

Bristol Parkway Station and surrounds

Masterplan
Final Report

November 2022



Prepared by:

ARUP **Jacobs**

On behalf of:


South Gloucestershire
Council

Delivering for you

ARUP Jacobs

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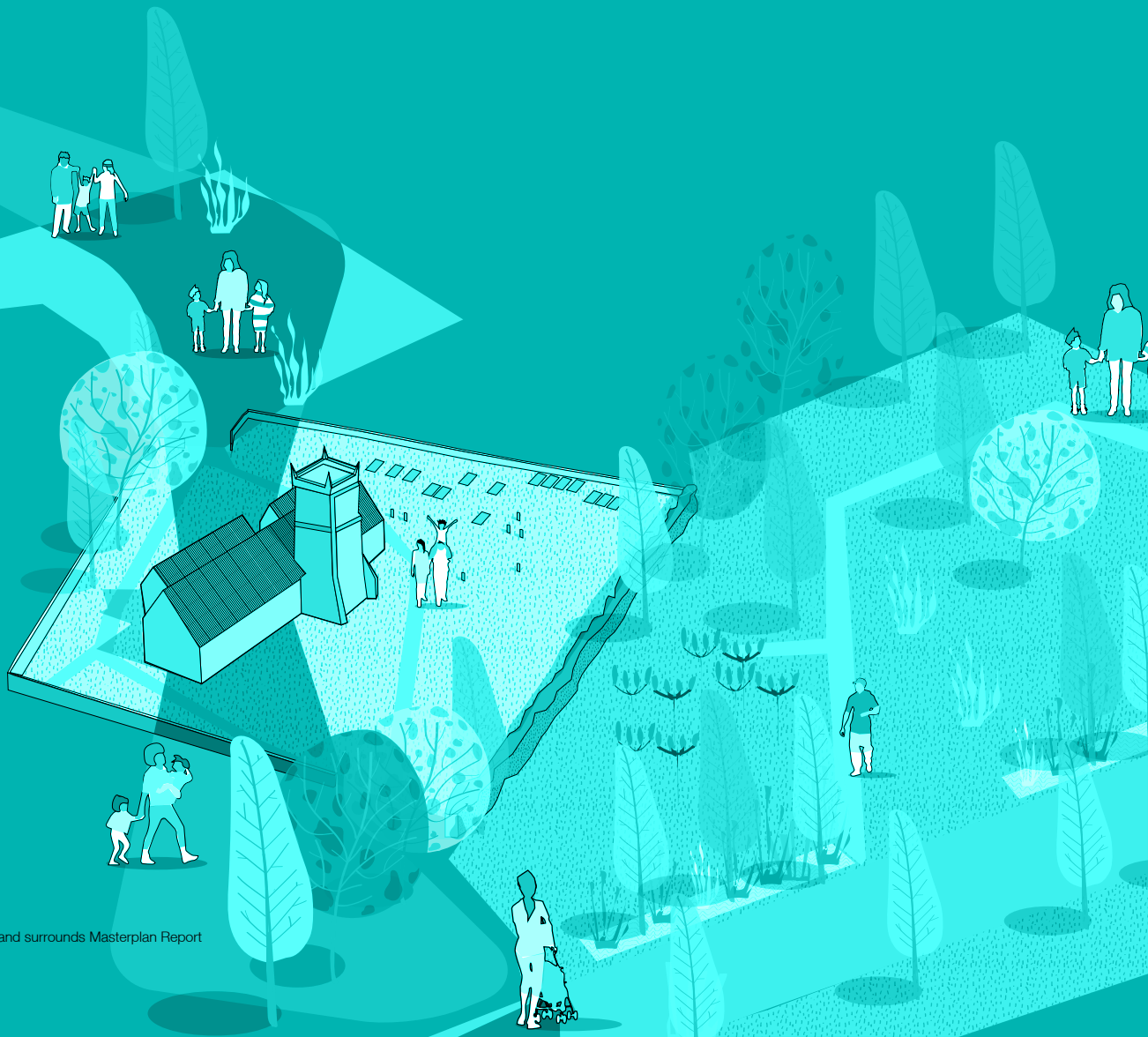
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1. Introduction

THE BEGINNINGS OF CHANGE

This masterplan marks the start of a journey to transform a valuable transport asset into a major new destination by providing a vision for the sustainable regeneration of Bristol Parkway as the gateway to the north fringe of Bristol and wider region.





1.1 Foreword

The objective of this masterplan is to create a new vision for the sustainable regeneration of Bristol Parkway as the gateway to the north fringe, South Gloucestershire and wider region.

The masterplan has been initiated by South Gloucestershire Council (SGC) and Network Rail (NR), with support of West of England Combined Authority (WECA). Design and technical support is being provided by Arup and Jacobs. Great Western Railway (GWR) are a key partner and part of the masterplan process.

The station provides a gateway to one of the most economically thriving areas in the country and to lively neighbourhoods to the north and east of Bristol as well as the markets towns of Yate, Chipping Sodbury and Thornbury. At the same time the station represents the third-most heavily used station in the West of England, after Bristol Temple Meads and Bath Spa and as such is key to the economic prosperity of both South Gloucestershire but also the wider region, which is consistently the most productive city region in England and Wales outside London.

Bristol Parkway was opened half a century ago and was the first in a new generation of “park and ride” stations. However, it lacks a sense of place and is focussed on trains and cars, rather than people. As the surrounding areas have grown and evolved over time, the socio-economic context has changed and the way we move around has become much more diverse.

Making successful places requires providing homes and services within an easily accessible reach. In order to do this, an intensification of land use is needed to create compact, vibrant and multifaceted neighbourhoods. The current trends towards the “15-minute neighbourhood” concept promotes this principle of sustainable regeneration. The 15-minute neighbourhood is where daily necessities, such as work, schools, shops, healthcare and parks can be accessed within a 15-minute journey on foot and bike from your home.

There is now an opportunity to design a station for the 21st century that will be a fitting gateway for the north fringe, South Gloucestershire and the wider region. The station has the potential to act as a multi-modal mobility hub, responding to a necessary shift from a car-based to a people centric focus, promoting active travel and public transport. Connectivity in the area needs improvement, especially north-south, with enhanced integration into its surrounding context.



1.2 Executive Summary

‘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’

A MASTERPLAN FOR THE FUTURE OF BRISTOL PARKWAY

This masterplan report 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 realised by radically rethinking the role, function and physical shape of the station and the area immediately surrounding it. It reimagines Bristol Parkway as a new destination complete with a new station, places to work, meet and gather and build communities, new parks and habitat.

This masterplan is the critical first step in a longer process which will be shaped and crafted by future engagement and consultation, technical studies and detailed work on delivery and funding strategies.

RENEWING THE GATEWAY TO THE NORTH FRINGE

In 2022 Bristol Parkway celebrated its 50th birthday. During this time, it has provided invaluable access to the rail network linking thousands of local people and world leading enterprise in north Bristol with cities and towns across the UK and beyond.

But the world has changed beyond recognition since the advent of the park and ride idea, where cars were a central part of the story. Climate change, changing work/life patterns following Covid 19, recognition of how the environment can affect physical and mental health and well-being, sustainable economic growth and a radical rethink on the function of train stations has reshaped our view on Bristol Parkway.

HITTING CLIMATE CHANGE HEAD-ON

There is an urgent need to address the way in which Bristol and its surrounding communities grow and evolve sustainably.

This means;

- Moving from car-based development to growth around public transport and active travel which will also help to reduce air pollution.
- Increasing not decreasing biodiversity through development and providing additional green space for nature and people to thrive.
- Using innovative design to increase energy efficiency and reuse and adapt where possible.

As one of the most significant assets in north Bristol, it is essential that the future of Bristol Parkway leads this change.

LIFE AFTER COVID 19 – A FOCUS ON LOCALISM

The Covid 19 pandemic refocused our attention on the benefits of providing more services, work-places and community infrastructure within local communities. The station and its surrounds can become the centre of a 15-minute neighbourhood model, or thriving local centre to help communities become closer and drive greater localism.

DRIVING ECONOMIC GROWTH

We need to ensure that we maintain and create high skilled jobs, to help the local and regional economy prosper. Bristol Parkway connects world leading enterprises with a national rail network and broader international links. It should become a place that reflects the importance of the area to the wider economy, through high quality design and ease of access, by sustainable modes of transport to existing and future jobs.

FROM A PARKWAY TO A 'LIVING STATION'

The role of the station is changing from a place where the only purpose is to access the rail network, to bustling places which serve the wider community and deliver outstanding passenger experience. This idea of a 'living station' is proposed for Bristol Parkway, where in the future you could access daily needs and wants such as workspace, cafes and restaurants to creche facilities, gyms and places to live.

FROM A CAR ORIENTATED PLACE TOWARD WALKING, WHEELING (INCLUDING WHEELCHAIRS AND PUSHCHAIRS) AND CYCLING

There is now an opportunity to design a station for the 21st century that empowers the community to travel through sustainable, flexible and healthy means of transport, utilising active and shared travel over private car use. A fitting gateway for the north fringe of Bristol, South Gloucestershire and the wider region, that epitomises transport decarbonisation, reduced air pollution, climate change mitigation and a people centred destination.

The station has the potential to act as a multi-modal mobility hub, through improved connectivity and by offering integrated and innovative local infrastructure and facilities and services that spark behavioural change and enable a seamless, people focused transport experience.

This modal shift is only possible through local stewardship and a partnership approach emphasizing the importance of community-led activity in partnership with the rail industry, government, and other partners.

THE STREET & NEW PLACES

The masterplan proposes new recognisable places that will become destinations over time. The living station at the heart – A new station will be the centre of the scheme. The station will be

located alongside a new bus interchange, ample cycle parking, vehicle access and connected into surrounding neighbourhoods by new walking and cycling routes, to ensure that sustainable transport is the most attractive way of travelling locally.

A new street, lined by parks, work places, cafes, restaurants, community facilities and the new station building will be created. It will create direct bus and cycle routes to the station and provide a new address for business. Innovations in landscape design will be incorporated to use planting, rather than concealed sewers to manage rainwater and create habitats.

Recognising that green space is essential for physical and mental wellbeing, ample space for nature and the local community will be provided, to increase the overall biodiversity of the area and give people new places to experience nature, walk, enjoy and take ownership of. Two key green spaces are proposed, St Michael's Place to the west, and a new community/habitat park in the centre of the plan

NEW DEVELOPMENT

Although exact uses are not yet to be defined at this stage, the masterplan proposes new employment space and opportunities for retail, restaurant and café type uses to support the station and help create a sense of place. Subject to demand, planning and the outcomes of future engagement, these could be further complemented by other uses, such as places for education or skills development, health and care.

There is also the opportunity to create new homes for people, within walking distance of the train station. To the west of the scheme, it is suggested that new community uses could be set in and around the new St Michael's Place area.

1.3 Purpose of this masterplan

The redevelopment of Bristol Parkway offers an opportunity to create a true gateway to north Bristol and its communities.

There are many influences that feed into this process, from technical issues such as the operation of the railway to the views, concerns and aspiration of local communities, and how we deliver sustainable growth. This masterplan provides a blueprint for the future transformation of the station and its environment, to show what this change might look like and the benefits it will bring. It brings together all the ingredients needed to make a successful 'place', from sustainable transport, the type of uses and buildings needed to habitat creation and preservation.

It also responds to a number of recognised issues and opportunities that have been highlighted so far including;

- There is a recognised disconnect between the station and wider context, particularly north-south, where the Brierly Furlong underpass creates a bottleneck.
- There is major housing growth proposed to the east of the station, which will create new demand for rail services and local facilities.
- Rail satisfaction surveys have highlighted the lack of facilities, shops and attractive waiting areas at the station.

- Bus services are considered to provide good connections to destinations to the north and south, but east-west connections are limited
- There is the potential to rationalise the existing site including the surface parking, and elements of the multi-storey parking.
- Car ownership is high in the local area and many of the local roads are designed to make it easier to drive, rather than walk or cycle.
- There is a disparity in affluence between Patchway to the west and Harry Stoke.
- The area is home to multiple major employers, such as Aviva and the MoD as well as the University of the West of England.
- There is the opportunity to converge two major studies - north fringe and Bristol Parkway, to ensure that maximum benefit can be achieved.

The masterplan marks the beginning, not the end of a process which in time will explore the more detailed aspects of delivery, from how the rail system may need to change to a detailed programme of delivery.



1.4 ‘Living’ Stations - the future of rail

The purpose of Bristol Parkway was simple, to provide a way to access the rail network, away from the busy city centre by car. Ample parking and direct links from major roads helped create a tendency toward car use over walking and other healthier, sustainable movement.

People spend on average 10 minutes at the station, reflecting the perception that the station and area around it are not places to dwell. The station is effectively fenced off from surrounding communities, with a small number of walking routes connecting into the site. Moving forward, Bristol Parkway can become a model of a ‘Living Station’

LIVING STATION

The idea of a Living Station has been developed by Network Rail and Arup, to define what stations could and should be.

In the future, stations could focus less on simply being the entry point to the railway network. Instead, they could become the hub for our transport experience, connecting different modes and services seamlessly. As well as beautiful public spaces, stations can be the core of a healthy network – where cycling and walking are easy and obvious choices.

They will be a source of community pride by creating a sense of arrival and a sense of place. They will provide for daily needs from education, work places, leisure, parks to nature to ensure people can do as many things as possible in one place in their daily routine.

The station should be at the epicentre of inclusive growth – that is growth in jobs and homes that benefit all irrespective of income and background. There will be much more partnership working involving the rail operators, local authority, community groups and enterprise.



2. Bristol Parkway in 1980. Source: Kevin Redwood, CC BY-SA 2.0
<https://creativecommons.org/licenses/by-sa/2.0>



3. Arup and Network Rail Publication ‘Tomorrow's Living Station’ outlines the concept for a new type of station

2. Bristol Parkway Today

UNDERSTANDING THE CURRENT PICTURE

To know where we are going and the challenges and opportunities that exist, we need to understand where we are today.

This section explores the current situation for Bristol Parkway and the wider north fringe masterplan.





2. BRISTOL PARKWAY TODAY

2.1 Context

REGIONAL

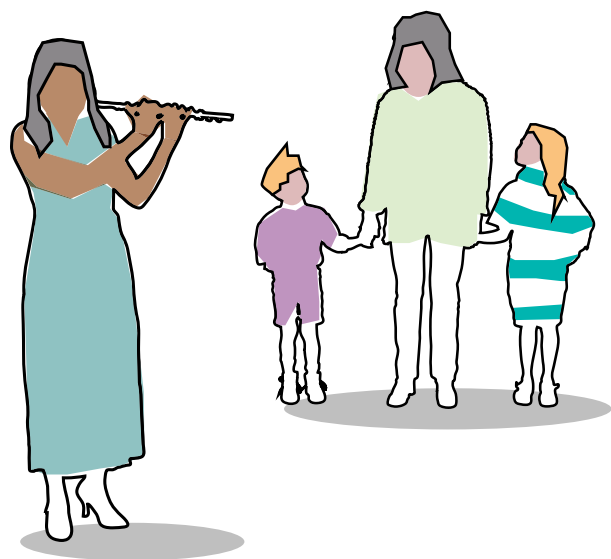
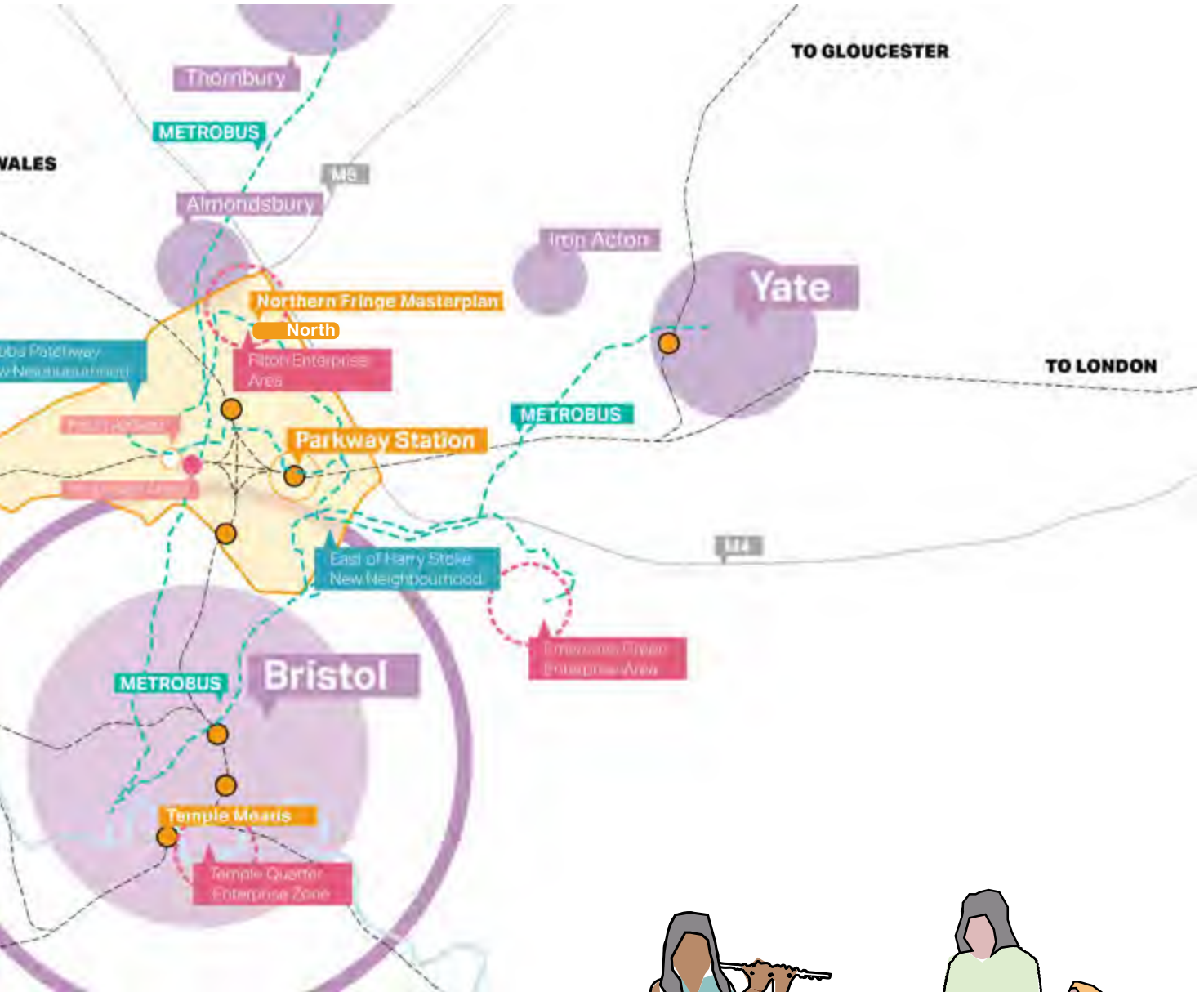
The emerging vision and masterplan for Bristol Parkway is defining a key driver of growth and prosperity for the north fringe and a gateway for the areas communities and businesses.

Bristol Parkway sits within the West of England Combined Authority (WECA) region, which consists of South Gloucestershire, Bath and north east Somerset, Bristol and north Somerset. The area is home to over 1.1 million people and prior to the pandemic, was the most productive city region outside of London. It is home to major industries, including the creative sector, aerospace and advanced manufacturing which service global markets. Several enterprise zones, including Filton, Emersons Green and the Bristol and Bath Science Park, are located near to Bristol Parkway. The University of the West of England remains a major location for tertiary education and research, attracting up to 30,000 students each year.

The wider area around Bristol Parkway is commonly referred to as a ‘fringe’ area, where the edge of Bristol and its communities and enterprise meets the towns of Chipping Sodbury, Thornbury and Yate. The future plan for Bristol Parkway will need to respond to the divergent needs and wants of these two geographies.



5. Regional Context of the station including proposed MetroBus Routes



LOCAL

The established communities of Harry Stoke and Stoke Gifford are located near to Bristol Parkway, and have grown around the station over recent decades. Much of the area around the station was developed in the 1970s-1990s, when car usage was prioritised in the layout of housing and the design of streets and roads. Car ownership is high in the area and above the UK average. Therefore, moving toward a sustainable transport model, based on public transport and active travel is needed, but will require significant behaviour change, away from a culture of car usage. Despite relative affluence immediately around the station, there is a disparity in socio-economic condition between this area and the areas to the community wards to the west around Patchway. Growth and change at Bristol Parkway should be targeted at improving the socio-economic well-being of the wider area, and not confined to the immediate station area.

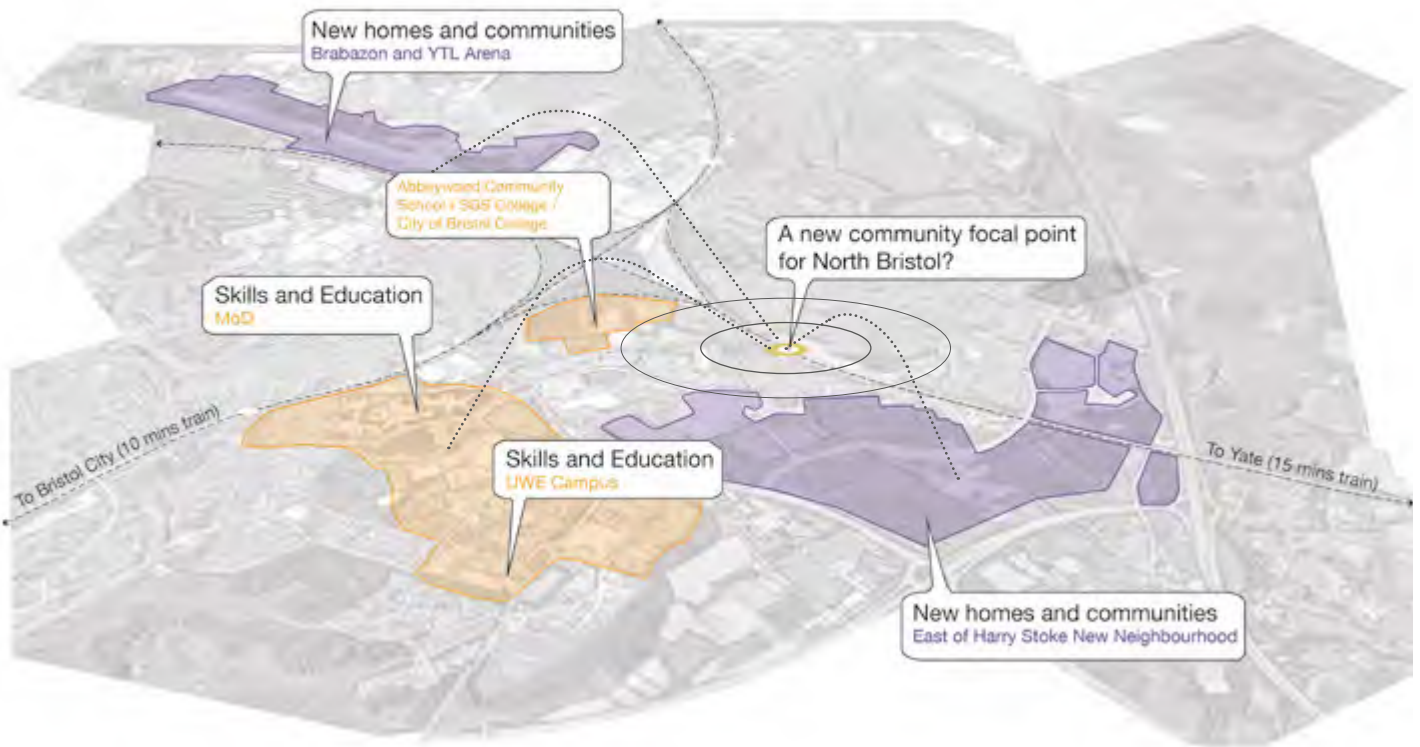
St Michael's Church and the St Michael's centre are important local facilities and landmarks, yet both could be better connected physically to the station area.

The area around Bristol Parkway is partly defined by several major employers and institutions, including the Aviva campus, Ministry of Defence and the University of West of the England (UWE). Although not defined at the time of writing, there is potential for change at some of these sites as they respond to changing working patterns, growth or possibly more intensive land use. Designing improved means to connect these places to the station and vice versa is an important consideration.

The station itself is poorly connected with surrounding communities. Long standing issues at the Brierly Furlong underpass reflect broader connectivity issues. The adjacent village green and St Michael's Church in Stoke Gifford are not linked into the station environment, whilst adjoining housing has 'backed-on' to the station area. An extensive railway sidings strip to the South further increases the physical barrier between north and south. Localised access issues, particularly north and south must be addressed in future.

Despite several local centres within Stoke Gifford and Bradley Stoke, there is a lack of a discernible destination or focal point within the area for local communities. The opportunity for Bristol Parkway is to become a recognised destination for these communities.

North to south bus services connect well into key destinations such as Cribbs Causeway, UWE and further south to the city centre. By contrast, east-west services are deemed to be more limited. The realisation of the proposed metro bus will remedy this in part by offering new services west along Hatchet Road and into the Cribbs-Patchway New Neighbourhood.



6. The station is located within the west-east growth corridor of the north fringe. Large new communities are growing to the east of the station, but they lack a focal point. Although high profile companies and enterprise are nearby, connections between them and Bristol Parkway are poor.

AT A GLANCE - BIGGER PICTURE INFOGRAPHICS

13km



Of improved cycling and walking paths by 2023

Source: WECA Business Plan



Over 14,000 new jobs by 2023

Source: WECA Business Plan

6



New rail stations to be opened by 2023

Source: WECA Business Plan



Net Zero by 2030

Source: WECA Business Plan

60%



Private car trips are responsible for 60% of all transport related emissions in South Gloucestershire, which are the highest source of Green House Gasses

Source: Jacobs

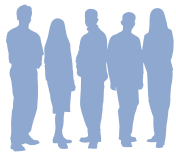
41%



Percent of species to have declined since 1970

Source: State of Nature Report 2019

1.1m



The West of England has a population of over 1.1 million

£14.2Bn



In the UK, the cost of illness derived from physical inactivity has been estimated at £14.2bn per annum.

Source: BEIC

33%



Those who walk for more than 8.6 min per day are 33% more likely to report better mental health.

Source: Making the case for investment in the walking environment: A review of the evidence

10%



Biodiversity Net Gain required for all planning permissions

Source: Environment Act 2021

63%



Percentage of adults classified as overweight or obese in South Gloucestershire

Source: OHID public health profiles

-22%



Early death risk

People aged 60 and over who do just 15 minutes of exercise a day reduce their risk of dying early by 22%

Source: TfL.gov.uk

AROUND THE STATION

The immediate station area, including the surface car parking, park and ride, multi-storey car park and training centre, have evolved over time in response to arising needs – primarily to serve only transport concerns. Current on site interchange facilities offer ease of access to the station, however the current physical arrangement is inefficient and impacts on the quality of public realm around the station building. As a result the sense of place is poor, with little reason to dwell within the area. There is an opportunity to repurpose these spaces and buildings, in order to make best use of land, enable new development and improve the overall customer experience as part of a coordinated, long-term plan for the station.

Existing rail satisfaction surveys point to the need to improve the station environment and customer experience. The lack of facilities, shops and seating were cited as areas of concern. Improvements to the station and its facilities are a recognised need.

The impact of the pandemic continues to influence rail usage, with the pre-pandemic trend based on commuting patterns yet to return. Whilst rail usage is recovering, more leisure trips are being taken, particularly on weekends reflecting wider national trends. Despite early signs that commuting patterns are beginning to return to pre-pandemic levels, it remains very difficult to predict the future pattern of usage.

Geo-location data suggests that the majority of people using the station are travelling from

within the adjoining communities such as Harry Stoke by car, pointing to the need and obvious opportunity to move toward far greater usage of public transport and active travel. The data also shows that most people limit their time at the station to on average 10 minutes.

Available data suggests that the parking facilities are not being fully utilised either now or pre-pandemic. The opportunity is to attract many more people to travel to the station by walking, wheeling or cycling.



7. Brierly Furlong Underpass

SOCIO ECONOMIC

Compared to South Gloucestershire as a whole, Stoke Gifford has a higher than regional average working age population, a higher economic activity rate and a lower long term unemployment rate. It ranks as one of the least deprived areas in England, which reflects the strength of the local employment base. In contrast, Patchway and Henbury are considerably more deprived, pointing to the need to think wider in terms of where and how change at Bristol Parkway can improve communities.

Average house prices in Stoke Gifford are higher than the South Gloucestershire average, with higher-than-average car ownership rates. Similarly house price to earning ratios have risen by almost 20% over the past 10 years. All of which suggests a need to think about the delivery of a range of tenure and housing types in the local area.

Health indices are above average rates, which is symptomatic of wider positive relationships between relative economic prosperity and health. Ensuring that the masterplan for Bristol Parkway continues to support a healthy lifestyle, through access to meaningful employment, active travel and a sense of community should still be a central consideration.

The average age of commercial (office) property in the area is 1972, whilst property for sale was extremely limited at the time of writing. This points toward the potential for modern office and commercial space.



8. Bristol Parkway and the surrounding area. Courtesy Rich McD

MOVEMENT

RAIL

Located on a key strategic crossing point in the national rail network, Bristol Parkway provides rail connectivity to local, regional, and national destinations. It serves both a local and regional catchment, attracting users from within the Bristol urban area, as well as from neighbouring areas such as Bath, Yate, Portishead, Weston-super-Mare and South Wales, with over 2.3 million passengers per year pre-pandemic. Currently, evidence suggests the station is serving an increasingly local catchment, attracting trips from growth areas within proximity of the station.

BRISTOL PARKWAY - TRAIN AND CAR

The station is well connected to the major road network in North Bristol, and was built for the purpose of intercepting car trips, via Park & Ride, into the City Centre, as well as to provide connections to destinations further afield. Its success has resulted in a car-dominated environment and a significant expansion of car parking facilities. Pre-pandemic, the majority of trips to the station were by private car (52%), while only 11% of users travelled to the station by bus, 17% walked and 3% cycled (Transport Focus Survey). Despite this, pre-Covid 19 data suggests that car parking facilities were regularly underutilised throughout the year.



9. Bristol Parkway Parking. Courtesy Rich McD

TRAIN AND BUS

Several local bus services serve the station directly, however existing bus interchange facilities have poor legibility, which make wayfinding difficult and while seating and shelters are provided, space is limited. There is also limited space to expand the interchange to provide new bus stops to cater for future bus services, where required, and bus movements have no priority over the movement of other vehicles with potential for conflicts and delays for bus journey times during peak periods. A combination of these factors make trips to and from the station by bus comparatively unattractive and inconvenient when compared to trips by car.

WALKING AND CYCLING

Cycle and pedestrian connectivity from the wider network to the station is limited, with poor connections to existing routes on Brierly Furlong, Hatchet Road and the Stoke Gifford Transport Link and there is a lack of dedicated cycle lanes on the Bristol Parkway site. In addition, the Brierly Furlong Underpass has restricted width and height which presents several challenges in relation to safety, journey times and congestion. Bicycle parking provision is poor. As such at present, walking and cycling are not attractive options to access the station.



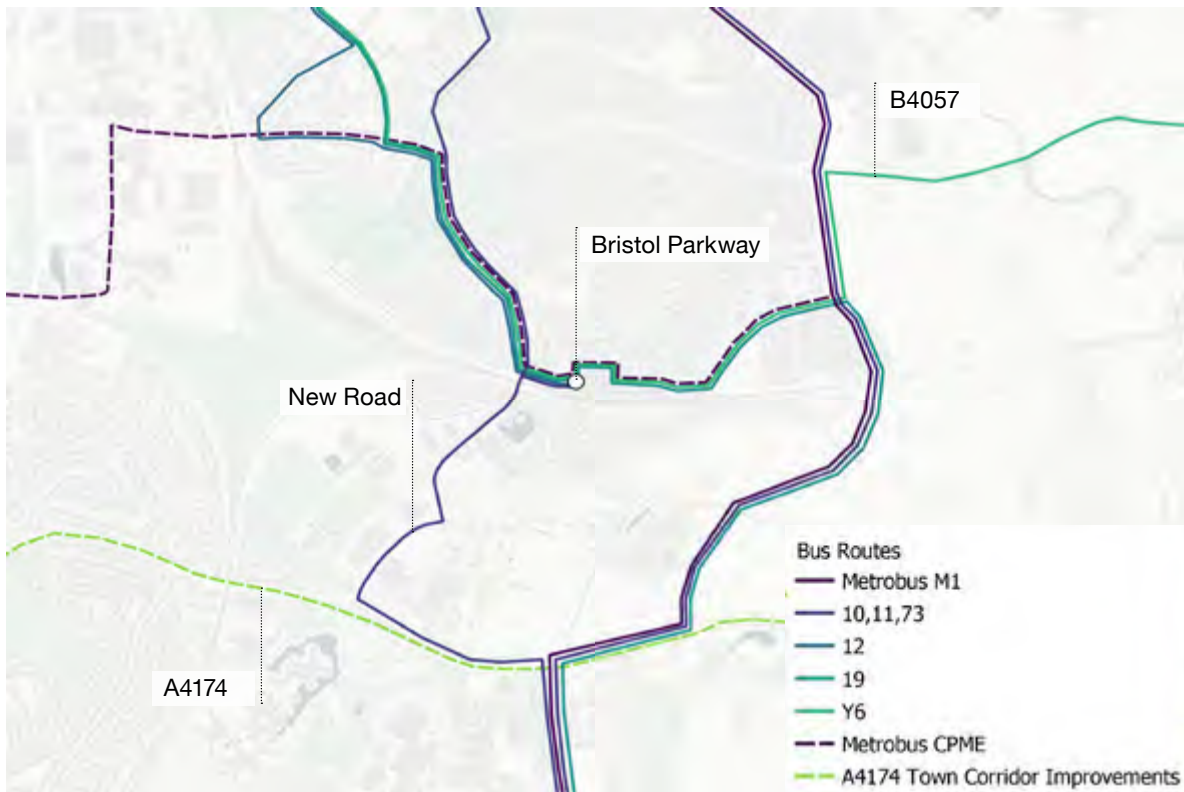
10. Existing cycle lanes on Hatchet Road. Courtesy Rich McD

FUTURE TRENDS

While the extent to which travel behaviours return to pre-pandemic patterns is unknown, previous, existing and future trends need to be considered. As the rail network starts to recover in the post-Covid 19 era people's changing travel patterns will likely have an impact on travel behaviour and the way in which we access and use rail stations. For example, at present the popularity of remote working has reduced rail trips to 80% of pre-pandemic levels, more people travel outside of traditional peak periods, including at weekends, the proportion of leisure trips has doubled and travel to work or for business is still less than half of previous levels (www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic).

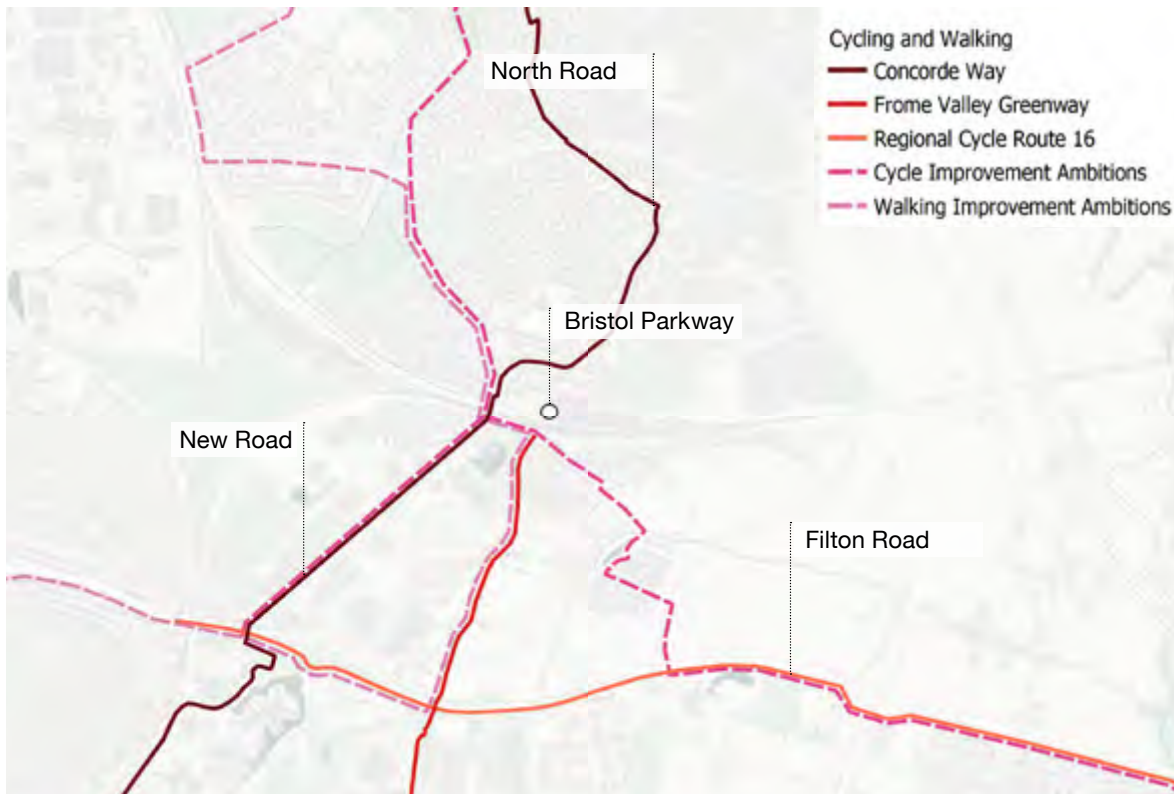


11. Bristol Parkway today. Courtesy Rich McD.



BUS ROUTES

Current bus services through Bristol Parkway are heavily focussed around services from north to south, connecting with key trip attractors such as Cribbs Causeway, Aztec West, UWE Frenchay Campus and Bristol City Centre. The majority of these services enter and leave the station from Hatchet Road, also utilising the constrained Brierly Furlong Underpass and are then focussed down Coldharbour Lane. This leaves a gap in bus connectivity through Bristol Parkway from east to west particularly along the A4174, only one service connects further east into Yate. The future Cribbs - Patchway Metrobus Extension (CPME) service will open up some connectivity from Bristol Parkway to the west, particularly key employment sites in the form of the Filton Enterprise Area and the large housing growth at Cribbs-Patchway New Neighbourhood.



WALKING, WHEELING AND CYCLING

The current designated cycle network around Bristol Parkway is primarily focussed on north to south movements through the Concorde Way and Frome Valley Greenway. These routes connect to key locations such as Cribbs-Causeway, Aztec West, Bradley Stoke, UWE Frenchay Campus, MOD Abbey Wood and onwards to Bristol City Centre. Both routes require the use of the constrained Briery Furlong Underpass which is currently sub-standard and unsafe for cyclists and pedestrians and not on desire lines from the station building for journeys to the south. Connectivity from these is available into Regional Cycle Route 16 which continues to Lyde Green and the east Fringe of Bristol. Ambitions to improve cycling and walking in the vicinity of Bristol Parkway will create better links to Patchway Station, Stoke Gifford and new housing at Harry Stoke, they will also create better connections along the A4174 east towards Filton and towards the east fringe.

2.2 Engagement summary

Seven facilitated stakeholder workshops were undertaken between December 2021 and March 2022 to seek initial views in relation to the desired level of ambition and vision for Bristol Parkway and its surrounds, and in relation to the emerging masterplan options. A non-statutory six-week public engagement ran between 4th July and 14th August 2022. Feedback was captured in relation to the masterplan vision, objectives, proposals, and options via three online workshops, two face to face drop-in events, a response form, and email.

During the early engagement period and six-week engagement period, feedback was sought from key stakeholders, including South Gloucestershire Council officers, South Gloucestershire councillors, town and parish council representatives, major employers, transport operators, major landowners, environmental organisations, community and local interest groups, and seldom-heard groups¹. During the public engagement, feedback was also sought from local residents, commuters, other station users, visitors and local businesses. Feedback from the early engagement and public engagement is summarised below.

GENERAL PERCEPTIONS AND VIEWS

The masterplan vision is well-supported, with stakeholders and the public welcoming investment into the area, particularly in relation to unlocking employment opportunities, transforming the public realm, improving the customer experience at the station, and improving the identity of the station and surrounds. The masterplan's drive to address the climate and nature emergency and to reduce car dependency in the area was welcomed by many.

The need to transform Bristol Parkway into a Living Station was questioned, with some respondents suggesting the existing transit-based design and use of station be retained, scepticism around the likelihood of the area transforming into a social/leisure location, and concerns that establishing the station and surrounds as a destination may generate more traffic. Of the respondents that were neither supportive nor against the masterplan vision, many requested more detail in relation how the masterplan objectives and options aligned and how they would be achieved and requested clarity in relation to the cost and timescales of the masterplan delivery.

The masterplan's circular economy proposals, the 15-minute neighbourhood proposals, and access to nature proposals were well-supported. The low car neighbourhood proposals received a mixed response, with concerns over the proposed reductions of car parking spaces. Proposals relating to enhanced public transport facilities, improved bus network integration, and convenient interchange facilities received very strong support. Stakeholders and the public highlighted that improving public transport, particularly the frequency and reliability of services, should be a priority.

Option 3, coined 'The Street', was well-supported, with stakeholders and the public welcoming improved vehicle access to the station via the east, enhanced passenger access to the station, and the integration of sustainability principles and green space for socialising and climate change resilience.

On the following pages we have inserted an engagement summary table "you said, we did" that identifies and clarifies actions taken in the masterplan document in reaction to engagement outcomes.



Help create a vision for
Bristol Parkway Station & Surrounds Masterplan

A GATEWAY TO THE REGION AT THE HEART OF THE COMMUNITY

WELCOME

South Gloucestershire Council working in partnership with Network Rail and Great Western Railway (GWR), are in the process of developing a masterplan for Bristol Parkway Station and its surrounding area.

The masterplan will deliver a new vision to revitalise the station as a fitting gateway to the north fringe of Bristol. People and community are placed at the heart of this vision.

We are now running a six-week public engagement period for the masterplan, which will run until Sunday 31st August. Your views are being sought on the draft masterplan, which includes a proposed vision, key principles, and a preferred option for the station and surrounding area.

Powered by the West of England Combined Authority, in partnership with the West of England Combined Authority, Network Rail and GWR.

Network Rail | WEST OF ENGLAND COMBINED AUTHORITY | WEST OF ENGLAND | GWR | HM Government



Introducing the Bristol Parkway Station and Surrounds Masterplan

Have your say

We are collecting your feedback on the draft masterplan in the following ways:

PUBLIC DROP-INS
Speak to the project team today


PRINTED SURVEY
Pick one up today

ONLINE SURVEY
Scan the QR code above or visit: <https://consultations.southgloucs.gov.uk/Parway-Station-Masterplan>

ONLINE WORKSHOP
Wednesday 21st August, between 6pm and 7.30pm. Ask the project team for details.

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Masterplan Vision and Objectives

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 vision will set out how we can shift the focus of the station towards people, rather than solely around trains and cars. 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.

The masterplan is shaped by objectives that will serve the local community 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 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 Emergency

There is an urgent need to address the way in which the north fringe of Bristol and its surrounding communities grow and evolve sustainably. This vision focuses on creating a people-centred destination, mitigating climate change, and supporting transport decarbonisation.

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Option 3 The Street
(Preferred Option)

The preferred option proposes four 'key moves' to transform Bristol Parkway Station and its surrounding area in the coming years.

Key Moves of the Masterplan

CREATING FOUR NEW PLACES

- **Improve access to public transport** by better connecting the station to local communities
- **Improve the customer experience** at the station
- **Make better use of the land available** around the station
- **Improve the station's appearance** and its surroundings

CREATING NEW PARKS & HABITATS

- **Improve the station's appearance** and its surroundings
- **Improve the station's appearance** and its surroundings

DELIVERING A NEW 'LIVING' STATION

- **Improve the station's appearance** and its surroundings
- **Improve the station's appearance** and its surroundings

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Key elements of the Masterplan

Sustainable movement

There is an urgent need to address the way in which the north fringe of Bristol and its surrounding communities grow and evolve sustainably. This masterplan could empower the community to travel through sustainable, healthy, and healthy modes of transport in the form of well-integrated and high-quality public transport (such as bus and train), shared transport (such as bike, foot, wheelchair, mobility scooter and wheelchair), and walking (such as foot, wheelchair, mobility scooter and wheelchair). Movement through and within the station area will change in the future, with 'The Street' being the primary way of moving through the area.

Land Use

No decision has been taken as to exactly what uses may be located in the masterplan. An indicative illustration to the right outlines the types of uses that would support the masterplan objectives, with a new station and places to meet and gather at the heart of the scheme; with places to work to the east of the scheme; and new green spaces immediately east and west of the station.

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Other options

As part of the Bristol Parkway Station and Surrounds Masterplan, several design options were developed, refined, and assessed through technical expertise and evidence gathering, including stakeholder feedback. These options were:

OPTION 1

'The Gateway' Offers passengers easy connection (interchange) between bus and rail; improves the feel and function outside the existing station to create a better sense of arrival for visitors; and improves north-south movement between existing neighbourhoods for those walking, wheeling (such as wheelchair and mobility scooter) and cycling via Brifery Park.

OPTION 2A

'The Boulevard' Offers economic growth opportunities due to the proposed transformation of the park and ride site; offers more spaces to socialise and access a range of services and amenities around the station and via the extended Westerly Lane route; improves the landscape and open public space; improves movement between the north and south neighbourhoods; and provides passengers with easy connections (interchange) between rail, bus, active travel (such as via bike, foot, wheelchair, or mobility scooter).

OPTION 2B

'The Linear Park' A sub-option of Option 2a, creating a linear park linked to the south, and involves making the Avon site more compact, making open space more public and accessible, bringing the bus hub closer to the station, and moving the station street further west (relative to option 2a). Option 2 (2a and 2b combined) 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.

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12. Bristol Parkway Public engagement event
Bristol Parkway Station and surrounds:
masterplan engagement boards

1 Seldom-heard groups is a term that refers to under-represented people/groups that are less likely to be heard during the public engagement process and decision making. These groups often include those who are protected under the Equality Act, for example older/younger people, disabled people, and minority ethnic groups.

“YOU SAID, WE DID” ENGAGEMENT SUMMARY TABLE

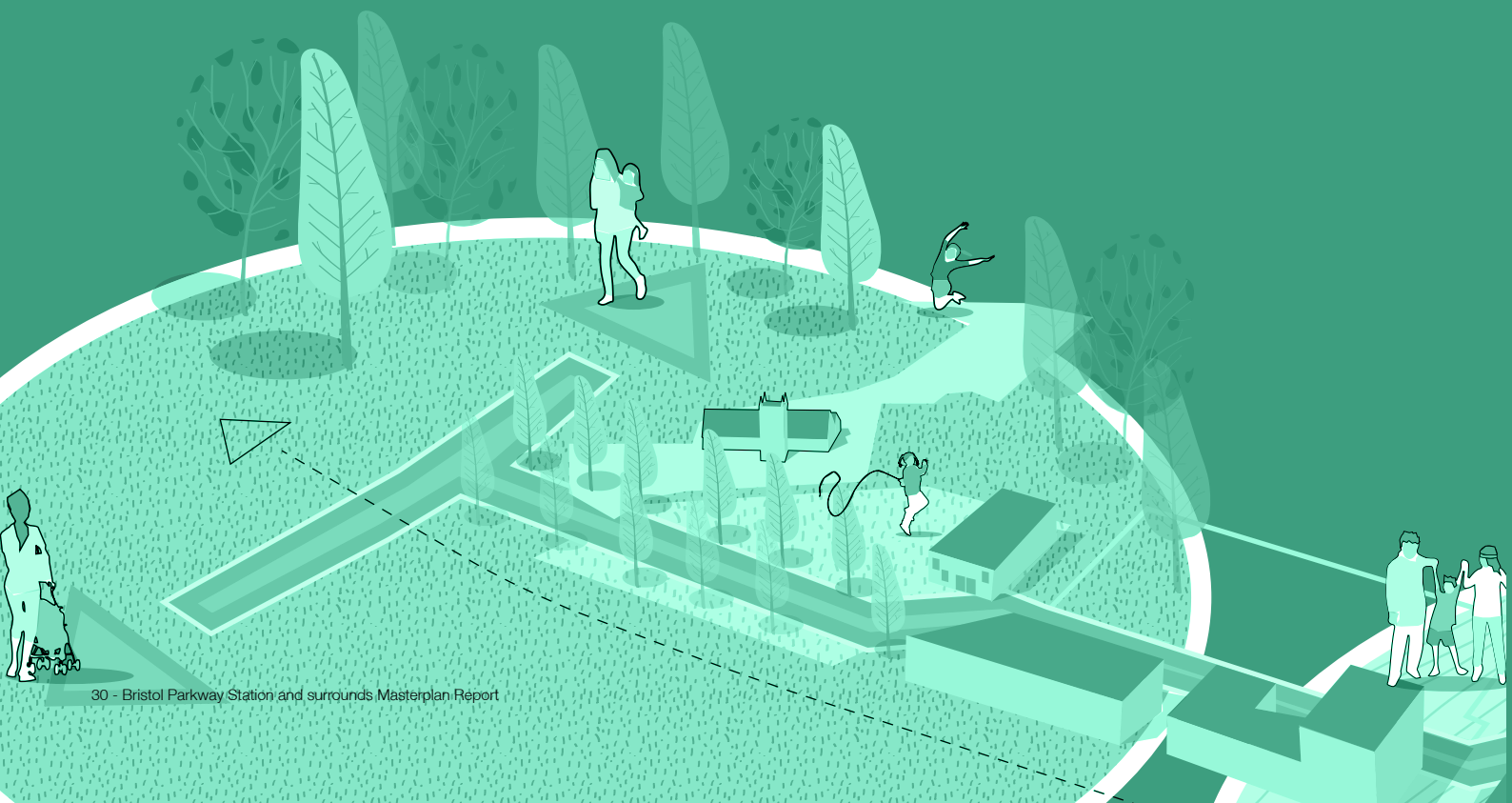
Theme	What you said	How it has been reflected in the final masterplan
15-minute neighbourhood	Concern that the station and surrounds as a ‘destination’ could generate more car traffic.	We have inserted a graphic to demonstrate connection with the wider active travel network. Improved narrative to cite regional plans to improve rail and bus services.
Public realm	Concern high density development will erode village feel, might create more anti-social behaviour.	We have added detail and imagery to convey the character of ‘The Street’ as a positive change.
New developments	Concern over new high-density developments as misaligned with the circular economy principles.	We have added a reference to Whole Life Cycle carbon, Net Zero Carbon, and United Nations (UN) Sustainable Development Goals (SDGs) to be made.
Nature, green space & climate change	Ensure options align with the objective to address Nature and Climate Emergency. Welcomed more green space to balance the housing growth in surrounding areas.	Altered narrative and illustration have been added further to convey the importance of Green Infrastructure / Blue Infrastructure to both the scheme and wider agendas including Biodiversity Net Gain, Open Space Provision and health and well-being.
Nature, green space & climate change	Clarity on how green spaces will be managed.	We have emphasised key design moves aimed at integrating the scheme with St Michael’s Place and Stoke Gifford Park. High-level suggestions have been included.
Nature, green space & climate change	Concern that the extent of new green space may compromise the function of the surface car parking area for replacement bus services, when required.	This issue will be considered as the masterplan delivery phases are developed with an appropriate location for rail replacement bus services maintained throughout.
Mobility/ Modal shift	Transit design. Questioning the need for change; retain the transit-based design and operation.	Transit design. Executive Summary provides a solid case for change.
Mobility/ Modal shift	Increasing frequency of bus/rail services and improving affordability of fares as a priority.	We have added supporting graphics and narrative around regional plans to improve rail and bus services that explain how frequency of bus/rail services could be improved.

Theme	What you said	How it has been reflected in the final masterplan
Mobility/ Modal shift	Rail/bus interchange. Improvements to interchange between rail and bus welcomed, easy access to interchange facilities is key to success whilst ensuring sufficient space for interchange facilities.	Rail/Bus interchange. We have added a graphic to demonstrate connection with the wider active travel network.
Mobility/ Modal shift	Active travel. Appetite for active travel infrastructure improvements, although questions on whether this is realistic.	We have added key health statistics regarding active travel and have provided reference to similar case studies elsewhere around active travel improvements.
Mobility/ Modal shift	Car parking. Concerns over proposed reduction of car parking spaces and associated impacts on patronage at the station, residential street parking, and access to the station for elderly/mobility impaired.	We have provided greater detail in the narrative around Car Parking. We have added graphics to demonstrate the change over time as improvements to active travel and public transport are delivered. Key phases of the Bristol Parkway masterplan have been cited.
Level of influence of masterplan / next steps	Funding. Provide more clarity around the funding of the masterplan proposals.	Funding. Text provides an overview of potential funding sources. This has been added further to the front of the report.
Level of influence of masterplan / next steps	Plan should be community and transport led. Based on the current designs, questions were raised around whether Bristol Parkway Training Centre will be retained in its current location.	The masterplan's aim is to keep, improve and grow the services, facilities and activities that support the local community, including Bristol Parkway Training Centre. Any relocation of Training Centre would happen within the masterplan area. The Executive Summary provides a solid case for change and include a narrative around social value.
Level of influence of masterplan / next steps	Wanting more detail on how the objectives and options would be achieved (e.g., lack of 'cost/benefit assessment' of options).	Improved narrative within the phasing section responds to feedback, specifically about meanwhile uses of space (such as pop-up bars and art exhibitions), community uses and timescales. The 'Delivery' section now includes a narrative to link to the emerging Local Plan and relation to existing and new Supplementary Planning Document's (Biodiversity and Planning: guidance for new developments), including the urban lifestyles policy and agenda.

3. Vision & Objectives

THE FUTURE FOR BRISTOL PARKWAY

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.





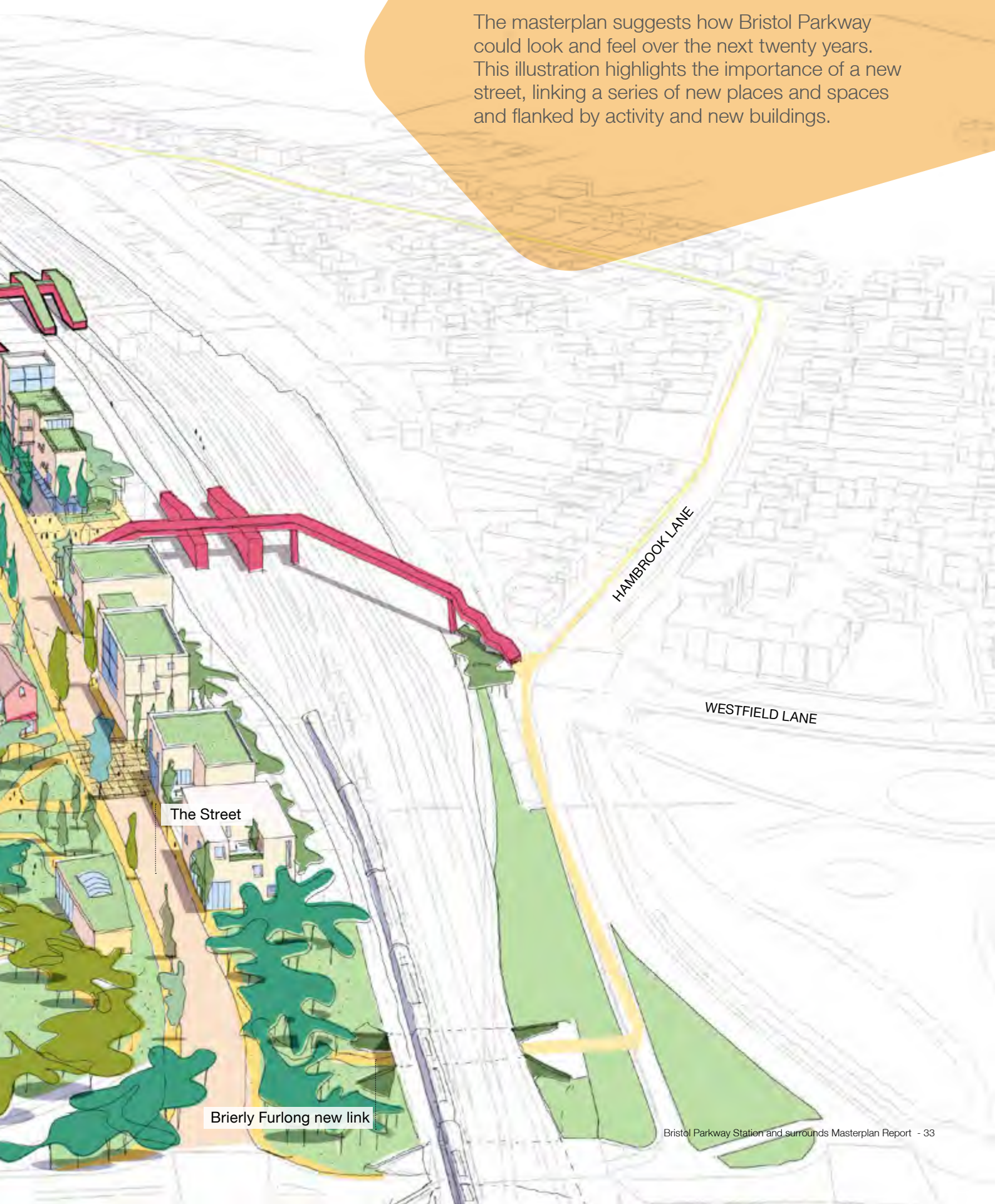
3. VISION AND OBJECTIVES

3.1 A new place



13. Indicative proposed illustrative View

The masterplan suggests how Bristol Parkway could look and feel over the next twenty years. This illustration highlights the importance of a new street, linking a series of new places and spaces and flanked by activity and new buildings.



The Street

Brierly Furlong new link

HAMBROOK LANE

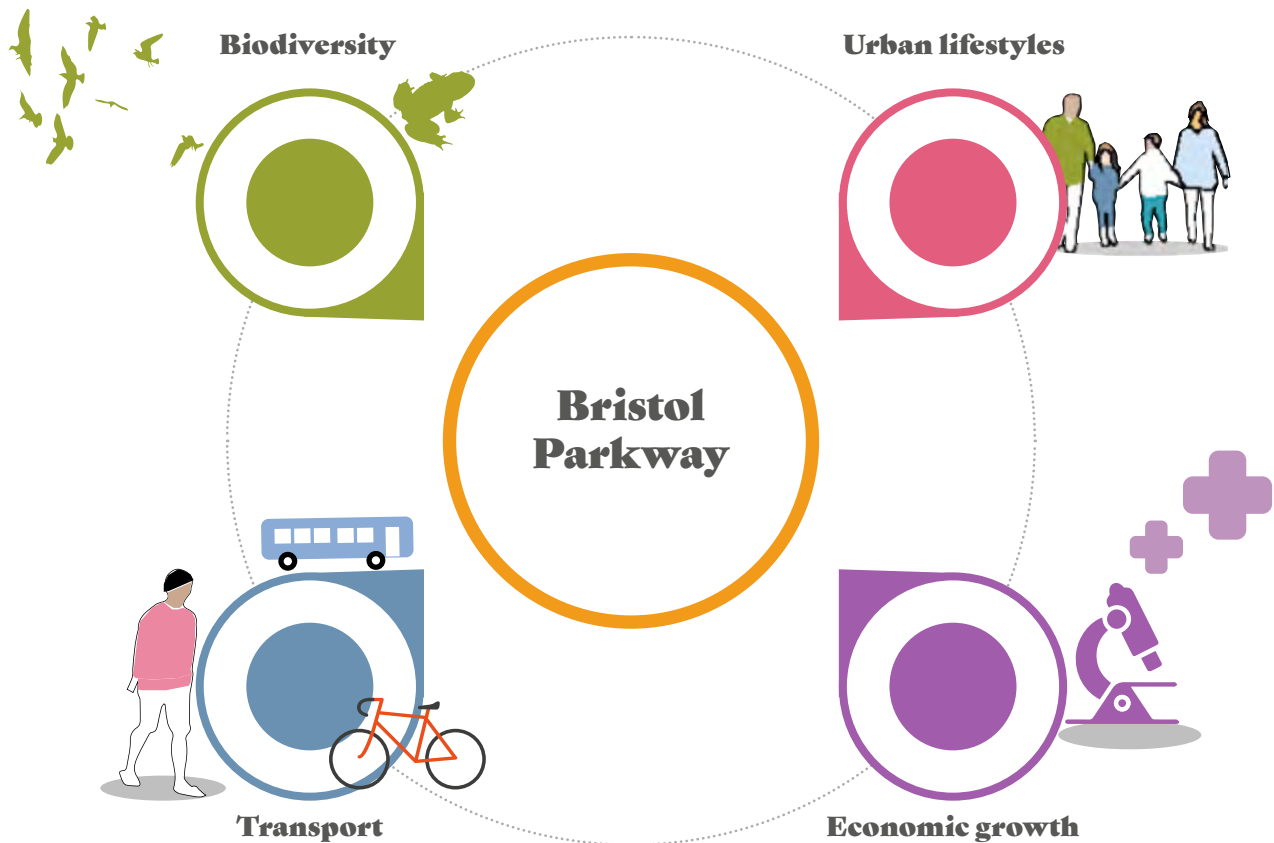
WESTFIELD LANE

3.2 Themes and objectives

A set of four core themes underpin the masterplan for Bristol Parkway. These themes are interrelated and will help to align the objectives of the masterplan with the emerging South Gloucestershire Council New Local Plan 2020 - Phase 2.

THEMES

- Biodiversity and planning to meet emerging ambitions for biodiversity net gain, improved climate resilience, and sustainability.
- Urban lifestyles which puts emphasis on the need for sustainable, higher density growth in key areas in South Gloucestershire, of which Bristol Parkway is one. The masterplan will support the urban lifestyles agenda and meet targets for 80-120 dwellings per hectare.
- Transport with much greater focus on active travel, public transport and a modal shift away from private vehicles.
- Economic growth to unlock more opportunities for jobs and homes in the north fringe, whilst being highly connected to the wider region.



The masterplan aims to address a number of key issues in a joined up manner. The objectives of the masterplan are:

OBJECTIVES

- To improve people's lives by supporting a 15-minute neighbourhood by delivering enhanced rail, active travel, public transport and interchange between transport modes. Alongside other basic needs, such as new high value jobs, high quality affordable homes, community facilities and open spaces.
- To integrate with and connect adjoining communities, by improving north-south and east-west sustainable movement and linking with community facilities, such as St Michael's Centre.
- To be the catalyst for sustainable regeneration and climate change resilience, by directing growth and investment around public transport and active travel services, facilities and infrastructure, and in doing so, support the strategic aims of Network Rail, The West of England Combined Authority and South Gloucestershire Council towards net-zero carbon and transport decarbonisation.
- To sustain and enhance the region's economic prosperity, by helping attract and retain the best talent and investment by delivering seamless connectivity with other UK cities and regional destinations and creating a place befitting of the status of the local economy.
- To create a new benchmark for customer experience for rail, active travel and public transport and improved interchange between modes.
- To deliver a fully integrated masterplan which includes a clear strategy for broader considerations, such as green and blue infrastructure, circular economy principles, infrastructure and energy efficiency.

The future of Bristol Parkway and its surroundings has the potential to significantly improve the social, economic and environmental well-being of the region. It will deliver different benefits to different groups and can be considered at different scales, these are summarised here.



COMMUNITY

- Vastly improved experience of public transport.
- A sense of local pride.
- A recognised centre to work, live, play and learn and better community facilities.
- Ease of movement from north-south and east-west.



14. Warwick Hall, Burford



REGIONAL

- Supporting continued economic prosperity through the delivery of high value employment.
- Supporting existing business through improved national and regional connectivity.
- Delivering upon sustainable development agendas such as ensuring a pathway towards zero carbon.
- New jobs and homes in the north fringe.



15. Arup office, Manchester



16. 80 Charlotte Street, London



GLOBAL

- A quality of place that benefits globally important enterprises.
- A key role in attracting and retaining the best talent.
- High levels of connectivity with UK cities and European and international transport routes.

SUSTAINABLE GROWTH

NET ZERO CARBON

For South Gloucestershire Council to have a tangible effect on net zero carbon targets, we need to think broadly about how architecture, landscape and public realm design elements can contribute to net zero in an integrated fashion at Bristol Parkway.

There are several principles that could be integrated, including:

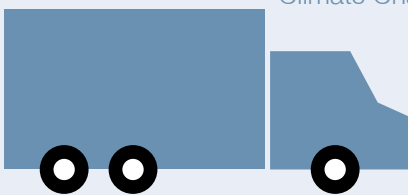
- enhanced biodiversity
- people focused
- mix of services and amenities
- passive building systems
- active building systems
- circular materials
- 'living walls' and green roofs

WHOLE LIFE CYCLE CARBON

Adopting whole lifecycle carbon assessment is the crucial next step that will allow the global buildings sector to progress toward 50% carbon emissions reduction by 2030, and to contribute meaningfully to the United Nations (UN) Paris Agreement's goal of preventing global warming from exceeding 1.5°C.

Transport is the biggest source of carbon emissions in the UK, and car usage continues to grow.

Source: South Gloucestershire Climate Change Strategy



UN SUSTAINABLE DEVELOPMENT GOALS (SDG)

Adopted in 2015 by world leaders at the UN Summit, the UN SDGs set targets that are directly or indirectly related to the daily work of local governments such as South Gloucestershire Council. South Gloucestershire Council are best placed to link these global goals for sustainability with local communities.

Although most if not all of the SDGs are relevant in the context of Bristol Parkway, some should be prioritised:

- SDG 3: Good Health and Well-being
- SDG 8: Decent Work and Economic Growth
- SDG 10: Reduced Inequalities
- SDG 11: Sustainable Cities and Communities
- SDG 13: Climate Action



4. Funding and delivery

MAKING IT HAPPEN

Early consideration of how the project could be funded and delivered is important. This section explores some preliminary mechanisms for turning the vision into reality.





4.1 Delivery

There are several potential approaches to delivering the redevelopment of Bristol Parkway. Determining the best model requires additional work to understand the potential benefits or disbenefits of each option. While full analysis of the potential mechanisms and models has not yet been undertaken, at a high-level it is considered that early options for delivery might include:

- **NR / GWR led delivery:** In this model, development would be delivered by Network Rail (likely in partnership with Greater Western Railway). They would fund and deliver the station redevelopment and seek to recover costs based on additional revenue and value capture mechanisms (see funding). Example: Exeter St Davids.
- **Private Finance Initiative (or similar):** In this model a private company would fund and deliver the up-front costs of development, which would then be paid back with interest over time through revenues generated from commercial revenues related to the infrastructure, user charges or government funding, over a period of around 30 years. Example: Cardiff Parkway.
- **Public-sector led delivery:** In this model, development would be delivered by South Gloucestershire Council, who would take on the role as lead developer. They would fund and deliver the station redevelopment, and seek to recover costs based on value capture mechanisms such as developer contributions from neighbouring developments, and other means of gaining funds for the public purse, such as community levies or taxation. Example: Bristol Temple Quarter.
- **Developer-led:** In this model, delivery would be led by a separate private developer who would design and construct the station on the basis of future land value and returns from their wider housing / mixed-use development. The station would return to public sector for operation and maintenance. Example: Barking Riverside.
- **Delivering through planning:** The masterplan must accord with and work within the local plan process. An initial summary table is provided with the appendix (section 8.2) outlining how the current masterplan aligns with existing policy.

It is possible that the delivery of Bristol Parkway redevelopment may adopt a hybrid approach that involves a combination of several of these models. The delivery may be broken down into packages based on type and complexity of works and/or into phases. For each package it is possible that the most suitable delivery option would be different. In deciding which model(s) are best, consideration will need to be given to scale of risk, who is best able to take on that risk, and who is most likely to benefit from the project.

It is recommended that a next step is to undertake an assessment of the likely delivery models in more detail, taking into account potential packaging and phasing, and in the context of understanding project objectives – to further advise on which may be most suitable.

4.2 Funding

While detailed analysis of potential funding models is yet to be undertaken, it is important to have regard to deliverability even at an early stage of options development. At a high-level it is considered that early options for funding sources for Bristol Parkway's redevelopment might include:

- **Public sector grants or loans:** These could be from various sources at national, regional or local level. Public Works Loan Board borrowing is readily available to local authorities, while the UK Infrastructure Bank has also recently begun lending to local and mayoral authorities. Grant funding would require a business case setting out how the proposed scheme meets the strategic objectives of the funding body and evidence that it provides good value for money. This would likely be based on benefits relating to transport, development, the environment or local communities.
- **Value capture mechanisms:** This would look to capture value from increased land values around the station. This could be via developer contributions for local government (section 106 or Community Infrastructure Levy), or a range of models such as land sales, development agreements, or joint ventures (depending on landownership and delivery structures). More innovative options could also be explored as a means of capturing direct and indirect benefits such as capturing business rates uplift.
- **Station-related commercialisation revenues:** This would be based on using existing, or creating assets which can be commercialised from non-transport activities, such as retail and advertising, which provide substantial revenue streams to major transport organisations such as Network Rail.
- **User charges:** This would involve the use of revenues from charge for use of Bristol Parkway i.e. through ticket sales.

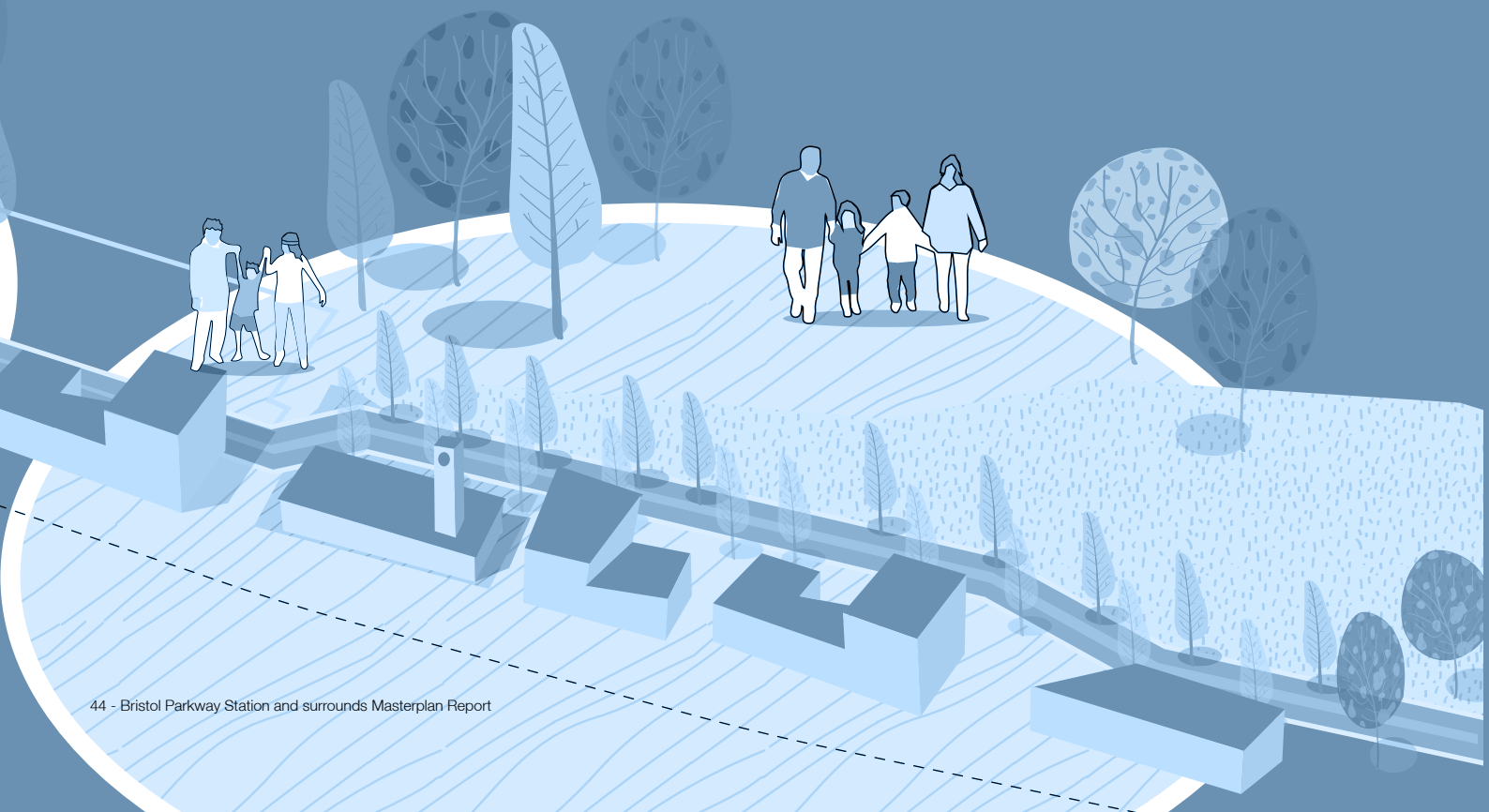
It is likely that some level of public sector grant will be required to support the redevelopment of Bristol Parkway. The requirement for public funds will depend on the scale of funding required and the delivery model (see previous), and be informed by future phases of work. It will also depend on the final redevelopment plan and the extent of change proposed.

Table 1 in the appendix (section 8.1) provides an early indication of the possible grant funding programmes which may be available and relevant to Bristol Parkway. This list is not exhaustive and provides only an indication of the type of funds available.

5. The Masterplan

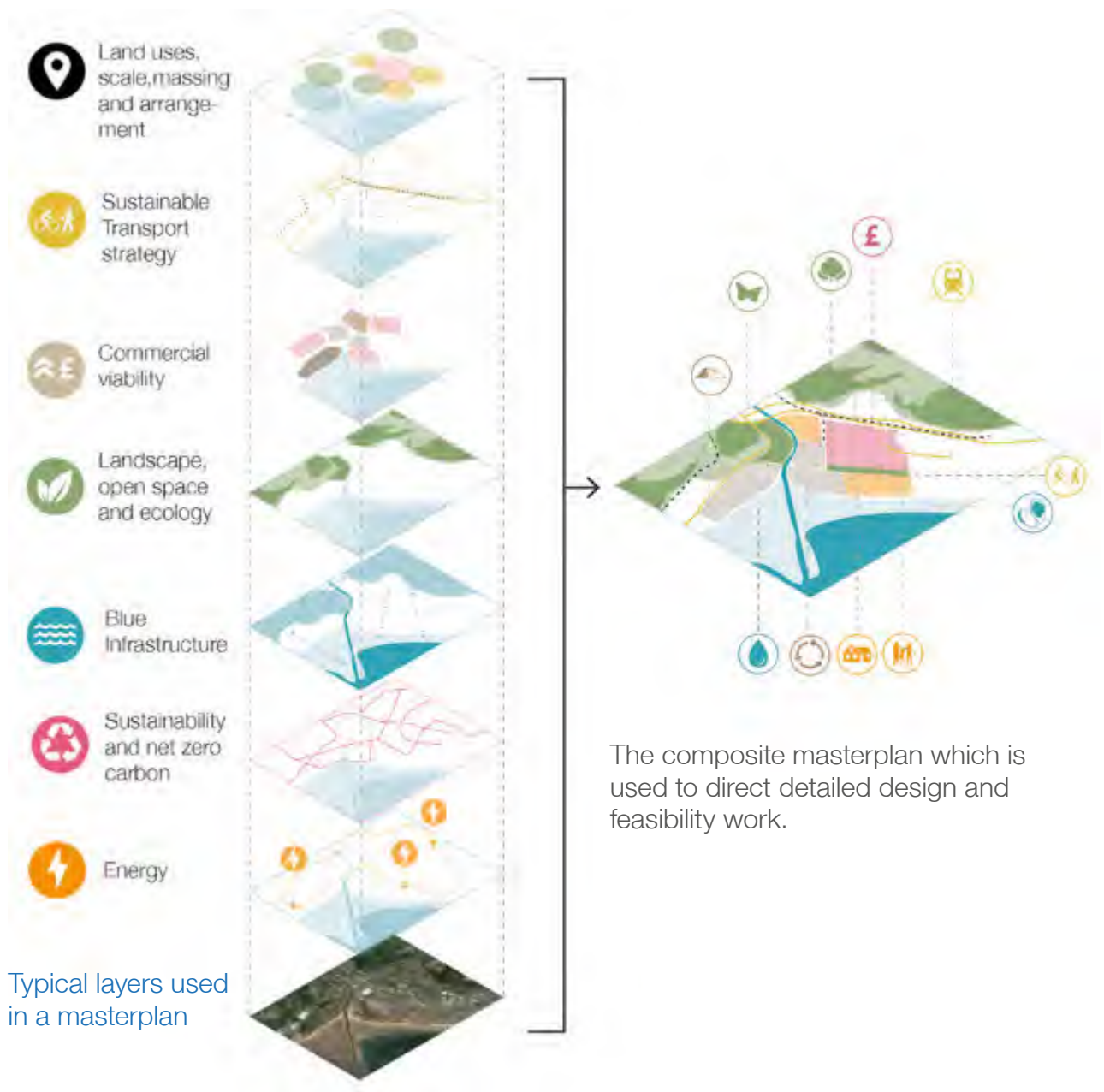
A BLUEPRINT FOR THE FUTURE

This section explains the different aspects of the masterplan, from how you will move around the site, to the important role that landscape and habitat will play. Each of these aspects has been given careful consideration and each responds to the overarching aim of sustainable development.



UNDERSTANDING A MASTERPLAN

Masterplans are made up of many 'layers', that represent different aspects of the plan, as illustrated in the graphic below. For Bristol Parkway, at this early stage the focus has been on mobility, landscape, and land use.



5. THE MASTERPLAN

5.1 Four key moves

These have been made to transform Bristol Parkway. These are the physical transformations that will change how the place functions, feels and what you will be able to do there in future.

SHAPING 4 PLACES



The masterplan consists of four distinct places. St Michael's Place to the west will pull the churchyard and village green into the station area and become a new community park.

The new station will become a focal point of activity and sustainable transport. To the east, a new green heart will create a parkland setting for a new mixed use homes and employment hub. Beyond this, a new employment destination with views over the parkland is envisaged.

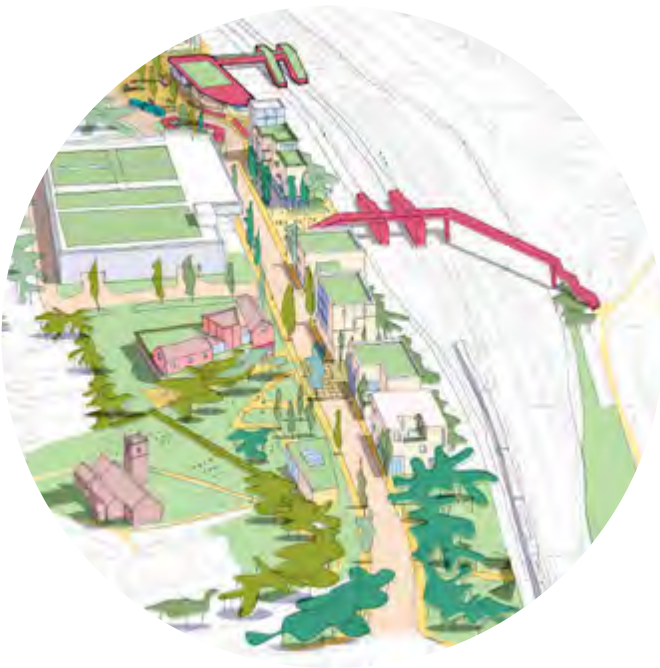
DELIVERING A NEW 'LIVING' STATION



At the heart of the scheme will be a new and modern station building, set within a new station square that will transform people's experience of public transport and active travel, and create a memorable sense of arrival and departure. Buses, bus stops, a safe cycle storage hub, disabled parking and taxis will be located around the square.

The station will also enable new and improved access rail side, with a potential access at level to a "London" arrivals platform and a new eastern bridge access to the platforms, thus enabling a full circuit for passengers between both extremes of the platforms

CREATING 'THE STREET'



This will connect east-west and tie the four places together via a direct bus link, new walking, cycling and wheeling routes. Cars will be allowed to access, but only specific points within the site. The Street will be the 'back bone' of the scheme and become a bustling new address for new businesses, potential homes and services and most importantly the new station itself.

It will also form a 'green' link, through the innovative use of 'rain gardens' and tree planting. These will line the street to filter rain water and slow down the rate at which water enters the local network, to combat localised flooding. This green link will also connect nature, by linking up a network of habitats.

CRAFTING NEW PARKS AND HABITATS



The masterplan will enhance biodiversity across the site by retaining habitats and weaving these together with enhanced habitats. These are all part of a wider network of green spaces and corridors, that extend to Forty Acres park to give local people invaluable outdoor space.

5.2 The masterplan

This drawing illustrates how the site may look in the future, including the potential location of the proposed station, the new 'street', new buildings and open spaces.





Stoke Gifford Park

Park + Ride

The masterplan proposes that, at present, the park and ride will be retained. In future however, if the park and ride were relocated to an alternative location, the employment focused area of The Brickworks could be extended north, bringing more enterprise to the area. Similarly, the existing multi-storey car park could be redeveloped in the future, if our use of cars drops to the point where the structure is not utilised sufficiently.

BROOK LANE

5.3 Key move 1: Shaping four new places

Over time, recognisable ‘places’ will emerge providing new park space, destinations and a new station all connected by the new east-west street. These will link with and complement established places such as Stoke Gifford to create a setting that will allow local businesses, people and the environment to thrive.

Link
natu



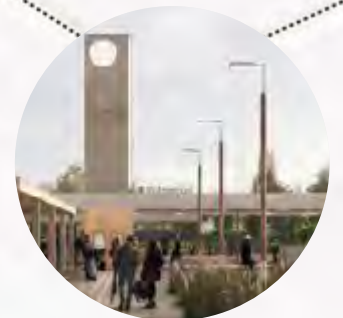
St Michael’s Place

This new ‘village green’ will create a bridge between the long established heart of Stoke Gifford and the new Bristol Parkway.

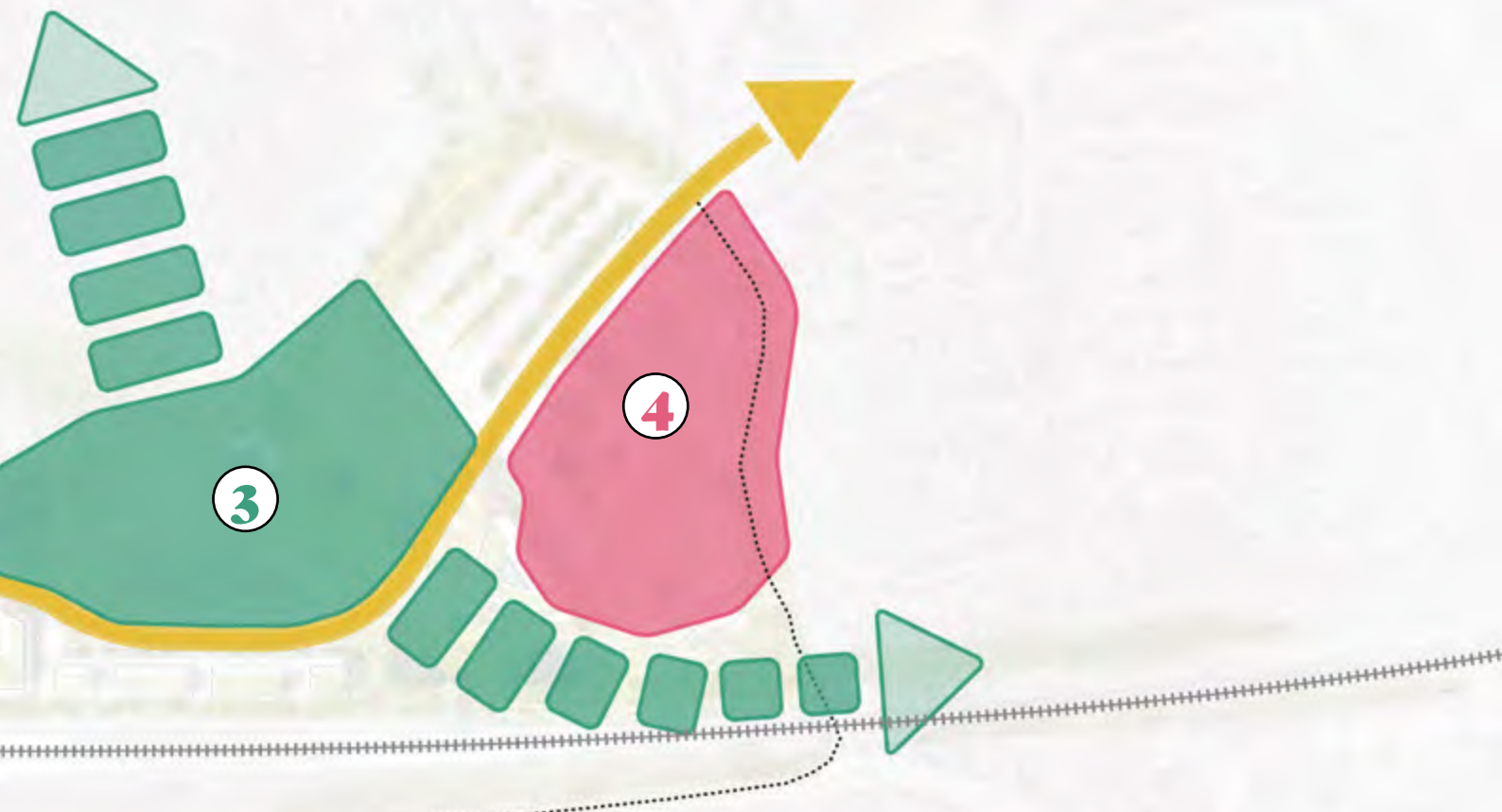
Station Square

The centre for mobility at Bristol Parkway, with interchange facilities and improved public realm.

- 19. Warwick Hall, Burford
- 20. Network Rail Re-Imagined Station competition winner courtesy of Pascall + Watson and Network Rail
- 21. Tianjin Qiauyuan Wetland Park Courtesy: Turenscape
- 22. 80 Charlotte Street, London



links to wider
green and blue network



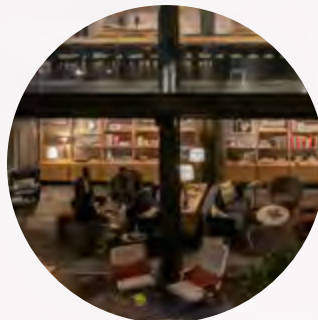
Stoke Gifford Park

The masterplan 'starts with the park' by placing generous habitat and open space at the heart of the scheme. This links to wider green and blue networks.



The Brickworks

A new destination for enterprises within walking distance of the station and Stoke Gifford Park.



The Brickworks

Located on the site of a former brickworks, this could provide a new home to major employers by providing local jobs within walking distance of the station and interchange. In contrast to many single use employment sites, The Brickworks would provide people with the kinds of amenity modern work places need to attract the best talent and thrive. This could include places to eat, places to exercise, small scale retail in addition to the abundance of accessible open space found in the proposed Stoke Gifford Park.

The highly connected site would be located adjacent to Metrobus stops and the park and ride meaning that cars would not be an essential part of a daily commute. Modern

energy efficient buildings will meet the most stringent of environmental standards and architectural quality. A network of internal streets will be designed to create safe and attractive walking and cycling routes and to double up as outdoor spaces for adjacent buildings. The streets, roofs and courtyards will connect to the wider 'green' network through a joined up plan to link habitats and rainwater management. In future, there may be an opportunity to extend this to include the current site of the Park and Ride to create a larger employment destination if an alternative location to the park and ride is sought and secured.

23. Here East, London. Arup

24. White Collar Factory, London. Arup





PARK SETTING

Buildings within a park setting that becomes a destination and icon for the wider region.

NET ZERO CARBON BUILDINGS

Active and passive building systems integrated. Opportunity to use circular materials (materials that have been recovered and re-used from their first use, ready for a new life-cycle) in construction. Maximise opportunities for biodiversity corridors with green roofs.

HIGHLY CONNECTED

Links to proposed Metrobus route along Hunts Ground Road. New rail station and interchange within 5 minute walk. Improved walking and cycling infrastructure connecting to wider employment and education facilities.

5.4 Key move 2: Delivering a new ‘living station’

STATION AND INTERCHANGE

The station square will be a dynamic centre of mobility. At its centre, the new station building will create a memorable civic presence, building local pride. The station will be an exemplar of sustainable design, showcasing rail travel as sustainable, convenient, and enjoyable.

The square will be a place where people can meet each other, with ample space for people to move freely and also find space to rest.

Connections between all transport modes are seamless, making interchange easy and safe for everyone. Around the station square, space is provided for buses, taxis, drop-off and pick-up and the integration of future mobility services, such as autonomous vehicles. Adjacent to the station, inclusive cycling and shared mobility facilities and dedicated cycling routes support a shift towards sustainable transport.

Safety is at the heart of the design. The station is integrated with the existing station platforms at the eastern end. This location allows a phased delivery, that limits disruption to the operational railway and reduces the risk to passengers at all times.

STATION SQUARE

The new station square, east of the current station, will feel much more like an urban space. A paved area immediately outside of the station will create a public plaza, to welcome you and to create space to meet and dwell. Elements of landscape will be weaved into the square to reflect the surrounding green and to manage rainwater. Local events will mark key dates in the calendar and provide a home for community gatherings.



25. Nathan Phillips Square, Toronto



26. Frau Gerolts Gartens, Zurich

FUNCTIONAL MOBILITY DIAGRAM

BUS STATION

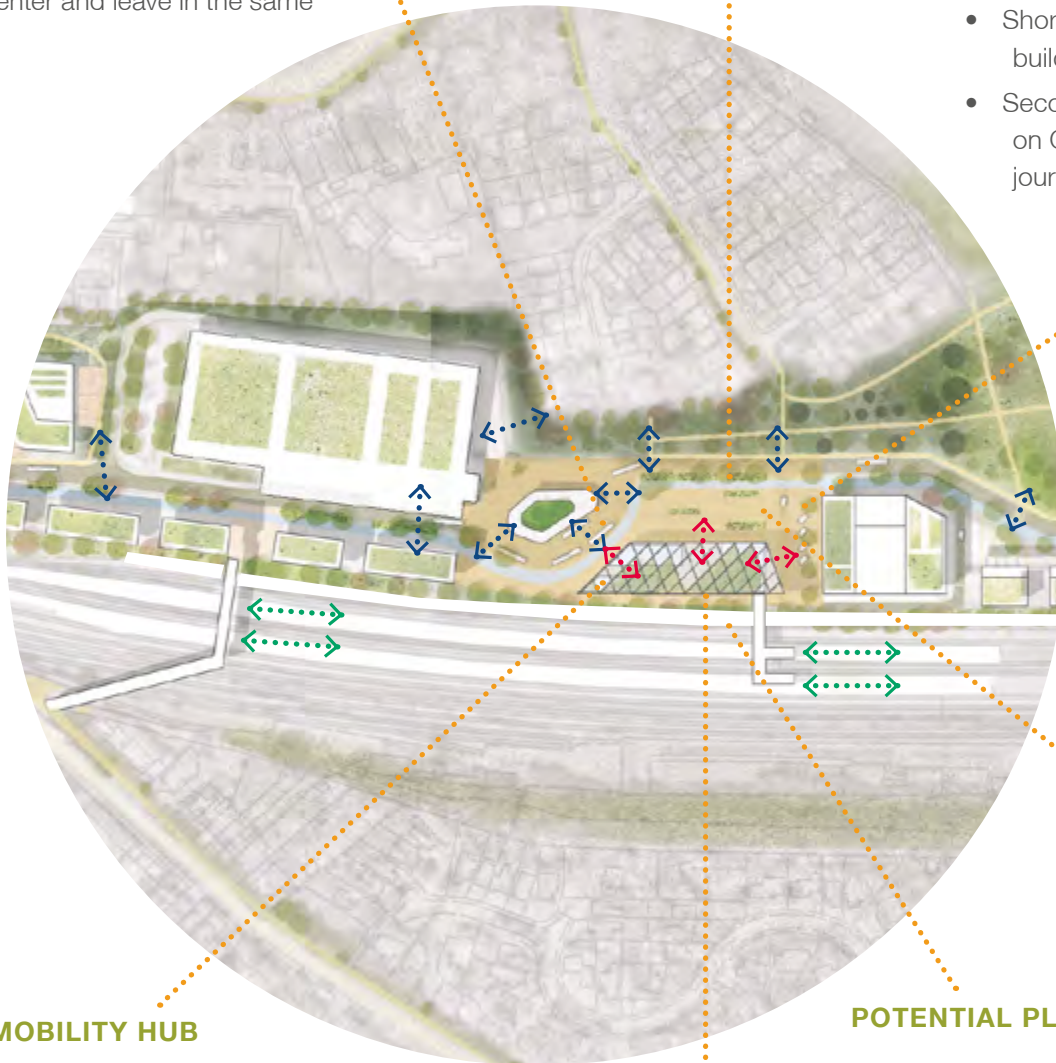
- Bus and Rail real-time information
- At least 6 stops
- Buses/Trains scheduled to allow minimised waiting time
- Good quality waiting facilities
- Buses all enter and leave in the same direction

METROBUS STOPS

- On main street to reduce journey delays
- Accessible from station building directly across plaza and wide pedestrian crossings

TAXI/DROP-OFF/ DISABLED PARKING

- Short distance from station building for accessibility
- Secondary drop-off location on Church Street for journeys from the south.



CYCLE/E-MOBILITY HUB

- Easy access from cycle path
- Room to accommodate growth in the number of cyclists
- Bike repair shop
- E-mobility rental location
- Secondary Location by Church Street for journeys from the south
- Extended (existing) rail bridge with ramp and lift

STATION SQUARE

POTENTIAL PLATFORM ZERO

TRAIN STATION BUILDING

- Accessible – several entrances to key interchange areas
- Bus and Rail real-time information
- Buses/Trains scheduled to allow minimised waiting time
- Good quality waiting facilities
- Good quality retail options
- New pedestrian rail bridge with lifts and stairs to platforms

←...→ Clear crossing points on desire lines

←...→ Train station entrances and exits

←...→ Access to rail platforms





27. Artist impression of the new 'Living Station' looking west from the station square.

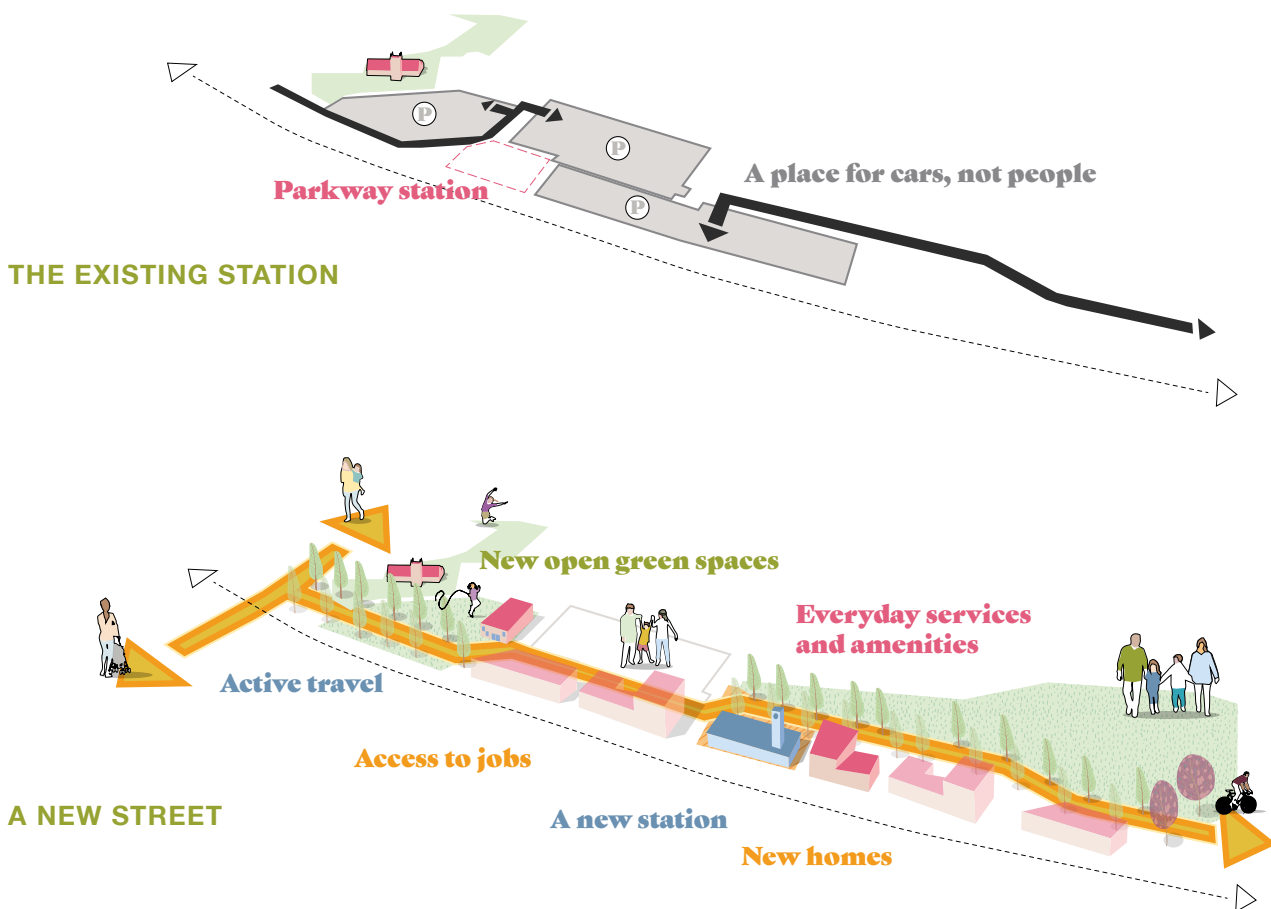
5.5 Key move 3: Creating the street

The new station and interchange will open onto a new street which will provide a new address for local businesses, homes and day to day needs as part of a 15-minute neighbourhood. It will create life and activity to instil a unique character and sense of place.

It will improve east-west connectivity for sustainable transport by providing a clear and direct route to and through the site by bus, bike, wheels and foot. As new homes appear east of Harry Stoke this connection will become even more important. Whilst cars will be allowed to access the area, similar

controls to current ones will prevent this from becoming a rat-run for localised traffic.

The street will be a piece of 'living infrastructure' providing a vital resource for wildlife through generous street-side planting to create connected habitats that link directly to Stoke Gifford Park and St Michael's Place and beyond. This will double as 'nature-based' solutions to manage surface water by using planting systems to filter and slow down the rate at which rainwater enters the wider water system.





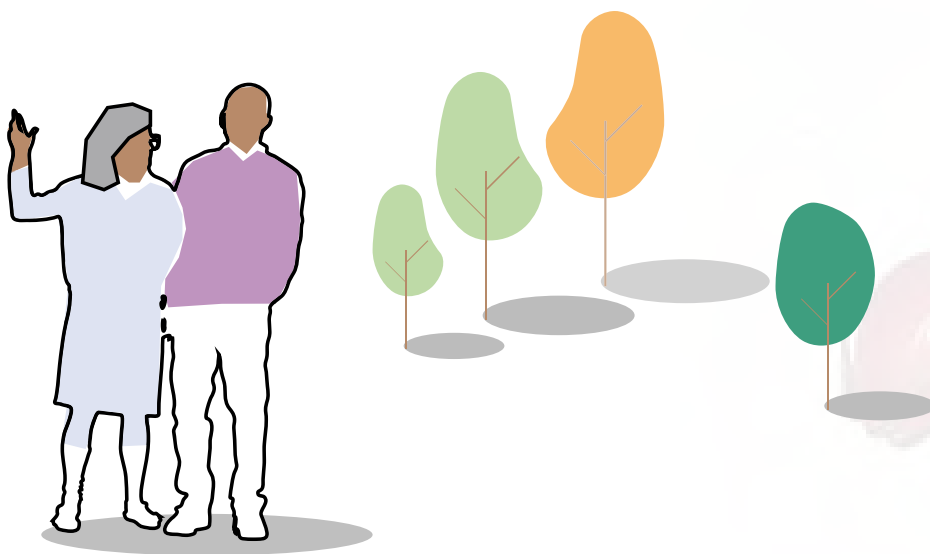
28. Sayer Street, London

5.6 Key move 4: Crafting new parks and habitats

A LANDSCAPE ENGINE

Landscape will define the character and image of the new Bristol Parkway. This is underpinned by a simple aim to create more space for nature, to help mitigate climate change and to provide new and enhanced open spaces for local people. The landscape can be thought of as an 'engine' that is supporting not just nature and people, but is also actively managing rainwater, capturing carbon, cleaning air and helping clean the soil from past industry.

Each of the key landscapes is distinct, but all seek to connect into the surrounding area to allow people and nature to move easily between.





ST MICHAEL'S PLACE

St Michael's Place will see the grey car park turned green to create a new community park and setting next to St Michael's Church. The park will act as a 'sponge' to capture and filter rainwater through rain gardens. Children will learn through nature based play – where they interact outside with the environment around them. Planting will provide a rich resource for nature attracting pollinators and providing shelter.

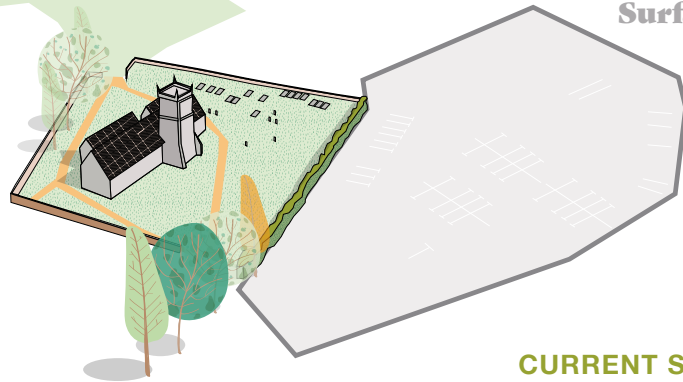


- 32. St Michael's Church. Credit Rich McD.
- 30. Warwick Hall courtesy Acanthus Clews
- 31. Finsbury Avenue Square courtesy Luca Miserocchi

St Michael's hidden

Surface parking

Existing community assets at Stoke Gifford are disconnected from the station. The church grounds, with strong cultural heritage and character, are negatively impacted by the station surface car park.

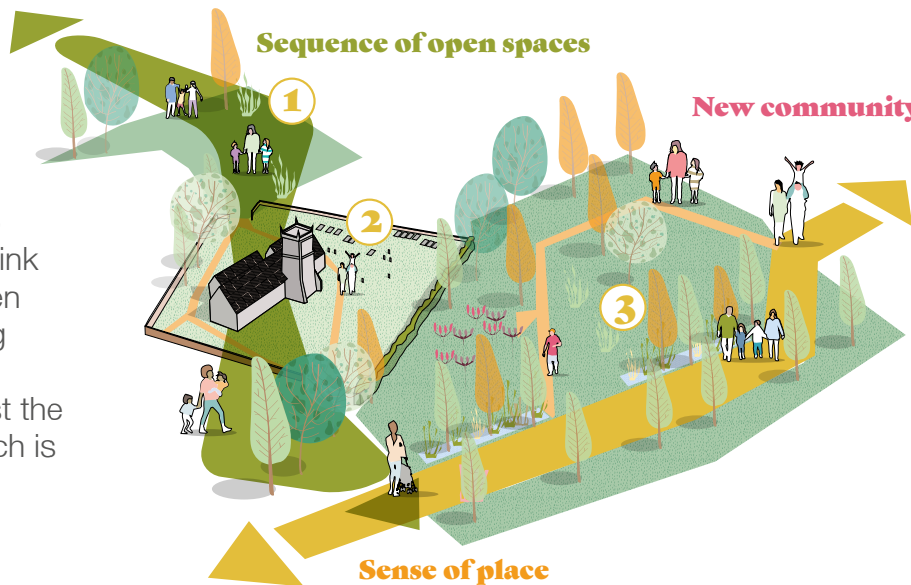


CURRENT SITUATION

Sequence of open spaces

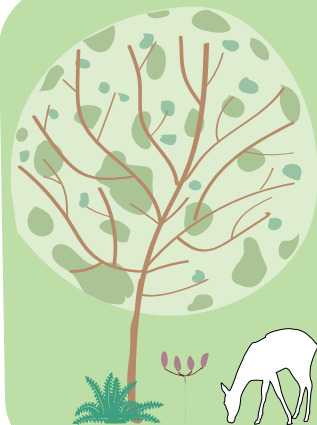
New community uses

With the extension of St. Michael's Church grounds into the masterplan, a clear green link between existing and new open spaces is created. The existing community assets are better connected to the station, whilst the important heritage of the church is safeguarded.



Sense of place

FUTURE SITUATION



Long-term contact with nature is linked to longer lives.

Source: The Lancet Planetary Health

STOKE GIFFORD PARK

In the heart of the scheme a new park will expand the Local Site of Nature Conservation Interest (SNCI) and give the local communities a place to walk and improve their well-being whilst providing a spectacular backdrop to the station. A mosaic of habitats will be created, from species rich grassland to ponds each of which will create opportunities for community involvement. The quiet space will offer a welcome contrast to the bustle of the new station.



33. Sheffield 'Grey to Green' Sustainable Urban Drainage System

34. Hendre Lakes courtesy of Cardiff Parkway Developments Limited, Grant Associates, Wilkinson Eyre and Arup.

A PLACE FOR PEOPLE AND NATURE

An early concept for the park suggests 4 distinct habitat areas. Throughout, walking routes will allow people to move freely around the park and connecting to existing streets and neighbourhoods.



WOODLAND

The existing trees are retained and supplemented with additional planting or 'mini forests' to maintain habitat diversity.

NATURE BASED PLAY

Grassland, trees and low level scrub planting form the basis for nature-based play to give children space to explore, learn and burn energy.



Trees and vegetation can reduce particulate concentrations and improve air quality.

Source: Forest Research

LOCAL SNCI¹

The existing Local Site of Nature Conservation Interest is retained.

WATER

Rainwater is carefully managed to mitigate climate change and to create new ponds for a rich new habitat. A central community building will provide a base for local citizen science research, provide amenity and create opportunities for wider research and study.

¹ This is a locally designated SNCI considered to be of high nature value, supporting important species like the Small Blue Butterfly. It is not currently a statutory designated SNCI, formally adopted by the Council as part of its Local Plan.

Taking account of the following policy, guidance and legislation there is a clear opportunity to delivery far reaching biodiversity benefits through this masterplan:

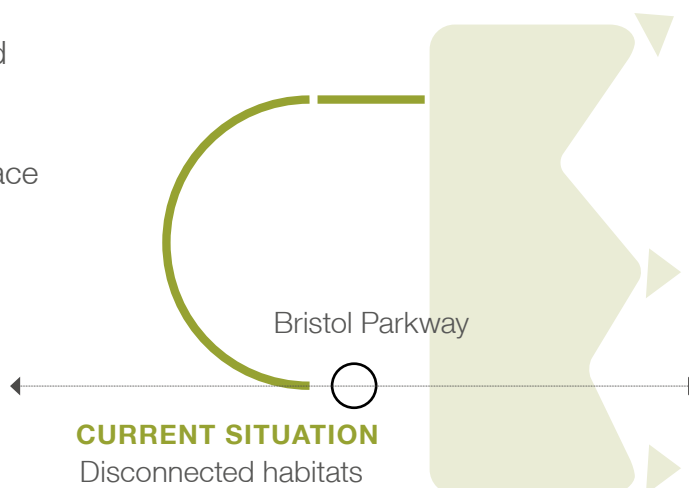
- Biodiversity and planning: guidance for new developments (SPD)
- Biodiversity Net Gain of 10% as required by the Environment Act 2021 fro November 2023
- Supplementary Planning Document (SPD) – Biodiversity and planning: guidance for new developments.
- Green Infrastructure Strategy 2021 – Greener Places.
- South Gloucestershire Biodiversity Action Plan (BAP)



REGIONAL GREEN INFRASTRUCTURE

There are important green corridors west and east of Bristol Parkway, which are currently disconnected.

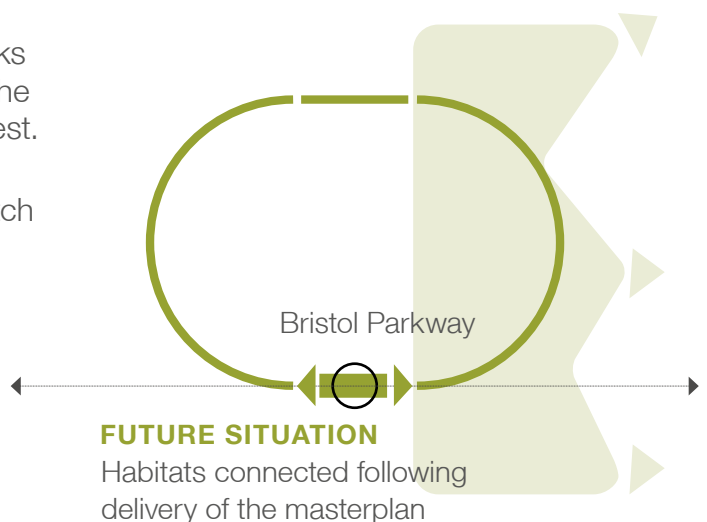
There is a lack of high quality open green space and recreation areas within Stoke Gifford and Harry Stoke.





THE EAST-WEST GREEN LINK

The masterplan is an opportunity to reinforce links between strategic green corridors, and to plug the gap in green infrastructure between east and west. The new street, open space provision and new habitats proposed within the masterplan can stitch into the proposed green infrastructure at east of Harry Stoke New Neighbourhood, which then connects to the Green Belt to the east of Bristol.



EDUCATION

Opportunities for visitors to experience and learn about butterfly conservation and importance of butterfly habitat and pollination process.

WOODLAND

Opportunity to create an urban butterfly park that provides a stepping stone habitat which strengthens the existing wider habitat network for butterflies.

Existing tree and scrub vegetation retained which will help retain some of the character of the green open space. Supplemented through a diverse planting scheme including mini wildflower meadows which can support a variety of butterfly and other wildlife.

URBAN WETLANDS

Urban wetlands can help contribute to the health of cities through improving water quality and storage, carbon sequestration, mitigate the effects of climate change, better manage cloudburst and reduce rising temperatures, providing valuable habitat for wildlife including butterflies and provide recreation opportunities.



BIODIVERSITY

Potential opportunity to encourage people to visit and experience butterflies to help protect wider habitat and butterflies from human disturbance.

NATURE BASED PLAY

Creating opportunities for children to play in nature helps provide benefits to both physical and emotional development. Whilst also helping to create cities which are more inclusive and better able to adapt to rising temperature, increased rainfall or drought arising from climate change (Nature based Play - Arup publication)



ZONING - LAND USES

At this early stage no decision has been taken as to exactly what uses might be located in the plan. The plan illustrates the types of uses that would support the objectives of the masterplan and are aligned with the urban lifestyles agenda, as well as to help enliven the streets and spaces proposed. To the west, there is a focus on community based uses, to create a natural extension of Stoke Gifford into the site and create a small network of facilities including St. Michael's Church and the St. Michael's Centre – all of which are tied together with green space.

In the heart of the scheme, leading up to and around the station square, a mix of uses such as restaurants, cafes, commercial space, homes and leisure is suggested to create a vibrant street. Moving east, the focus is on employment where a degree of other uses such as cafes, gym's and possibly other services such as creche are suggested, to provide for life beyond the desk.





- Station
- Community
- Mixed Use Employment Focused
- Mixed Use

5.7 Possible phasing

PHASE 1

The masterplan will not be delivered in one phase. It will take a number of years for the scheme to be realised in full as different parts of the site are created or changed in line with the availability of various funding streams. The following diagrams give an indication of how this might happen.

During the early phase, the land to the east and west may come forward first. This would leave the station and the current interchange (bus stops, taxi rank and multi-storey car parks) functioning as they currently do. The station would remain unchanged and any works to the tracks such as a new over bridge would not have started. New buildings and parks in

these areas to the east and west will begin the process of transforming Bristol Parkway including the delivery of St. Michael's Place. This will start to change perceptions of the area by creating new things to do such as park activities and potentially creating new jobs. This would be facilitated through the re-development of the existing surface level car park. Early stages of ecological enhancement may take place in Stoke Gifford Park and the Brierly Furlong underpass would be delivered. Improvements to active travel routes in the local area would take place.

Around the station, improvements to public spaces may take place to create an improved sense of arrival.



PHASE 1- WHAT'S CHANGED?



40. Temporary park space used to transform street character, Fitz Park London



42. New homes for cutting edge enterprise, 80 Charlotte Street London



41. New park setting at Greener Grangetown, Cardiff

PHASE 2

The process of creating a new station and interchange begins. The current station and interchange remain in use but to the east a new site compound would be created. The decked parking area here and the current training centre would be removed and a new home found for the latter within the masterplan site. The existing multi-storey car park remains in situ. The early phases of habitat enhancement will begin to become established.

Wider improvements to active travel routes will begin to materialise with more people walking, wheeling and cycling to the station.



43. What's changed? Habitats and parks have matured and are becoming local destinations, Battery Park New York City



PHASE 3

The new station, station square and interchange open. New buildings will contribute to the sense of destination around the station by catering for daily needs and providing new bases for business and possibly homes. The site of the existing station is decommissioned but the current overpass is extended to create better access from the north to south. Bristol Parkway is now viewed as a major gateway to the north of Bristol.



44. What's changed? New station and public realm have transformed public transport, Tilburg Netherlands



PHASE 4

The 'Street' is finally completed, linking east to west through the site for walking, wheeling and cycling and buses. This final section will be lined by new buildings to create the sense of a local high street. The potential transformation of the Park and Ride site could take place if an alternate location is found. The existing multi-storey car park could also be redeveloped if travel patterns change and the amount of parking required is reduced.

Alternative parking for the station would be provided in a multi-storey car park to the east of the new station building.



PHASE 4 - WHAT'S CHANGED?



45. Generating street life, The Queen's Walk
South Bank London



46. Parks have now become part of everyday life in
the community - London Olympic Park



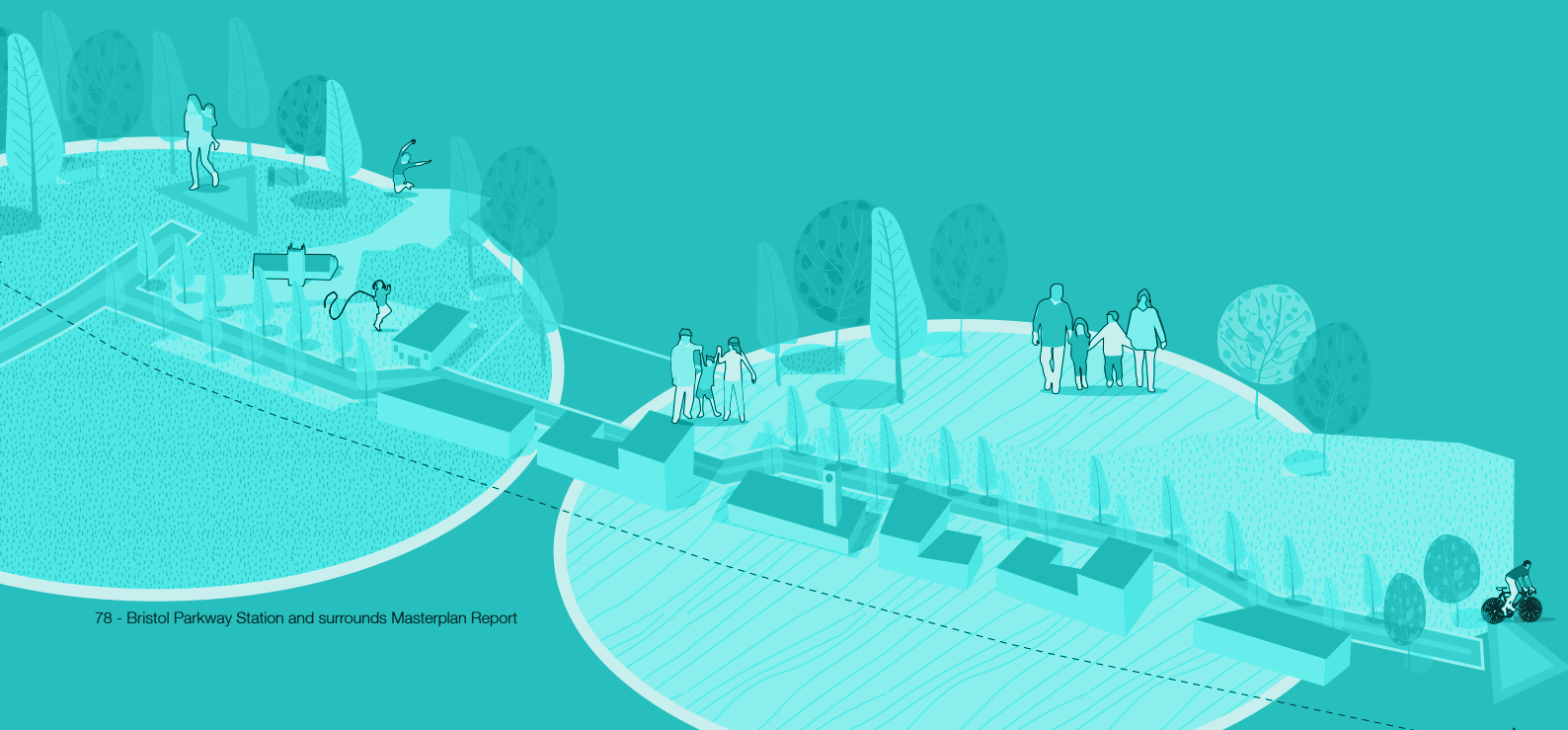
47. Healthy sustainable lifestyles supported by active
travel over car use, Greener Grangetown Cardiff



6. Movement

A STEP CHANGE IN SUSTAINABLE MOVEMENT

Bristol Parkway will become a model of sustainable transport by creating a place where public transport and active travel are the easiest and most convenient ways of travelling.





6. MOVEMENT

6.1 Sustainable transport

INTRODUCTION

The Masterplan proposes an ambitious vision to transform Bristol Parkway into an exemplary sustainable transport hub, which provides seamless interchange opportunities between multiple transport modes. To achieve this, the proposed interventions target enhancements to the walking, cycling and public transport network, as well as future mobility services, which provide opportunities to attract new passengers to the rail network over time, without a reliance on car-based trips. While the focus of interventions is on non-car transport modes, access by car will be maintained for users who have limited alternative options for trips to the station. In other cities across Europe, this has led to significant increases in the proportion of people who walk, cycle and use public transport more regularly when taking the train.

The wider benefits of this approach are improved health and well-being of station users (walking and cycling reduce the risk of dementia and depression, cardiovascular disease, and type 2 diabetes), reduced greenhouse gas emissions and their associated impacts, and contribution to the local, regional and national economy because walking, cycling and public transport trips reduce congestion.

The masterplan proposals are in line with the sustainable transport hierarchy, which prioritises walking, wheeling, cycling and public transport above other transport modes. It considers the needs of all users, especially those with specific mobility needs, such as those using mobility scooters, mobility aids or wheelchairs, those with sensory impairments, those with small children or those carrying heavy shopping etc.

Improving the user experience is a key priority, including the provision of seamless wayfinding,

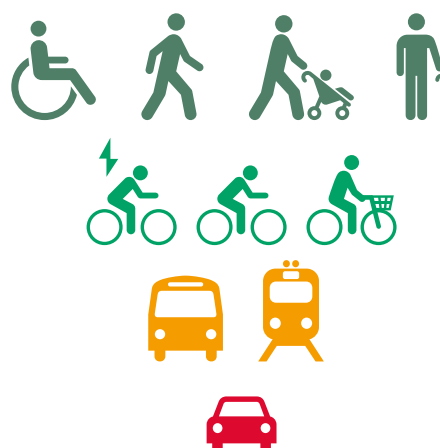
capitalising on desire lines and enhancing interchangeability. Infrastructure for walking and cycling should be designed in compliance with the latest industry-leading design standards to ensure best practice facilities deliver maximum priority, convenience and safety.

The proposals outlined in this Masterplan align well with local, regional and national targets to tackle the Climate Emergency; to deliver a carbon neutral transport network by 2030, to double the number of bus passengers on the network by 2036, and to ensure cycling accounts for 20% of commuter trips by 2026.

CHANGING OUR FOCUS FROM CARS...



TO PEOPLE, HEALTH AND FRESH AIR...



WALKING & CYCLING

An enhanced user experience will enable and encourage an increase in the number of users who travel to the station by walking, cycling and wheeling. This will be driven by the provision of high quality infrastructure, the prioritisation of pedestrian and cycle movements and the removal of conflicts with other road users.

A new 3 metre wide segregated cycle path will run along the southern edge of the central street and provide an attractive, comfortable and safe east-west cycle connection through the station site. This new route will provide a convenient, coherent and direct connection into existing cycle facilities on Hatchet Road, the Stoke Gifford Transport Link and north-south via new connections into existing residential areas.

The segregated path will connect into a new cycle / shared mobility hub adjacent to the station entrance for a seamless transition into the station building. The hub will provide a safe and convenient location for cyclists to store their bikes while accessing other facilities at the station. It will also include provision for non-conventional cycles and e-bikes, access to a bike maintenance facility and be a location for shared mobility, such as e-scooters and e-bikes, that can be hired directly for onward journeys. The hub will have the space to grow over time as demand increases.

Additional walking trips will be facilitated through the provision of new segregated footpaths, these will provide high-quality, well signposted routes throughout the site and onwards to key local trip attractors in all directions. Movements across the street will be by wide and safe crossings at key locations on pedestrian desire lines, to maximise convenience for users.

For pedestrian and cycle journeys to key locations south of the station site, a new subway is proposed adjacent to the existing Briery Furlong underpass. This will vastly improve the user experience providing a high-quality, convenient and safe north-south connection for those walking, wheeling or cycling. It will benefit those travelling to and from the station, as well as people passing through the area along the existing Concorde Way.

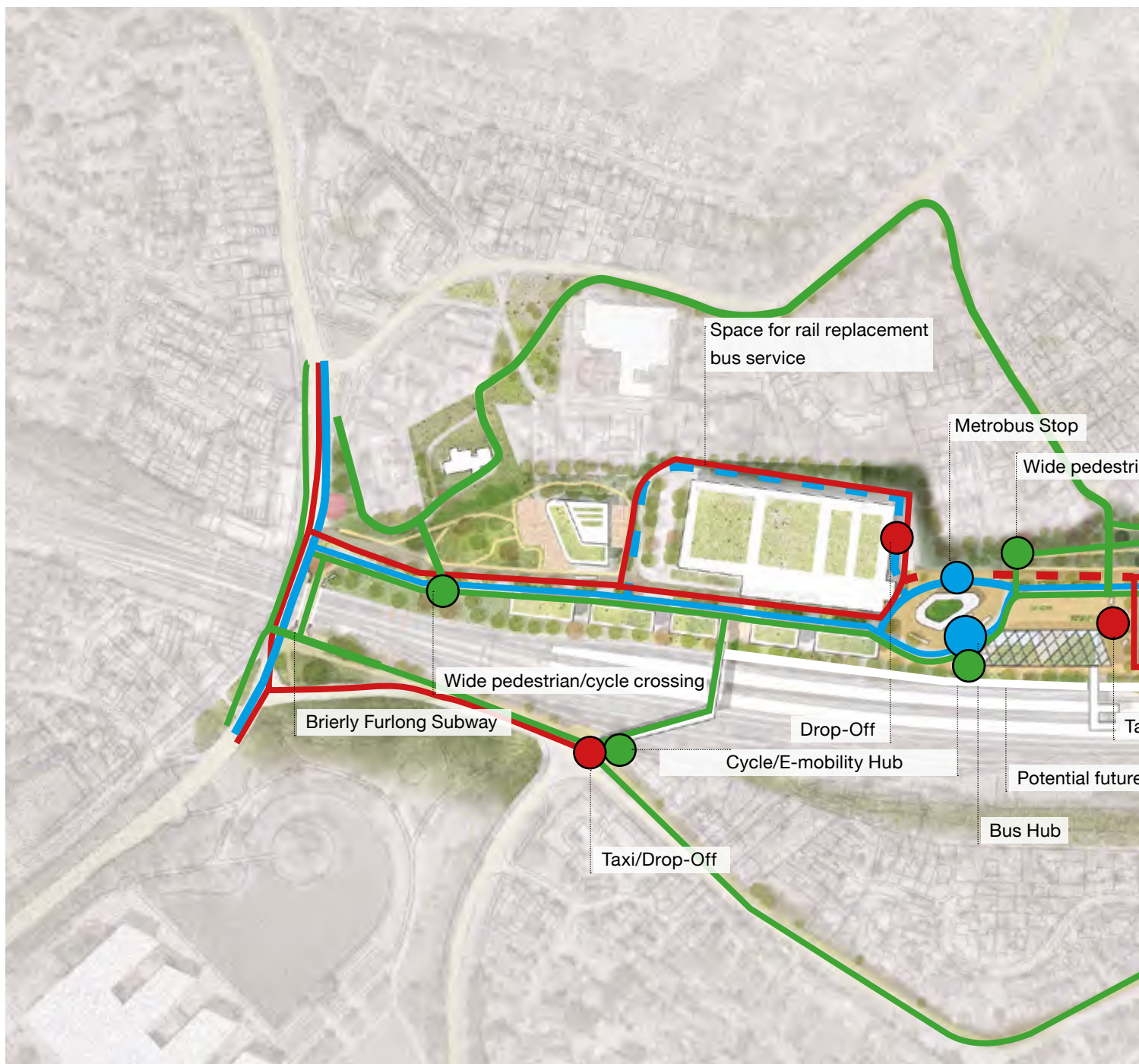
To provide a more direct access south of the station the existing platform access footbridge is proposed to be extended to provide direct access to the platforms for station users arriving from the south. The pedestrian footbridge will be designed to be accessible for all users. This will be paired with a mini cycle hub which will be accessed from the Church Road / Westfield Lane roundabout to provide safe and secure cycle storage as well as access to shared mobility services.

MOVEMENT PLAN

Movement through and within the station area is proposed to change over time with a focus on prioritising access by walking, cycling and public transport modes, while still maintaining access for car users.

The new 'Street' will form the primary movement corridor through the site. While pedestrians, cyclists and public transport users will be able to travel through the site, car users will be limited to access only from either east or west with a car-free zone located directly adjacent to the station entrance.

The plan below outlines the various ways you will be able to travel to, from and through the site.





- Walking, wheeling and cycling route
- Bus Routes
- Private vehicles/taxis
- - Restricted access for cars

TRAIN

Improvements at Bristol Parkway in 2018 delivered a new platform and extensions to existing platforms to provide additional capacity for future services. As such, the Masterplan proposes to retain the existing platform layout at minimum, with an option to provide a new platform zero for any further expansion in services or demand.

The new station building will provide seamless interchange with direct access on desire lines to the cycle hub and bus loop, and the provision of bus and rail information hosted on large real-time information screens.

The existing pedestrian footbridge will be maintained and extended to the south side of the rail lines and paired with cycle/shared mobility hub and a taxi/drop-off location. This will help to improve journeys to the station from the south and spread out passenger access to the platforms, reducing the crowding of rail users at the bottom of the current one set of stairs at the platform.

At the eastern end of the existing platforms, a new pedestrian footbridge is proposed to improve and spread passenger access to the platforms and connectivity with a new elevated station concourse.



53. Tilburg Station courtesy Cepezed Architects

BUS

Public transport provision at Bristol Parkway will be enhanced significantly through the provision of a new high-quality bus interchange facility located directly outside the new station entrance.

The bus interchange will feature comfortable, safe, waiting facilities with seating and shelter, with real-time information for both the local bus and rail network to optimise transport interchange. User-focussed design will also deliver enhance wayfinding, with clear and direct access from the station to transform the user experience.

The new bus interchange will provide space for up to six bus stops, a rise from four at present, via a dedicated bus loop. The layout will allow buses to turn safely and efficiently and access the station from either the eastern or western entrances. This additional bus stop capacity and easy interchange to rail services will provide a more attractive bus service, therefore facilitating increased journeys.

Four MetroBus stops will be provided across the site to enable access to new rapid transit services. Two on the access road adjacent to the new station building and bus interchange, and the two to the east, in their existing



54. Bus-Train interchange courtesy Cepezed Archite

location adjacent to the Park & Ride, which will remain. These stops will be located on the main route through the site, to minimise delays for MetroBus services providing maximum passenger journey time benefits. The stops adjacent to the station building will be accessible from the station via direct and convenient footpaths, with wide pedestrian crossings to access eastbound services.

The existing road which loops around the multi-storey car park will be maintained for some time during phased construction of the site, to enable continued access for bus services. This will be maintained as two lanes in order to provide capacity for rail replacement bus services, when required, to provide resilience during periods of rail service disruption.



55. Bus Interchange - Tilburg courtesy Cepezed Architects

TAXI

Taxis, private hire and ride share vehicles will access the station via either the eastern or western entrance and be permitted to drive through the station area, to pick up and drop off passengers in designated areas. For passengers arriving from south of the rail line, a dedicated drop-off zone will be provided on the access road from the Church Road / Westfield Lane roundabout. In this location, provision is focused on drop-off only, with waiting facilities limited in this area.

North of the rail line, a new dedicated taxi, private hire and ride share drop-off/pick-up point will be provided directly to the east of the new station entrance, enabling passengers to easily access the station. The access road behind the building to the east of the station will enable waiting vehicles to queue, without blocking through movements for buses and general traffic. This access road will also be used out of hours to service the station building.



56. Driebergen-Zeist Station courtesy Artechnic Schreder

PRIVATE CAR

The Masterplan proposes to maintain access by private cars to the station area to serve people with specific mobility needs, intercept car trips into the city centre and other destinations, and to offer an alternative mode of access for those who live in areas poorly served by public transport.

The primary vehicle entry point is to the east, from the Stoke Gifford Transport Link, and the secondary entry point is from the west via Hatchet Road. This recognises that the road network to the east is better suited to serve vehicle traffic, while the western entry is dominated by local residential roads and provides the primary access for most bus services which serve the station.

To prevent rat-running, private cars will continue to be restricted from driving through the site and will instead be directed to drop-off facilities east or west of the station, or to integrated car parking facilities located throughout the site. Pedestrian and cycle movement will be prioritised above motorised vehicles, facilitated

by the introduction of safety measures and wider crossings throughout the site.

For those entering the site from the east, drop-off facilities will be located on the ground floor of the building directly adjacent to the new station building, a short walk from the station entrance. From the west, they will be located on the eastern edge of the existing multi-storey car park with a one-way loop system in place to improve the flow of vehicles through the site.

A drop-off facility will also be provided to the south of the site at the base of the extended footbridge. This looks to remove car journeys from the main site where possible, increasing the user experience for public transport and active mode users.

PARKING

The masterplan proposes to deliver safe, convenient and attractive options for walking, wheeling and cycling to the station, alongside a new and improved bus interchange, and seamless access to bus services and e-mobility options. These interventions are proposed to enable and encourage the majority of users to travel to the station by sustainable transport modes.

It is recognised that access to the station by car will continue to be required in order to support those with specific mobility needs, and to offer alternative modes of access for those who live in areas poorly served by public transport. As such, car parking facilities will be maintained at Bristol Parkway.

To deliver key elements of the masterplan, including the new living station, existing car parking facilities will need to be reviewed in line with the phased delivery of the proposals. For instance, surface-level car parking is proposed to be removed and instead, retained parking provided within a dedicated multi-storey car park located adjacent to the station building.

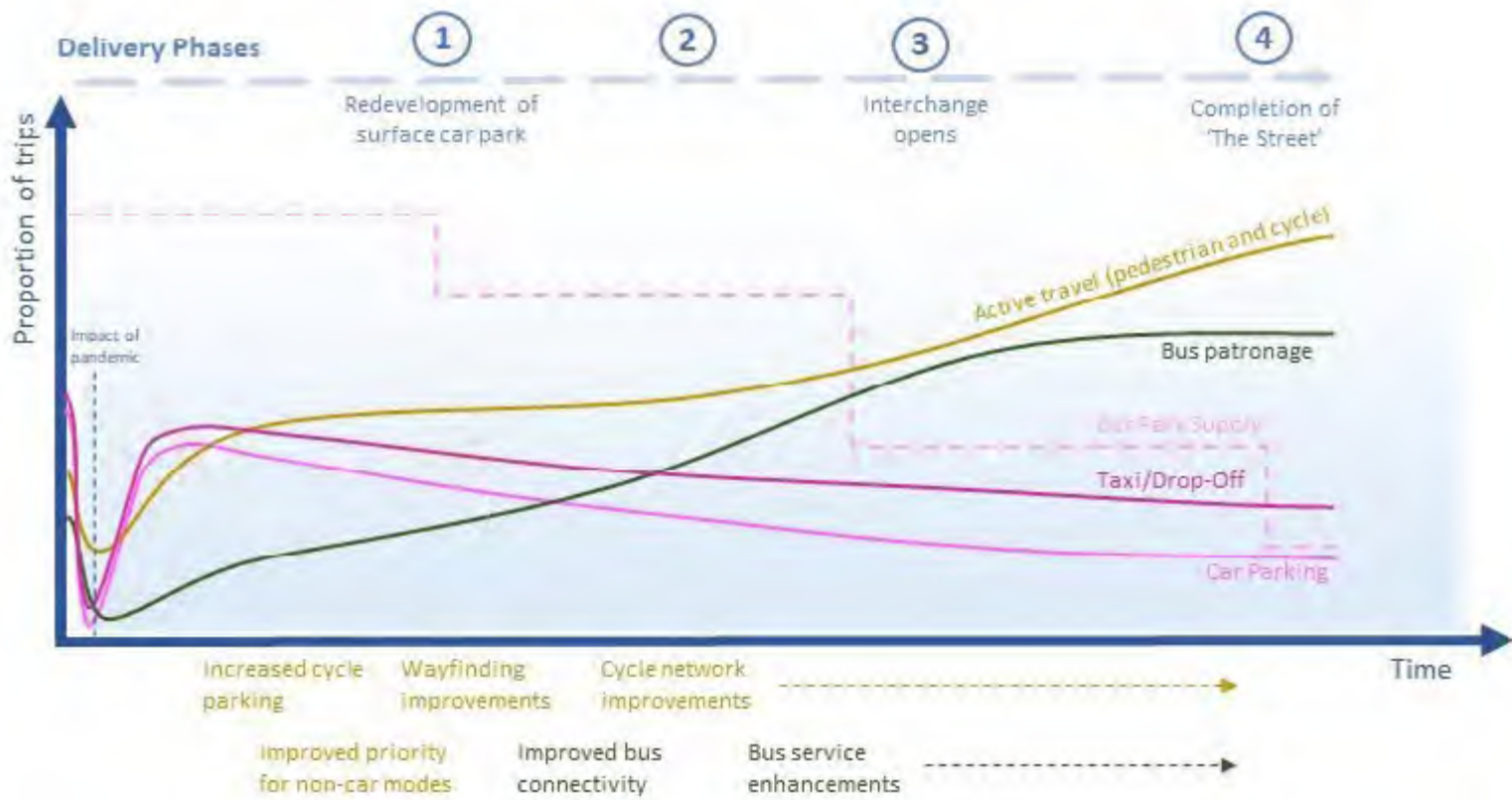
It is anticipated that a phased reduction in the quantity of car parking at the station could be achieved over time if high levels of mode shift occur following improvements to the walking and cycling network, bus and rail interchange

and the delivery of improvements to the wider bus network. As such, the focus in the short to medium term should be on implementing interventions which will enable and encourage a shift from car trips to those by walking, cycling, bus and rail. Thereafter, opportunities to repurpose parking facilities could be considered. The masterplan needs to be mindful, as delivery phases progress, to ensure parking is not displaced onto surrounding residential streets.

Where parking facilities are provided on site, preference will be given to those with specific mobility needs as close to the station as possible, with parking for car club / shared mobility vehicles and electric vehicle charging points provided across a combination of short and long stay periods.

Further, the use of parking facilities could be integrated as part of wider Mobility as a Service technologies, via which, through a joint digital channel, users will be able to book and pay for their journey to and from Bristol Parkway. This will make it easier for parking facilities to be managed and optimised, and provide users with the ability to locate and pay for parking more easily.

Thanks to the site's high levels of accessibility by public transport and active modes, new developments around the station should apply 'low car neighbourhood principles' with significantly reduced parking standards, in line with the urban lifestyles approach.



57. Diagram of proposed modal shift Bristol Parkway masterplan

MODAL SHIFT

Transitioning from a place that prioritises unsustainable private car use to sustainable modes such as walking, cycling and public transport will take time. The graphic indicates how this change could occur over time and in relation to the delivery of key phases of the masterplan.

CASE STUDY

Tilburg Station, Netherlands

Tilburg Station has recently been modernised and now functions as Tilburg Public Transport Hub as it is partnered with a brand new adjacent Bus Station. A key interchange site for the city of Tilburg the rail station services regular intercity and local services, with access to platforms from a central pedestrian underbridge which opens out onto a station plaza offering commercial opportunities.

To the west, a new bus station has been built, the design of which focuses entirely on passenger comfort and an orderly traffic flow, a 'zero-on-the-meter' project the bus station roof generates electricity through the use of solar panels. To the east sits a large cycle hub with direct access to the station platforms, this is paired with a wide cycle lane along the main road outside of the station building, for direct cycle access to the site.

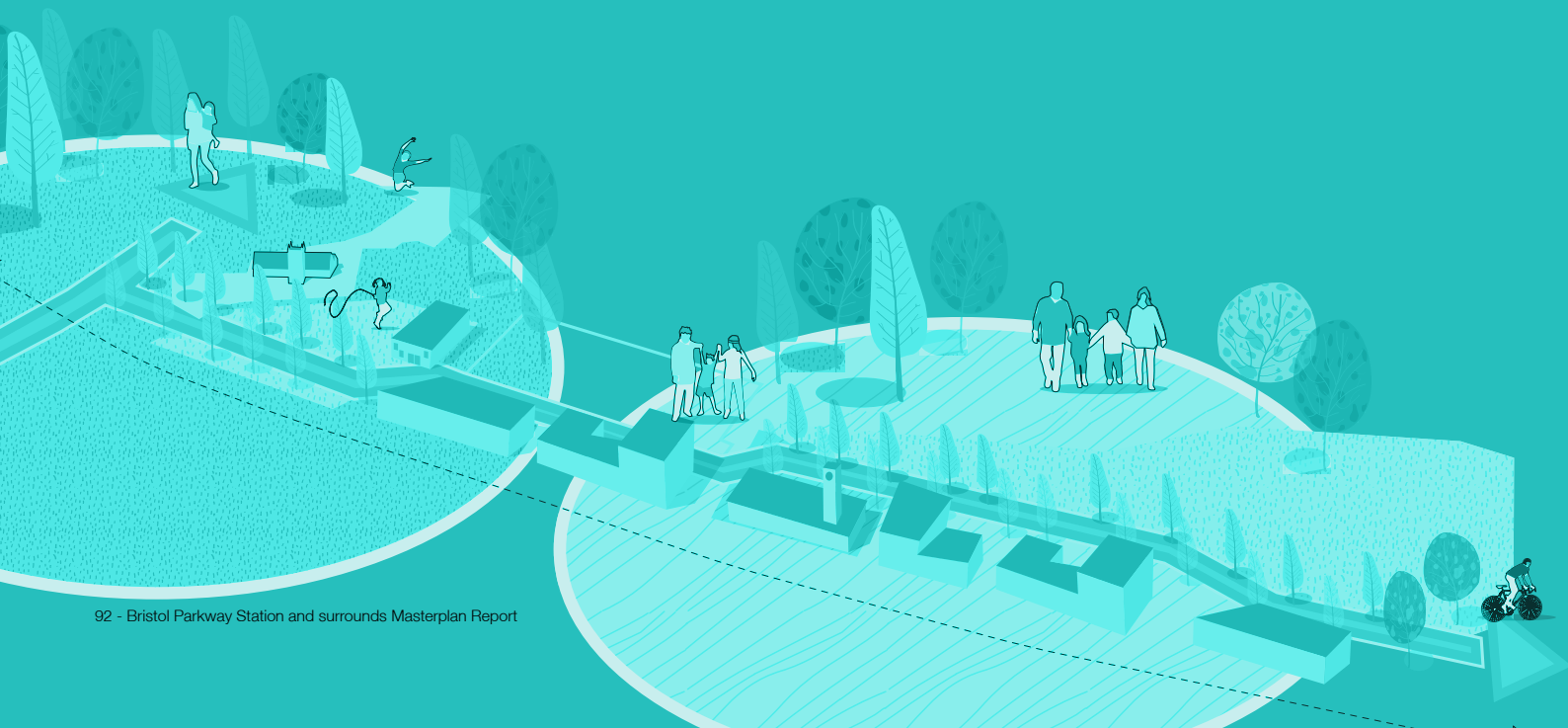




7. Next steps

MOVING FORWARD

The process to date has revealed the scale of opportunity and the general support from stakeholders and the public. The next steps will be critical in maintaining momentum, defining a delivery and funding strategy and ensuring that the aspiration of this masterplan is preserved.



7. NEXT STEPS

7.1 Moving forward

There are a number of ways the masterplan can be taken forward. A potential scenario is outlined below:

TECHNICAL FEASIBILITY STUDY AND DETAILED MASTERPLAN

Detailed studies would be undertaken to define the existing site conditions including ecological surveys, utility surveys and capacity and detailed transport assessments.

Informed by the feasibility study noted above the masterplan would adapt where necessary to specific site conditions, constraints or new opportunities. Market analysis would highlight potential demand and the specific types of uses that would be accommodated. A detailed phasing plan would be created to show how the scheme will be developed. Outline planning consent would be sought to ensure alignment with the local plan and local policy. With regard to the station and the operation of the railway, the Project Acceleration in a Controlled Environment (PACE) process would be followed to obtain consent for proposed changes that affect the operation and functioning of rail assets.

DELIVERY AND FUNDING STRATEGY

A detailed delivery and funding strategy would be produced to define how the scheme can be funded over time, the expected costs associated and the delivery model. This is outlined in this section:

- Develop a land assembly strategy which understands the existing landownership position, and the preferred approach to land assembly, including responsible parties.

- Undertake delivery and funding options analysis to understand the potential models for delivery and funding that are most relevant for Bristol Parkway. This work would include:

1. Establishing an overarching analytical framework against which to assess options. This would look to understand the objectives and potential benefits/beneficiaries from the project, as well as exploring the levels of risk involved, and possible market appetite for risk.
2. High level financial modelling using a cash flow model to explore capital costs, revenues and operating costs, and development viability. This will provide a view of the indicative scale of costs and revenues associated with the project.
3. Appraisal of delivery and funding options which would consider and test delivery models and funding sources (including those listed in this document) against the analytical framework to inform an early understanding of the possible best models for Bristol Parkway.

BUSINESS CASE

Business case development will be required for key components of the scheme. This should be developed alongside the detailed masterplan. This could include the progression of an outline business case for the station redevelopment and wider transport interchange and active travel improvement including the Brierly Furlong underpass.

8. Appendix

8. APPENDIX

8.1 Possible grant funding table

Please see table overleaf.

Body	Fund	Priorities	Potential relevance	Scale
National				
Department of levelling-up, housing and communities (DLUHC)	Levelling-up Fund Round 2 (and likely future rounds)	Levelling-up Invest in infrastructure that improves everyday life	GR	Up to £50m
Homes England	Brownfield Land Fund Future Housing infrastructure investment programmes	300k homes a year High Quality Communities	ER	Up to £250M (based on previous funding rounds)
DfT / Network Rail	Rail network enhancements Development of railway land assets Better active travel connections Bristol Parkway as a strategic mobility hub for north Bristol	Easier, safer journeys Better interchange	ER	Up to £100M
Regional				
DLUHC – likely funds to be devolved to WECA	Shared Prosperity Fund	Community & Place, Supporting Local Business, People & Skills	ER	Total of £10.2M for West of England (incl. £2.57M for South Gloucestershire).
WECA	Economic development fund (EDF)	Capital infrastructure to support job creation Local Industrial Strategy & Recovery Plan alignment Public transport & active travel to support productivity, levelling up and net zero objective	ER	£500m fund from retained business rate growth across West of England Enterprise Zone and Areas. Parkway sits at the eastern edge of Filton Enterprise Area. The fund runs for 25 years (2014-39) focused on supporting capital infrastructure to unlock job creation in the Enterprise Zone and Areas. Available to SGC
	Revolving Infrastructure Fund (RIF)		ER	£56.7M made up of Growing Places fund (£16.9M) and £39.8M Regional Growth Fund. RIF's purpose is to drive economic growth and is used to fund up front infrastructure to enable development. It is largely capital and is required to be paid from land value uplift to keep the fund revolving.
	Investment Fund		ER	As part of devolution, WECA was awarded £900M (£30M per year over 30 years), half as revenue and half as capital, which has been used to create the Investment Fund. This funding is subject to a 5-year gateway review process which is used to trigger the release of the next 5-year tranche of funding.

	City Region Sustainable Transport Settlement		ER	WECA has been allocated a 5-year transport settlement of £540M for 2022-27. Projects to be brought forward within a number of work packages including improvements to strategic public transport corridors, walking and cycling and rail network and station accessibility programmes.
Western gateway	Nascent organisation looking to build business cases for investment	Enhanced connectivity between South Wales, West of England and onwards to Swindon/Reading building on Union Connectivity Review Economic growth for the region Access to opportunities for population	GR	Up to £50M

GR - Funding generally relevant to Bristol Parkway
ER - Funding extremely relevant to Bristol Parkway

Determining the right funding strategy for Bristol Parkway requires additional work to understand in more detail the potential sources of funding, the scale of funding required, and the appetite for risk among partners. It will also be strongly influenced by the preferred delivery model.

As such, a next step would be to undertake more detailed work which includes benefits and risks analysis to understand the market appetite for risk, financial modelling to inform viability, and an appraisal of the relevant funding sources and how these might apply to Bristol Parkway.

8.2 Enabling delivery through the new Local Plan

An assessment has been undertaken to illustrate how the proposed masterplan aligns with current planning policy. The table below summarises this.

West of England Strategy	West of England Joint Green Infrastructure Strategy 2020	Improved and better-connected ecological networks.
		Sustainable water management.
	West of England Local Cycling and Walking Infrastructure Plan	Plan sets out support for delivery of walking and cycling networks.
South Gloucestershire Council adopted Local Plan	South Gloucestershire Core Strategy (adopted 2013)	Policies CS7 and PSP13 relate to the Metrobus Network. This network is safeguarded.
	South Gloucestershire Policies, Sites and Places Plan (adopted 2017)	Policy CS12 sets out safeguarded areas for economic development.
		PSP5 sets out that proposals on undesignated open space within the urban areas which they do not adversely affect the quality, character, biodiversity and sustainable water resources.
		PSP10 states that new development proposals should provide links to existing active travel routes.
		PSP17 states that development within the setting of listed buildings must preserve, enhance, the elements which contribute to their special architectural or historic interest.
PSP4 sets out the designated Local Green Spaces on which development will only be permitted in specific circumstances.		
South Gloucestershire Council Local Plan evidence base	Employment Land and Spatial Needs Assessment (ELSNA)	Sets out a requirement for a minimum additional 10Ha of land for research and development in the region. Also highlighted in Local Plan 2020 – Phase 2 Urban, Rural and Key Issues.
	Infrastructure & Investment Delivery Plan 2021	<p>Metrobus service between Bristol Parkway and Cribbs Causeway.</p> <p>Upgrades to Bristol Parkway and Filton Abbey Wood rail stations to increase rail capacity and cycling and walking routes (indicative operation date 2025).</p>
South Gloucestershire Council emerging New Local Plan 2020	New Local Plan 2020 – Phase 2 Urban, Rural and Key Issues – Urban Lifestyle	New and enhanced walking and cycling routes to connect major destinations, town centres, employment opportunities, Bristol Parkway and other transport hubs and rail stations.
		Uplifting densities of new residential and employment development, more efficient use of land, and remodelling extensive areas of car-parking.
		Provision for a mixture of uses.
		Provision and enhancement of Green Infrastructure corridors and assets. Access to green spaces, public realm and open space for residents and workers.
		Bristol Parkway station is suggested locations for urban lifestyle development and regeneration. Phase One consultation.
		Providing the services and facilities that future mixed use and residential communities need.
Future applications and allocations will be expected to optimise use of land, by being more efficient and increasing densities.		

	The green spaces within the masterplan will connect with each other, and with existing green networks beyond the site's red line boundary.
	The green spaces in the masterplan feature rain management landscaping, such as 'rain gardens' sustainable drainage systems (SuDS).
	The masterplan includes new cycle and footpaths connecting to existing routes.
ded from Bristol Parkway.	The masterplan provides for four Metrobus stops on the main route through the site to minimise delays.
	The masterplan provides new employment space within a mixed use site.
ll only be supported if er management.	The masterplan creates, enhances and connects green spaces with sustainable water management.
ve travel routes.	The masterplan creates a new cycle route and new footpaths to connect key places and existing routes.
and if appropriate erest.	There are three grade II listed monuments within the churchyard of St Michael. The church itself is grade II* listed, and the abutting vicarage is grade II. The nearby Court is also grade II listed. The church grounds have been extended to reinforce the natural character of the church setting, and the height, scale and massing of buildings in this area will respond appropriately.
be acceptable in very	There are two Local Green Spaces (LGSs) to the north of the proposed masterplan: the Village Green and the Trust Recreation Ground. The proposed green spaces would provide greater natural connectivity to these LGSs.
velopment, and offices in sues.	The masterplan provides new office space within a mixed-use development.
	The new masterplan has provision for four Metrobus stops, with two in their current location and a further two adjacent to the proposed new station building. These are located on the main route through the site, minimising delays.
connectivity with bus,	The masterplan includes new cycle and footpaths connecting to existing routes.
centres, retail parks and ns.	The masterplan provides 50% more bus stops compared to existing provision, improved public transport networks, and new and enhanced sustainable travel routes, alongside a cycle/shared-mobility hub.
t use of land by	The masterplan sets out a dense development vision for under-utilised land around Bristol Parkway.
	The development would provide mixed-use spaces, with residential, office and commercial.
a high-quality public	Alongside the creation and enhancement of two parks, the masterplan also develops the public realm will have high quality landscaping and pedestrianisation.
received support in the	The masterplan proposes high density development around the Parkway station area.
ties may need.	The masterplan provides a high level of active and public transport connectivity, as well as public realm, residential and office space.
ng developed to certain	The masterplan will meet the 80-120 units per density per hectare required – as recommended by the Urban Lifestyles – Density and Character Study (2022).

Document category	Document name	Policy description / strategy requirement (summary)
	New Local Plan 2020 – Phase 2 Urban, Rural and Key Issues – Green Infrastructure	Create a network of sustainable natural and semi natural landscapes and habitat areas, walking and cycle routes, areas for recreation and leisure, and green spaces.
	New Local Plan 2020 – Phase 2 planning policies	Biodiversity Net Gain Draft Policy: Sets out the 2021 Environment Act’s requirements for measurement of BNG, the management plan, and requirement for sites to be connected for connections.
	New Local Plan 2020 – Phase 2 planning policies	Strategic Green Infrastructure and Environment Draft Policy: Deliver an appropriate amount of green space(s), which maximises potential for multiple functions and connections to the existing networks of Green Infrastructure.
	New Local Plan 2020 – Phase 2 planning policies	Urban Lifestyles and Density Draft Policy: Urban lifestyle developments must have a minimum level of public open space or high-quality public realm within appropriate walking distances.
		Urban Lifestyles and Density Draft Policy: Development proposals for new homes in designated areas as shown on the policies map.
Urban Lifestyles and Density Draft Policy: Parking appraisals may be required in urban areas. Urban Lifestyles and Density Draft Policy: A minimum standard of private space will be required in.		
South Gloucestershire Council emerging Supplementary Planning Documents (SPDs)	Draft SPD for Biodiversity and Planning: guidance for new developments July 2022	Policy states that development should conserve and enhance biodiversity, with measures to be taken to enhance biodiversity.
Landscaping should retain, enhance and increase natural habitats and green connectivity.		
Urban planting schemes should consist of planting which attracts and provides for people to use.		
Policy highlights the importance of green roofs.		
South Gloucestershire Council emerging Local Plan evidence base	Urban Lifestyles – Density and Character Study (2022)	Study recommends a density of 80 – 120 dph within Stoke Gifford.
	Employment and Land Review (ELR) (2022)	Review states that South Gloucestershire does not offer a large amount of future of Fringe containing all available land for future development.
	Strategic GI Corridor Mapping Project (2022)	Sets out regional, strategic and major cycle routes which surround the site.

	Bristol Parkway masterplan response
as, heritage features,	The masterplan enhances and connects green spaces with sustainable water management. The site lies just to the east of the proposed Winterbourne – Kendleshire – Yate (River Frome Corridor) GI Corridor, potentially extending this corridor.
ent for 10% BNG with maximise opportunities	The creation and enhancement of connecting green spaces which are currently underutilised and possibly contaminated is likely to contribute to over 10% BNG.
ce level of public open strategic and local	The masterplan provides a new park and a new nature reserve, connecting green spaces on the edge of the proposed Winterbourne – Kendleshire – Yate (River Frome Corridor) GI Corridor, potentially extending this corridor.
ce access to an appropriate distance.	The proposed residential development in the masterplan will benefit from high quality public realm and parks in their immediate vicinity.
within ‘urban lifestyles’	The proposed residential development is within the proposed Stoke Gifford District Centre, Parkway Station to Abbey Wood/University of the West of England area for urban lifestyle development.
urban lifestyle areas.	Parking provision to serve the station and other potential developments at Bristol Parkway will be reviewed as the proposals progress in line with relevant local standards, including the Urban Lifestyles approach, to ensure adverse impacts on the local area are avoided.
will need to be designed	Balconies and roof terraces will be provided for residential buildings, and the mixed-use and commercial spaces will have private courtyards. This is not yet detailed in the masterplan.
asurable net gain.	St Michael’s Green will transform a car park into a new park with rain capture and planting for pollinators.
tivity.	A new open space will expand the Local SNCI, which also lies just west of an important hedgerow, alongside the creation of new habitats.
pollinators.	The ‘Street’ running through the site will be landscaped to connect the surrounding green.
	The new station and other buildings will connect to the wider green network through green roofs.
	The masterplan will meet this level of density.
office space, with the North	The masterplan provides mixed-use employment focused space.
	The masterplan creates a new cycle route and new footpaths to connect key places and existing routes.

