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For the attention of Planning Policy

[Policy.consultation@southglos.gov.uk](mailto:Policy.consultation@southglos.gov.uk)

1<sup>st</sup> March 2021

Dear Sir or Madam

### **Local Plan - Phase 1 Consultation Response**

Please find attached the Railfuture response to the above Consultation. Our comments are confined to Transport and are referenced with the page and item numbers in the consultation document.

Should anything in this response require clarification, please let me know.

Yours sincerely

***Nigel Bray***

Nigel Bray  
Railfuture  
Secretary, Severnside Branch.

## Page 48, item 41 Decarbonising transport

Railfuture agrees that new development, both housing and industry should be planned to minimise the use of cars. No new housing should be permitted without pavements or adequate street lighting. Walkways to the nearest bus stops and railway stations should be as direct and convenient as possible.

We hope the Council will press the Department for Transport to complete the deferred section of Great Western electrification from Bristol Parkway to Temple Meads via Filton Abbey Wood.

## Page 49, item 44 Transport infrastructure

On the existing rail network, the Henbury line is scheduled to reopen to passengers in 2023 and Charfield station is proposed for reopening. We believe there is a case for reopening stations at Coalpit Heath and Chipping Sodbury, which would both be on the electrified South Wales-London main line. Electric multiple units, many of which are currently based at Swindon, could provide a semi-fast service between Bristol Parkway (and later from Temple Meads if the deferred electrification is delivered) and Swindon.

In view of planned industrial development at Severnside, a footbridge at Pilning station should be reinstated to enable a basic service of trains to connect Pilning with Bristol and South Wales.

The Thornbury branch line, which has reopened to carry stone from Tytherington quarry, should be considered for reopening to passenger trains in a future phase of MetroWest.

Urban areas such as Kingswood and Mangotsfield which are not on the rail network could be served by a light rail lines which may be part of a mass transit network being considered by WECA. This would help reduce car use and improve air quality in those areas.

Bristol Parkway station provides excellent connectivity with local buses in the station forecourt. By contrast, Filton Abbey Wood station has no interchange with buses. For a station used (pre-Covid) by around 1 million passengers a year, its passenger accommodation is very poor, ie minimal shelter and no toilets. These deficiencies of Filton Abbey Wood need to be rectified as soon as possible.

Transport hubs are needed at the main railway stations and could even be created at Yate, where the station is on a main road.