

Bristol Parkway Station & Surrounds Masterplan

Engagement Report

South Gloucestershire Council

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Date: September 2022

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Abbreviations

This page explains abbreviations used within this document. The abbreviations have been included in full where they are used for the first time in a report.

GDPR	General Data Protection Regulation
GP	General Practitioner
MS	Microsoft
NMU	Non-motorised user
SDGs	Sustainable Development Goals
SuDS	Sustainable Drainage Systems
UK	United Kingdom
UN	United Nations

Glossary of Terms

This page explains words and phrases and is intended to be a quick reference point for anyone reading this document.

15-minute neighbourhood

A 15-minute neighbourhood is an urban development organising principle that provides residents access to most, if not all, of their needs within a short walk, wheel, or bike ride from their home.

Accessibility

Accessibility means that people can do what they need to do, and use spaces such as train stations, in a similar amount of time and effort as someone that does not have a disability.

Active travel

Active travel is any journey that is made by physically active means, such as walking, cycling, horse-riding, and wheeling.

Blue-green Infrastructure

Blue-green infrastructure refers to the use of blue elements, like rivers, canals, ponds, wetlands, floodplains, water treatment facilities, and green elements, such as trees, forests, fields, and parks, in urban and land-use planning.

Bottleneck

In the context of transport, a bottleneck refers to localised disruption of traffic on a street, road, or railway track; this traffic is a result of a specific physical condition, such as the design of the road or railway.

Boulevard

A boulevard is a broad, well-paved, wide street often lined with trees.

Climate resilience

Climate resilience refers to ability of an infrastructure system to adapt to and withstand various climate-related stressors, such as storms, floods, droughts, wildfires, while either remaining in operation or quickly returning to operation after an event.

Inclusive growth

Inclusive growth is economic growth that is distributed fairly across society.

Interchange

Interchange in the context of public transport means a facility allowing people to transfer between differing modes of public transport.

Listed building

A building is listed when it is of special architectural or historic interest considered to be of national importance and therefore worth protecting.

Masterplan

A masterplan is an important document that looks at the long-term planning and development opportunities for improving an area, helping to shape its future.

Mixed use spaces

Mixed use spaces or developments refers to projects that comprise a mixture of land uses, or more than just a single use, such as office spaces, hotels, shops and residential areas.

Modal shift

A modal shift in the context of transport means a change from one form of transportation to another, such as from car to bike.

Multimodal

Multimodal is the combination of two or more transport modes, such as car, bike and bus.

Non-motorised users

A non-motorised user (or NMU) is someone walking, wheeling, cycling, or horse-riding.

Public realm

The public realm is defined as any space that is free and open to everyone, such as any publicly owned streets, pathways, sidewalks, parks, publicly accessible open spaces and any public and civic building and facilities where the public has access.

Rain Garden

Rain gardens are shallow hollows that collect rainwater, usually featuring a variety of plants.

Regeneration

Regeneration happens when an area is upgraded. The aim is to improve both the economic and social spaces of that area.

Segregated routes

Segregated routes are an allocated section of space, such as a road or path, for a pedestrians and cyclists. The whole width of the surface can be available to both pedestrians and cyclists, or pedestrians and cyclists could be directed to use separate parts of the route.

Seldom-heard groups

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.

Sidings

In the context of railways, a siding is a low-speed track section distinct from a running line or through route such as a main line. It may connect to through track or to other sidings at either end. Sidings often have lighter rails, meant for lower speed or less heavy traffic, and few, if any, signals.

Sprawling developments

Sprawl development is the outward expansion of low-density residential and commercial development into the outer edges of cities and towns.

Stakeholder

A stakeholder is someone(s) who can impact, or be impacted by, proposed projects and policies. Key stakeholders within the context of a masterplan are typically local businesses, elected members, local landowners, community and interest groups, and technical professionals, such as environmental organisations, and transport operators.

Sustainable drainage systems

Sustainable drainage systems are designed to manage the flood and pollution risks resulting from urban runoff and contribute to environmental enhancement and place making.

Urban heat island effect

Urban heat island effect refers to a city experiencing much warmer temperatures than nearby rural areas. The difference in temperature between urban and less-developed rural areas has to do with how well the surfaces in each environment absorb and hold heat.

Wheeling

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

1. Engagement Purpose, Methodology, and Response

Engagement Purpose

South Gloucestershire Council, working with its partners, is in the process of developing a strategic masterplan for Bristol Parkway station and the surrounding area. The masterplan will be an important document that will deliver a new vision to revitalise the station as a fitting gateway to the local area and north fringe of Bristol.

The purpose of the early engagement, held between December 2021 and March 2022, was to seek views in relation to the desired level of ambition and vision for Bristol Parkway Station and surrounds.

The purpose of the 6-week public engagement process, which ran between Monday 4th July 2022 and Sunday 14th August 2022, was to capture views on the masterplan vision, objectives, proposals, and options.

As shown in Figure 1, during the early engagement process and 6-week public engagement process, feedback was sought from key stakeholders¹, including South Gloucestershire Council officers, South Gloucestershire councillors, local elected members, town and parish councils, major employers, transport operators and organisations, major landowners, environmental and heritage organisations, community and local interest groups, and seldom-heard groups². During the public engagement feedback was also sought from local residents, commuters, other station users, visitors, and local businesses.

¹ A stakeholder is someone(s) who can impact, or be impacted by, proposed projects and policies.

² 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.

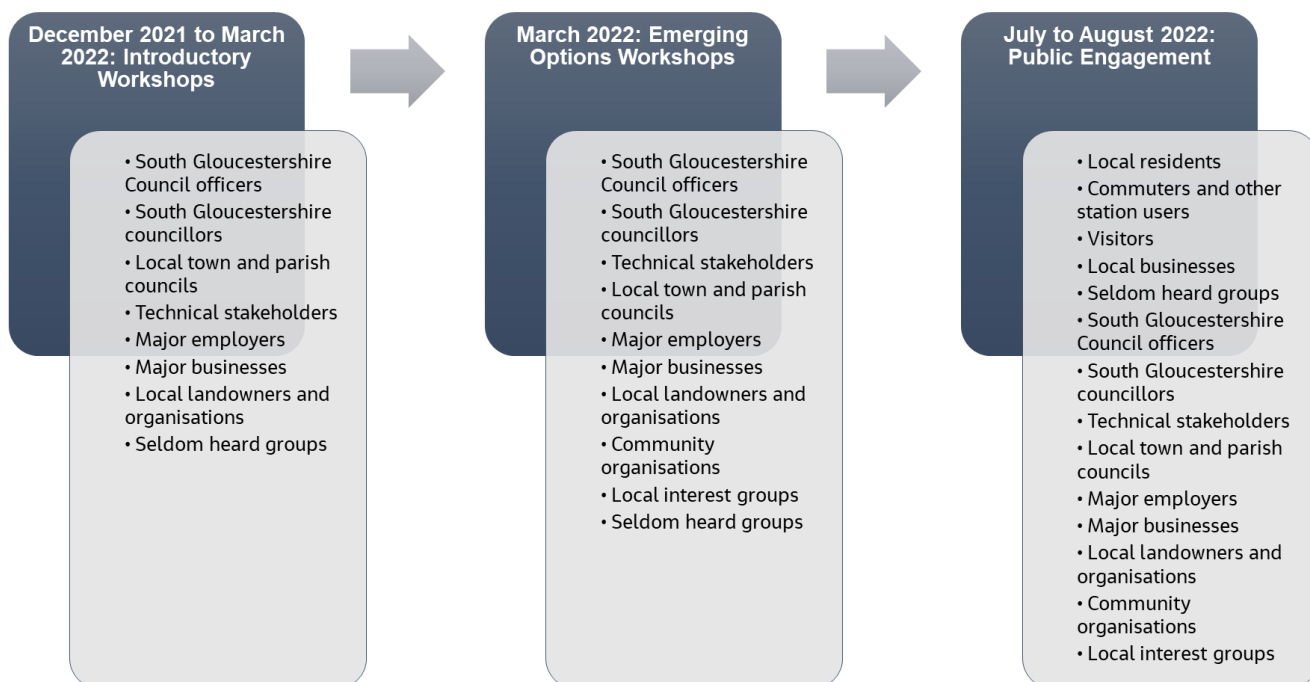


Figure 1: Timeline of Engagement and Stakeholder Groups Engaged

Methodology

The following section outlines the methodology (process and methods) employed for the early engagement and public engagement periods.

Early Engagement Process

The early engagement ran between December 2021 and March 2022.

As part of the engagement, we welcomed feedback during the online stakeholder workshops and via email at regeneration@southglos.gov.uk

A dedicated webpage on South Gloucestershire Council's website was established, which hosted information relating to the masterplan, including the masterplan objectives, the engagement process, contact details, and masterplan next steps at <https://beta.southglos.gov.uk/parkway-station-masterplan>

Information about the masterplan process and the early engagement period was sent to South Gloucestershire Council officers, South Gloucestershire councillors, local elected members, town and parish councils, major employers, transport operators, major landowners, environmental organisations, community and local interest groups, and seldom-heard groups. In total, 34 seldom-heard representatives were contacted via email and / or telephone to encourage group members to participate in the engagement. A full list of these seldom-heard organisations and groups can be found in Appendix A.

Public Engagement Process

A non-statutory public engagement period ran between Monday 4th July 2022 and Sunday 14th August 2022.

As part of the engagement, we welcomed feedback via online workshops held on Microsoft (MS) Teams, face to face drop-in events, an online response form, a printed response form, and email at regeneration@southglos.gov.uk

The dedicated webpage on South Gloucestershire Council's website was updated to advertise the six-week public engagement and the masterplan consultation page, which hosted the engagement materials and promoted the methods to provide feedback at https://consultations.southglos.gov.uk/connect.ti/Parkway_Station_Masterplan/consultationHome

All stakeholders were notified about the launch of the six-week public engagement via email and were invited to attend either the online public workshop via MS Teams on 3rd August 2022 or one of the two face-to-face public drop-in events held on 14th July and 27th July. In total, 68 seldom-heard representatives were contacted via email to encourage members to participate in the public engagement. A full list of these seldom-heard organisations and groups can be found in Appendix A.

Letters were sent to around 1700 households living nearest the station providing them with information about the masterplan and the public engagement events. A further 183 households had postcards delivered.

Posters were put up in key locations around the station itself, along with postcards at the ticket office. Posters were also put up in St Michaels Centre, and on Stoke Gifford Parish community noticeboards. The public engagement was advertised online via South Gloucestershire Council's LinkedIn, Twitter, and Facebook pages (with a total reach³ of 38,800 people); in an online article on the Stoke Gifford Journal website; in South Gloucestershire Council's weekly resident email newsletter (with a reach of approximately 86,000 residents and businesses); and within three local newspapers: Filton Voice, Frome Valley Voice, and Downend Voice which are delivered door-to-door in the community.

Following a press release, the masterplan and public engagement received online news coverage from local news outlets: Stoke Gifford Bristol Live and Bristol247. Bradley Stoke Town Council and Friends of Suburban Bristol Railways also advertised the public engagement and feedback methods on their respective websites. During the online public workshop, a representative from Visit West confirmed they would distribute the response form to their network.

Printed paper copies of the engagement materials were available to be picked up by residents and interested parties at:

- St Michaels Centre, North Road, Stoke Gifford, BS34 8PD

³ The total number of people who viewed the content

- Little Stoke Hall, Little Stoke Lane, Little Stoke, BS34 6HR
- Bradley Stoke Library, Fiddlers Wood Lane, Bradley Stoke, BS32 9BS
- Filton Library, Shield Retail Park, Link Road, Filton, BS34 7BR
- Downend Library, Buckingham Gardens, Downend, BS16 5TW
- Winterbourne Library, Flaxpits Lane, Winterbourne, BS36 1LA
- Thornbury Library, St. Mary Street, Thornbury, BS35 2AA

Early Engagement Methods

Facilitated stakeholder workshops were undertaken between December 2021 and March 2022. These workshops introduced key stakeholders to the masterplan objectives and vision. Stakeholders were encouraged to provide their feedback on the appropriate level of ambition for the masterplan: baseline changes (small), multifunctional changes (medium), or living interchange (large).

Introductory workshops

Three introductory workshops were held online via MS Teams with the following stakeholder groups:

- On 14th December 2021, a workshop was undertaken with South Gloucestershire Council officers. In total, 22 officers attended this workshop.
- On 20th January 2022, a workshop was undertaken with members from local town and parish councils and South Gloucestershire councillors. In total, 11 members attended this workshop.
- On 3rd February 2022, a workshop was undertaken with technical stakeholders (such as Network Rail), major employers, businesses, local landowners, and organisations in the area. In total, 12 representatives attended this workshop.

For a full list of the organisations that were represented at these workshops, please see Appendix B.

Emerging masterplan concepts and options workshops

Following the introductory workshops, facilitated stakeholder workshops were undertaken in March 2022 which introduced key stakeholders to the emerging masterplan concepts and options: The Gateway (option 1), The Boulevard (option 2a), The Park (option 2b), and The Street (option 3). Stakeholders were encouraged to provide their feedback on these options, including the appropriate level of ambition within each option.

In total, four workshops were held online via MS Teams with the following stakeholder groups:

- On 2nd March 2022, a workshop was undertaken with South Gloucestershire Council officers. In total, 26 officers attended this workshop.

- On 3rd March 2022, a workshop was undertaken with members from local town and parish councils and South Gloucestershire councillors. In total, 10 members attended this workshop.
- On 8th March 2022, a workshop was undertaken with technical stakeholders, major employers, businesses, local landowners, and organisations in the area. In total, 12 representatives attended this workshop.
- On 10th March 2022, a workshop was undertaken with community organisations and local interest groups. In total, 2 representatives attended this workshop.

For a full list of the organisations that were represented at these workshops, please see Appendix B.

The findings from these facilitated workshops with key stakeholders informed the next stage of the draft masterplan, including the refinement of options.

Email correspondence

For those who were unable to, or preferred not to, provide their comments via the online workshops, feedback was captured via email at regeneration@southglos.gov.uk

Public Engagement Methods

Preferred option refinement workshops

Following the introductory and facilitated stakeholder workshops, preferred option refinement workshops were undertaken in July and August 2022 which introduced key stakeholders to the masterplan proposals and options, including the preferred option 'The Street' (option 3). Stakeholders were encouraged to provide their feedback on these options.

In total, three workshops were held online via MS Teams with the following stakeholder groups:

- On 4th July 2022, a workshop was undertaken with technical stakeholders, major employers, businesses, local landowners, and organisations in the area. In total, 7 representatives attended this workshop.
- On 6th July 2022, a workshop was undertaken with South Gloucestershire Council officers. In total, 24 officers attended this workshop.
- On 3rd August 2022, a public workshop was undertaken with members of the public, major employers, businesses, and organisations in the area. In total, 8 representatives attended this workshop.

For a full list of the organisations that were represented at these workshops, please see Appendix B.

The findings from these facilitated workshops with key stakeholders informed the next stage of the draft masterplan, including the refinement of the preferred option.

Face to face drop-in events

Two face to face drop-in events were held to promote the draft masterplan and public engagement feedback methods. During these events, members of the public had the opportunity to view information boards, meet the project team and ask questions about the draft masterplan and options.

The drop-in events were held at St Michaels Centre, The Green, Stoke Gifford, BS34 8PD:

- Thursday 14 July, between 2pm and 6.30pm
- Wednesday 27 July, between 2pm and 6.30pm

Printed copies of the response form, FAQs and executive summary were available at the events for attendees to collect. For additional context, information boards were displayed containing information about the draft masterplan vision, objectives, options, and feedback methods including a QR code linked to the online response form.

Response form

The response form sought views on the draft masterplan vision, proposals, preferred option, and other options. The response form was available on the South Gloucestershire Council consultation website and in printed copy, which could be returned by freepost or scanned in via email. A copy of the response form can be found in Appendix C.

Social media

Social media posts advertising the draft masterplan and public engagement feedback methods were released on South Gloucestershire Council's Twitter, LinkedIn, and Facebook pages. In total, six Twitter posts, six Facebook posts, and one LinkedIn post was released, with a reach of 38,800 people.

Email correspondence

For those who were unable to, or preferred not to, provide their comments via the other methods available, feedback was captured via email at regeneration@southglos.gov.uk

Response

The following section outlines the response received during the early engagement and public engagement periods.

Early Engagement

The stakeholders engaged with during the early engagement process comprised of:

- South Gloucestershire Council officers
- South Gloucestershire councillors

- Local elected members
- Town and parish councils
- Major employers
- Transport operators and organisations
- Major landowners
- Environmental and heritage organisations
- Seldom-heard groups

During the seven online workshops, conversations were held with 95 key stakeholders to introduce them to the project and to listen to their views on the draft masterplan vision, objectives, principles, and emerging options. For a full list of the organisations that were represented at these workshops, please see Appendix B.

Public Engagement

The stakeholders engaged with during the public engagement process comprised of:

- Local residents
- Commuters and other station users
- Visitors
- Local businesses
- South Gloucestershire Council officers
- South Gloucestershire councillors
- Local elected members
- Town and parish councils
- Major employers
- Transport operators and organisations
- Major landowners
- Environmental and heritage organisations
- Seldom-heard groups

During the three online workshops, conversations were held with 39 stakeholders and members of public to capture their views on the masterplan vision, objectives, proposals, and options. For a full list of the organisations that were represented at these workshops, please see Appendix B.

During the two face-to-face public drop-in events, approximately 120 people attended:

- Thursday 14 July – 74 attendees
- Wednesday 27 July – 44 attendees

In total, 245 response forms were received, of which 230 responses were provided online and 15 were printed responses.

There were four responses provided via email, including three from members of public, and one from an organisation (Stagecoach)⁴. There was one response provided by telephone by a member of public.

⁴ In addition to the written feedback provided

The 13 social media posts garnered 804 clicks, 165 likes, 36 comments, 33 shares/retweets, reached 38,800 people and resulted in 44,400 impressions⁵.

A full list of all the comments provided during the engagement period is available on request. Any information issued will be in accordance with the Data Protection Act 2018 and General Data Protection Regulation (GDPR) 2018 to protect the anonymity of all respondents. Due to the number of individual comments made it has not been possible to include the full text of all comments within the main body of this report. A summary of the key themes raised are set out in the following section of this report.

⁵ The number of times the content was displayed, regardless of whether it was clicked or not

2. Our Response to Your Feedback

People and community are placed at the heart of the Bristol Parkway Station and Surrounds Masterplan. Feedback from the community is integral to the decision-making process as we finalise the masterplan. The responses we received during the 6-week public engagement are invaluable to shaping the masterplan as they help us understand what is important to you in ensuring Bristol Parkway is a fitting gateway to the local area and north fringe of Bristol.

Some of the key themes raised during the public engagement are outlined below alongside our reflections on how we will incorporate these into the final masterplan.

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.	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.	More 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.	Clear 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 to be added further to convey the importance of blue-green infrastructure to both the scheme and wider agendas including biodiversity net gain, open space provision, and health and wellbeing.
Nature, green space & climate change	Clarity on how green spaces will be managed.	Emphasise key design moves aimed at integrating the scheme with St Michael's Green and Stoke Gifford Park. High-level suggestions to be included.

Mobility/ Modal shift	Transit design. Questioning the need for change; retain the transit-based design and operation.	Executive Summary will provide a solid case for change.
Mobility/ Modal shift	Improvements to bus/rail services and active mode provision in the local area	Provided visual information highlighting current and potential future provision for sustainable transport modes.
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.	Graphic to demonstrate how the transport interchange is designed to optimise these elements.
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.	Greater detail in the narrative to be provided about how car parking provision will be maintained for those who need it. Add graphic to demonstrate the change over time as on-site improvement phases are delivered.
Level of influence of masterplan / next steps	Funding. Provide more clarity around the funding of the masterplan proposals.	Text provides an overview of potential funding sources. This will be added 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 the Bristol Parkway Training Centre. The Executive Summary will provide 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 to respond to feedback, specifically about temporary uses of space, community uses and timescales. Delivery section to include 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.
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3. Feedback Analysis

3.1 Masterplan Vision

The masterplan vision establishes Bristol Parkway as a 'Living Station', seeking to place the station as the centre of movement for people, supporting inclusive growth⁶, and at the heart of healthy communities. The masterplan vision encompasses the '15-minute neighbourhood' model⁷ to enhance the environment, economy, community, and sustainable movement within the station and its surrounds.

Early Engagement Feedback

Based on all feedback captured during the early engagement, the most common themes relating to the masterplan vision and desired level of ambition for Bristol Parkway station and surrounds were:

Centre of Movement for People

- Encouraging increased activity within the station and surrounds and of improved use of the station for everyone.
- Issues raised relating to the existing unpleasant environment within the station, especially for those with impaired mobility, and existing barriers to accessing the station, especially for pedestrians.
- Support was given for measures to transform the station's identity and create a welcoming place for the community, such as improving the station's visual appeal and offering mixed use spaces.

Supporting Inclusive Growth

- Desire to shift public perception around there being a long distance to travel between the station and surrounding sites of employment, with the aspiration that this could widen the labour pool.
- Support for offering mixed-use spaces within and surrounding the station for recreation, flexible working, and socialising, including facilities to encourage an evening economy.
- Desire to establish Bristol Parkway station as a key entry point to wider United Kingdom (UK) areas via public transport links (bus and rail).

Healthy Communities

- Appetite for green spaces surrounding the station to be better connected and protected.

⁶ Inclusive growth is economic growth that is distributed fairly across society.

⁷ A 15-minute neighbourhood is an urban development organising principle that provides residents access to most, if not all, of their needs within a short walk or bike ride from their home.

- Encouraging improved connectivity between the built environment and nature through establishing attractive and segregated active travel corridors.
- Support for new developments and transport routes to be developed using infrastructure that combats the urban heat island effect⁸ and offers flood resilience and climate resilience, such as street tree planting, sedum roofs and green bridges.
- Support for modal shift from car to walking and cycling (including e-bikes) to reduce congestion surrounding the station, improve safety for non-motorised users, and enhance local air quality.
- Encouraging convenient and safe access to local services, such as General Practitioner (GP) surgeries, particularly for those travelling via active travel and public transport.
- Concerns relating to the damage potentially caused to wildlife and biodiversity by new developments and transport routes, with suggested mitigative measures including minimal lighting, minimal hard surfaces, and sympathetic planting.
- Balancing the protection of local heritage assets, such as listed buildings surrounding the station, and encouraging their public access, such as improved signage, due to the local character they reinforce.

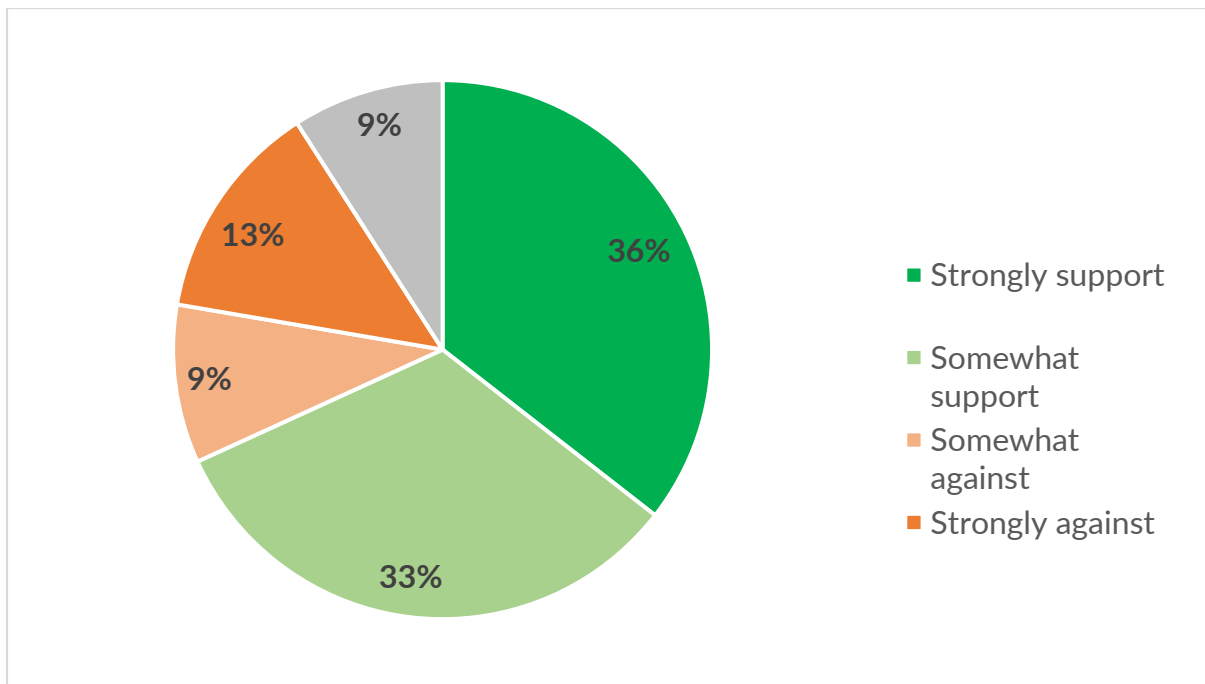
⁸ Urban heat island effect refers to a city experiencing much warmer temperatures than nearby rural areas. The difference in temperature between urban and less-developed rural areas has to do with how well the surfaces in each environment absorb and hold heat.

Public Engagement Feedback

On the response form, question 1 asked 'To what extent do you support the overall vision for the station and surrounds as presented in the draft masterplan?'

'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'

As shown below, in relation to the level of support for the masterplan vision and objectives, 36% were strongly supportive, 33% were somewhat supportive, 9% were somewhat against, 13% were strongly against and 9% were not sure.



Based on all feedback captured during the public engagement, of those that were positive about the masterplan vision, the most common themes were:

- Support for investing in the area and transforming the public realm
- Support for the drive to address the climate and nature emergency
- Support for unlocking employment opportunities
- Support for improving the customer experience at the station
- Support for reducing car dependency in the area
- Support for improving the identity of the station and surrounds

Mixed support was received, with comments relating to:

- Supporting the transformation of the area, but some urged slow incremental development over 'quick wins'

- Scepticism around how the options align with the objectives (for example, some saw the multistorey carpark as going against the 'addressing the climate and nature emergency' objective)
- Wanting more detail on how the objectives and options would be achieved (e.g., lack of cost/benefit assessment of options)

Of those who were negative, respondents commented that they:

- Questioned the need to change Bristol Parkway into a Living Station, with many stating that Bristol Parkway works well as a transit-based station and is unlikely to be a social/leisure location
- Were sceptical about the ambitions of the plan, with some suggesting the cost associated with the changes was unnecessary, with only minor changes required in the area (such as more personnel at the station, and removal of graffiti in the area)
- Considered the plan to be disproportionately focused on community uses/public realm, rather than improving public transport to the station (such as offering frequent and reliable local bus services)
- Opposed establishing the station and surrounds as a 'destination' as this could generate more traffic in the area (with an associated rise in pollution and congestion)

3.2 Masterplan Objectives

Early Engagement Feedback

Throughout the early engagement, feedback was captured relating to the masterplan objectives, which are outlined below:

- Create a multi-functional station
- Improve the customer experience at the station
- Improve facilities at the station
- Improve access to the station
- Improve sustainable travel around the immediate local area
- Bring wider benefits to the local community
- Start wider regeneration of the area

A Multi-functional Station

Based on all feedback captured, the most common themes relating to creating a multi-functional station were:

- Encouraging of increasing activity within the station and surrounds, with suggested opportunities relating to improvements to the attractiveness and character of the station and offering mixed-use spaces.
- Concerns raised pertaining to new developments, such as housing and commercial sites, at the station potentially reducing the visual appeal of the landscape and maintaining the protection of green spaces and listed buildings⁹ was raised throughout.

Improving the Customer Experience at the Station

Based on all feedback captured, the most common themes relating to improving the customer experience at the station were:

- Desire to see more staffing within the station and improved lighting within the station and its immediate surrounds to improve personal security, especially in the evenings.
- Support for raising the prominence of the station, establishing an identity for the station, and instilling a sense of local pride within the area.
- Issues with poor accessibility within the station, such as limited step-free access, and small size of lifts.
- Issues with small size of platforms within the station and the singular entry and exit, leading to overcrowding during busy periods.
- Issues raised regarding inconvenient access within the station, particularly the bridge to access the platforms.
- There was a strong desire to see economically viable parking be provided at the station.

⁹ A building is listed when it is of special architectural or historic interest considered to be of national importance and therefore worth protecting.

Improving Facilities at the Station

Based on all feedback captured, the most common themes relating to improving facilities at the station were:

- Stakeholders supported efforts to create a more pleasant environment within the station, by providing spaces to socialise, such as cafes, in addition to offering high-quality retail.
- Concerns around limiting parking spaces in favour of active travel and public transport access resulting in passengers driving to other stations for onward rail travel or nearby residential roads could be saturated by parking for the station. Some support for replacing surface parking with electric vehicle parking and charging bays.

Improving Access to the Station

Based on all feedback captured, the most common themes relating to improving access to the station were:

- Encourage the creation of convenient and safe access to and from the station via active travel (walking and cycling), with current access considered to be poor, especially for pedestrians.
- Desire to see improved bus connectivity from the station to residential areas, with some respondents stating the local bus services are insufficient.
- Issue of the existing park and ride being considered too far from the station to be utilised or to be known about.
- Issues with congestion, especially at peak times (such as school drop off and pick up times), with many respondents pointing to local roadworks causing long diversions in addition to traffic from the A38. Support for traffic management to improve the capacity of the road network for vehicles, especially buses, accessing the station.
- Issue with Westerleigh Junction constraining the existing and future capacity of trains entering the station, with this railway junction considered to be a major bottleneck¹⁰, impacting rail flows accessing and leaving Bristol Parkway station.
- Issue of limited pedestrian crossings on the approach to the station, resulting in convoluted journeys to access the station or increased risk of conflicts with vehicles.

Improving Sustainable Travel around the Immediate Local Area

Based on all feedback captured, the most common themes relating to improving sustainable travel around the immediate local area were:

¹⁰ In the context of transport, a bottleneck refers to localised disruption of traffic on a street, road, or railway track; this traffic is a result of a specific physical condition, such as the design of the road or railway.

- Support for infrastructure improvements to encourage everyday active travel journeys through the provision of attractive and safe active travel corridors, especially routes that are segregated from traffic.
- Desire to see more widespread promotion of sustainable travel options from the station, including the promotion of the National Cycle Network (NCN16) and the park and ride.
- Encouraging of the position towards reduced car dependency within the wider area to address the issue of congestion surrounding the station, improve safety for non-motorised users and improve local air quality.

Bringing Wider Benefits to the Local Community

Based on all feedback captured, the most common themes relating to bringing wider benefits to the local community were:

- Interest in establishing active travel corridors that connect to green spaces within the wider area.
- Encouraging of establishing an identity for the station and a sense of local pride within the area, with many respondents highlighting the station as being viewed as an unwelcoming place, especially in the evenings.
- Support for sustainability principles and climate resilience to be built into public realm¹¹ improvements, such as offering street tree planting, sedum roofs, and green bridges.
- Interest in under-utilised land being used for community amenities.
- Desire to see the impact of the railway as a physical barrier to movement addressed.
- Representatives of St Michael's Church expressed interest in exploring the possibility of using parking at the station when they hold events at the church centre.

Starting Wider Regeneration of the Area

Based on all feedback captured, the most common themes relating to starting wider regeneration¹² of the area were:

- Updating the facilities in the station surrounds and establishing mixed use space for regeneration of the surrounds, with suggestions including commercial office buildings, hotels, conference venues, and restaurants.
- Support for capitalising on the station's close proximity to major employers, institutions, and new developments.
- Desire to see shortening of the time perception between nearby employment opportunities and the station, to reduce the reliance on taxis from the station and encourage modal shift to active travel and public transport.

¹¹ The public realm is defined as any space that is free and open to everyone, such as any publicly owned streets, pathways, sidewalks, parks, publicly accessible open spaces and any public and civic building and facilities where the public has access.

¹² Regeneration happens when an area is upgraded. The aim is to improve both the economic and social spaces of that area.

- Support for regeneration of the station and surrounds with developments that complement works in surrounding neighbourhoods, such as the Northern Fringe.
- A number of representatives from major employers, businesses, and local organisations in the area expressed an interest in working collaboratively as the masterplan progresses.

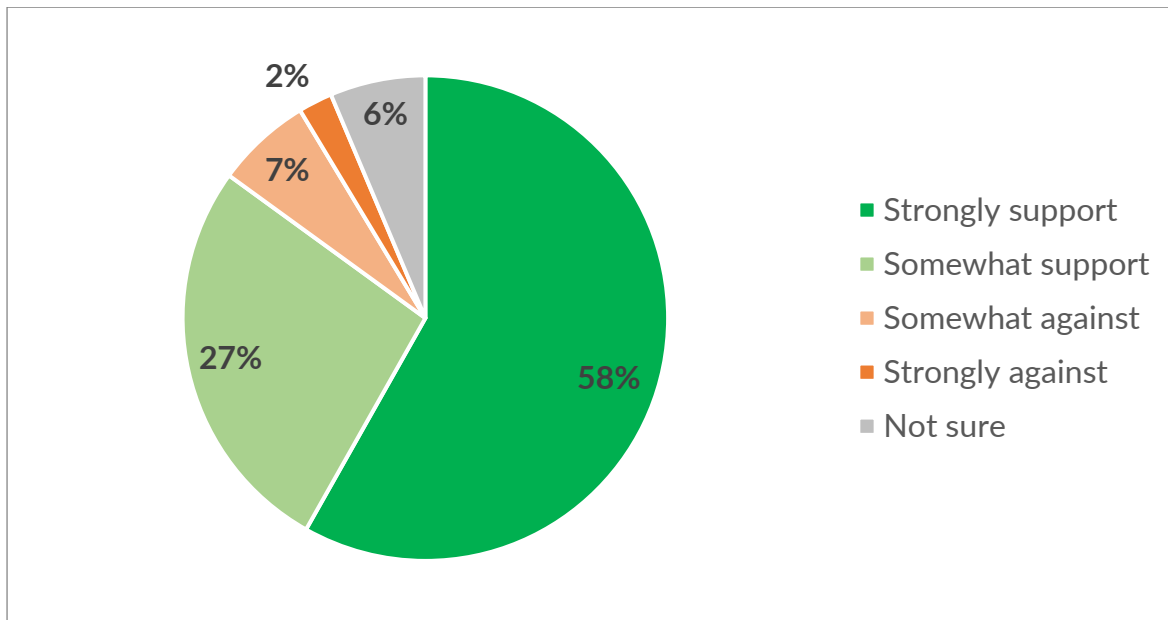
Public Engagement Feedback

On the response form, question 2 asked 'Please indicate below the extent to which you support the following objectives'

Eight out of the nine masterplan objectives received notable support, with over 70% either strongly supporting or somewhat supporting them. The 'attracting and retaining the best talent and investment' objective received mixed support with 60% supporting this objective, 10% against this objective and 30% not sure.

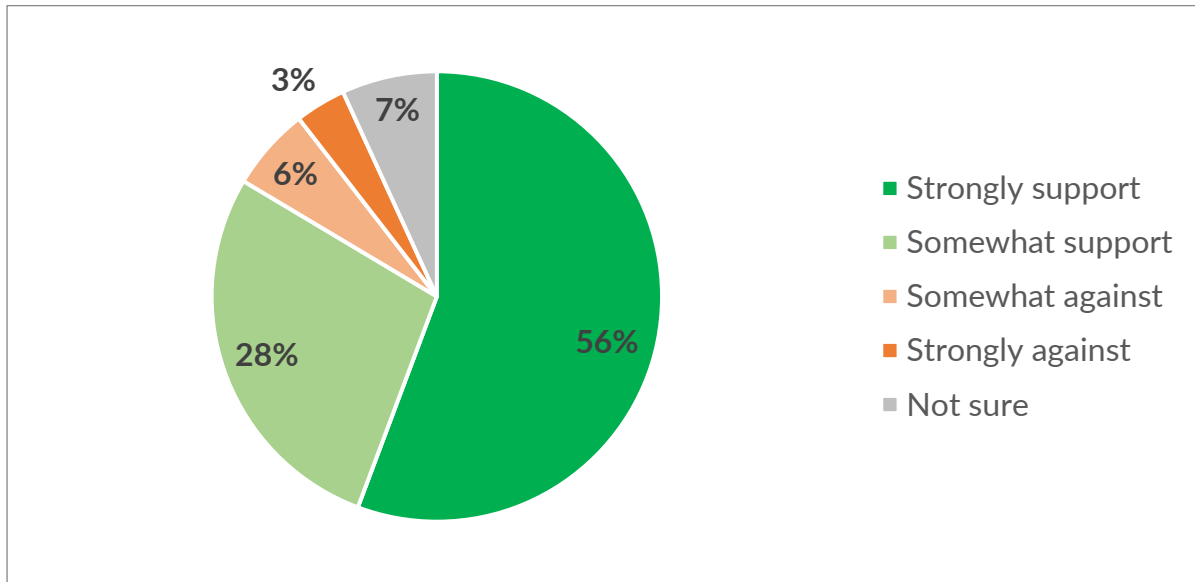
A) Better connecting the station to local communities

In relation to the level of support for 'Better connecting the station to local communities', 58% were strongly supportive, 27% were somewhat supportive, 7% were somewhat against, 2% were strongly against, and 6% were not sure.



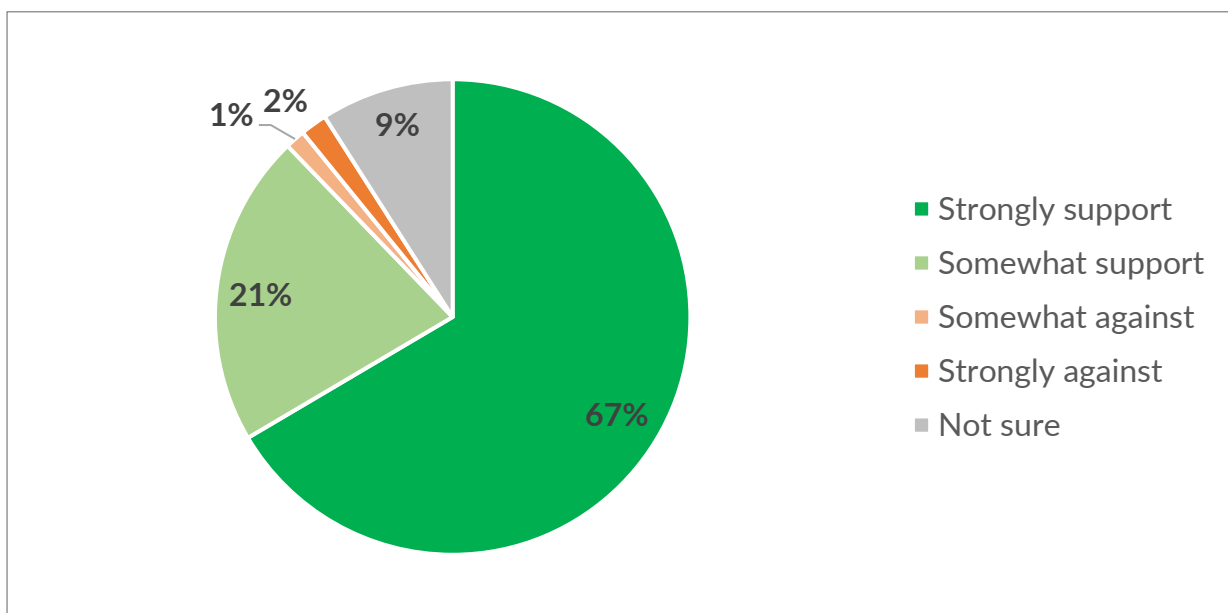
B) Improving routes for walking, wheeling (such as mobility scooters) and cycling

In relation to the level of support for 'Improving routes for walking, wheeling (such as mobility scooters) and cycling', 56% were strongly supportive, 28% were somewhat supportive, 6% were somewhat against, 3% were strongly against, and 7% were not sure.



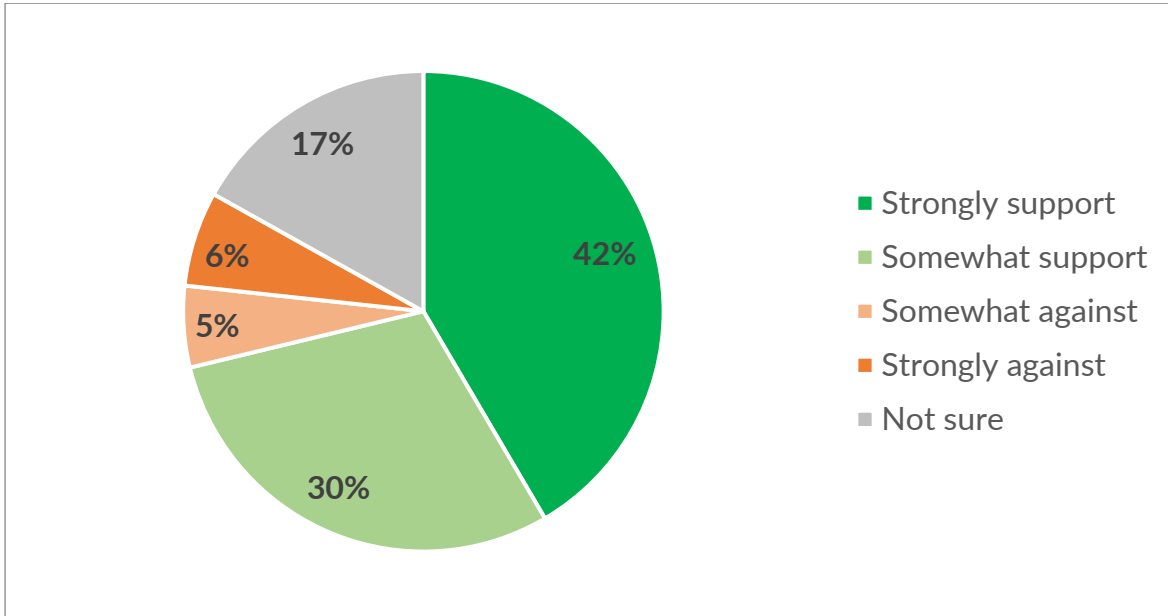
C) Improving connections to local bus services

In relation to the level of support for 'Improving connections to local bus services', 67% were strongly supportive, 21% were somewhat supportive, 1% were somewhat against, 2% were strongly against, and 9% were not sure.



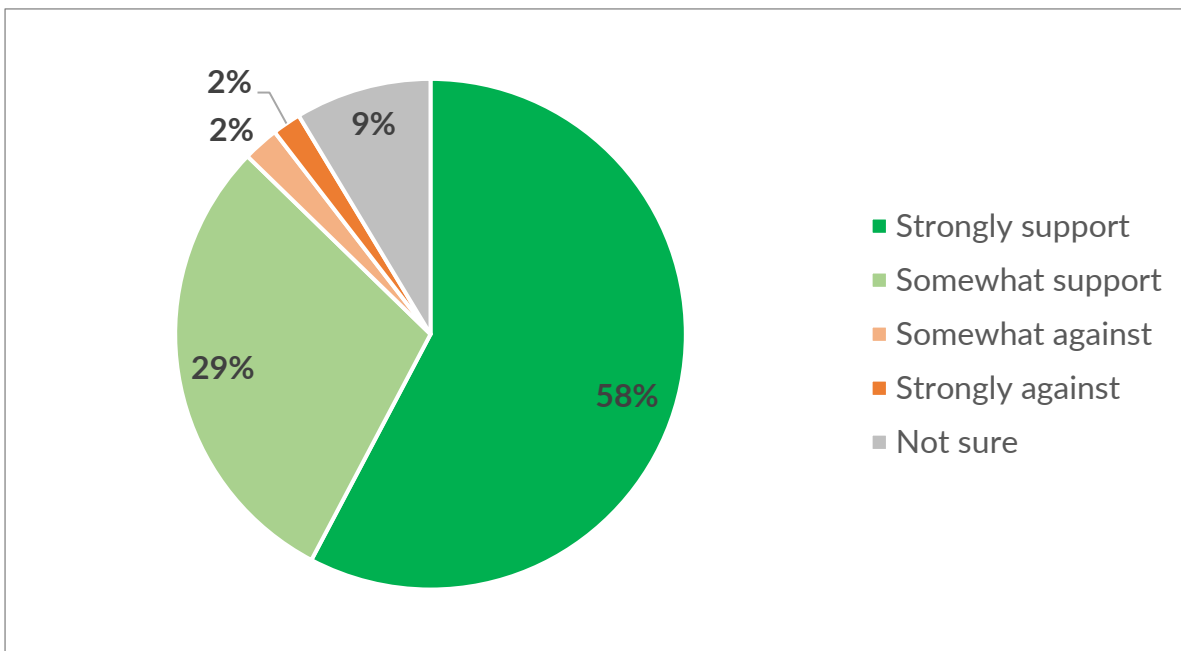
D) Making better use of the land available

In relation to the level of support for 'Making better use of the land available', 42% were strongly supportive, 30% were somewhat supportive, 5% were somewhat against, 6% were strongly against, and 17% were not sure.



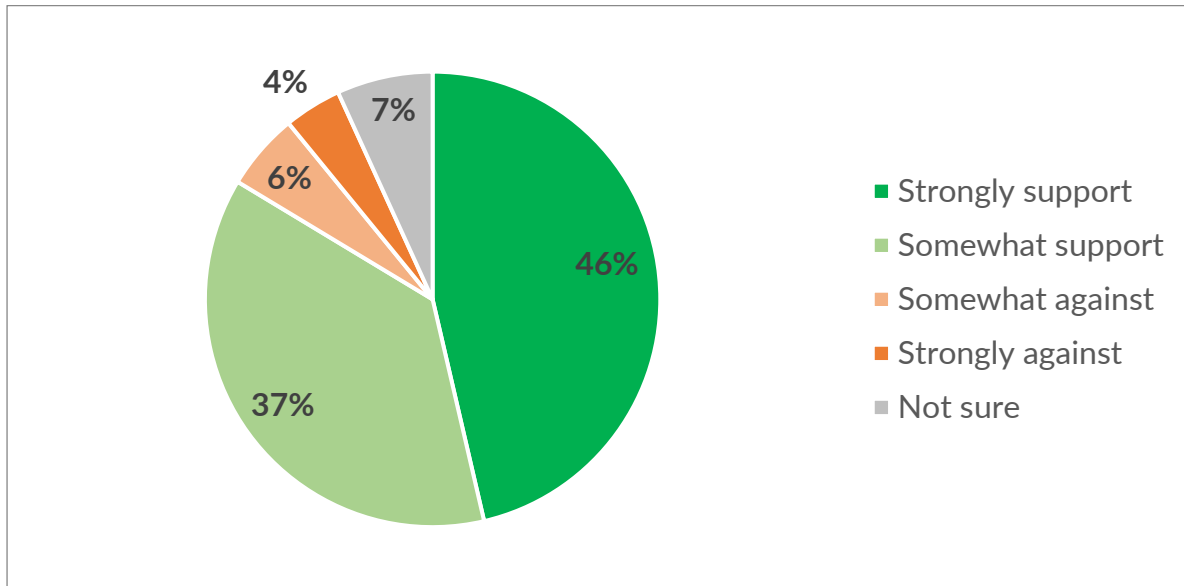
E) Improving access to the station

In relation to the level of support for 'Improving access to the station', 58% were strongly supportive, 29% were somewhat supportive, 2% were somewhat against, 2% were strongly against, and 9% were not sure.



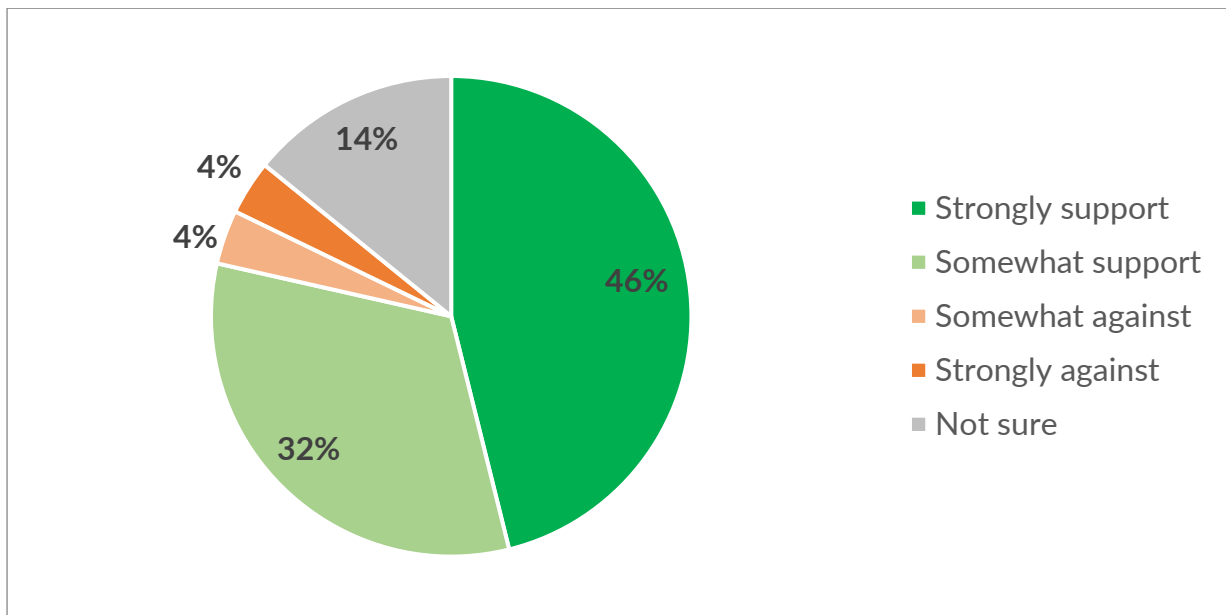
F) Enhancing facilities at the station

In relation to the level of support for 'Enhancing facilities at the station', 46% were strongly supportive, 37% were somewhat supportive, 6% were somewhat against, 4% were strongly against, and 7% were not sure.



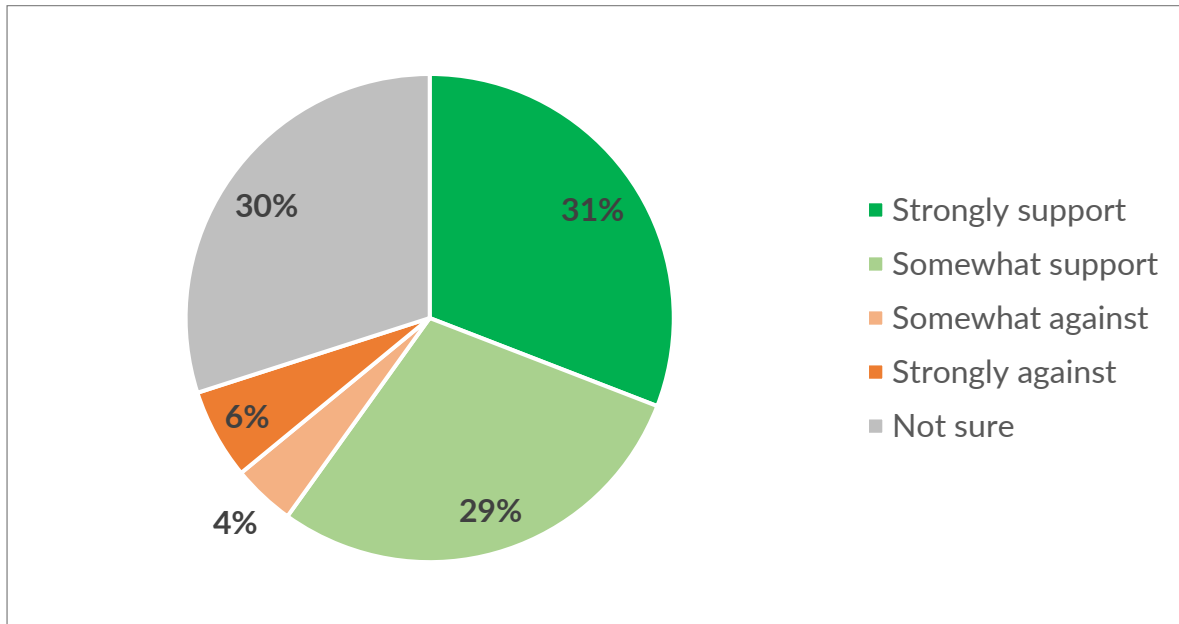
G) Improving the customer experience at the station

In relation to the level of support for 'Improving the customer experience at the station', 46% were strongly supportive, 32% were somewhat supportive, 4% were somewhat against, 4% were strongly against, and 14% were not sure.



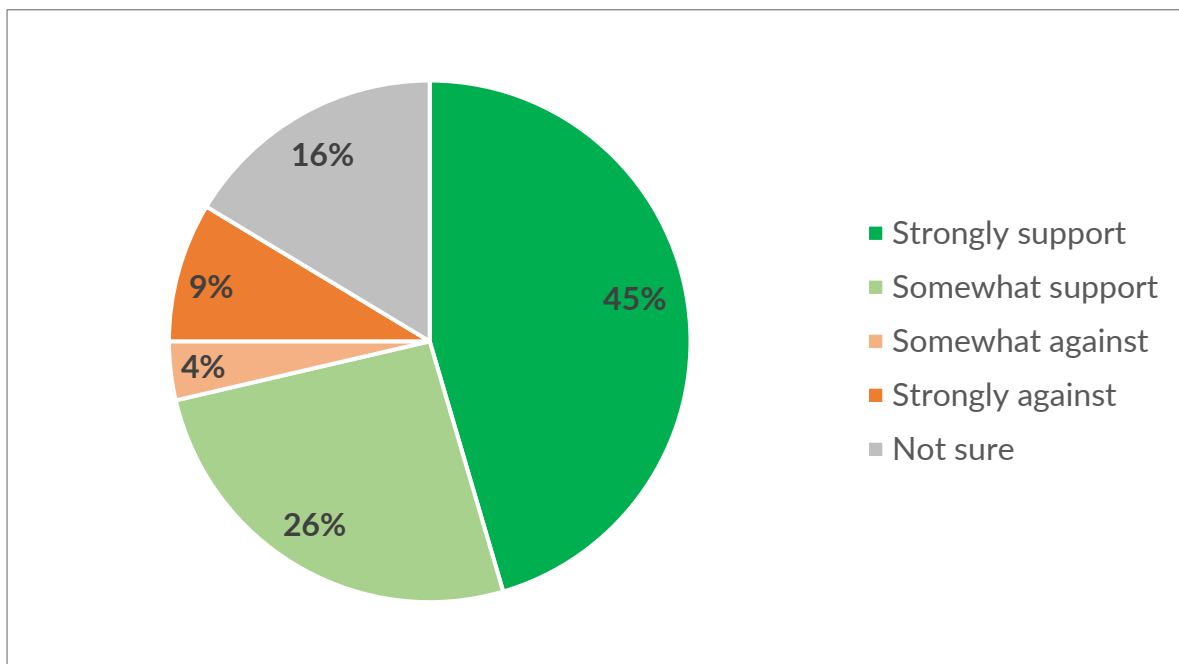
H) Attracting and retaining the best talent and investment

In relation to the level of support for 'Attracting and retaining the best talent and investment', 31% were strongly supportive, 29% were somewhat supportive, 4% were somewhat against, 6% were strongly against, and 30% were not sure.



I) Responding to the Climate and Nature Emergency

In relation to the level of support for 'Responding to the Climate and Nature Emergency', 45% were strongly supportive, 26% were somewhat supportive, 4% were somewhat against, 9% were strongly against, and 16% were not sure.



3.3 Masterplan Proposals

Public Engagement Feedback

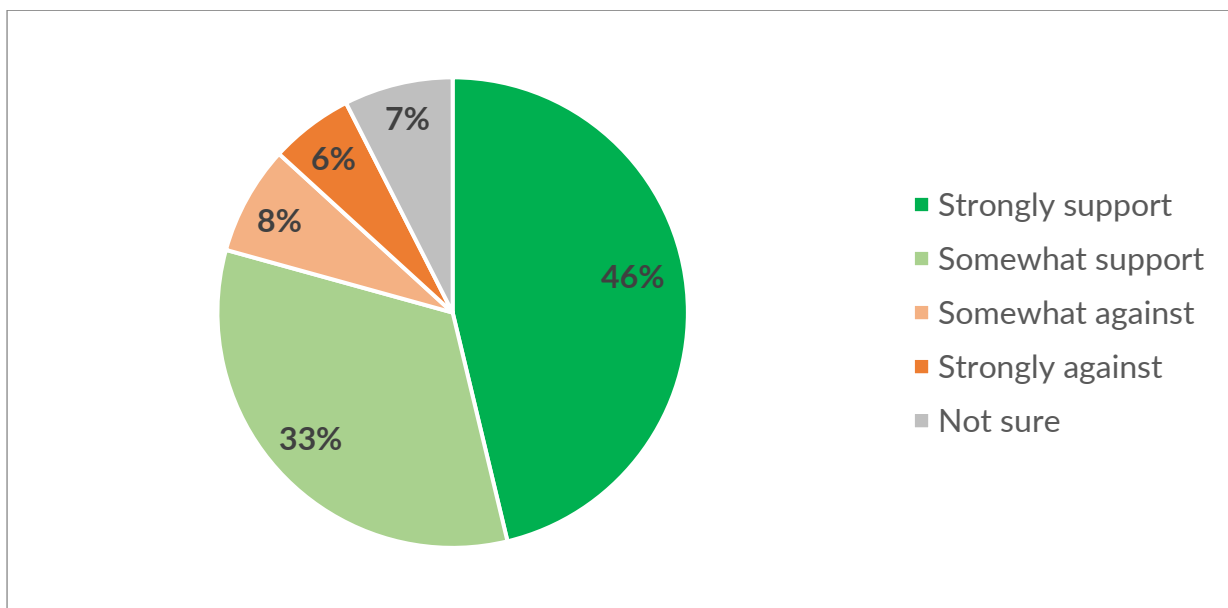
On the response form, question 5 asked 'To what extent do you support the following proposals for the station and surrounding area?'

Proposals were grouped by high-level themes: 15-minute neighbourhood, circular economy, access to nature, and low car neighbourhoods.

15-minute Neighbourhoods

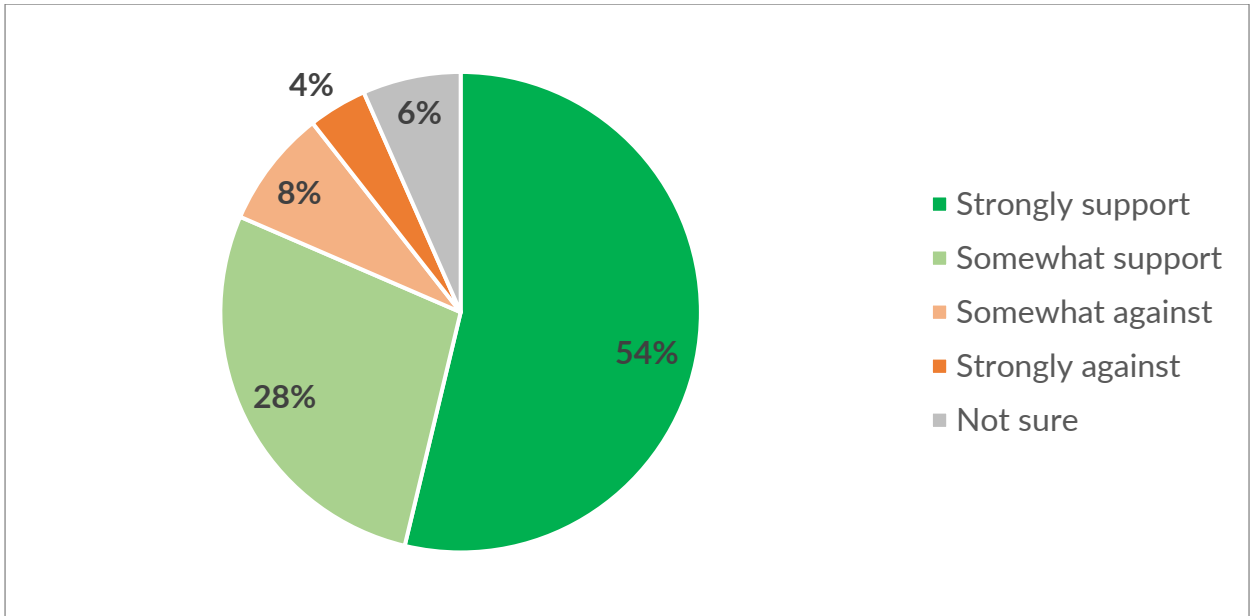
- A) Integration of walking, wheeling, and cycling routes with jobs, community facilities, open spaces / parks, homes, and the station

In relation to the level of support for 'Integration of walking, wheeling, and cycling routes with jobs, community facilities, open spaces / parks, homes, and the station', 46% were strongly supportive, 33% were somewhat supportive, 8% were somewhat against, 6% were strongly against, and 7% were not sure.



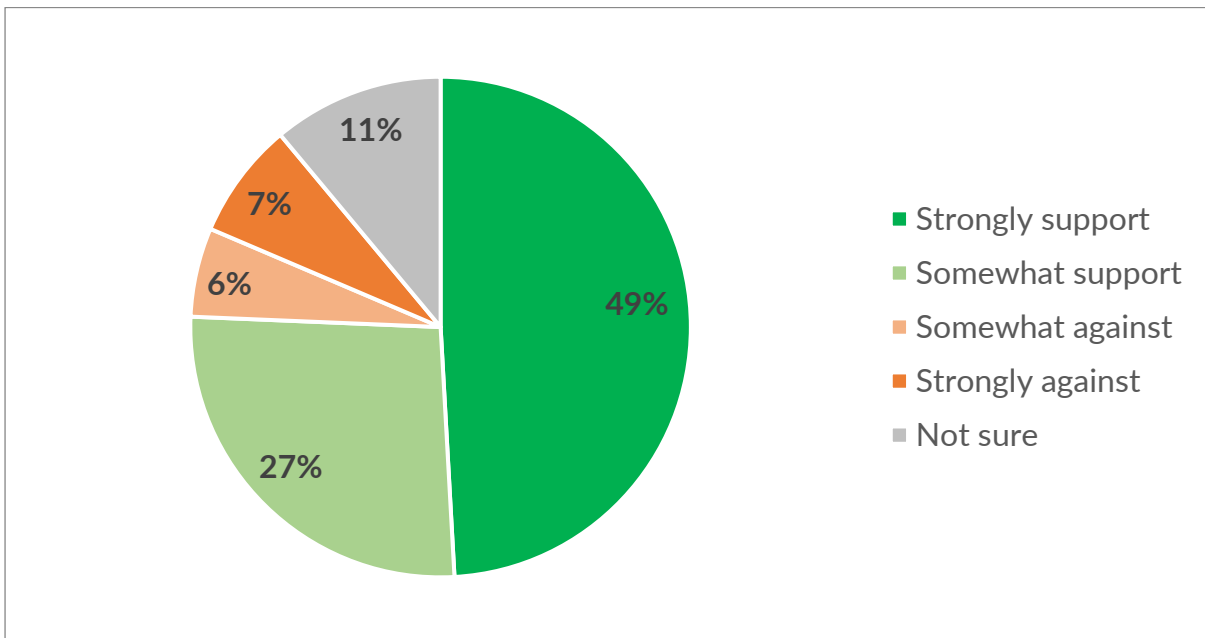
- B) Integration of bus network and jobs, community facilities, open spaces / parks, homes, and the station

In relation to the level of support for 'Integration of bus network and jobs, community facilities, open spaces / parks, homes, and the station', 54% were strongly supportive, 28% were somewhat supportive, 8% were somewhat against, 4% were strongly against, and 6% were not sure.



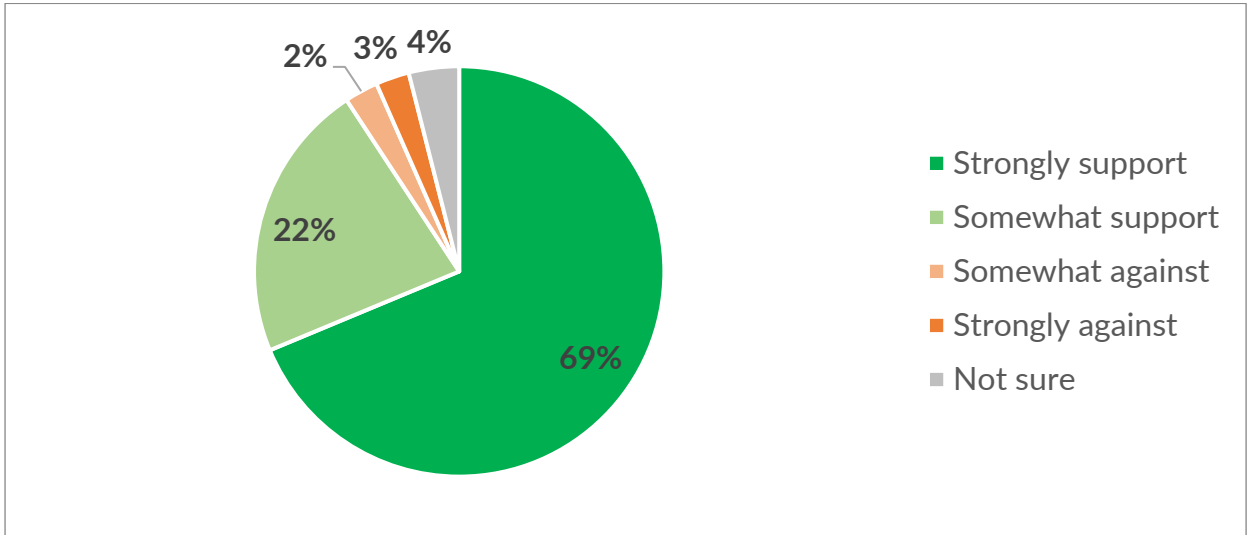
C) High quality cycle facilities (such as shared/hired bikes and secure storage) at the station

In relation to the level of support for 'High quality cycle facilities (such as shared/hired bikes and secure storage) at the station', 49% were strongly supportive, 27% were somewhat supportive, 6% were somewhat against, 7% were strongly against, and 11% were not sure.



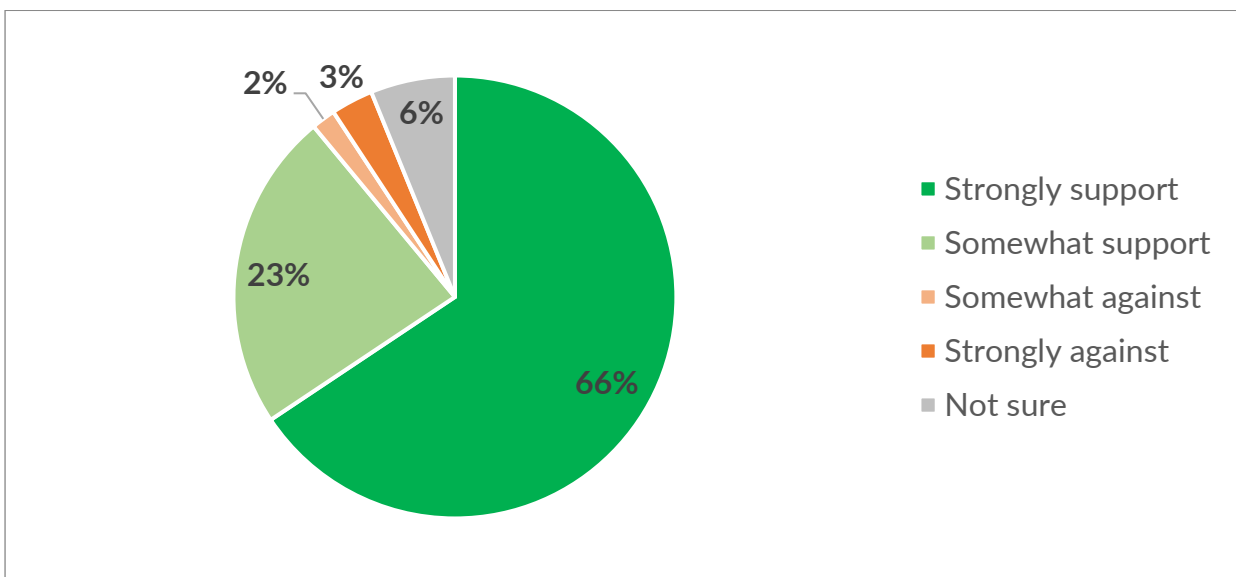
D) Providing high quality public transport facilities (such as waiting areas, shelter, and real time information boards)

In relation to the level of support for 'Providing high quality public transport facilities (such as waiting areas, shelter, and real time information boards)', 69% were strongly supportive, 22% were somewhat supportive, 2% were somewhat against, 3% were strongly against, and 4% were not sure.



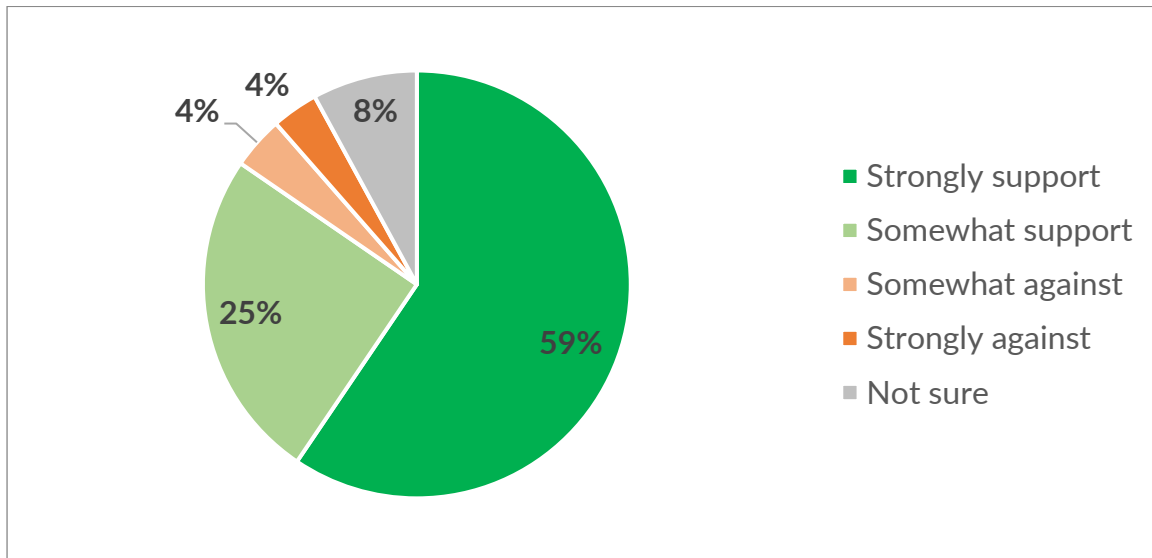
E) Convenient interchange between transport modes at the station e.g., train to bike, or train to bus

In relation to the level of support for 'Convenient interchange between transport modes at the station e.g., train to bike, or train to bus', 66% were strongly supportive, 23% were somewhat supportive, 2% were somewhat against, 3% were strongly against, and 6% were not sure.



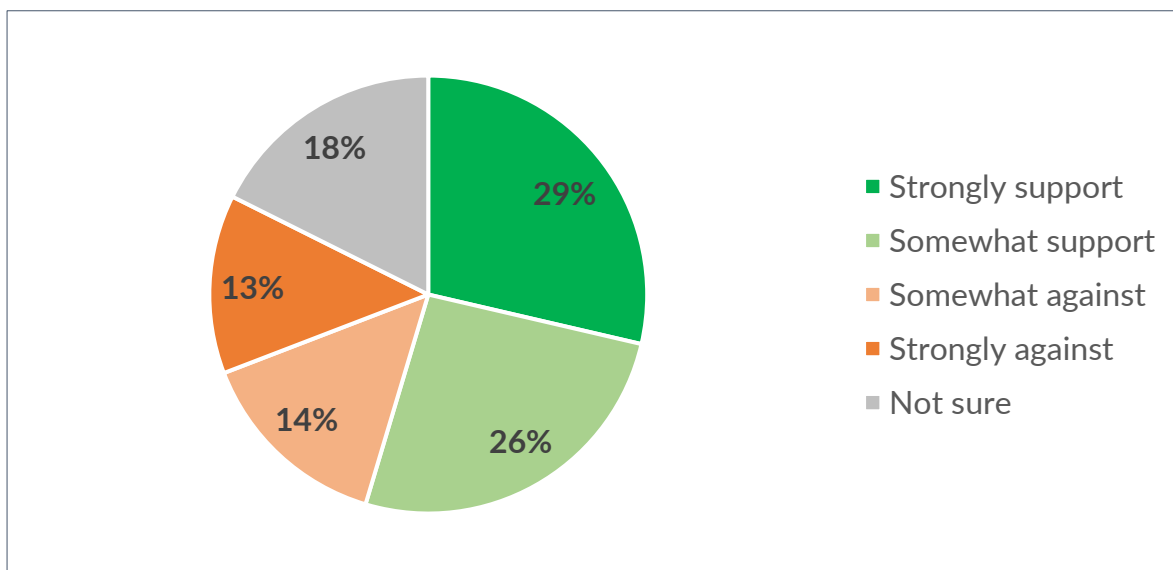
F) High quality walking and wheeling routes, such as better-quality footpaths with enhanced lighting

In relation to the level of support for 'High quality walking and wheeling routes, such as better-quality footpaths with enhanced lighting', 59% were strongly supportive, 25% were somewhat supportive, 4% were somewhat against, 4% were strongly against, and 8% were not sure.



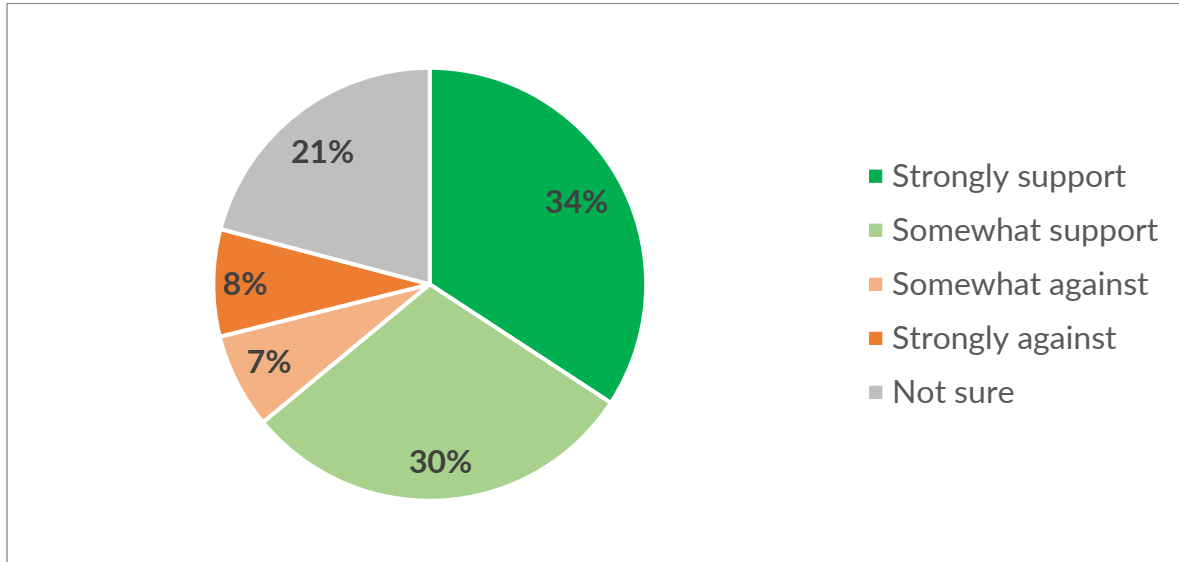
G) The station as a destination, integrated with key community facilities, such as cafes, workplaces, and places to live

In relation to the level of support for 'the station as a destination, integrated with key community facilities, such as cafes, workplaces, and places to live', 29% were strongly supportive, 26% were somewhat supportive, 14% were somewhat against, 13% were strongly against, and 18% were not sure.



H) Connecting adjoining neighbourhoods and linking with community facilities, such as St Michael's Church area

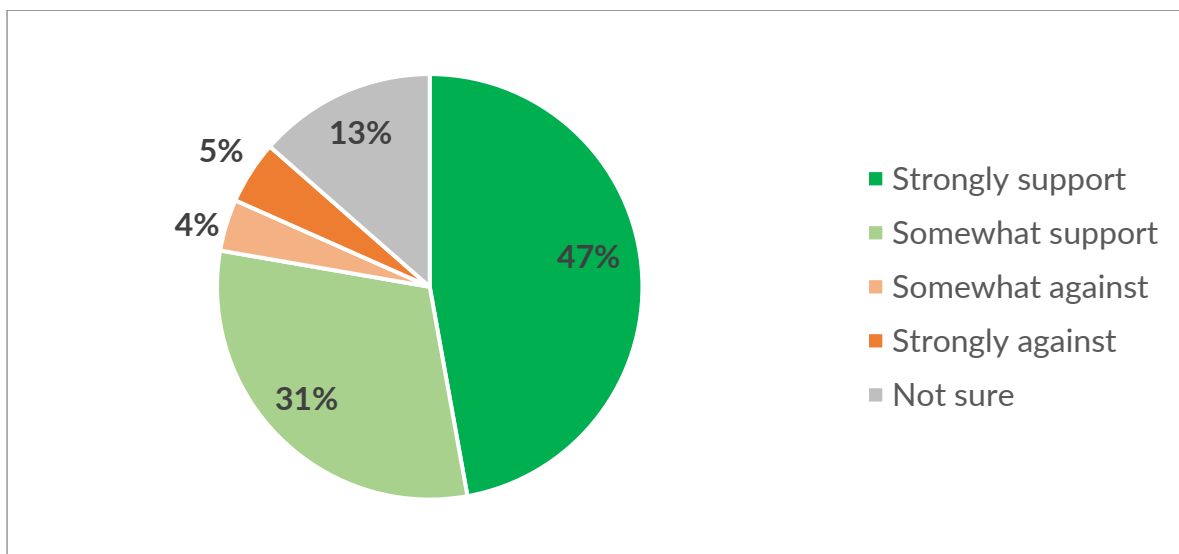
In relation to the level of support for 'Connecting adjoining neighbourhoods and linking with community facilities, such as St Michael's Church area', 34% were strongly supportive, 30% were somewhat supportive, 7% were somewhat against, 8% were strongly against, and 21% were not sure.



Circular Economy

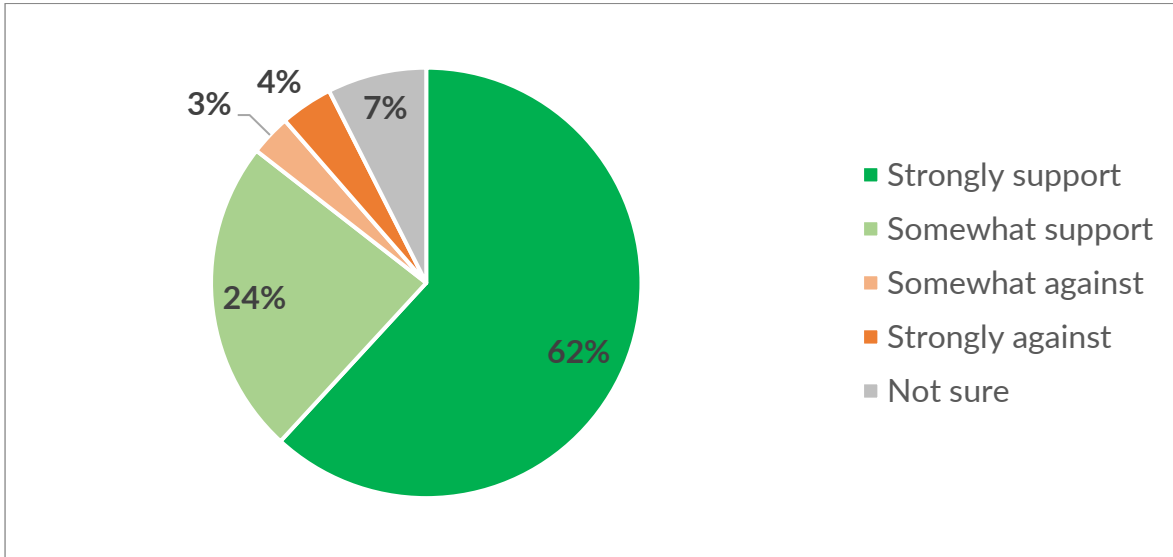
A) Reusing and adapting existing land for new developments, such as the former Brickworks site

In relation to the level of support for 'Reusing and adapting existing land for new developments, such as the former Brickworks site', 47% were strongly supportive, 31% were somewhat supportive, 4% were somewhat against, 5% were strongly against, and 13% were not sure.



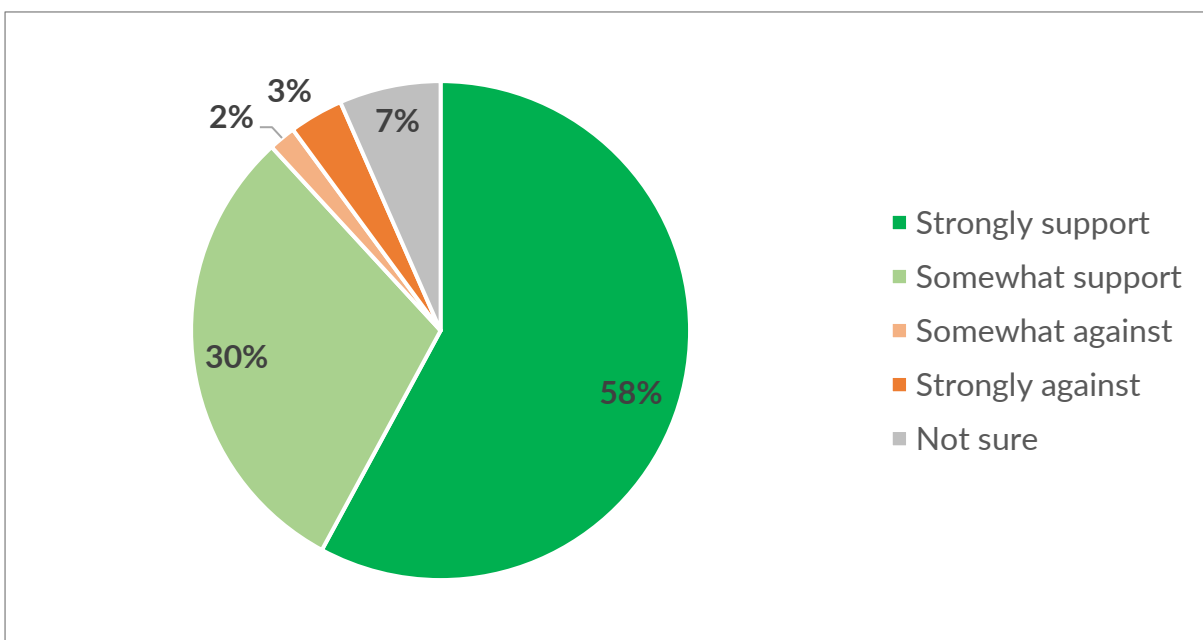
B) Sustainable designs to create new developments, such as energy efficient buildings

In relation to the level of support for 'Sustainable designs to create new developments, such as energy efficient buildings', 62% were strongly supportive, 24% were somewhat supportive, 3% were somewhat against, 4% were strongly against, and 7% were not sure.



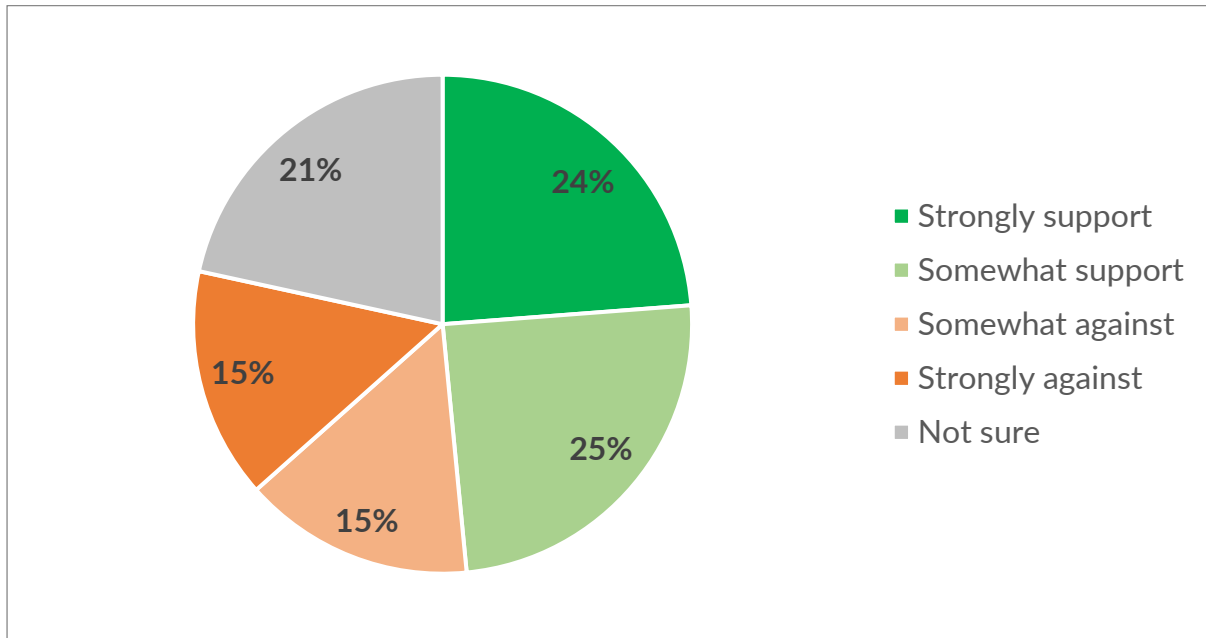
C) Innovative landscape designs, such as tree planting to address flooding

In relation to the level of support for 'Innovative landscape designs, such as tree planting to address flooding', 58% were strongly supportive, 30% were somewhat supportive, 2% were somewhat against, 3% were strongly against, and 7% were not sure.



D) High density developments, minimising land use

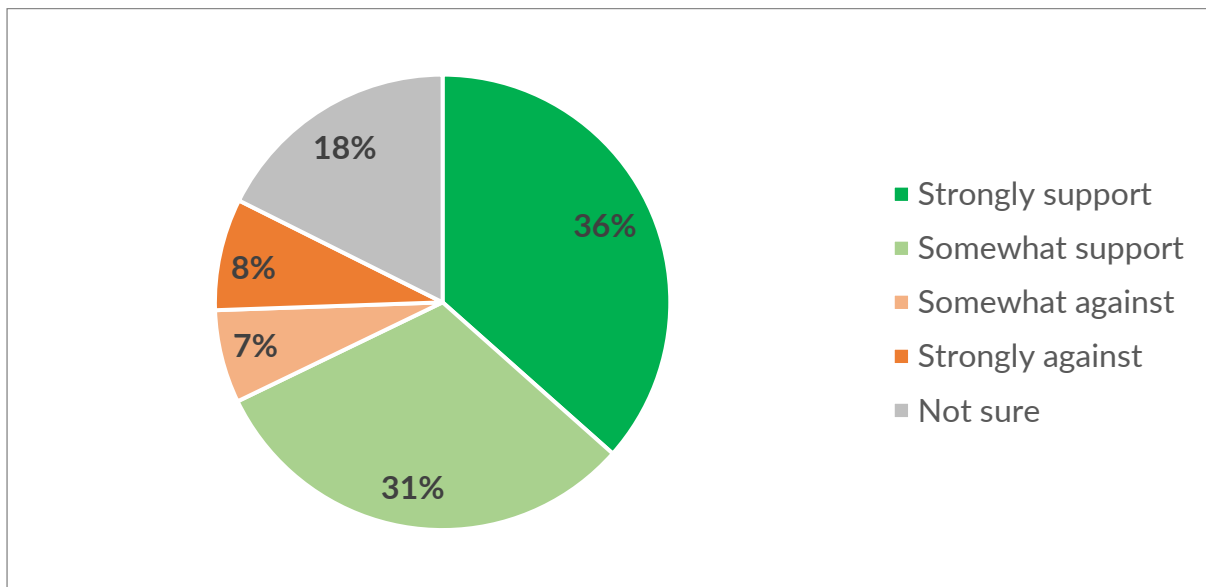
In relation to the level of support for 'High density developments, minimising land use', 24% were strongly supportive, 25% were somewhat supportive, 15% were somewhat against, 15% were strongly against, and 21% were not sure.



Access to Nature

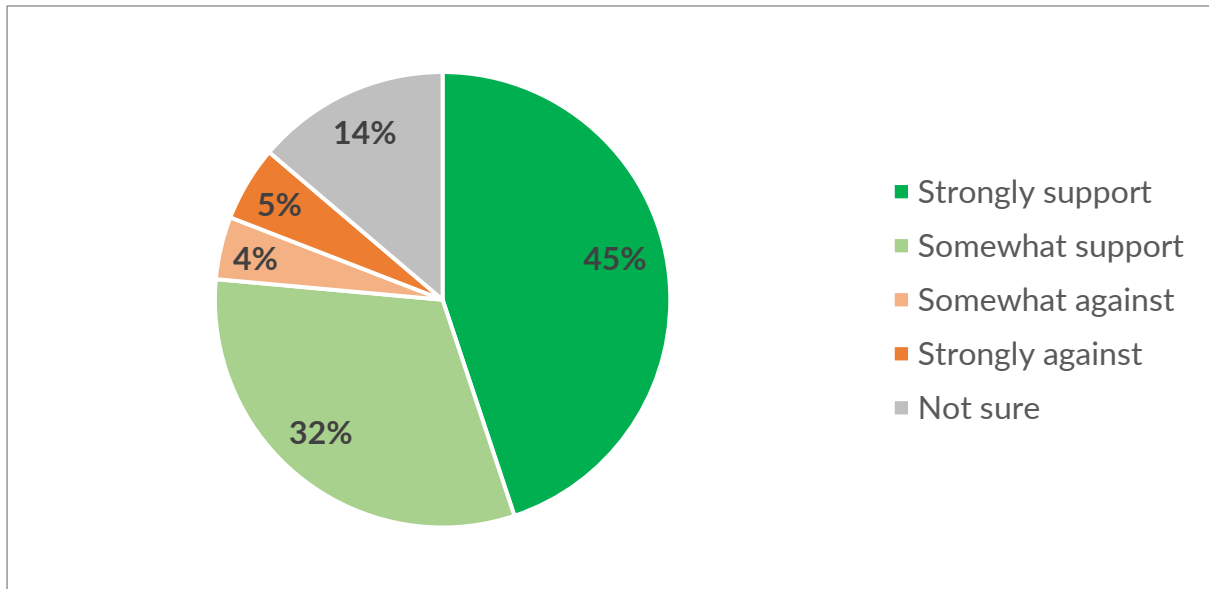
A) Creating new community gardens, managed by the local community

In relation to the level of support for 'Creating new community gardens, managed by the local community', 36% were strongly supportive, 31% were somewhat supportive, 7% were somewhat against, 8% were strongly against, and 18% were not sure.



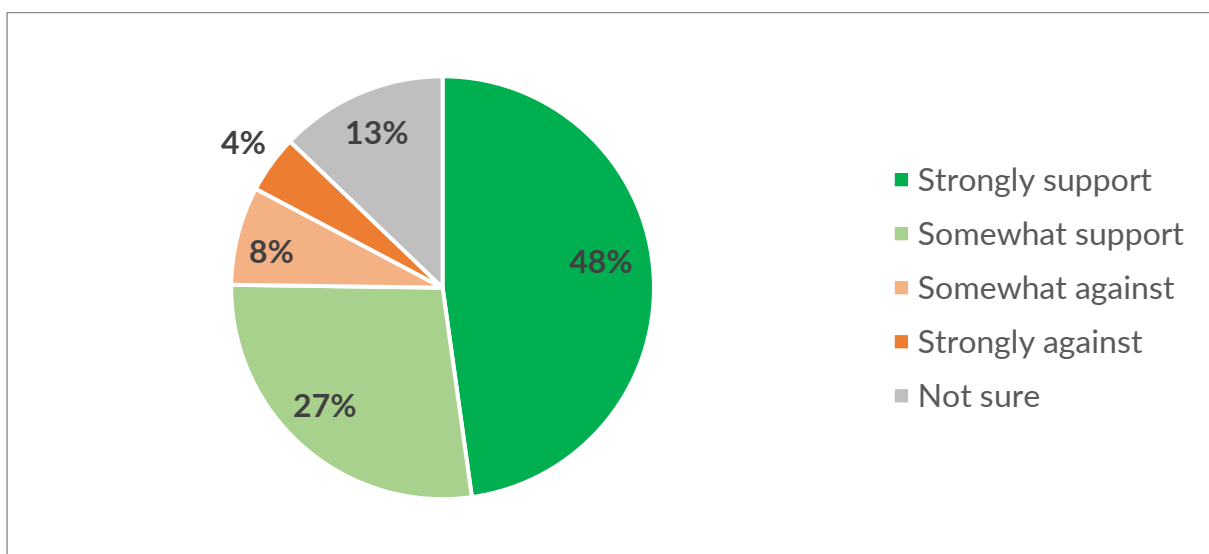
B) Connecting community facilities to existing green / open spaces, such as parks

In relation to the level of support for 'Connecting community facilities to existing green / open spaces, such as parks', 45% were strongly supportive, 32% were somewhat supportive, 4% were somewhat against, 5% were strongly against, and 14% were not sure.



C) Integrating walking, wheeling, and cycling routes with green spaces

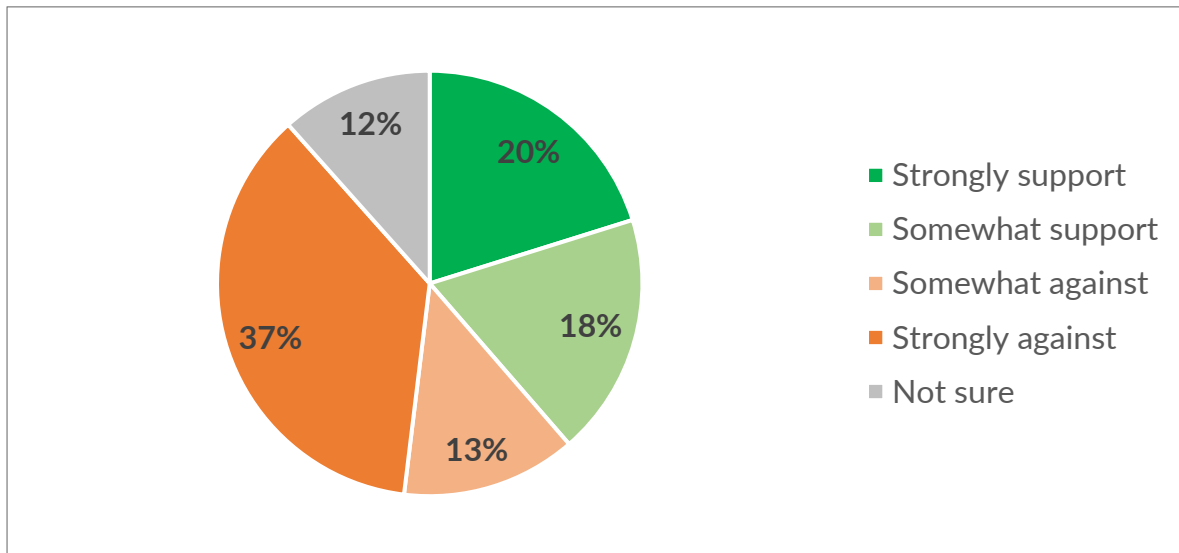
In relation to the level of support for 'Integrating walking, wheeling, and cycling routes with green spaces', 48% were strongly supportive, 27% were somewhat supportive, 8% were somewhat against, 4% were strongly against, and 13% were not sure.



Low Car Neighbourhoods

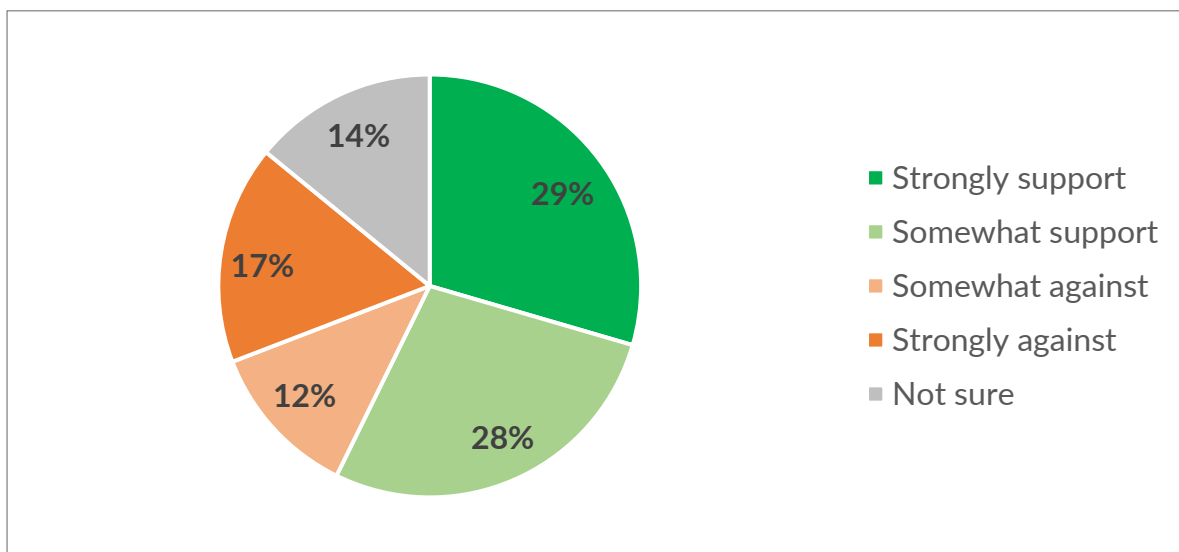
A) Reducing the overall number of car parking spaces at the station over time

In relation to the level of support for 'Reducing the overall number of car parking spaces at the station over time', 20% were strongly supportive, 18% were somewhat supportive, 13% were somewhat against, 37% were strongly against, and 12% were not sure.



B) Mixed use development at the station and surrounds, such as cafes, retail, offices, and homes

In relation to the level of support for 'Mixed use development at the station and surrounds, such as cafes, retail, offices, and homes', 29% were strongly supportive, 28% were somewhat supportive, 12% were somewhat against, 17% were strongly against, and 14% were not sure.



3.4 Option 1 – The Gateway

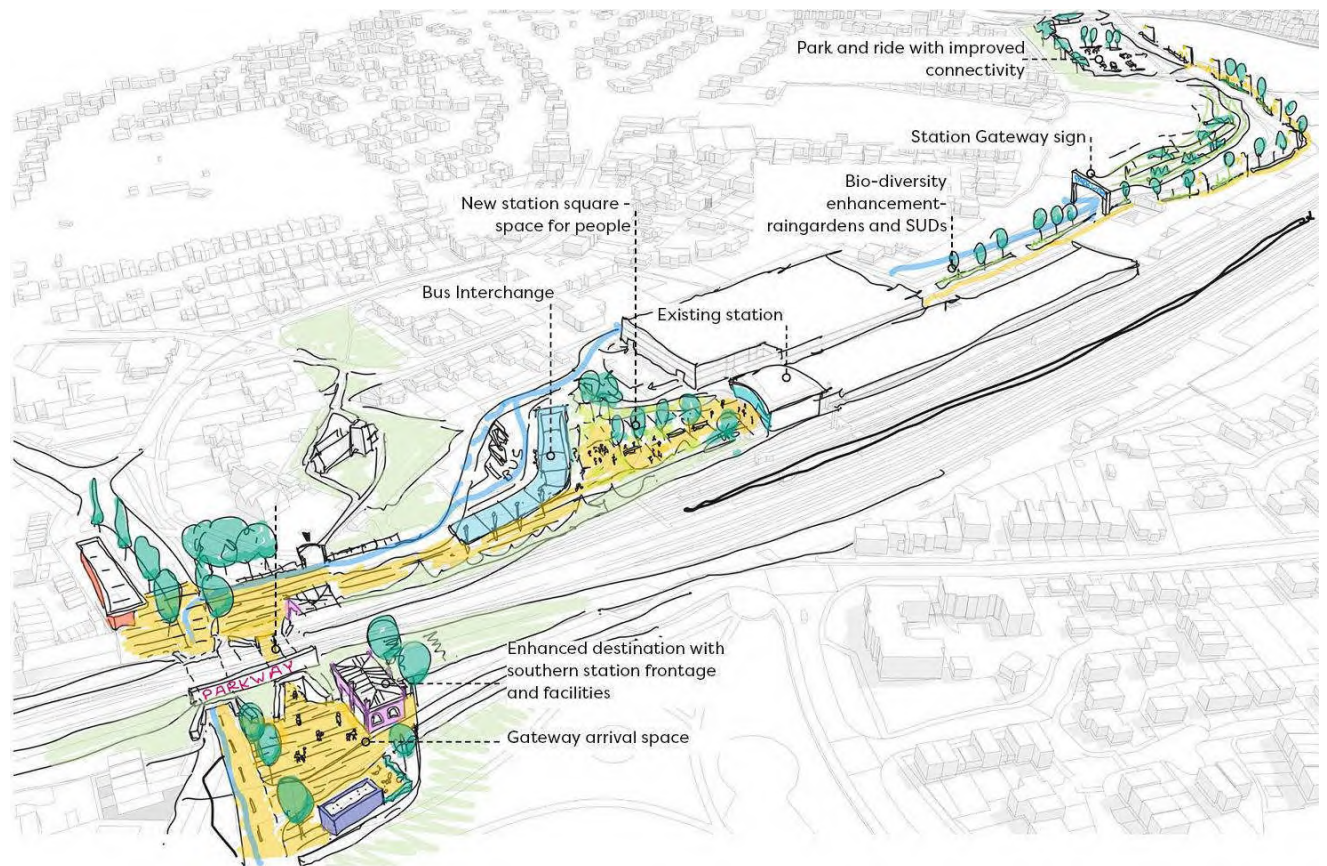


Figure 2: Option 1 - The Gateway (source: Bristol Parkway Masterplan Options Report, page 33)

During the public engagement, feedback was sought on the alternative options (Option 1, Option 2a, and Option 2b) to ascertain whether there were features within any of these options that respondents liked and that were not included within the preferred option (option 3).

Option 1, coined 'The Gateway', is illustrated in Figure 2. The vision for this option is based on situating Bristol Parkway Station on the edge of the 15-minute neighbourhood with strong connections north and south with separation of vehicles and non-motorised users (pedestrians, wheelers, and cyclists). This option also provides improved connections to the park and ride, and the creation of a station square to increase opportunities for socialising.

When asked in the response form 'Is there anything from Option 1 - The Gateway that you liked?', respondents stated that they liked the:

- Southern active travel approach
- Perceived affordability and practicality of this option (compared to option 3)
- Location for parking and bus interchange
- Retention of the station building to avoid waste

- Open space and retention of the village feel

Based on all feedback captured, the most common themes relating to option 1 were:

- Support for an active travel underpass to enhance safety of pedestrians and cyclists accessing the station.
- Support for improving the customer experience by providing opportunities to socialise and shop.
- Concerns the competing use of land available between the proposed bus station and residential developments may lead to difficult or eradiated interchange.
- Support for capitalising on the station's close proximity to major employers, institutions to the south, with interest in shortening the distance in terms of time perception between these employment sites and the station.
- There were concerns raised in relation to loss of parking within the station. This concern largely stems from the perception that parking loss could hinder efforts to increase rail passengers.
- Stakeholders highlighted that disabled parking and taxi ranks should be retained for the elderly and those with impaired mobility.

3.5 Option 2 – The Boulevard and The Linear Park

Option 2a: The Boulevard

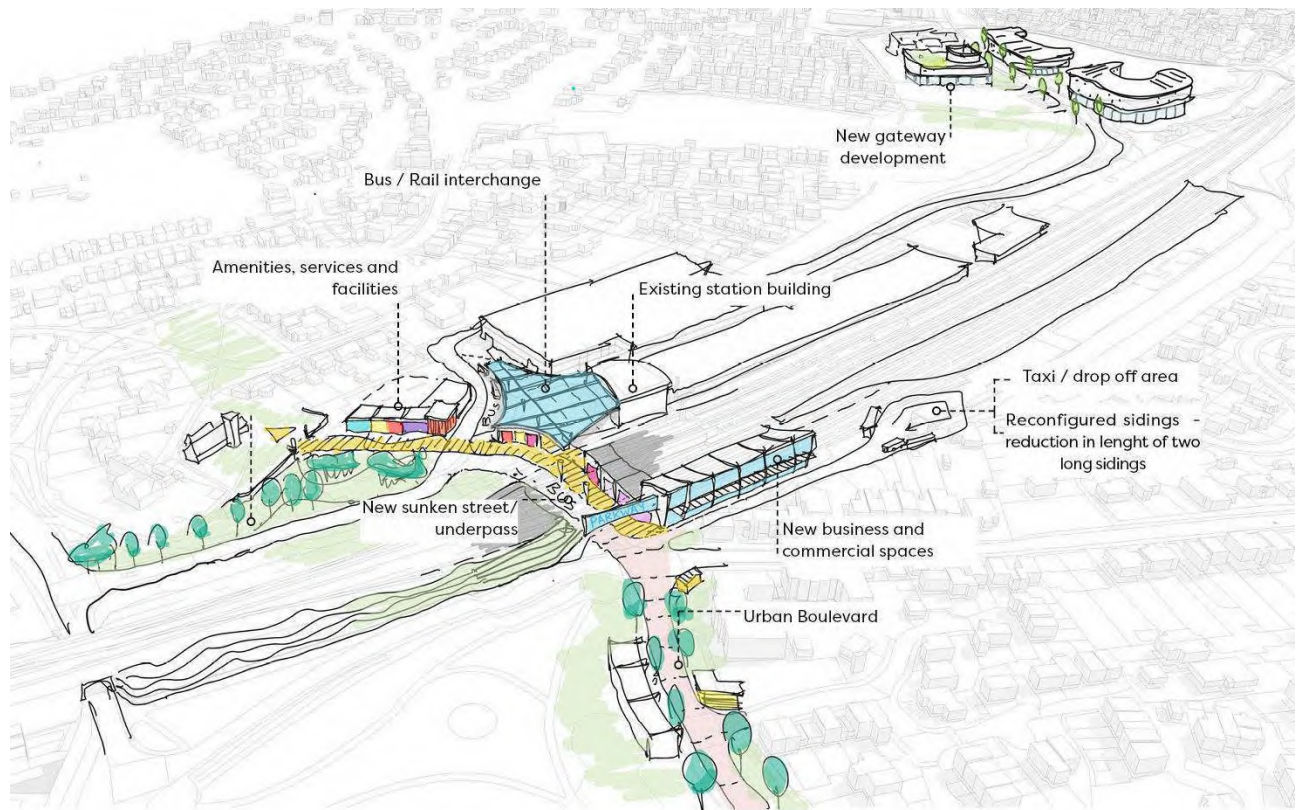


Figure 3: Option 2a - The Boulevard (source: Bristol Parkway Masterplan Options Report, page 37)

During the public engagement, feedback was sought on the alternative options (Option 1, Option 2a, and Option 2b) to ascertain whether there were features within the alternative options that respondents liked and that were not included in the preferred option (Option 3).

Option 2a, coined 'The Boulevard', is illustrated in Figure 3. The vision for this option is based on recentring the 15-minute neighbourhood to the centre of the scheme and establishes Westfield Lane as a new urban boulevard which extends in front of the station, with a sunken street for walking, wheeling, and cycling close to the station. This option also offers better connections for passengers travelling between bus and rail and involves the relocation of the park and ride.

Based on all feedback captured, the most common themes relating to option 2a were:

- Stakeholders supported measures to encourage footfall within the station and its surrounds through mixed use development, particularly independent and high-quality retail.

- Support for a sunken street providing convenient and safe active travel access to the station from the south, however, some stakeholders questioned the deliverability of this infrastructure due to concerns around cost.
- Support for relocating and redesigning the park and ride due to perceived lack of awareness and use of the existing site.
- Mixed support for utilising land owned by St Michael's Church for managing north-south movement of pedestrians, with support for promoting the importance of the historical land to visitors, however, there were concerns raised pertaining to increased footfall degrading the grounds and potentially damaging the listed building.
- Some concerns were raised regarding potential conflicts on the urban boulevard between buses, pedestrians, and cyclists.
- Issue raised regarding the over-representation of food facilities within the wider area, with more food outlets considered to compound existing issues, such as littering and obesity levels.
- With a reduction in the length of 2 sidings, concerns were raised regarding the reconfiguration of the sidings due to the potential impact on freight operations.
- Concerns were raised regarding the northern access to the station (and existing facilities) being overlooked within this option.
- A couple stakeholders questioned whether this option could address the north-south movements through Brierly Furlong Subway, especially managing the high flows between the educational campuses in the southwest and the station.

When asked in the response form 'Is there anything from Option 2a - The Boulevard that you liked?', respondents stated that they liked the:

- Retention of the station building to avoid waste
- The protection offered to pedestrians, wheelers, and cyclists along the boulevard
- Development to the south of the station
- Sunken street underpass
- Parking location near the station

Option 2b: The Linear Park

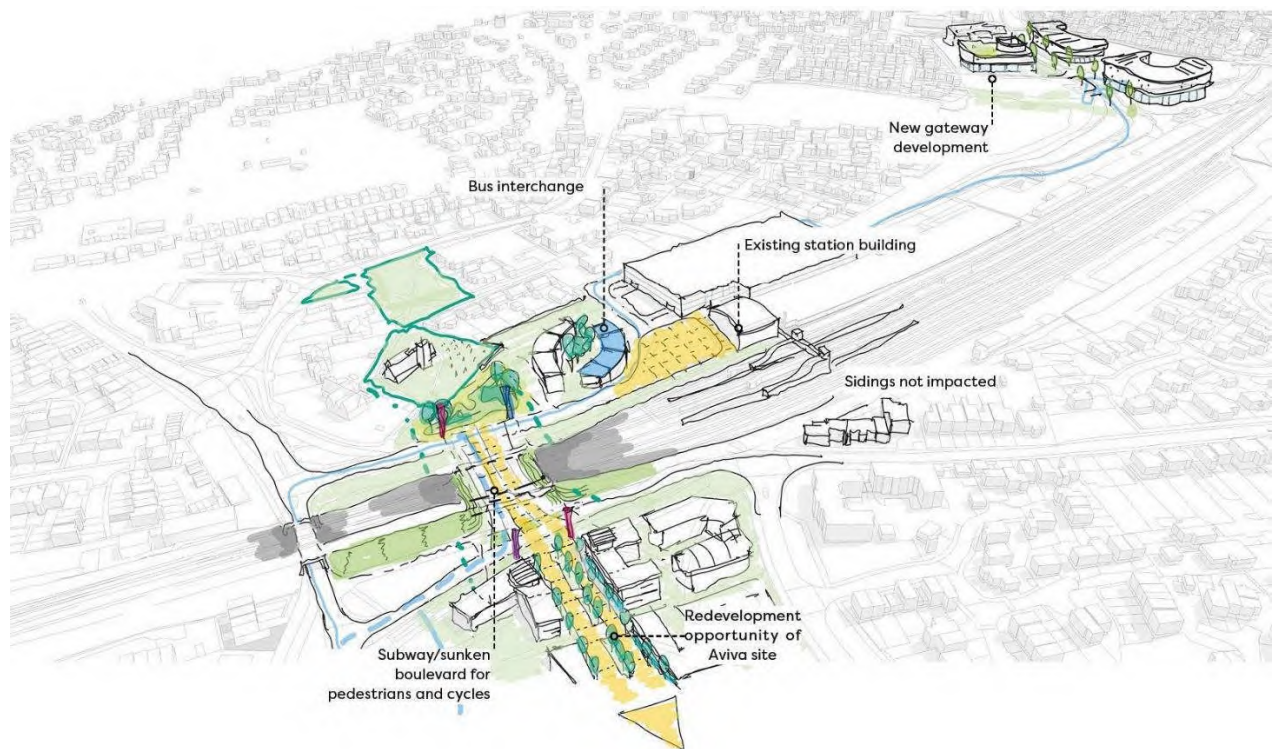


Figure 4: Option 2b - The Linear Park (source: Bristol Parkway Masterplan Options Report, page 39)

Option 2b, coined 'The Linear Park', is illustrated in Figure 4. The vision for this option is based on creating a linear park linked to the south, and involves making the Aviva site more compact, making open space more public and useable, bringing the bus hub closer to the station, and moving the sunken street further west (relative to option 2a).

Based on all feedback captured, the most common themes relating to option 2b were:

- Support for establishing an urban boulevard away from residential housing and closer to employment opportunities.
- Support for the intensification of Aviva land to optimise the use of existing sites and limit sprawling developments¹³, however concerns raised regarding the height of buildings impacting the setting and view of St Michael's Church.
- Mixed support for utilising land owned by St Michael's Church for managing north-south movement of pedestrians, with support for promoting the importance of the historical land to visitors, however, a number of concerns raised pertaining to the increased footfall degrading the grounds and potentially damaging the listed building.
- Some concerns were raised in relation to the perceived disconnect between the station and the developments in the east.

¹³ Sprawl development is the outward expansion of low-density residential and commercial development into the outer edges of cities and towns.

When asked in the response form 'Is there anything from Option 2b - The Linear Park that you liked?', respondents stated that they liked the:

- Focus on the village green
- Retention of the station building to avoid waste
- Potential to make public use of the Aviva site
- Location of the bus interchange close to the station

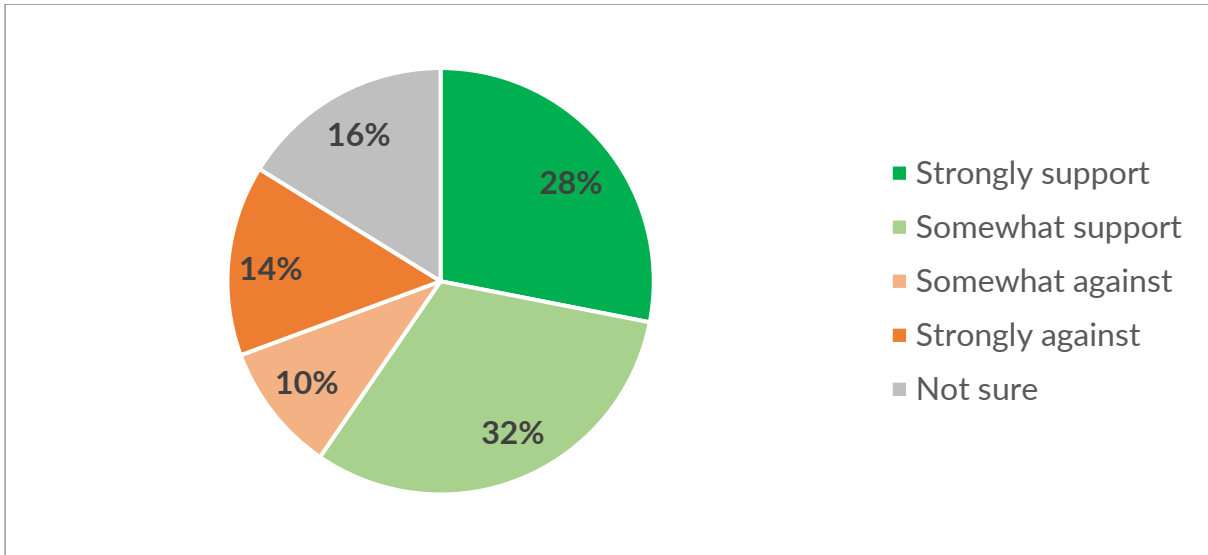
3.6 Option 3 – The Street



Figure 5: Option 3 - The Street (source: Bristol Parkway Masterplan Stage 3 Final Report, page 33)

Option 3, coined 'The Street', is illustrated in Figure 5. The vision for this option is based on creating a street that enhances east to west connections with direct bus links and new walking, wheeling, and cycling routes; is lined by parks, workplaces, cafes, and community facilities; and comprises of a 'green link', which links up a network of habitats and provides innovative use of rain gardens to combat localised flooding. Other key changes within this option are the creation of four new places (the station square, St Michael's Green, Stoke Gifford Park, and The Brickworks), the delivery of a new 'living' station, and the crafting of new parks and habitats.

In the response form, when asked 'Do you support Option 3 – 'The Street' (preferred option)?' 28% were strongly supportive, 32% were somewhat supportive, 10% were somewhat against, 14% were strongly against, and 16% were not sure.



Based on all feedback captured, the most common themes relating to option 3 were:

- Support for vehicles accessing the station via the east to alleviate congestion along Brierly Furlong Road.
- Stakeholders were supportive of moving the station building to provide convenient passenger access to the station, allowing passengers to avoid convoluted journeys and conflicts with traffic.
- Support for the integration of sustainability principles and green infrastructure in the station surrounds to enhance visual amenity and climate change resilience.
- Stakeholders highlighted that this option should ensure there are good bus links from the south due to the height constraints of the Brierly Furlong Road bridge.
- Some concerns raised around locating developments, especially housing, near railways due to the perceived poor air quality residents would be exposed to and the potential erosion of view lines to the green due to commercial developments.
- Some scepticism surrounding the removal of some of the car parking, with respondents highlighting the shift to everyday active travel journeys should not rely exclusively on limited parking capacity and high parking costs.

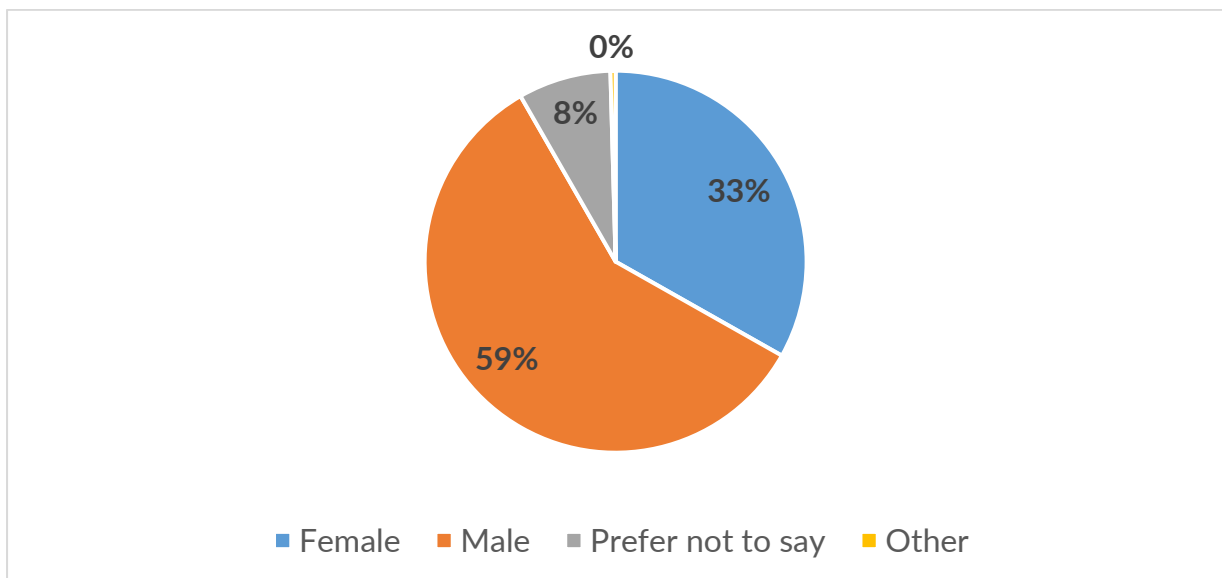
4. Profile of Respondents

The response form closed with some questions to help South Gloucestershire Council better understand the people who use council services and may be affected by any changes to the station.

For residents

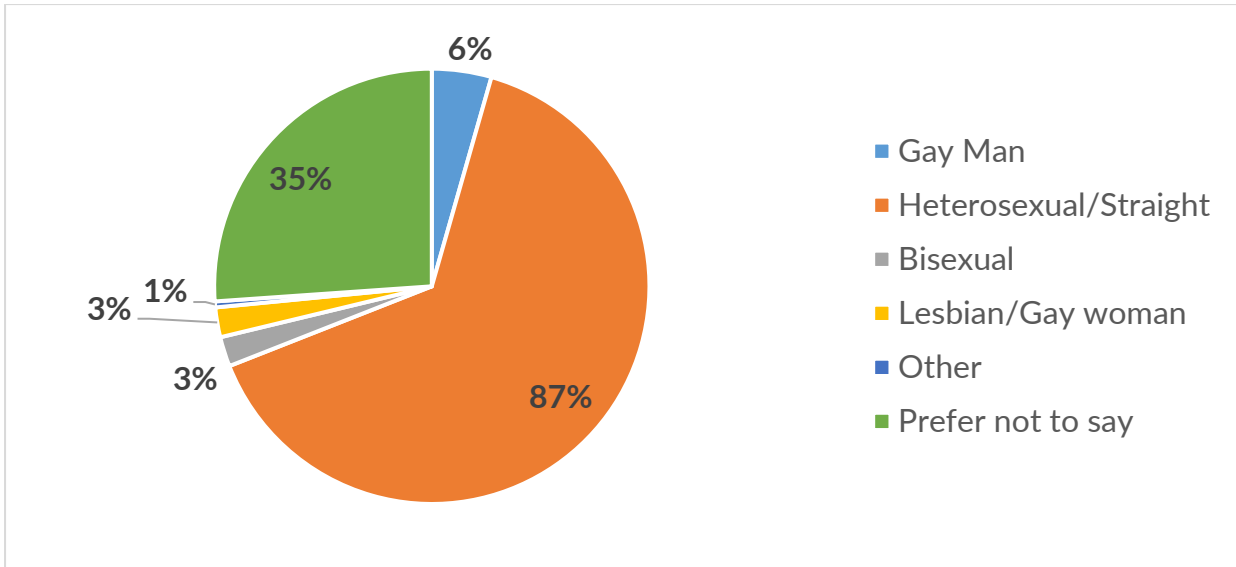
Gender

In response to the question 'What is your gender?', 59% selected male, 33% selected female, 8% selected 'prefer not to say', and 0% selected 'other'.



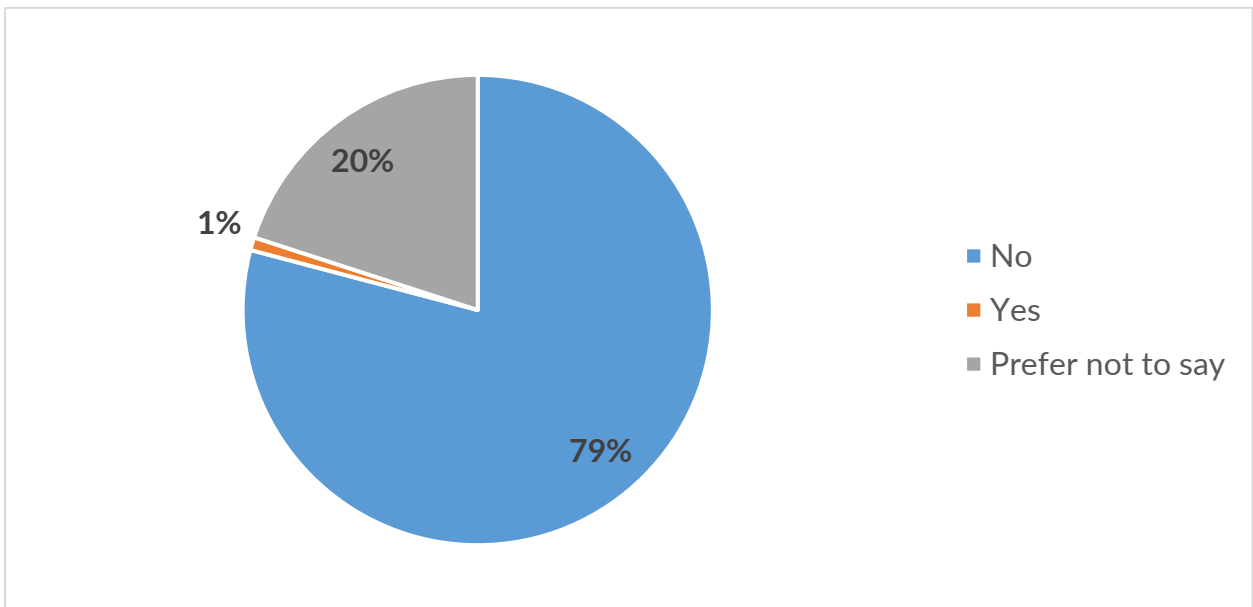
Sexual Orientation

In response to the question 'What is your sexual orientation?', 87% selected heterosexual/straight, 35% selected 'prefer not to say', 6% selected gay man, 3% selected bisexual, 3% selected lesbian/gay woman and 1% selected 'other'.



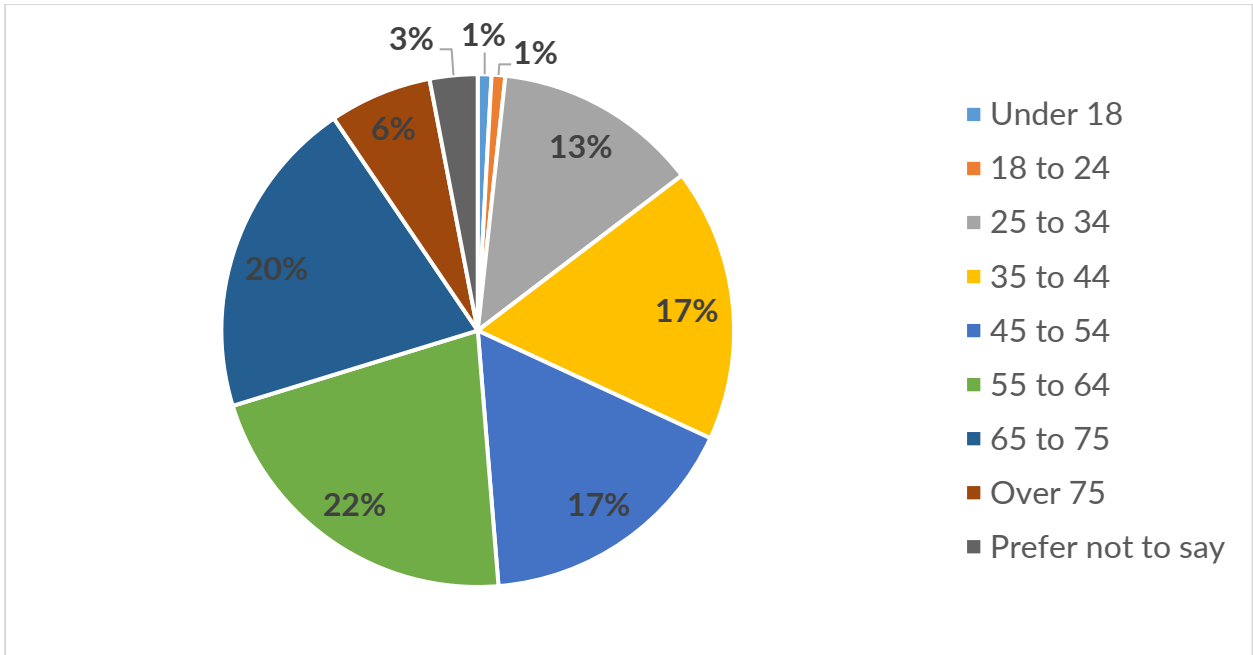
Transgender Identity

In response to the question 'Do you identify as a transgender person?', 79% selected no, 20% selected 'prefer not to say', and 1% selected yes.



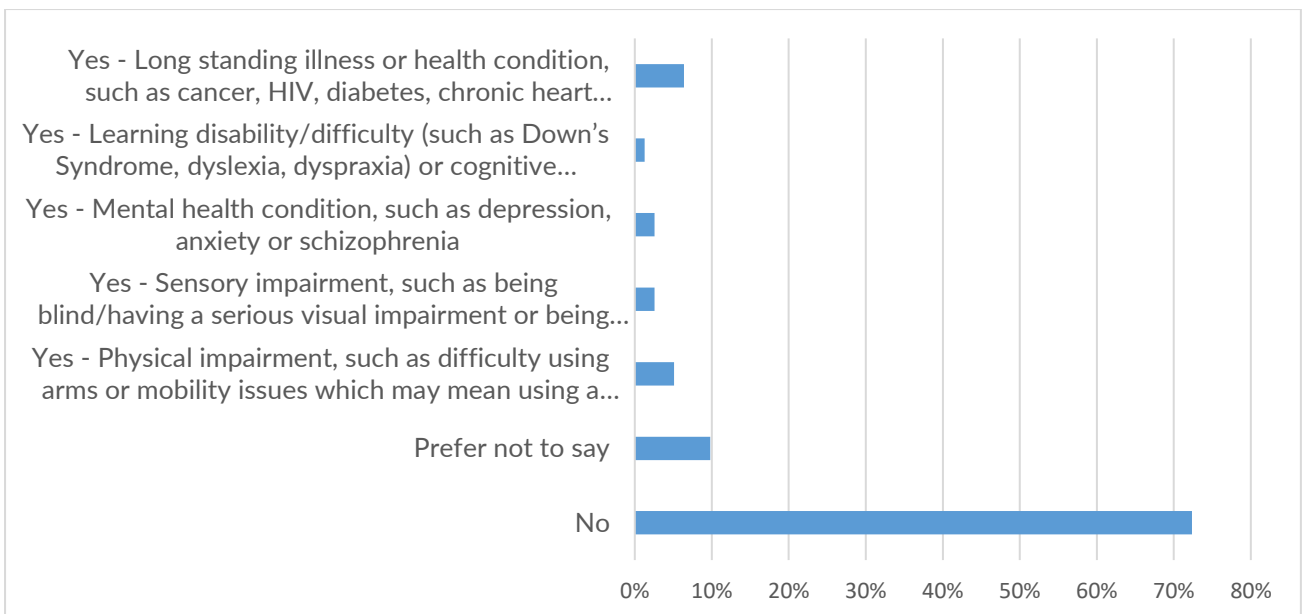
Age

In response to the question 'How old are you?', 6% selected 75 and over, 20% selected between 65 and 75, 22% selected between 55 and 64, 17% selected between 45 and 54, 17% selected between 35 to 44, 13% selected between 25 and 34, 1% selected between 18 and 24, 1% selected under 18 and 3% selected 'prefer not to say'.



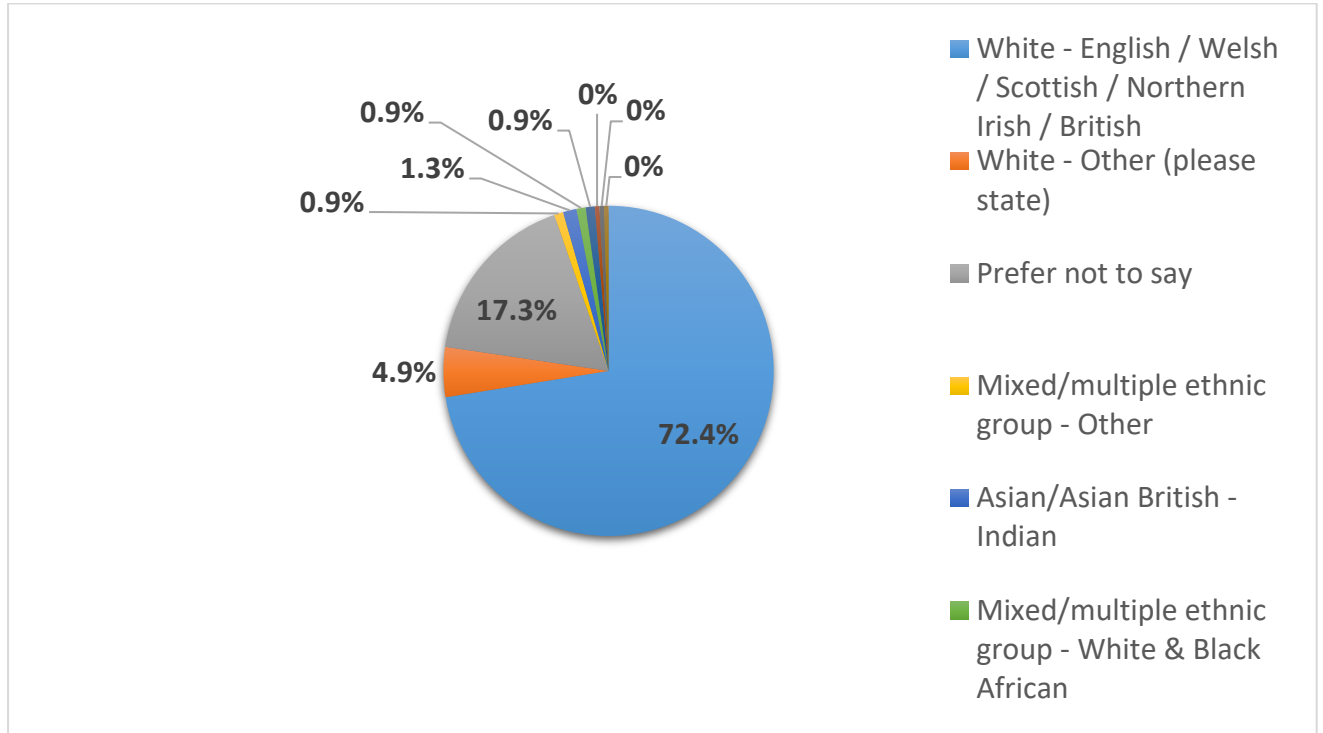
Disability

In response to the question 'Do you consider yourself to be disabled?', 72% selected 'no', 18% selected 'yes' and 10% selected 'prefer not to say'. Of those that 'yes' to this question, 6% selected 'Long standing illness or health condition', 5% selected 'Physical impairment', 3% selected 'Sensory impairment', 3% selected 'Mental health condition', and 1% selected 'Learning disability/difficulty'.



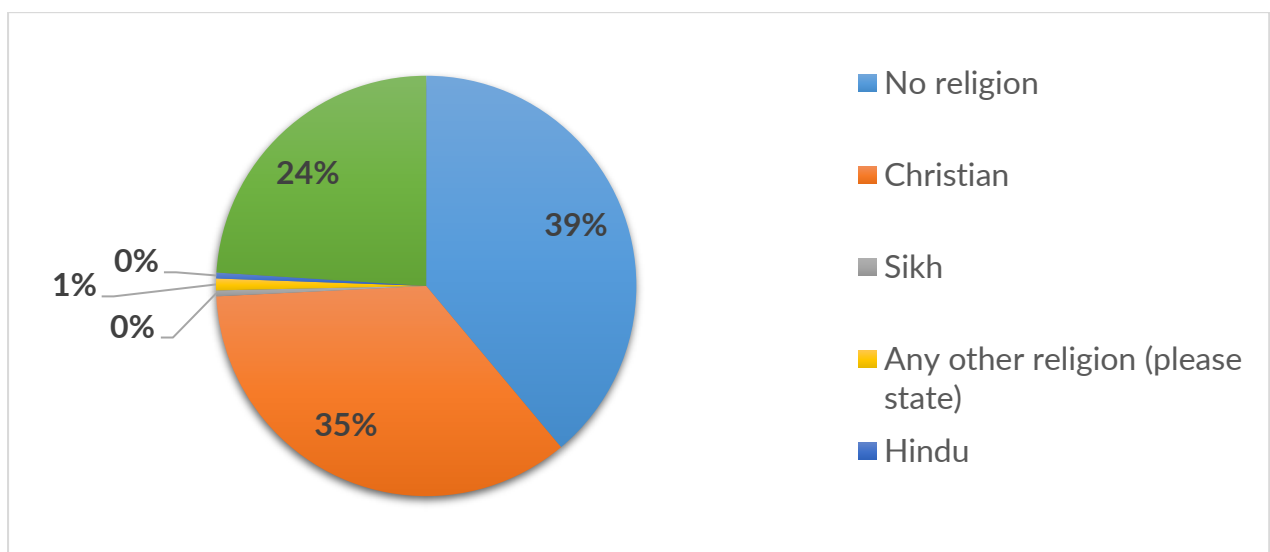
Ethnicity

In response to the question 'What is your ethnicity?', 72% selected 'white - English / Welsh / Scottish / Northern Irish / British', 17% selected 'prefer not to say', 5% selected 'White - Other', 1% selected 'Mixed/multiple ethnic group', 1% selected 'Asian/Asian British - Indian', 1% selected 'Mixed/multiple ethnic group - White & Black African', and 1% selected 'Mixed/multiple ethnic group - White & Asian'.



Religion

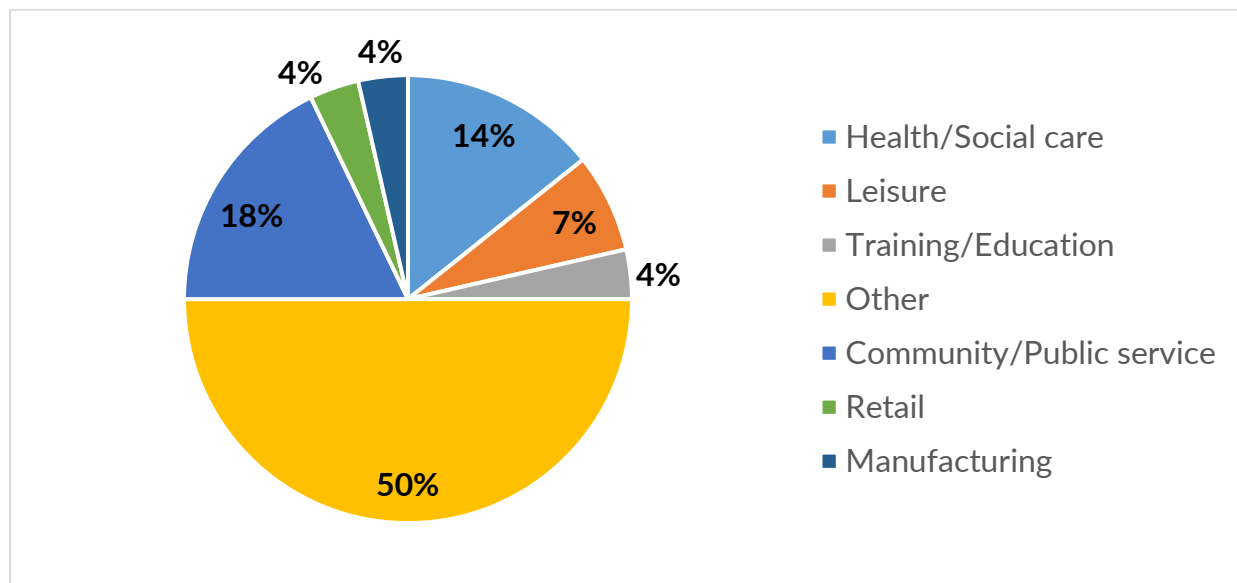
In response to the question 'What is your religion or belief?', the majority of respondents selected no religion (39%), Christian (35%) or 'prefer not to say' (24%)



For businesses and organisations

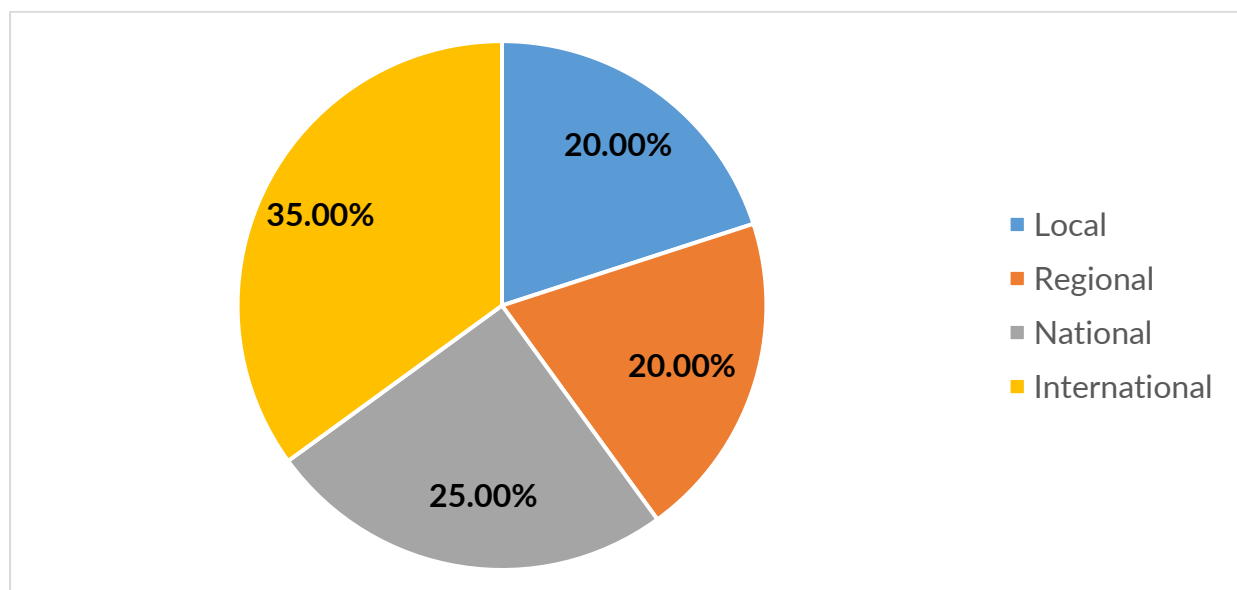
Sector

In response to the question 'Which sector best identifies your organisation?', 50% selected 'other', such as construction, technology, and engineering; those that selected this option were also retired. This was followed by 18% who selected 'community/public service' and 14% who selected 'health/social care'.



Scale of operation

In response to the question 'What is the largest scale your business or organisation operates on?' 35% selected international businesses, 25% selected national, 20% selected regional, and 20% selected local.



5. Other Representations

Six organisations provided their response to the public engagement process via email. The feedback from these organisations is summarised below:

Respondents	Comments
YTL Arena Bristol	<p><i>Masterplan Vision</i> Support the idea of the station transforming into a transport hub for the north fringe of Bristol.</p> <p>Consider there to be great opportunities for visitor amenities and services at the station, which YTL visitors could make use of before an event at the arena.</p> <p>This vision should work with YTL Arena to ensure these developments complement one another, such as Park and Ride services on event days.</p> <p><i>15-minute Neighbourhood Proposals</i> Fully support the station becoming a destination, with the proposals around sustainable transport options and better interchange considered 'desperately needed'.</p> <p><i>Circular Economy Proposals</i> Fully support high density developments in relation to mix use space and more open space, with a desire to see this approach across the north fringe of Bristol.</p> <p><i>Access to Nature Proposals</i> Fully support improved access to nature, supporting community gardens and high-quality public realm providing the space is well maintained.</p> <p><i>Low Car Neighbourhoods Proposals</i> Fully support high density developments, with a desire to see this approach across the north fringe of Bristol. However, this is only likely to be successful if public transport links are improved.</p> <p><i>Option 1 - The Gateway</i> Like the improved connections and access from the south of the station and a bus interchange adjacent to the station.</p> <p><i>Option 2a - The Boulevard</i></p>

	<p>Park and ride location directly outside the station building considered 'a huge positive' and is more likely to encourage use of this service.</p> <p><i>Option 2b - The Linear Park</i> Like the access from the south of the site.</p> <p><i>Option 3 - Preferred Option (The Street)</i> Somewhat support. Consider the success of this option to be dependent on footfall using the various developments proposed. Key transport links considered essential to cater to growing area (e.g., Harry Stoke). Suggestion to bring Park and Ride closer to the station, or 'at least' provide a safer and more attractive path.</p>
Stagecoach	<p><i>Masterplan Vision</i> 'Unequivocally supports' the masterplan vision to become a destination.</p> <p><i>15-minute Neighbourhood Proposals</i> Consider the interchange function 'must be the primary focus' and the masterplan doesn't 'consistently seek' to do this, with the masterplan viewed as landscape and property-led and 'squeezing' the interchange between the public square and multistorey car park. Urge not to 'downplay' the role of accessibility, particularly by bus to justify the land uses proposed.</p> <p><i>Circular Economy Proposals</i> Acknowledge constrained space available at the site for developments. "Were it the case that the sidings south of the station were to be vacated, this might create scope to create a linked mirror-image" facility facing towards Church Road to the south. However, it appears that this is not something that can be considered."</p> <p><i>Low Car Neighbourhoods Proposals</i> Only buses and exempt vehicles will continue to be able to circulate between the Stoke Gifford Link and Hatchet Road.</p>
Natural England	<p><i>Masterplan Vision</i> Welcomes that the masterplan recognises the opportunity of Nature Based Solutions in particular in relation to water management.</p> <p><i>15-minute Neighbourhood Proposals</i></p>

	<p>Natural England consider that this vision should include the aspiration for Bristol Parkway to become a greener, more nature rich space.</p> <p><i>Access to Nature Proposals</i> Welcomes the importance of multifunctional green infrastructure throughout the masterplan and the aspiration for development to increase biodiversity.</p>
<p>Environment Agency</p>	<p><i>Masterplan Vision</i> Fully support and encourage all means of reducing the effects of climate change, and its resilience, decarbonisation and carbon neutral aspirations embedded throughout the masterplan.</p> <p><i>Circular Economy Proposals</i> Blue/Green Infrastructure has a real opportunity to link with and deliver against Carbon Net Zero targets.</p> <p><i>Access to Nature Proposals</i> Fully support the promotion of sustainable development, in particular the encouragement of resource efficiency, waste minimisation and recycling.</p> <p><i>Low Car Neighbourhoods Proposals</i> Support encouragement of cycling, walking and reduction on the reliance on cars.</p>
<p>Historic England</p>	<p><i>Masterplan Vision</i> Welcomes this positive initiative and the opportunity provided to improve the setting of St Michael's Church, a nationally significant Grade II* building, landmark and important historic focal point for the community over many centuries prior to the arrival of the railway.</p> <p>The masterplan recognises the positive role of the church and its surrounds in the place shaping initiative, and the opportunity (with care) to better integrate it both visually and physically with the station site whilst maintaining its character, identity and a degree of tranquillity i.e. its significance and one's experience.</p>
<p>Wessex Water</p>	<p><i>Masterplan Vision</i> From a preliminary review the indicative proposals do not appear to conflict with our existing infrastructure in the area, but as more detailed proposals emerge this will need to be checked further.</p>

	Welcomes the commitment in the Masterplan to manage surface water through SuDs features.
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6. Next Steps of Masterplan

This output report analyses the comments captured during the Bristol Parkway Station and Surrounds Masterplan early engagement process and six-week public engagement process.

The feedback indicates there is significant support for the masterplan vision. Stakeholders and the public welcomed 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 preferred option - option 3, coined 'The Street' - is 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.

Taking cognisance of the public engagement outcomes, the immediate next step will be to implement changes to the masterplan, where required. Following this round of refinement, the final masterplan and report will be prepared. As such, the next steps of the Bristol Parkway Station and Surrounds Masterplan process are as follows:

- Draft Masterplan updated: September to October 2022
- Final Masterplan published: End of Autumn 2022

Further engagement with stakeholders and with the community will take place as the plans and designs within the masterplan are developed. The Council strives to work positively with the community and future engagement strategies will continue to include seldom-heard groups.

Appendix A: Seldom Heard Groups

This document contains a list of the seldom heard groups that were contacted, via email or telephone, to inform them about the launch of the Bristol Parkway Station and Surrounds Masterplan and the six-week public engagement process.

- 1625 Independent People
- 1st Little Stoke Scout Group
- Action on Hearing Loss
- Active Ageing Bristol
- Age UK South Gloucestershire
- Alphabets LGBTQ - South Gloucestershire Youth Project
- Anglo Polish Society (Bristol and the Southwest)
- Black Southwest Network
- Brandon Trust (Patchway)
- Bristol After Stroke
- Bristol Autism Forum
- Bristol Disability Equality Forum
- Brownies - 1st Stoke Gifford (St Michael's)
- Care Futures
- Citizens Advice Bureau
- CSV Equalities
- Disabled Motoring UK
- Disabled Persons Transport Advisory Committee
- FACE, Elm Park, Filton
- Fairburn
- Fibromyalgia South Gloucestershire
- Girl Guiding -1st Stoke Gifford (St Michael's) Guides
- Gloucester Deaf Association (GDA) Deaf and Hard of Hearing charity
- Golden Oldies, St Michael's Church
- Greengates, Milestones Trust
- Headway Bristol
- Health Watch South Gloucestershire
- Incredible Kids (National Autistic Society)
- Kerala Association
- KIDS (Southwest)
- Memory Cafe for People with Dementia & Carers
- Men in Sheds (Filton)
- Men in Sheds (Patchway)
- National Autism Society – Avon Branch
- North Bristol Foodbank
- Off the Record (Bristol & South Gloucestershire)
- Pluss
- Polish Society
- Race Equality Network

- Rainbows - 2nd Stoke Gifford (St Michael's)
- Royal National Institute of Blind People (RNIB)
- RS2 and WORD & Teen Central and Club
- SeeAbility South Gloucestershire Support Service
- Shopmobility
- South Gloucestershire Council Disabled Employees Group
- South Gloucestershire Low Vision Committee
- South Gloucestershire Deaf, Deafened and Hard of Hearing Group
- South Gloucestershire Over 50's Forum
- South Gloucestershire Parent & Carer Forum
- South Gloucestershire Asian Project
- South Gloucestershire Chinese Association
- South Gloucestershire Community Learning Difficulties Team
- South Gloucestershire Dementia Action Alliance
- South Gloucestershire Disability Action Group
- South Gloucestershire Disability Equality Network
- St Michaels Church Stoke Gifford
- Stand Against Racism and Inequality (SARI) (South Gloucestershire)
- Stoke Gifford Army Cadets
- Stoke Gifford Solar Explorer Scout Unit, Stoke Gifford Beavers, Stoke Gifford Cubs and Stoke Gifford Scouts
- The Hive Avon (Bristol and South Gloucestershire)
- The Stokes
- WE Care and Repair
- WECIL (The West of England Centre for Inclusive Living)

Appendix B: Workshop Attendees

This document contains the organisations that attended the early engagement and public engagement workshops.

- Babcock
- Bradley Stoke Town Council
- First Bristol, Bath & West
- Great Western Railway
- Hewlett Packard
- Historic England
- Network Rail
- North Bristol Suscom
- Patchway Town Council
- Peter Evans Partnership Ltd
- Rolls Royce
- SGC Filton and Wise Campus
- South Gloucestershire Council – Cllrs representing Charlton and Cribbs Causeway, Bradley Stoke North, Filton, Winterbourne, Bradley Stoke South, Stoke Gifford
- South Gloucestershire Cycle Forum
- St Michaels Church
- Stagecoach
- Stoke Gifford Parish Council
- Stoke Lodge and The Common Parish Council
- University of Bristol
- University of the West of England
- Visit West
- Winterbourne Parish Council

Appendix C: Copy of Response Form



Have your say on the future of Bristol Parkway

South Gloucestershire Council, working in partnership with Network Rail and GWR, is in the process of developing a strategic masterplan for Bristol Parkway Station and the surrounding area. The masterplan will be an important document that will deliver a new vision to revitalise the station as a fitting gateway to the north fringe of Bristol.

We want to hear your views on the draft masterplan. By taking part in this 10-minute survey, you can help shape how the station and its surrounds will look, feel, and function in the coming years. This survey will ask for your thoughts on our proposals for the masterplan, including the vision, objectives, and preferred option for the station and surrounds.

Before completing this survey, please read the Bristol Parkway Masterplan Stage 3 Report: https://consultations.southglos.gov.uk/Parkway_Station_Masterplan. You can find out more information on the draft masterplan online at <https://beta.southglos.gov.uk/parkway-station-masterplan>

You can return this form using Freepost (no stamp required) to: Freepost Plus RTX-L-YHGY-GSYS, South Gloucestershire Council, Corporate Consultation Team, Council Offices, Badminton Road, Yate, BRISTOL, BS37 5AF

Alternatively, you can complete this survey online:

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

Please submit your completed survey by **Sunday 14 August 2022**.

Should you require this feedback form in an alternative format, please get in touch with us by emailing regeneration@southglos.gov.uk or calling 01454 868004

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

Vision

1. To what extent do you support the overall vision for the station and surrounds as presented in the draft masterplan?

'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'

Strongly support

Somewhat support

Not sure

Somewhat against

Strongly against

2. Do you have any comments on the masterplan as a whole?

Please turn to the next page to continue completing the survey

Objectives

As part of the draft masterplan, we have shared our objectives for achieving a new vision for the station and surrounding area, which you can read in full on page 28 in the Bristol Parkway Masterplan Stage 3 Report, accessed online here:

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

3. Please indicate below the extent to which you support the following objectives.

a. Better connecting the station to local communities

Strongly support	Somewhat support	Not sure	Somewhat against	Strongly against
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

b. Improving routes for walking, wheeling (such as mobility scooters) and cycling

Strongly support	Somewhat support	Not sure	Somewhat against	Strongly against
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

c. Improving connections to local bus services

Strongly support	Somewhat support	Not sure	Somewhat against	Strongly against
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

d. Making better use of the land available

Strongly support	Somewhat support	Not sure	Somewhat against	Strongly against
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

e. Improving access to the station

Strongly support	Somewhat support	Not sure	Somewhat against	Strongly against
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

f. Enhancing facilities at the station

Strongly support	Somewhat support	Not sure	Somewhat against	Strongly against
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

g. Improving the customer experience at the station

Strongly support	Somewhat support	Not sure	Somewhat against	Strongly against
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

h. Attracting and retaining the best talent and investment

Strongly support	Somewhat support	Not sure	Somewhat against	Strongly against
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

i. Responding to the Climate and Nature Emergency¹⁴

Strongly support	Somewhat support	Not sure	Somewhat against	Strongly against
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Do you have any comments on the objectives for the Station and surrounding area?

Please turn to the next page to continue completing the survey

¹⁴ The climate and nature emergency is a situation in which urgent action is required to reduce or stop climate change and avoid potentially irreversible environmental damage resulting from climate change

Proposals

As part of the draft masterplan, we have set out a number of high-level proposals which you can read in full on pages 32 to 58 in the Bristol Parkway Masterplan Stage 3 Report, accessed online here:

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

We have grouped these high-level proposals under the following themes:

- **15-minute Neighbourhoods:**
Transforming neighbourhoods around the station into '15-minute neighbourhoods', where the majority of daily needs to work, leisure, education, services, and amenities are within a close reach of home via public transport, walking, wheeling¹⁵, and cycling (known as 'active travel').
- **Circular Economy:**
Designs focused on using existing materials/resources, eliminating waste and pollution, and that can be easily re-used or recycled.
- **Access to Nature:**
Creating an environment with easy and safe access to nature, such as parks and community gardens.
- **Low Car Neighbourhoods:**
Providing fewer parking spaces for new developments within the surrounds of the station (compared to the usual parking offer) to support mixed use development (a mixture of land uses, such as office spaces, shops, and residential areas).

15-minute Neighbourhoods

5. To what extent do you support the following proposals for the station and surrounding area?

	Strongly support	Somewhat support	Not sure	Somewhat against	Strongly against
Integration of walking, wheeling, and cycling routes with jobs, community facilities, open spaces / parks, homes, and the station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integration of the bus network and jobs, community facilities, open spaces / parks, homes, and the station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¹⁵ Wheeling refers to an alternative means of travel to foot/pedestrian-based mobility, such as travel via wheelchair, mobility scooter or wheeled walker

	Strongly support	Somewhat support	Not sure	Somewhat against	Strongly against
High quality cycle facilities (such as shared/hire bikes and secure storage) at the station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Providing high quality public transport facilities (such as waiting areas, shelter, and real time information boards)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Convenient interchange between transport modes at the station e.g. train to bike, or train to bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High quality walking and wheeling routes, such as better-quality footpaths with enhanced lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The station as a destination, integrated with key community facilities, such as cafes, workplaces, and places to live	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Connecting adjoining neighbourhoods and linking with community facilities, such as St Michael's Church area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Circular Economy

6. To what extent do you support the following proposals for the station and surrounding area?

	Strongly support	Somewhat support	Not sure	Somewhat against	Strongly against
Reusing and adapting existing land for new	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Strongly support	Somewhat support	Not sure	Somewhat against	Strongly against
developments, such as the former Brickworks site					
Sustainable designs to create new developments, such as energy efficient buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Innovative landscape designs, such as tree planting to address flooding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High density developments, minimising land use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Access to Nature

7. To what extent do you support introducing the following proposals for the station and surrounding area?

	Strongly support	Somewhat support	Not sure	Somewhat against	Strongly against
Creating new community gardens, managed by the local community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Connecting community facilities to existing green / open spaces, such as parks.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrating walking, wheeling, and cycling routes with green spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Low Car Neighbourhoods

8. To what extent do you support introducing the following proposals for the station and surrounding area?

	Strongly support	Somewhat support	Not sure	Somewhat against	Strongly against
Reducing the overall number of car parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

spaces at the station
over time

Mixed use development
at the station and
surrounds, such as
cafes, retail, offices, and
homes

9. Do you have any other comments or suggestions on the proposals for the station and surrounding area?

Options

Preferred Option

As part of the draft masterplan, we have presented a preferred option which you can read in full on pages 32 to 63 in the Bristol Parkway Masterplan Stage 3 Report, accessed here: https://consultations.southglos.gov.uk/Parkway_Station_Masterplan.

A brief summary of the preferred option, Option 3 - 'The Street', is outlined below and an illustration of this option can be viewed overleaf.

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

Creating 4 New Places:

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

Creating The Street:

- Connecting the east, west and Bristol Parkway Stations via direct bus links, in addition to new walking, wheeling, and cycling routes (with limited car access). This will be a key location for new businesses, homes, services and for the new station itself.
- A 'green' link, a street lined with 'rain gardens' and tree planting to filter rain water to combat localised flooding, and to link up a network of habitats.

Delivering a new 'Living' Station:

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

Crafting new Parks and Habitats:

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



Image 1: The Masterplan Vision - Key changes to the physical environment

10. Do you support Option 3 - 'The Street' (Preferred Option) for the station and surrounds?

Strongly support

Somewhat support

Not sure

Somewhat against

Strongly against

11. Please explain your reasoning in the box below:

12. Is there anything extra/something else you would like to see included in Option 3 - The Street (Preferred Option)?



Other Options

As part of the draft masterplan, we have presented alternative options which you can read in full on pages 32 to 41 in the Bristol Parkway Masterplan Options Report, accessed here: https://consultations.southglos.gov.uk/Parkway_Station_Masterplan.

A brief summary of these options is provided below:

Option 1 – The Gateway

Option 1 - 'The Gateway' - situates Bristol Parkway Station on the edge of the 15-minute neighbourhood¹⁶ with strong connections north and south with separation of vehicles and non-motorised users (pedestrians, wheelers, and cyclists). This option also provides improved connections to the park and ride, and the creation of a station square to increase opportunities for socialising.

An illustration of this option can be viewed below. For more information about this option, please refer to pages 32 to 35 of the Bristol Parkway Masterplan Options Report.

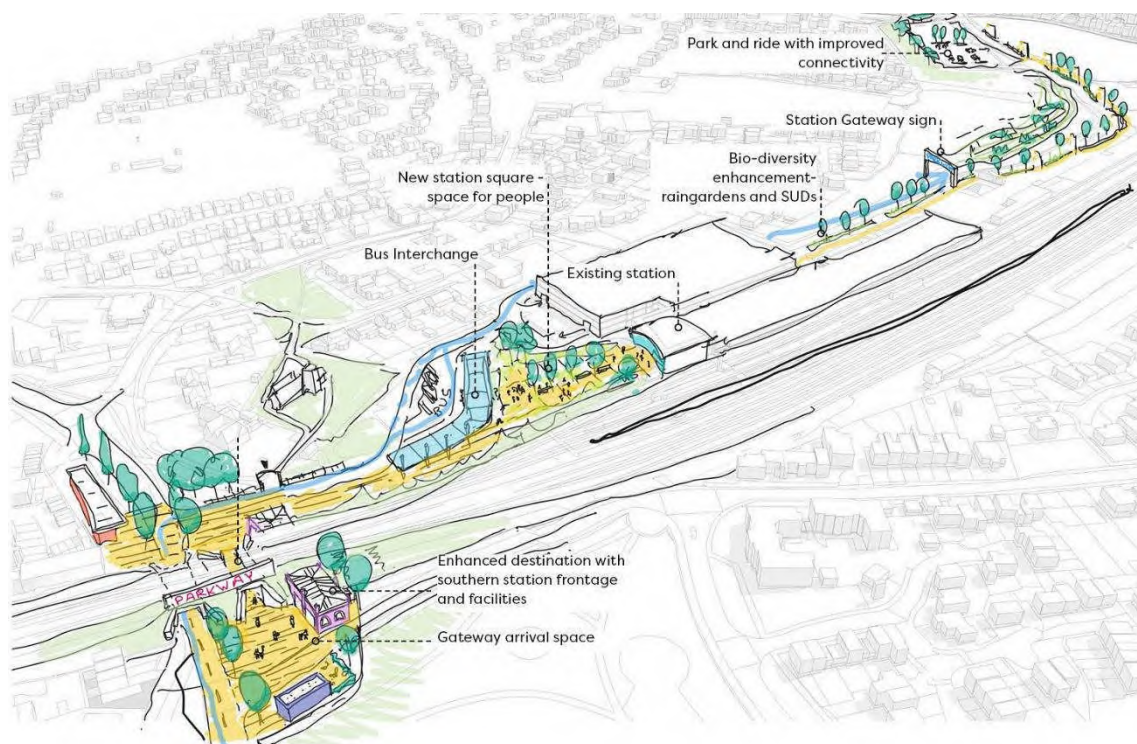


Image 2: Option 1 - The Gateway

¹⁶ A 15-minute neighbourhood provides residents access to most, if not all, of their needs (such as jobs, homes, shops, and GP services) within a short walk or bike ride from their home.

13. Is there anything from Option 1 – The Gateway that you liked and isn't included in the preferred option 'The Street'?



Option 2a – The Boulevard

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

An illustration of this option can be viewed below. For more information about this option, please refer to pages 36 and pages 40 to 41 of the Bristol Parkway Masterplan Options Report.

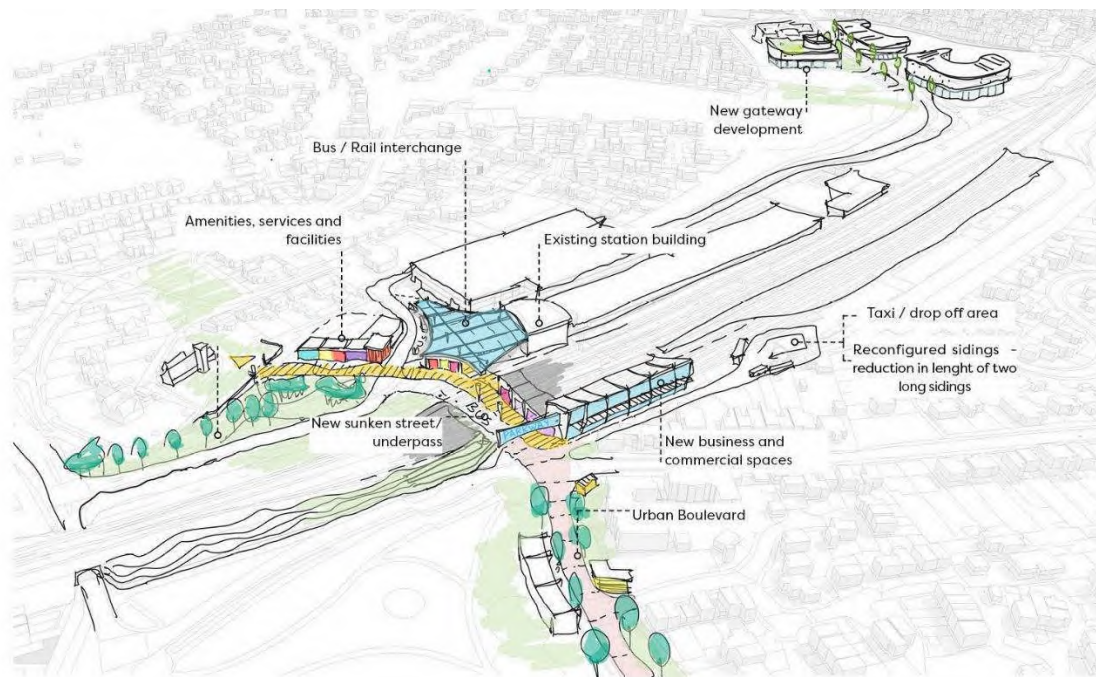


Image 3: Option 2a - The Boulevard

14. Is there anything from Option 2a – The Boulevard that you liked and isn't included in the preferred option 'The Street'?

Option 2b – The Linear Park

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

An illustration of this option can be viewed below. For more information about this option, please refer to pages 38 to 41 of the Bristol Parkway Masterplan Options Report.

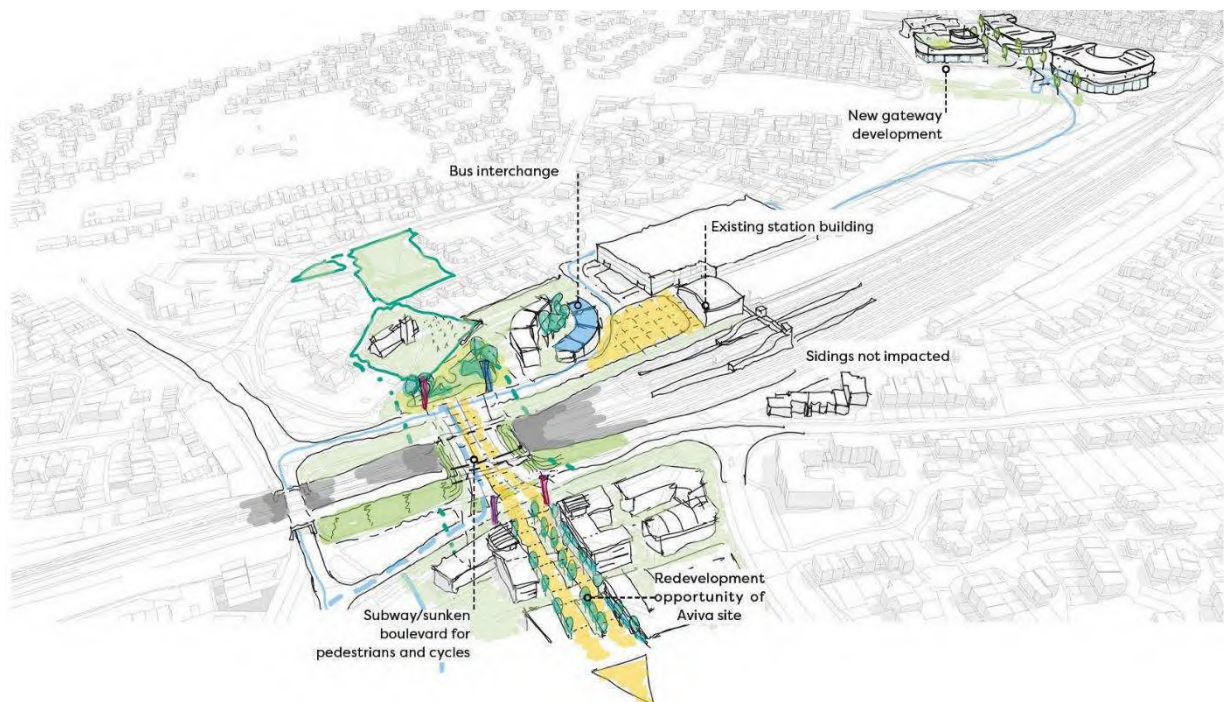
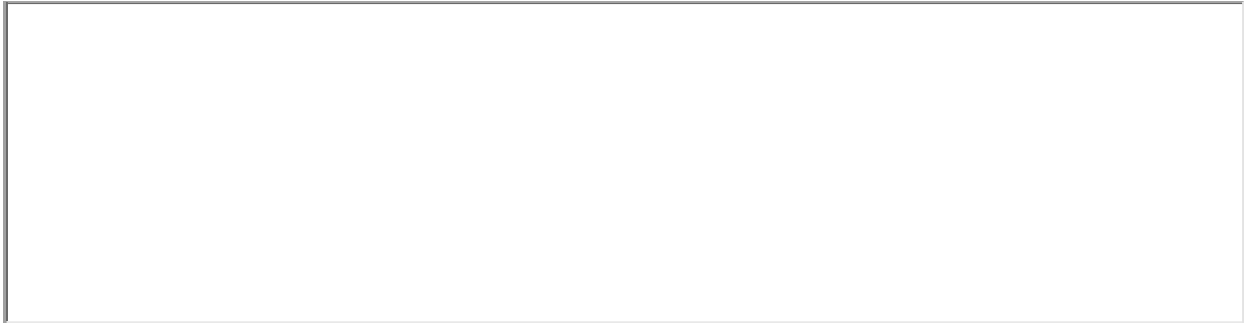


Image 4: Option 2b - The Linear Park

15. Is there anything from Option 2b – The Linear Park that you liked and isn't included in the preferred option 'The Street'?



Please turn to the next page to continue completing the survey

About you

About you (for residents)

If you are responding on behalf of an organisation, please skip to question 25.

This section is important as it is a requirement for the council to fulfil its Public Sector Equality Duty by understanding more about the people who use council services and may be affected by any changes to the Station. Any responses to these questions will remain confidential, individuals will not be identified, and personal details will not be published.

16. Are you responding as: (please tick all that apply to you)

- A resident who lives near Bristol Parkway Station
- A resident of the wider Bristol area
- An employee of a business located near Bristol Parkway Station
- An owner or manager of a business located near Bristol Parkway Station
- A passenger that frequently uses Bristol Parkway Station for commuting trips
- A passenger that frequently uses Bristol Parkway Station for leisure trips
- A parish council, town council or local councillor
- A local community or a voluntary sector organisation
- Other
- Prefer not to say

If 'other', please specify:

17. Please tell us your full postcode e.g. BS* ***:

This information will only be used for the purpose of this survey. Our privacy notice is available at: www.southglos.gov.uk/privacy

- Prefer not to say

18. How old are you?

- Under 18
- 19 to 24
- 25 to 34
- 35 to 44

- 45 to 54
- 55 to 64
- 65 to 75
- 76 and over
- Prefer not to say

19. What is your ethnicity?

- Arab
- Asian/Asian British – Bangladeshi
- Asian/Asian British – Indian
- Asian/Asian British – Pakistani
- Asian/Asian British – Chinese
- Asian/Asian British – Other (please state)
- Black/ Black British/African/Caribbean – African
- Black/ Black British/African/Caribbean – Caribbean
- Black/ Black British/African/Caribbean – Other (please state)
- Mixed/Multiple Ethnic Groups – White & Asian
- Mixed/Multiple Ethnic Groups – White & Black African
- Mixed/Multiple Ethnic Groups – White & Black Caribbean
- Mixed/Multiple Ethnic Groups – Other (please state)
- White – English/Welsh/Scottish/Northern Irish/British
- White – Gypsy or Irish Traveller
- White – Irish
- White – Roma
- White – Other (please state)
- Other ethnic group (please state)
- Prefer not to say

If 'other', please specify:

20. What is your gender?

- Female
- Male
- Other
- Prefer not to say

21. Do you consider yourself to be disabled?

- No
- Yes - Physical impairment, such as difficulty using arms or mobility issues which may mean using a wheelchair or crutches
- Yes - Sensory impairment, such as being blind / having a serious visual impairment or being deaf / have a serious hearing impairment
- Yes - Mental health condition, such as depression, anxiety or schizophrenia
- Yes - Learning disability/difficulty (such as Down's Syndrome, dyslexia, dyspraxia) or cognitive impairment (such as autistic spectrum disorder)
- Yes - Long standing illness or health condition, such as cancer, HIV, diabetes, chronic heart disease or epilepsy
- Yes - Other (please state)
- Prefer not to say

If 'other', please specify:

If yes, please tell us how this affects the way that you access or use council services.

22. What is your sexual orientation?

- Bisexual
- Gay or lesbian
- Heterosexual/Straight
- Other
- Prefer not to say

23. What is your religion or belief?

- Buddhist
- Christian
- Hindu
- Jewish
- Muslim
- Sikh
- Any other religion (please state)
- No religion
- Prefer not to say

If any other religion, please state:

24. Do you identify as a transgender person?

- Yes
- No
- Prefer not to say

About you (for businesses and organisations)

25. Which sector best identifies your organisation?

- Retail
- Food & beverage
- Manufacturing
- Storage & distribution
- Leisure
- Office
- Training / Education
- Community / Public service
- Health / Social care
- Other

If 'other', please specify:

26. What is the largest scale your business or organisation operates on?

- Local
- Regional
- National
- International

Thank you for taking the time to tell us your views.

Please return the completed survey by Sunday 14 August, posting it to:

Freepost Plus RTXL-YHGY-GSYS, South Gloucestershire Council, Corporate Consultation Team, Council Offices, Badminton Road, Yate, BRISTOL, BS37 5AF

You do not need a stamp.