

BRISTOL HARBOUR PLACE SHAPING STRATEGY

PLACE PLAN: HOTWELL ROAD

April 2024

Draft | Confidential



DK-CM



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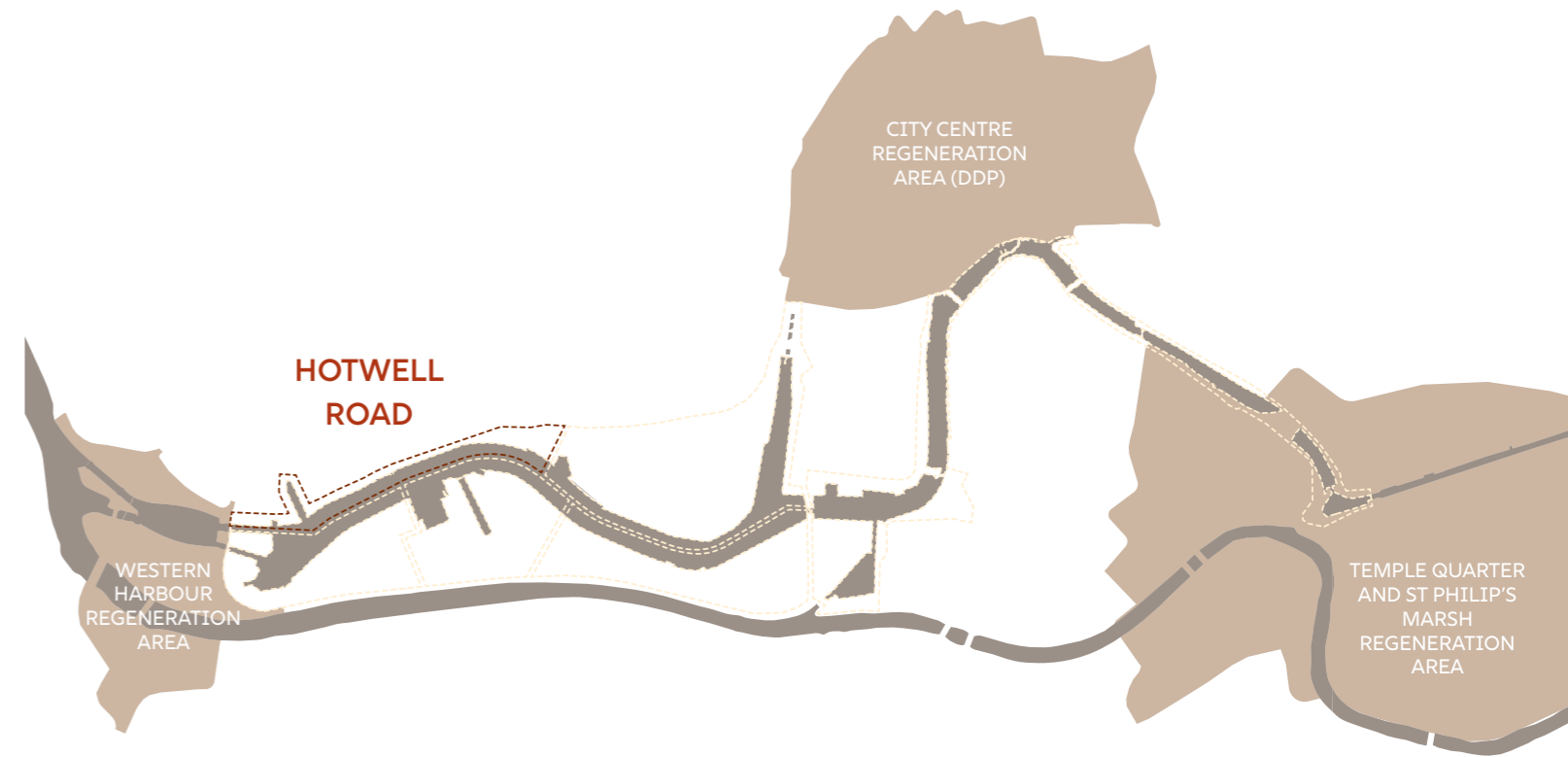
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HOTWELL ROAD TODAY

Hotwell Road is a key artery between Bristol and regional roads to the west of the city, where traffic dominates. Thanks also to the steep topography sloping up toward Clifton Wood, harbour-related uses are spread along quite a thin south-facing water's edge. To the west, at Rownham Mead and Poole's Wharf small neighbourhoods of private housing have taken the place of industrial uses, and the water's edge plays a role in leisure-orientated water uses.



SUMMARY OF ENGAGEMENT

Hotwell Road is recognised as an attractive (and south-facing) location for leisurely walks and its view to the SS Great Britain. The Mardyke Wharf car park is also popular with social runners to meet.

The walkway between Merchant's Road and Harbourside loop in particular, is a pinch point. The Poole's Wharf landing stage was also highlighted as inaccessible for disabled visitors and unsafe.

Key opportunities were repeatedly raised about the public realm and how it interacts with pedestrians and cyclists.

One suggestion from the public was to separate ferry access from other water access points on the pontoon. People also addressed the opportunity for Mardyke car park to be activated for community activity.



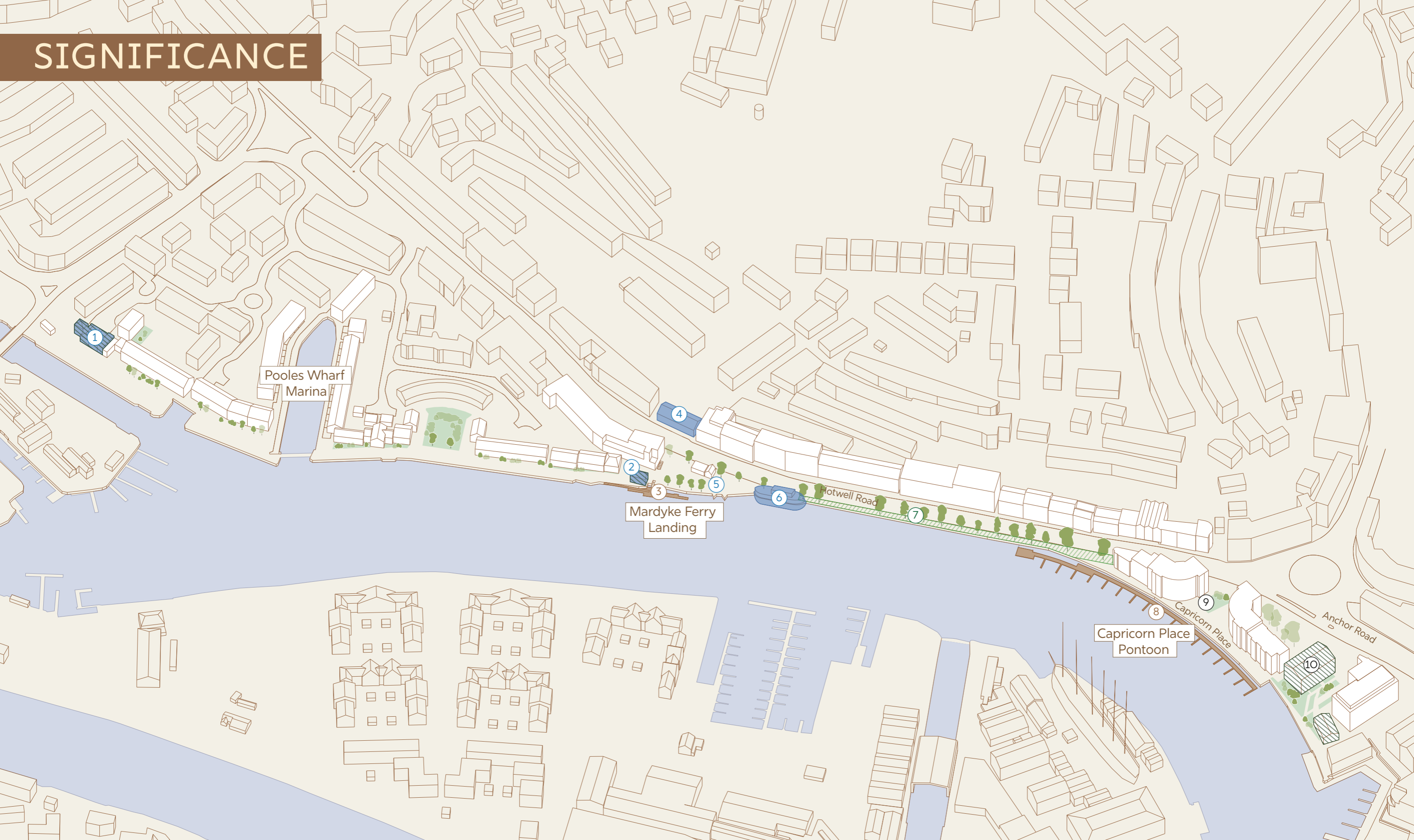
' There's so much history around the harbourside, I wish there was more of it - like those little 'did you know?' signs along the water'

Harbour walkway hard to navigate on bike

LIVE VERY CLOSE TO IT. "IT'S ONE OF THE FIRST PLACES I GO TO BEFORE I GO ANYWHERE"





TERRIBLE CYCLING INFRASTRUCTURE

SIGNIFICANCE

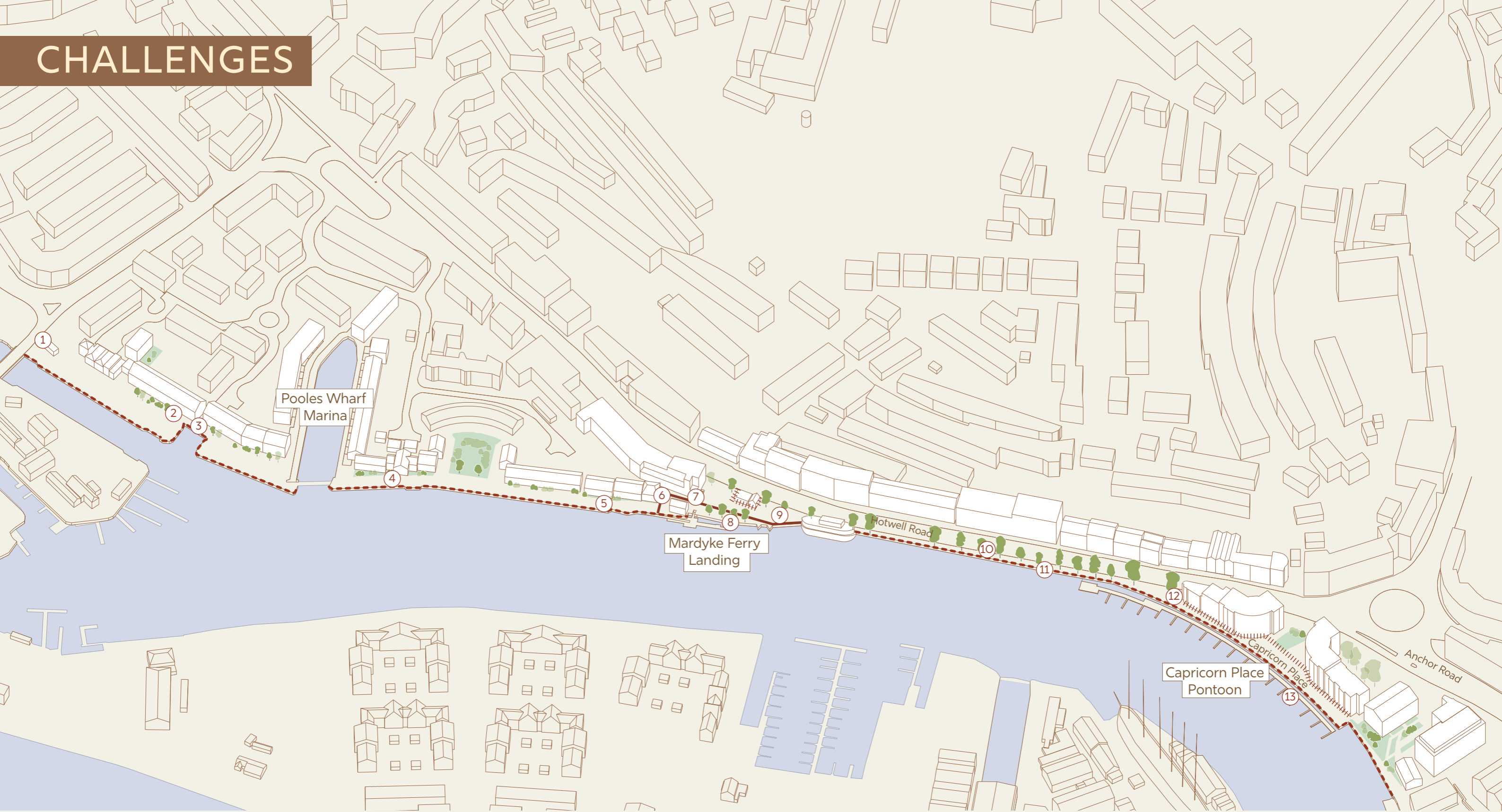


- ① The Pump House
- ② Young Bristol Pooles Wharf Activity Centre
- ③ Mardyke Ferry Landing
- ④ The Mardyke
- ⑤ Mardyke Wharf Car Park
- ⑥ Grain Barge

- ⑦ Mature tree-lined quayside
- ⑧ Capricorn Place Pontoon
- ⑨ Statue of Samuel Plimsoll
- ⑩ Oculus House (Purifier House)

-  Heritage significance
-  Maritime significance
-  Social / cultural significance
-  Ecological significance

CHALLENGES



- ① Pedestrian and cyclist links to Cumberland Basin interrupted by busy main road and narrow paths.
- ② Underutilised public realm along the harbour edge with constraints due to surrounding residential neighbourhood.
- ③ Pinch point over bridges for pedestrians and cyclists.

- ④ Movement corridor is imbalanced affecting the experience of cyclists and other active travel users.
- ⑤ Lack of emergency ladders, lifebuoys and safety call boxes decrease water safety at the harbour edge.
- ⑥ Blind corner on Quayside Walkway causes conflict between pedestrians and cyclists.

- ⑦ Historic alleyway from Hotwell Road to pontoons attracts anti-social behaviour.
- ⑧ Public, water organisations and ferries use the same pontoon causing safety concerns.
- ⑨ Spatial inefficiencies from the existing parking layout creates conflict between car park use and continuation of Quayside Walkway.

- ⑩ Noise pollution from adjacent road.
- ⑪ Some in-water uses are limited opposite the mouth of Albion Dock due to operating requirements.
- ⑫ Generous public space along Capricorn Place Estate is underutilised.
- ⑬ Exposed walkway foundations to Capricorn Place pose a risk to water users as they are an open structure.

- Quayside Walkway interrupted
- - - Inconsistent water edge safety
- Poor transport services
- ||||| Inactive frontages

SIGNIFICANCE

HERITAGE

Hotwell Road is home to some key heritage buildings including the Pump House, Young Bristol Pooles Wharf activity centre and the Purifier House. The Pump House, now a popular pub, was a Victorian pumping house and Purifier House, restored as a block of apartments, was a long standing icon of the harbour's industrial heritage as a gas works building. A statue commemorating Samuel Plimsoll can also be found on the Capricorn Place quayside walkway. Plimsoll was a politician, social reformer and avid campaigner for the protection of women and men at sea.

MARITIME

Hotwell Road has two key sites of maritime significance; Mardyke Ferry Landing and Capricorn Place Pontoon. Mardyke Wharf was constructed 1859 and moored trading vessels of maritime and industrial activity in the heydays of Bristol harbour's maritime. It is now an active stop for local ferry bus services and a landing stage for Young Bristol Pooles Wharf activity centre. Capricorn Place Pontoon is a new development to boost provision of leisure and residential moorings, introducing floating reed beds and boater facilities.

BIODIVERSITY

Though there are pockets of greenery around Pooles Wharf, the most significant greenery in this place is the quayside along Hotwell Road, which is lined with mature trees providing shade and shelter along an otherwise traffic-dominated stretch.

SOCIAL / CULTURAL

Hotwell Road locates two food and drink venues; Grain Barge, a popular moored boat known for beer, pies, and live music and the Mardyke pub are key social hubs. The area is also home to Young Bristol Pooles Wharf activity centre offering a range of water-based activities including kayaking, paddle boarding and canoeing. Located at the Mardyke Wharf landing, the organisation provides local access to the harbour via an outdoor activities programme and holiday clubs.

CHALLENGES

PUBLIC REALM

The public realm throughout Hotwell Road is imbalanced with multiple areas of pedestrian and cyclist pinch points, blind corners and the interruption of movement links to Cumberland Basin by the busy main road and narrow paths. Blind corners in the historic alleyway from Hotwell Road to the pontoons, has also attracted anti-social behaviour. The public realm is underutilised by the harbour edge and along Capricorn Place Estate especially, lacking green space which decreases the dwell time of pedestrians. There are also constraints on development of leisure uses due to the surrounding residential neighbourhoods.

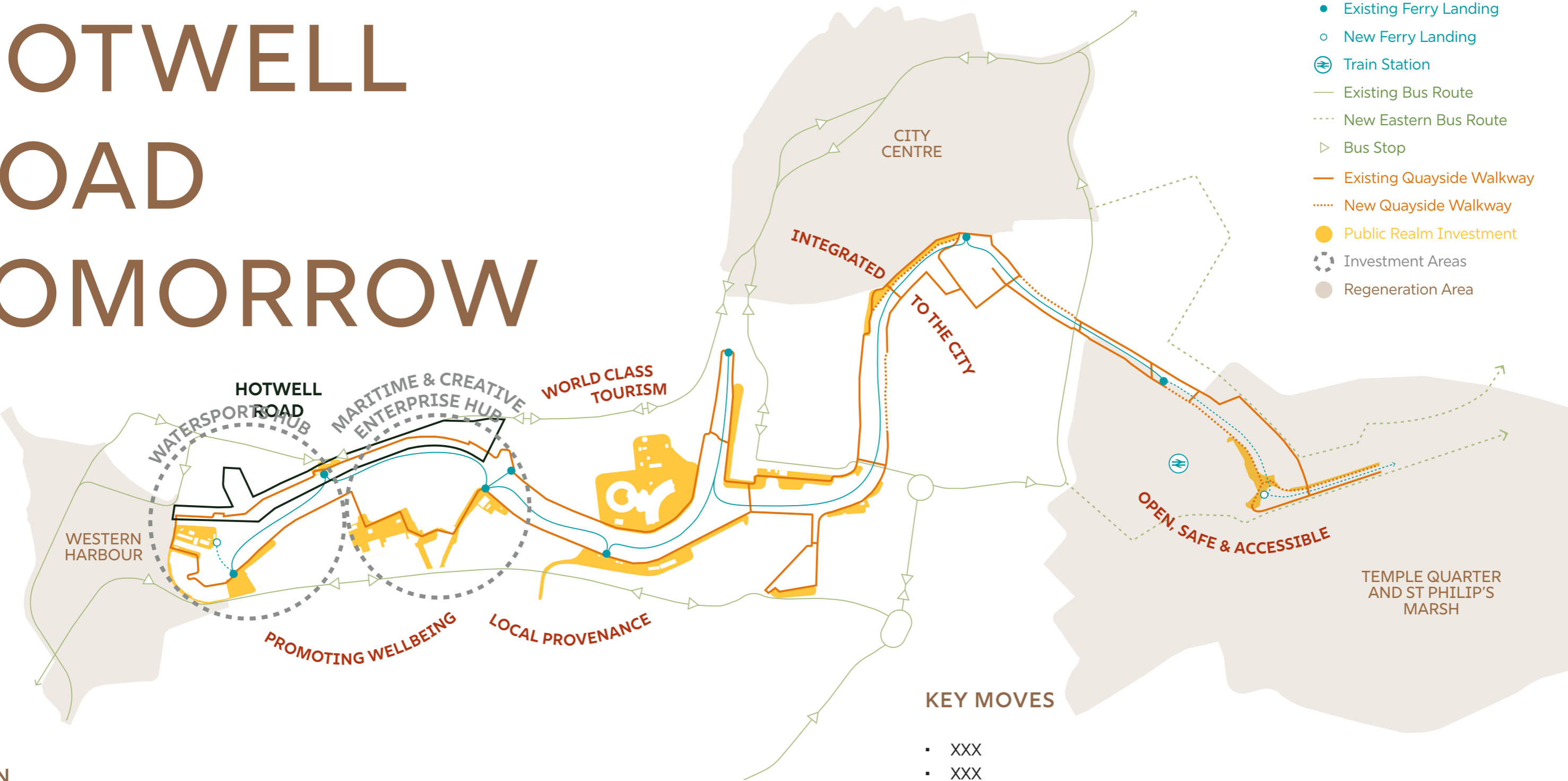
CAR PARKING

Mardyke Wharf car park disrupts the quayside walkway; this is partly due to spatial inefficiencies with its layout.

WATER SAFETY

Mardyke Wharf pontoon is used by a number of public, water-organisations and local ferries services. This has caused safety concerns due to the limited capacity of the landing stage. The lack of emergency ladders, lifebuoys and safety call boxes along the Hotwell Road, and along the harbour quayside also decreases water safety for locals and visitors.

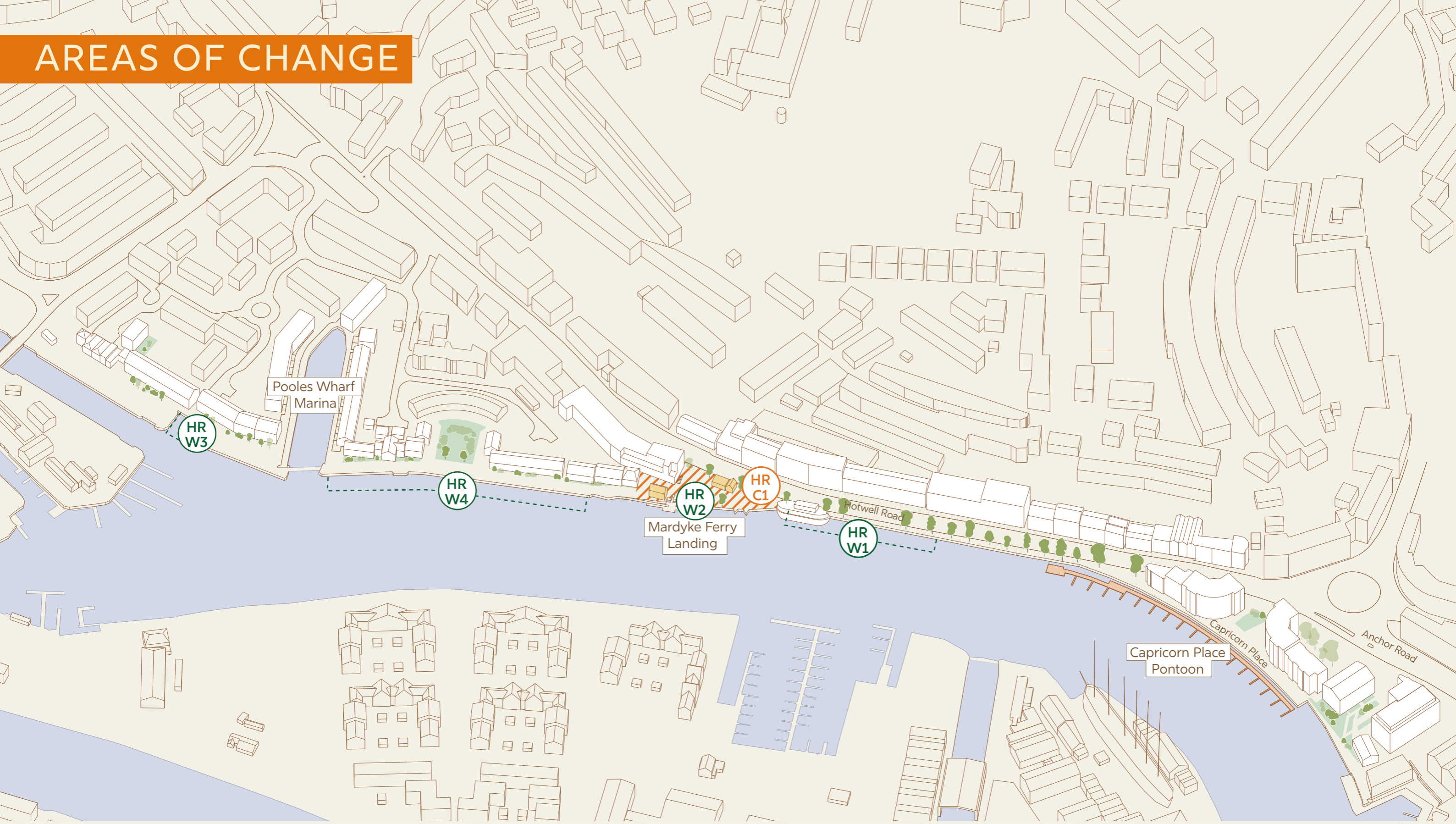
HOTWELL ROAD TOMORROW



VISION

The quayside walk will be a more comfortable place to dwell alongside the water and a much better place to 'move through' for pedestrians, reflecting its status as a key connection between the city centre and Western Harbour. To the west, the water edge will be safer and more accessible. Mardyke Car Park will have improved public realm and expanded leisure uses, making an accessible leisure space for all Bristolians and contributing to the 'hub' of sports and leisure facilities at Baltic Wharf. To the east, opportunities will be taken to enrich the existing provision of moorings and ecospace, such as Capricorn Quay.

AREAS OF CHANGE



Key

- Area of potential change
- Underutilised site with potential for increased activity
- Confirmed key development site
- Waterspace change

Place Specific Interventions

- HRC1: Mardyke Hub

Waterspace Interventions (refer to Waterspace Plan)

- HRW1: Mardyke Commercial Moorings
- HRW2: Mardyke Pontoon Reconfiguration
- HRW3: Pumphouse Ferry Moorings
- HRW4: Temporary Mooring Infrastructure

Areas of Change Interventions

Mardyke has potential to expand its leisure and sports uses in relation to leisure orientated water uses in the harbour - there are opportunities to strengthen existing amenities and to retrofit the Young Bristol storage building for commercial use, complementing new floating commercial and F&B users. Active frontages onto a revitalised public realm would support the buildings as a cafe or watersports shop to provide wider social investment and value.

Below: An intensified public realm within the Mardyke Car Park and active frontage of the youth sports centre, creates a hub of social and maritime activity.



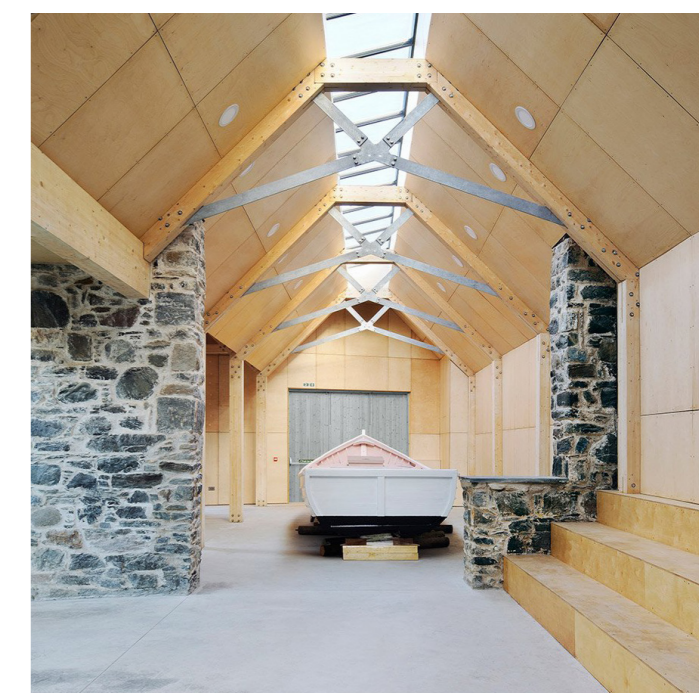
HRC1: Mardyke Hub

Though this Strategy envisages Baltic Wharf as a primary hub of watersports and in-water leisure in the harbour, for logistical and organisational reasons it does not make sense for all related organisations to be concentrated in a single spot.

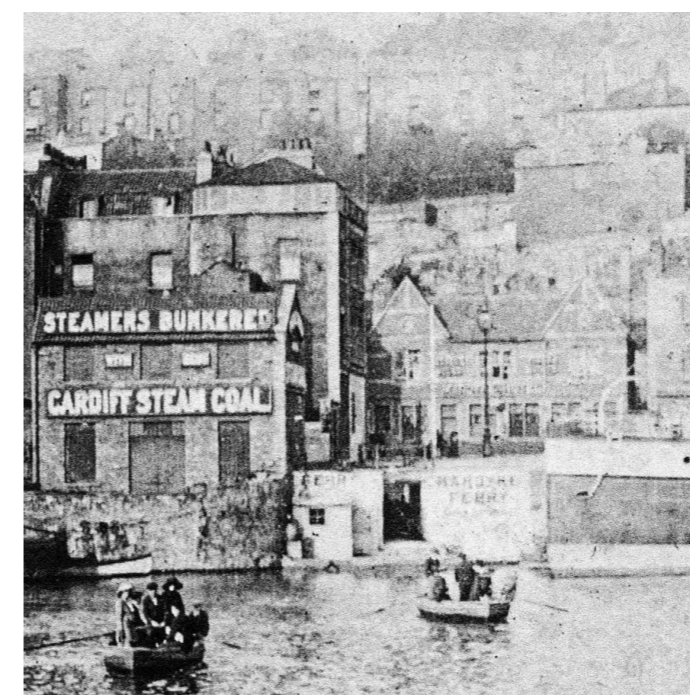
A secondary 'hub' of watersports activity would be appropriate at Mardyke Hub, consolidating and expanding existing uses, and supported by public realm enhancements that would make the Mardyke area a positive, comfortable and lively moment in people's journeys round the harbour, with underused buildings brought into new commercial and leisure-supporting uses.

These new and increased uses could be accompanied by a rationalisation and streamlining of car parking provision at this location, though preserving parking and drop-off for those who need these things in order to access the water.

- Retrofit of existing building, currently used for Young Bristol storage, to a commercial use e.g. cafe or watersports shop with an active frontage onto the new public realm.
- Storage relocated to pontoon structure.



A new boat-mending facility in an existing structure, by Brown + Brown in Portsoy, Scotland.



Archival imagery of the former Mardyke (row boat) ferry landing with large vessel adjacent and Cardiff Steam Coal premises adjacent.



The High Cross, in Tottenham, is an example a compact urban building being repurposed for new public uses, in this case a micropub.

PUBLIC REALM



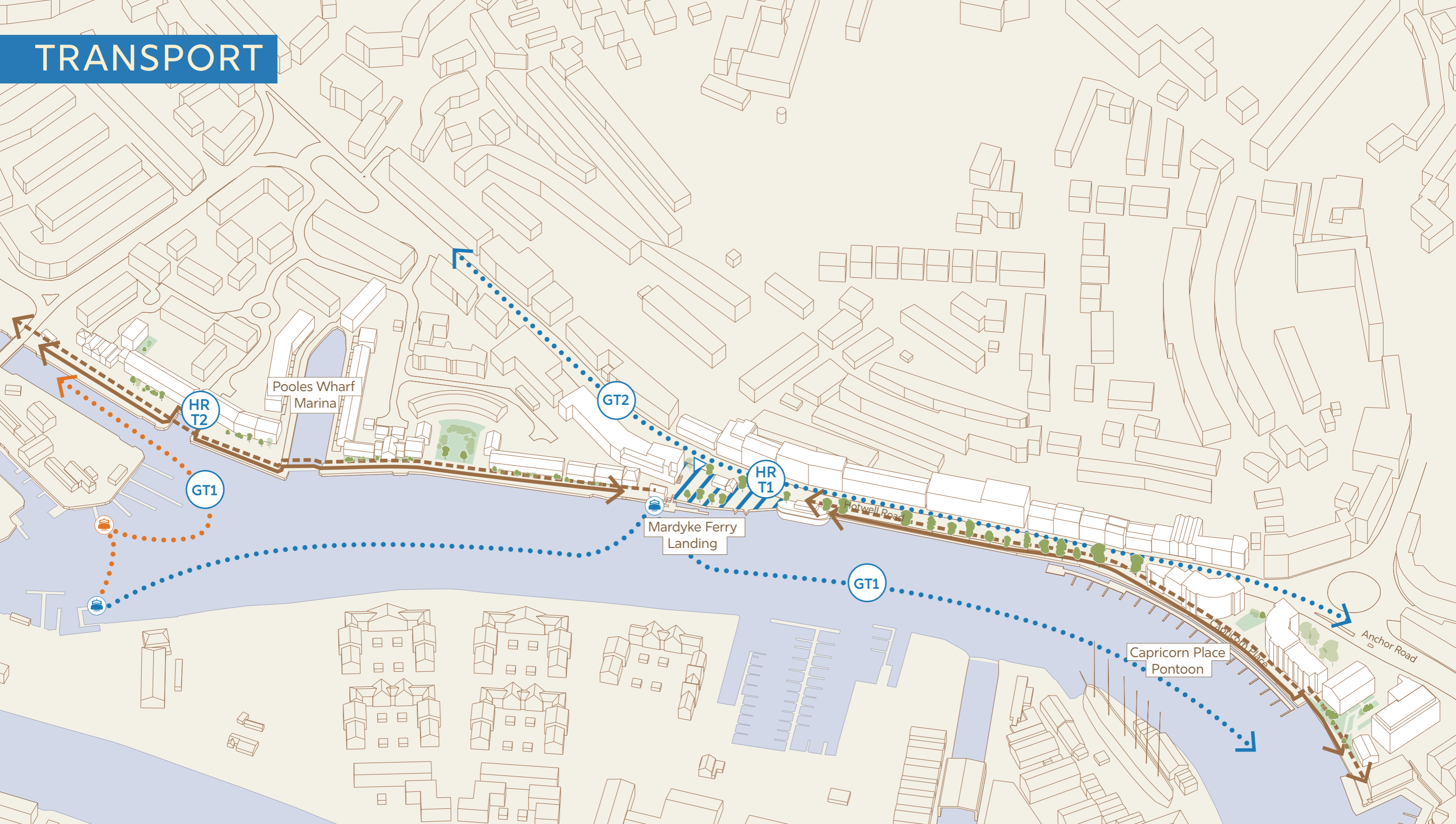
Key

- Priority for public realm improvement
- Existing Quayside Walkway
- Enhanced greening
- Improved Quayside Walkway
- New Quayside Walkway
- Active frontages
- Improved secondary routes
- Key public paces

Place Specific Interventions

- HR
P1 HRP1: Hotwell Road Walkway
- HR
P2 HRP2: Merchant's Road / Junction Swing Bridge
- HR
P3 HRP3: Mardyke Square
- HR
P4 HRP4: Capricorn Quay Programming

TRANSPORT



- Key**
- Bus stop
 - Coach parking
 - Existing ferry landing
 - Improved transport service
 - More efficient land use
 - Cycle route
 - Primary pedestrian route
 - Secondary pedestrian route
 - New ferry landing
 - New transport service

- Place Specific Interventions**
- HRT1: Parking (Mardyke Car Park)
 - HRT2: Cycle Bridge

- Overarching Interventions**
- GT1: Ferry
 - GT2: Metrobus

Public Realm Interventions

Public realm is activated along the Quayside Walkway with increased greening, sociable seating and a new pedestrian and cycling crossing to improve harbour-wide connections.

There is opportunity for a new public realm in the existing Mardyke car park to host various uses, including a programme of temporary events along the generous Capricorn's Quay's harbourside.

HRP1: Mardyke Wharf

Opportunity for new and enhanced public realm and uses within Mardyke Car Park site for activity centre users and pedestrians connecting to historic alleyway.

HRP2: Merchant's Road / Junction Swing Bridge

New pedestrian and cycling crossing from the harbour to Cumberland Basin. Junction Swing Bridge enhanced with side extension for pedestrian use only to improve connections to Avon Quay and Underfall Yard.

HRP3: Hotwell Road Walkway

New avenue tree planting along Quayside Walkway with regular places of sheltered and sociable seating. Historic interpretation and signage along the harbour edge, with views across the SSGB and Albion Dock, to showcase different stories and histories of the harbour.

HRP4: Capricorn Quay Programming

Programming of temporary events along Capricorn Quay to active the generous harbourside walkway e.g. market or pop-up skate park.



Place Simon-Goulart Geneva, by ADR architects - trees and bushes protect the public space from the road and shelter seating of various kinds.

Transport Interventions

The two strategic moves required in Baltic Wharf are improved road layouts and transport accessibility. With the Baltic Wharf Caravan and Motorhome Club Campsite being identified as a site for new residential development, increasing the distribution of public transport stops and services would be beneficial. This includes an enhanced ferry service and an improved Metrobus service along Cumberland Road with expanded coach parking provision. Rationalised road layout around the City Docks Boat Storage compound would allow for a generous and safe Quayside Walkway for pedestrians, as well as clearer access to the water.

PLACE-SPECIFIC INTERVENTIONS

HRT1: Parking (Mardyke Car Park)

Rationalised car parking to create an enhanced Quayside Walkway with generous public space to support the watersports organisations, ancillary commercial activity and enhanced ferry service. Retention of disabled car parking and minibus parking to provide access to youth watersports.

HRT2: Cycle Bridge

Cycle bridge created over inlet (over the disused Pumphouse Ferry stop) to reduce pinch point on Quayside Walkway. Bridge to provide shelter and security to overnight ferry moorings below.

OVERARCHING INTERVENTIONS

GT1: Enhanced Ferry Provision

An enhanced and consolidated ferry service with additional capacity and extended services being provided. Route to zig zag along harbour to better connect north and south. Improvements to ferry landing locations including seating, shelter, signage and safety. Opportunity to extend ferry services beyond the floating harbour to serve the Western Harbour and the Feeder Canal.

GT2: Enhanced Metrobus Provision

Enhanced Metrobus service along Cumberland Road with service expanded to Sundays and evenings. Improved bus connections around the harbour that connect to coach drop-off points and Temple Meads Train Station.

TABLE OF OPPORTUNITY PROJECTS & INITIATIVES

- Transport
- Public Realm
- Areas of Change
- Initiatives
- Quick Wins

CODE	PROJECT	WHAT	VISION OUTCOMES	LEAD / OTHER PARTNERS	TIMEFRAME 1 - short (2 yrs) 2 - medium (2-5 yrs) 3 - long (5+ yrs)	DEPENDENCIES which projects need completing / are dependent upon others	COST £ - below £500K ££ - £500K - £2 million £££ - £2million +	FUNDING OPTIONS
HRC1	Mardyke Hub	Retrofit of existing building, currently used for Young Bristol storage, to a commercial use e.g. cafe or watersports shop with an active frontage onto the new public realm. Storage relocated to pontoon structure.						
HRP1	Hotwell Road Walkway	New avenue tree planting along Quayside Walkway with regular places of sheltered and sociable seating. Historic interpretation and signage along the harbour edge, with views across the SSGB and Albion Dock, to showcase different stories and histories of the harbour.						
HRP2	Merchant's Road / Junction Swing Bridge	New pedestrian and cycling crossing from the harbour to Cumberland Basin. Junction Swing Bridge enhanced with side extension for pedestrian use only to improve connections to Avon Quay and Underfall Yard.						
HRP3	Mardyke Square	Opportunity for new and enhanced public realm and uses within Mardyke Car Park site for activity centre users and pedestrians connecting to historic alleyway.						
HRP4	Capricorn Quay Programming	Programming of temporary events along Capricorn Quay to active the generous harbourside walkway e.g. market or pop-up skate park.						

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GT2	Enhanced Metrobus Provision	Enhanced Metrobus service along Cumberland Road with service expanded to Sundays and evenings. Improved bus connections around the harbour that connect to coach drop-off points and Temple Meads Train Station.						
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