

West of England Partnership Scrutiny Commission on 6 July 2015

West of England Partnership Leaders Board on 10 July 2015

Bristol City Council Cabinet on 6 July

Bristol City Council Place Committee (next meeting)

Bristol City Council Full Council (next meeting)

BaNES Cabinet on 8 July 2015

BaNES Full Council on 16 July 2015

South Gloucestershire Full Council on 15 July 2015

West of England Partnership Transport Board on 17 July 2015

Greater Bristol Land Use, Planning and Transport

As an example, we support the retention of the Bus Contracts in South Gloucestershire Council on the grounds that they underpin economic growth in Severnside, Thornbury and UWE (including Sunday and evening provision). As a general point, we are very concerned that the permissions are being given for the Cribbs Causeway / Patchway New Neighbourhood areas and Eastworks without the necessary public transport provision being written in to the plans — i.e. the Henbury Loop and feeder bus services. This also applies to the Portishead line and the need to generate business in Portishead.

Our biggest concern with land use planning in the Bristol/Bath City Region is the lack of good affordable public transport links and sustainable development (including a proper planning brief for the Mall). We are further concerned that there is insufficient provision of affordable housing within the currently proposed development at the Mall.

Our concerns are also expressed about the lack of affordable housing within the city centres of Bristol and Bath—a good current example of which is the Carriage Works in Stokes Croft and the Gas Works and General Hospital sites in Bristol. We are in danger of central properties in Bristol, Bath and Weston-super-Mare becoming out of the reach of normal local people.

South West Transport Network **Statement** for

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This also applies, of course, to rural areas where the lack of affordable housing is even more critical.

We certainly do support the provision of 100 new homes in Charfield, as long as a significant number of these are provided as affordable properties. These will be on an ideal rail location (given the interest in re-opening Charfield station as part of MetroWest Phase Two/Three).

It is very important that we get a good working relationship between Land Use planning and Transport Planning in the Bristol/Bath Sub-Regional Plan.

The whole viability of the local plan is dependent on a European class public transport network. With the government's recent review of Network Rail spending (a wholly owned government agency) we are in a very tight corner and must argue our case loud and clear for the necessary funds to facilitate the infrastructure and revenue spending which will be necessary to deliver a successful regional transport system. The top priorities are:

- delivery of the Henbury loop and the Gloucester/Cheltenham line with new stations at Henbury, Charlton Hayes, Filton North, Charfield and Stonehouse (Bristol Road),
- reopening the Portishead line with new stations at Portishead, Pill and Ashton Gate (in conjunction with Bristol Sports),
- upgrading the line through to Weston-super-Mare and Taunton with a protected station site at Flax Bourton
- extending services through Bath to Swindon with additional stations at Corsham and Wotton Bassett

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- extending MetroWest services to Frome and Warminster with an additional station at Bathampton (perhaps as part of the turnback),
- drawing up a master plan for Bristol Temple Meads as a regional hub for the South West of England for buses trains and ferries (similar to Manchester Piccadilly or Portsmouth Harbour Interchange)
- creating master plans for top-level intermodal interchanges at Bristol Parkway station, Bath Spa station and Weston-super-Mare station.

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