Public Realm and Movement Framework

Bristol City Centre

City Design Group

BRISTOL CITY COUNCIL

We would like to hear your views on this document.

This Public Realm and Movement Framework for Bristol City Centre is now out for consultation alongside the Bristol Central Area Action Plan. To simplify analysis of your responses, whether you are commenting on one or both documents, we are combining the means by which you can respond.

How long does the consultation period last?

Eight weeks from 24 February to the closing date for comments on 20 April 2012.

How can you comment?

Please e-mail or write to the City Council by 20 April 2012. Whichever document you are commenting on, use the same e-mail or postal addresses below:

bdf@bristol.gov.uk

Central Area Action Plan/PRMF (CD/BH)

Freepost BS6529

Bristol

BS1 5BR

We would welcome your comments on any aspect of the Public Realm and Movement Framework, whether or not you are also commenting on the Central Area Action Plan.

A questionnaire is available to download from the consultation website:

www.bristol.gov.uk/centralarea

If you would like to be added to our Bristol Development Framework contact list, please provide relevant contact details including an e-mail address.

What will happen to your comments?

Responses will be taken into consideration and will help to inform the development of projects and programmes which will improve the public realm across the city centre.

The responses and a summary of the issues that they raise will be published on the Bristol Development Framework web site:

www.bristol.gov.uk/bdf.

Contents

Preface

Bristol City Centre is changing....

Bristol's city centre is the economic driver of Bristol and the wider region. It is a centre for shopping, culture, learning, public services and tourism as well as a commercial business focus. The needs of a wide range of people, businesses and organisations must be balanced against a range of factors including the need to secure sustainable growth and high quality urban design and the need to address the impacts of climate change and peak oil.

Cities are in competition - for inward investment, for agile knowledge- based and creative businesses and their skilled employees, for the visitor pound and ambitious students. Successful cities offer a high quality of life and a quality public realm experience that supports the marketing messages.

The public realm is experienced by all of us most of the time. How well it is planned, designed, constructed and maintained affects our experience of the city and contributes greatly to its image, identity and the quality of life it offers. Visitors explore it, businesses contribute to it and benefit economically from it, commuters traverse it on foot, by bike, bus, taxi and ferry, and residents simply enjoy it.

Bristol City Centre has a distinctive identity. Its heritage assets, topography and harbour combine to create a unique environment. During the 1990's and early 2000's the City Council achieved some nationally recognised improvements to the public realm reclaiming spaces from the impacts of vehicular traffic. Despite these notable achievements the quality of the public realm overall is still variable and the negative impacts of traffic congestion continue to erode the

quality of important pedestrian links and restrict the potential of streets and spaces as places.

We are now launching a consultation on two major plans:

This document, the **City Centre Public Realm and Movement Framework** sets out a vision for how people will move around Bristol City Centre by 2026 and how their experience of the city centre will be improved by rebalancing the public realm to make it more pedestrian friendly, and explores how we can begin to make this a reality. The framework seeks to inspire great place-making in the city and sets out the key steps that will need to be taken to achieve it.

Alongside this document, the **Central Area Action Plan** is the planning blueprint that will determine the future of development in Bristol City Centre until 2026. The consultation includes options for nine distinct city centre neighbourhoods and draft policy approaches to a wide range of planning issues.

We would like to invite you, whether you live, work or study here, to take part in this exciting work to help to shape the future of Bristol City Centre and **make Bristol an even more vibrant and beautiful city.**

Councillor Anthony Negus
Executive Member for
Housing, Property Services and
Regeneration

Councillor Tim Kent
Cabinet Member for
Transport

Understanding the context

1

What is this document?

1.1 What is this document?

This document sets out a framework for rebalancing the relationship between pedestrians, cyclists, public transport and general vehicle traffic in the city centre. This rebalancing will create the opportunity to unlock the potential of the public realm to contribute to the well being of the city centre. It sets out a vision to be achieved over the short, medium and long term. Each building block of the framework creates the conditions on which the next block can be based. The document is structured as follows:

Section 1: Understanding the Context

This section sets out the purpose of the Public Realm and Movement Framework, describing the changing policy context, Bristol's achievements over the last twenty years, and the challenges and opportunities facing the city centre over the next twenty years as identified by members of the public.

Section 2: Inspiring Great Place-making

Section 2 provides a definition of 'place-making'. It goes on to highlight a number of exemplary place-making projects from the UK, Europe and Worldwide with the intention of inspiring more ambitious place-making here in Bristol. Finally, it sets out a number of guiding place-making principles for Bristol's city centre.

Section 3: Movement Framework

Section 3 proposes a movement framework for the city centre predicated on the reduction in vehicular traffic in the central core . The framework puts forward a package of transport interventions aimed at enhancing access to central Bristol by means other than the private car, and making these options more attractive

Section 4: Public Realm Framework

Section 4 identifies a series of potential public realm interventions that would collectively deliver the vision set out in Section 2. Interventions have been grouped into spatial sequences, themes and areas. A high quality, coordinated, and well maintained public realm is sought. Proposed interventions build on past achievements, recognise the value of heritage assets and reinforce the distinctive character of neighbourhoods across the central area.

Section 5: Delivering the Framework

Section 5 develops an approach to public realm advocacy, funding and delivery that will allow the strategy to be realised incrementally whilst ensuring the application of limited resources for greatest impact. The strategy advocates the development of new collaborative multi disciplinary design and delivery processes and maintenance procedures and disseminating good practice.

.

'Analysis of successful communities increasingly points to a direct and quantifiable relationship between economic success and the quality of the public realm. It appears that carefully designed, well-managed streets are not merely a desirable outcome of successful economies; they are a significant driver of such success.'

English Heritage, Streets For All:
South West (2006)

'Streets make up about 80 per cent of our urban public spaces - it's critical that we get their design right. England's streets, squares and town centres embody thousands of years of wisdom about placemaking. But their quality has been compromised with pollution, congestion and noise.

A fundamental shift is taking place in the way we think about and design our streets. Manual for streets puts people first, identifying streets as major elements of placemaking and emphasising their role in creating successful neighbourhoods.

Cabe

We all know the benefits of cycling and walking - which include:
— Improves general health, helps to lower both blood pressure and improves heart health, as well as improving mental health and wellbeing.
— Helps with weight and stress management.
— Improves fitness.
— In congested areas cyclists and pedestrians breathe in less fumes than drivers.
— Saves you money.
— Produces no pollution so good for the environment and tackling climate change.
— Often quicker to get around in towns and cities
— Fewer cars on the road and more cyclists and pedestrians means safer roads.
— Have fewer days being ill each year.

So whether you cycle or walk for your whole journey, or simply part of it, you know you will be healthier as a result!

Bristol City Council

From a commercial viewpoint, good walking conditions can benefit trade and competitiveness. A good walking environment will attract customers and investors and ultimately this will be reflected in land and property values and rents. Developers therefore have a direct financial interest in quality public realm.

Transport for London (2005)

Policy background

1.2 What is the status of this document?

This document is not formal planning policy. It has been prepared to develop a vision, spatial framework and programme of projects that can be reflected within the proposed Central Area Action. As such it builds on and expands the concepts outlined in the Bristol Development Framework Core Strategy and the Joint Local Transport Plan. It will be reviewed and adjusted over time as circumstances suggest and opportunities present themselves

1.3 The policy background

The national policy context in which we design our streets and public realm changed dramatically when the Department of Transport published Manual for Streets 1 (2007) and Manual for Streets 2 (2010). These publications are radically changing for the better, designers' and local authorities' approach to street design. They emphasise the role of streets as places in which people want to live and spend time in, rather than just transport corridors. MfS 1&2 should help everyone involved in the planning, construction and improvement of our streets to deliver more contextually sensitive designs.

The Bristol Development Framework Core Strategy envisages an expanded city centre that accommodates growth in focused areas along Newfoundland Way and east of Temple Meads station. A better connected city centre that is more welcoming and easier to understand and get around, will enable and facilitate this expansion. Furthermore it will help consolidate the city centre as a location for business, culture, tourism and for major institutions such as Bristol University and the University Hospitals NHS Foundation Trust.

The Joint Local Transport Plan 3 (2010-2026) sets the strategic transport policy context for the sub-region. It outlines a vision for a rebalanced city centre. This strategy, in supporting the JLTP3, will assist the achievement of the several national goals for 'Delivering a Sustainable Transport System'. The benefits of walking initiatives include the following:
— Reduction of carbon emissions;
— Supporting economic growth;
— Improving safety, health, and security;
— Promoting equality of opportunity; and
— Improving quality of life.

The 'Walking Strategy for Bristol - Our Vision for 2011–2021' has the following objectives:
— Improve the walking environment
— Improve people's health through walking
— Reduce the number of short trips by car by making walking the first choice for short journeys
— Provide information to enable more people to walk more often
— Improve the perception of walking
— Improve safety and security

The City Centre Strategy (1998-2003 & 2005-2010) set out an urban design framework for the city centre which identified nine neighbourhoods, three major regeneration focal points (Harbourside, Broadmead and Temple) and the main pedestrian priority routes between them. This strategy is encapsulated in the Legible City Movement Concept. It also set out a strategic vehicle network that identified a general traffic route around the city centre intended to reduce through-traffic. This was referred to as the Scope Route. The Scope Route concept and the Legible City concept are further developed in this strategy.
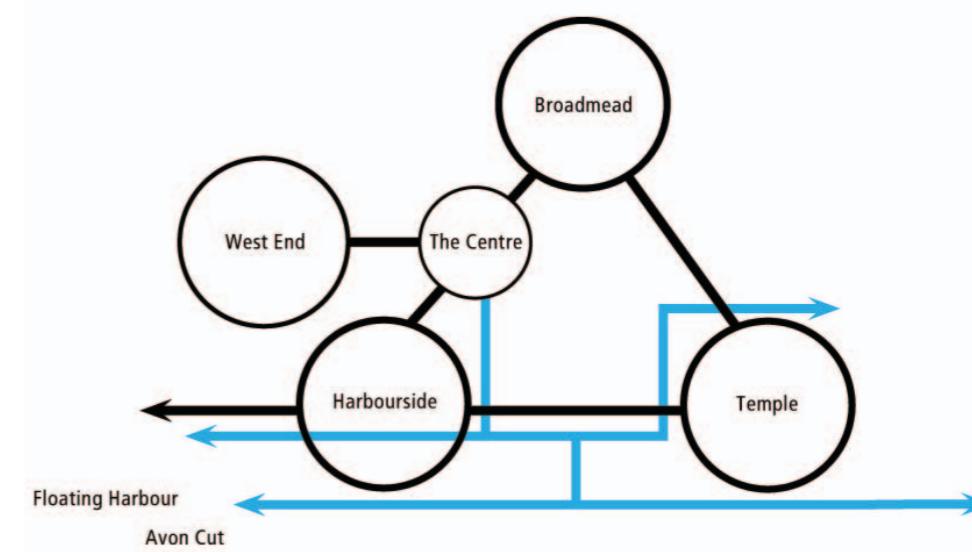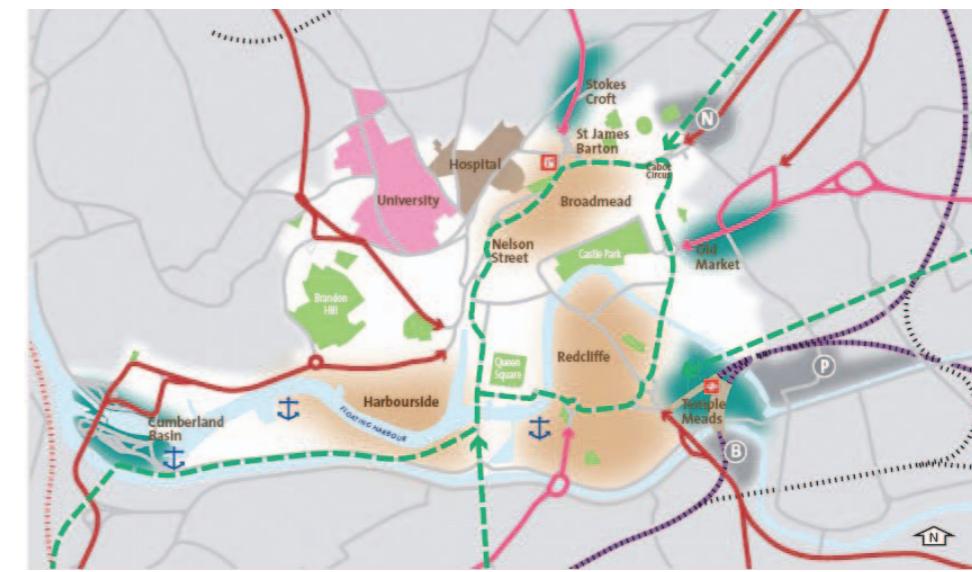
Achievements

1 Bristol's Legible City Initiative

2 Harbourside Walkway

3 College Green

4 Centre Promenade

5 Queen Square

6 Quaker's Friars, Cabot Circus

1.4 Our public realm and movement achievements over the last 20 years

The City Council has pursued a programme of major public realm works over the past 20 years, resulting in significant improvements to key routes and spaces and gaining the city an international reputation for the quality of its urban environment.

College Green was dominated by traffic on the main A4 which passed within metres of the Cathedral. With the closure and diversion of this major traffic route in the 1990s, this space was reclaimed from traffic and now provides a much more fitting setting for the Cathedral and other civic buildings, as well as a much used green space.

Queen Square, one of the most important Georgian squares in England, was transformed once the through-traffic had been removed. Thunderbolt Square was created where once a traffic roundabout was located. In 1992 30% of properties in Queen Square were empty. Following the completion of major public realm improvements occupancy was almost 100% by 2002. There had also been a 16% increase in property values by this time.

The Centre Promenade was created for the Millennium and to link with new spaces at Harbourside. A series of incremental improvements to the harbour walkway have greatly enhanced access to this unique heritage asset.

More recently a destination space has been successfully created by the private sector at Quakers Friars, in the heart of Broadmead shopping centre.

Innovative Bristol Legible City projects, such as the Brunel Mile, and the on-street pedestrian wayfinding system, have attracted international recognition and directly inspired projects in other cities including London.

The City Council and its partners have attracted investment in bus infrastructure on key radial routes connecting the city centre with the wider city and sub region.

The Greater Bristol Bus Network is to be completed by 2012. The City Council has also delivered major improvements to cycling infrastructure and increased cycle usage via the Cycle City project.

> 43% increase in pedestrian flows into the centre between 2001-2008

> **Traffic passing across inner cordon in 12 hour period: 250,000 (1990) reducing to 200,000 (2008)**

1 Understanding the context

Public consultation

1.5 Perceptions of the movement and public realm challenges faced by the central area

The Public Realm and Movement Framework has been informed through a series of public consultation activities.

Central Area Action Plan

A number of consultation exercises have been undertaken in conjunction with the Central Area Action Plan. Capture reports from each of these activities can be found at www.bristol.gov.uk/centralarea.

The first event was the 'Issues and Challenges Workshop' (Colston Hall, March 2010). Over 80 invited stakeholders drawn from the public, private and community sectors, shared what they felt were the good and the bad aspects of the city centre. This event was augmented by an online consultation through 'Ask Bristol' which invited participants to nominate aspects of, or places in, the central area to 'cherish' and to 'change'. This attracted 924 contributions

In discussing the weaknesses of the Central Area, movement attracted by far the most interest. Motorists complained of congestion, poor orbital routes and an excess of traffic lights, while noting conflicts with other modes of transport, including buses. Pedestrians, meanwhile, identified areas that were seen as dominated by traffic, including the Centre Promenade. St. James' Barton, Bond Street / Temple Way, Easton Way, the M32 corridor and Temple Gate / Temple Meads. These area were seen as offering a poor pedestrian environment, and were

seen as barriers to movement causing severance to communities such as Old Market and St. Paul's. The River Avon and Floating Harbour were also identified as a barrier to movement. Routes and spaces were not seen as well designed for inclusive access.

Cycle routes in the central area were seen as poor / unclear, and public transport was seen as inadequate and poorly integrated.

Specific criticisms of public transport included its cost and reliability, a perceived limited variety of routes, the peripheral location of Temple Meads Station and the separation of Temple Meads and the bus station.

A second event – 'Ideas Workshop' (Watershed, July 2010) invited stakeholders to critique and validate a number of guiding themes that the project team identified following the first event:

Stakeholders were then invited to generate some specific project ideas for Bristol's central area. Members of the public were again invited to submit ideas through the 'Ask Bristol' website that could be taken forward through the BCAAP, and to comment on/vote for the ideas generated by others. 128 ideas were received, along with 340 comments and over 950 votes.
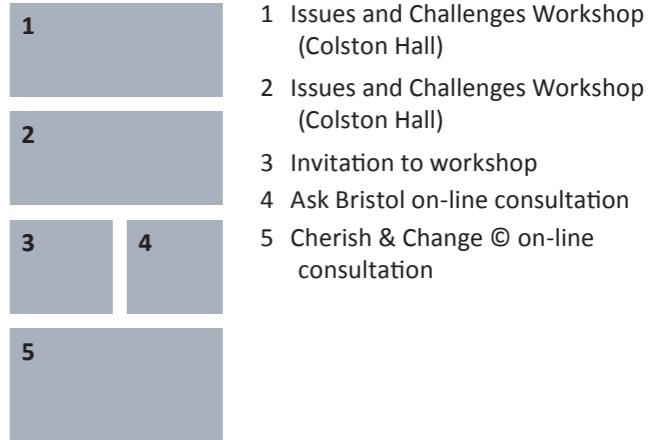
Other consultation initiatives

The Public Realm and Movement Framework has been and will continue to be informed by a number of other on-going consultation initiatives that other groups have been leading on. These initiatives have focussed on particular areas including Temple Quarter (Local Enterprise Partnership), Redcliffe Way (Neighbourhood Planning Forum for Redcliffe), Nelson Street/Corn Street (as part of the See No Evil project), the Bear Pit (The Bear Pit Improvement Group), Old Market (Old Market Community Association) and Cumberland Basin (Clifton and Hotwells Community Association).
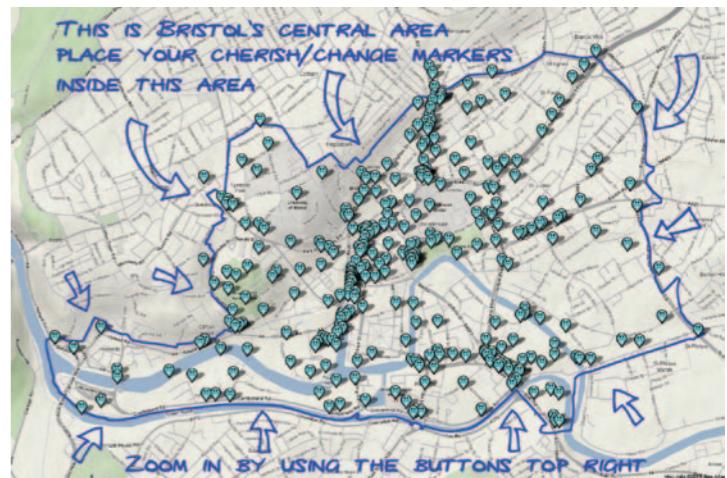
Key challenges

KEY

Inner Access Loop Road

Significant crossing points where Loop Road acts as a barrier to pedestrian movement

1 The Triangle

2 Upper Maudlin St

3 St James Barton

4 Old Market

5 Temple Circus

Not to scale

Bristol City Centre
Public Realm and Movement Framework

February 2012
City Design Group
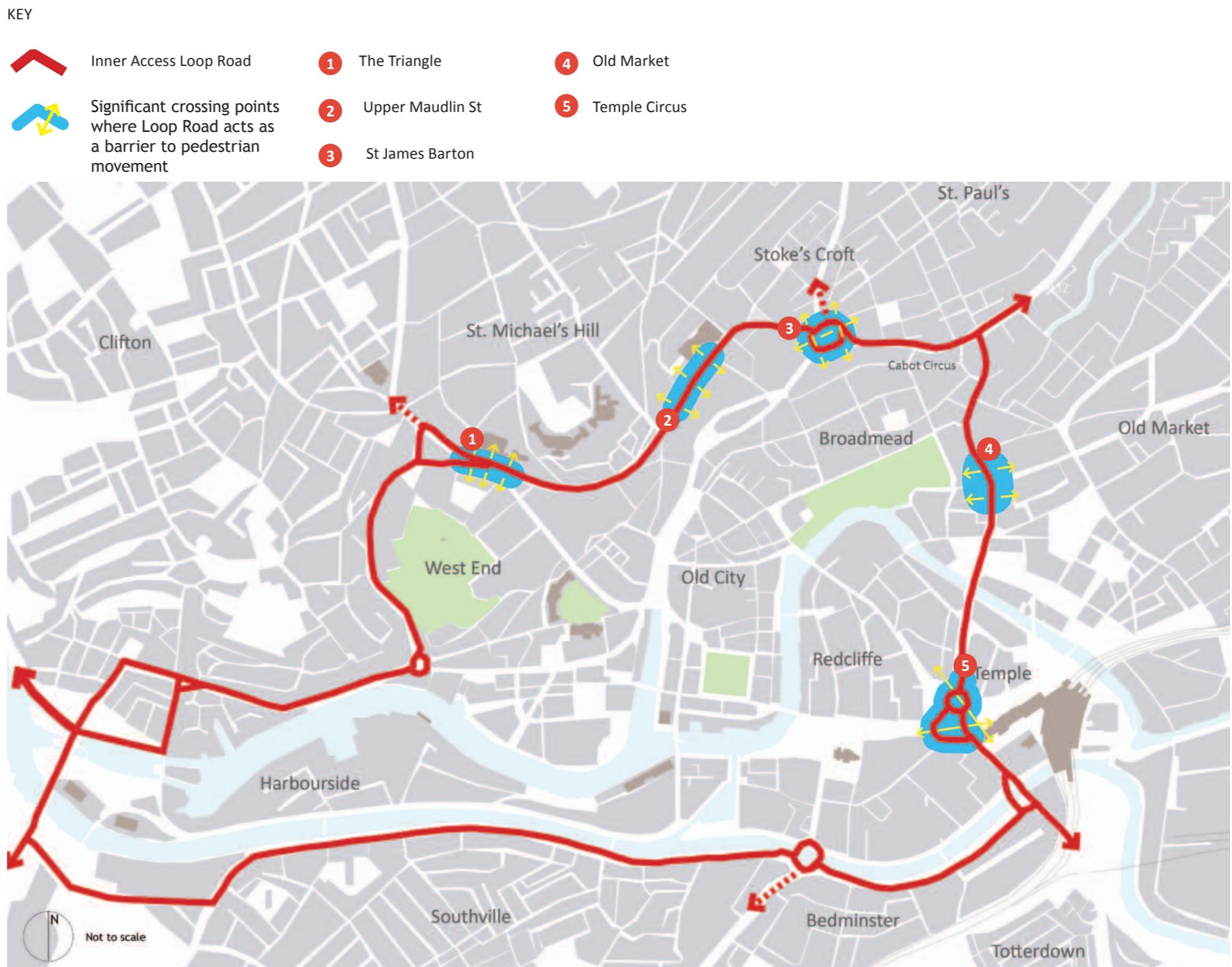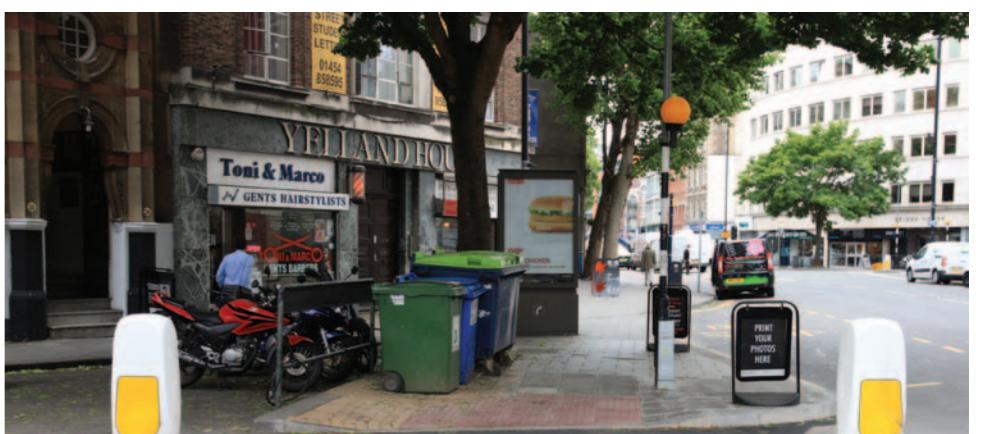
Bristol City Centre
Public Realm and Movement Framework

February 2012
City Design Group

Inspiring great place making

2

2 Inspiring great place making

Vision

2.1 Vision for a rebalanced city centre

The starting point for a vision for public realm and movement in the city centre is a hierarchy which places pedestrians at the apex of other forms of transport.

By 2026, vehicle traffic in the central area will be significantly reduced, both in volume and speed. There will be a growing pride in the quality, comfort and convenience of routes and spaces for pedestrians and cyclists and in an efficient public transport system, serving the needs of users throughout the day.

Streets will no longer be dominated by moving or stationary vehicles. Greater freedom of movement and space afforded to pedestrians will encourage an attractive and burgeoning pavement culture, where the life in shops, bars and restaurants can spill out into the street.

Pedestrian and cycle routes between key destinations in the city centre and from surrounding neighbourhoods will benefit from life, activity and points of interest shrinking perceptions of distance and encouraging exploration and discovery. Key routes will connect incidental and destination spaces to enhance journeys and encourage pausing to enjoy, or returning later at leisure. Showpiece and destination spaces and streets will be designed and managed to accommodate regular or occasional events for trading, entertainment or public gathering.

Information, for those who need it and those who seek it, will be available across all media, to guide, inform and entertain users, whether they be on foot, cycle, in public transport or in their own vehicles. This will be augmented by physical wayfinding infrastructure sending a consistent, legible and high quality message, underlined and complemented by the quality of public realm and urban design it guides people through.

"In today's built environment, with the recent focus on the regeneration of our cities, public space has been thrust into the spotlight. The definition of public space has widened from public squares and parks to the dead space around housing estates, roundabouts, car parks, and the reclamation of dockyards and waterfronts. Public space has evolved from the 19th century model of a bleak area of hard landscaping, with an equestrian statue and a fountain, into an active meeting and relaxing space for diverse cultural groups to enjoy"

New Public Spaces, Gaventa (2006)

"Placemaking is a multi-faceted approach to the planning, design and management of public spaces. Put simply, it involves looking at, listening to, and asking questions of the people who live, work and play in a particular space, to discover their needs and aspirations. This vision can evolve quickly into an implementation strategy, beginning with small-scale, do-able improvements that can immediately bring benefits to public spaces and the people who use them"

Project for Public Space

"Placemaking is a term that began to be used in the 1970s by architects and planners to describe the process of creating squares, plazas, parks, streets and waterfronts that will attract people because they are pleasurable or interesting"

Wikipedia

"Placemaking: Creating somewhere with a distinct identity: urban design"

Dictionary of Urbanism

"Placemaking makes economic sense - good quality places are usually cheaper to run, easier to maintain, and attract investment.

Placemaking itself is not just about design. It involves understanding the bigger story about a place, as well as being attentive to the small but important details. It involves taking care of what is there already, and anticipating what is still needed to make a place work".

CABE

Place making principles

Challenge

Disconnected city centre
The car–orientated planning of the post-war period has resulted in an increased disconnection between Bristol's city centre and surrounding neighbourhoods, with major roads acting as barriers to movement for pedestrians and other modes of transport.

Fragmented movement network
A key contributory factor in improvement of the public realm of Bristol and reduction of the dominance of vehicular traffic is the provision of a viable and attractive alternative to the car for accessing and moving about the central area's public spaces and destinations.

Uncoordinated public realm
Many of the city's streets and spaces have suffered over the years from uncoordinated maintenance and management of varying standards that has resulted in overall reduction in quality and an increasing proliferation of street clutter.

Place Making Principles

Connected city centre
— A pedestrian-centred model of urban design based on improved pedestrian/cycle routes and street level crossings and increased social and commercial activity.
— Providing obvious, attractive and direct walking and cycling links between central destinations and neighbourhoods.
— An overall reduction in vehicular traffic in the central area through controlled access and parking controls.

Integrated movement network
— A multi-modal movement system that provides seamless transition between public transport, walking and cycling.
— A public transport system with interchange and stop locations in attractive, safe and welcoming public space and that considers walking at origin and destination
— An information strategy that reveals the system, and the wider public realm framework of the city in an immediate, intuitive and easily comprehended manner

Coordinated public realm
— A focused programme of public realm improvement projects for the city's key walking routes and public spaces.
— An agreed standard of work for design, construction, maintenance and management of public realm in Bristol, guided by a Public Realm Toolkit for the selection and use of materials.
— An ongoing programme of de-cluttering and rationalization of street furniture and signage across the central area.

2 Inspiring great place making

Inspirational place making projects

London

1   High Street Kensington - excess clutter removed and simplified pedestrian crossings introduced

2   Monmouth Street - high quality raised crossing that has set the standard across the West End

3   Great Queen Street - traffic signals removed and shared space created (Smarter Streets concept)

London

1   Bankside - creative use of lighting lends aimation to a railway tunnel

2   Bankside - neighbourhood identity through public art

3   More London - high quality public realm delivered through new development

Newcastle

1   Blue Carpet - a public art led design of a new public space

2   & 3 Grainger Town - high quality townscape improvements across an entire historic neighbourhood

Nottingham

1   Market Square remodelled as a multi-functional, year-round events space

2   Maid Marion Way - roundabout and underpass replaced with surface crossings

3   Traffic reductions linked to Business Parking Levy and public transport improvements

2.2 Inspiring Place Making Projects

The following pages highlight a diverse and inspiring range of place making projects from around the world. Projects range from temporary 'pop-up' projects such as park-lets, urban beaches and guerilla gardens, to ambitious infrastructure projects extending over several kilometres. Projects involve the remodelling of streets, roundabouts and underpasses, the reclamation of industrial areas and waterfronts, and 21st century transport interventions into historic environments. Most of the projects are widely regarded as best practice exemplars. Projects have been identified that adopt approaches which may be relevant to the particular challenges and opportunities presented in Bristol.

Bristol City Centre
Public Realm and Movement Framework

February 2012
City Design Group

Other UK cities

1. Sheffield Gold Route - a clear pedestrian route through the city linking the station, retail areas, business quarter and university campus
2. Mailbox, Birmingham - the value of public art in trasnforming the experience of using an underpass
3. Castlefield, Manchester - the opening up an industrial townscape through contemporary interventions

Dublin

1. O'Connell Street - footpath widening, tree planting, new central plaza
2. River Iffey Boardwalk - a new pedestrian promenade
3. Meeting House Square - popular new events space with built in stage

Northern Europe

The following cities have restricted car access into their historic heart :

1. Gothenburg - deliveries are by cycles, mopeds, electric cars and ferries.
2. Groningen - 57% of all commuter trips are now made on bike
3. Delft -over 70% of the people appreciated the city more since implementing the car-free zones

Northern Europe

1. The Netherlands - shared space sign from a residential street where children play happily
2. Stockholm - sustainable urban drainage is a common feature of new development
3. Copenhagen - well-planned and well-managed open spaces, combined with measures to reduce traffic have led to a 65% increase in cycle use over a 25-year period

Southern Europe

1. Bordeaux - recently the city has regenerated many quarters and renewed its public realm, including the provision of three new tram lines
2. & 3 Barcelona - strong civic leadership around a clear vision has resulted in the delivery of many transformational public realm projects

Southern Europe

1. Lyon - a well developed public transport system, an integrated walking and cycling plan, and an ambitious programme of public realm innovation
2. Lucca - traffic calming achieved cheaply through the positioning of a bench across a street
3. Gerona - an annual flower festival, involving international artists who transform streets and spaces
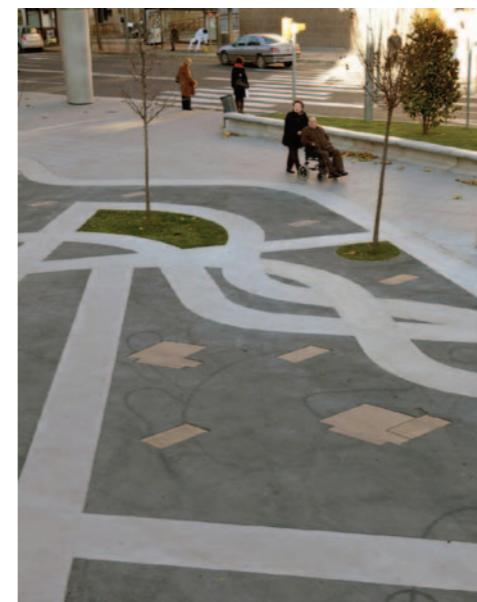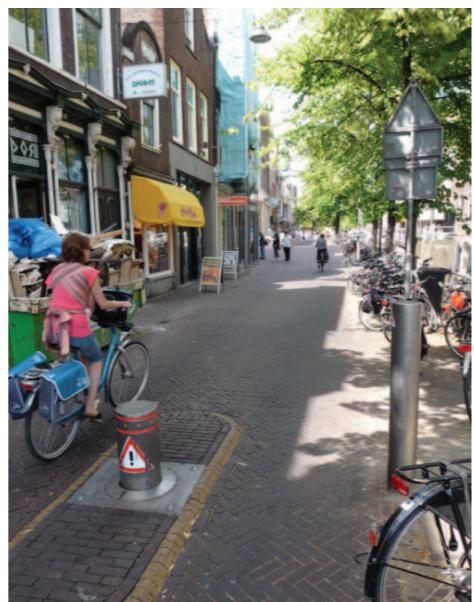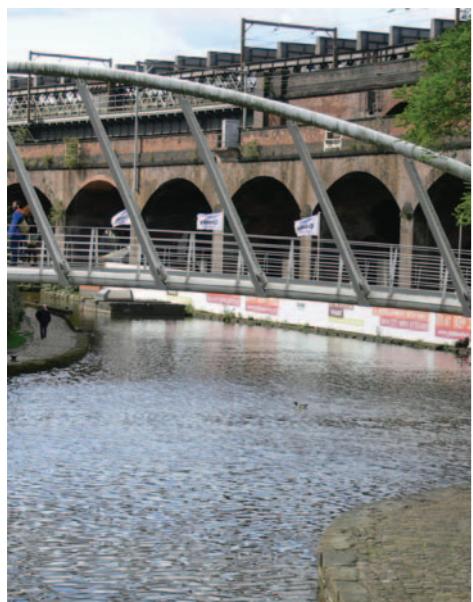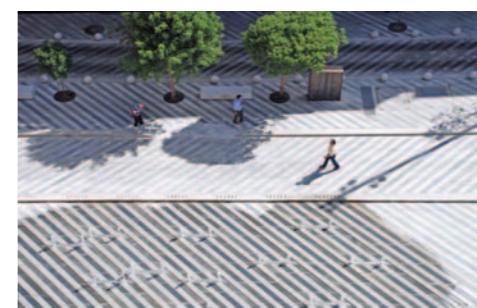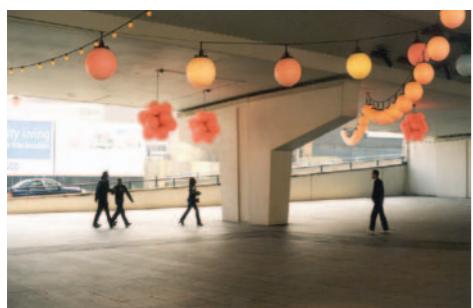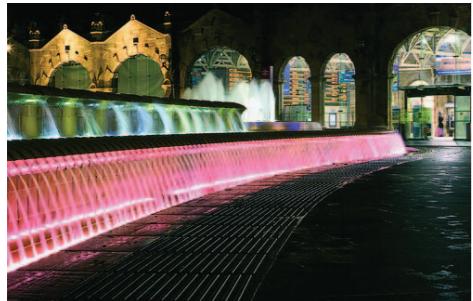
Movement framework

3

3 Movement framework

Key principles

3.1 Introduction

The transport strategy for Bristol and the West of England is set out in the Joint Local Transport Plan (to 2026), framed within the objectives of reducing carbon emissions and supporting economic growth.

In the central area of Bristol, the vision is to rebalance the relationship between pedestrians, cyclists, public transport and general vehicle traffic, to enhance access and improve the walking and cycling environment for trips with a destination in the city centre.

In Bristol there has been substantial investment in public transport through the Greater Bristol Bus Network (£70m with an additional £2m to set up Smart Card infrastructure to transform ticketing).

The £22m Cycling City scheme has accelerated a shift to a cycling culture and laid the foundations for continued movement towards low-carbon forms of transport.

The Urban Traffic Control centre utilises state of the art technology to ensure we can maximise the efficiency and get best use out of the existing network.

3.2 Current context

Some 100,000 vehicles travel into inner Bristol every weekday, creating congestion and air quality problems.

These large traffic flows impact on the environment for other users such as pedestrians and cyclists, the numbers of whom accessing the central area having grown significantly in recent years. For example, cycling levels into central Bristol have increased by 110% since 2003.

This has however led to more conflict between the different modes of transport, and has increased the need to rebalance the relationship between these modes and vehicular traffic.

3.3 Key Principles
a   In order to achieve the vision, the reduction in vehicular traffic in the central core will be targeted through two complementary strategic approaches
— A package of transport interventions to enhance access to central Bristol by means other than the private car, and to make these options more attractive.
— A new Rapid Transit network serving the centre, from Ashton Vale, Hengrove and the North Fringe
— Continued investment in the bus and rail network
— Further enhancements to the cycling network.
— Better pedestrian facilities and improvements to the walking network
— Increased provision of transport information
— Enhanced public transport interchanges (eg: at Temple Meads station).
b   Associated measures to manage demand and capacity for private vehicle trips and thereby encourage the use of the more sustainable alternatives.
— Greater management of parking demand
— The possible introduction further residents parking schemes
— The possible expansion of 20 mph zones to cover further areas of the city.
— Possible introduction of a Workplace Parking Levy (a charge for business staff parking spaces)
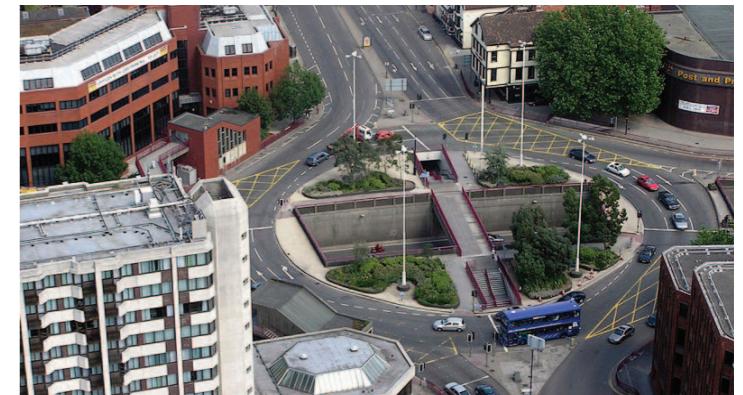
Through traffic and the inner access loop
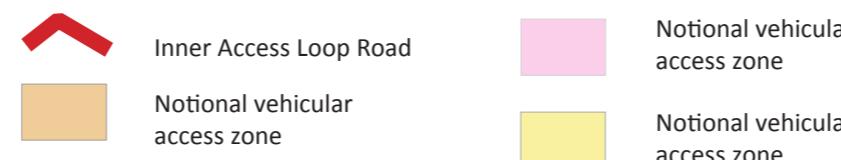
3.4 Through traffic and the Inner Access Loop Road

To reduce through traffic from the central area, it is critical to ensure that the Inner Access Loop (formerly known as the Scope route) can accommodate the traffic that may be displaced.

Further transport initiatives are proposed as part of this approach, incorporating:

— Improvements on the Inner Access Loop aimed at maintaining traffic flow, whilst improving pedestrian and cycle access connections across the central core.

— Measures to reduce cross-centre vehicle movement (except by public transport) whilst maintaining essential vehicle access into central area housing, businesses, retailing and entertainment destinations from the Inner Access Loop

— Entry points from the access loop serving different parts of the city centre

— The provision for orbital movements further out from the City centre, such as the South Bristol Link , which would provide improved infrastructure for movements around the south west of the city, increasing access for South Bristol itself.

— Improvements to the public realm along the Inner Access Loop (eg: improved pedestrian crossing facilities, reduction of street clutter from signage, street furniture etc)

KEY

Inner Access Loop Road

Notional vehicular access zone

Notional vehicular access zone

Notional vehicular access zone

Proposals for limiting vehicular access
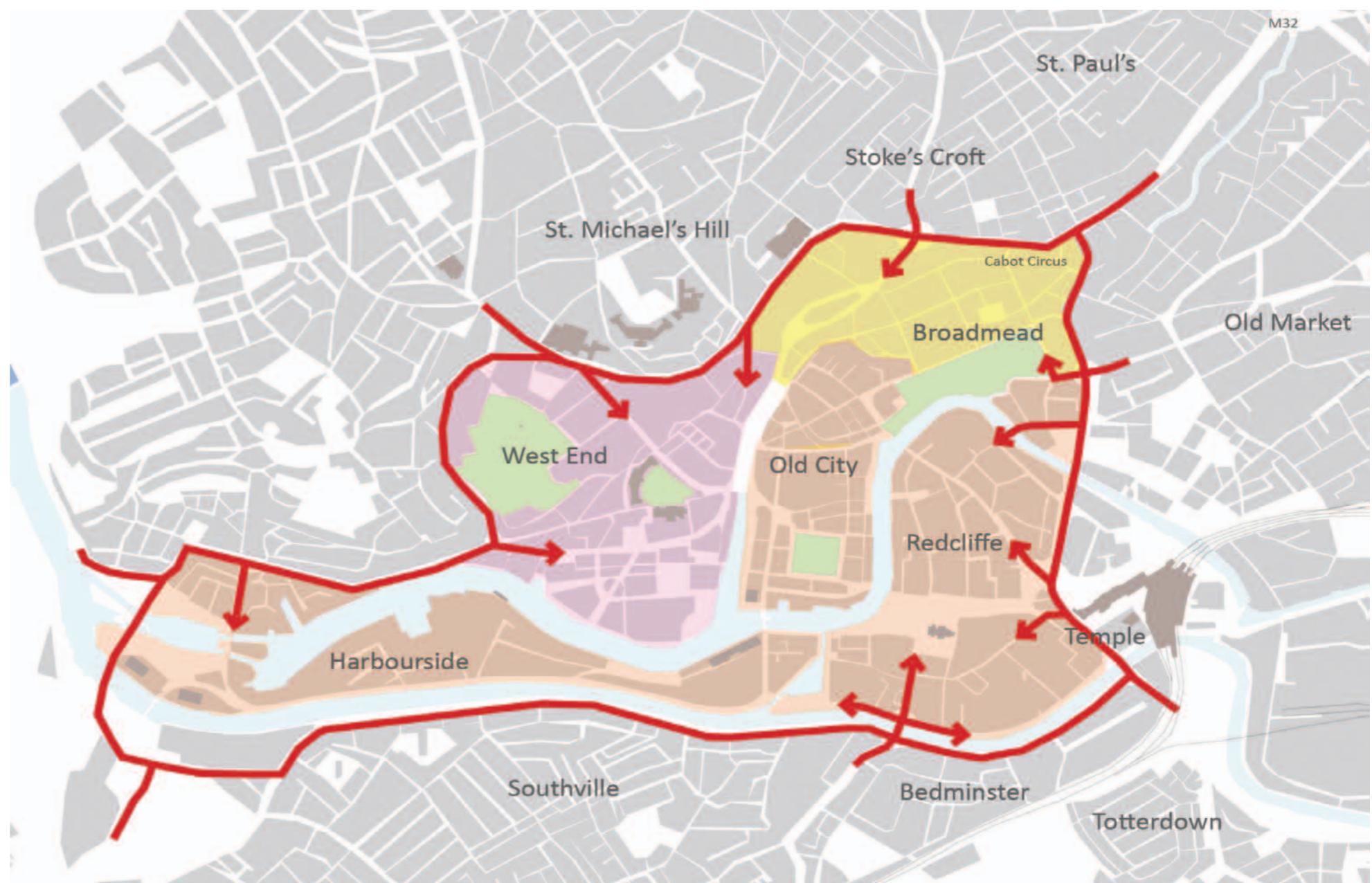
Bus routes and interchanges

3.5 Bus and Rapid Transit Interchanges

As a key destination on the bus network, the city centre has to provide for a large number of bus stops. There are bus stops throughout the central area with particular clusters of stops in areas such as The Centre Promenade and Broadmead/Cabot Circus. At peak times these clusters can become severely congested as buses compete for road space with general traffic.

The movement framework strategy of reducing through traffic will allow more space for buses and for a new rapid transit network. Working closely with the transport operators we will see a simplified bus stop and interchange network and improved pedestrian connectivity between bus stop clusters. The expansion of real-time electronic signage and better onward journey information at bus stops will be part of the strategy.

KEY

Bus Routes

Bus Interchange

GBBN Route

Bristol City Centre
Public Realm and Movement Framework

February 2012
City Design Group

3 Movement framework

Rapid transit routes and interchanges

To support the objectives of the Joint Local Transport Plan 3, and the wider spatial strategy for the sub region up to 2026 and beyond, the West of England has a major transport scheme programme.

Three Rapid Transit projects in Bristol have secured funding approval from the DfT; Ashton Vale to Temple Meads (and City Centre Loop); North Fringe to Hengrove; and South Bristol Link. The first two will have a significant effect on traffic movement and public realm in the City Centre

BRT will provide a fast, frequent and reliable public transport service, with a high quality passenger experience. It will be linked to Park and Ride sites but with strategic stops at key transport nodes along the route. Away from the City Centre, services will run on largely segregated routes, separate from car traffic with priority over road users at junctions. In the City Centre, mainly on-street running will be on dedicated or shared bus-only lanes, again supported by other traffic priority measures. Bespoke interchange and stop environments are being designed to make a positive contribution to quality of public realm and local identity, as well as improved legibility and onward user information.

Section 4 highlights specific public realm projects where BRT will play a particularly significant role, including The Centre Promenade and at Temple Meads

KEY

BRT Ashton Vale to City Centre

BRT North Fringe to Hengrove

400m Walk Circle (approximately 5 minutes walk)

500 orbital bus route
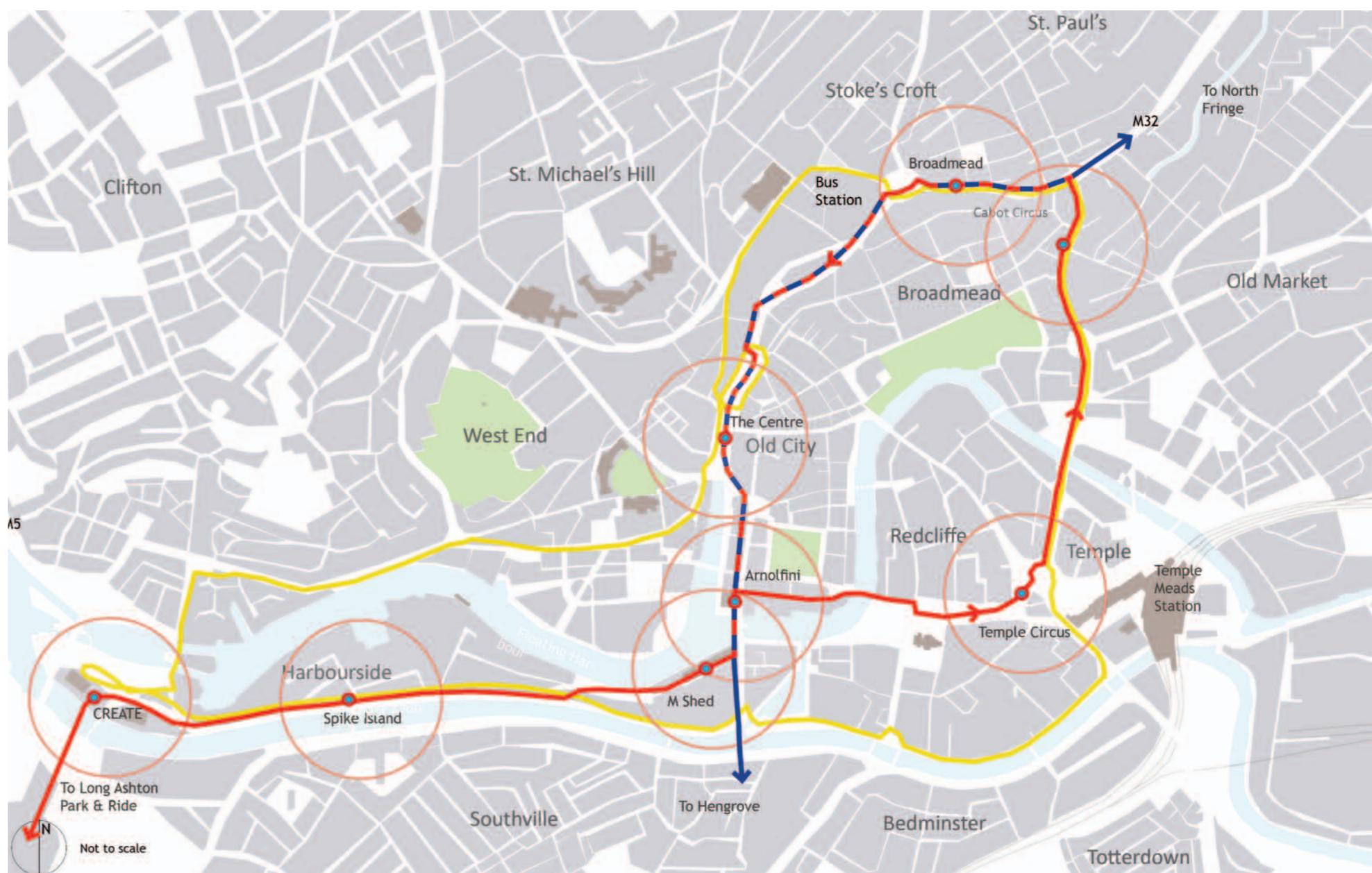
Primary pedestrian route network
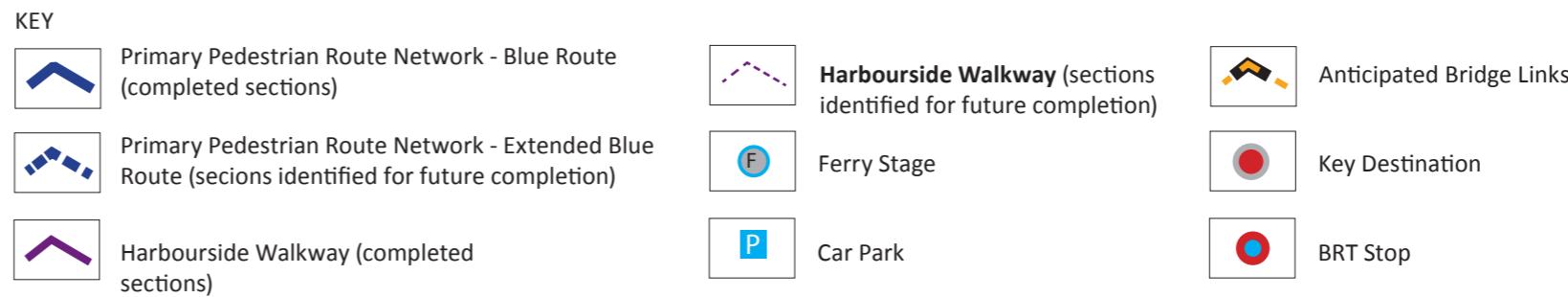
3.6 Walking network

The walking network in the City Centre comprises three components – the Quayside Walkway, a Primary Pedestrian route network (identified by Bristol Legible City as The Blue Route) and a Secondary Pedestrian route network.

Since the historic Floating Harbour closed as a commercial port in the 1970s, a fundamental principle for regeneration of waterfront sites has been the provision of a waterfront walkway. As a result there is now over 4km of continuous Quayside Walkway accessible to the public 24 hours a day, providing people with a richly diverse sequence of experiences.

Whilst the walkway has attracted international renown, there are still some sections that remain to be connected, and areas where improved legibility would help users navigate the route. Links to the walkway from surrounding areas need to be clear and similarly, key destinations should be clearly signposted from their nearest point on the route.

Bristol Legible City overlaid a wayfinding system which connected the principal destinations in the City Centre. These were the three key regeneration areas of Broadmead, Temple and Harbourside, plus the University and high-end shopping areas of West End and the focus of pedestrian cross-centre movements at The Centre. This main connecting system was called The Blue Route. Various sections of this route have been upgraded over the past ten years, particularly that between Temple and Harbourside, known as The Brunel Mile. Section 4 sets out a series of public realm improvements focussed on these Primary Pedestrian Routes

KEY

| Symbol	Description
—	Primary Pedestrian Route Network - Blue Route (completed sections)
⋯	Primary Pedestrian Route Network - Extended Blue Route (secions identified for future completion)
—	Harbourside Walkway (completed sections)
⋯	**Harbourside Walkway** (sections identified for future completion)
F	Ferry Stage
P	Car Park
●	Anticipated Bridge Links
●	Key Destination
◉	BRT Stop
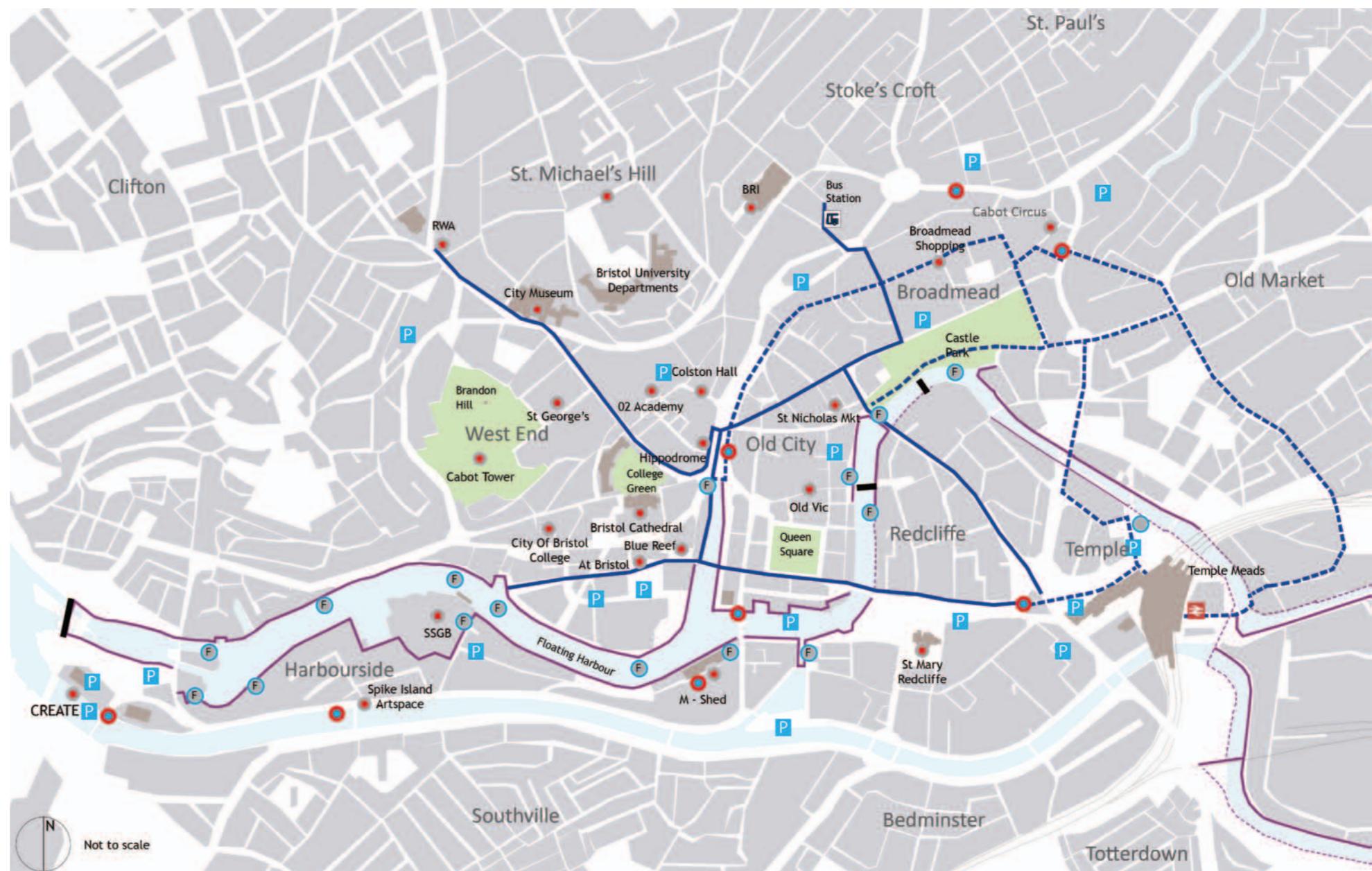
Primary and secondary pedestrian route network

With the eastwards shift in focus of the main shopping destination with the opening of Cabot Circus, the opening up of a new northern approach to Temple and the expansion of the City Centre into the Inner Eastern suburbs, there is recognition of the need to extend the Blue Route to the east. Similarly there is a growing appreciation of the destination potential of the Cumberland Basin area at the western end of the harbour which would extend the Blue Route along the Quayside walkway to the west.

The Blue Route is augmented by the Secondary Pedestrian Route Network, which, following streets and crossing squares and spaces, often carries significant pedestrian flows which might suggest inclusion in the Primary Route Network. The Secondary Route Network meets and intersects with the Blue Route and Quayside Walkway at various points across the city centre and connects with neighbourhoods beyond to the east and south, inviting exploration and distributing pedestrians to lesser destinations within the City Centre.

There is a particular challenge for the Extended Blue Route and Secondary Route Network in connecting to those Inner Eastern neighbourhoods in a legible and convenient way and this is reflected in public realm priorities and projects as set out in Section 4

KEY

Primary Pedestrian Route Network - Blue Route (completed sections)

Primary Pedestrian Route Network - Extended Blue Route (secions identified for future completion)

Secondary Pedestrian Route Network (completed sections)

Secondary Pedestrian Route Network (sections identified for future completion)

Harbourside Walkway (completed sections)

Harbourside Walkway (sections identified for future completion)

Cycling & car parking

3.7 Cycling network

The Council has been implementing cycling infrastructure for many years, and now has a well-established network of dedicated routes and cycling facilities crossing the City Centre, including routes on the National Cycle Network. Cycling was given a further impetus in 2008 when Bristol was designated England's first Cycling City and awarded £4m by DfT for schemes to promote cycling. Although there are few fully segregated cycle-only routes, most pedestrian routes and spaces are designed to accommodate or acknowledge cycle traffic as well and there has been significant investment in on-street facilities such as contra-flow lanes, advance stop lines, dropped kerb routes through major intersections etc.

Cycling is the quickest mode of transport at peak times in the City Centre. The agility, potential speed and growing numbers of cyclists, coupled with their ability to switch between pedestrian and vehicle domains at will, requires careful consideration in routeing and design of facilities. Effective mapping systems, legible surface indicators and clear signage at intersections will be needed.

Those considerations need to take into account the differing habits of cycle commuters and leisure/occasional cyclists. The former will generally adopt the shortest/quickest route. The latter will be prepared to tolerate less direct routeing in favour of off-road routes and exploration, and will tend to take greater care in transitioning between highway and pedestrian areas. Proper signing, surface route indicators and other facilities will have more relevance to this group.

3.7 Car Parking

The Joint Local Transport Plan 3 (JLTP3) provides the current base for developing and implementing parking policies. The policy in Bristol City Centre seeks to restrain and reduce supply of long stay parking in order to encourage commuting by lower carbon alternatives. In response to subsequent pressure on inner residential streets the Council has been investigating and consulting on Residents Parking Zones. It is recognised that short stay parking plays a vital role in supporting the economy in the City Centre. All on-street parking and publicly-owned off-street parking is managed to reflect the need to provide short-stay parking to meet shopping, leisure and business needs. Where possible, private operators of public off-street parking will be encouraged to do likewise.

Parking provision in association with new development in the City Centre is controlled by Policy DM12 of the Draft Site Allocations and Development Management DPD, which is being consulted on in March 2012. The Council is also currently investigating the possible introduction of a 'Workplace Parking Levy' on existing and new Private Non-Residential parking spaces, of which it is estimated there are approximately 20,000 in the City Centre. The primary purpose of this will be to support the funding of major public transport and infrastructure projects and, it is hoped, encourage more commuters to switch to lower carbon transport modes.

Some of the public realm improvements proposed in Section 4 may require reconfiguration and even some reduction in availability of on-street parking in some key areas. The impact of this on local economic activity will be minimised, and potentially be offset by the improvements to the pedestrian environment and greater footfall that results.

Public realm framework

4

Introduction

4.1 Creating the canvas

The movement framework proposals outlined in the previous section set the context and create the potential for major public realm improvements in the short, medium and long term. Individual transport projects and development offer specific public realm improvement opportunities or combine to create the conditions for public realm interventions across the city centre or in particular neighbourhood areas.

4.2 Defining public realm interventions

This section identifies a series of potential public realm interventions that would collectively deliver the vision set out in Section 2.

Interventions have been grouped into the following categories:
a   Spatial sequences of streets and spaces linked to the Extended Blue Route Network;
b   Thematic interventions that would be applied to the sequences; and
c   Area focussed interventions to support wider regeneration, historic environment and visitor management objectives.

4.3 The primary pedestrian route network

The Legible City wayfinding masterplan established the Blue Route in 1999 as the primary pedestrian route network in the City Centre. The Blue Route was designed to connect major locations of investment and link attractions and destinations which generated significant pedestrian flow.

There has been significant progress made with delivering parts of the Blue Route, particularly linking Temple Meads with Harbourside (known as the Brunel Mile). However, the coherence, quality and user-friendliness of other parts of the Blue Route are still variable and require improvement over key sections. For example, of particular concern is the need to improve the pedestrian route connection between Temple Meads Station and the main shopping areas of Cabot Circus and Broadmead.

This framework expands and updates the Legible City Blue Route concept to reflect movement and public realm priorities over the next twenty years. The Extended Blue Route Network will continue to promote improvements to the triangle of routes than connect the Harbourside, Broadmead and Temple neighbourhoods. However, it will also prioritise eastwards connections to Cabot Circus and St. Phillips North, and westwards to Cumberland Basin. The Extended Blue Route Network also provides greater emphasis on improving pedestrian movement to and through Old Market and Cumberland Basin.
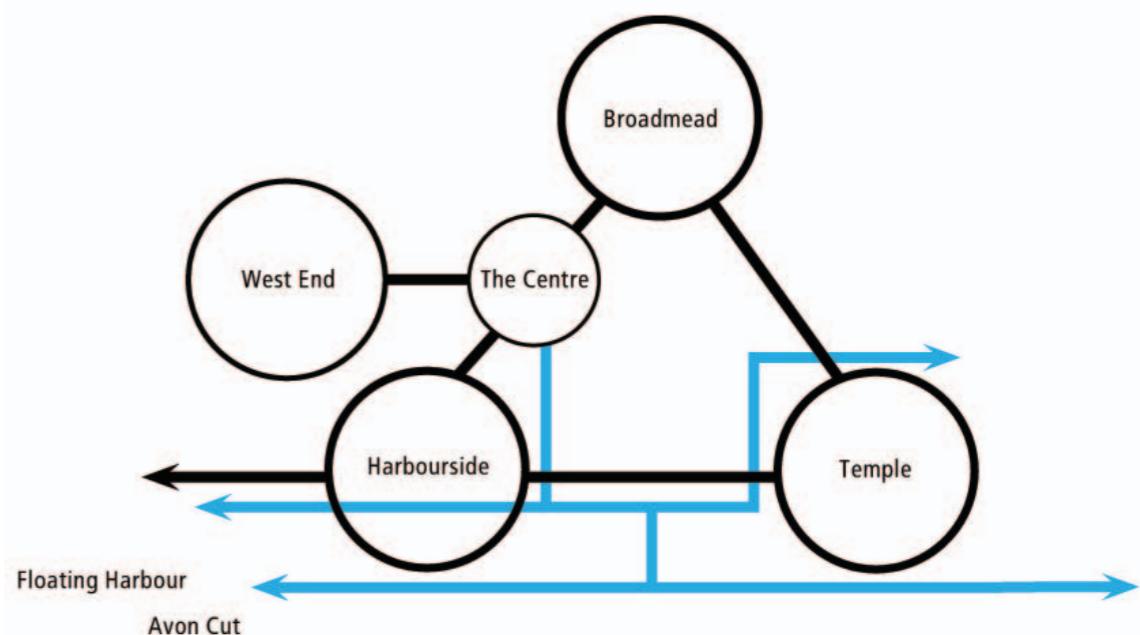
Primary pedestrian route network

**4.3 Spatial sequences of streets and spaces linked to the Extended Blue Route Network (continued)**

The Extended Blue Route Network comprises the following seven sequences which are shown on the diagram below:

1 Primary Route 1:

West End – The Centre – Castle Park – Old Market

2 Primary Route 2:

Harbourside

3 Primary Route 3:

Broadmead – The Centre

4 Primary Route 4:

Temple – Castle Park – Broadmead

5 Primary Route 5:

Harbourside – Temple

6 Primary Route 6:

Temple – Old Market – Cabot Circus

7 Primary Route 7:

Temple – St. Phillips – Old Market - Cabot Circus
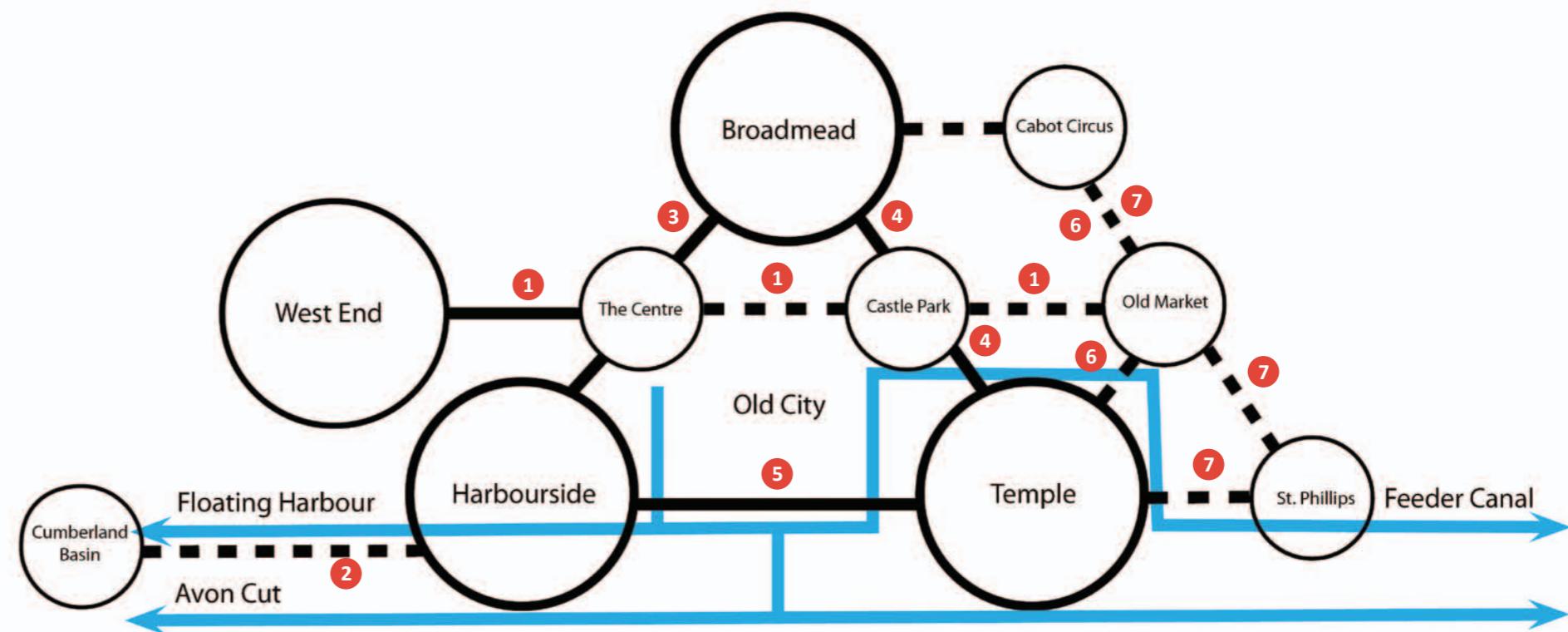
It is proposed to develop and design projects within the context of a sequence and the character and identity of individual streets and spaces. Detailed scoping of each sequence will inform prioritisation of interventions and potential phasing. Low cost to higher cost options will be explored alongside temporary or experimental measures introduce changes more rapidly.

Potential public realm projects

KEY

 Primary Pedestrian Route Network - Blue Route
(completed sections)

 Primary Pedestrian Route Network - Extended Blue
Route (secions identified for future completion)

 Harbourside Walkway
(completed sections)

 Harbourside Walkway (sections identified
for future completion)

 Potential Public Realm projects

St. Paul's

Stoke's Croft

Clifton

St. Michael's Hill

Cabot Circus

Broadmead

Old Market

West End

Old City

Redcliffe

Temple

Harbourside

Southville

Bedminster

Totterdown

N

Not to scale

Bristol City Centre
Public Realm and Movement Framework

February 2012
City Design Group

4 Public realm framework

1 Queen's Road – visualisation
   (CDG, 2011)

2 Park Street – visualisation (CDG, 2011)

3 Park Street – visualisation (CDG, 2011)

4 Park Street – College Green –
   visualisation (CDG, 2011)

5 Colston Hall – visualisation (CDG, 2011)

6 Corn Street – visualisation (CDG, 2011)

Primary pedestrian route 1:
West End - The Centre - Castle Park - Old Market

Not to scale

Greater pedestrian priority to some of the city's most iconic streets through the adoption of a shared space approach to public realm design

1A Queens Road
— Improved facilities for pedestrians crossing between Queen's Avenue and Richmond Hill

1B Clifton (Queens Road) Triangle
— Reallocate road space to give greater priority to pedestrians, cyclists and buses
— Enhanced bus stop facilities
— Enhanced setting for the Bristol Museum and Art Gallery

1C Park Street
— Improve pedestrian access within Park Street and to linked streets
— Significant improvements to the cycling environment including cycle lanes and cycle parking
— Reduce street clutter and in particular A-boards
— Introduce access management measures to College Green to reduce impact of vehicle traffic on pedestrian movement

1D The Centre – Colston Hall Environs
— Enhanced setting for Colston Hall including an enlarged spill out space that could be used for concerts
— Introduce access management measures to Colston Street to reduce impact of vehicle traffic on Colston Hall forecourt

1E The Centre
— Create a route through the centre for the bus rapid transit network incorporating plans for an interchange
— Create a safer and more accessible space for pedestrians and cyclists with more trees
— Create a peaceful, respectful and well-landscaped space for the Cenotaph monument
— Rationalise and reallocate roadspace along the west (Hippodrome) side
— Restrict or remove vehicle traffic from the east side

1F Corn Street
— Further develop vehicle access management measures to enable greater priority for pedestrians and facilitation of street events
— Introduce a shared-space approach to public realm design
— Create opportunities for businesses to spill out into the street

1G High Street/Wine Street
— Take advantage of development to reinstate historic building lines
— Introduce a shared-space approach to public realm design

1H Castle Park
— Enhance the east-west path through Castle Park and onto Castle Street
— Remodel the park to facilitate better north-south movement from Union Street to the proposed Mobius Bridge
— Shared pathway from St. Peter's Square to Castle Street
— Upgrade of finishes to St. Peter's Square
— Improvements to existing ferry landing

1I Old Market Roundabout
— Introduce measures to improve pedestrian/cycle and public transport access between Old Market and Castle Street
— Ensure that development of sites around Old Market roundabout takes advantage of the opportunity to create a positive relationship with the public realm
— Ensure integration with neighbourhood planning initiatives in Old Market
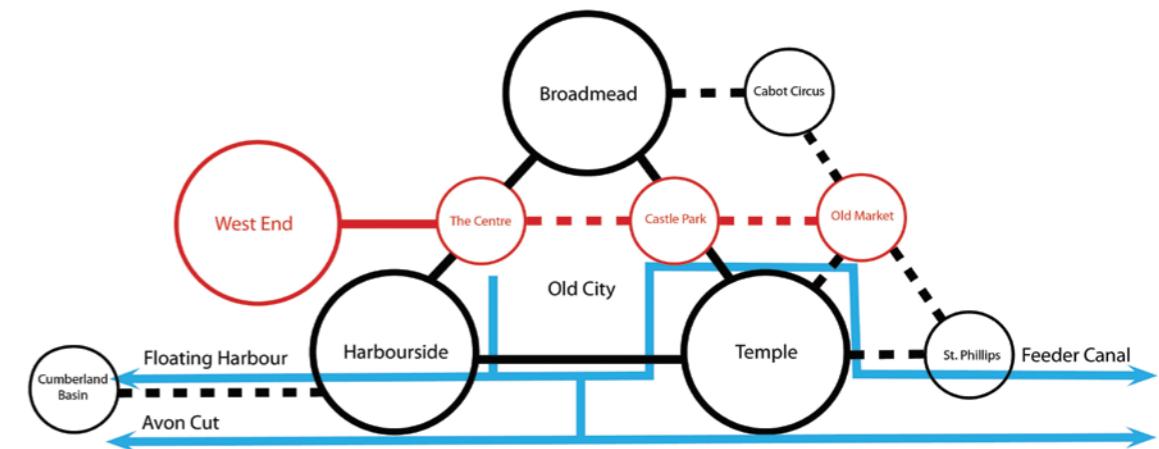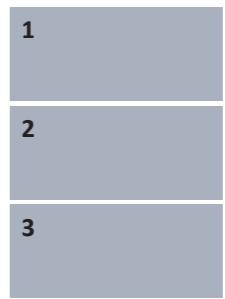
1 BRT Stop, Create Centre – visualisation (CDG, 2011)

2 Cumberland Casin South – beach visualisation (CDG, 2008)

3 BRT Stop, Arnofini (CDG, 2011)

# Primary pedestrian route 2:
Harbourside

N
Not to scale

Completing the Harbourside path with a particular focus on the Cumberland Basin gateway
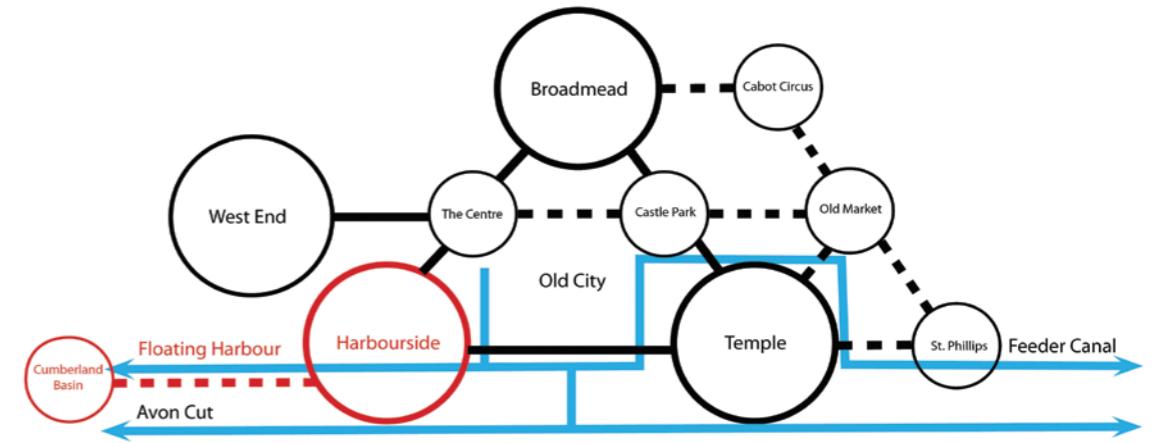
2A Narrow Quay
— Extend smooth pedestrian path along Narrow Quay past the Arnofini
— Extend vehicle access restrictions to facilitate street events and activities
— Improve paving to the triangle of space to the front of Broad Quay House

2B Prince Street Bridge
— Locate the BRT inbound and outbound route on the east side of the bridge
— Create a double sided BRT stop in the centre of the existing road space adjacent to the Arnofini but away from the mature trees
— Improve the public space around the Arnofini Gallery using traditional surfacing and dockside furniture

2C Prince's Square & Gaol Ferry Steps
— Create a new route (Museum Street) to the rear of M-Shed with space for BRT and stop facilities
— Provide a direct pedestrian and cycling route through to Gaol Ferry Bridge

2D Gas Ferry Place
— Improve this key arrival point for visitors arriving to the city by coach
— Enhance wayfinding signage
— Improve the relationship of the quayside path with the car park

2E Albion Dock/Gas Ferry Road Link
— Enhance legibility of this route through new signage and finishes
— Reveal and exploit views into the working dockyard without sanitising the space

2F Bristol Marina
— On the back of improvements to public leisure facilities e.g. toilet block/café, make improvements to the public realm
— Remove the landscape strip along the harbour path and widen the path accordingly

2G Spike Island BRT Stop
— Create a route for the BRT with stop facilities adjacent to Vauxhall Bridge
— Retain the mature street trees next to Spike Island Artspace
— Enhance the listed Vauxhall Bridge and its stepped ramps and stairs

2H Underfall Yard
— Retain the industrial grittiness of this location whilst enhancing pedestrian movement through this site
— Upgrade the signage that indicates an alternative route when the yard needs to be periodically closed for safety reasons
— As further opportunities are exploited to make this a maritime leisure destination, expand improvements to the public realm e.g. beyond the Pump House

2I Butterfly Junction BRT Stop
— Create a route for the BRT with stop facilities adjacent to the B-bond building (CREATE)
— Protect and enhance the ecological and heritage value of the area
— Reinforce the site as a destination serving walking and cycling routes around the dock and the New Cut
— Create a new pedestrian route that passes under Smeaton Road and onto Underfall Yard

2J Cumberland Basin South
— Implement the Brunel Lock Link - a new cycle path that will run from the CREATE centre, under the road bridge, around the headland, and over the reinstated Brunel swivel bridge across to the north of the harbour.
— Investigate the opportunities offered by removing an approach ramp to the multi-level highway system (Macadam Way)

2K Cumberland Basin North
— Rationalise routes to facilitate better N-S and E-W movement through the area
— Explore opportunities for introduction of low cost/high quality temporary structures to animate the space e.g. reusing cargo containers for community enterprises
— Create a softer landscape with more opportunity for community recreation and biodiversity

2L Hotwell Road – Dowry Square
— Investigate measures to reduce vehicle speeds on approach to Dowry Square
— Reduce the 'race-track' feel to this street through pavement build-outs and tree planting
— Improve pedestrian crossing facilities
— Reclaim space from the road to enhance setting to Dowry Square

2M Hotwell Road – Merchant Road
— Investigate whether wider changes to the vehicular movement network can create an opportunity to locally rationalise vehicular movement, including the removal of the switch-back that passes the Merchants Arms, thus enabling pavement widening
— Improve pedestrian crossing facilities connecting Oldfield Place to the harbourside path
— Enhance the setting of the Church of the Holy Trinity

2N Millennium Promenade
— Create a new public space as part of the latest phase of the Harbourside development
— Terminate of the Brunel Mile with a space designed to reveal and enjoy views across to the SS. Great Britain

2O Harbour Way
— Seek ways to provide greater animation and activitiy within the space, for example, through pop-up business spaces and a more proactive programming of the space
— Provide a more robus surface to the space to increase the types and frequency of events the space can host

4 Public realm framework

Primary pedestrian route 3:
Broadmead - The Centre
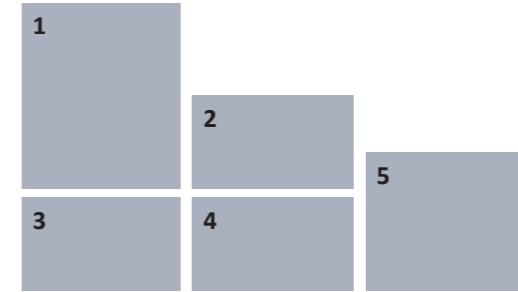
1 Nelson Street – redeveloped with active ground floor uses and concrete walkways removed (visualisation, CDG, 2011)
2 Nelson Street – today
3 Cenotaph – enhanced setting (visualisation, CDG, 2011)
4 The Centre - remodelled to provide more space for the pedestrian (visualisation, CDG, 2011)
5 Bear Pit - remodelled to provide at-grade crossings and increased sub-terranean acticity (visualisation, CDG, 2011)

N

Not to scale

Repairing severance and poor environment from post-war development, giving pedestrians good alternatives to underpasses and streets in the

3A **St. James Barton/Bus Station**
— Investigate traffic management measures to re-prioritise pedestrian movement across/ through the St James Barton roundabout
— Facilitate community-led initiatives to Increase animation to the 'Bear Pit' through pop-up businesses and a reconfigured landscape
— Enhance links to the bus station

3B **Union Street**
— Enhance pedestrian environment with wider pavements

3C **Nelson Street**
— Review allocation of roadspace and investigate traffic management measures to improve the pedestrian/cycle experience
— Enhance bus stop facilities
— Where post-war buildings are to be redeveloped, remove pedestrian bridges and first floor walkways
— Enhance pedestrian environment with wider pavements, tree planting and active ground floor uses
— Improve access to linked streets, many of which are medieval

3D **The Centre**
— Create a route through the centre for the bus rapid transit network incorporating plans for an interchange
— Create a safer and more accessible space for pedestrians and cyclists with more trees
— Create a peaceful, respectful and well-landscaped space for the Cenotaph monument
— Rationalise and reallocate roadspace along the west (Hippodrome) side
— Restrict or remove vehicle traffic from the east side
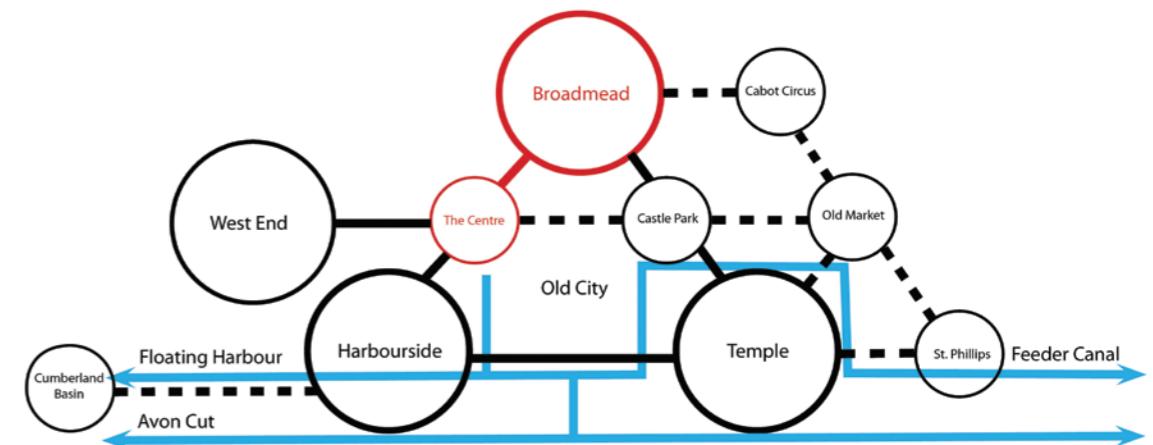
Primary pedestrian route 4:
Temple - Castle Park - Broadmead
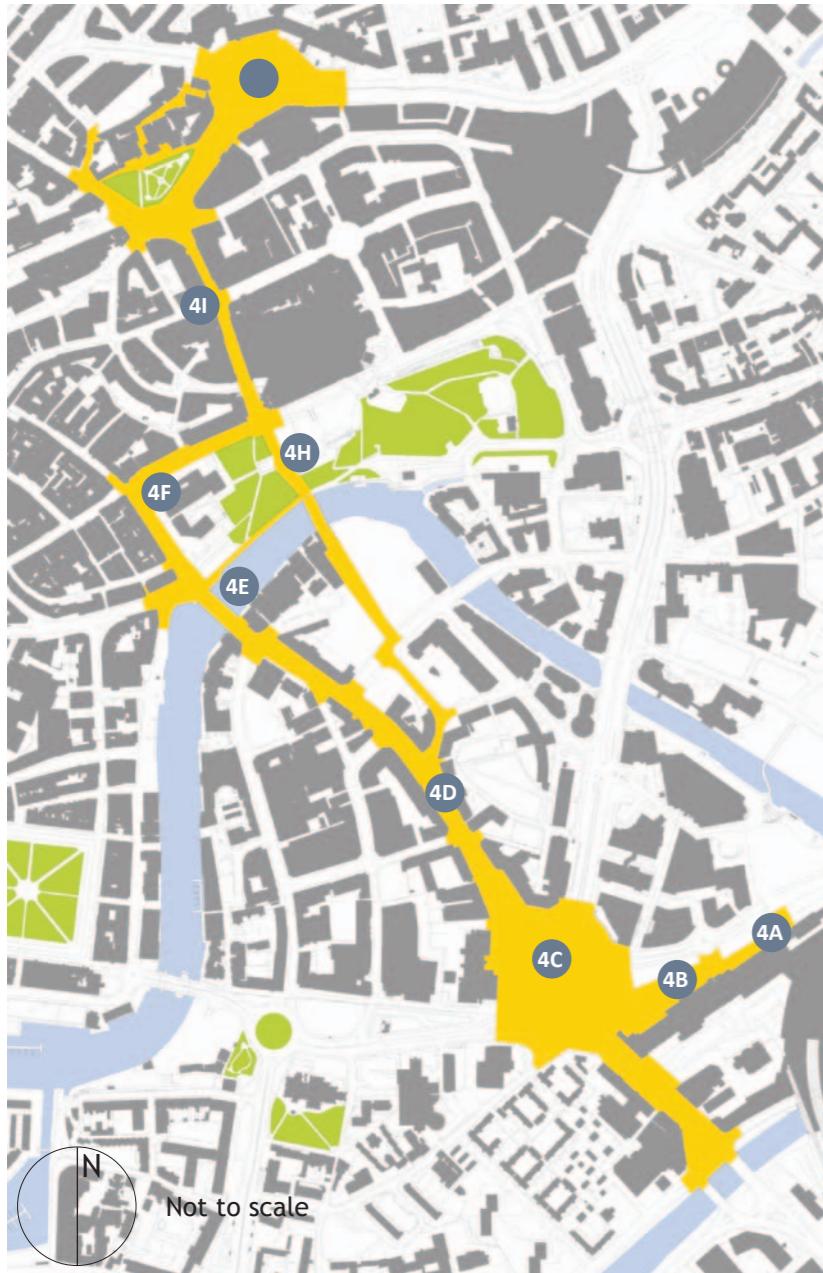
1	5
2	6
3	7
4	6

1 Temple Meads Station - well-used yet concealed side entrance

2 Brunel Mile East/Plot - dominated by car parking6

3 Temple Circus gyratory – a significant barrier to pedestrian movement to and from the Station

4 Mobius Bridge proposal linking Finzel's Reach and Castle Park

5 Castle Park – set to become an important N-S route

6 Union Street - busy shopping street with crowded pavements

7 High Street/Wine Street - poorly sited buildings and traffic domination undermine the city's historic cross-road

8 St. James Barton -poor link through to the bus station

N

Not to scale
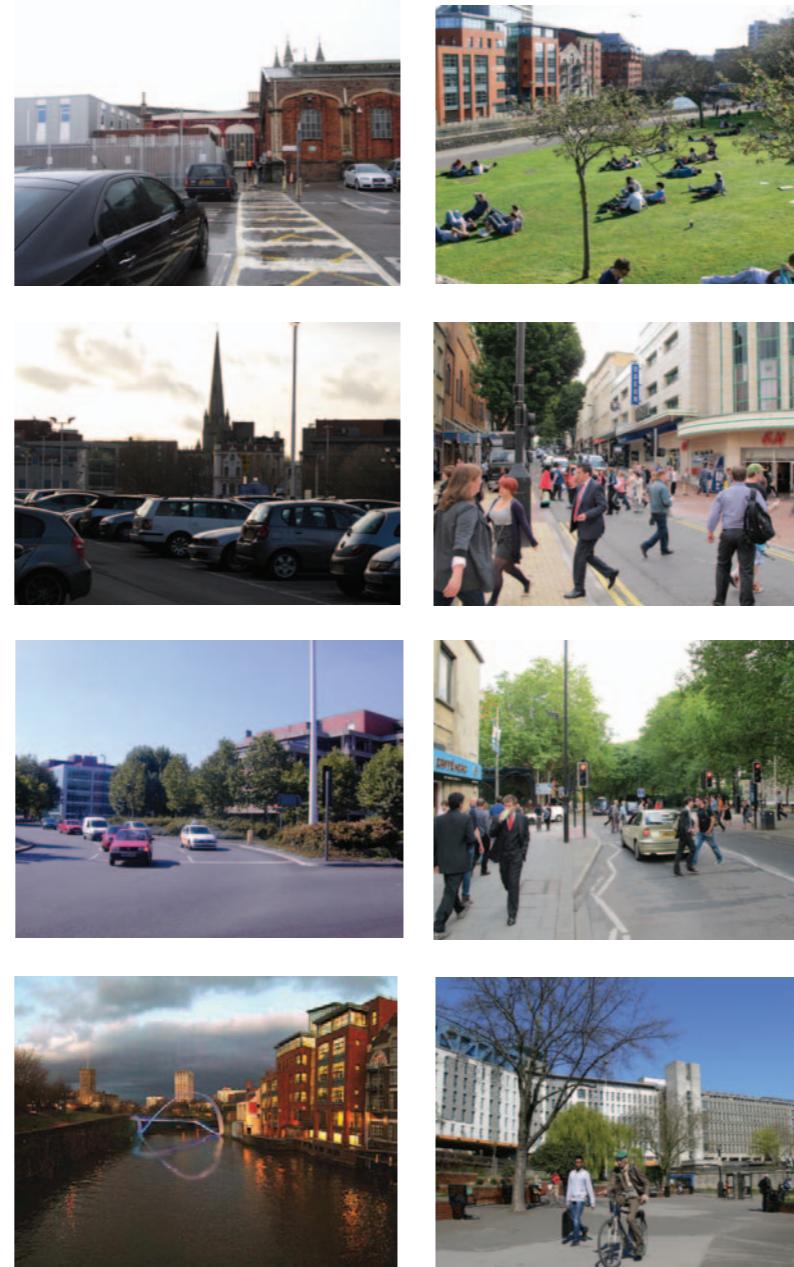
Improve the direct pedestrian connection between Temple Meads Station, Broadmead and the Marlborough Road Bus Station
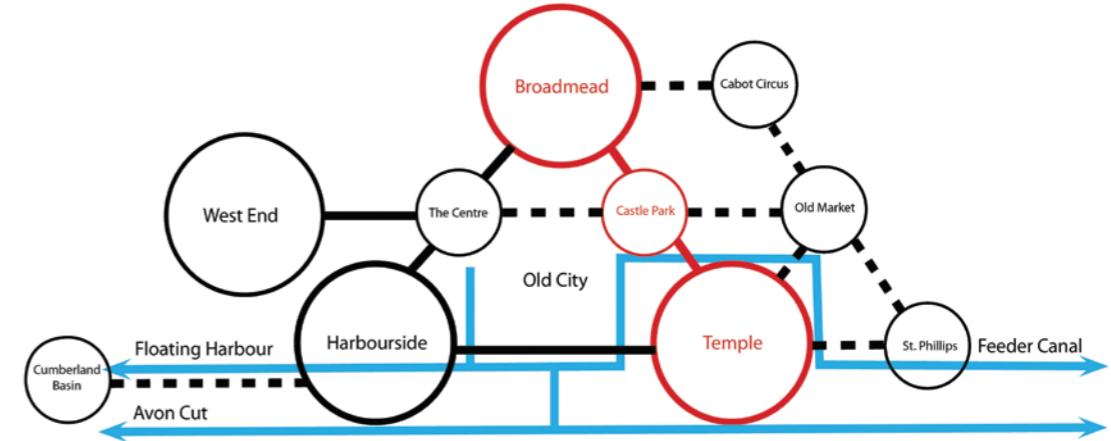
4A **Station Ramp/Temple Gate**
— Where incremental redevelopment of plots occurs, increase building set backs onto Temple Gate to facilitate wider pavements and tree planting
— Enhance pedestrian crossing facilities across the bottom of the station ramp
— Enhance pedestrian crossing facilities across Temple Gate

4B **Brunel Mile East**
— Extend the Brunel Mile along the northern edge of the Station complex implementing street surfaces consistent with the rest of the Brunel Mile
— Create a new gateway space adjacent to the Brunel Shed

4C **Temple Circus**
— **In the short term:**
— Create a new BRT interchange adjacent to the Island site
— In the long term:
— Reroute BRT along The Friary to the rear of Temple Meads Station
— Investigate alternatives to the current roundabout format for Temple Circus.
— Review traffic management measures in Temple Quay to facilitate vehicle access/egress to the area.

4D **Victoria Street**
— Upgrade pavements to provide a consistent finish
— Enhance pedestrian crossings
— Enhance the setting to the clusters of listed buildings

4E **Baldwin Street/Bristol Bridge**
— Review traffic management measures at western end of Baldwin Street to facilitate reduction on cross-centre vehicle meovement
— Improve crossing facilities into Castle Park

4F **High Street/Wine Street**
— Take advantage of development to reinstate historic building lines
— Introduce a shared-space approach to public realm design

4G **Mobius Bridge/Temple Street**
— Creation of a new pedestrian footbridge linking Castle Park and the former Courage's Brewery
— Creation of a pedestrian route through the site that connects with Temple Street
— Where possible, reinstate the historic alignment of Temple Street, and in doing so improve the setting of the Cornubia Pub

4H **Castle Park**
— Enhance the east-west path through Castle Park and onto Castle Street
— Remodel the park to facilitate better north-south movement from Union Street to the proposed Mobius Bridge
— Shared pathway from St. Peter's Square to Castle Street
— Upgrade of finishes to St. Peter's Square
— Improvements to existing ferry landing

4I **Union Street**
— Enhance pedestrian environment with wider pavements

4J **St. James Barton/Bus Station**
— Investigate traffic management measures to re-prioritise pedestrian movement across/through the St James Barton roundabout
— Facilitate community-led efforts to Increase animation to the 'Bear Pit' through pop-up businesses and a reconfigured landscape
— Enhance links to the bus station

1 Farrs Lane - currently a gap in the high
   quality public realm to the Brunel Mile

2 The Grove - car dominated south-facing
   quayside

3 Bristol Urban Beach 2007 -
   demonstrated the potential of
   Redcliffe Wharf as a vibrant quayside
   space

4 Redcliffe Way corridor - wide roads
   and poor townscape act as a barrier
   between north and south Redcliffe
   and provide a poor setting for St. Mary
   Redcliffe Church

5 Temple Circus/Island site - a significant
   barrier to pedestrian movement to
   and from the station

Primary pedestrian route 5:
Harbourside - Temple

Not to scale

Bristol City Centre
Public Realm and Movement Framework

February 2012
City Design Group
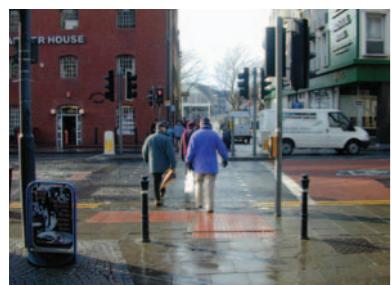
Completing the missing sections of the Brunel Mile, with a focus on downgrading the Temple Gate gyratory
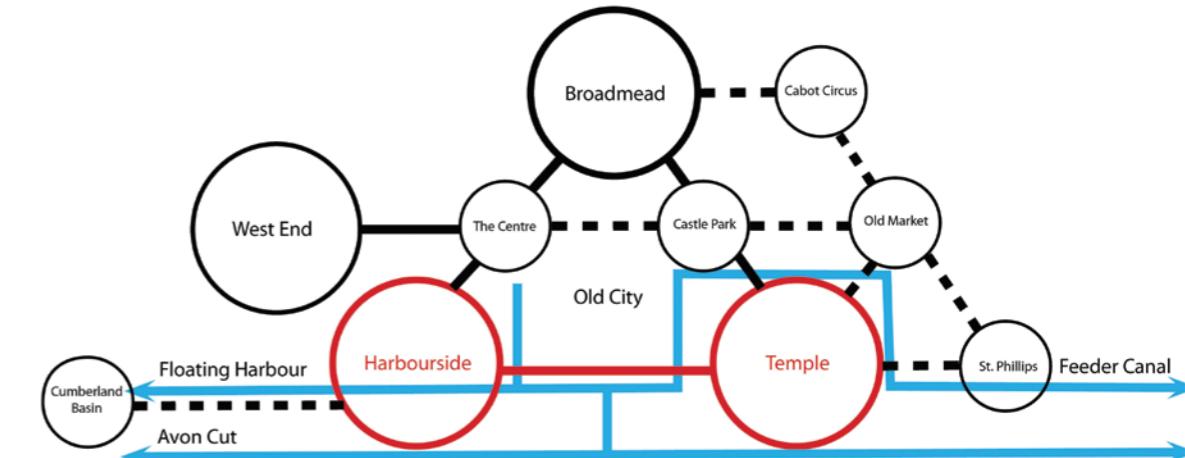
5A Farrs Lane
— Introduce a shared-space approach to public realm design
— Implement street surfaces consistent with the rest of the Brunel Mile

5B The Grove
— Review potential of off-street parking for development including new south-facing public space
— Enable creation of additional harbourside businesses (like the Severn Shed, Mud-Dock and River Station) which can exploit the harbourside location and animate the space

5C Redcliffe Wharf
— Through dedevelopment of Redcliffe Wharf, retain a large quayside space that new activities can spill out into
— Create a new link from Redcliffe Wharf, through Quaker's Gardens and onto St. Mary Redcliffe Church

5D Redcliffe Way

The design principles will be identified through the Neighbourhood Plan currently being developed, but are likely to include:
— Create a major new civic space to the north of St. Mary Redcliffe Church on land recovered from a downgraded and realigned Redcliffe Way
— Ensure any development along Portwall Lane gives a sense of enclosure to this street, with ground level uses spilling out into the space
— Introduce BRT to the north of the Redcliffe Way corridor, alongside the Brunel Mile

5E Island Site – Temple Gate
— Down-grade the Temple Circus gyratory, removing the link to the west of the Island Site and reinstating two way traffic to the east
— Extend the Brunel Mile through the Island site, implementing street surfaces consistent with the rest of this route
— Create a broad pedestrian crossing across Temple Gate which facilitates pedestrian crossing in one sequence rather than staggering the journey with a break half way across

5F Temple Circus/Island Site

In the short term:
— Create a new BRT interchange adjacent to the Island site
— In the long term:
— Reroute BRT along The Friary to the rear of Temple Meads Station
— Investigate alternatives to the current roundabout format for Temple Circus.
— Review traffic management measures in Temple Quay to facilitate vehicle access/egress to the area.

5G Brunel Mile East
— Extend the Brunel Mile along the northern edge of the Station complex implementing street surfaces consistent with the rest of the Brunel Mile
— Create a new gateway space adjacent to the Brunel Shed

5H Clock Tower Square
— Create a major new arrival space at the northern entrance into the station's ticket office, facilitated by the proposed removal of the signal box building, and the redevelopment of Plots 6 and 3
— Ensure that the space provides excellent interchange facilities to the proposed BRT line

Primary pedestrian route 6:
Temple - Old Market - Cabot Circus
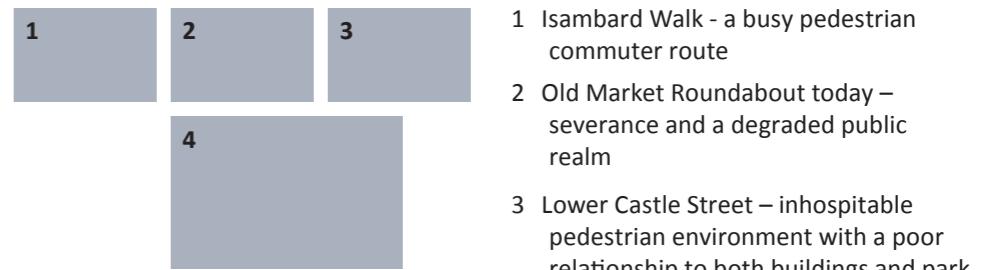
1 Isambard Walk - a busy pedestrian commuter route

2 Old Market Roundabout today – severance and a degraded public realm

3 Lower Castle Street – inhospitable pedestrian environment with a poor relationship to both buildings and park

4 Old Market Roundabout – visualisation showing the creation of a wide pedestrian promenade (CDG, 2011)

Not to scale
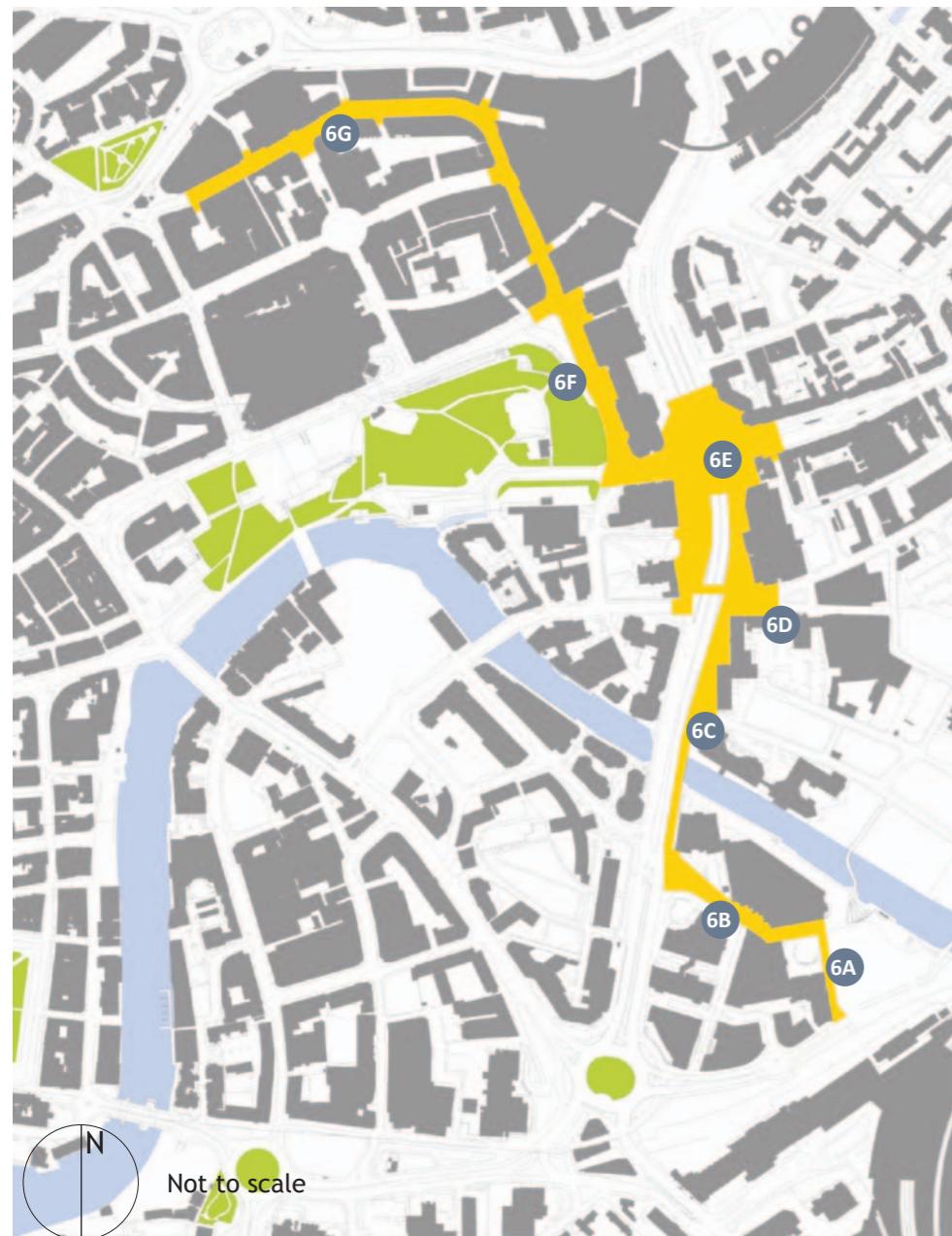
Creating a legible and attractive choice of routes for commuters accessing the city northwards from Temple Meads Station

6A clock Tower Square
— Create a major new arrival space at the northern entrance into the station's ticket office, facilitated by the proposed removal of the signal box building, and the redevelopment of Plots 6 and 3
— Ensure that the space provides excellent interchange facilities to the proposed BRT line

6B Temple Back East
— Promote a route through Temple Back East and onto Temple Way as the primary route to Cabot Circus
— Give consideration to future options for routing BRT to the back of the Station and out via Temple Back East

6C Temple Way East
— Enhance pedestrian movement along the eastern side of Temple Way, particularly crossing facilities at Temple Back East, Avon Street and Broad Plain
— Redesign the Temple Way/Avon Street junction to provide a pedestrian crossing directly on the pedestrian desire line, removing the pedestrian barriers
— As development opportunities arise, promote active ground level uses in new buildings that relate well to the street

6D Broad Plain
— Redesign Broad Plain as a shared space, providing an enhanced setting for the listed buildings framing the space and greater pedestrian priority
— Remodel (and possibly relocate) the subway, removing dog-leg entrances into it, and enhancing safety through clear sight-lines
— Through signage, better surface treatments and lighting, promote the historic archway as an alternative pedestrian route from Broad Plain to Temple Meads Station via Old Bread Street

6E Old Market Roundabout
— Introduce measures to improve pedestrian/cycle and public transport access between Old Market and Castle Street
— Ensure that development of sites around Old Market roundabout takes advantage of the opportunity to create a positive relationship with the public realm

6F Lower Castle Street
— Improve access into Castle Park from Broad Weir corner (near Harvey Nichols), removing the mounding and opening up the frontage at the junction
— Investigate the potential for Lower Castle Street/Castle Street junction as a shared space, giving greater priority for roadspace to pedestrians

6G Horsefair/Penn Street
— Introduce vehicle access management measures to create an enhanced bus and pedestrian priority area

Primary pedestrian route 7:
Temple - St. Phillips -Old Market - Cabot Circus
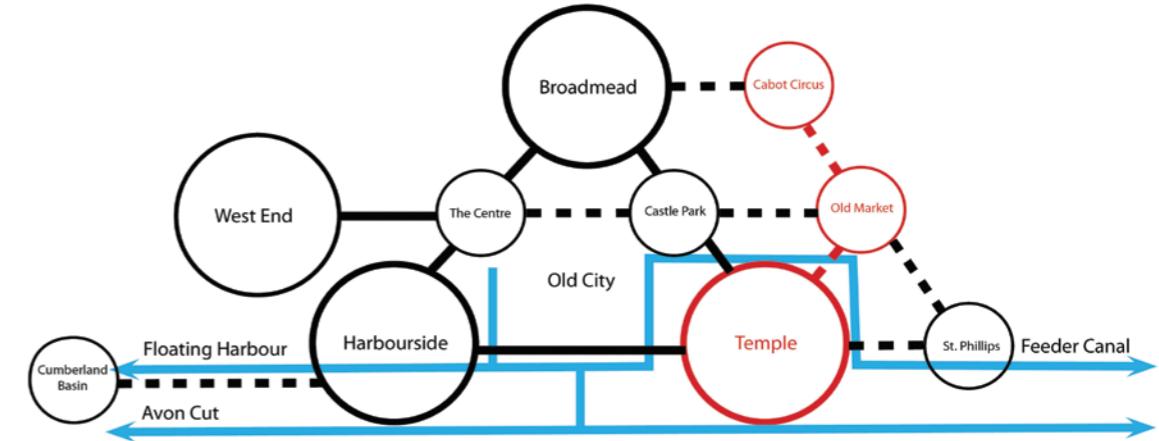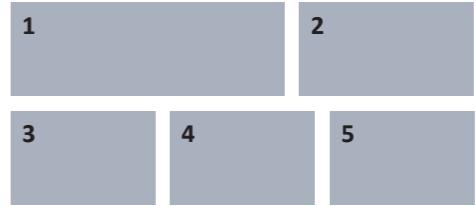
1 New potential development and
   quayside path along The Feeder Canal
   - visualisation (CDG, 2011)

2 Former Post Office Sorting Depot –
   visualisation showing the building
   reused and the quayside brought back
   into life (CDG, 2011)

3 Midland Road - constained tunnel
   under railway

4 Midland Road - degraded public realm
   and car domination

5 St Matthias Park - a recently renewed
   park that potentially could play a
   greater role in the strategic pedestrian
   network

Not to scale

Reinvigorating Temple Meads as a 21st century transport interchange, with direct links to a rejuventated historic quarter on the banks of the Feeder Canal

7A Totterdown Basin
— Create a new ticketed entrance into Temple Meads Station from the former Post Office Sorting Depot site – the link directly accessing the platform concourse
— Improve pedestrian/cycle links from the PO site to the north along the Floating Harbour, across the harbour to the east into Silverthorn Lane and to the south across the river to the Diesel Depot site.
— Enhance the basin as a key nodal space which retains its industrial grittiness and ecological diversity

7B Feeder Canal
— Create a new pedestrian route along the northern side of the Feeder Canal extending from Avon Street to St. Phillips Causeway
— Create a new pedestrian bridge over the canal just east of the St. Vincent's Works complex of buildings

7C Silverthorne Lane
— Enhance pedestrian routes through the railway tunnel to Barton Hill
— Repair and reveal the historic street fabric
— Enhance the legibility through the area through signage and improvements to the cross-roads (Silverthorne Lane/Gas Lane/Kingsland Road)

7D Kingsland Road
— Where development proposals come forward, ensure a better relationship with the street frontage
— Improve pedestrian access along Kingsland Road and to linked streets
— Enhance pedestrian routes through the railway tunnel
— Enhance linkages from Kingsland Road to the Bristol to Bath Railway Path (cycle route)

7E Midland Road
— Where development proposals come forward, ensure a better relationship with the street frontage
— Improve pedestrian access along Midland Road and to linked streets
— Promote improvements to the Gardiner Haskins Car Park and encourage creation of better frontages onto Midland Road and a key nodal space serving the neighbourhood

7F Sevenways/St. Matthias Park
— Enhance area as a key nodal space, improving orientation through signage. Implement a shared surface philosophy to public realm design
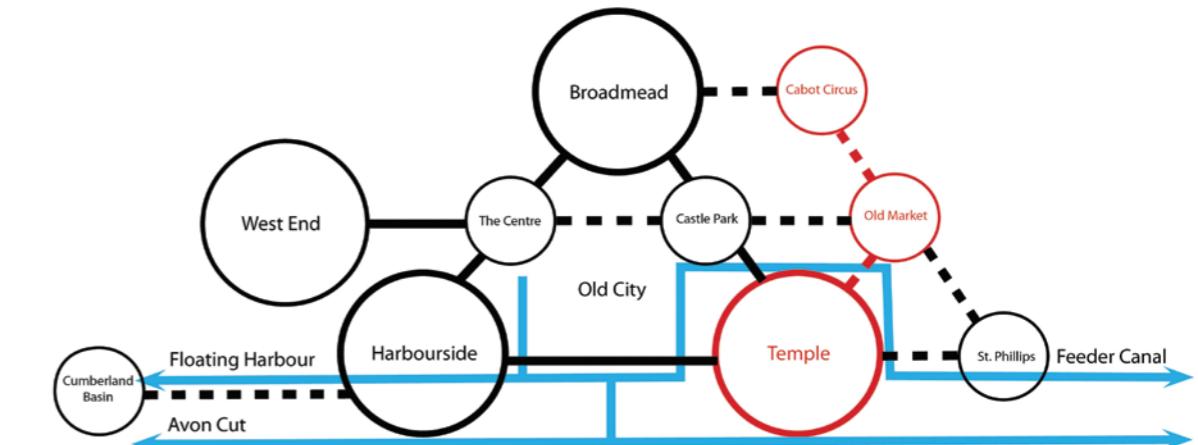
Thematic initiatives

4.4 Thematic initiatives

A number of mutually supporting thematic initiatives have been identified that collectively will improve the public realm. In the short term, the delivery of these initiatives will focus on the seven primary pedestrian routes identified in the previous section, and the two key areas identified in the next section: Old City and Temple Quarter. These themes include:
— Lighting the City
— Decluttering the City
— Animating the City
— Way-finding and Information in the City
— Greening the City
— Art in the City

These themes collectively should be seen as an expansion of Bristol's award-winning Legible City Strategy, a unique concept to improve people's understanding and experience of the city through the implementation of identity, information and transport projects integrated with artists' work.

Begun in the mid 1990s Bristol Legible City is widely recognised as an innovative project that was set up to significantly improve the experience of Bristol's residents and visitors. This is achieved through an integrated programme of physical improvements, information projects and public art commissions, aimed at strengthening physical identity and character of the public realm within the central area.

4.5 Area focussed initiatives

Two areas have been identified as offering significant potential for public realm improvements, through a sustained and comprehensive design-led initiative.

Old City is the city centre's historic core. It is located on the confluence of a number of historic routes into the city and as such is an important nodal area in the wider movement network. It has a significant number of historic buildings concentrated in a small area and a strong sense of place and identity derived through its historic continuity and cultural associations. However, under-investment in the public realm over the years has helped under-mine the visitor experience and the economy of the area. This has been recognised by local traders and Destination Bristol.

Temple Quarter is the city centre's easterly gateway with Temple Meads Train Station sitting at its heart. At present the station seems somewhat remote from the city centre, with connections to and from it being indirect, illegible and severed by road and rail infrastructure. The ambition to regenerate this area is long-standing. Its recent designation as an Enterprise Zone provides a mechanism for co-ordinating delivering investment.

Thematic initiatives

Lighting the City

The challenges of creating a safe, attractive and legible public realm after dark are significant. It is proposed that a Lighting Strategy is commissioned with the following aims:
— to re-appraise the overall visual coherence of the city's lighting, including individual buildings and landmarks, statutory street lighting, amenity, and festive lighting
— to explore how the city's townscape may be best revealed after dark in support of the wider planning and urban design aims for the city

— to improve the perception of safety and vitality in the city at night
— to promote the evening economy of the city
— to develop lighting as an art form in the city
— to take advantage of new more sustainable lighting technologies

De-cluttering the City

Many of the city centre streets and spaces are marred by a proliferation of street clutter which obstructs pedestrian movement, obscures sight-lines, sends confusing messages and generally degrades peoples experience of the public realm. Clutter can include poorly designed and sited seats, bins and planters, unnecessary pedestrian guard-railing, redundant highways signage and poles, poorly sited utilities cabinets and illegal A-boards.

Wherever new public realm is being created or interventions are being made into existing streets and spaces, the reduction and/or re-design of street furniture and signage should be one of the principal outcomes. Design guidance is needed to inform a programme of clutter-reduction and enable a consistent approach by all agencies involved in the design, procurement and placing of items in the public realm and their ongoing maintenance.

Thematic initiatives

Animating the City

The degree to which the city's streets and spaces become animated is both a product of good urban design and an active public realm management programme. As the city and its economy grows, more and more will be expected of our city centre spaces. A strategy is therefore required to:
— explore how the life of the city can be extended into spaces that have previously been overlooked (the urban beach on Redcliffe Wharf in 2007 is a good example of this).

— identify the types of animation the city should be encouraging including markets, sports, music, theatre, street art etc and the space requirements for each
— balance the needs of the local residential population with the wider Bristol public

Way-finding and Information in the City

Legible City has developed several core way-finding and information 'products' that have defined its remit and character during the past 15 years. The most prominent of these being:
— Mapping, information design, and graphic identity development
— A highly successful on street pedestrian wayfinding system
— A printed Walking Map (over three million copies printed and distributed)
— Several high-profile public art commissions
— High profile public realm improvements

Future projects are being scoped and are likley to include the following:
— Extension of the wayfinding system to areas east of Temple Meads Station and Cabot Circus
— Highway signage and journey planning resources to help drivers make intelligent decisions about the most appropriate parking location and onward journey in support of new traffic routing arrangements
— More integrated public transport information related to BRT and onward pedestrian journeys from stops and interchanges

Thematic initiatives

Greening the City

Co-ordinated street tree planting and other green infrastructure interventions, will be integrated within all projects subject to specific location considerations and below ground constraints. Street trees and green landscape provide a number of benefits including:
— helping to make streets cooler in summer
— improved quality of life for people living and working in the city centre through promoting a sense of well-being and promoting health
— helping to define urban spaces and bring human scale
— increased privacy in mixed use and residential streets

— historical importance – some trees date back to the Victorian period
— providing green links between parks and open spaces
— helping to improve air quality and reducing pollution
— absorbing some traffic noise
— increased local property values through making streets more attractive

Art in the City

Bristol is one of the leading city's in the UK for public art commissioning and for its programme of projects with artists of local, national and international significance. The public art programme has been active since the adoption of a public art policy by Bristol City Council (BCC) in 2000, and the development of a Public Art Strategy which followed in 2003. To date over 100 commissions have been produced within a diverse range of contexts, including public spaces, housing, health, retail, education and local parks.

There is also a rich history of street art in the city with local artists like Banksy contributing to Bristol growing international reputation. Reputations won can be easily lost however, and Bristol will need to continue to invest in and support art in the public realm. Any future Public Art Strategy will need to relate spatially to the Public Realm and Movement Framework.

Area focused initiatives: Old City

1 Exmouth Market
2 Grainger Town, Newcastle
3 Grass Market, Edinburgh
4 Lace Market, Nottingham
5 Victoria Quarter, Leeds
6 Merchant's Quarter, Glasgow

Castle Park

College Green

Floating Harbour

N

Not to scale
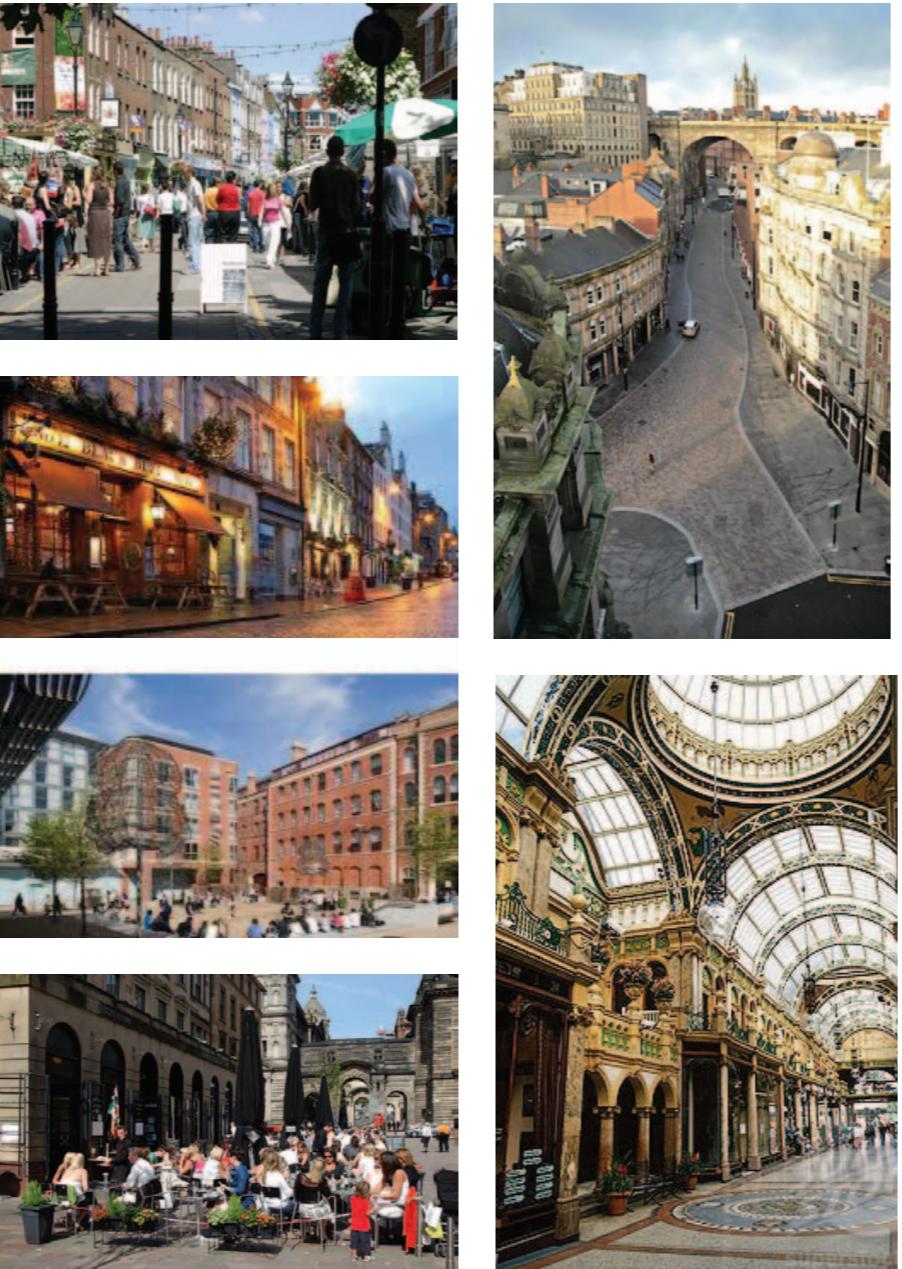
Old City is the cultural and geographical heart of the city. It ranges in character from tight networks of medieval streets and lanes with many fine listed buildings to expansive waterside environments, from the bustle of the Corn Street markets to the tranquillity of Queen Square. It is an increasingly mixed use neighbourhood that hosts many of the city's events and occupies a key linking location between the retail areas of Broadmead/Cabot Circus and the West End. As such it is also a key focus

With the notable exception of Queen Square and the waterfronts however, Old City currently suffers from areas of poor quality public realm. It is severed by wide traffic dominated streets, historic spires are lost amongst modern facades, the medieval street pattern is obscured by modern building blocks. Unrestrained vehicular access and parking, street clutter and poor quality surfaces reduce the quality of the area and its capacity to contribute fully to the city's economy.

Bus Rapid Transit will soon be skirting the western and southern edges of Old City, bringing with it changes to traffic movement and improvements to the public realm, particularly in The Centre Promenade. Old City offers a timely opportunity for focused historic townscape renewal to address the shortcomings described above. Many of Bristol's competitor cities have invested heavily in their historic cores and are now reaping the social, environmental and financial rewards. Exmouth Market (London), Lace Market (Nottingham), Merchant's Quarter (Glasgow), Grassmarket (Edinburgh), Grainger Town (Newcastle), City Alleyways (Nottingham), and Victoria Quarter (Leeds) – are examples pictured opposite.

Area focused initiatives: Old City

1 Queen Square
2 St. Nicholas' Market
3 Music event in Kings Street
4 Historic alleyway
5 St. John on the Wall
6 Corn Street
7 St. Nicholas Market
8 Poor quality streetscape
9 Historic alleywa
10 Street clutter
11 Street clutter
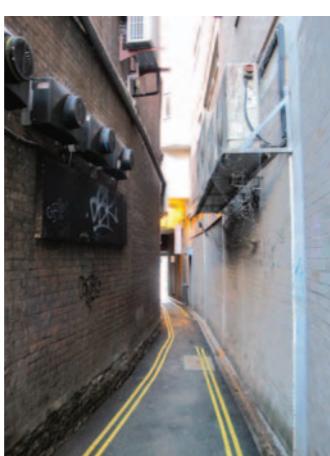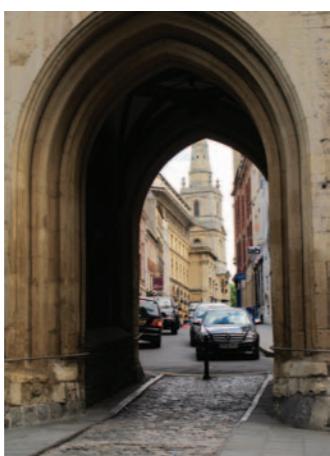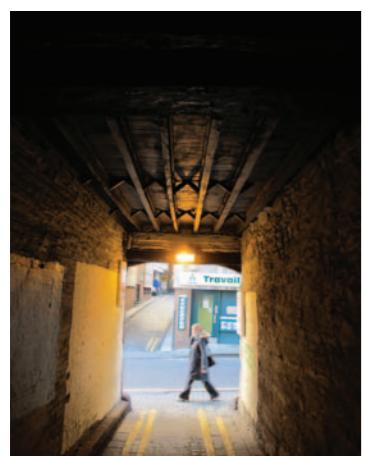
Old City divides into character areas requiring different approaches. Most require the rationalisation and or reduction of parking and vehicular access to improve the pedestrian and cycle environment and enable greater use of building frontages to support active ground floor uses. A more co-ordinated and improved approach to surface materials and street furniture is also required. A limited palette of high quality elements is needed to compliment surviving historic materials. This should be complimented by a de-cluttering strategy for the area.

The Council is preparing a protocol for highway works in Conservation Areas and a complimentary Public Realm Toolkit. These documents will provide guidance on processes and specifications which will ensure heritage assets are fully taken into account when highway works or maintenance activity is being designed or implemented.

Dealing with streetscape alone is not enough though. Building re-use, temporary events, street markets and the needs of existing businesses need to be part of an integrated approach.

Projects need to be supported by policies which encourage active uses along ground floor frontages on key pedestrian routes and a greater use of upper floors promoted.

Illustrative interventions in each character area are identified below. It is proposed to explore these further during consultation, followed by project scoping and feasibility:

Medieval core
— Create shared space on Corn St, Clare St, St Stephens St
— Develop waste and decluttering strategy
— Develop an interpretation strategy to reveal hidden lanes and historic buildings to visitors

Main routes – Prince Street, Baldwin Street
— Reduce impact of traffic through wider footways and tree planting
— Declutter and reclaim incidental spaces from bins and signage
— Prioritise pedestrian crossing movements to better link the medieval core and Queen Square

Link streets
— Promote Marsh Street and Queen Charlotte Street as key pedestrian links by decluttering and upgrading quality of footways and walking experience

King Street
— Repair historic street fabric and improve pedestrian environment
— Continue link across Queen Charlotte Street to waterfront and new bridge

1   Aerial photograph of Temple Meads Station and adjacent development sites

2   Key principles for the interchange zone to be explored further in the proposed Temple Quarter Spatial Framework

Area focused initiatives: Temple Quarter
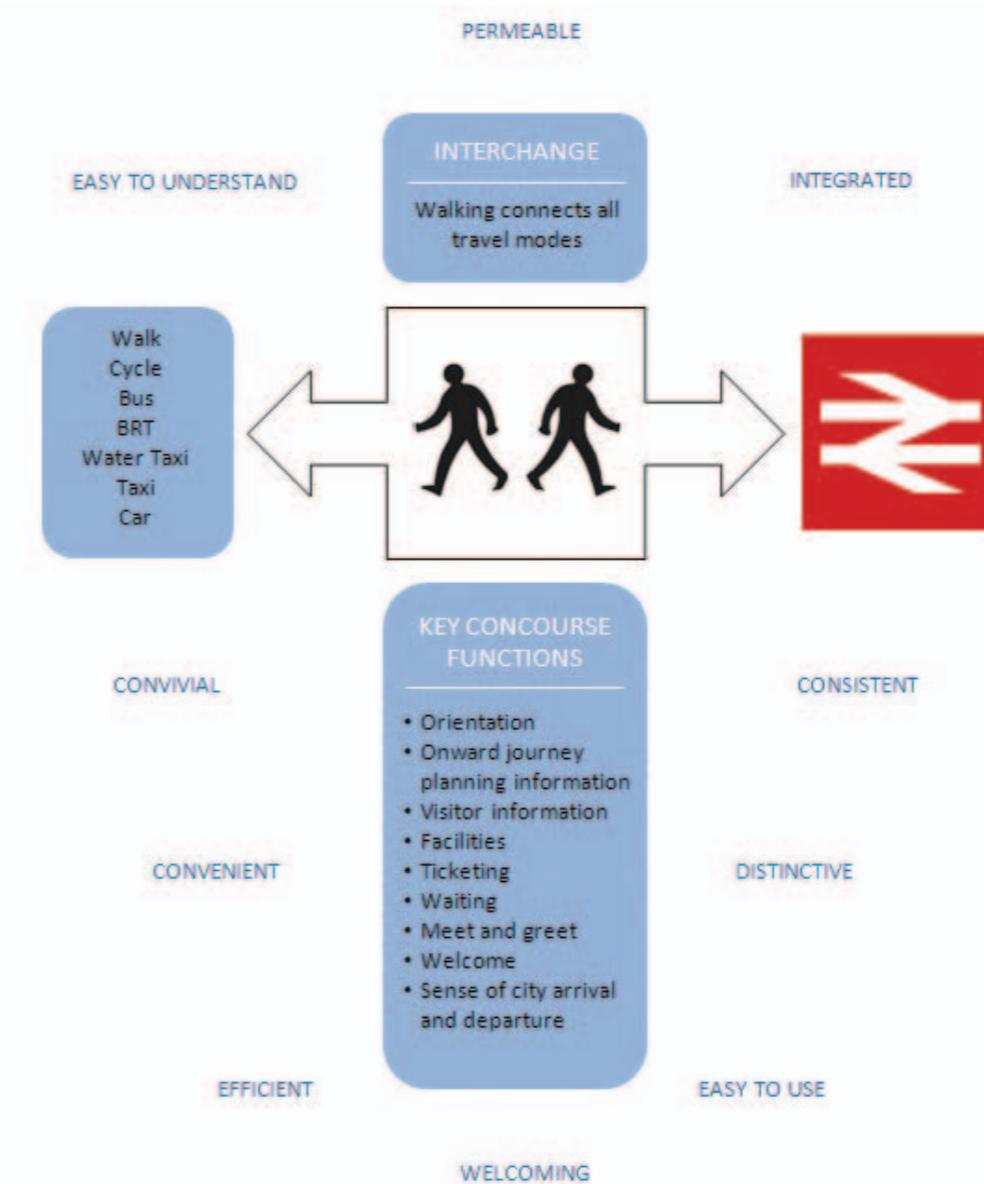
1	4
2	5
3	6

1 Sheffield Station
2 Nottingham Station
3 Paddington Station
4 Kings Cross Station
5 St. Pancras Station
6 Victoria Station

Area focused initiatives: Temple Quarter
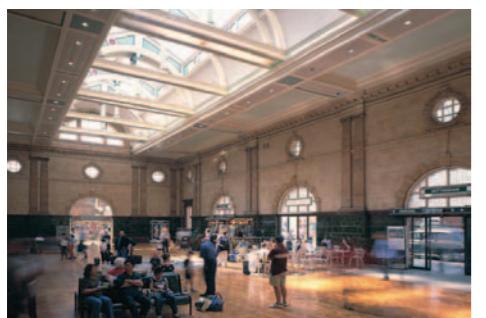
The designation of Temple Quarter as an Enterprise Zone will be a catalyst for significant investment around Temple Meads Station over the next 25 years. Overall it is estimated up to 17,000 additional jobs could be created during the life of the Zone. This impetus, together with current proposals for electrification of the Bristol - London main railway line and associated station enhancements being brought forward by Network Rail, provides a focus for the creation of a 21st Century transport interchange, with improved connections to and through the station complex, and to the Enterprise Zone beyond.

The requirement for a 'simplified planning process' in the Enterprise Zone has led to the preparation of a Spatial Framework to guide development and provide greater certainty for potential investors. This will be published for consultation during the next few months. The Spatial Framework will set out the urban design principles for the Zone, and will consider in detail the way the interchange should work – particularly the pedestrian experience transitioning between modes.

The station currently suffers from poor connections with the rest of the central area. Few bus services call in at the station forecourt which is also congested by taxis and private vehicles at peak times. Pedestrian approaches are dominated by heavily-trafficked roads, making them unpleasant and convoluted. The station complex itself creates a significant barrier to movement into adjacent sites and other parts of the Enterprise Zone.

The recent revamps of St. Pancras, Paddington and Sheffield Stations (pictured opposite) provide cues for the remodelling of Temple Meads Station – a new ticket office, making better use of the station undercrofts, enhanced arrival spaces etc.

With the implementation of BRT, mainline electrification, and with investment in sites around the station and the station itself, major improvements in the way the interchange works can be woven into the movement framework. These could include:
— Creation of separate access routes for BRT, buses and taxis to reduce congestion
— New public realm opening up the north flank of the Brunel Old Station, Passenger Shed and Digby Wyatt Shed (Plot 6) and creating a direct pedestrian route into the station through a new two-level concourse with retail, ticketing and refreshment services.
— Enlargement of the open pedestrian concourse in front of the current main station entrance
— Improvements to circulation through the area through the creation of a new pedestrian entrance from the Post Office Site and creation of new waterfront walkways along the harbour and beneath the railway arches
— Remodelling Temple Circus/Temple Gate gyratory to improve access for BRT and pedestrians
— Relocation of the long stay parking for rail commuters

Bristol City Centre
Public Realm and Movement Framework

February 2012
City Design Group

Delivering the framework

5

5 Delivering the framework

5.1 Governance

The Legible City Steering Group (LCSG) comprises senior officers from Neighbourhoods and City Development. It will act as the Council's co-ordinating and decision-making mechanism for the strategy and the individual projects which flow from it. The Steering Group will take an overview of the projects programme and the further evolution of the strategy.

LCSG will provide regular reports on progress and seek approvals where necessary from Neighbourhoods and City Development Management Team, Strategic Leadership Team, Executive Members with specific responsibility for planning, regeneration and transport, and the City Council Cabinet.

Whilst the support of Cabinet will be crucial to taking the strategy forward, all Members will require briefing on the strategy and its implications at regular intervals.

5.2 The Funding Mix

The three Bus Rapid Transit schemes are currently progressing to the next stage of development and assessment by the DfT. If successful this will result in £114m of external funding.

Additional funding will be required to fully integrate BRT in a public realm sense and to deliver the wider ambitions of the framework.

The following potential sources have been identified:
— One-off funding bids (DfT)
— Business Improvement Districts (currently there is one covering the Broadmead and Cabot Circus retail area)

— New legal agreement with Adshel Clear Channel in respect of on-street advertising and digital media (renewal 2012)
— Section 106 monies/Community Infrastructure Levy
— Neighbourhoods and City Development capital programme (£197m)
— Land receipts (top slice % from sale of city centre sites)

It is likely that other potential sources, however modest, may be identified as the strategy is developed over time. Going forward, the strategy will provide a basis for an entrepreneurial approach to identifying potential sources and securing them.

Albeit reduced, the City Council's Highway maintenance budget can make an incremental contribution through small scale improvements to the pedestrian environment.

Experience in Bristol and from elsewhere indicates that the public sector is best placed to take a lead in developing public realm improvement programmes. Private sector development contributions from individual sites are more likely once a confident vision and delivery capability have been confirmed.

5.3 Project Team Resources

The key technical staff resources required to deliver the strategy are within the following work groups:
— City Design Group
— Transport
— Major Projects
— Engineering consultancy

In addition assistance will be required from Corporate Communications to ensure that media messages are effectively managed.

It should be noted that some major projects are currently being progressed with significant external support from consultancies. This is likely to continue for some projects.

5.4 Community Engagement

It is recognised that there are multiple cross-sector stakeholder organisations with a role to play in influencing, shaping and delivering aspects of the framework .

Individual projects which were initiated prior to the development of this framework will have had a public engagement component built into their development. However, great value can be brought to these and new linked projects by communicating the strategy effectively and engaging with stakeholders in a creative and sustained manner. Revealing the big picture to a wide audience is more likely to garner considered responses and attract support from within the city and crucially from external funding agencies such as the Department for Transport. A robust vision and clear strategy is also more likely to provide the private sector with greater confidence and help to position the city more advantageously in the minds of potential investors.

It is proposed that a community and stakeholder engagement plan is developed at the earliest opportunity.

5 Delivering the framework

5.5 Building to the big picture

The following page sets out a schedule of indicative transport, public realm and information projects. These are organised into three timeframes covering the period up to 2026. The table incorporates key enabling projects and augments these with complementary projects described earlier in this document. All are subject to further consultation and funding being available. As with any strategy a flexible response will be required in order to respond positively and pro-actively to changing circumstances over time.

5.6 From strategy to projects

The extended Blue Route comprises seven sequential routes described in Section 4. It is proposed to develop and design projects within the context of a sequence and the character and identity of individual streets and spaces. Detailed scoping of each sequence and relationship to key enabling projects such as BRT will inform prioritisation of interventions and potential phasing. Temporary or experimental measures may be introduced, following consultation, to test models of change.

5.7 Public Realm Toolkit

A public realm toolkit is being developed which will provide more detailed guidance and assistance to those with responsibilities with designing, delivering and maintaining Bristol's public realm, to ensure a consistent quality and identity across the city.

5.8 Project Development

Over time, individual projects identified in this strategy will typically be developed through a series of generic stages including:
— Brief development
— Scoping and feasibility
— Detailed design, approvals
— Procurement
— Implementation

Quality assurance processes, impact assessments and engagement with communities and stakeholder organisations will be integrated into all projects at appropriate stages. In cases where implementation of the project will depend on development, it will still be necessary to carry out the initial two stages, including community involvement, to inform subsequent development negotiations and design processes. The Framework will be used to guide pre-application discussions and bids for external funding as opportunities arise over time.

5.9 Data Gathering

The gathering of relevant data will be important in order to establish a baseline of evidence from which to assess the beneficial impact of the strategy as it is implemented over time. However, financial investment in data gathering will need to be carefully targeted and balanced against resources required to deliver projects on the ground. I

It is anticipated that data related to a range of aspects will be required including the following:

— Pedestrian flow
— Vehicular flow
— Public transport usage
— Cycle movements
— Public transport user experience
— Car park usage
— Visitor surveys
— Property values and rentals

In some cases data will be provided by partner organisations who will have gathered it for their own purposes. Close liaison will ensure optimum benefit can be derived from surveys/investigations for a range of different commissioning agencies.

5.10 Impact assessment

The impact of individual projects within the strategy will be considered during early project development stages. A more holistic approach will be taken which will identify a wider range of costs and benefits. Traffic modelling to forecast potential impacts on traffic movement will only form one part of the assessment process. A wide range of benefits are anticipated from a phased reduction in through traffic including the following:
— Improved public transport operating environment – reducing operating costs
— Improved bus/BRT passenger experience and increased patronage
— Increased walking and cycling trips as a consequence of enhanced public realm quality and ease of movement
— Improved visitor experience, extending duration of

5 Delivering the framework

stay and spend and repeat visit potential
— Uplift in property values, rentals etc as a result of enhanced public realm
— Stimulation of private sector investment in frontage buildings and sites
— Improved air quality and reduction in traffic noise
— Increased bio diversity
— Health benefits

5.11 Evaluation

Post-implementation evaluation will be required for all projects. Evaluation parameters and methodologies will relate to the original objectives for the project as set out in the project management documentation. It will also seek to capture unforeseen benefits and costs that can be attributed to the project directly or indirectly. Types of survey/investigation will be much the same as those listed above in Data Gathering, and it will be important to include qualitative as well as quantitative data. Accurately capturing people's experience of the public realm can be far more revealing than any amount of numerical flow data.

5.12 Incremental implementation

Through time, public realm improvements can be delivered incrementally as local traffic management schemes are implemented, and it is the purpose of this framework to set a context for design of these, and to establish principles, project approaches, quality standards and templates. Some catalyst projects, such as the two mentioned above, will have such a significant influence on parts of the public realm that it will be vital to have the detailed thinking in place to ensure full advantage is taken of the investment and energy focussed on them.

The wider traffic effects of some of the strategic movement proposals set out here are still to be fully understood. Further investigation and testing of the network over the period of the framework will be necessary to confirm the deliverability of the vision whilst maintaining the economic prosperity of the city and delivering on carbon reduction targets.

5.13 External influences

Some priorities will be driven by influences beyond the control of the Council – final approval of BRT for example. Others could and should be shaped by the Council, as they have a logical place in the sequence of interventions in order to have greatest impact. Some of these priorities are made explicit in the illustrative . However, it will be important to remain flexible and to keep referring back to the overall vision and objectives as changed priorities emerge.

5.14 Central Area Action Plan

As well as being a standalone document, the framework will be integrated into the Central Area Action Plan process at the point of options consultation. It will be important to have a clear plan for engaging, at both these levels, with the many stakeholder groups with specific interests in certain aspects of movement and public realm, as well as those who might have a more localised interest in the

impact of proposals on their immediate environment or working lives.

Both these types of stakeholder group will be able to contribute more effectively and to feel a genuine sense of involvement and influence if they are aware of the whole picture and are kept informed and involved throughout.

5.15 Conclusion

The Framework sets out an ambitious vision for public realm and movement in the centre of Bristol. The scale of initial progress is largely dependent on significant catalyst projects being brought forward in the timescales anticipated. These include completion of the Greater Bristol Bus Network and implementation of the Bus Rapid Transit network. The pace and extent of delivery will also be dependent on the success of new funding sources – some inevitably controversial such as Workplace Parking Levy, others in turn dependent on development, such as Community Infrastructure Levy – to augment funding from central government.

It is important to recognise that this is not the first step into unknown territory for the city. Much of the vision for the next 15 years, described through the frameworks and projects set out in this document, is built upon the direction of travel and achievements of the past 20 years. Furthermore the framework builds on the Local Transport Plan policies which clearly set out the strategic context for transport within the city centre.

	Vehicular network	**Parking**
Stage 1 **Up to 2016**	1 Possible 20mph pilot zone within Old City 2 The Centre roadspace reconfigured to facilitate BRT integration. Possible new vehicle link across Centre Promenade to Baldwin Street. 3 Temporary street closure programme to facilitate evening economy and or event programme. 4 Redcliffe Way reconfigured to accommodate BRT 5 Highway network review. New road hierarchy enables highway signing rationalisation 6 Highway infrastructure improvements in association with Temple Quarter Enterprise Zone	1 Further residents parking zones designated (subject to consultation) 2 Rationalisation of on street parking provision – time sensitive to facilitate evening economy. 3 Coach access and parking strategy developed 4 Electric vehicle charging points pilot in selected locations 5 Improved variable message signing to key car parks 6 Improvements to Park and Ride services. Introduction of improved larger capacity vehicles
Stage 2 **Up to 2021**	1 Queens Road re-prioritised for pedestrians, cyclists and buses 2 20mph zones extended across other areas 3 Inner Access Loop Road South and East sections established . Possible reconfiguration of Old Market roundabout junction. 4 South Bristol Link Road under way 5 Review of Hotwell Road – Cumberland Basin gyratory under way	1 M32 park and ride site completed 2 Further residents parking zones rolled out (subject to consultation).
Stage 3 **Up to 2026**	1 Inner Access Loop Road established. Local access via designated access routes. 2 20mph zone extended across city centre. 3 Rationalisation of Hotwell Road – Cumberland Basin gyratory under way (subject to consultation and funding)	

5 Delivering the framework

Public transport network	Walking/cycling network	Major public realm improvements
1 Further phases of bus priority measures building on GBBN 2 Ashton Vale – Temple Meads (City Centre Loop) BRT 3 Bus network rationalisation strategy developed. 4 Travel smart card introduced 5 Ferry landing stage improvements – including information provision linked to BLC (subject to development funding) 6 Taxi rank improvements linked to BLC 7 Temple Meads interchange development strategy in place as part of Temple Quarter Enterprise Zone and electrification of mainline Paddington – Temple Meads	1 Primary pedestrian route network improvements underway 2 Improvements to the cycling network following completion of the Cycling City project 3 Pedestrian signing and information system repaired, updated and extended. Includes BRT stop locations. 4 Street furniture and highway signing de-cluttering programme defined. 5 Prioritised street maintenance programme focused on primary network 6 Focused Harbourside Walkway improvements 7 Mobius Bridge completed (subject to development). 8 Pedestrian link improvements to support BRT stop integration and promote patronage. 9 New pedestrian connections strategy developed - to be delivered through Temple Quarter Enterprise Zone	1 Old City – historic core public realm masterplan and improvement programme. Corn Street improvements under way (subject to funding) 2 Re-configuration of public realm in The Centre in association with integrate of BRT 3 Quay Street - Nelson Street Phase 1 improvements (in association with development of Law Courts site) 4 Park Street - College Green enhancement project under way (subject to funding). 5 Colston Hall environs enhancement scheme under way. 6 St.James Barton roundabout improvement strategy in place. 7 The Horsefair - Penn Street – Lower Castle Street improvements linked to Bristol BID 8 High Street – Wine Street improvements linked to redevelopment of St Mary Le Port site 9 Temple Quarter Enterprise Zone public realm framework completed. Strategy for development of Temple Meads interchange in place
1 Bus network rationalisation under way. 2 Temple Meads integrated public transport interchange project completed. 3 Hengrove - North fringe BRT under way	1 Pedestrian signing and information system repaired, updated and extended. 2 King Street Bridge completed 3 Prioritised street maintenance programme focused on primary and secondary network	1 Old City – historic core public realm programme completed. 2 Queens Road Triangle possible shared space project under way 3 Strategy for development of Redcliffe Way in place 4 Localised pedestrian improvements along South and East City Centre Loop sections. 5 Delivery of key public realm components to initial phases of Temple Quarter Enterprise Zone
	1 Pedestrian signing and information system repaired, updated and extended. 2 Prioritised street maintenance programme focused on primary and secondary network	1 Localised pedestrian improvements along City Centre Loop North section. 2 Old Market roundabout re-configured. 3 St James Barton re-configured. 4 Major public realm improvements to Cumberland Basin environs

Selected glossary

Level surface - A particular type of Shared Space where the street surface is not physically segregated by kerbs into areas for particular uses. Not all parts of a level surface are necessarily shared as other features, such as street furniture, may physically prevent vehicles from occupying certain parts of the space.

Public realm – The parts of a city (whether publicly or privately owned) that are available, without charge, for everyone to see, use and enjoy, including streets, squares and parks; all land to which everyone has ready, free and legally permitted access. Public access does not necessarily mean that a 'Public Right of Way' exists, and some public realm may be managed to exclude access at certain times of day or at certain times of the year.

Shared space - A street or place accessible to both pedestrians and vehicles that is designed to enable pedestrians to move more freely by reducing traffic management features that tend to encourage users of vehicles to assume priority.

Street – A public space used for pedestrian or pedestrian and vehicle route (with pavements or shared surfaces) on to which buildings or public spaces open.

Urban Design – The collaborative and multi disciplinary process of shaping the physical setting of life in cities; the art of making places, design in an urban context. Urban design involves the design of buildings, spaces and landscapes, and the establishment of frameworks and processes that facilitate successful development.

Urban Structure – The framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one another.

Visual clutter – A profusion of often poorly designed and coordinated elements of the street scene (such as advertisements, signage and street furniture) that detract from the appearance of the townscape and can send confused messages about direction of destinations and functions of space.

Walkability – The ease with which it is possible to walk around an area, from one point to another, Walkability is an important concept in sustainable urban design.

Wayfinding – Assisting people find their way by means such as signs, landmarks and a clear urban structure. Wayfinding encompasses all of the ways in which people orient themselves in physical space and navigate from place to place

Further resources

Publications

Bristol City Council (2012) 'Bristol Central Area Action Plan - Options Consultation'

Bristol City Council (1999) 'You are here' – Bristol Legible City

Bristol City Council (2009) 'City and Queen Square Character Appraisal'

Bristol City Council (2005-2010) 'City Centre Strategy and Action Plan' 2005-2010

Bristol City Council (2011) 'Walking Strategy for Bristol: Our Vision for 2011–2021'

CABE/Office of the Deputy Prime Minister(2002) 'Paving the Way - How we achieve clean, safe and attractive streets'

CABE (2007) 'Paved with gold: the real value of good street design'

CABE (2007) 'Civilised Streets'

CABE (2007) 'The value handbook'

Department of Transport (2007) 'Manual for streets'

Department of Transport (2010) 'Manual for streets 2 – Wider Application of Principles'

DETR (2000) 'By Design: Urban Design in the Planning System - Towards Better Practice,

English Heritage (2006) 'Streets For All: South West'

English Partnerships/Housing Corporation(2008) 'Urban Design Compendium 2'

Gaventa, Sarah (2006) 'New Public Spaces', CABE Space

Mayor of London (2010) 'Walking Good Practice', Transport For London,

Roger Evans Associates/English Partnerships/Housing Corporation (2000) 'Urban Design Compendium', Llewelyn Davies

The Academy of Urbanism (2007) 'Learning from Place' 1

Websites

http://www.bristol.gov.uk/page/bristol-central-area-action-plan

http://www.bristol.gov.uk/page/conservation-area-character-appraisals

http://designbristol.ning.com/

http://maps.bristol.gov.uk/knowyourplace/

http://www.aprb.co.uk/

http://www.streetsalive.org.uk/

http://webarchive.nationalarchives.gov.uk/20110118095356/http:/www.cabe.org.uk/resources

http://www.homesandcommunities.co.uk/urban-design-compendium?page_id=&page=1

http://www2.dft.gov.uk/pgr/sustainable/manforstreets/

http://www.helm.org.uk/server/show/nav.19710

http://www.landscapeinstitute.org/knowledge/index.php

http://www.livingstreets.org.uk/

http://www.sustrans.org.uk/