



Campaigning for rail at the core of an integrated transport network for Bristol, Bath and the West of England

Bedminster Green consultation – March 2021

Introduction and summary

FoSBR welcomes the proposed development Bedminster Green, which will create a large number of new households within easy walking and cycling distance of the existing station at Bedminster.

We were particularly pleased to see plans to improve access to the station outlined in the place-making framework document of February 2019. We are very disappointed to see that these aspirations appear to have been dropped from later revisions of the plan.

Access to Bedminster Station

Bedminster Station should become the main transport hub for the Bedminster area. New MetroWest train services will link the station directly to Bristol Temple Meads, Portishead, Bristol Parkway and Weston-super-Mare, with onward connections to the rest of the rail network.

Current access to the station consists of a subway and ramps which are not EA-compliant. The station is neither visible nor particularly prominent, and people accessing it from Bedminster Green would do so through a narrow road bridge leading to a subway and steep ramps.

We understand that investigations have shown that extending the existing station subway to the north-west to provide this access may be a costly option because the Up Relief line, under which the subway would need to pass, is lower than the other lines. Such a scheme would therefore require either that the subway was lowered and the gradients of the ramps reduced, or that the track was raised. Both options are likely to be expensive.

This station will however need to be made more accessible at some point in the near future if it is to fulfil its role as part of Bristol's transition to net zero carbon emissions. We wonder whether the Government's 'Access for All' programme could help fund a scheme which would achieve this together with access towards Bedminster Green. We also wonder whether the alternative of completely replacing the subway with a footbridge, accessed by lifts and stairs, has been fully considered. This could provide a cheaper and less disruptive solution.

We would like to see access improved before the new homes are built, so that people do not find and get used to other forms of transport. As rail campaigners, however, we recognise that this kind of improvement can take a long time to fund and design.

We therefore request that the plot of land between the station and

Whitehouse Lane should be reserved for use as a transport hub, perhaps with a transport-related 'meanwhile' use, while funding is identified to make the station fully accessible from both Bedminster Green and from the Windmill Hill area to the south-east.