

# Broad Plain Public Realm Strategy





# Contents

- 1 Introduction
- 2 Understanding the context
- 3 Site analysis
- 4 Initial Public engagement
- 5 Public realm vision
- 6 Place and movement
- 7 Public consultation
- 8 Delivery
- 9 Summary and next steps

Prepared on behalf of the City Design Group

Growth and Regeneration  
Bristol City Council

Report version: Consultation Draft 01

© Crown copyright and database rights 2020  
Ordnance Survey 100023406  
© City Design Group May2020





# Chapter 1 Introduction





Aerial view showing Broad Plain public realm strategy area outlined in white and the key pedestrian and cycle routes that pass through it

## Introduction

### Purpose and scope of the Public Realm Strategy

The Broad Plain strategy area is undergoing rapid social and economic change. Located directly adjacent to Temple Meads station, Temple Quarter and the city centre, the area is being transformed into a flatted, residential quarter, with further large mixed use developments planned.

The purpose of this document is to maximise the opportunities presented by this regeneration. It will set out a strategy for the comprehensive enhancement of the public realm, co-ordinating new investment and public art opportunities. It will guide future maintenance and investment from the city council.

This will support the community vision, as outlined in the Old Market Quarter Neighbourhood Plan (OMNP 2016) for an attractive central neighbourhood that is not dominated by traffic and the creation of convivial public spaces and people friendly streets.

**“Old Market Quarter will be known for its beautiful buildings, both old and new and they will be well connected by a network of safe and enjoyable streets. Green spaces will be protected and enhanced to provide space for rest and relaxation in the middle of the City for residents and visitors”. OMNP 2016**

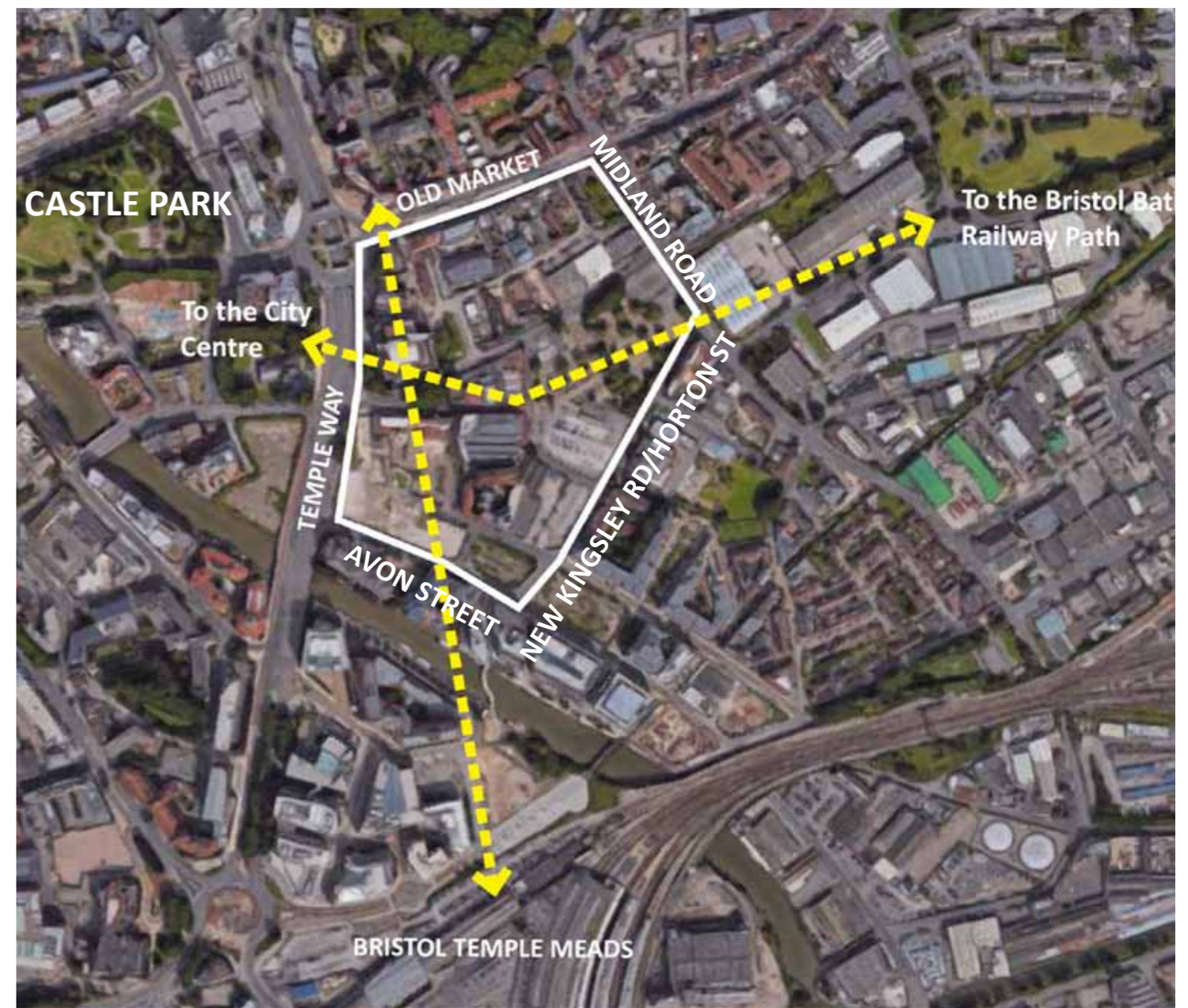
The public realm strategy focusses on the area bounded by Temple Way, Old Market Street, Midland Road, New Kingsley Road/Horton Street and Avon Street. As the strategy area is located next to the city centre, however, and the strategy extends to include the major pedestrian and cycle movement corridors that pass through it. These are:

- the predominantly pedestrian route between Old Market and Temple Meads station
- the hugely popular, predominantly cycle route linking the city centre to the Bristol and Bath Railway Path

### The Public Realm strategy will consider:

- the opportunities presented by recent and planned developments and transport proposals
- the integration of the Broad Plain area into the public realm design of the wider Old Market and Temple Quarter areas
- how the unique history and architectural qualities of the area can be reflected in a contemporary environment
- the impact of major redevelopment to the east and how vehicular movement should be prioritised through and within the area to create a better place to live, work and support sustainable travel
- improvements to the key pedestrian and cycle corridors through the area
- establishing a palette of materials and street furniture to be used throughout the area
- a funding and delivery strategy for achieving the public realm enhancements

This strategy has been produced using s106 funding from the "Glassfields" redevelopment, Temple Way.



## Chapter 2 Understanding the context



## Understanding the context

# History and development

Old Market was the historic route from the east into Castle Street and Bristol's commercial centre. By the mid-eighteenth century narrow burgage plots extended southwards from Old Market, framing the triangular space of St Philips Plain. The current network of streets was largely established and to the east, built development gave way to market gardens providing fresh produce to the expanding city.

By 1828, the area had rapidly industrialised, with a new soapworks to the south of Strait Street. By 1882 St Philips Plain had been renamed Broad Plain and the fine grain of streets is breaking down as plots amalgamate. There are soapworks on either side of Strait Street, including the 1860's five storey building that Gardiner Haskins occupied until recently.

During this period Old Market remained a vibrant commercial street. Smaller industrial buildings were constructed including breweries, malt houses, and iron works and new terraced housing was built on the market gardens. Broad Plain was the only undeveloped space in the area, but does not appear to have been planted until the 20th century. This tight mix of industrial buildings and terrace houses with little or no open space dominated until the mid 20th century.

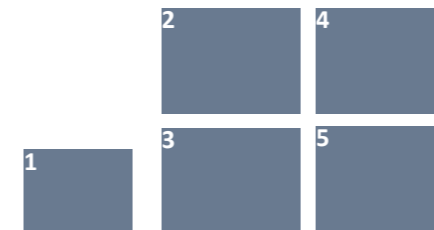
Temple Way was introduced in the 1930's, severing Old Market from the historic city centre. The blitz of 1942 destroyed the historic core and the decision not to rebuild in the area now occupied by Castle Park left Old Market cut off, with a consequent loss of importance. It declined further when Temple Way was enlarged in the 1960's as a sunken dual carriageway, further severing connections to the city centre and creating the current underpass at Broad Plain.



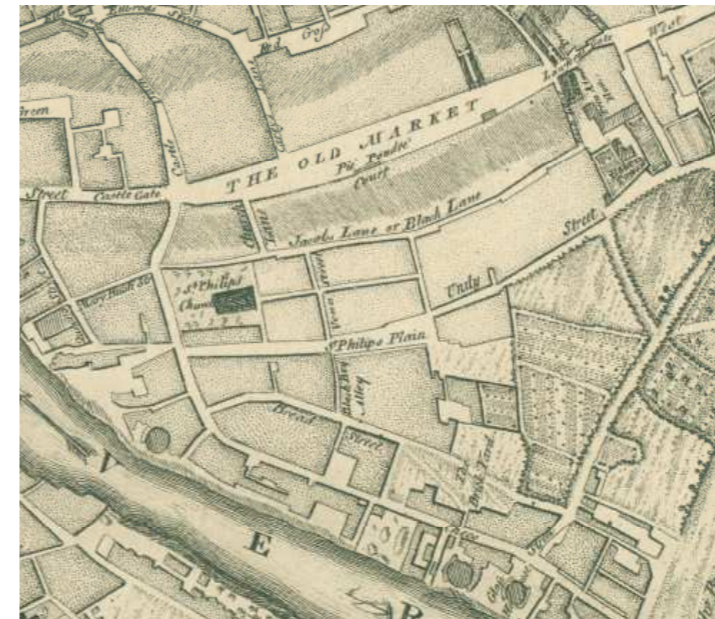
Broad Plain Public Realm Strategy

During the 1950's the industrial uses began to decline and the Victorian terraces were mostly demolished as part of the slum clearance programme. This led to the creation of a post industrial landscape of derelict buildings and large abandoned sites. Gardiner Haskins moved into the soapworks buildings in 1958, one of the first new users of former industrial buildings in the city. The presence of Gardiner Haskins, together with the associated car park, has helped prevent the area from falling further into decline.

The 21st century has seen Old Market reinventing itself as a cultural destination and gay quarter. Temple Quarter has brought major commercial uses that are now expanding into the Broad Plain area and new flats are being created in both new developments and converted historic buildings. This shift towards residential and commercial uses has accelerated in the last few years, but it is notable that the developments generally have limited recreational or green space.



- 1 1890s Bristol soap and candle factories, no trees yet on Broad Plain
- 2 1750 Rocque Map shows Unity Street and north of Strait Street is developed but market gardens and fields extend to the east of the Broad Plain area
- 3 1880s OS 1st edition showing Broad Plain as an open triangle. Street has been established as a clear route between Old Market and Broad Plain
- 4 1913 OS 3rd edition showing the central park area emerging on Broad Plain
- 5 1950s Town Plan showing the line of Temple Way before it became a dual carriageway in the 1960s. The red coloured buildings were proposed for demolition.



# Development and change

The Broad Plain strategy area is experiencing dramatic change. Situated so close to Temple Meads Station, with substantial vacant land, regeneration has progressed since the construction of Valentine's bridge in 2000. The recent transformation is being driven by the following:

### Temple Quarter Enterprise Zone (TQEZ)

Since 2012 the TQEZ has brought significant commercial redevelopment, public realm improvements and welcome footfall and activity to the northern edge of the Floating Harbour. The Avon Street frontages have left a generally bleak canyon, however, with little on-street activity and few incidental public spaces or tree planting. Two of the major sites within the strategy area fall within TQEZ. These are:

**1 Glassfields (under construction)**  
Major mixed use development of 4/5 blocks of up to 6 storeys comprising office, residential and hotel uses around a small new public space. Access between the blocks will provide greater pedestrian and cycle permeability, in particular the new link between Old Bread Street and Temple Way.

**2 ND6 Temple Quay (under construction)**  
This five storey office building will provide welcome new incidental public space and tree planting on two corners, in addition to funding traffic calming measures on Avon Street and New Kingsley Road.

### Cabot Circus

Cabot Circus shopping centre opened in 2010, expanding Bristol's main shopping district to the east,

up to Temple Way and much closer to Old Market. This has increased the desirability of the strategy area as a place to live and work.

### Old Market Neighbourhood Development Forum

The Old Market community came together and developed their vision for a better neighbourhood in the Old Market Neighbourhood Development Plan 2016. This provides guidance for determining planning applications in the area and the opportunity to lever in Community Infrastructure Levy (CIL) funds to implement improvements.

### Urban Living SPD 2019

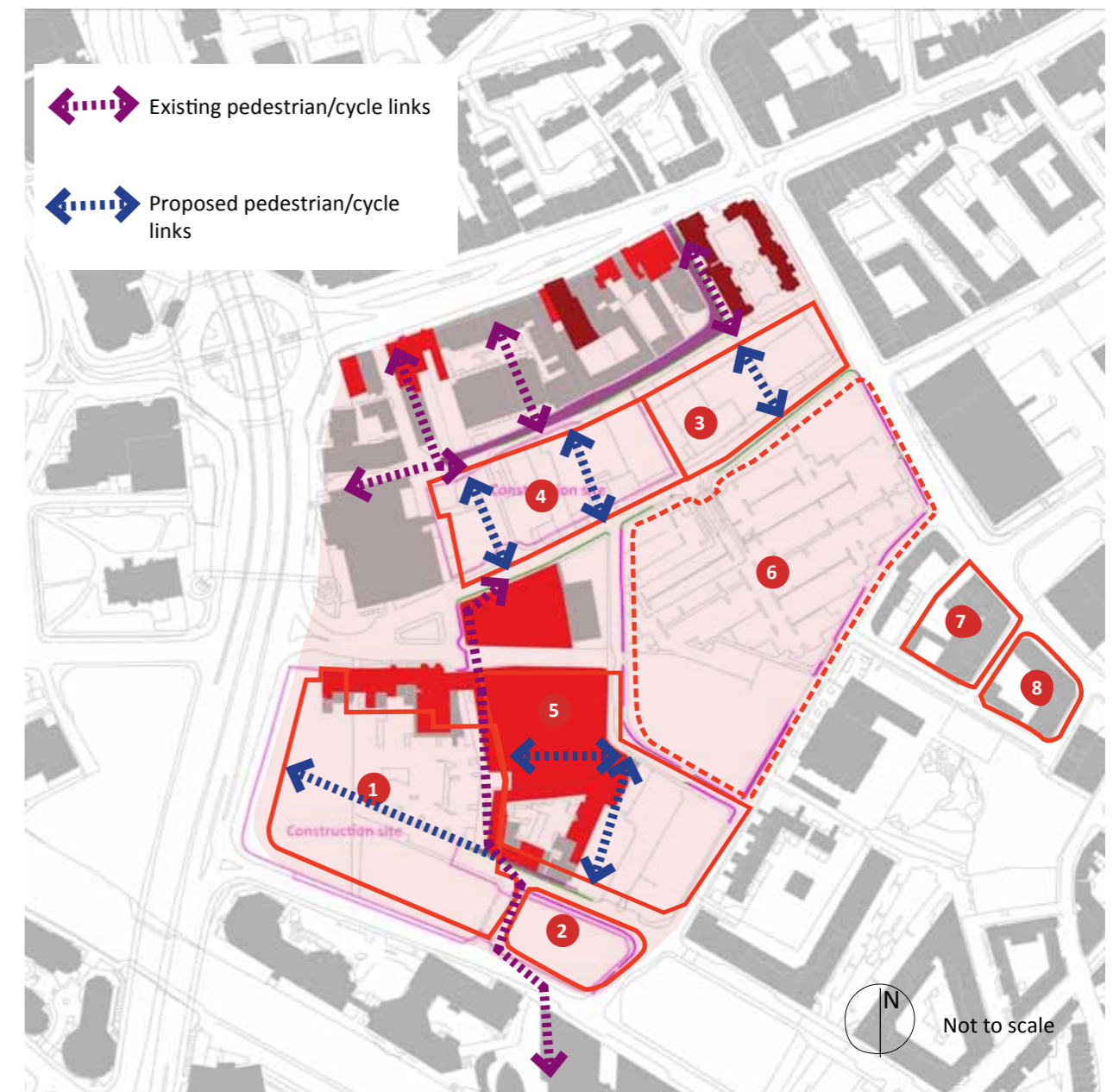
Urban Living is about the creation of compact, characterful and healthy urban areas where people can live, work and play with good access to high quality walking and cycling linkages and public transport, enabling a less car reliant lifestyle in city centres. Densities are optimised by creativity in mixing land uses, providing local services and a high quality public realm.

**5 Gardiner Haskins Site**  
Proposals for the site are currently subject to public consultation by the developer. These suggest welcome new routes and public spaces in this large and currently impermeable block.

**6 Gardiner Haskins car park**  
There are currently no redevelopment options for the main Gardiner Haskins car park but OMNP identifies it as a development site.

## Current development proposals in and immediately around the Broad Plain strategy area

- 1** Glassfields - Hotel, offices, retail, residential, public space
- 2** ND6 Temple Quay - Offices, public space
- 3** Kingsown House - Residential with communal garden
- 4** West side of Unity St / Jacob St - Residential with public space
- 5** Gardiner Haskins site - early consultation - Residential, mixed use
- 6** Gardiner Haskins car park
- 7** 32-34 Midland Road - Residential
- 8** 40-48 Midland Road - Residential



## Policy context

### One City Plan - A Plan for Bristol to 2050 (2018)

The One City Plan presents a vision for Bristol's future, charting the city's continuous improvement over the next 30 years. By 2050 the aspiration is that "Everyone can play their part in powerful, connected, inclusive neighbourhoods with access to the things needed for a good life. a fair, healthy and sustainable city. A city of hope and aspiration, where everyone can share in its success."

The One City Plan is the framework for this public realm strategy. It also includes a number of relevant, specific and measurable outcomes for 2050:

**Our carbon neutral city has the nitrogen dioxide levels of rural England, tree canopy and wildlife has doubled since 2018 and biodiversity is at a level never before seen in the city**

**More than half the city cycles and active travel is the preferred mode of transport for many commuters**

**The people of Bristol need to walk no more than ten minutes from their home to reach excellent quality green spaces**

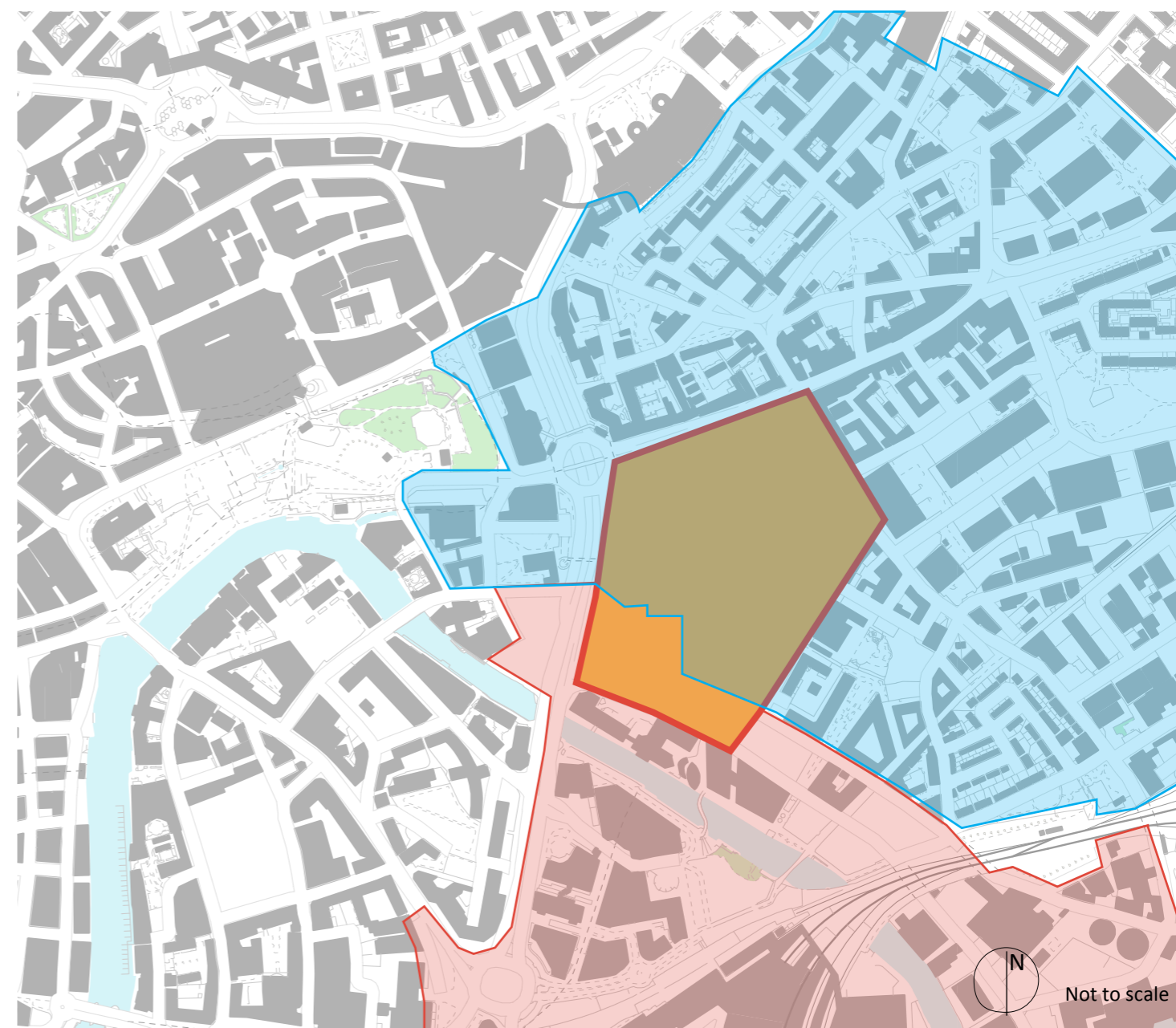
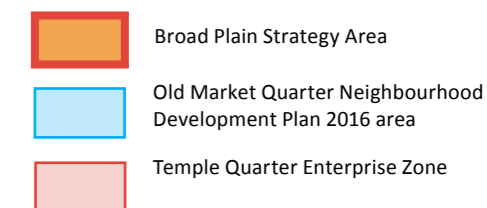
The vision promoted in this public realm strategy is underpinned by a number of key planning policy documents. These include:

**The Core Strategy (adopted 2011)** emphasises the need for development in locations where sustainable travel can be achieved to help create better places. It also emphasises the importance of Green Infrastructure and open space, including their ability to provide improved connectivity for people and wildlife.

The integrity and connectivity of the strategic green infrastructure network will be maintained, protected and enhanced. Opportunities to extend the coverage and connectivity of the existing strategic green infrastructure network should be taken. Individual green assets should be retained wherever possible and integrated into new development.....

Open spaces which are important for recreation, leisure and community use, townscape and landscape quality and visual amenity will be protected... New development should incorporate, or contribute towards, the provision of an appropriate level and quality of open space. BCS9

Proposals should minimise the need to travel, especially by private car, and maximise opportunities for walking, cycling and public transport...Proposals should create places where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area. BCS10



# Policy context

## Bristol Central Area Plan (BCAP) (2015)

The strategy area lies within the BCAP boundary. Policy BCAP 46 supports the ambition to rebalance transport modes in the area, improve walking and cycling routes, respect its historic character and improve its public realm. It also notes the severance caused by Old Market roundabout and Temple Way Underpass and the need to improve, or replace, these linkages:

Through development, improved pedestrian and cycle links will be sought across the area and where possible the impact of through traffic will be reduced.....

Development will..respond strongly to the historic character..in the choice of materials and the reinstatement where appropriate of historic routes....

Public realm improvements will be sought at a level appropriate to the scale of development proposed to reflect Midland Road's role as a primary pedestrian route to areas of major change including Bristol Temple Quarter. 9.13.5

## Bristol Temple Quarter Enterprise Zone (BTQEZ) Spatial Framework (2016)

BTQEZ framework covers the southern part of the strategy area. It highlights in particular the shortage of publicly accessible and usable open space in TQEZ, the need for a people friendly public realm with improved linkages between Old Market and Temple Meads and the aspiration to see Broad Plain "sympathetically restored to create a vibrant pocket park to escape the car dominated surrounding environment" .

## The Old Market Quarter Neighbourhood Development Plan (2015-2026) (OMNP 2016)

The majority of the strategy area sits within the OMNP 2016 which outlines the community's vision for how the area should develop and is considered in determining planning applications. The OMNP seeks to balance place and movement, improving the experience of people moving around and through the area whilst enhancing the quality of the place for those who live and work there.

The Aims of the OMNP plan include::

### 6.1 To enable people to move around better

North/ South pedestrian friendly routes will be created or enhanced as development comes forward on key sites to enable this movement. New safe cycle routes will be created within the neighbourhood that connect Old Market Quarter to the wider City network. These will include 'Dutch' style cycle lanes on the primary routes. Parks and open spaces will be better linked by a series of safe pedestrian routes.

### 6.4 To protect and enhance open spaces

New development will enhance adjacent streets and open spaces by improving natural surveillance, lighting and pedestrian access. Development will provide new public open spaces where possible, adjacent to existing streets or to new pedestrian routes.

### 6.5 To improve the health and wellbeing of the population

The plan recognises the desired health outcomes for the population of Old Market and the desire to provide a healthy place to grow up and grow old.

Alterations to the present traffic system will improve air quality and noise levels...Configuration of public spaces so that they can be used for street parties and markets will satisfy a community need.

New uses will be found for 'dead' green space – allotments, play, community ownership.

These strategic aims are expanded in policy.

**7.1 Getting Around Better** recognises that in an area with "limited public open space it is important that streets are not just for cars, but spaces for people to meet and socialise, where they feel safe to walk and rest" (7.1.1)

Policy T1 states that: *Development should be designed to reduce the environmental impact of vehicular traffic and encourage movement on foot and by bicycle.*

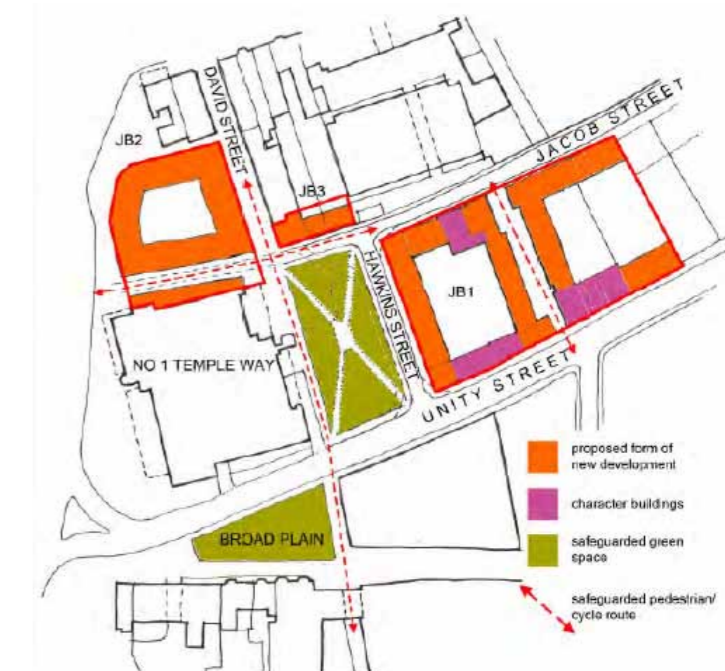
The OMNP also recognises the need to retain some on street parking to support the local businesses and adequate off-street provision for new residential developments (7.1.2 & 7.1.3).

1 Extract from Old Market Neighbourhood Plan (2016) 7.4.3 showing traffic limited to the north side of Broad Plain to enable its improvement as a public space

**7.4 Protect and enhance open spaces** recognises that *access to, and the quality of, open spaces has a direct impact on the quality of people's lives ....and make it an attractive and viable place to live and work.*

Existing trees must be protected and more should be planted (7.4.1). Wildlife corridors should be protected and enhanced (7.4.2)

OMNP seeks to protect and enhance the important green spaces in the area and notes the general deficit in green space (7.4.3). It envisages the creation of a much greener space in Broad Plain with the removal of the road on two sides. Midland Road is envisaged as a tree lined corridor with enhanced footways.



1 Local green infrastructure and play facilities showing their distance from Broad Plain

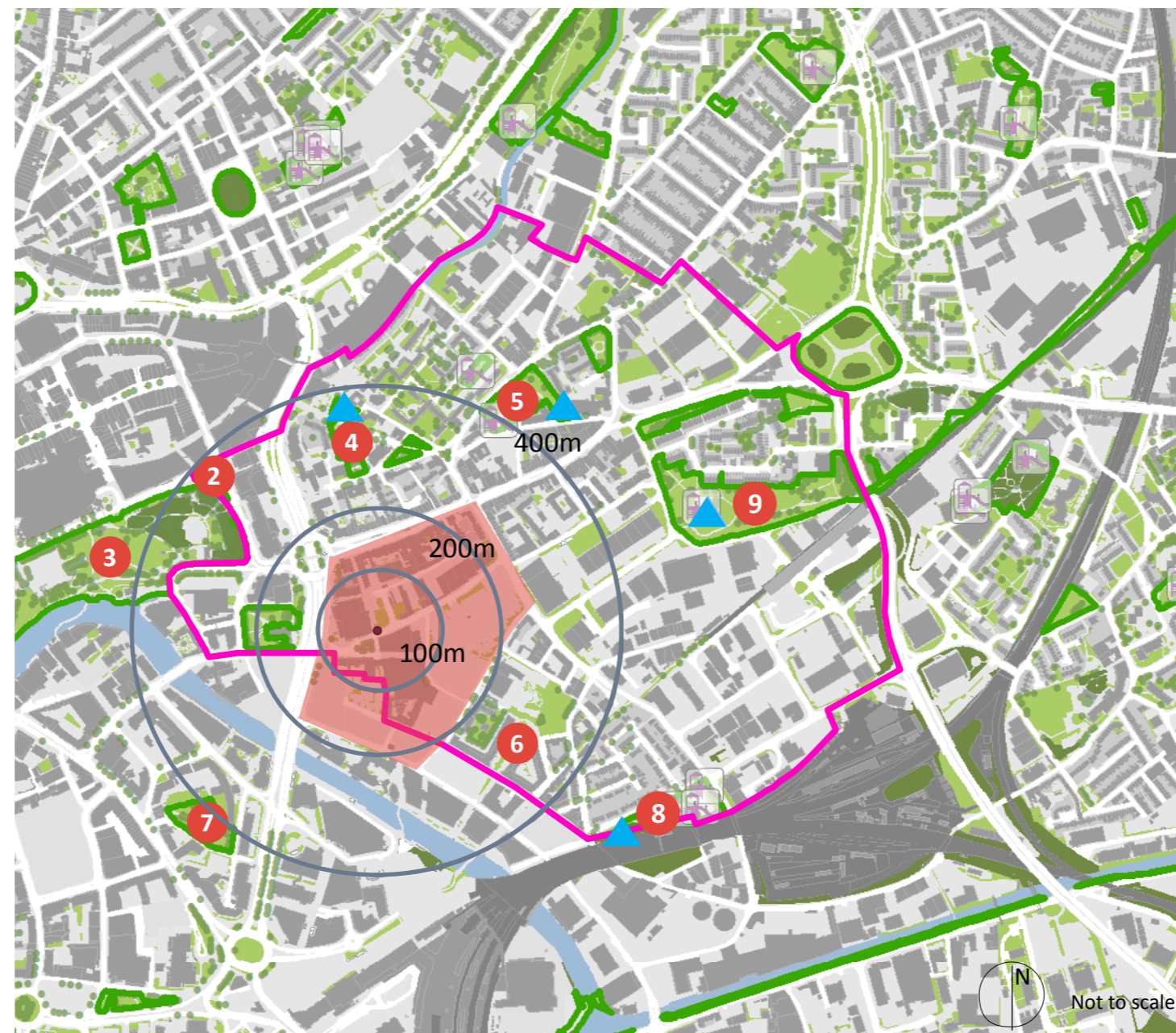
# Green Infrastructure

OMNP comments on the lack of natural ecology and the generally small size of the local parks and open spaces within the Old Market Quarter. Also that despite the pockets of mature trees, the "impression is that the natural environment is sparse".

The Broad Plain strategy area is particularly lacking in parks and open spaces, albeit some new privately managed provision has been created at Sweetman Place and the Evening Post garden. The overwhelming majority of the trees in the strategy area are located within the Gardiner Haskins car park, which creates the impression of a green core. Whilst there are no plans to redevelop this at present it is shown as a redevelopment site in the OMNP. If the car park site were to be developed this green lung would be lost and the character of the area change dramatically unless significant new tree planting and open space were to be provided.

The only equipped childrens' play areas are either beyond the 400m (ten minute walk) advocated in the One City plan, or the other side of major roads, making them less accessible for many, particularly for vulnerable groups.

Figures in the OMNP from 2015 indicate that given the relatively low residential population of 4600, the Old Market Quarter met the open space standard of 1.8 hectares per 1000 population. With the predicted population increase to 7800 this figure will fall to 0.97 hectares per 1000, well below standard provision. Some new open space provision will therefore be needed in the future, particularly for local play.



- Broad Plain strategy area
- Old Market Neighbourhood Planning Area
- Parks and open spaces
- Equipped play areas
- Distance from Broad Plain
- 1 St Phillips & St Jacobs Burial Ground
- 2 Lower Castle Street Amenity Area
- 3 Castle Park
- 4 St Matthias Park
- 5 George Jones Park
- 6 Sweetman Place
- 7 Temple Gardens
- 8 The Dings park
- 9 Newtown park - Hassell Drive

## Understanding the context

# Conservation Area, listed buildings and historic fabric

- |   |   |   |
|---|---|---|
| 1 | 4 | 1 Grade II Listed Gardiner Haskins Soapworks  |
| 2 | 5 | 2 Straight Street looking between Grade II listed Gardiner Haskins buildings  |
| 3 | 6 | 3 Grade II* listed 59 Old Market -  |
|   |   | 4 Grade II listed 1-10 Broad Plain  |
|   |   | 5 Jacob Street - Setted with cast iron kerbs and flanked by the listed pennant stone walls of Holy Trinity Almshouses |
|   |   | 6 Pennant crossover stones, kerbs and gutters on Old Market   |

- Old Market Conservation Area
- Grade II listed building
- Grade II\* listed building
- Locally listed building
- Historic cast iron kerb
- Pennant stone kerbs
- Stone setts

About half of the strategy area lies within the Old Market Conservation Area, which extends south to include Broad Plain and the Gardiner Haskins buildings.

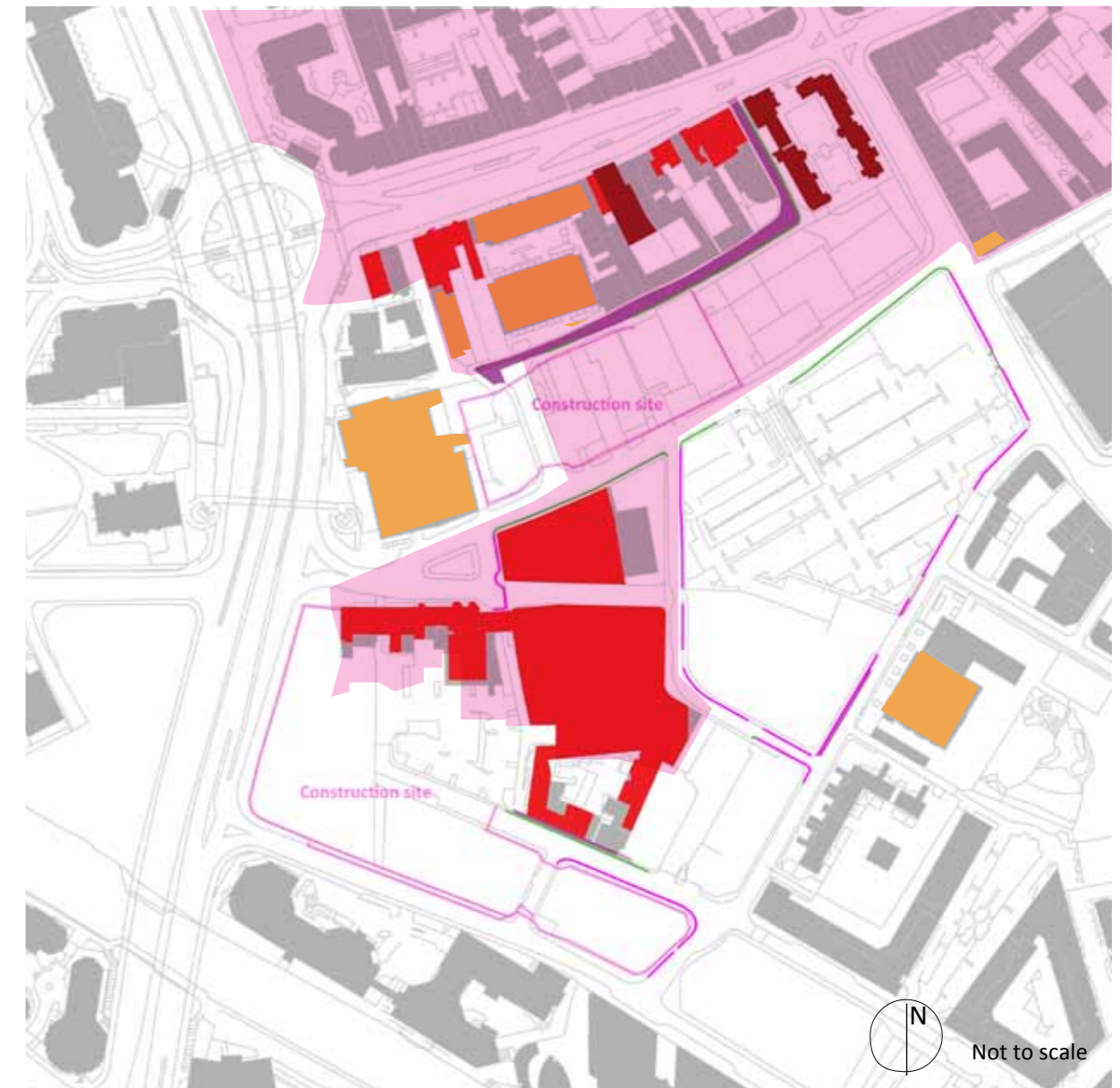
Listed buildings flank much of Old Market, ranging from the typically Bristol pennant and dressed bath stone walls and detailing of the Holy Trinity Almshouses on the corner of Midland Road, to the jettied frontages of the Stag and Hounds and 59 Old Market. These sit alongside other fine historic buildings, some of which have been recognised for their merit in the OMNP and are now included on the Local List.

Unusually for Bristol there are a number of significant brick buildings in the area, including the Drill Hall, the listed Gardiner Haskins buildings and Hannah More Primary School, with its distinctive stepped gables. The attractive georgian terrace to the south of Broad Plain forms the other key grouping of listed buildings.

The quality of paving and other materials in the public realm across the strategy area is generally poor. This comprises tarmac or standard concrete slabs, often uneven or in poor repair, and frequently without drop kerbs to assist pedestrian movement.

There are, however, some important remnants of historic paving and walling. Jacob Street in particular is completely paved with historic setts and there are substantial lengths of historic cast iron kerbs, pennant stone kerbs, gutters, paving and crossover slabs across the strategy area.

Where historic materials remain they will be retained where possible, and enhanced.





## Chapter 3 Site Analysis



# Site Analysis

## Character zones

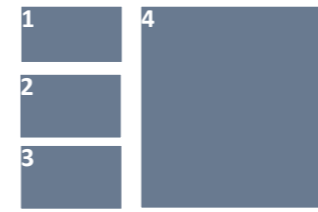
The Broad Plain strategy area is diverse in character, ranging from historic frontages along Old Market to the north to modern corporate glass and steel developments along Avon Street to the south. The central area is dominated by the two large red brick industrial buildings of Gardiner Haskins and their expanse of surface car parking to the east.

Temple Way slip road and the large office buildings fronting it form the western boundary. To the north east on Midland Road, historic terraces with shops and restaurants give way to more modern light industrial and warehousing. New Kingsley Road, with the distinctive brick stepped gables of Hannah More Primary and modern residential developments creates the eastern edge.

Broad Plain, with its mature plane trees and historic buildings, is at the heart of this neighbourhood. It is also the pivotal point of the two major desire lines running through the area - Old Market to Temple Meads and the City Centre to the Bristol and Bath Railway Path - however, so any changes here must seek to balance the needs of both place and movement.



Broad Plain Public Realm Strategy



- 1 View south down Strait Street to Broad Plain
- 2 Gardiner Haskins car park looking south east
- 3 Georgian terraces and mature trees characterise Broad Plain
- 4 Character zones

- Key:
- 1 Broad Plain
  - 2 Glassfields
  - 3 Gardiner Haskins
  - 4 Gardiner Haskins Car Park
  - 5 Unity Street Developments
  - 6 Old Market and Jacob Street
  - 7 Temple Way slip road and subway



May 2020  
City Design Group

# Site Analysis

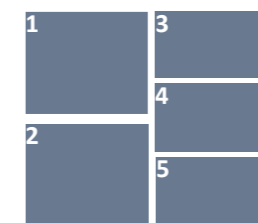
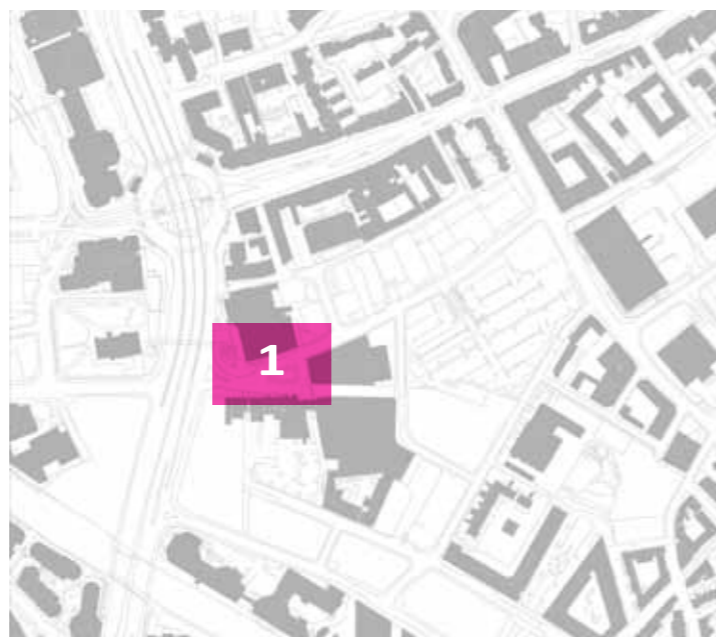
## 1: Broad Plain

Broad Plain is dominated by large expanses of tarmac, confusing road markings and cycle routes, and substantial mature plane trees.

The entrance into Broad Plain from Temple Way slip road has wide radii and no drop kerbs, making it a large sterile expanse of carriageway that feels unsafe for pedestrians to cross. The 1960's concrete entrance to the subway has narrow ramps, steps and railings. All are in a bad state of cosmetic repair and the adjacent high shrub planting and mature trees make it dark and block visibility in and out, making it intimidating for some to use.

The blank frontage of the Bristol Post building provides little interest on the northern edge and the entrance to their car park has no drop kerbs to facilitate pedestrian movement. The eastern edge is defined by the attractive red brick facade of the Grade II listed Gardiner Haskins building, however, and the southern by the handsome row of early C19 Georgian town houses, now used as offices. An attractive tudor arch leads through to Slees Lane and on to Temple Meads but the footways around Broad Plain are narrow and do not support this pedestrian route, and there is little waymarking to guide people.

The central triangular island is heavily shaded by the very large London Plane trees, which would benefit from some thinning to lighten up the space. They do provide the potential for very high quality new public realm reflecting the historic character however. The central triangle, and indeed the whole of Broad Plain, suffers from poor quality paved surfaces, however. These mostly comprise tarmac and concrete slabs that are often fragmented and uneven with no drop kerbs.



- 1 Central space is underused and shady with poor surfaces
- 2 Archway to Slees Lane and route to Temple Meads
- 3 Lack of drop kerbs make access difficult for wheelchairs and buggies.
- 4 Blank facade and car park entrances of Evening Post building
- 5 Wide entrance into Broad Plain from Temple Way slip road make crossing difficult for pedestrians



## Site Analysis

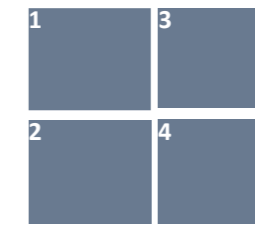
# 2: Glassfields Developments

The Glassfields site fronts Temple Way, Avon Street and Old Bread Street. This is currently an active construction site, with the hotel and some commercial developments in progress. Some phases are still gain planning consent however, and the overall development should provide significant public realm improvements and funding.

The Temple Way footways are relatively wide but of poor quality. They contain a number of mature plane trees that are important in the streetscape, and indeed more should be planted, but their high roots are causing uneven surfaces that need to be addressed. There is a cycle route marked on the road, but there is sufficient width for this to be grade separated to the Avon Street junction and connect to Old Bread Street through the Glassfields development.

Avon Street has retained a number of mature trees along the older developments on its southern edge. The new pedestrian environment of Avon Street is somewhat bleak with no trees and little frontage activity however. The road and footways are narrow in relation to the buildings and for the amount of new traffic, including increased bus and cycle provision, that is predicted once the TQEZ and University developments are completed. These may require greater dedicated road width in places.

Increased legibility and lighting improvements on Slees Lane will be crucial to increasing its use, with some reprioritisation of traffic movements at Old Bread Street junction also needed. New tree planting and high quality green space will also be essential.



**1** New pedestrian and cycle link from Old Bread Street to Temple Way will pass adjacent to the frontage block in construction.

**2** Slees Lane - the pedestrian route between Temple Meads and Old Market lacks legibility

**3** Temple Way frontage with mature trees and on road cycle route

**4** Bleak environment of Avon Street, with no trees and in constant shade.

# Site Analysis

## 3: Gardiner Haskins and the redevelopment site

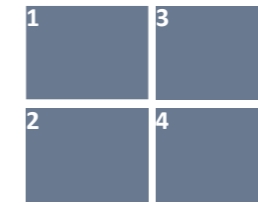
The listed Gardiner Haskins building fronting Broad Plain has been retained in retail use and provides welcome activity at its entrance on Straight Street. The remainder of the block often presents a very blank facade however, although there is considerable potential to improve this on New Thomas Street.

Straight Street was pedestrianised many years ago by Gardiner Haskins as the link between their buildings. Sustrans secured access for NCR4 through the space in the 1990's and it has since become a key cycling link to the Bristol and Bath Railway Path.

Redevelopment is proposed for the southern Gardiner Haskins site including the elegant Grade II listed Soapworks, whose towers are a key local landmark. Much of the plot contains lower grade buildings and surface car parking, however.

The plans suggest the redevelopment could provide welcome active frontages and potentially high quality new pedestrian routes to Sless Lane and Old Bread Street, although clearly the height of the development could affect the microclimate and shade could reduce the attractiveness of the internal spaces. The street trees on Russ Street are shown as being retained and it will be essential to ensure this happens as there are no other street trees in the redevelopment.

Cafe uses are proposed for Straight Street, providing opportunities to energise a new pedestrianised space in Broad Plain. This does raise questions regarding Straight Street however. As cycle use has grown the sharing of this space has become more problematic, with many pedestrians feeling intimidated, and it will be necessary to consider different options for cycling.



- 1 View east down Straight Street to Broad Plain
- 2 Fine eastern frontage of listed Soapworks building
- 3 Gardiner Haskins redevelopment proposal showing new routes through the site and an active frontage on Straight Street
- 4 Privately operated car parking occupies the east of the Gardiner Haskins redevelopment site



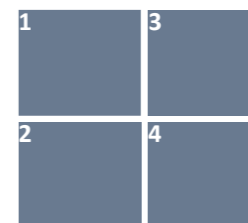
## 4: Gardiner Haskins Car Park and New Kingsley Road

Approximately one third of the strategy area is occupied by the large surface car park, split into different levels by retaining walls. The car park serves the residual Gardiner Haskins store, but is primarily a popular public pay and display facility serving Temple Meads and the city centre, which generates considerable traffic in the area.

The northern, higher area of the car park contains a large number of mature trees, mostly Acer species, including two main avenues running across the site. Some edges of the car park, eg New Kingsley Road, are also densely planted with overgrown hedges. This provides a deceptively green centre to the strategy area, which belies its car park use. Tree cover in the area would be very vulnerable if development were to come forward here in the future as envisaged in the OMNP and new opportunities for street trees should be sought across the area to protect against this possibility.

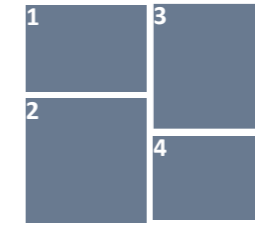
Much of the car park boundary comprises paladin fencing however. This allows long views across the parked vehicles, which become visually dominant. Both the vehicular and pedestrian entrances are cluttered with signage, barriers and other paraphernalia. There is a narrow and convoluted pedestrian route through the car park to New Kingsley Road. This is quite well used, but not signed or very legible, with cyclists being discouraged by the chicanes and barriers.

Footways around the car park are generally quite narrow with inadequate drop kerbs. It disappears completely at the critical point opposite the school entrance, making walking to school problematic.



- 1 Cluttered pedestrian entrance to car park on New Thomas Street but the central avenue and other trees mitigate the impact of the parked cars
- 2 New Kingsley Road/Horton Street is relatively quiet for cycling, but parked cars squeeze the available space in places.
- 3 The lower car parks have no trees or redeeming features
- 4 Pedestrian route through car park is useful but narrow and convoluted. Chicanes impede cycling.





- 1 New residential development overlooks the garden of 1 Temple Way
- 2 New residential development on Jacob Street reflects historic building heights and retains setted road
- 3 New pedestrian and cycle route to Old Market created by removing vehicular traffic
- 4 New development on Unity Street incorporating historic brick frontage

## 5: Unity Street Developments

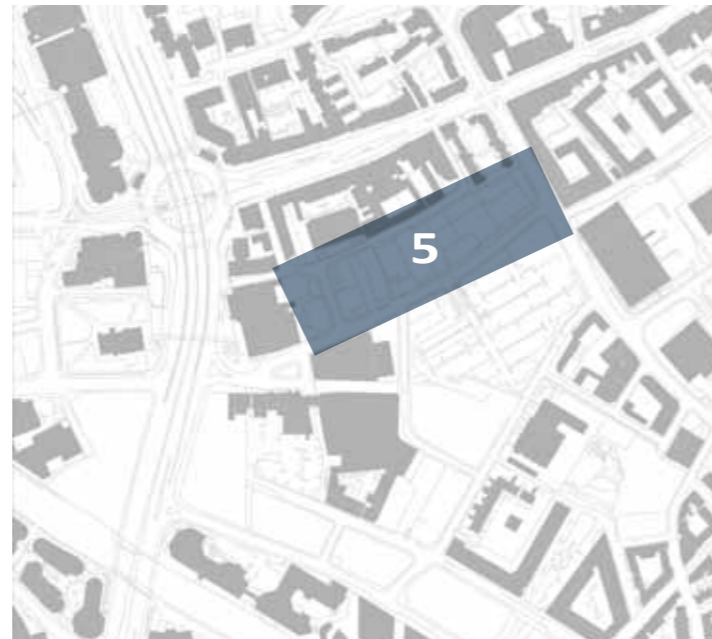
Unity Street has, for some time and with the notable exception of the landmark Gardiner Haskins tower, been a fairly soulless street with narrow, poor quality footways, often blocked by street clutter, no street trees and flanked by low grade buildings.

The land between Unity Street and Jacob Street is being totally redeveloped for residential uses however, incorporating some remnants of the better brick C19th buildings. These new developments are providing a more active frontage to the street and the new block structure will create new pedestrian and cycle links. These build on the new routes created by the Drill Hall and will provide a greater choice of routes between Old Market and Broad Plain that will support the journey to Temple Meads.

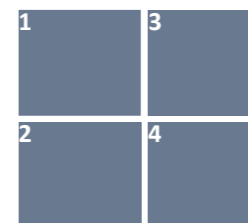
The repurposed buildings clearly retain their original frontage line, but the new developments have been stepped back in places, which allows a more generous pedestrian environment and space for much needed new street trees.

The garden of 1 Temple Way, with its significant mature trees, is being brought into public use as a green space. Consideration should be given to how this can benefit the wider community and better link with an enhanced public space in Broad Plain.

The new developments have some associated off-street parking, but on-street parking has also been retained. This provides a somewhat cramped pedestrian environment given the generally narrow footways and reduces the width available to encourage safe cycling. Consideration should be given to reducing parking to promote cycling in the street.



## 6: Old Market and Jacob Street



**1** Old Market retains its grand historic buildings, but the wide roads and bus hub degrade the quality of the space and make it difficult for pedestrians to cross the road

**2** New pedestrian links to Jacob Street have been created through the redevelopment of the Drill Hall

**3** David Street has cafe tables and external activity, but the quality of much of the public realm is poor and there is no signage to encourage people to use the route from Old Market

**4** The southern end of David Street has been upgraded with new paving, lighting and street trees, making it feel cleaner, brighter and more attractive to use

Old Market retains many of its attractive historic buildings, the traditional wide market place form and some well preserved stone paving and kerbs. The character of the street and public realm is dominated by transport however, and in particular by the relatively recent creation of the large central bus stop island. This, combined with the wide roads, leaves little space for pedestrians, cyclists or on-street activity, and reduces the benefits to the local businesses of this important public transport hub.



The dominance of heavy traffic and difficulties for pedestrians to cross the street contributed to its decline. This has been halted in recent years and the situation is improving with bars, cafes, music venues and shops moving in. New uses bring new demands for space however, and the footways are not wide enough to support cafe culture and spill-out activity, or even the provision of bike racks and street trees to enhance its quality as a destination.

New developments such as the Drill Hall have created interesting new pedestrian links into the strategy area, enabling new residents to more easily access shops and facilities on Old Market. Some of David Street has been upgraded, including tree planting and artwork.

David Street aligns with the local landmark of Gardener Haskins chimney, which assists with wayfinding. There is a Legible City map panel, but little other information or directional signage to draw people through to Temple Meads away from the busy and polluted Temple Way corridor.



# Site Analysis

## 7: Temple Way slip road and subway

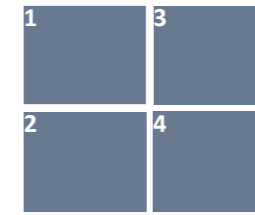
The historic Stag and Hounds abruptly gives way to modern office buildings at the corner of Old Market and Temple Way slip road. The pavements are basic but wide, with the buildings set back, and high quality new pedestrian routes have been created through recent developments.

The footway becomes narrower and more congested with mature street trees and bus shelters. The slip road is wide with an on-road cycle route however, providing opportunities for the space to be reconfigured to bring this off road and connect better into Broad Plain.

The dark brown brick of the 1970's former Bristol Post building frontage dominates the corner of Broad Plain. The complex ramps, steps and railings that lead down to the subway fill the space, creating both a pinch point and very run down impression. This is exacerbated by the large plane trees that overshadow and restrict views into the underpass.

The subway itself is too narrow to accommodate the large number of cyclists and pedestrians that use it at peak times. The concrete walls are covered in graffiti the materials are in poor repair, and it floods in heavy rain, making it unpleasant to use. It does, however, form a valuable link, particularly for cyclists, who generally prefer not to be delayed by traffic signals.

As noted previously, the entrance to Broad Plain is dominated by the large, wide-radius roads, designed to accommodate HGVs servicing what used to be a predominantly industrial area. This creates a very unpleasant walking environment.



- 1 Temple Way slip road showing bus stop and mature trees
- 2 East entrance to subway at Broad Plain showing complex ramp and steps
- 3 New pedestrian route to Jacob Street
- 4 Cyclists turn sharply into the narrow subway entrance. Vegetation and trees surround the entrance, restricting views in.





# Place Analysis

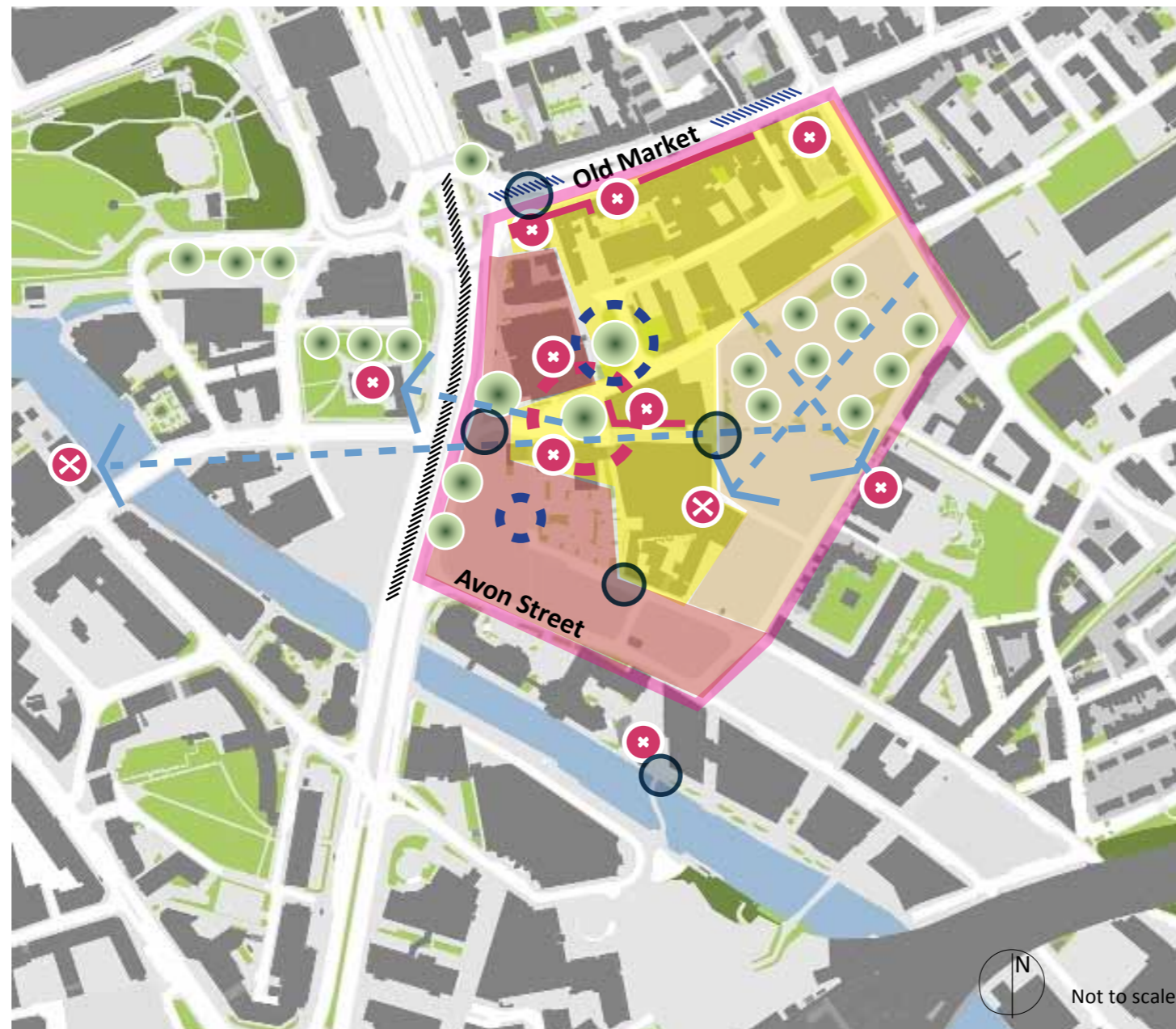
The Broad Plain strategy area divides broadly into three character areas:

- **Historic** - broadly reflecting the boundary of the Old Market conservation area but extending south to Christopher Thomas Court
- **Contemporary** - Modern and recent redevelopment
- **Functional** - the widespread surface car parking, albeit softened at present by the trees

Temple Way and Old Market clearly present significant barriers to pedestrian and cycle movement, but there are strong visual connections across both and in particular long views out west from Broad Plain to St Philip and James church and the former Tramway generator station on the Floating Harbour. There are also significant views within the strategy areas to local landmarks such as Hannah More Primary School and the Soapworks.

Broad Plain is the key node, being both the crossing point of the major desire lines through the area and blessed with mature trees and attractive historic frontages. It is currently poorly organised and degraded by overwide roads and utilitarian materials, but it contains the only seating in the area and has huge potential as the major public space for the neighbourhood.

Gateways into the area are clearly defined, but generally lack character and distinctiveness. Routes through are useful but often low grade, badly lit and difficult to navigate.



KEY	
	Strategy area boundary
	Historic character
	Contemporary character
	Functional character
	Local landmark
	Significant building
	Significant view
	Significant trees
	Focal space
	Future social space
	Active frontage
	Gateway
	Barrier to pedestrian and cycle movement

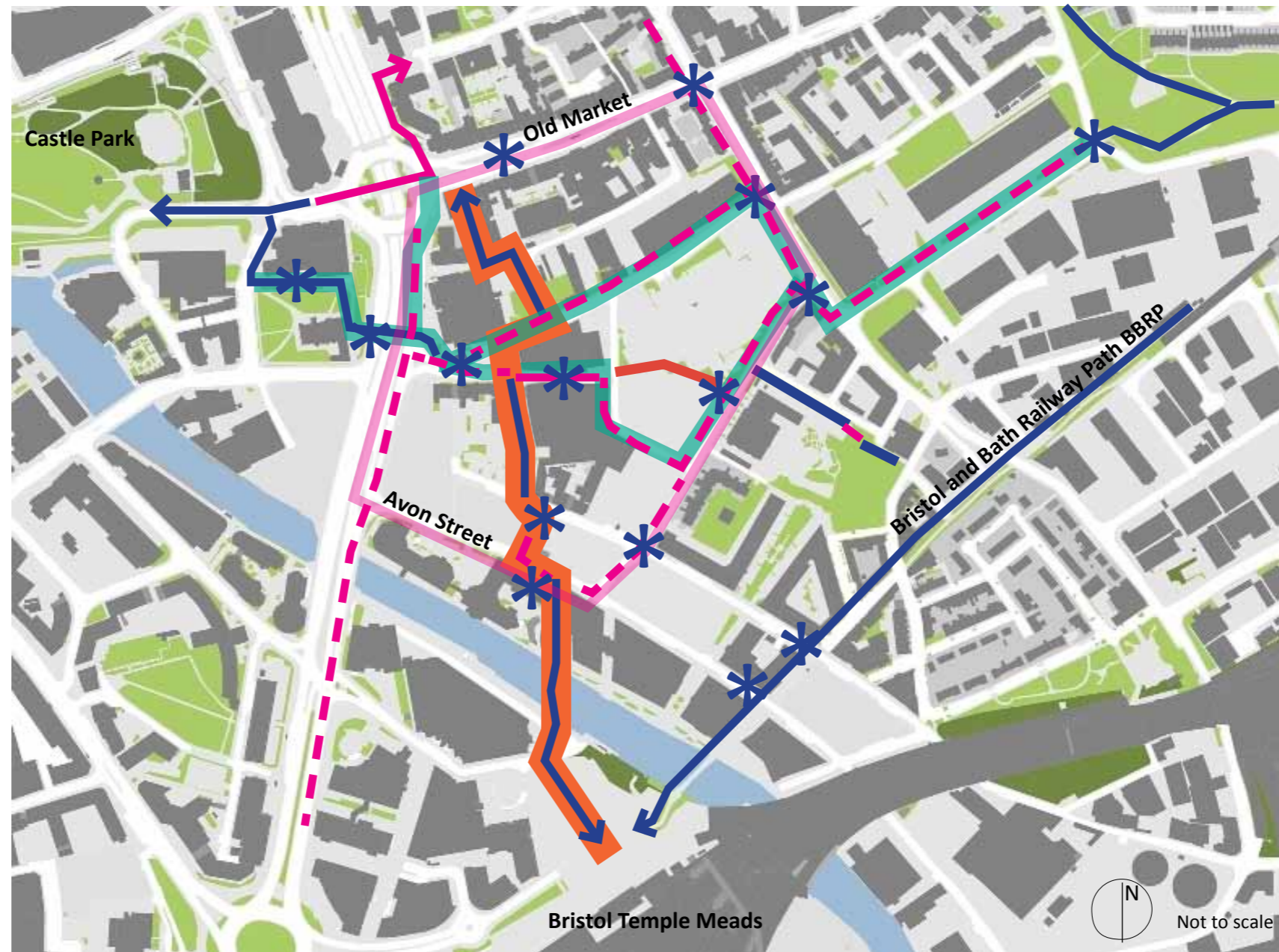
## Walking and cycling routes

Temple Way is a significant barrier for people walking and cycling between the Broad Plain strategy area and the city centre, with both options - the subway and the multiple crossings on Old Market roundabout, being an unpleasant and somewhat frustrating experience.

Recent changes have improved the roundabout, but the segregated cycle route takes people off in a wide loop north of Old Market to reach BBRP via Trinity Road, not through the Broad Plain area. More generally, given the width of the roads in the strategy area, consideration is needed on how the available space should be prioritised to encourage greater cycle use, particularly in the context of new traffic pressures from Silverthorne Lane and TQEZ. For example, traffic counts suggest that cyclists significantly outnumber all other users at peak times along the central section of Midland Road, suggesting some dedicated provision is already needed to support this popular route.

Once across the roundabout the area has good pedestrian permeability however, as the underlying historic street pattern remains largely intact and new routes are being created. The quality of the footpaths and pedestrian routes, though, is generally poor. Most footways are narrow and cluttered, they often lack drop kerbs and tactiles where pedestrians need to cross and are uneven and poorly lit. Road junctions are often wide, making it difficult for pedestrians to cross, and there are some locations, most critically opposite Hannah More Primary school entrance, that lack footways completely.

The redevelopment of the Broad Plain area offers the opportunity to improve walking and cycling across the strategy area.



- KEY**
- Strategy area boundary
  - N-S Old Market to Bristol Temple Meads shared route
  - E-W City Centre to BBRP cycle routes
  - Pedestrian routes
  - Shared pedestrian/cycle route
  - Segregated cycle route
  - - - On-road cycle route
  - \* Major improvements needed

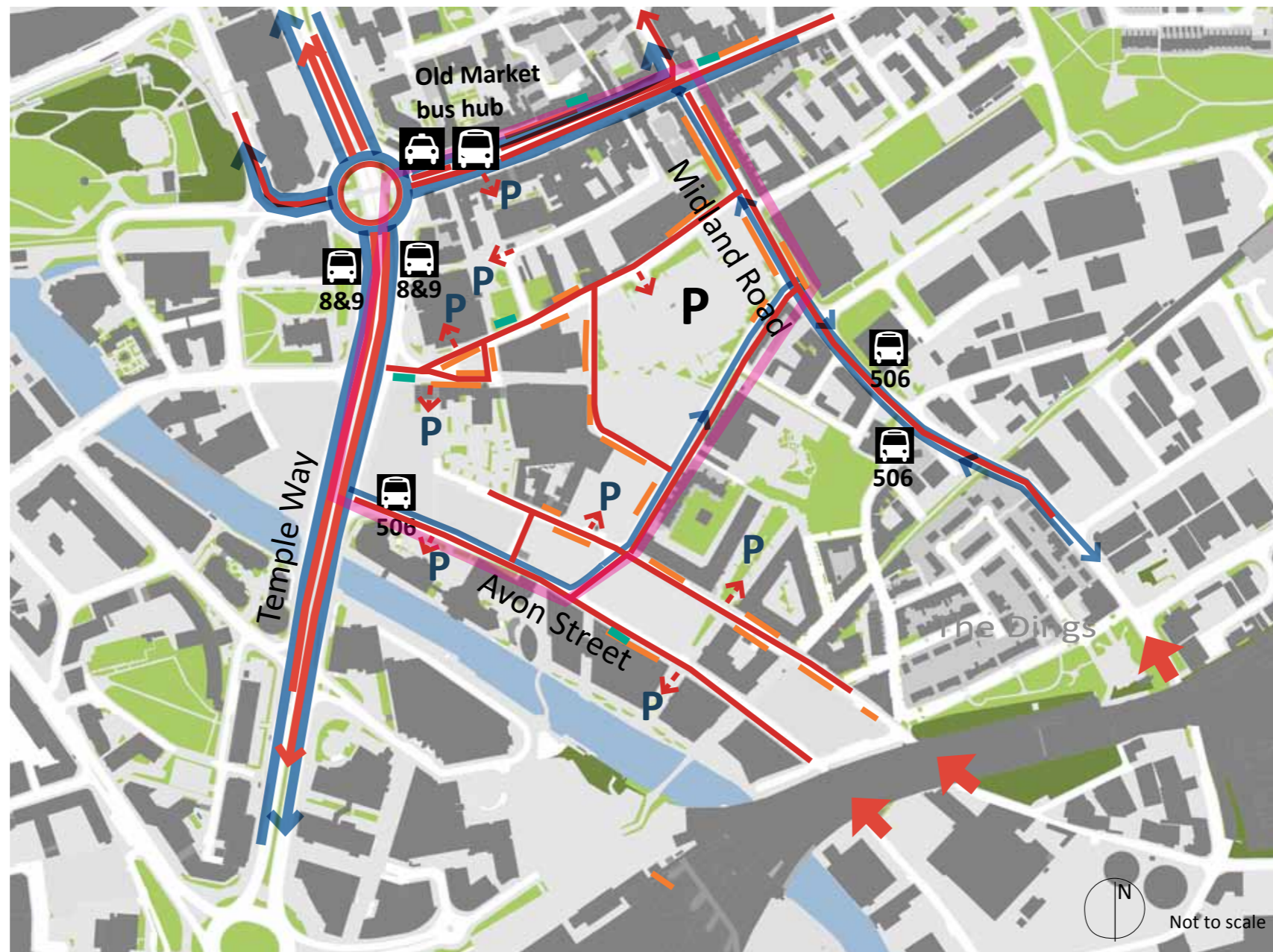
## Vehicular traffic and parking

The Broad Plain strategy area is bounded by the Old Market and Temple Way. Whilst both could be improved through design and investment, particularly Old Market, they are clearly major transport corridors and will continue to play this strategic role for the city even as restrictions on general traffic are introduced. Dedicated bus and cycle provision to prioritise sustainable travel should be promoted on these routes, as should wider footways and improvements to assist pedestrians to cross these significant barriers.

The role of the road network within the strategy area has changed considerably however. Wide radii facilitating industrial premises are not needed or appropriate for a primarily residential neighbourhood. If cycling and walking are to be promoted the emphasis must change to a low traffic neighbourhood allowing access whilst discouraging through traffic.

There are substantial new traffic pressures, particularly for Midland Road and Avon Street, emerging from the redevelopments on Feeder Road and Silverthorne Lane. A strategic approach should be taken on route prioritisation to create more space for public transport and safe cycling around the area. This could involve a combination of full or timed road closures, one-way traffic, bus gates and quiet or cycle streets.

On-street parking is dotted along most roads across the area. Whilst loading is needed for local shops and residents, the presence of a few parking spaces so close to the city centre attracts cars and disproportionately reduces the available road width. This makes it less attractive for people walking and cycling. Some reduction of on-street parking should be considered to enable cycling to be encouraged.



- KEY**
- Strategy area boundary
  - Bus routes
  - General traffic routes
  - On street parking
  - On street loading
  - Bus stops
  - Taxi rank
  - Public car park
  - Private car parks
  - New traffic pressures

## The Pedestrian Experience: Old Market to Temple Meads

Enhancing the important north-south route between Old Market and Temple Meads is key to improving the pedestrian experience in the strategy area.

Given the narrow width of many of the lanes and the numerous twists and pinch points, this will always be a primarily pedestrian oriented route. It is, nonetheless, also an important cycle link to Temple Meads, particularly from Broad Plain to the station, but the space limitations will require users to share the space, with pedestrian priority and cyclists proceeding at low speeds.



### Old Market - David Street

A Legible City map panel is the only visual evidence on Old Market that the end of David Street is a decision point for pedestrians and the start of the route through to the station. It lacks finger posts or signage.

David Street itself is an old, standard tarmac finish, and although the cafe seating spills out and is regularly in use, the route does not appeal to the casual observer.

Opportunities to enliven and upgrade the public realm here, highlighting the entrance to the route should be explored including:

- Repaving David Street in high quality materials and bringing an apron of the new paving out into the Old Market footway
- Creative and engaging wayfinding information.

### Evening Post garden

The possibilities for this garden to provide both a welcome breathing space and greater inter-visibility and legibility to the pedestrian route are already clear. It could be further enlivened and opportunities for increased biodiversity, seating and play could be explored.

The route through is not direct however, and requires the pedestrian to do a left through the car parking and right to Broad Plain. This should be made more legible with innovative signage and artwork.



### Broad Plain

The mature plane trees and open space of Broad Plain draw the pedestrian across the road, but the narrow footways and lack of drop kerbs make this difficult for some. The central space little to recommend it, being very shady with poor surfacing and few seats. The presence of a street trader indicates that even in its current condition there is sufficient footfall and interest to support a business in the space however.

The wide roads currently dominate the space, but if traffic and parking were to be reduced there are great opportunities to create a pedestrian oriented space. Thinning the trees would bring more sunshine and enhance it as a focal point on the route and meeting place for the community.



## Slees Lane

The attractive tudor arch into Slees Lane is poorly lit and suffers from tagging, but it catches the sunshine and draws people through towards the station. The lane feels hemmed in by the blank back of the Gardiner Haskins building and the car park wall, but the new pedestrian links and redevelopment proposals provide the opportunity to more comprehensively reconfigure this space to address the new frontages.

It could also be possible to create some separation for cyclists where they may go faster on this down hill section, but this would depend on co-operation between the adjacent developers.



## Old Bread Street

The distinctive architecture of Christopher Thomas Court helps to provide a good visual landmark to guide pedestrians and cyclists through Providence Place. There are few clues to guide pedestrians to the station however and a new Legible City map panel is needed on the junction to assist navigation.

There is no proper footway on Old Bread Street, which is also wide and straight. This could encourage vehicles to travel too quickly across this important pedestrian/cycle desire line. Consideration should be given to prioritising the pedestrian and cycle movement across to Providence Place with a speed table, thereby reducing speeds of vehicles accessing the Glassfields developments to support this key route.



## Providence Place

There is little in the architecture of the new buildings to provide visual cues for pedestrians and cyclists moving towards Temple Meads. Those travelling towards Old Market can navigate using the brick arches of Christopher Thomas Court however.

There is new on-road provision for cycling but the footways are narrow. Vehicular traffic has been reduced by banning the movement in from Avon Street but further restrictions may be required, eg closing the Avon Street end, to minimise through traffic movements and prioritise pedestrian and cycle movements whilst still providing access to service the developments.



need view other way round



## Glass Wharf

Glass Wharf is traffic free and with high quality new paving, trees and some active frontages. The tall buildings reduce the visibility of landmarks to assist navigation and create a less attractive, mostly shaded environment however.

A new Legible City map panel is needed here to assist navigation and enhanced pedestrian/cycle crossing facilities are needed to support and clarify the route.

## The Cycling Experience: City Centre to Bristol and Bath Railway Path (BBRP)

Enhancing the important north-south route between the city centre and the Bristol and Bath Railway Path is key to improving the cycling experience in the Broad Plain strategy area.

Cyclists wanting to go to or pass through the Broad Plain strategy area currently have a choice of routes. Many prefer to use the Jacob Street link through the subway to Broad Plain as it is on quieter roads and reduces the need to stop at traffic signals. The quality of this route is quite poor for cycling however, with the narrow shared paths, the subway environment and sharp turns being inconvenient for pedestrians and cyclists alike.

The alternative route is to cross on Old Market roundabout using the new provision and then use the on-road cycle lane down Temple Way slip road, which runs outside the bus stop on this very busy road. Clearly this option attracts only the most confident cyclists and a segregated cycle route would be needed to encourage more cyclists to use this route and connect more directly through the strategy area to BBRP.



### Jacob Street

Jacob Street is an attractive, tree lined, setted street, but this impacts on its usefulness for cycling. People walking and cycling are pushed together on the shared use footpath. The footpath is wider than many in the area, but turns sharply down the steep gradient to the subway around the St Philip and James churchyard, and then sharply again round the barrier at the entrance to the subway.

This makes it a useful, but complex, route and challenging to navigate between pedestrians at busy times. It also lacks clear directional or shared use signage.

### Subway

The subway approaches are narrow and cluttered with the complex structures of the steps and spiral ramps and overhanging vegetation. The gradient of the entry ramps is steep, making it more difficult for cyclists to enter slowly and causing them to shoot out straight into the path of pedestrians at Broad Plain. Chicane barriers have been erected at both ends to reduce cycle speeds, and these, along with the cycle counter, further impede easy cycling movements.

The subway itself is poorly lit, poorly drained and covered in graffiti. It is too narrow for pedestrians and cyclists to share comfortably, or even to accommodate the volume of cyclists at peak times. A substantial upgrade is needed and consideration should be given to how the approaches can be decluttered and the route waymarked more clearly.



### Broad Plain

There two distinct options for cyclists emerging from the subway on Broad Plain. The short section of red, off-road and with-flow cycle route guides people towards Unity Street. Cyclists regularly use this in both directions, however, and the tight turn back into the subway has very limited visibility, making conflict with people in the subway a regular occurrence.

The painted on-road cycle route takes people towards Straight Street across the wide junction of Unity Street. Again there is no marked route to return, however, so cyclists regularly contraflow here, causing confusion for crossing pedestrians and cars.

Cyclists split roughly evenly at this point, with about 45% preferring the Unity Street option and 55% choosing Straight Street.



**Unity Street**

The Unity Street route has a slight gradient and cyclists have to navigate their way across Midland Road. At peak times Midland Road has traffic queuing back as far as Horton Street from the Old Market traffic signals. Whilst the yellow box is fairly well respected, the queuing vehicles impede visibility as cyclists emerge from behind and between them. These factors combine to make Unity Street generally the choice for more confident cyclists.

**Straight Street**

The Straight Street NCR4 route is slightly longer, but generally flatter and includes the short stretch off-road between the Gardiner Haskins buildings. Whilst this is very convenient for cyclists it does create some anxiety for pedestrians, particularly those moving across the space between the two buildings. Redevelopment in the area, particularly of Gardiner Haskins, is likely to increase both pedestrian and cycle numbers so this situation could worsen and the issue needs to be addressed.



**Midland Road**

Midland Road is again on a slight gradient and both sides are flanked by parked cars, reducing the available width and introducing potential hazards for cycling. The movement from Midland Road into Phillip Street is simple however and cyclists can choose to cut through the toucan crossing coming towards the centre.

New developments in Silverthorne Lane have the significant potential to generate additional traffic on Midland Road. Consideration should be given to removing some parking to enable a segregated cycle route to be provided on the south side to facilitate cycling to Unity Street and Old Market.

**New Kingsley Road**

New Kingsley Road currently has relatively low traffic levels and cycling coexist quite comfortably, except where pinch points are created by parked cars. The developments on Avon Street and Glassfields could generate significantly more traffic, however, and consideration should be given to how to stop general traffic increasing on this route.



**St Phillips Road and Newtown Park entrance**

St Phillips Road has relatively low traffic volumes, with the largest users being cyclists to BBRP. Many vehicles are large however, servicing the industrial units, and at peak times it is used as a short cut from Old Market to Midland Road avoiding the traffic lights. On-street parking reduces the width in places, but generally it functions acceptably for cycling until people need to cross into Newtown Park. Consideration should be given to reconfiguring this junction to prioritise cycle movement into the park.



**Horton Street/St Phillips Rd junction**

The staggered crossing from Horton Street to St Phillips Road presents cyclists with two options. A build out and toucan crossing allows cyclists to cross in a controlled way, making it the preferred option for less confident users. Those using the toucan crossing from Phillip Street into Horton Street clash with pedestrians as the footway narrows dramatically at the corner, however, which is particularly uncomfortable in the morning peak with people walking to school and work.

Most cyclists choose to cross from Horton Street to St Phillips Road on the road, however, often negotiating through the static traffic. As cyclists are the largest user group here consideration should be given to how this movement can be prioritised more effectively.



## Chapter 4 Initial Public engagement



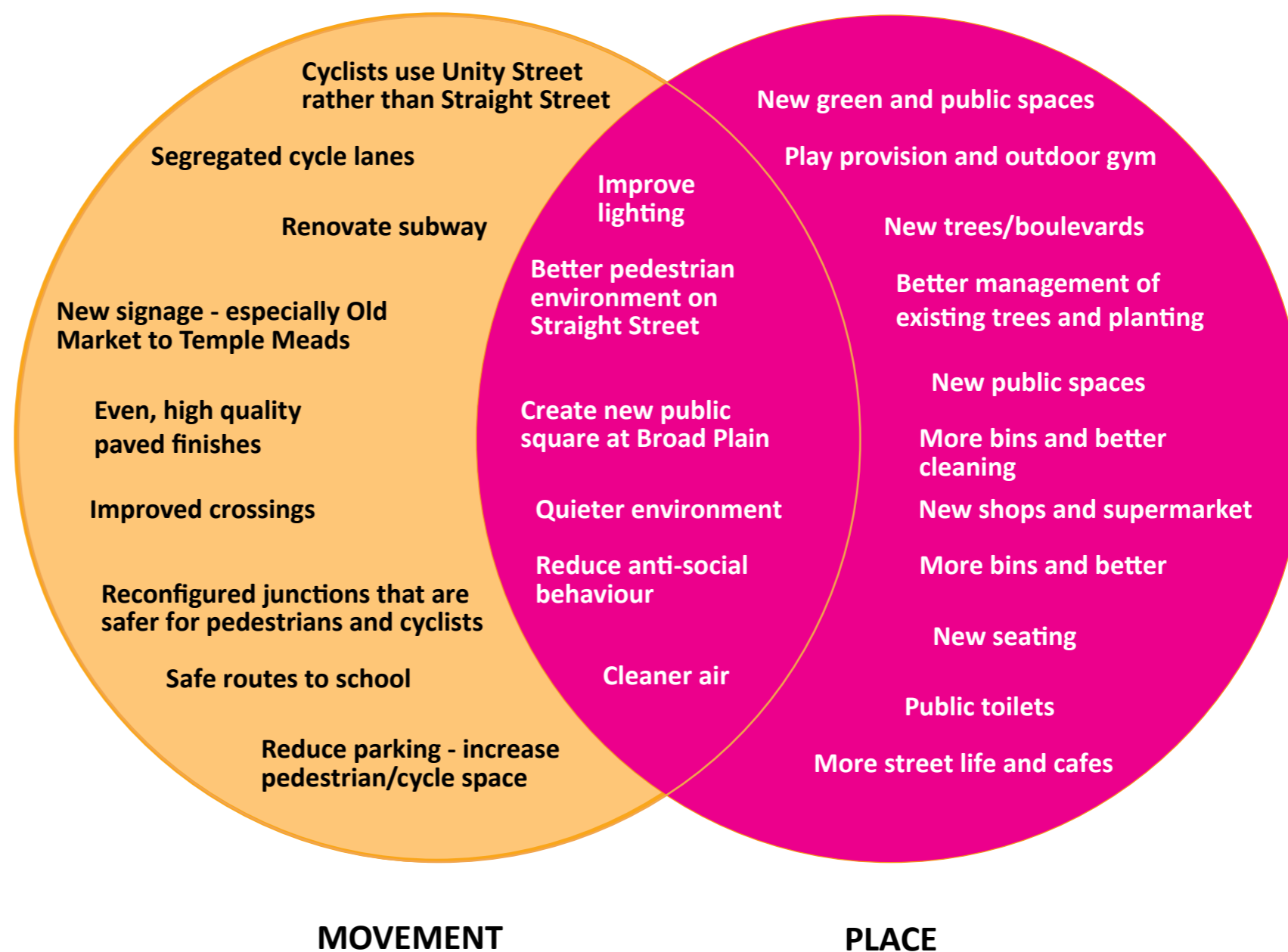
# Initial Public Engagement

Initial public engagement to scope the strategy and understand the issues was carried out in September 2019. This comprised meetings with key stakeholder groups, such as Old Market Neighbourhood Forum; Bristol Walking Alliance and Bristol Cycling Campaign followed by a drop-in exhibition at *Exchange* on Old Market and on-street interviews with passers by on Broad Plain. The exhibition presented a sequence of boards that analysed the current situation across the study area together with some initial ideas for improving the environment for pedestrians and cyclists and as a place to live, work and visit.

A large scale plan of the area provided a focal point for discussion and allowed people to directly add comments, ideas and suggestions to the map. Questionnaires were used to collect qualitative and quantitative data on how people feel about the Broad Plain area and their comments are summarised opposite.

Generally people considered the area favourably as a place to live and work. It was generally considered fair as a place to walk but poor for cycling and as place for children, but many saw advantages in to its proximity to the city centre. Improvements to both the walking and cycling environment were seen as priority, with the reduction of some vehicular movements and parking seen as necessary. There was also concern however about appropriate levels of parking to support the residential community and shops

Approximately 30 people attended the drop-in exhibition. Another 17 people were interviewed in the street surveys and 10 more submitted feedback by email after the event.

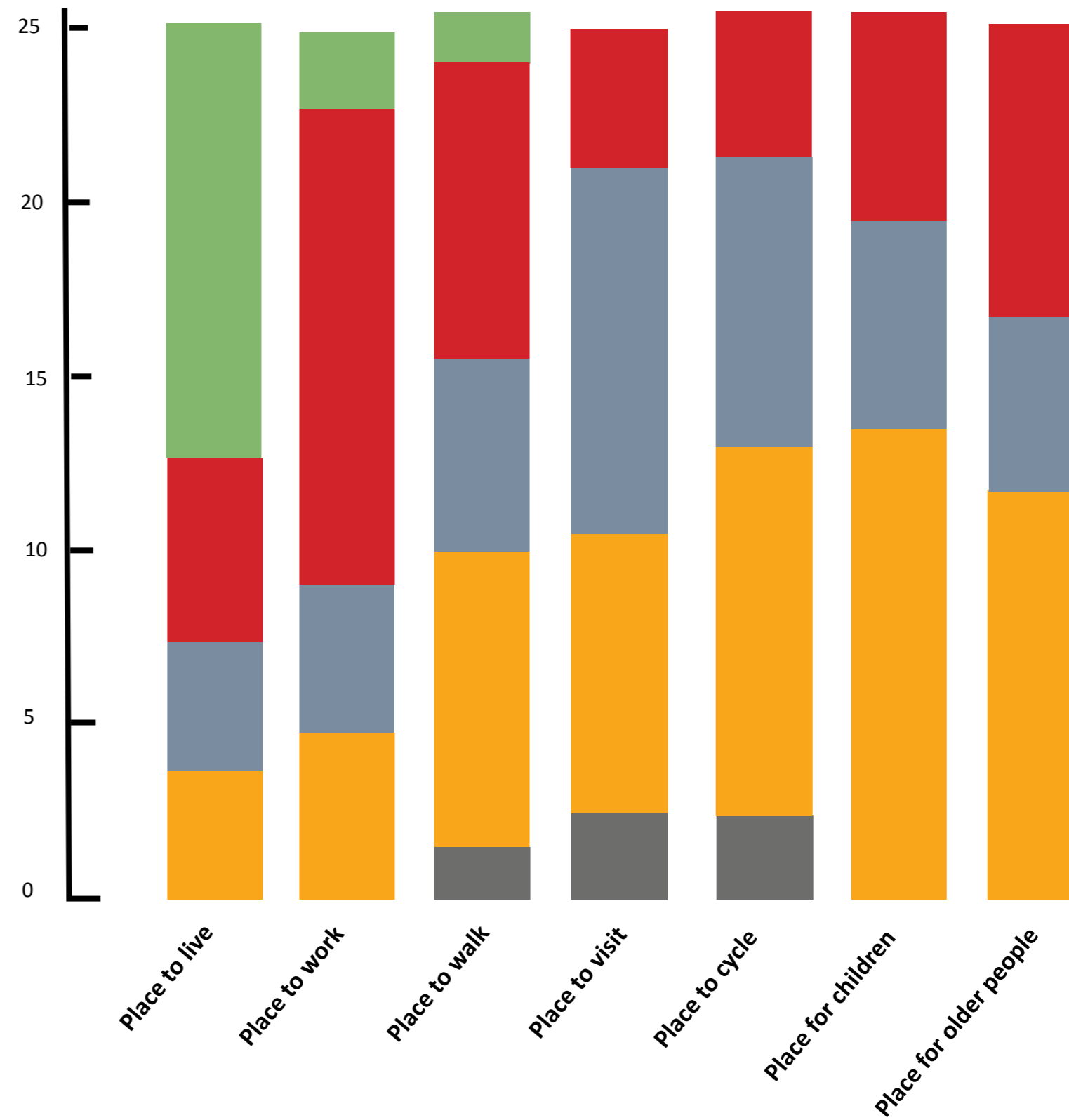


# Public engagement

## Survey work

People attending the exhibition and being interviewed on-street were asked to describe their feelings about the Broad Plain strategy area as a place to live, work, travel through and to be old or young in.

These were ranked in five bands and the responses are shown opposite.





## Chapter 5 Public realm vision



## Public realm objectives

The **Old Market Quarter Neighbourhood Development Plan (2016)** envisages a network of safe and enjoyable streets. Green spaces will be protected and enhanced to provide space for rest and relaxation in the middle of the City for residents and visitors

The public realm vision for the Broad Plain Area sits within a wider aspiration for high quality streets and spaces across the city. This section explores what is meant by a high quality public realm and how this will be achieved in the Broad Plain study area.

### Characterful

- streets and spaces that respond to local context, well grounded within an identifiable area
- streets that inspire and enhance views in and out
- streets that enhance existing historic and high quality assets and are distinctive places
- streets that create a great first impression, helping to reinforce the image and identity of Bristol
- streets that use public art and lighting to reinforce key buildings and routes

### Animated:

- streets with active frontages, providing interest, overlooking and opportunities to dwell
- streets that provide the canvas for public art and the creative, sociable and playful opportunities of city life
- a public realm that supports public events and festivals of different scales

### Convivial:

- street and spaces that encourage positive social interaction for all members of the community
- streets that provide seating, shelter and space for informal relaxation
- a range of spaces providing a variety of experiences, with areas of green and significant street tree planting
- creative lighting that reinforces key spaces, establishing a welcoming and stimulating atmosphere
- streets that employ a creative and imaginative approach to traffic management



### Comfortable

- streets and spaces that are designed to be safe, inclusive and attractive places in which to meet, gather, work, relax and move through
- streets that accommodate traffic but provide generous footways and cycle routes
- streets without clutter - signs, advertisements, and where street markings are minimised
- streets that are well lit and feel safe
- streets that provide places to rest away from the main activity of the street or space
- streets that reflect microclimate

### Resilient

- streets that use a co-ordinated and limited palette of high quality materials and street furniture that are easy to source and maintain
- streets with significant green infrastructure, primarily through comprehensive tree planting
- streets and spaces that exploit the best available techniques, such as SUDS, and locally sourced materials

### Connected

- streets that provide good direct routes to key destinations, positively encouraging walking, cycling and public transport
- routes that are legible and with clear line of sight from one way marker to another
- streets that use of materials and design to provide visual keys to assist wayfinding

# Good design: Principles for Bristol

## Design for People

- 1 Application of a user hierarchy – consider the needs of pedestrians and cyclists first
  - a Pedestrians
  - b Cyclists
  - c Public transport
  - d Private cars

The needs of disabled people are considered within all of the above modes
- 2 Recognising the importance of the community function of streets
- 3 Balancing the needs of different user groups
- 4 Promoting an inclusive environment that is welcoming and accessible for all ages and abilities



The User Hierarchy

## Design for Safety

- 1 Moving away from standard road layouts and junction solutions
- 2 Design for 20mph or less
- 3 Provide schemes that are legible, integrated and co-ordinated
- 4 Identify and support pedestrian and cycle desire lines
- 5 Ensure good lighting and surfacing, especially on primary routes
- 6 Use the minimum of highway features and reduce clutter

## Realising the potential

- 1 Establish a clear vision and objectives
- 2 Develop master plans and design codes
- 3 Developing street character types that respond to local distinctiveness
- 4 Encourage innovation with flexibility of approach
- 5 Create street networks that provide permeability and connectivity
- 6 Consider an appropriate scale of change - from low key interventions through to more comprehensive redevelopment

- major public realm improvement/ shared space
- rethink traffic management
- relocate or merge functions
- declutter
- tidy

## Delivering Long Term Success

- 1 Understand the needs and aspirations of the area and its community
- 2 Undertake a collaborative approach
- 3 Develop and maintain quality audit processes that demonstrate how design meets best practice, policies and objectives
- 4 Use sustainable, maintainable materials and details
- 5 Monitor schemes
- 6 Evaluate outcomes and lessons learned

## Good design: Principles for Broad Plain public realm



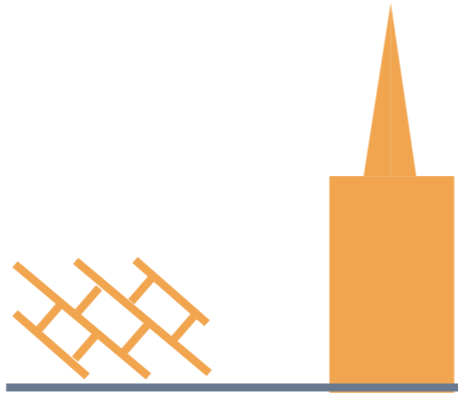
### Re-establishing connections

The Broad Plain area will become a more attractive neighbourhood to live and work, that also facilitates easy connectivity on foot and by bike between the city centre and the Bristol and Bath Railway Path.

Pedestrian and cycle routes between Old Market and Temple Meads will be improved through the use of materials, signage and public art, making them safer, more attractive and legible.

Historic permeability in the area will be re-established and increased with new pedestrian and cycle connections

New segregated cycle routes, widened pavements with high quality pedestrian crossing points, and traffic calming measures will enhance links between the improved, high quality, spaces.



### Materials

Materials will be used to reinforce the distinction between the historic areas of Broad Plain - primarily around Gardiner Haskins and Jacob Street - and the more contemporary developments on Temple Way and Avon Street.

Primary pedestrian routes will be defined by high quality materials, assisting legibility and enhancing visual and material continuity across the area

Existing historic materials and details, paving, kerbs, channels etc, will be retained and reinforced with new stone paving, in particular to highlight landmark buildings and associated spaces.

A limited palette of new paving materials will be used that is durable, cost effective and complements retained historic materials.

Paving materials will extend from the footway into building frontages in places to increase the apparent width of the public realm.



### Traffic management, walking and cycling

Public transport, walking and cycling will be prioritised with clear and dedicated routes.

Service access will be retained but through traffic will be reduced and rat running discouraged through a combination of road closures, one-way streets, bus gates and cycle streets

Speed tables will be used to facilitate pedestrian crossing points and reduce traffic speeds

Traffic and parking in Broad Plain will be significantly reduced to allow the creation of a new public square

Opportunities to reallocate road space to create new segregated cycle lanes and wider more pedestrian friendly pavements will be promoted.

On-street parking at key locations will be reconsidered and reduced where appropriate to enable a high quality environment for the listed buildings and create space for cycling

## Good design: Principles for Broad Plain public realm



### Street tree planting

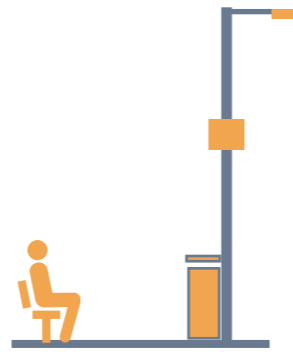
The large London plane trees on Broad Plain will be retained. Some crown reduction and removal of trees will be considered to open the canopy and bring more light into the space and subway and reduce the risk of disease and allow grass to thrive.

Where trees are removed they will be replaced in suitable locations.

Trees that have been removed as part of the development sites will be replaced as part of their public realm improvements. Frontages may need to be realigned to make space for new trees.

Additional tree planting opportunities will be sought in the area, particularly along the main transport corridors, subject to footway widths and underground services.

Species will be chosen according to site conditions. The form and habit of the selected species will be appropriate to the confined spaces and pathways.



### Street furniture

Street furniture will reinforce the character of the different parts of the strategy area.

Opportunities for new seating will be explored, both within the highway and on the frontages of new developments to provide greater opportunities to rest and socialise across the area.

Seating will respond to the local microclimate and be located where possible on the sunny side of the street.

Street lighting will be enhanced to reinforce the primary pedestrian and cycle routes to assist with legibility and personal safety. CCTV will be located on lighting columns where possible.

General decluttering will be undertaken, with unnecessary street furniture and road signage removed and badly located furniture relocated.



### Wayfinding and Public art

Primary routes will be clearly identifiable and have high quality materials.

Legible city signage will be reviewed and refreshed to promote new pedestrian and cycling links and opportunities.

Public art will highlight key routes and spaces, assisting legibility and navigation through the area, in particular the pedestrian route linking Old Market with Temple Meads.

Public art will reflect the diverse character of the area, respecting the historic whilst engaging the new creative community, residents and contemporary issues.

## Public realm vision

## Wayfinding and public art

High quality and creative wayfinding will be essential to maximising the potential of the pedestrian and cycle routes through the Broad Plain strategy area.

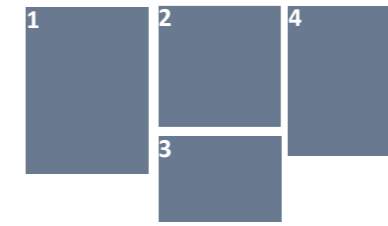
The existing Legible City map panels are now out of date and do not reflect the substantial redevelopment and changes in the area over the past ten years. The Legible City network through the area should be reassessed and improvements sought as part of the redevelopment proposals to reflect the key routes. New map units and finger posts should be installed where appropriate and older units refreshed with the new, more flexible, back lit units.

Public art can enhance the visual experience of being in a place and bring art and creativity to the wider community. It can also provide a more imaginative way to reinforce the distinctive character of the area. Public art will be used to provide more interest and perhaps fun, particularly at gateways and in public spaces, and to encourage people through the complex route between Old Market and Temple Meads.

Sculpture has always been an integral part of the NCR4 cycle route and this should be expanded to further enhance the route. Given the rich history and diversity of the area art installations that address specific issues and its context as part of the overall design of developments will be particularly supported. The artwork project should be negotiated as part of the ongoing redevelopment proposals.



Broad Plain Public Realm Strategy

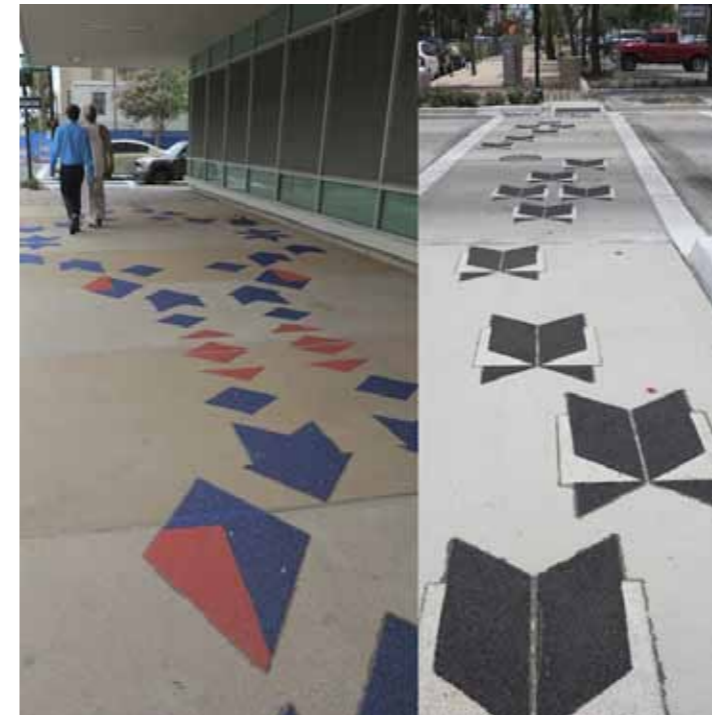


1 Updated back-lit Legible City map panel

2 Michelle Weinberg, Tampa

3 Jack Mackie - 9 Dance Steps on Broadway. Seattle

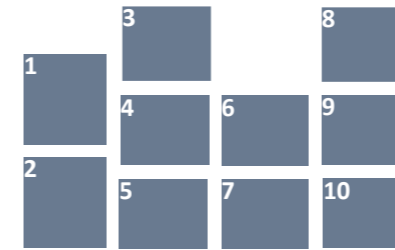
4 Birdbox public art project in Copenhagen combines concerns about the ecological emergency with an engaging artwork



May 2020  
City Design Group



## Public realm vision



- 1 *Corylus colurna*
- 2 *Liquidambar styraciflua*
- 3 *Prunus avium*
- 4 *Pyrus calleryana* 'Chanticleer'
- 5 *Sorbus torminalis*

- 6 *Cornus sanguinea* 'Midwinter Fire' - winter colour
- 7 *Carpinus betulus* hedging - traps pollutants
- 8 *Alchemilla mollis* - drought tolerant
- 9 *Ajuga reptans* - insect friendly
- 10 Species rich perennial wildflowers in grassland - ecological diversity and pollinator friendly

## Trees and green infrastructure

The Broad Plain strategy area is generally lacking in green space and ecological diversity and street trees are limited to only a very few locations.

Trees in the area are almost exclusively mature London plane trees. These contribute greatly to the overall character of the area, particularly to Broad Plain itself, but the lack of diversity of species and age profile leaves the area vulnerable to current tree disease concerns and continuity of tree cover.

New street tree planting that benefits the wider community should be encouraged in association with all new developments. A diverse range of tree species should be used to reflect the urban location, disease and climate change resilience considerations. Tree planting should include Stockholm tree pits and rain gardens that also offer opportunities for Sustainable Urban Drainage to assist with climate change.

Tree species should include:

- *Corylus colurna*
- *Liquidambar styraciflua*
- *Prunus avium*
- *Pyrus calleryana* 'Chanticleer'
- *Sorbus torminalis*

Opportunities to increase biodiversity and create wildlife habitats should be maximised. Nectar rich plant species to support insects should be used, and a range of plants that suit both dry and wet conditions, some native, some offering year round structure and some seasonal colour and interest. Hedges should be used to trap airbourne pollutants and grass mowing regimes should be varied to increase habitats. Together these will create a more diverse natural environment.



# Materials hierarchy

The palette of materials will be limited across the strategy area. This will complement and reflect the historic fabric and buildings in the historic core areas and create a coherent and timeless quality that will continue to look good over the years around the newer developments.

Paving will be:

- high quality and robust to withstand intensive use in this busy location, reducing on-going maintenance
- designed to withstand vehicular runover from loading vehicles
- locally sourced where possible
- fully accessible

The historic core includes Broad Plain, Straight Street and the footways surrounding the Gardiner Haskins buildings, including the new public realm created inside and around the redevelopment proposal. Boundary walls and steps etc within this area should also reflect the traditional building materials.



 Historic core

# Materials: Historic core

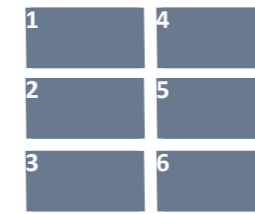
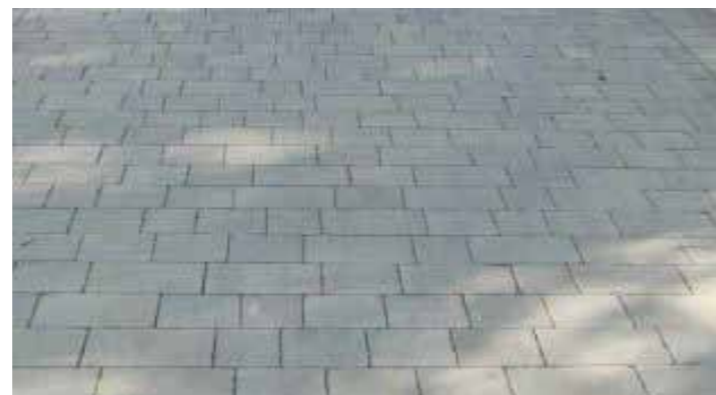
## Paving

Primary routes and public spaces will be paved with natural stone.

Secondary routes will be high quality concrete slabs and block paviers.

Paving materials will be:

- flamed Welsh blue pennant stone paving slabs and channels.
- diamond sawn yorkstone paving
- All stone to be 75mm depth where runover likely
- secondary routes will have conservation style textured paving slabs, silver grey (or similar approved)
- haulingways etc will have tegula style 80mm concrete blocks, pennant grey or similar approved
- other materials will be considered within the frontages of new developments



**1** Sawn york stone coursed paving slabs - 63mm generally but 75mm where vehicular overrun is likely

**2** Flamed welsh pennant slabs - 63mm generally but 75mm where vehicular overrun is likely

**3** Pennant grey tegula 80mm in haulingway and loading areas

**4** Pennant stone kerb with pennant stone channel

**5** Pennant stone crossover slabs and setts

**6** Newly fabricated cast iron kerb to match existing

## Kerbs and channels

The traditional detail in Bristol is for kerbs, both cast iron and stone to be accompanied by stone gutter channels. This detail continues into more recent design where standard concrete kerbs still usually sit next to a concrete channel. All kerbs will be laid with a stone or concrete channel.

## Pennant stone kerbs

Existing stone kerbs will be retained and any gaps infilled with new or reclaimed units where possible. New kerbs will be sawn Welsh pennant stone, 125mm wide x 250x 700-1000 mm random length with bevelled top edge.

## Crossover/haulingway slabs and setts

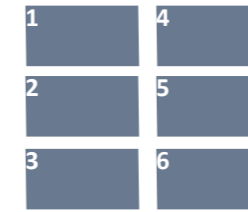
Existing stone crossover stones and sett will be retained and any gaps infilled where possible. Where access requirements demand a smoother surface consideration should be given to cutting the original setts or new flamed or tumbled stone setts to retain the historic character.

## Cast iron kerbs

Cast iron kerbs are a unique feature of Bristol and should be retained, with any gaps infilled with reclaimed units where possible. New kerb units can also be cast by Dorothea Restorations (Bristol) as straights and to suit corner radii where required.



# Materials: General



- 1 Conservation style textured paving 400 x 400 mm
- 2 Standard concrete paving 400 mm x 400 mm
- 3 Tooled Portuguese granite kerbs
- 4 Cedec or similar permeable resin gravel tree surround
- 5 Blue Green Urban Castle tree grille tray system containing surrounding paving material
- 6 Standard tarmac and 30 degree cycle kerb segregated cycle route

## Paving

Primary routes and high profile areas outside the historic core will continue the higher quality silver grey textured concrete slab paving such as Marshalls Conservation paving to create a cohesive palette across the area.

Standard concrete 400x400mm low limestone content flag paving may be used outside historic and high profile areas.

Tarmac footways will not generally be acceptable as they will not contribute to uplifting the quality and status of the new neighbourhood.

## Block paving

80mm Pennant grey Tegula or similar concrete block paving should be used for speed tables, loading bays, parking bays and for continuous footways across side roads that support pedestrian and cycle movements in both historic and high profile areas.

## Granite kerbs and bus kerbs

Granite is a robust and traditional material suitable for heavily trafficked corridors and withstands bus damage well. Tooled silver grey granite kerbs - 300mm wide x 250mm deep x 700-1000mm long with a bevelled top edge - and bus kerbs with a chamfered top edge - should be used along the major public transport routes of Temple Way and Avon Street.



## Tree pit surfacing

The existing mature London Plane trees on Broad Plain and elsewhere will require special consideration to avoid damage to the tree when relaying footways over raised tree roots. Options will include

- permeable self binding resin gravel - Cedec or similar
- stone to dust breedon gravel or similar
- tarmac with suitable root protection layers

New trees in historic and high profile areas should have inset covers with stone or texture slab infill. These will allow paving materials to be placed close to the tree, maximising the walkable area whilst ensuring permeability adjacent to the root system and reinforce the sense of continuous space across pedestrian areas.

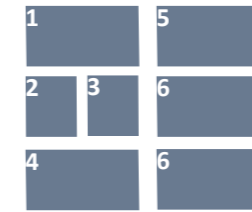
## Segregated Cycle routes

Segregated cycle routes will generally be bi-directional and in tarmac, with a centre line and 30 degree concrete Bristol cycle kerbs. Contrasting coloured block paving will also be acceptable in the historic core.

Where levels allow there will be a minimum of 50mm grade separation between cycle routes and the footway, which will be in a contrasting paving material. Where cycle lanes are at road carriageway level they will have a kerbed buffer strip.



# Public realm vision



- 1 Marshalls Albion Square 120 litre litter bins
- 2 Marshalls Rhino M3 flat top bollard with reflective strips
- 3 Duracast Manchester bollards
- 4 Sheffield stainless steel cycle stands
- 5 Benkert Comfony 400 stainless steel seat with armrests
- 6 View of Old Market showing contemporary LED lighting on carriageway and lower level lighting on bus island

## Litter bins

Litter bins will be Marshalls Albion Square 120l units (or similar approved) in standard black or silver, dependent on the location. These are robust and able to withstand this tough central city environment, contemporary in design but also able to fit in with the historic context.



## Bollards

Bollards will be kept to a minimum and, like the litter bins, will reflect their immediate surroundings. Bollards will be black Manchester duracast with reflective bands in historic areas and stainless steel in the more contemporary and wider public realm.



## Seating

Benkert Comfony 400 (or similar approved) stainless steel seating with arm rests will be used throughout the strategy area. This will bring some cohesion to the street furniture across the area, help to maintain high quality over time and withstand the challenges of a city centre environment.



## Cycle racks

Stainless steel Sheffield cycle racks will be used to match others across the city. End racks will have tapping rails and tops will have black bands to assist with visibility



## Lighting

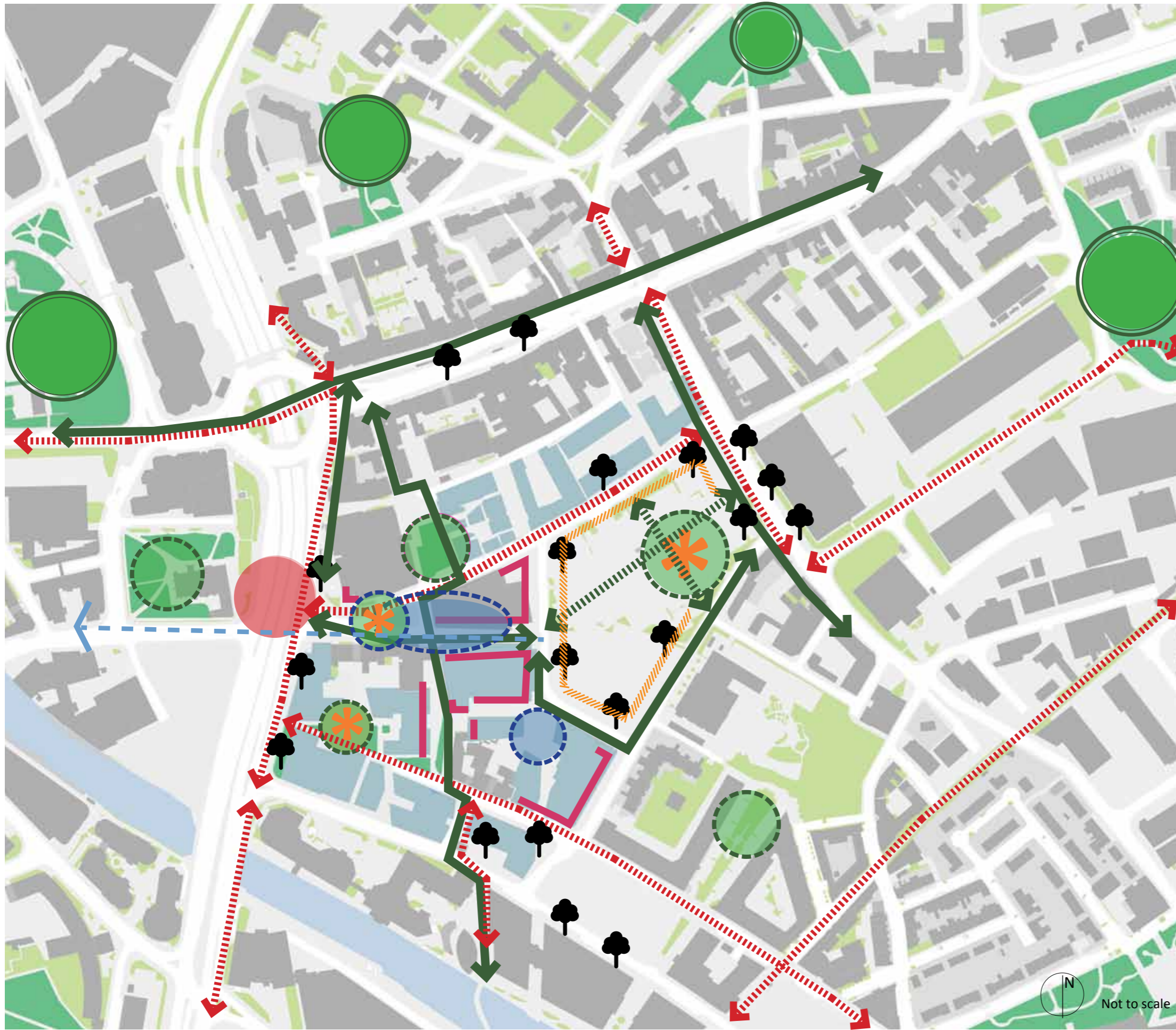
Old Market has been fitted with two different styles of silver street lighting over recent years, with taller 10m columns on the main road and shorter 4m units in the pedestrian environment of the bus island. These are LEDs, to reduce energy consumption, and contemporary in style but complement the historic environment well. Similar street lights will be used throughout the study area to reinforce the distinctive area and bring a cohesiveness, with the larger units on the road network and the smaller units lighting up the many lanes and pedestrian/cycle routes.





## Chapter 6 Place and movement

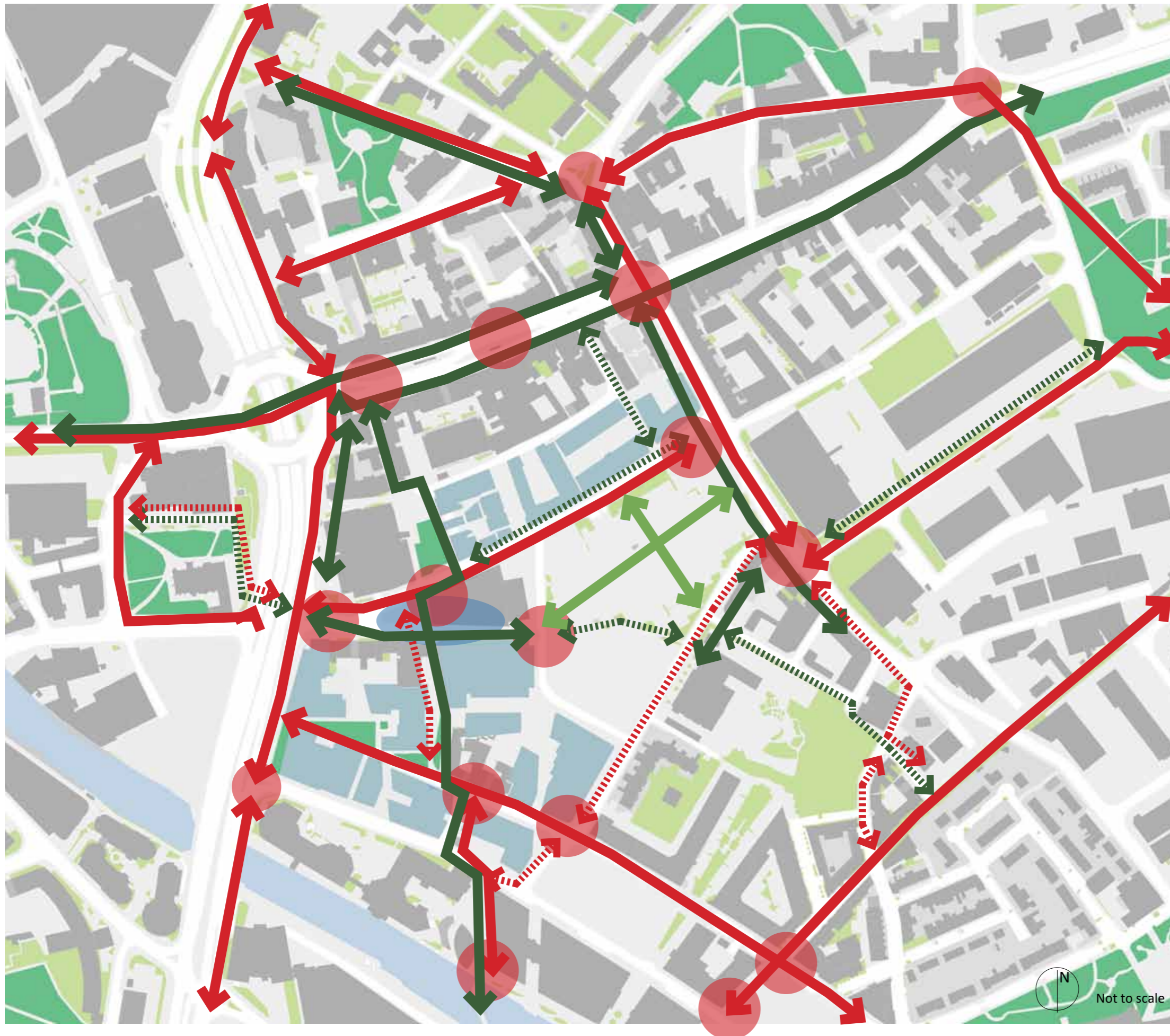










# Place principles

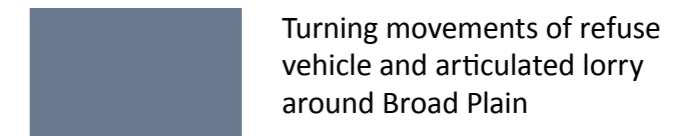
- KEY**
- Existing public parks and green spaces to be improved
  - Existing privately managed green spaces to be improved
  - Proposed new green spaces
  - New public spaces
  - New street tree planting
  - Primary pedestrian routes
  - Potential primary pedestrian routes
  - Primary cycle routes
  - Major works to improve subway
  - Increase activity on frontages
  - Building frontages to be pulled back to enable new street tree planting and generous footways
  - Key view

# Walking and cycling principles



## KEY

-  Primary pedestrian route
-  Secondary pedestrian routes
-  New primary pedestrian routes
-  Primary cycle routes
-  Secondary cycle routes
-  Crossing improvements - speed tables/continuous footways etc needed



## Vehicular traffic options across the strategy area

### Silverthorne Lane Transport assessment

A transport assessment has been commissioned to explore the emerging traffic pressures created as a result of the wider expansion of TQEZ, and particularly of Silverthorne Lane and Feeder Road. This will provide options for managing traffic in the finite roadspace of the Broad Plain area with a view to creating a low traffic neighbourhood - providing access without encouraging through traffic and prioritising public transport, walking and cycling.

There are many ways that this can be achieved across the area but all options assume:

- some reduction in flexibility for general traffic movements
- the creation of traffic cells that result in the area being used for access only
- the removal of some on-street parking
- an increase in bus services serving the new communities
- segregated cycle routes on Temple Way and Midland Road
- Straight Street becomes primarily a pedestrian route with NCR4 relocated to a traffic calmed Unity Street

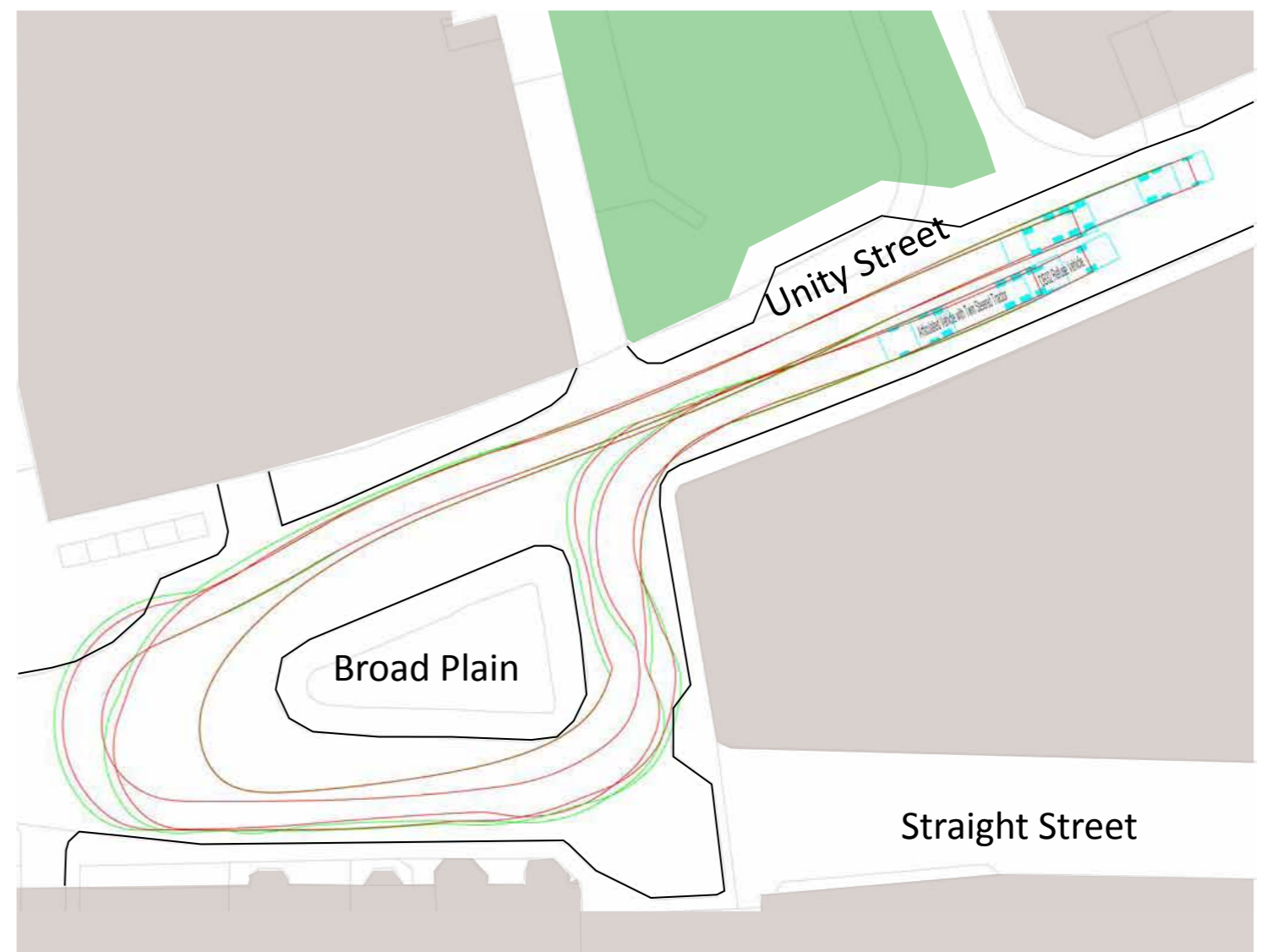
The following pages explore some of the traffic options to gain initial feedback as part of the Broad Plain consultation process. Some are common to both options, some are interchangeable and not all need necessarily to be done together. No decisions will be made until the transport assessment has been received and considered, and any proposed changes will be subject to further feasibility and consultation.

### Options for Broad Plain

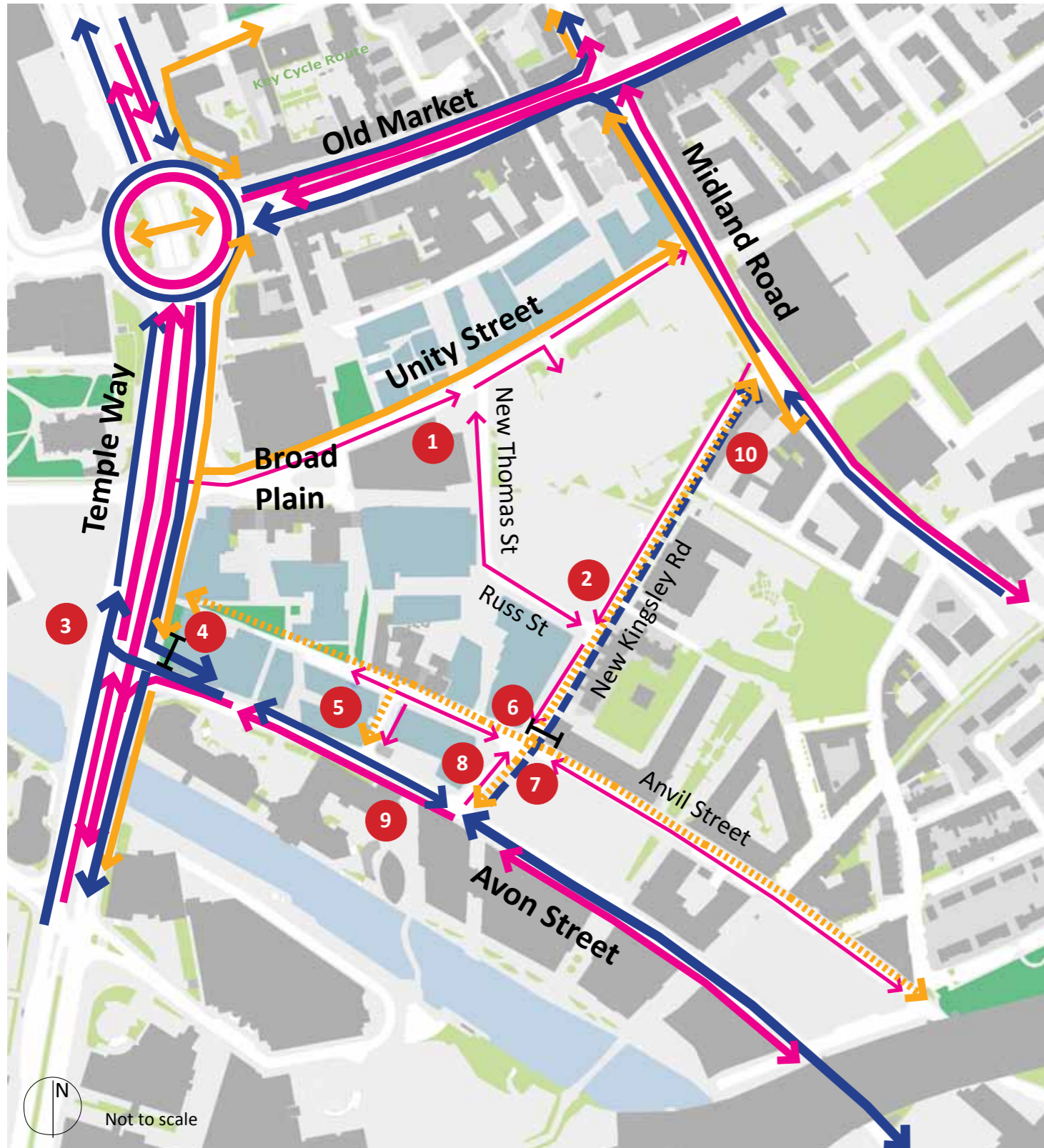
There are two basic options for reducing general traffic in Broad Plain. These are:

- **Option 1** Retain vehicular access from Temple Way but reduce through traffic on Broad Plain and Unity Street by making it one way eastbound only
- **Option 2** Remove vehicular access from Temple Way to remove through traffic from Broad Plain and Unity Street

These options have very different implications for the public realm of Broad Plain. Even in a low car neighbourhood there is still a need for waste collections and other larger vehicles to service the community. Removing through traffic from Unity Street inevitably requires these larger vehicles to turn around somewhere, and servicing traffic needs to be carefully considered across the wider area.



# Option 1: Reduce through traffic on Unity Street



## Broad Plain

Option 1 suggests the following changes to traffic and parking in Broad Plain and Unity Street:

- One-way in only from Temple Way - this creates sufficient space to retain frontage loading for the new hotel and some loading/disabled parking on Broad Plain
- Speed table at the entrance to Broad Plain slows down traffic and supports the pedestrians and segregated cycle route down Temple Way
- Remove parking and traffic from two sides of Broad Plain to create a new public space linked to a more pedestrian oriented Straight Street
- One way traffic and general on-street parking removed from Unity Street to create space for a segregated cycle route to Midland Road

## Potential traffic changes across the wider area

- 1 No left turn from New Thomas Street into Unity Street
- 2 No left turn (except cycles) from Russ Street into New Kingsley Road
- 3 New bus/cycle only right turn from Avon Street into Temple Way
- 4 No left turn for general traffic from Temple Way into Avon Street
- 5 One-way south except cycling on Providence Place
- 6 Bus gate - access except buses and cycling into New Kingsley Road
- 7 No left turn from Anvil Street into New Kingsley Road
- 8 One-way northbound except cycling on New Kingsley Road from Avon Street to Anvil Street
- 9 One-way westbound general traffic with two-way buses and cycling on Avon Street from New Kingsley Road
- 10 One-way southbound general traffic with northbound buses and cycling on New Kingsley Road from Anvil Street.  
Nb Consider re-routing this community bus service to better serve the emerging community

## KEY

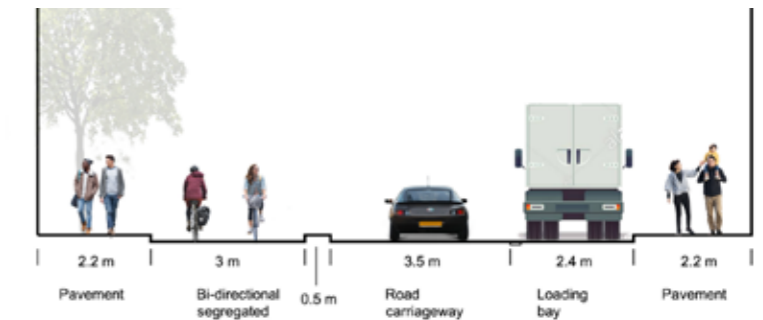
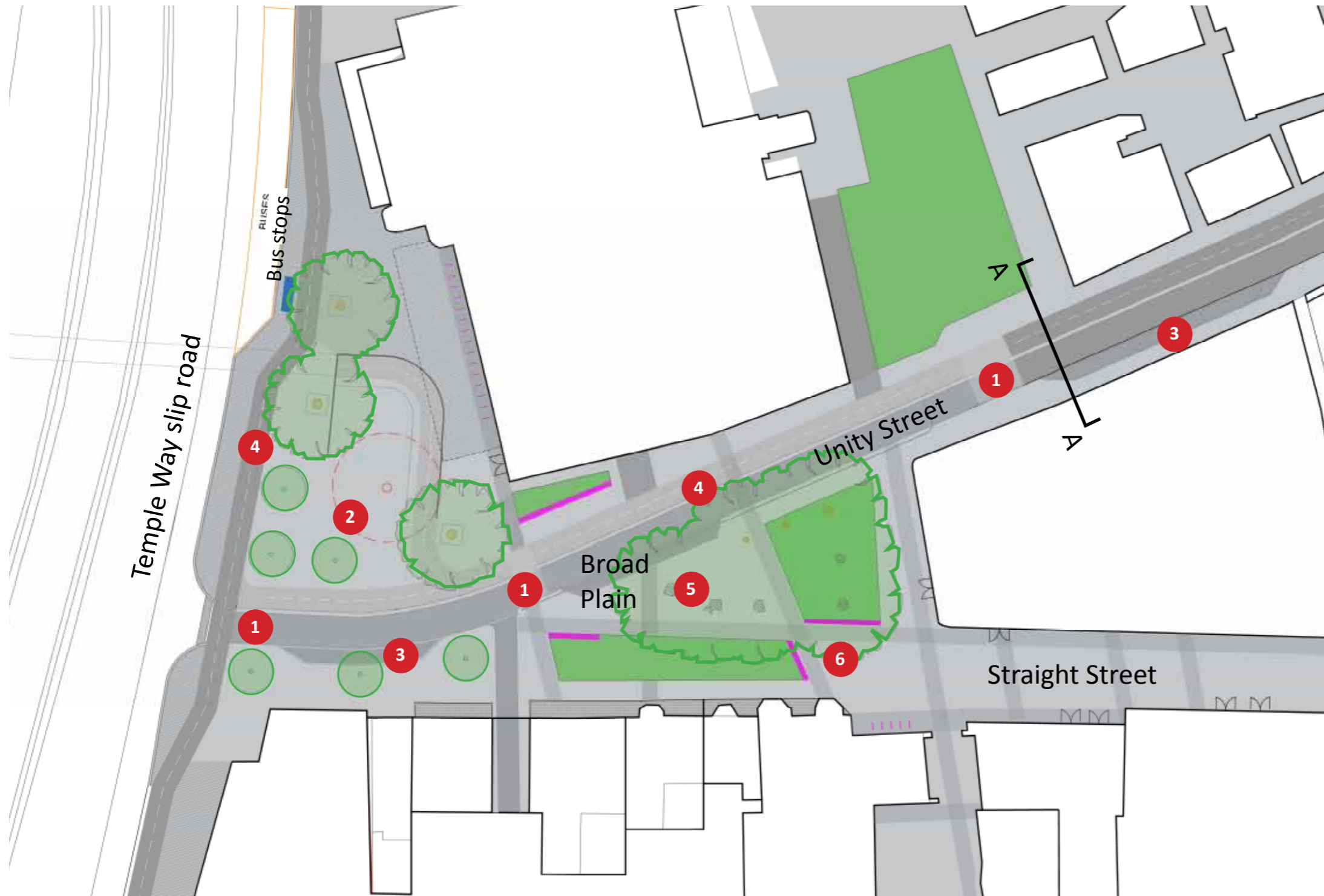
- Bus routes
- Community bus route
- General traffic with direction
- Service access
- Segregated cycle route
- Quiet street
- Modal filter/banned movement - see details
- Bus gates

# Option 1 Broad Plain public realm



1 Broad Plain public realm with traffic Option 1

2 Section A-A through Unity Street



- 1 Speed tables
- 2 Reduce vegetation and clutter around subway entrance
- 3 Loading bays
- 4 Segregated cycle route
- 5 Trees crown thinned to create gathering space
- 6 New seating and planted areas create a green edge to Broad Plain and Straight Street

# Option 1 Broad Plain public realm



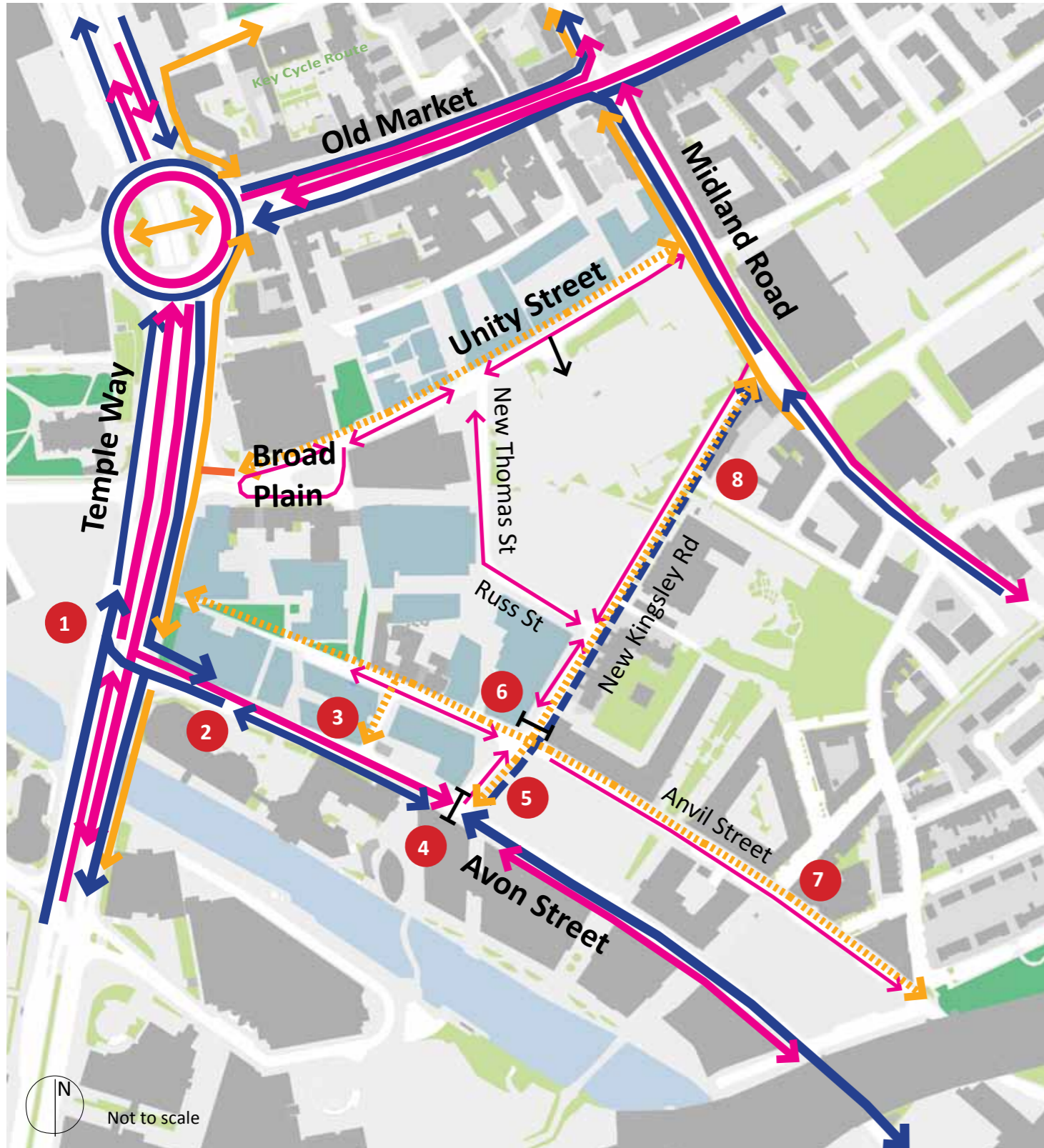
- 1 Broad Plain public realm Option 1 looking north to Straight Street
- 2 Historic buildings and mature trees require simple treatment to shine
- 3 Contemporary landscapes can complement both new and historic environments



Permeable brendon gravel under the mature trees is complemented by stone paved primary walking routes, contemporary benches, crisp planting and lawns well away from busy roads



# Option 2: Remove through traffic on Unity Street



## Broad Plain

### Option 2 suggests the following changes to traffic and parking in Broad Plain and Unity Street:

- No entry into Unity Street from Temple Way. All traffic to enter from Midland Road and turn around in Broad Plain. Vehicle numbers would be reduced to servicing only so no dedicated cycle provision is needed on Unity Street
- New public space adjacent to Temple Way slip road supports pedestrian and segregated cycle connections along Temple Way and into Unity Street
- Remove parking from two sides of Broad Plain to create space for turning vehicles
- Create loading bay below bus stop on Temple Way slip road to service hotel and local businesses

## Potential traffic changes across the wider area

- 1 New bus/cycle only right turn from Avon Street into Temple Way
- 2 One way eastbound general traffic with two-way buses and cycling on Avon Street from Temple Way to New Kingsley Road
- 3 New Providence Place closed at junction with Avon Street to vehicles except cycles
- 4 Bus gate on Avon Street west of junction with New Kingsley Road
- 5 One-way northbound except cycling on New Kingsley Road from Avon Street to Anvil Street
- 6 Bus gate on New Kingsley Road north of junction with Anvil Street
- 7 One-way eastbound on Anvil Street
- 8 One-way southbound general traffic with northbound buses and cycling on New Kingsley Road from Anvil Street.  
Nb Consider re-routing this community bus service to better serve the emerging community

## KEY

- Bus routes
- Community bus route
- General traffic with direction
- Service traffic
- Segregated cycle route
- Quiet street
- Modal filter/banned movement - see details
- Bus gates

# Option 2 Broad Plain public realm



1 Broad Plain public realm with traffic Option 2

2 Section B-B through Unity Street



- 1 Reduce vegetation and clutter around subway entrance
- 2 Loading bays
- 3 Segregated cycle route
- 4 Trees crown thinned to create gathering space
- 5 New seating and planted areas create a green edge to Broad Plain
- 6 Block paved surfacing to create pedestrian oriented character to Broad Plain

# Option 2 Broad Plain public realm

- 1 Broad Plain public realm option 1 looking north to Straight Street
- 2 Historic buildings and mature trees require simple treatment to shine
- 3 Historic square with simple paved treatment round trees
- 4 Contemporary landscapes can complement both new and historic environments



Simple paving design and high quality materials can complement mature trees in a low traffic environment. Grass and planted hedges create a buffer to roads





- 1 Modal filter allowing pedestrians and cyclists
- 2 Modal filter - No entry except cycling
- 3 Continuous footway prioritising pedestrian movements
- 4 Timed closures for general traffic
- 5 - 8 Existing subway

## Low traffic neighbourhood and subway improvements

### Low traffic neighbourhood

Low traffic neighbourhoods allow access and loading but restrict through traffic. This is particularly important for communities close to the city centre whose quality of life can be dramatically reduced by the noise and pollution of commuter traffic. Speeds also need to be kept low to create a safe and playable living environment.

Low traffic neighbourhoods can be achieved using a variety of 'modal filters'. Restrictions to general traffic can be tailored to local needs through physical measures or on a timed basis.

Traffic speeds can be kept low by giving greater priority to the majority, pedestrian movements, than to vehicles, for instance through continuous footways and speed tables.

### Subway improvements

Improving the subway is essential to improving the experience of walking or cycling to Broad Plain. It is too dark, too dirty and too narrow for the large numbers of people that currently use it, even though many positively avoid doing so because they do not feel safe there.

Better lighting and cleanliness would help, but more radical works are needed.

Widening the subway itself would be prohibitively expensive, but widening the approach to the subway by St Philip and St James church is possible and would help with visibility and reduce conflict and perhaps the need for the inconvenient chicanes. Removing the internal staircases to leave just the ramps could also reclaim space and removing one mature tree and some vegetation at the Broad Plain end would improve the perception of safety for those using it.







## Consultation activity and summary

The study will be consulted upon internally prior to consultation with external stakeholders.

A summary of feedback will be inserted and a note of changes made to the body of the report following the consultation period.

## Chapter 6 Delivery



# Regeneration funded delivery

The Broad Plain strategy area is part of the wider, major regeneration focus for the city centre in and around Temple Quarter Enterprise Zone. The scale of development being promoted for these areas will have significant implications for the existing infrastructure across the wider area and as such are expected to generate considerable amounts of Community Infrastructure Levy (CIL) and s106 obligations to mitigate their impact in line with Council policy. Some s106 funding is already available from existing planning permissions for improving the public realm of the strategy area. Funding received from current and future developments will be directed towards the implementation of the public realm strategy.

The adopted Old Market Neighbourhood Plan is a material consideration for development in the OMNP area and as a designated Neighbourhood Development Forum they have a larger degree of local control on how Community Infrastructure Levy spend is allocated, with 25% of the locally generated CIL being devolved for their consideration. This will ensure that community priorities will be considered for CIL funding rounds and is very positive for the comprehensive delivery of a high quality public realm in line with their vision for the strategy area.

Public realm improvements in the area will be undertaken incrementally as funding becomes available and developments are completed. Broad Plain itself will require a major and comprehensive approach however if its full potential is to be realised as the focus for the new community.

Public realm improvements will also be achieved through:

- planned maintenance - by seeking agreement with Highways Maintenance to increase the specification of specific works. This may itself be done incrementally, eg by investing in higher quality kerbs, which are the most expensive element and most disruptive to lay, but then using standard concrete paving. Over time this approach will raise the overall quality of the area.
- funding bids, e.g. those which support schemes promoting public transport, cycling and walking and the Clean Air zone
- the Council's remaining capital programme



## Chapter 7 Summary



## Summary

## Summary

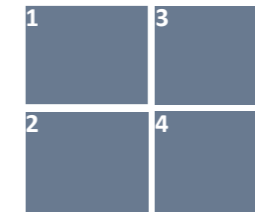
The Broad Plain strategy area is undergoing rapid social and economic change. TQEZ and the major regeneration around Temple Meads station is transforming this former industrial area into a flatted, predominantly residential quarter.

The purpose of this document is to inform and maximise the opportunities presented by this regeneration. It sets out a strategy for the comprehensive enhancement of the public realm in the strategy area that includes:

- creating new attractive public spaces that will serve the needs of the growing residential community
- planting more trees and creating green spaces that will increase biodiversity, help to improve air quality and assist with climate change
- making active travel the simplest option by improving the key walking routes, with better lighting, better wayfinding and better surfaces
- improving the key cycling routes, with new segregated provision to create a safe cycling environment with broad appeal to the wider community
- restricting on-street parking to create space for better walking, safer cycling and new public spaces
- restricting through traffic to create a safer, cleaner, more attractive low traffic neighbourhood
- improving public transport routes and facilities to maximise their effectiveness and attractiveness
- creating interest and enjoyment through new public art opportunities
- co-ordinating new investment
- providing guidance for future maintenance and investment from the city council.

This will support the community vision, as outlined in the Old Market Quarter Neighbourhood Plan (OMNP 2016) for an attractive and vibrant central neighbourhood that is not dominated by traffic, for the creation of greener, more convivial and active public spaces and for safer, people friendly streets.

**“Old Market Quarter will be known for its beautiful buildings, both old and new and they will be well connected by a network of safe and enjoyable streets. Green spaces will be protected and enhanced to provide space for rest and relaxation in the middle of the City for residents and visitors”.  
OMNP 2016**



- 1 Broad Plain looking east across central triangle
- 2 Straight Street looking east towards car park
- 3 Broad Plain looking west across Temple Way to St Philip and St James church tower
- 4 Broad Plain looking west across central triangle





