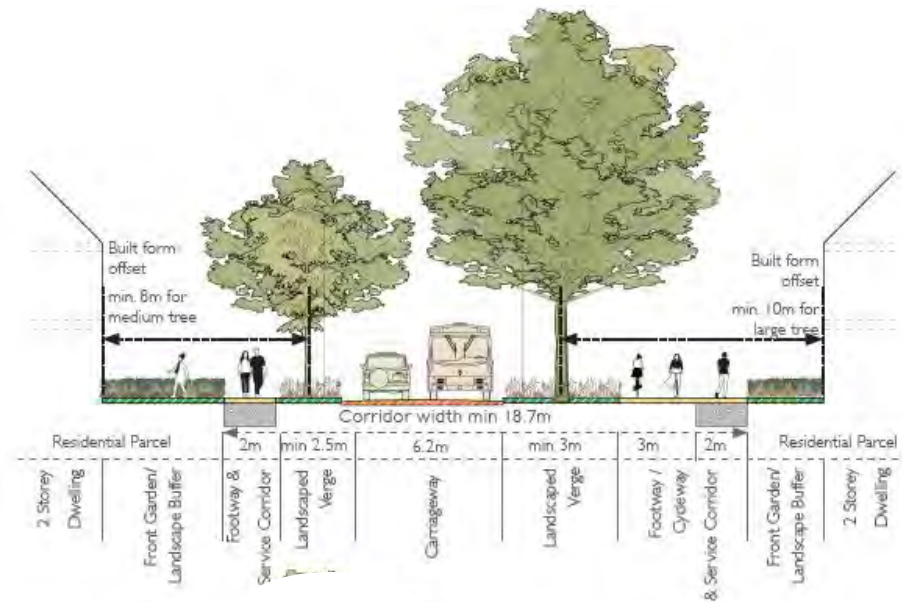
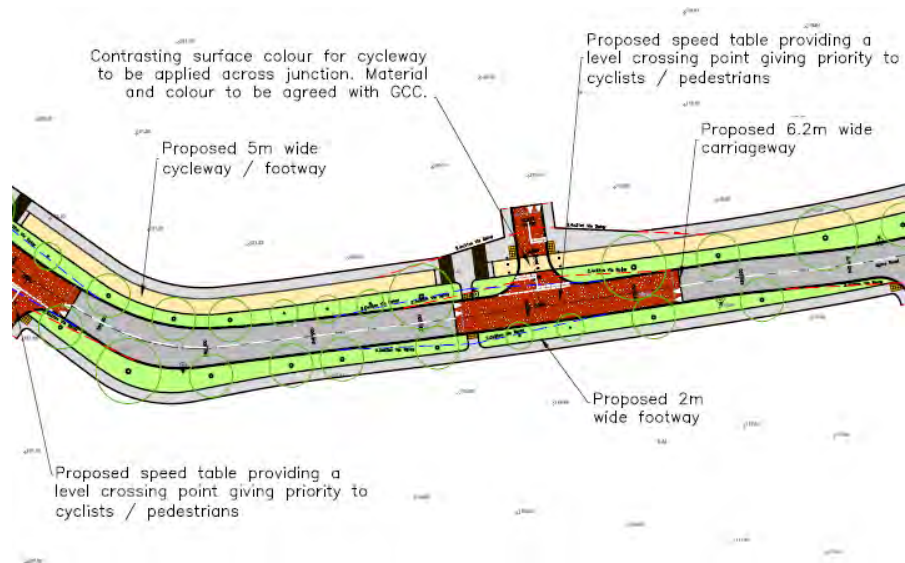
Connectivity Objectives



- Deliver a well connected, walkable neighbourhood with facilities within the development that reduce the need for travel
- Deliver direct and safe connections which prioritise access on foot, bike or bus
- Maximise integration with RAU Innovation Village
- Provide frequent, reliable and easily accessible public transport
- Provide easy access to a network of open and green spaces
- Roads / junctions to prioritise walking, cycling and public transport
- Potential mobility hubs to improve connectivity and accessibility
- Provide appropriate parking
- Provide effective digital connectivity to enable home working

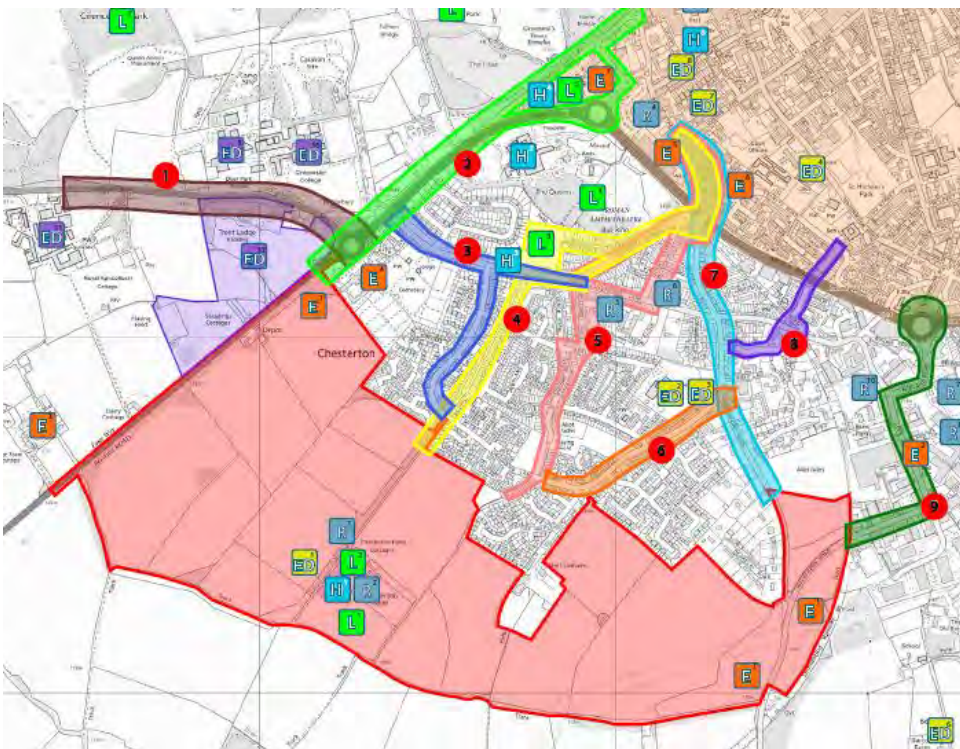
Active Travel Modes

- The main street / spine road – segregated footway / cycleway



Active Travel Modes

- Conditions require improvement to 9 key routes
- Contribution to town centre cycle parking



- Potential enhancements:
- LTN1/20 compliant segregated walking / cycle facilities along Tetbury Road / ring road
- Improved connectivity to The Steadings, town centre and the Education quarter along Stroud Road

Public Transport



- Section 106 Agreement
- BDL pays £1,836,912 (in stages) plus indexation to GCC to deliver:
 - Phase 1 – Hourly Bus Service (prior to occupation on the main site) – min. 06:00-10:00 & 16:00-20:00 to serve The Steadings, the town centre and Kemble Station, Monday-Saturday (first occupation est late 2025 / early 2026)
 - Phase 2 – Hourly Bus Service (prior to 500th occupation) min. 06:00-20:00 to serve The Steadings, the town centre and Kemble Station, Monday-Saturday (500th occupation est 2028/29)
 - Phase 3 – Final Bus Service (prior to 1000th occupation) hourly min. 06:00-20:00 (half hourly between 06:00 – 10:00 and 16:00 – 20:00) to serve The Steadings, the town centre and Kemble Station, Monday-Saturday
 - Cirencester town service at least between 10:00 – 16:00

Public Transport



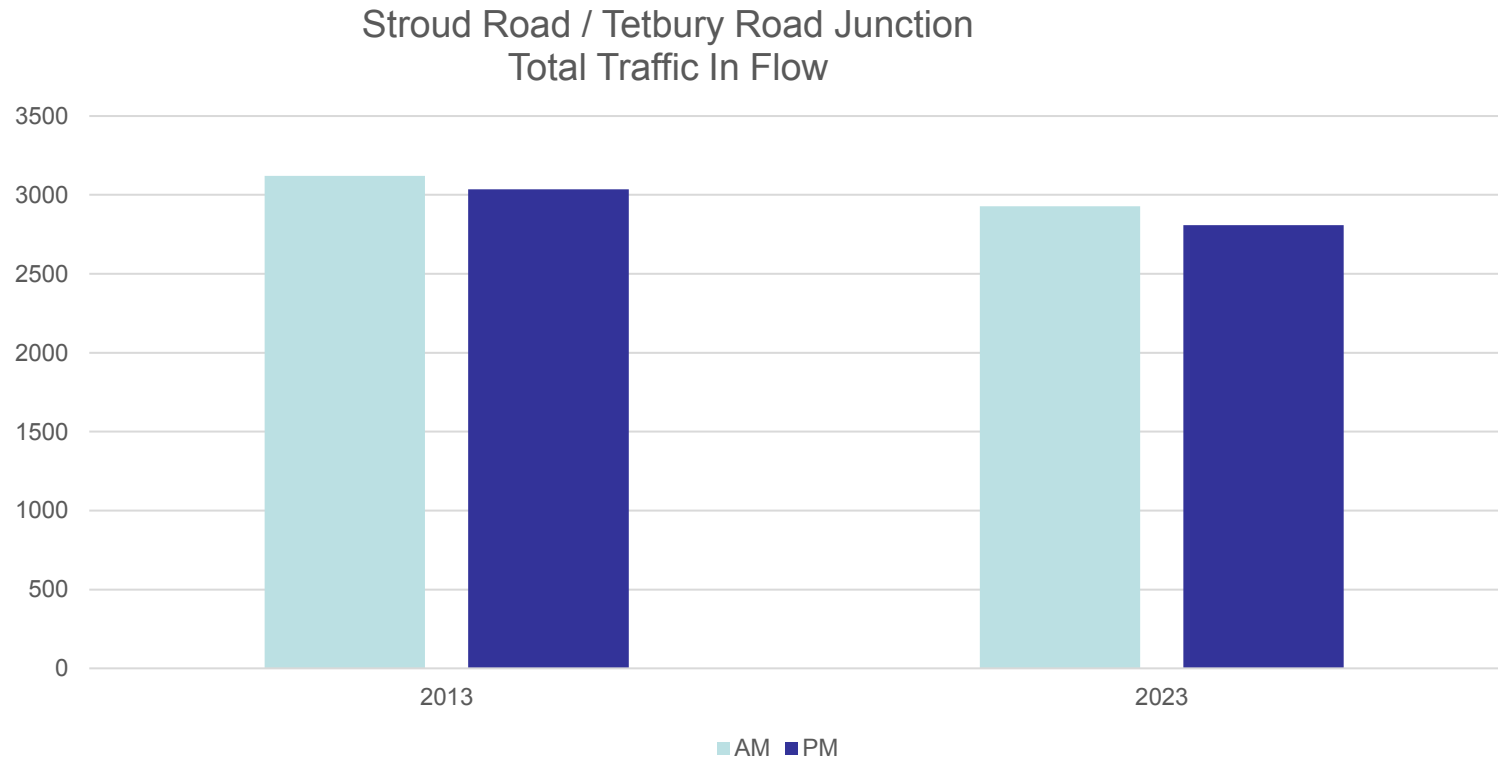
- CDC Study Cirencester – Kemble - Tetbury Public Transport Options Study (February 2023)
 - VLR – not supported
 - Preferred Option: A scheduled hourly bus service between Cirencester, Kemble and Tetbury
 - Hourly service meets many demands - easy to understand, use and market
 - Opportunity for cross-promotion with rail
 - Good potential alignment with S106 agreements at The Steadings
 - Electric vehicles could be viably deployed if charging infrastructure can be installed at reasonable cost
 - In the future, additional Demand Responsive Transport services could be added
- BDL is prepared to discuss with GCC / CDC the spending of the public transport contribution in a different way if that meets wider objectives whilst still serving The Steadings

Travel Plan



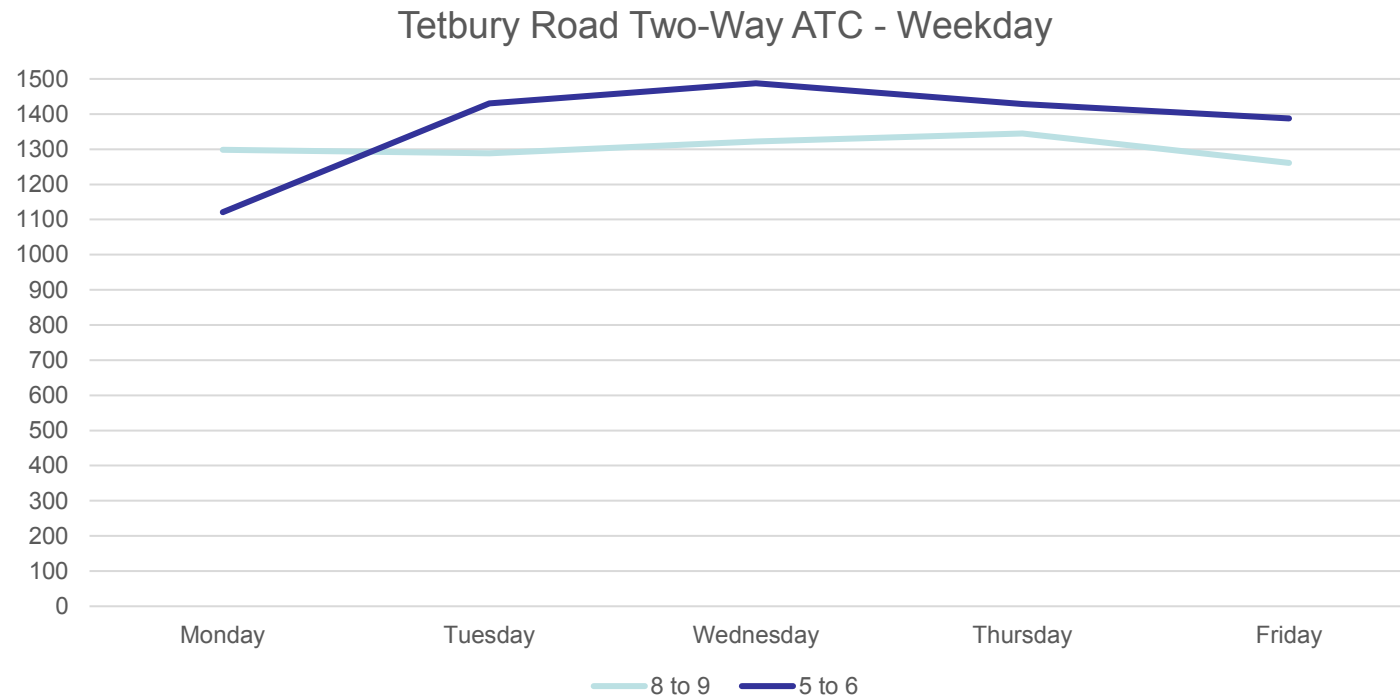
- Site-Wide Travel Plan Framework – agreed with GCC in 2022
- CDC will be seeking changes to Travel Plan in terms of improvements to targets and measures
- BDL is happy to discuss improvements with GCC and CDC but plan on hold pending feedback

Traffic – Baseline Flows



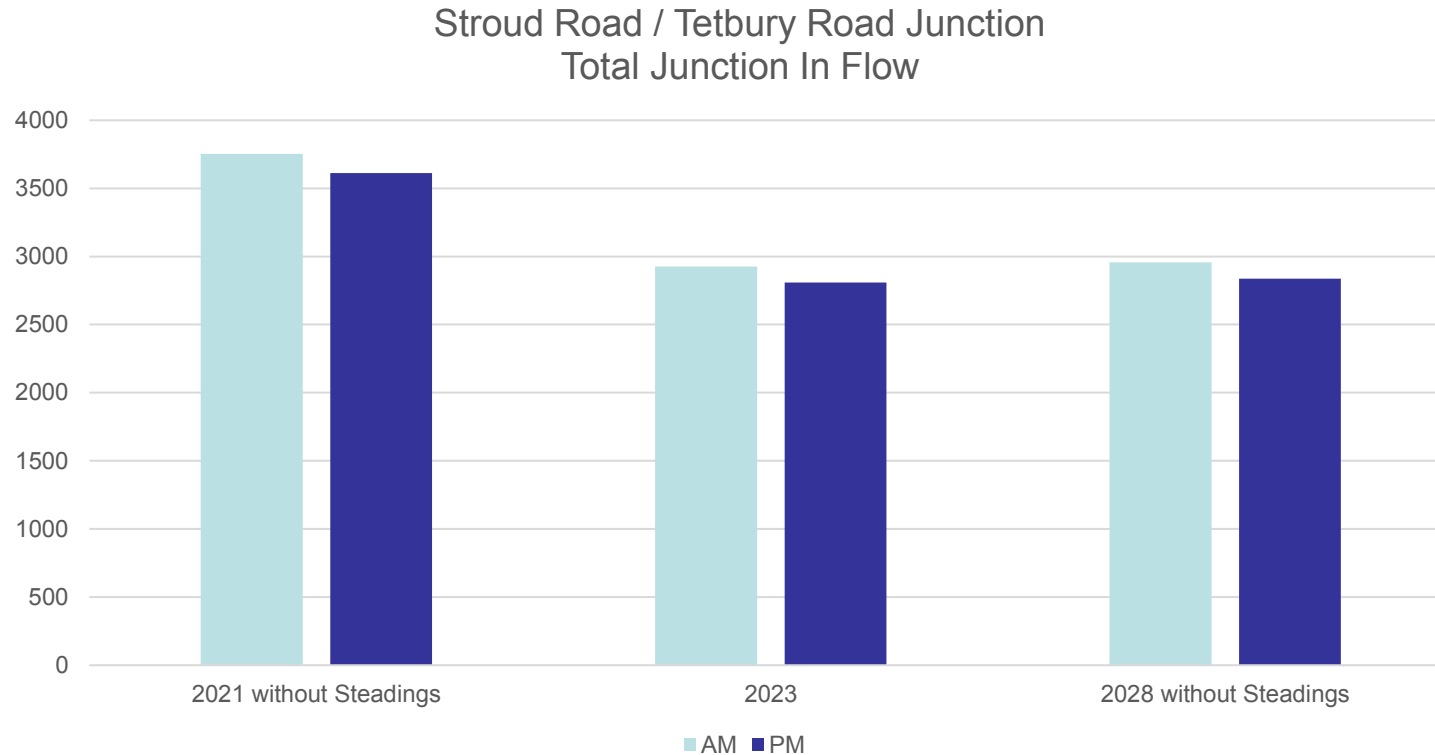
- No traffic growth between 2013 and 2023
- Circa 200 fewer vehicles each peak hour – 5% reduction

Traffic – Weekday Baseline Flows



- Tuesday to Thursday higher
- Weekends – lower traffic flows than weekdays

Traffic – Future Years

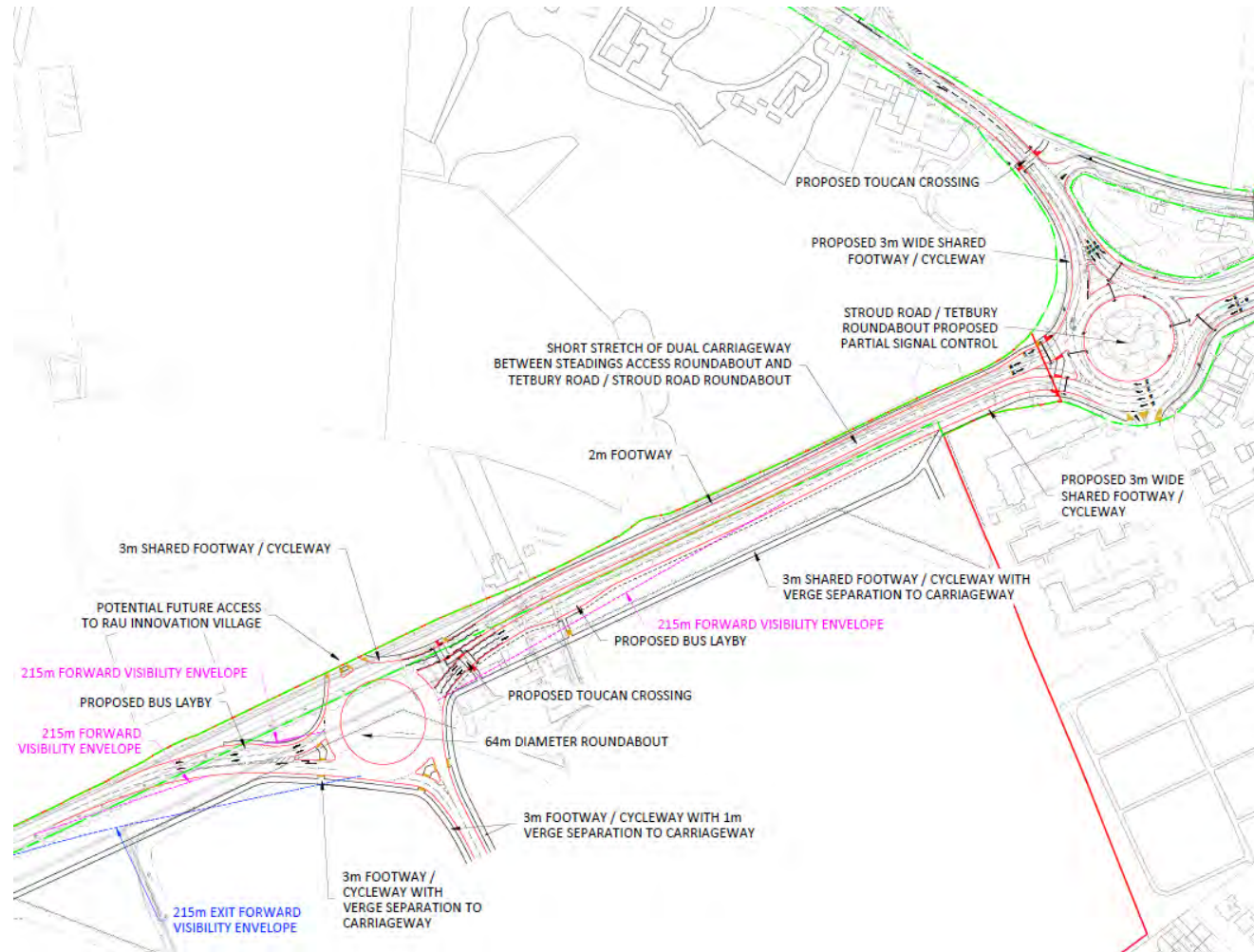


Traffic – Development

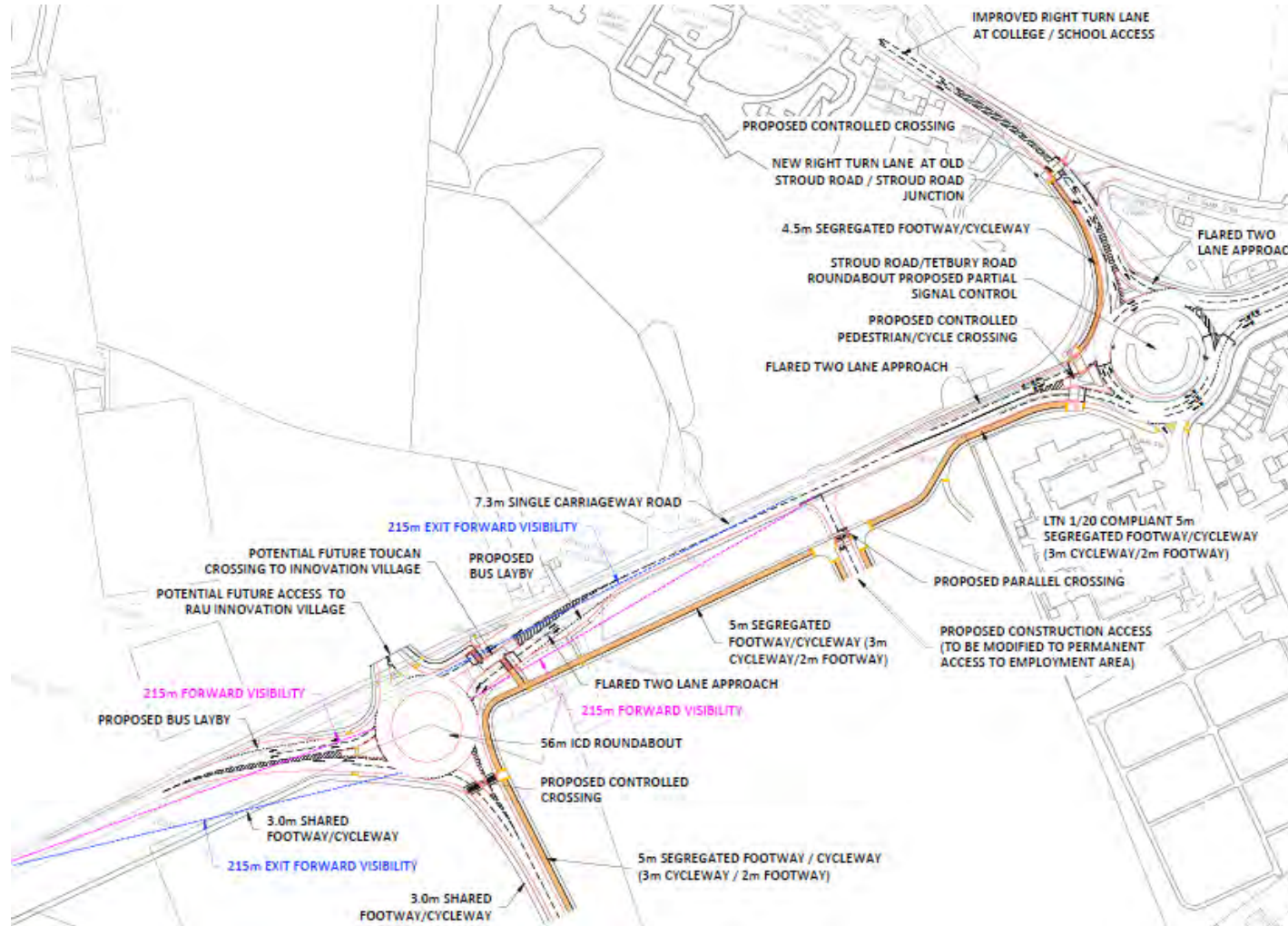


- The Steadings
 - Observed residential traffic generation – around 10% lower
 - Traffic generation lower
- RAU Innovation Village
 - New access and transport strategy
 - Maximise integration between sites
 - Reduced traffic generation
- Vision-led approach
- Overall traffic generation lower

Tetbury Road – Consented Access and Improvement Works



Tetbury Road – Potential Alternative Access and Improvement Works



Benefits



- Greater emphasis on non car modes, better connectivity, modal shift and decarbonising transport
- Provides positively towards other CDC / GCC transport studies
- Retention of tree belt
- Arboricultural, biodiversity & ecology benefits
- Landscape / historical setting
- Timing of works / traffic management

Next Steps

- Ongoing discussions with the RAU
- Scoping of application with CDC and GCC
- Public consultation
- New planning submission (section 73 application)
- Target planning submission – mid 2024



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Any questions?



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