

Bristol Parkway Station and surrounds masterplan FAQs

What is a masterplan?

A masterplan is an important document that looks at the long-term planning and development opportunities for improving an area, helping to shape its future. It sets out the long-term ambitions for transport, access to green space, land use and the economy.

South Gloucestershire Council have been working in partnership with Network Rail and Great Western Railway (GWR), with support of West of England Combined Authority, to develop a strategic masterplan for Bristol Parkway Station and the surrounding area. The masterplan will deliver a new vision to revitalise the station as a fitting gateway to the north fringe of Bristol.

Alongside taking into consideration feedback from the local community and key stakeholders, the masterplan will reflect the objectives and themes from national, regional, and local policies and strategies.

How will the masterplan benefit residents, local businesses, and commuters?

People and community are placed at the heart of the Bristol Parkway Station and Surrounds Masterplan vision. This masterplan vision will set out how we can shift the focus of the station towards people, rather than solely around trains and cars. Ultimately, the vision will deliver benefits to a wide range of people by reimagining Bristol Parkway as a new destination complete with a new station, places to work, meet and gather, in addition to new parks and habitats.

The masterplan vision is shaped by objectives that will serve local residents, businesses, commuters, and the wider region by:

- Better connecting the station to local communities
- Improving routes for walking, wheeling (such as mobility scooters) and cycling
- Improving connections to local bus services
- Making better use of the land available
- Improving access to the station
- Improving facilities at the station

- Improving the customer experience at the station
- Attracting and retaining the best talent and investment
- Responding to the Climate and Nature Emergency¹

How will the masterplan influence change in the area where I live and/or work?

The Bristol Parkway Station and Surrounds Masterplan contains a future vision and blueprint for change at Bristol Parkway over the next 10 years and beyond. It sets out the nature of the place that could emerge and the benefits that can be achieved by radically rethinking the role, function and physical shape of the station and the area immediately surrounding it. Bristol Parkway will become a 21st Century Living Station that will be a valued destination for local people and the renewed gateway to the global businesses located in the north fringe of Bristol.

The masterplan is not a formal policy document in itself (it is non-statutory), but it will feed into formal statutory policy, such as the new South Gloucestershire Local Plan which can you read about in full by following this link: <https://beta.southglos.gov.uk/new-local-plan>

The new Local Plan will explore the issues, options and approaches that could be taken to meet our needs for new housing, a prosperous economy, community facilities, infrastructure, climate emergency¹ and enhancement of the environment. The new Local Plan will eventually be used to make decisions on planning applications within South Gloucestershire, including at Bristol Parkway and its surrounds.

Who is responsible for producing the masterplan?

South Gloucestershire Council is responsible for producing a number of documents that set out the planning and development strategy for South Gloucestershire. The council has been working in partnership with Network Rail and GWR, to develop a masterplan for Bristol Parkway Station and its surrounds. Other organisations like transport providers, housing providers and environmental organisations are key stakeholders.

This masterplan is funded by the West of England Combined Authority & Local Enterprise Partnership through the Investment Fund, administered by the West of England Combined Authority.

One of the council's roles in this masterplan process is to make sure that options are compliant with planning policy.

What is the decision-making process for agreeing the masterplan?

The masterplan is being developed by South Gloucestershire Council who have been working in partnership with Network Rail and GWR, with support of West of England Combined Authority.

¹ The climate and nature emergency is a situation in which urgent action is required to reduce or stop climate change and avoid potentially irreversible environmental damage resulting from climate change

The decision-making process is driven by national, regional, and local policies and commitments, such as the pledge to make South Gloucestershire carbon neutral by 2030. To date, we have gathered and reviewed evidence, including capturing stakeholder feedback during online workshops to develop an understanding of the desired level of ambition and vision for the station and to capture feedback in relation to the initial design options.

The following groups participated in these sessions:

- Officers from South Gloucestershire Council
- South Gloucestershire councillors and local parish councillors
- Technical stakeholders, such as Network Rail, West of England Combined Authority, Great Western Railway, Bristol City Council, statutory bodies, environmental organisations, and transport operators
- Major employers, businesses, landowners, and organisations in the area
- Local community and interest groups

We will use your feedback captured during this public engagement to amend and finalise the Bristol Parkway and Surrounds Masterplan.

Are Network Rail and GWR supporting the masterplan?

South Gloucestershire Council have been working in partnership with Network Rail and GWR throughout the masterplan process.

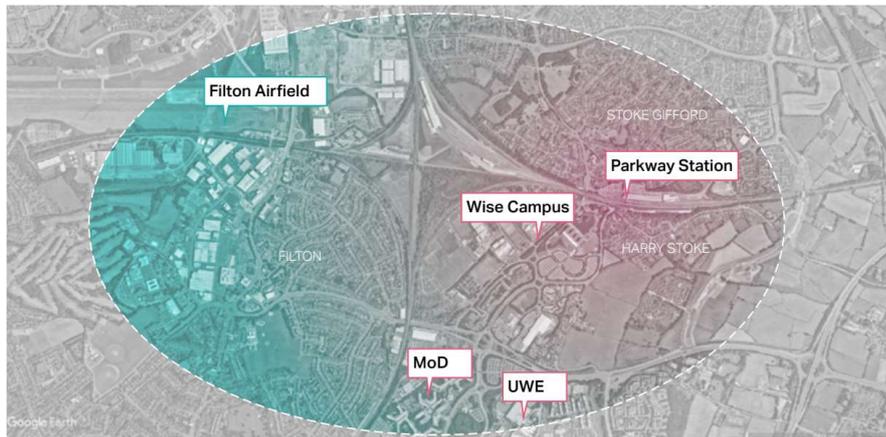
I own/occupy a property close to the station – what does this mean for me?

As a local resident and/or business, we want to hear from you about how you want Bristol Parkway Station and its surrounds to be improved, if at all. By providing your feedback, we can better understand the challenges you and/or your business face and, importantly, how we can address these challenges. The outcomes of the six-week public engagement will play an important role in finalising the Bristol Parkway and Surrounds Masterplan.

What areas will be impacted by the masterplan?

The masterplan will focus on key areas for improvement, namely Bristol Parkway Station, Stoke Gifford, and Harry Stoke, however the masterplan will have an influence on a wider area, including improving the area to the south towards the ring road and UWE, and the area to the west towards the former airfield at Filton.

The study area for this masterplan is outlined below:



Are you looking to improve other local stations?

Bristol Parkway Station is the only station within the scope of improvement for this masterplan. However, South Gloucestershire Council, with support of the West of England Combined Authority and other key organisations, are currently working on the north fringe of Bristol Masterplan, which includes improvements for Filton Abbeywood, Henbury, and Patchway stations; and on the Severnside Strategic Masterplan, which includes improvements for Severn Beach and Pilning stations.

Are all the identified opportunities going to be put in place?

We are now in the public engagement stage for the masterplan, so no plans have been decided. Through the ongoing engagement process, your views are being sought on the draft masterplan, which includes a proposed vision, key principles, and preferred development option. We need your feedback to help us finalise the masterplan. We will use the results of the engagement to prepare the final stage of the Bristol Parkway and Surrounds Masterplan.

How will the improvements to the station and surrounding area be funded?

The development of the Bristol Parkway Station and Surrounds Masterplan is funded by the West of England Combined Authority & Local Enterprise Partnership through the Investment Fund, administered by the West of England Combined Authority. Upon finalising the options and proposals for the masterplan, we will explore funding and delivery models and mechanisms. This will include traditional public and private sector funding streams, Network Rail/GWR delivery, and developer-led delivery, alongside a combination of these funding approaches.

Will train services be impacted by the masterplan works?

The majority of the works required to deliver the masterplan vision will have no impact on train services. Where some works do require interruptions to train services, these will be planned in advance and minimised where possible to avoid disruption.

What are you proposing for the subway under the railway line?

A new subway exclusively for those travelling via walking, wheeling² (such as travel via wheelchair, mobility scooter or wheeled walker), and cycling is proposed adjacent to the existing Hatchet Road / Brierly Furlong underpass. This will provide a new high-quality, convenient, and safe north-south connection for you to walk, wheel or cycle through. The new subway will not only benefit those travelling to and from the station, but also those passing through the area.

Will the station building be redeveloped?

There will be a new station building, which will have a modern and sustainable design. The new station will make it easier for passengers to access the platforms, including from the rail side, with a new bridge located to the east of the station. This will allow passengers to access other platforms via a bridge at both ends of each platform. There is potential for a surface level access to a London arrivals platform.

The station will form part of a new station square. Buses, taxis, disabled parking, and safe cycle storage will be located around the station square for improved access to onward journey facilities. This seamless connection to other modes of transport will make public transport and active travel (walking, wheeling², and cycling) more accessible for all. Ultimately, the station square will create a strong sense of place for people arriving at, and departing from, the area.

What are the proposals for parking?

To deliver key elements of the masterplan, such as the new station building, the masterplan proposes to reduce the overall number of car parking spaces over time, while still ensuring enough parking spaces are available for those who need to park.

The proposals involve removing all surface-level parking from the station. Instead, car parking facilities will be available within a dedicated multi-storey car park located directly adjacent to the station building. For those with specific mobility needs, parking provision will be focussed as close to the station as possible.

Improved pick-up and drop-off facilities will also be provided for people entering the station site by car from either station entrance.

It is proposed as part of the masterplan that 'low car neighbourhood principles' be applied within the surrounds of the station, which would offer new developments fewer parking spaces compared with the standard offer of parking spaces for new developments.

A key objective of the masterplan is to support the '15-minute neighbourhood³' principle by improving residents' access to basic needs within a short journey from their home via public transport, walking, wheeling², and cycling (active travel). Therefore, a reduction in parking at the station is possible due to the proposed provision of safe and accessible

² Wheeling refers to an alternative means of travel to foot/pedestrian-based mobility, such as travel via wheelchair, mobility scooter or wheeled walker

³ A 15-minute neighbourhood provides residents access to most, if not all, of their needs (such as jobs, homes, shops, and GP services) within a short walk, wheel, or bike ride from their home.

public transport and active travel facilities and the improved integration of these modes with jobs, community facilities, open spaces / parks, and homes in the area.

What are the proposals for buses and park and ride?

Public transport provision at Bristol Parkway Station will be enhanced significantly through the seamless connection from train to bus and bus to train via the proposed high-quality bus interchange.

The bus interchange will feature enhanced waiting facilities, with seating and shelters, enhanced wayfinding, and real time passenger information boards so you will know exactly when your bus will arrive.

Four MetroBus stops will be provided across the site to enable access to new rapid transit services: two will be on the main road through the site adjacent to the new station building and bus interchange, and two to the east in their existing location, adjacent to the current park and ride which will remain.

What are the proposals for bikes and scooters?

Pedestrian and cycle movements will be prioritised throughout Bristol Parkway Station and surrounding area. This will begin directly outside of the station building, where a new cycle/shared mobility hub will allow you to park your bike directly outside of the station entrance for a seamless journey from bike to train, and train to bike.

The cycle/shared mobility hub will provide high quality bike parking space for a growing number of bikes, including provision for non-conventional bikes and e-bikes. The hub could also provide access to a bike maintenance facility. The hub will also provide a location for hiring e-bikes and e-scooters alongside other forms of active travel directly outside the station for onward journeys.

A three-metre-wide cycle path is proposed along the southern edge of the road through the site, providing an east-west cycle connection through the station site, with priority over other traffic movements at all times. This path will be segregated, meaning that cyclists will be allocated their own space along the route. This route will provide safe, convenient, and attractive links into existing cycle facilities on Hatchet Road, on the Stoke Gifford Transport Link, in addition to the north and south via new connections into existing residential areas.

What are the proposals for improved accessibility within and surrounding the station?

Safety and accessibility are integral to the proposals of the masterplan. The new station square will offer seamless connection between all transport modes with long flexible curbs surrounding the square. These curbs will provide space for easy and safe access to disabled parking, buses, taxis, drop-off, and pick-up, in addition to the integration of future mobility services, such as autonomous vehicles.

What does the preferred option (Option 3 – The Street) propose?

The preferred option proposes four ‘key moves’ to transform the way Bristol Parkway Station and its surrounds feels and functions in the coming years.

1. Creating 4 New Places:

- A station square, creating a sense of place in the area, establishing socialising areas for people to meet, and creating spaces for local events and community gatherings.
- St Michael’s Green, a new community park to the west of the station which will bridge the area between the station square and the grounds of St Michael’s Church.
- Stoke Gifford Park, an open space managed by the local community, offering a range of uses, such as community gardens, running routes and designated habitats.
- The Brickworks, a new home to major employers offering modern workspaces, such as places to eat and exercise, to attract the best talent to the area.

2. Creating The Street:

- Connecting the east, west and Bristol Parkway Station via direct bus links, in addition to new routes for walking, wheeling², and cycling (with limited car access).
- This street will be lined by parks, workplaces, cafes, restaurants, and community facilities and will be a key location for the new station itself.
- A ‘green’ link, a street lined with ‘rain gardens’ and tree planting to filter rain water to combat localised flooding, and to link up a network of habitats.

3. Delivering a new ‘Living’ Station:

- A new station building, modern and sustainable in design, forming part of a new station square.
- A new station square, establishing a centre for movement. Buses, disabled parking, safe cycle storage and taxis will be located around the square, with the new station building offering a significant civic presence.

4. Crafting new Parks and Habitats:

- Connecting habitats to improve biodiversity across the area, which will form part of a wider network of green spaces and corridors extending to Forty Acres Park.

Ultimately, the masterplan will deliver benefits to a wide range of people by reimagining Bristol Parkway as a new destination complete with a new station; places to work, meet and gather; and new parks and habitats.

What other options were considered, and why did Option 3 become the preferred option?

As part of the Bristol Parkway Station and Surrounds Masterplan, several design options were developed and refined through technical expertise and evidence gathering, including

stakeholder feedback. The options were scored using a long-standing method which assessed them from a placemaking and travel perspective, to offer a balanced judgement. To find out more about this assessment tool and process, please refer to page 52 of the Bristol Parkway Masterplan Options Report accessed online here: https://consultations.southglos.gov.uk/Parkway_Station_Masterplan

These options are described below along with their benefits and limitations:

Option 1 – The Gateway

This option situates Bristol Parkway Station on the edge of the 15-minute neighbourhood³ with strong connections north and south with separation of vehicles and non-motorised users (pedestrians, wheelers², and cyclists). This option also provides improved connections to the park and ride, and the creation of a station square to increase opportunities for socialising.

Positives: This option offers passengers easy connection (interchange) between bus and rail; improves the feel and function outside the existing station with a station square, which creates a better sense of arrival for visitors and offers spaces to socialise and rest; and improves north-south movement between existing neighbourhoods for those walking, wheeling², and cycling via Brierly Furlong.

Limitations: This option does not address existing capacity issues at the station; offers limited scope to link in with the wider area (such as sites of employment); and does not address the disconnect between the station and wider communities.

Option 2 - ‘The Boulevard’ / ‘The Linear Park’

Option 2a - ‘The Boulevard’, recentres the 15-minute neighbourhood³ to the centre of the scheme and establishes Westfield Lane as a new urban boulevard which extends in front of the station, with a sunken street for walking, wheeling², and cycling close to the station. This option also offers better connections for passengers travelling between bus and rail and involves the relocation of the park and ride.

Option 2b – ‘The Linear Park’, creates a linear park linked to the south, and involves making the Aviva site more compact, making open space more public and useable, bringing the bus hub closer to the station, and moving the sunken street further west (relative to option 2a).

Positives: This option scored more highly than The Gateway⁴. This option offers economic growth opportunities due to proposed transformation and relocation of the park and ride site; offers more spaces to socialise, rest and access a range of services and amenities around the station and via the extended Westerly Lane route, the new urban boulevard; improves the landscape and public realm⁵, especially via the proposed ‘green boulevard’; improves movement between the north and south neighbourhoods; and provides passengers with easy connections (interchange) between rail, bus, active travel (walking, wheeling² and cycling) including a sunken street for those travelling via active travel close to the station.

⁴ Sub options have not been scored separately, instead an overarching score has been made for each core option

⁵ Public realm refers to any space that is free and open to everyone, such as any publicly owned streets, pathways, sidewalks, parks, and publicly accessible open spaces.

Limitations: This option does not address existing capacity issues at the station and offers limited scope for linking in with developments in the wider area and at key sites (such as sites of employment). The construction of the urban boulevard under the railway tracks is anticipated to be expensive.

Option 3 – ‘The Street’

This option creates a street east to west; provides direct bus routes and new and improved walking, wheeling², and cycling routes; creates space to offer better connections for passengers travelling between bus and rail; offers ‘rain gardens’ and tree planting to combat flooding and link up habitats; creates a station square and new parks; creates a new modern and sustainable station building; and establishes a new employment destination.

Positives: Scored the highest of the three options and has received strong support from stakeholders to date. This option creates a street east to west, focused on walking, wheeling², and cycling; better connects neighbourhoods to existing and new parks and open spaces; creates a new community destination with a greater variety of services and amenities along the street (such as cafes and shops) and greater density of uses in the wider area (such as offices and homes); and establishes the station as a destination, with a modern station building and station square. This option offers substantial transport improvements, with enhanced east to west and north to south movement for local traffic, walking, wheeling², and cycling, and potential MetroBus links, in addition to creating high-quality and accessible rail to bus (interchange) facilities. This option also offers ‘rain gardens’ and tree planting to combat flooding and link up habitats.

Limitations: It is anticipated to take a long time to deliver the full vision of The Street.

Preferred option rationale

Ultimately, The Street was identified as the preferred option as it supports the ‘15-minute neighbourhood’ concept⁶ by improving connections with local communities, increasing services and facilities on the station site, such as shops, cafes, and workspaces, and providing high-quality public transport facilities. These significant improvements to public transport and the customer experience support aspirations for sustainable regeneration. Creating the station and surrounds as a community destination attracts investment and employment, which supports the prosperity of the region. This option balances the need for placemaking and tackling climate change by offering more open green space and enhancing biodiversity.

When will any changes proposed in the masterplan happen?

The Bristol Parkway Station and surrounds Masterplan includes a vision and options that focus on the short, medium, and long-term future of the area. The masterplan will provide a gradual development and transformation of the area over the next 15 to 20 years, however there is potential that some of the masterplan options will be implemented well

⁶ A 15-minute neighbourhood provides residents access to most, if not all, of their needs (such as jobs, homes, shops, and GP services) within a short walk, wheel, or bike ride from their home.

before then, offering improvements in the short-term. An implementation action plan will be published when the masterplan is finalised in the autumn 2022.

Where else have similar schemes been implemented?

Several case studies were explored during the options development stage to understand what level of ambition can be realised and to identify the current trends in similar projects. You can read about these case studies on pages 24 to 28 in the Bristol Parkway Masterplan Options Report accessed online here:

https://consultations.southglos.gov.uk/Parkway_Station_Masterplan

Who have you spoken to about these plans so far?

Between December 2021 and March 2022, we undertook early engagement with key stakeholders, namely South Gloucestershire Council officers, local town and parish councils South Gloucestershire Council councillors, technical stakeholders (such as Network Rail), major employers, businesses, local landowners, organisations in the area, and community and local interest groups. Stakeholders were encouraged to provide their feedback on the emerging masterplan vision and options, including the appropriate level of ambition within each option.

We are now running a six-week public engagement to capture the views and suggestions of the wider community on the draft masterplan, which includes a proposed vision, key principles, and preferred development option. The public engagement will close on Sunday 14 August. You can find out more about the public engagement online here:

https://consultations.southglos.gov.uk/Parkway_Station_Masterplan

What is the purpose of the public engagement?

People and community are placed at the heart of the Bristol Parkway Station and surrounds Masterplan vision. The masterplan is shaped by overarching objectives that will serve the local community, such as creating a multi-functional station, improving the customer experience at the station, improving sustainable travel around the immediate local area, and bringing wider benefits to the local community.

Between December 2021 and March 2022, we undertook early engagement with key stakeholders to capture their feedback on the emerging masterplan vision and options, including the appropriate level of ambition within each option. Taking into consideration the issues and suggestions raised during the stakeholder workshops, we have developed options, including identifying a preferred option.

We are now running a six-week public engagement period for the Bristol Parkway Station and Surrounds Masterplan, which will run until Sunday 14 August. The outcomes of this public engagement will play an important role in finalising the masterplan.

The public engagement process is designed to strengthen the involvement of communities and reflect local views as the masterplan is refined and finalised. Everyone in the local community has the chance to see and comment on the masterplan options to ensure key questions and any feedback relating to the draft masterplan are considered.

We are committed to developing a masterplan that demonstrates what you, as residents, commuters, visitors, and businesses, would like to see in the area.

When will the engagement period take place?

The public engagement will be held over a six-week period between Monday 4 July and Sunday 14 August 2022.

How can I have my say on the masterplan?

You can provide your feedback in the following ways:

Survey

We welcome your views on the draft masterplan, which includes a proposed vision, key principles, and preferred development option, via our online survey here:

https://consultations.southglos.gov.uk/Parkway_Station_Masterplan

You can pick up a printed copy of the Executive Summary and survey at the following locations from Monday 4 July until the end of Sunday 14 August 2022:

- St Michaels Centre, North Road, Stoke Gifford, BS34 8PD
- Little Stoke Hall, Little Stoke Lane, Little Stoke, BS34 6HR
- Bradley Stoke Library, Fiddlers Wood Lane, Bradley Stoke, BS32 9BS
- Filton Library, Shield Retail Park, Link Road, Filton, BS34 7BR
- Downend Library, Buckingham Gardens, Downend, BS16 5TW
- Winterbourne Library, Flaxpits Lane, Winterbourne, BS36 1LA

Printed surveys can be completed and returned via freepost (no stamp required) at: Freepost SGC, South Gloucestershire Council, Insight and Engagement Team, Council Offices, Badminton Road, Yate, BRISTOL, BS37 5AF

If you would like to request printed copies of the Executive Summary and the response form to be posted to you, please contact us by email at regeneration@southglos.gov.uk or call us on 01454 868004.

Public drop-in sessions

You can meet the project team and find out more about the masterplan by attending one of the following drop-in sessions at St Michaels Centre, The Green, Stoke Gifford, BS34 8PD:

Thursday 14 July, between 2pm and 6.30pm

Wednesday 27 July, between 2pm and 6.30pm

Online workshops

We will be holding an online facilitated workshop with the wider community on Wednesday 3 August, between 6pm and 7.30pm via Microsoft Teams. If you would like to attend this workshop, please email regeneration@southglos.gov.uk and we will issue you the invite link and joining instructions.

Telephone

If you have a query about the masterplan or would like to request paper copies of the survey and/or executive summary document, please call us on 01454 868004.

Email

If you have a query or comment about the masterplan or this public engagement process, please email regeneration@southglos.gov.uk

Where can I find information about the masterplan and ongoing engagement?

To view the engagement materials, Bristol Parkway Masterplan Stage 3 Report, and/or Bristol Parkway Masterplan Options Report, please follow this link:

https://consultations.southglos.gov.uk/Parkway_Station_Masterplan

For more information on the masterplan process, including the ongoing engagement and next steps, please visit the dedicated masterplan webpage on South Gloucestershire Council's website: <https://beta.southglos.gov.uk/parkway-station-masterplan>

Can I get the information in different formats and languages?

Yes, if you would like any of the engagement documents in an alternative format, please contact regeneration@southglos.gov.uk, or call us on 01454 868004.

Who can I speak to if I have a question about the masterplan?

If you have a query or comment about the masterplan or this public engagement period, please email regeneration@southglos.gov.uk, or call us on 01454 868004.

How will my information be used?

Information provided will be treated confidentially and in accordance with the Data Protection Act 2018 and General Data Protection Regulations (GDPR) 2018. Our privacy notice, which explains how we will process your personal information, how long we will retain it and your rights as a data subject, is available at: www.southglos.gov.uk/privacy

What are the next steps in the masterplan process?

The next steps of the Bristol Parkway Station and Surrounds Masterplan process are as follows:

- Sunday 14 August 2022 - The six-week public engagement on the draft masterplan closes.
- Autumn 2022 – We will finalise and publish the masterplan.

There are a number of ways the masterplan can be taken forward. A potential scenario is through detailed studies to inform how the masterplan needs to adapt; through market analysis to highlight potential demand and the specific types of uses that would be accommodated within the plan; through a detailed phasing plan to show how the scheme will develop; seeking of planning consent; and the obtaining consent for proposed changes that impact the operation and functioning of rail assets. A detailed delivery and funding strategy would be produced.

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