Pre-application submission for bus stops on Muller Road and Shaldon Road

This pre-application submission is on behalf of the Friends of Suburban Bristol Railways (FoSBR), a group that campaigns for better rail services in the Bristol and West of England area.

Contact details:

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Purpose:

We are writing to you as a group to submit a request for pre-application planning advice for the development of bus stops and integrated bus information signage at the proposed new Ashley Down train station.

Description of Proposal:

Bus stops and integrated bus information signage at the proposed new Ashley Down train station.

Extent of the advice sought: "Full Appraisal"

Background & Policy Assessment

We are seeking pre-application advice on the following bus stops and signage at the new proposed Ashley Down train station.

The areas chosen are not only to better indicate where the train station is but to show real time bus and rail information for people transiting from rail to bus at the newly proposed Ashley Down train station, and at the bus stops (new and proposed) on Muller Road and Shaldon Road.

What we are seeking in this request of pre-application advice is whether or not these bus stops and signage are possible in these locations, and if not, what kind of new bus stop arrangement could be integrated into providing a much better bus/train transit node with the newly proposed Ashley Down train station. Further to this, we would also seek the advice of whether or not these types of real-time information signage (using some sort of illumination, LED or otherwise), would be acceptable in these locations and if not, what kind of physical bus stop and information signage would be acceptable/preferred.

We understand that Bristol City Council do not intend to take action in relation to the siting of bus stops near Ashley Down station. However we believe that the current set up is inadequate because the existing bus stop locations do not take advantage of the station as a hub at all. While there are bus stops, they are too far away to be considered to provide an interchange. Some simple changes need to be considered. For example, there is only a northbound bus stop on Muller Road underneath the railway bridge with no apparent plans to install a southbound one. Similarly, on Shaldon Road there is only a northbound bus stop. We understand that Bristol City Council has considered removing this.

These stops serve routes to Southmead Hospital, Lockleaze and Eastville. The former has significant problems with parking and congestion while being an important destination for people around the region. The latter two neighbourhoods are areas of significant deprivation, where car ownership is

relatively low. This limits access to employment opportunities. Bus journeys to are often slow as a result of congestion and insufficient regularity whereas train journeys are rapid. Regular rail services already serve many employment areas, such as the city centre, Severnside and Yate. Interchange at the few places where this is possible can allow journeys to other locations, such as at Bristol Parkway or UWE where MetroWest and local buses can enable journeys to Emerson's Green Science Park and Cribbs Causeway.

Facilitating interchange between bus and train at or near Ashley Down station would enable easier and quicker journeys to Southmead Hospital from further afield and access to employment from local areas. It would also allow people to make a variety of journeys by public transport that are currently difficult or unrealistic.

In other core cities and local authorities, such Manchester, Nottingham or Leeds, work would have been carried out alongside planning and building a new station to consider how best to enable interchange. It appears unlikely that such authorities would be removing a local bus stop to make access to a station (or existing bus services harder) or neglecting to add a bus adjacent to a station where one exists for travel in the opposite direction. Unfortunately this is not an isolated example in the West of England, as there are numerous such examples, including Stapleton Road and Filton Abbey Wood stations.

The basis of our proposal is in line with all points in Policy BCS10 from the Bristol Development Framework Core Strategy, as well in the vision of the Joint Local Transport Plan 4 from the West of England Combined authority, most notably the point "Rethinking how we use our existing transport corridors including reallocating more and more road space to buses, pedestrians and cyclists."

21/03523/RA - Application for prior approval under Part 18, Class A to Schedule 2 of the Town & Country Planning (General Permitted Development) Order 2015 (as amended) for the re-opening of the railway station at Ashley Down, off Station Road. – Prior Approval GIVEN.

17/02120/SCR - Request for a Screening Opinion as to whether an Environmental Impact Assessment is required for Re-opening of Ashley Hill Railway Station (to be now called Ashley Down Station) on the Filton Bank as part of the MetroWest Phase 2 Project. (Please note that this is not a planning application and therefore we are not carrying out public consultation on the proposal at this stage). - EIA NOT REQUIRED.

21/03523/RA – Original Prior Approval for re-opening of train station – Given

22/05291/COND – application to approve details of condition 14 - decided

23/00286/COND – Application to approve details of conditions 2, 3, 6, 7, 8, 9, 11, and 13 – pending

Please refer to the Location Plan that is attached for all locations.

Site Name	What is to be/at site	Current or New	Included or not included in proposals	Northing/Easting Coordinates
N1	Southbound bus stop on Muller Road	New	**Included**	51.480448, -2.576299
N2	Southbound bus stop on	New	**Included**	51.479997, -2.573970

	Shaldon Road			*outside no.13 (driveway) 51.479903, -2.574088 outside no.9 51.480044, -2.573914 outside no.15
E1	Southbound bus stop on Muller Road: “Muller Road Lidl” (Stop ID: bstjdmw)	Current	Not included	51.482553, -2.579056
E2	Northbound bus stop (currently flag to be shelter) on Muller Road: “Shaldon Road” (Stop ID: bstjgjt)	Current (to be updated)	**Included**	51.480122, -2.576039
E3	Northbound bus stop (currently flag to be shelter/flag) on Shaldon Road: “Shaldon Road” (Stop ID: bstjgtj)	Current (to be updated)	**Included**	51.479987, -2.574236
E4	Southbound bus stop on Shaldon Road: “Morris Road” (Stop ID: bstjmjg)	Current	Not included	51.482342, -2.570994
E5	Southbound bus stop on Muller Road: “Elmcroft Crescent” (Stop ID: bstjmad)	Current	Not included	51.478304, -2.572952
S1	Small hanging LED sign for bus times, other small flat LED sign for rail times	New	**Included**	51.480448, -2.576299
S2	Small hanging LED sign for bus times, other small flat LED sign for rail times	New	**Included**	51.480122, -2.576039
S3	Either very small LED sign on flag sign for bus times, other very small flat LED sign for rail times OR Small hanging LED sign for bus times, other small flat LED sign for rail times (depending on flag vs shelter)	New	**Included**	51.479987, -2.574236
S4	Either very small LED sign on flag sign for bus times, other very small flat LED sign for rail times OR Small hanging LED sign for bus times, other small flat LED sign for rail times (depending on flag vs shelter)	New	**Included**	51.479997, -2.573970 *outside no.13 (driveway) 51.479903, -2.574088 outside no.9 51.480044, -2.573914 outside no.15
S5	Standard metallic rail station signage.	New	**Included**	51.479457, -2.575009
S6	Standard metallic rail station signage.	New	**Included**	51.480438, -2.576473
S7	Totem LED sign showing bus	New	**Included**	51.479035, -2.576229

	times and locations for Shaldon Road and Muller Road			
S8	Totem LED sign showing bus times and locations for Shaldon Road and Muller Road. Potentially to be merged with S9.	New	**Included**	51.479062, -2.576664
S9	Totem LED sign showing bus times and locations for Station Road. Potentially to be merged with S8.	New	**Included**	51.479044, -2.576777
S10	Regular metallic sign showing which way for the station, and which way for Shaldon Road and Muller Road stops.	New	**Included**	51.479781, -2.576707
S11	Regular metallic sign showing which way for the station and which way to Shaldon Road and Muller Road stops.	New	**Included**	51.479253, -2.576063

Site name: N1 – Southbound bus stop for Muller Road & S1 – Signage for B1 bus stop

Full site address: Bus stop on north side of Muller Road under the railway bridge, postcode BS7. Rough coordinates: 51.480448, -2.576299

Current (or last known) land use: an adopted road and public path.

Proposed:

New bus shelter with roof cover and associated signs including a hanging LED screen showing real time bus information, and a flat LED screen showing real time rail information. In the style of the following two photographs:

Site name: E2 – Northbound bus stop for Muller Road & S2 – Signage for B2 bus stop

Full site address: Bus stop on south side of Muller Road under the railway bridge, BS7.
Rough coordinates: 51.480122, -2.576039

Current (or last known) land use: an adopted road with a bus stop (pole and flag sign), and public pavement.

Proposed:

To remove the current bus stop pole and create a new bus shelter with roof cover and associated signs including a hanging LED screen showing real time bus information, and a flat LED screen showing real time rail information. In the style of the following two photographs:

Site name: E3 – Northbound bus stop for Shaldon Road & S3 – Signage for B3 bus stop

Full site address: Bus stop on east side of Shaldon Road, BS7.
Rough coordinates: 51.479987, -2.574236

Current (or last known) land use: an adopted road with a bus stop (pole and flat sign), and public pavement.

Proposed:

EITHER To keep the current bus stop pole but to change the flag style sign to something similar to the following part static and part LED sign to show real time bus information, and another very small LED screen on the pole giving real time rail information:

OR

To remove the current bus stop pole and create a new bus shelter with roof cover and associated signs including a hanging LED screen showing real time bus information, and a flat LED screen showing real time rail information. In the style of the following two photographs:

We are concerned that it has been suggested that this bus stop could be removed, which would reduce opportunities to interchange between bus and rail services serving Ashley Down station. This removal would increase the distance between bus stops and require passengers to walk up a steep hill in either direction. This would create an unacceptable distance between bus stops – similar to the 580 metres between stops at this point when travelling south, Removing the stop would make

bus services less attractive and have a particularly negative impact for those with health or mobility difficulties. It could be argued that this would have implications for equality.

Site name: N2 – Southbound bus stop for Shaldon Road & S4 – Signage for B4 bus stop

Full site address: Bus stop to be situated on west side of Shaldon Road, either outside No 9, or outside No 13, or No 15 Shaldon Road, BS7.
Rough coordinates: No. 9 51.479903, -2.574088, No. 13 51.479997, -2.573970, No. 15 51.480044, -2.573914.

Current (or last known) lane use: an adopted road and public pavement.

Proposed

EITHER To have a bus stop pole but to change the flag style sign to something similar to the following part static and part LED sign to show real time bus information and with West of England Combined Authority branding, and another very small LED screen on the pole giving real time rail information:

OR

To remove the current bus stop pole and create a new bus shelter with roof cover and associated signs including a hanging LED screen showing real time bus information and with West of England Combined Authority branding, and a flat LED screen showing real time rail information. In the style of the following two photographs:

When travelling south (towards Bristol City Centre) there is a long gap of 580 metres between bus stops at Morris Road and Elmcroft Crescent. This is greater than the distance considered good practice for encouraging the use of public transport. To use the bus involves walking up a steep hill in either direction. At present these are the nearest stops to the station site on this route (24).

Conversely there is only a gap of 210 metres between Morris Road and the stop at Orpen Gardens to the north.

Placing a bus stop towards the bottom of the hill on Shaldon Road would facilitate opportunities for interchange between bus and rail services. It would remove the need for some people to make a strenuous walk to catch buses and would bring the distance between bus stops into line with best practice. It would make bus services more attractive for all and more accessible for those with health or mobility difficulties. It could be argued that this would have positive implications for equality.

Site name: S5 – Signage for Ashley Down railway station and LED screen showing rail times

Full site address: Station sign and LED screen to be situated on south side of Muller Road, on the corner of Muller Road and Station Lane, BS7.
Rough coordinates: 51.479457, -2.575009

Current (or last known) land use: adopted road (Station Lane).

Proposed:

To have a standard metallic train station sign for the newly proposed Ashley Down train station. With a medium sized LED Screen halfway down pole. Similar to the following:

Site name: S6: Signage for Ashley Down railway station (Concorde Way)

Full site address: Station sign and LED screen to be situated on south side of Muller Road, on the corner of Muller Road and Concorde Way, BS7.
Rough coordinates: 51.480438, -2.576473

Current (or last known) land use: pavement and also cycle path (Concorde Way)

Proposed:

To have a standard metallic train station sign for the newly proposed Ashley Down train station. With a medium sized LED Screen halfway down pole. Similar to the following:

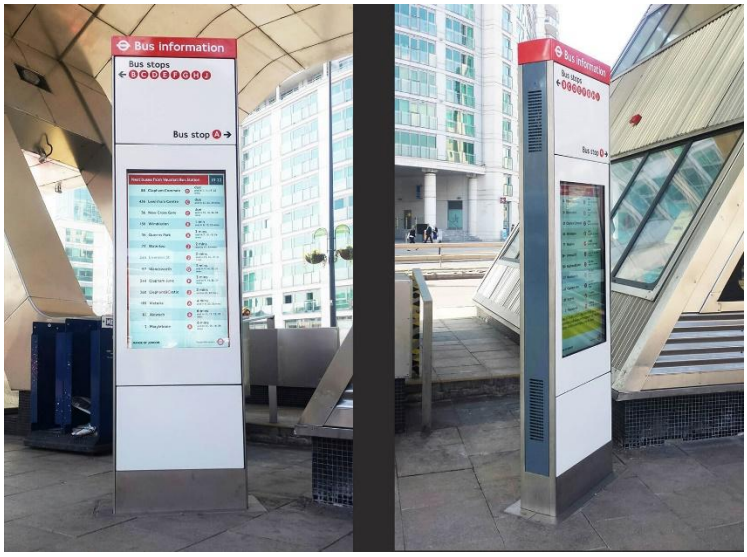
Site name: S7: Totem LED screen for rail and bus times

Full site address: Totem LED screen to be situated in the lane to the side just before entry onto Station Lane, BS7.
Rough coordinates: 51.479035, -2.576229

Current (or last known) land use: pavement and walkway to tunnel under railway line

Proposed:

To have a Totem LED Screen showing bus and potentially rail times with both National Rail and West of England Combined Authority branding. Similar to the following:



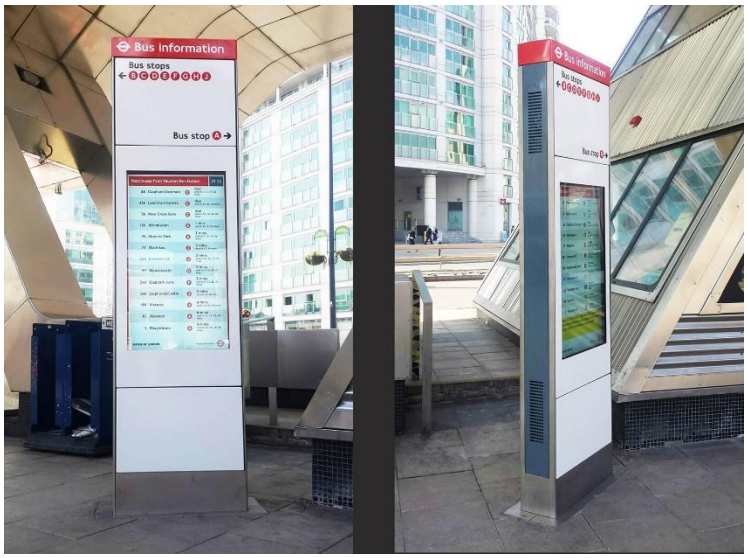
Site name: S8/S9: Either two separate totem LED screens for rail and bus times or just one totem LED screen for rail and bus times.

Full site address: Totem LED screens to be situated in the lane to the side just before entry onto Concorde Way and Station Road respectively, BS7.
Rough coordinates: S8: 51.479062, -2.576664, S9: 51.479044, -2.576777

Current (or last known) land use: pavement and walkway to tunnel under railway line or to Concorde Way.

Proposed:

To have either one or two totem LED screens showing bus and potentially rail times with both National Rail and West of England Combined Authority branding. Similar to the following:



Site name: S10: Metallic wayfinding sign

Full site address: Metallic wayfinding sign to be situated in the lane to the west side halfway down Concorde Way, BS7.
Rough coordinates: 51.479781, -2.576707

Current: Cycleway (Concorde Way)

Proposed: A post with a sign showing wayfinding for the train station and for the bus stops on Muller Road and Shaldon Road with both National Rail and West of England Combined Authority branding. Similar to the following:

Site name: S11 Metallic wayfinding sign

Full site address: Metallic wayfinding sign to be situated in the corner in Station Lane to the north-west of Station Lane, BS7.
Rough coordinates: 51.479253, -2.576063

Current: pavement

Proposed: A totem sign showing wayfinding for the train station and for the bus stops on Muller Road and Shaldon Road with both National Rail and West of England Combined Authority branding. Similar to the following: