

# Old Market Quarter representatives' meeting with Alun Owen on 15<sup>th</sup> November 2012 - meeting notes

<b>Date</b>	26/11/2012	<b>Written by</b>	Clare Wilks
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<b>Present</b>	
<b>Name</b>	<b>Name</b>
Alun Owen (AO)	Eva Stuetzenberger
Sarah O'Driscoll (SO'D)	Willie Harbinson
Hywel Jones	Leighton Deburca
Paul Bradburn (PB)	Clare Wilks

<b>Distribution as above plus</b>	
<b>Name</b>	<b>Name</b>
Peter Badger	Alistair Cox
Simon Birch	Andy King
Dominic Murphy	Alison Bromilow
Rebecka Formosa	

<b>Item</b>	<b>Note</b>
1.0	Agreed that meeting was to discuss how the Old Market Quarter could collaborate with the proposed Enterprise Zone
2.0	<p>Reasons why Old Market Street (OMS) is a good point from which to create a pedestrian and cycle route link to the Enterprise Zone (EZ)</p> <ul style="list-style-type: none"> <li>• One bus per minute deposits pedestrians in Old Market</li> <li>• The busiest Sustrans cycle route in Britain comes in to OMQ from the east but peters out with poor continuing links to other parts of the city.</li> <li>• OMQ lacks safe and attractive pedestrian and cycle connections with surrounding areas.</li> <li>• Part of Peter Floyd's walking route has now been created reaching OMS from the north but still needs to be continued south to EZ.</li> <li>• Encouraging pedestrians to walk from OMS will create a transport node and help regenerate a lively shopping and cafe scene in Old Market.</li> <li>• BCC has money to improve links to EZ.</li> <li>• Because of the existing sites up for development in this area of OMQ, the working and residential population will increase along the proposed pedestrian route.</li> <li>• OMQ needs more green spaces and these could be along this route.</li> </ul>

3.0	<p>Ideas for how OMQ and EZ could complement each other</p> <ul style="list-style-type: none"> <li>• PB suggested a Paintworks model, with businesses and residential 'serving' EZ.</li> <li>• SO'D suggested EZ could provide some employment in OMQ in the form of softer services, like cleaning and supplies.</li> <li>• While both areas want to attract small businesses with low rates, OMQ perhaps offering a wider range of smaller employment sites and therefore more varied job opportunities.</li> <li>• If OMS could be successfully regenerated this could be a buzzing high street which could serve the EZ workers. With its attractive heritage buildings it would be a destination for EZ workers particularly at lunchtime. This would create a constant exchange of footfall between the 2 areas (it is a 7 minute walk).</li> </ul>
4.0	<p>Old Market Quarter's selling points</p> <ul style="list-style-type: none"> <li>• Location</li> <li>• Heritage</li> <li>• Inclusivity and diversity</li> <li>• Cheap rents</li> <li>• Independent shops</li> </ul>
5.0	<p>Old Market Quarter's challenges ahead</p> <ul style="list-style-type: none"> <li>• Fundamental issue is better connectivity, to be done through: Phase 1 - redesigning OMS, Phase 2 - stopping the one way system, Phase 3 – narrowing Clarence Road, Phase 4 – removing Lawrence Hill roundabout, Phase 5 – removing Bond Street roundabout.</li> <li>• Transport solutions for OMQ need to be considered within the context of the wider transport plans for the EZ. OMQ will ensure this through working closely with the EZ transport lead, Alistair Cox.</li> <li>• Bringing the very different communities together by improving the places which are common to all, particularly the high street and parks including St Matthias Park. OMQ is an area with several communities which have socio-economic and cultural differences.</li> <li>• Delivering what the residential communities need. This varies in different neighbourhoods. To include better amenities, including more cheap food, and safer walking routes.</li> <li>• Creating local employment and family housing</li> <li>• Trinity to offer daytime cultural activities</li> <li>• Improving green spaces</li> <li>• Engaging more with Gardiner Haskins as has been successfully done with the Post.</li> </ul>
6.0	<p>Future EZ and OMQ joint activities proposed</p> <ul style="list-style-type: none"> <li>• To encourage joint employment initiatives and training in both areas to improve links between the areas.</li> <li>• Seeing OMQ as part of the bigger picture, creating better links not only to EZ but also to Cabot Circus through the corporate initiatives and Castle Park (contact Vicki Able in the Castle Park Improvement Group).</li> <li>• Canal: using as a link and possible new bridge over canal.</li> <li>• Continuing the dialogue: AO to come to meet some of the OMQ community in early 2013 to explain the EZ to them.</li> </ul>

7.0

Comments to take into account for OMQ's Neighbourhood Plan

- A cautious discussion around the use of the PIWAs in OMQ. Need to assess how valuable to the local community are the warehouses. If some of these sites were redeveloped as residential this would not be unravelling designated employment areas as historically there was housing. SO'D warned to be careful as this is employment land and changing this would not be in conformity with the Core Strategy.
- How to improve the health and well being for people in OMQ.
- SO'D recognises that the Neighbourhood Plan activities are sliding together with the Town Team activities. That this will create more opportunities for funding.
- SO'D needs to understand who is in OMQ's steering group. Need to make sure include all communities.