

Response ID ANON-GB3Z-9YG4-3

Submitted to **Local Plan Issues and Options - Sustainability Appraisal**

Submitted on **2020-03-14 21:00:15**

Your details

What is your name?

Forename:

M ke

Surname:

Ginger

Are you making an individual response or on behalf of an organisation?

Organisation

If individual, please tell us what type:

Name of organisation:

Taunton Area Cycling Campaign

Please choose one from the drop-down list:

Community Group

What is your (personal/organisational) address?

██████████
████████████████████

██████████
██████████

What is your email address?

██████████
████████████████████

Consultation questions

Other SA consultation documents

1. If you wish to make general comments on any aspect of the Sustainability Appraisal (SA) Objectives and Alternatives Report, please set out your comments below specifying which paragraph/section your comment relates to.

Please provide reasons for your answers:

We have looked at the Scoping Report and conclude that it is entirely inadequate in the way it deals with sustainable transport:

1. Criteria for bus accessibility. The industry standard for new urban developments is that new houses should be within 300m actual (not crow fly) distance from the furthest house on routes of frequency of less than every 12 minutes (see Chartered Institute for Highways and Transportation 2018 'Buses in Urban Developments' Page 18 table 4 Recommended distances to bus stops) . Anything that cannot meet this should be identified as red. The use of amber is not logical as it either meets the recommendation or it doesn't The colour coding should also be adjusted to reflect sloping/hilly sites.

We understand that there is a need for a relatively easy to apply approach. However, we believe the approach used in the report is over simplistic to the extent of being almost meaningless. It is also heavily biased against bus access. There is a real danger that you have assessed sites as green and amber that realistically are red, and do not meet the industry standards unless bus improvements are introduced. The bus stops should also be served by Mon-Sun services and be sheltered to be eligible for green categorisation.

2. Walking and cycling are considered a key element of the Councils' transport strategies and the Garden Town Vision. We find it indefensible that there are no criteria relating to quality of walking and cycling environment in the scoping report.

Comments relate to table 4.1 LP Sustainability Appraisal

2. Please set out the changes you consider necessary to resolve the issues you have identified above. Please explain why these changes will improve the SA.

Please provide reasons for your answers:

Please address the criteria and their application as we suggest in Q1. Please refer to

<https://www.transportfornewhomes.org.uk/the-project/checklist-for-new-housing-developments/>