

## Evidence from David Redgewell

**Wednesday 23 November 2011 – Day 1**

### **Issue 2 a-c – Employment Land Requirement and Employment-led Approach**

#### ***a. Justification for Core Strategy target of 10,100 jobs with reference to evidence on West of England growth scenarios and relationship of CS target to current backlog in job provision and effective overall target of 14,000 jobs :***

Basically Transport for Greater Bristol as an organisation believes that the key areas, where the need to create more jobs is greatest, are Weston-super-Mare, particularly on the old airfield sites and around RAF Locking. More is also required in the vicinity of Worle Parkway Station. In both cases this is because of their close proximity to a station allowing ease of access and connectivity by rail, thereby ensuring there is no need for new residents to add to further congestion. In addition both areas have access to a primary bus route to Bristol.

We believe there is a great need to rebalance job opportunities toward high-tech industry and warehousing, not just relying on tourism openings and opportunities. The job to housing ratio is most important aspect.

#### ***b. Spatial distribution of employment among settlements :***

In our view the measures set out in a) above would help to overcome the present commute to job opportunities at Filton on an overflowing rail service and overcrowded motorway network – M4 and A370.

#### ***c. Justification and Effectiveness of the 1.5 Class B jobs per dwelling target in the Weston Villages and its implications for housing delivery [see also Weston Villages under Issue 3]:***

Our organisation supports a mixture of jobs and housing within the S.E. extension, provided the S.E. extension is well supported by public transport networks – i.e. bus networks which will be specified to support 24/7 employment prospects as the occupants of new employment premises may in all likelihood operate on a triple shift system.

We have recently been concerned to see the effect on bus corridors where, due to cuts in overall spending, these services have been curtailed or operate at reduced frequencies.

The employment provision and linked residential development should be carefully planned to ensure direct, wide, cycle links are provided within a green corridor in the interests of both safety and amenity.