

**Western Gateway Sub-national Transport Body**

**Board Meeting**

**Paper F**

Date **6 April 2022**

Title of report: **Western Gateway Rail Strategy – revised station car parking policy**

Purpose of report: **To set out, following a case-by-case review of car parking at stations across the Western Gateway area, a revised station parking policy.**

**Recommendations:**

The members of the Board are recommended to:

- I. Approve the revised Rail Strategy station car parking policy as set out in sections 3.1 to 3.4.
- II. Delegate to the Western Gateway Programme Team to make the appropriate changes to the Rail Strategy.

**Introduction**

- 1.1 The Western Gateway Rail Strategy, adopted September 2020, has a blanket approach to increasing the number of parking spaces at railway stations. Gap analysis undertaken by the consultants who produced the Strategy indicate there is a 21,821 shortfall in spaces. Not only does this sit uncomfortably with policies to achieve modal shift and reduce carbon it also throws up anomalies where it is both impractical and undesirable to provide more spaces. Two examples are Bath Spa required to provide an additional 3,892 spaces and Pokesdown station in Bournemouth located on a constrained site and serving a high density residential area with no parking but still required to provide 206 spaces.
- 1.2 The Western Gateway Board on 21 July 2021 requested a case-by-case approach be used in the Western Gateway Rail Strategy for parking at every station and the policy then amended.

**Case by case review**

- 2.1 The Rail Officer Group has now reviewed the provision of parking at every station on a case-by-case basis and concluded that the following stations as set out in Table One should be considered for expanding parking. Three

additional stations are proposed to be kept under review where if circumstances change there may be a case for more parking.

Table One: Gateway Stations and Additional Parking

| <b>Station</b>                 | <b>Case for additional parking</b>  |
|--------------------------------|---|
| Ashchurch for Tewkesbury       | Considerable amount of development being planned nearby. Access by walking/cycling. Planned additional rail services are likely to attract users from a wider catchment including those who would normally drive to Cheltenham or Worcestershire Parkway.         |
| Cam & Dursley                  | Local station with wide catchment for Stroud Valleys and Severn Vale. Parking on residential roads is an issue. Public transport access is poor so most access by car.  |
| Gillingham                     | Potential to increase car parking as part of a wider redevelopment. Local Plan allocated site and opportunity to improve sustainable links to the town centre. Gillingham is a growth area.   |
| Moreton in the Marsh           | Railhead and gateway for the North Cotswolds. Moreton Town Council and GWR have bought an adjoining piece of land to create a transport hub. Additional rail services are coming.   |
| Nailsea & Backwell             | Pre-covid plans to increase as town grows with need to review. Better bus interchange needed. Cycle parking expanded but needs more and EV charging required.   |
| Patchway                       | Modest provision at present. No bus access. May be more of a destination with Cribbs Patchway New Neighbourhood and build out and new Arena. Previous South Gloucestershire Council (SGC) study on expanding parking.   |
| Severn Beach                   | Previous SGC study on creating a car park on adjacent land. Increase cycle parking and better bus service connections required.   |
| Worle                          | Parkway aspiration for Weston-super-Mare. Pre-covid decking aspiration but need to review. Significant housing growth in the long term. Increase parking subject to growth and post covid.  |
| Yate                           | Yate town master planning work will pick up station parking. Possible multi-storey and relocated station. Additional parking at nearby new P&R site.  |
| Yatton                         | Growth trends indicate parking demand for 326 spaces by 2036 which is in excess of current capacity of 206. Preference is for walking and cycling for local trips although Yatton also serves rural hinterland which is harder to link using walking/cycling/bus. |
| <b>To be kept under review</b> |   |
| Poole                          | Redevelopment of the goods yard is in the Local Plan. SWR proposal to reconfigure station forecourt. Parking subject to planning application. Poole rejuvenation strategy. Possible move station to close level crossing. Lot of uncertainty. Could be            |

|            |  |
|------------|--|
|            | significant change. Linked to National Cycle Network and near to high frequency bus services.  |
| Warminster | Wiltshire Council to review. Council car park within short distance.   |
| Weymouth   | Forecourt redesign including parking imminent funded in part by SWR CCIF. Overflow parking under used and under review as part of a wider area plan. NR considering redevelopment all its holdings in the area including potential new station. Early discussions with Network Rail, South Western Railway and Dorset Council about a wider redevelopment of the significant Network Rail land holdings in station area, including potentially residential and retail. |

2.2 It is proposed to add Table One to the Conditional Output (CO) M1 Station Access section in the Rail Strategy with the accompanying text:

*Whilst accessing stations by cycling, walking and bus should be the first choice for passengers there will be some instances where there is a strong case to increase the number of parking spaces. Several of the Western Gateway's station serve wide catchment areas, acting as rail gateways and railheads and providing access to long distance rail services. Given the wide and largely rural nature of these catchment areas access to these gateway stations is likely to remain predominately by car. Furthermore, by providing sufficient parking passengers are encouraged to use their gateway station as the first part of their journey rather than the car to make their whole journey. On other parts of the network major housing and employment growth adjacent to local stations will increase the pressure on parking so there may be a need to increase the level of parking.*

*In the Gateway Stations and Additional Parking table below eight stations are identified as having a case to increase the number of spaces with three others to be kept under review where if circumstances change there may be a case for more parking.*

### **Revised policy - Conditional Output (CO) M1 Station Access**

3.1 The original text from the Rail Strategy and proposed revisions for each section are shown below.

Original text:

| CO M1  | Station Access |
|--|----------------|
| <b>What?</b>   |                |
| Improvements to car and active modes access to stations, including safety, routing, signposting and parking.   |                |
| <b>Why?</b>  |                |
| To drive modal shift and promote rail as an integral part of a sustainable transport network, passengers need to feel that they are able to get to their local stations quickly and safely, and be confident that when they get there, space will be available for car or cycle parking. |                |
| <b>Governance / Delivery</b>   |                |
| Stations & Access to Rail Taskforce  |                |

Revised text:

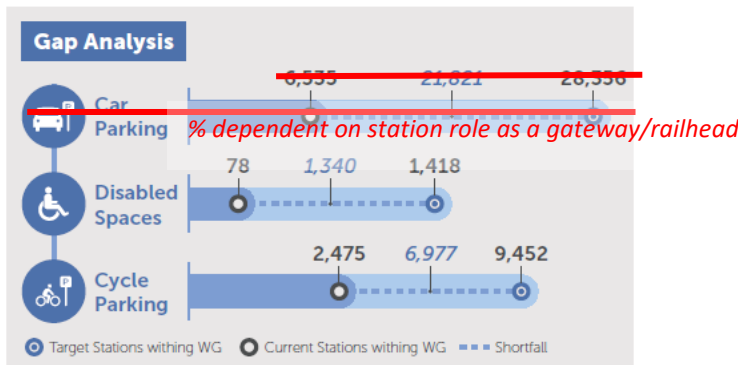
**CO M1 Station Access – revised text**

|   |
|---|
| <b>What?</b>  |
| <i>Improvements to car and active modes access to stations, including safety, routing, signing and parking.</i>   |
| <b>Why?</b>   |
| <i>To drive modal shift and promote rail as an integral part of a sustainable transport network, passengers need to feel that they are able to get to their local stations quickly and safely and be confident that when they get there, space will be available for cycle and car parking. Where a station serves a wide catchment area as a railhead/gateway or where substantial housing and employment growth or redevelopment is expected consideration will be given to increasing the volume of car parking (see Gateway Stations and Additional Parking above).</i> |
| <b>Governance/Delivery</b>  |
| <i>Station &amp; Access to Rail Taskforce subject to the National Station Audit work.</i>   |

- 3.2 For the parking targets in the Type of Provision table under Conditional Output M1 it is proposed to delete those for car parking and replace with the line “% dependent on station role as gateway/railhead’ as shown below.

| TYPE OF PROVISION                                  | % DAILY STATION USERS PROVIDED FOR   |               |            |
|--|--|---------------|------------|
|  | National Hubs  | Regional Hubs | Local Hubs |
| <b>Car Parking</b>                                 | <i>% dependent on station role as a gateway/railhead</i>   |               |            |
| <b>Cycle Parking</b>                               | 7.5%   | 7.5%          | 7.5%       |
| <b>Disabled Parking</b><br>(including Wide Spaces) | <b>10% of total car parking provision</b><br>(as specified in DfT Design Standards for Accessible Railway Stations – A Code of Practice) |               |            |
| <b>EV Charging Points</b>                          | <b>5% of total car parking provision,</b><br>but can be linked with disabled spaces  |               |            |

3.3 For the Gap Analysis table on p45 in the Rail Strategy under Conditional Output M1 the numbers referring to car parking spaces will be deleted as this refers to blanket increases to the number of spaces for all stations. It will be replaced with the line “% dependent on station role as gateway/railhead” as shown below.



3.4 As mentioned above Table One: Gateway Stations and Additional Parking and accompanying text will be added to this section under the sub heading ‘Gateway Stations and Additional Parking.’

### Consultation, communication and engagement

4.1 The revised station parking policy was drawn up by the Rail Officer Group made up of officers from the all the Western Gateway local authorities. The Senior Officer Group has been consulted on this report.

### Equalities Implications

5.1 No adverse impact on any protected groups.

### Legal considerations

6.1 The Western Gateway STB remains an informal non-statutory partnership.

## **Financial considerations**

7.1 None in relation to this report for 2021/22.

## **Conclusion**

8.1 The Board is asked to agree the recommendations set out at the beginning of this report.

## **Contact Officer**

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