

***Bristol Walking Alliance (BWA) sees some benefits in the proposed Southern Gateway to Temple Meads Station, but recommends changes that would make it better for pedestrians.***

In the overall plan, the principle of moving car and cycle parking into the new Southern Gateway will enable development that provides a better pedestrian experience for those approaching Temple Meads Station from the north and west. It will also offer a more direct pedestrian route to the platforms for those approaching from the south.

However, it will make the pedestrian route to the platforms longer for those who use the car park for disabled parking or for drop-off and pick-up. This pedestrian connection should therefore be made as direct and pleasant as possible.

In particular we suggest the following.

### **Direct platform entrance**

We would strongly recommend that a new direct entrance to platform 2/4 be provided by the station operator at the end of the walkway, to avoid the additional walk to the main station entrance. This could reduce the overall distance to reach the island platforms via the underpass by some 70m.

### **Covered walkway**

The current plan is for the walkway between the Southern Gateway facilities and the station entrance to include some seating and shelter at intervals along its route. However, in bad weather, this open-air route will still be an ordeal, exacerbated by being on an exposed bridge over the river. We are sure that providing shelter from wind and rain (especially from the prevailing westerlies), along this walkway would make a big difference to the acceptability of this route, despite the additional cost.

We would also like to be reassured that the width of this walkway (including pinch points introduced by the proposed seating) will be sufficient for the expected peak pedestrian traffic. Given that platform 2 is no longer in regular use for train services, would it be possible for the walkway to be further widened at some future date?

### **Level-separated cycle lane**

Footways should be grade-separated from the cycle route going alongside the A4 and also the spur leading to the cycle hub. This is to ensure that cyclists remain segregated from pedestrians and to provide a tactile edge for the visually impaired walking along the footway. The zebra crossings of the cycle lane which allow pedestrians to reach the bus stops and to cross the spur to the cycle hub should be raised, both to slow cycle traffic and to give a level surface for those walking and those wheeling (pedestrians using mobility vehicles, wheelchairs etc).

We understand there will be a barrier to prevent pedestrians crossing the cycle lane from the bus stop except at the zebra crossings at either end, helping to keep the modes separated.

### **Additional northbound bus stop**

The provision of an additional northbound bus stop on the A4 outside Fowlers is under consideration. We would welcome this addition. It would be an improvement since currently the nearest northbound bus stop to the station on bus routes 1,2,2a is some 470m from the main island platform underpass. A bus stop outside Fowlers would reduce the walking distance to the platform underpass to around 430m (and to 360m if there was direct entrance to platform 2/4). However, this is still too far for many less robust bus users to be expected to walk in order to catch a train.

### **Signal-controlled crossings**

We understand there will be a new signal-controlled junction to allow vehicles to enter and leave the car park.

Our preference, assuming vehicles will be able to turn right as well as left out of the car park, is that a new one-stage pedestrian signal-controlled crossing of the Bath Road is included at this junction. This pedestrian route would align with the agreed active travel corridor along Mead Street and is on the main pedestrian route to the station from the south and south-west.

If a one-stage crossing is not possible, we ask that, as part of the modelling for the timing of these lights, the phasing can be optimised for the existing signal-controlled pedestrian crossing of the Bath Road at the Bath Bridge Roundabout between the site and Fowlers.

We would also like reassurance that pedestrians and cycles travelling along the Bath Road across the entrance to the car park will be protected from vehicles turning in to the car park, as well as those exiting, by the appropriate phasing of lights.

BWA would welcome being consulted in due course as more detailed plans are produced.

Bristol Walking Alliance  
28 February 2025

[enquiries@bristolwalkingalliance.org.uk](mailto:enquiries@bristolwalkingalliance.org.uk)