

## **FOSBR responds to Local Authority Core Strategy Consultations**

Local authorities in the Bristol area have been consulting local residents about their proposed Core Strategies. A Core Strategy is a local authority's primary planning document within its Local Development Framework. Core Strategies are less detailed than the Local Plans they will replace; they may be supplemented by Supplementary Planning Documents.

Bristol City Council has produced the [Publication Version of its Core Strategy](#), and has invited representations about it from members of the public. Bath & North East Somerset Council (B&NES) is at an earlier stage, and has carried out a [Core Strategy Spatial Options Consultation](#).

FOSBR has responded to both authorities, and is currently (January 2010) preparing a response to a similar consultation by [North Somerset Council](#). [South Gloucestershire](#) plans to consult on a draft Core Strategy later in 2010.

### **FOSBR's response to Bristol City Council**

FOSBR's response to Bristol City Council welcomes the Council's stated commitment to rail improvements, including the Bristol Metro and passenger services on the Portishead line.

FOSBR is concerned, however, that the Core Strategy does not mention any station reopenings by name, and implies that some current and former railway land may be used for strategic green links or cycle paths rather than for necessary improvements to rail infrastructure.

FOSBR urges that, in order for the Core Strategy to be effective:

- current and former railway land should be safeguarded for rail use;
- the railway should be four-tracked between Temple Meads and Parson Street and between Temple Meads and Filton, and double-tracked between Temple Meads and Clifton Down;
- stations should be reopened at Ashley Hill, Horfield, and Ashton Gate, with a new station provided at Shirehampton Park and Ride;
- rail/bus interchanges should be developed; and
- passenger services should be considered for the Henbury Loop.

### **FOSBR's response to B&NES**

FOSBR's response to B&NES welcomes the Consultation's positive emphasis on public transport but asks for a firmer commitment to rail developments.

FOSBR urges that, in view of planned development in the District:

- new stations should be planned for Saltford and for a proposed new development to the west of Bath, near Twerton;
- there should be a half-hourly train service at Keynsham throughout the day; and
- former railway alignments across the District (including at Whitchurch, western Bath, Midsomer Norton and Radstock, and the routes between them) should be safeguarded from further encroachment so that they can be used for sustainable transport (from footpaths to reopened railways as appropriate).

