

A rail vision to bring a world-class railway hub with outstanding station facilities and train connectivity to Bristol by the end of the decade.

Bristol Temple Meads station is located right at the heart of the city's enterprise zone and is among the busiest and fastest growing rail interchanges on the Western route, receiving more than 9m passengers on average every year.

The rail industry, with support from the Greater Bristol area, including the West of England Local Enterprise Partnership, is

currently developing a strategy to transform Bristol Temple Meads into a world-class rail gateway for the city by the end of the decade.

This proposal aims to expand the station area and increase train services to cater for the growing rail demand in Bristol, where passenger numbers are set to boom by 44% over the next ten years.

In addition, the strategy aims to provide a robust rail link - with excellent connectivity to London, the South West, Wales and the North - that will also help boost the enterprise zone as an ideal business location.

A high-level feasibility study, led by Network Rail, is currently being carried out to determine the validity of this proposal.

*Vision study of the enterprise zone is by Ferguson Mann Architects



The proposal (subject to government funding) includes:

1. Station capacity improvements to ease current and predicted passenger congestion

- A new eastern station access to ease congestion and provide a convenient link across and around Temple Quarter

- A light and airy subway extension under the existing forecourt to provide a welcoming environment and improve retail opportunities for local businesses, whilst preserving the vistas of the historic Grade 1 listed structure.

2. Redevelopment of the Digby Wyatt shed to reinstate two disused platforms, bringing the shed back to its former usage, accommodating additional train services.

Complementing this proposal, Network Rail also recommends a number of infrastructure enhancements to provide additional capacity, improved journey times and operational flexibility on the railway around Bristol.

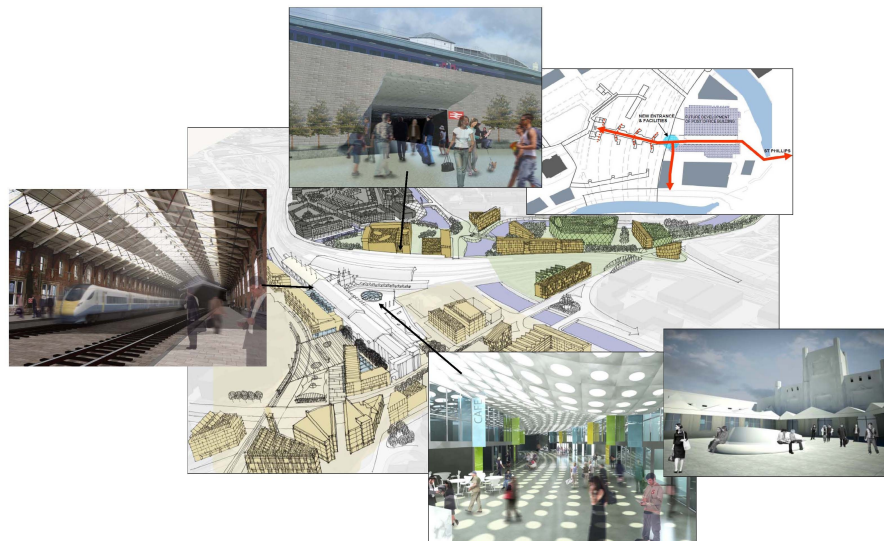
These recommendations include remodelling of a key junction into the station area, installing additional infrastructure on the line to Bristol Parkway and improving line-speed to the south west.

Our website is regularly updated with information:

networkrail.co.uk/IIP

You can also call our 24-hour Helpline:

08457 11 41 41



Transforming Bristol's Railway

A vision for the future

Timeline

- Spring 2012:** High-level feasibility study (also known as Grip Stage 2 study) completed
- Summer 2012** Government issue HLOSs, outlining what they require the railway to deliver between 2014 - 2019 (also known as Control Period 5)
- Winter 2013** Network Rail publishes its Strategic Business Plan (SBP) - its outline of how it will deliver the HLOSs in CP5
- Autumn 2013** Office of Rail Regulation publishes its final determination on Network Rail's SBP and funding allocation to deliver them
- Spring 2014** Initial work begins to deliver the funded schemes from the SBP, which - subject to funding - could include the redevelopment of Bristol Temple Meads and four-tracking of Filton Bank.
- 2015:** New signalling infrastructure in Bristol commissioned
- 2017:** Electrification of Bristol railway completes
- 2018:** Launch of super express services in Bristol as part of government's Intercity Express Programme

A strategy to redevelop Bristol Temple Meads into a world-class railway hub

