

David Redgewell Statement from SWTN to BANES Special Cabinet 19th October 2016 and Bristol City Council Place Making Committee - Draft Spatial Plan meeting 17th October 2016

SWTN are pleased to see the initial preliminary outcome of the draft spatial plan and would like to support the proposed public transport solutions, urban extensions and regeneration strategy.

With proposed urban extensions at Yanley Lane, Long Ashton and Withywood linked to a light rail and Metrobus extension to Bristol Airport this will allow for housing, employment, school and community uses in these settlements with a new station at Flax Bourton and an upgrade of Nailsea and Backwell station to serve the airport.

We welcome new developments at Churchill and a new bus link from Bristol Airport and regeneration in Weston-Super-Mare with an electrification upgrade on the rail corridor from Bristol.

Bristol - Yate

We support the new light rail and bus corridors with the reactivation of the closed Midland Railway route through Lawrence Hill, Fishponds, Staple Hill, Mangotsfield, Westerleigh and Yate and high density housing and urban regeneration developments especially at Lawrence Hill, Old Market, Staple Hill, Warmley and Kingswood. This would benefit Kingswood, Staple Hill and Warmley in particular. We also support the light rail corridor from Mangotsfield to Bath via Warmley and Bitton and new housing in the East Bristol area and Bath Riverside alongside Saltford and St Annes stations reopening.

North of Bristol we support housing on the rail corridor to Gloucester with Metrobus extensions from Bristol to Yate via the M32 and the Ring Road, M5 and Thornbury and support the upgrade of the railway line to Gloucester and Cheltenham using light rail on the Thornbury line. There should be new housing and employment in Thornbury, a new town and housing in Charfield with new housing in Wotton-Under-Edge, Berkeley and Sharpness especially with the opening of a new power station at Berkeley (the railway line to Sharpness being reopened using light rail). We welcome growth around Pilning, Hallen, Severn Beach and Cribbs Causeway using light rail and tram-train to connect to employment and shopping developments.

In South Bristol we support a light rail corridor from the City Centre, Temple Meads, St Philips Marsh, Brislington, Callington Road and Whitchurch on the former North Somerset Railway corridor. This would allow housing development in Hengrove and Whitchurch with education and employment

included. We would also like to see urban regeneration around Temple Meads, Old Market, Newfoundland Road and Castle Park.

With any extra housing there is a requirement for high quality bus services in the evenings and Sunday's with 15 minute frequencies on all routes in the daytime. The recent cuts have caused severe hardship in the Greater Bristol/Bath travel to work area and need to be reversed.

### Historic Buildings

We think that the plans need to include regeneration of our historic buildings as we are very concerned about the continued loss of them in Bristol City Centre and Kingswood where there needs to be a stronger planning policy for protecting pubs in particular which in some cases could be used as small hotels and B& B's similar to the Wellington (Horfield Common). This applies to some pubs around Temple Meads like the George and Railway, Bell (Prewett Street) and the Grosvenor Hotel. The Cattle Market Tavern and Printers Devil should also be reopened to serve the new Temple Quarter Enterprise Zone.

Currently, it appears that many buildings are under threat at a time we should be investing in the surviving heritage around Temple Meads and the arena as a tourism quarter. We seem to be overwhelmed with student housing at the expense of family housing and LGBT and single people both in Temple Meads and Old Market. In the Kingswood area the Wesley chapels, the Chequers, Tennis Court Inn, Anchor Made for Ever and Cherry Tree public houses are at risk while in Fishponds the Farriers Arms is in poor condition and still occupied by squatters. In Bath the Mineral Water Hospital site is at risk.

There needs to be an urgent review of planning policies covering these buildings to prevent historic structures being lost or converted for inappropriate uses.

### Devolution

Whilst we welcome the Devolution deal the issues about transport powers are a concern as to how it will be possible to operate and franchise a bus network that does not cover the four unitary authorities in terms of a franchise or a quality partnership where buses operate between UWE - Portishead and Clevedon would be outside the agreement. Similarly bus services through Hotwells, Clevedon and Weston would have to operate under the permit system under the Buses Bill or would require a separate quality partnership covering North Somerset by the new combined authority to cover North Somerset either as an advanced quality partnership or an enhanced quality partnership. It would also require a different agreement for a multi-journey, multi-operator and multi-modal ticketing scheme and North Somerset would still require referral to the Traffic Commissioner for

services whereas the Metro-Mayor would have full control over the bus services through contracts or partnerships. Of course this would also apply to a Planning or Transport Commissioner.

On rail it would be very difficult to arrange improvements to services without the full Portishead line being in the deal as well as the line from Gloucester to Weston-Super-Mare. This would make station improvements very difficult or to seek rail powers for Metro-West within the franchise and Network Rail. Access for All programmes could be carried out at Lawrence Hill, Stapleton Road, Patchway, Pilning, Filton and Parson Street but this would leave the situation of station improvements in North Somerset outside the power of the combined authority. This would affect bus/rail interchange improvements at Weston-Super-Mare and Nailsea and Backwell and also electrification of the line between Bristol to Taunton.