

Nelson Street Public Realm Strategy



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Appendix A : Alternative traffic solutions

Prepared on behalf of the City Design Group

PLACE
Bristol City Council

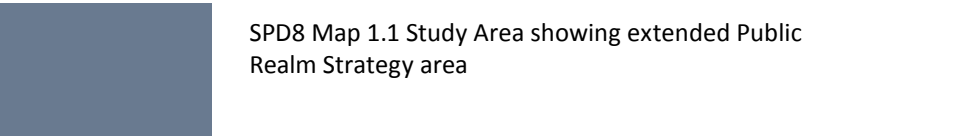
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Chapter 1 Introduction





Introduction

Purpose and scope of report

Supplementary Planning Document 8 (SPD8) was adopted in March 2006. It sets out a vision for transforming Nelson Street from an underused and unloved canyon into a vibrant new quarter of the city centre and a key link between Broadmead, Harbourside and Christmas Steps.

Nelson Street will become an attractive quarter of the city centre, where the historic fabric is part of a lively pedestrian environment framed by exemplar new buildings. It will be an improved pedestrian route of choice linking Broadmead, Harbourside and Christmas Steps.

SPD8, para 2.1

The enhancement of the public realm is central to this vision.

The purpose of this document is to set out a strategy for the comprehensive enhancement of the public realm in the Nelson Street area, in accordance with the s106 requirements of SPD8. The strategy will inform the public realm and public art investment in the current and future regeneration proposals. It will also guide future maintenance and investment from the city council.

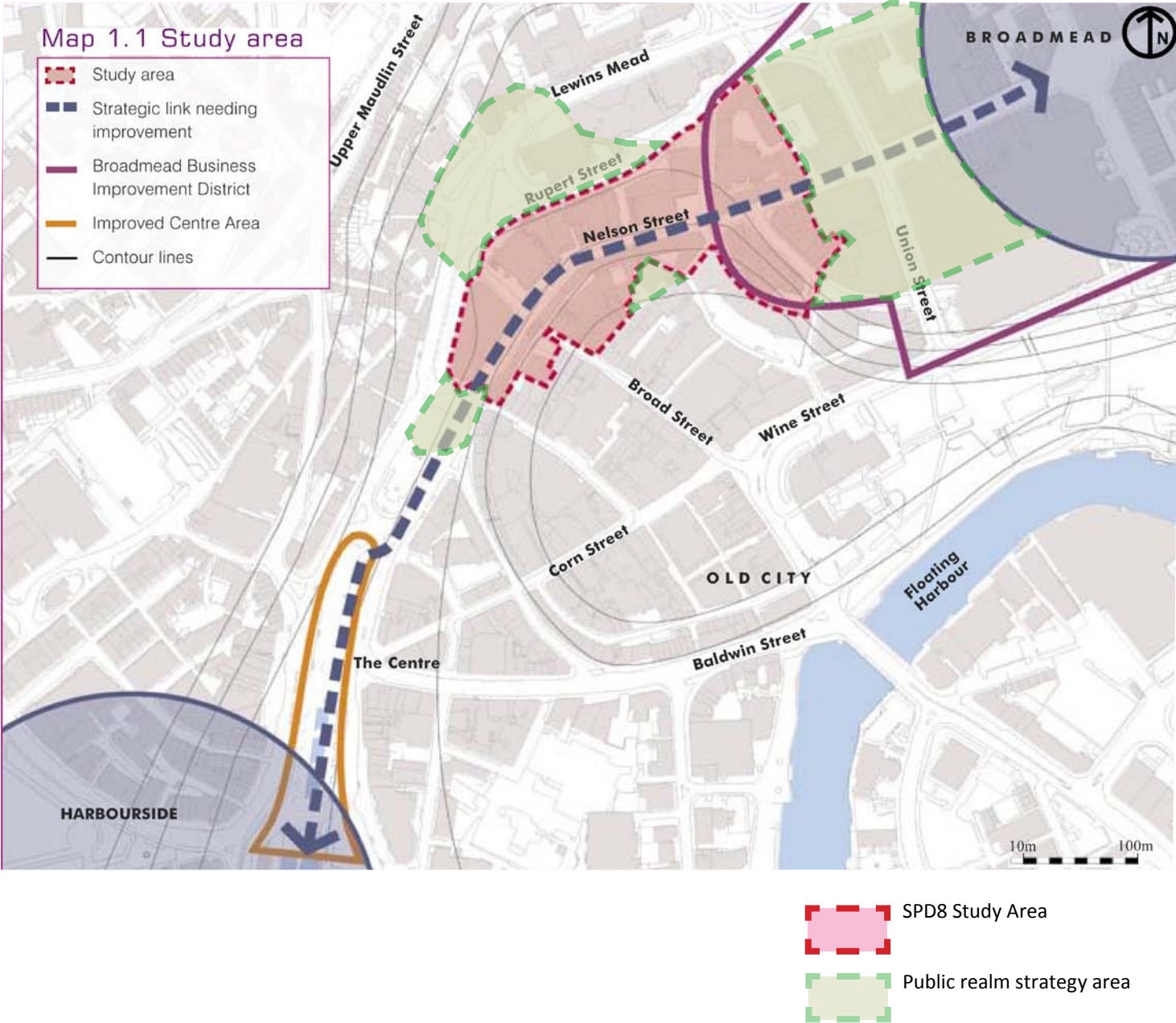
- The strategy will include:
- consideration of the opportunities presented by recent development and transport proposals
 - integrating the Nelson Street area into the public realm design of the wider city centre
 - improving pedestrian and cycle links
 - maximising the potential of this direct, level link between The Centre and Broadmead
 - establishing a palette of materials and street furniture to be used throughout the area
 - a strategy for achieving the public realm enhancements given a changed financial situation, notably changes to s106 and the introduction of CIL

Public Realm Strategy study area

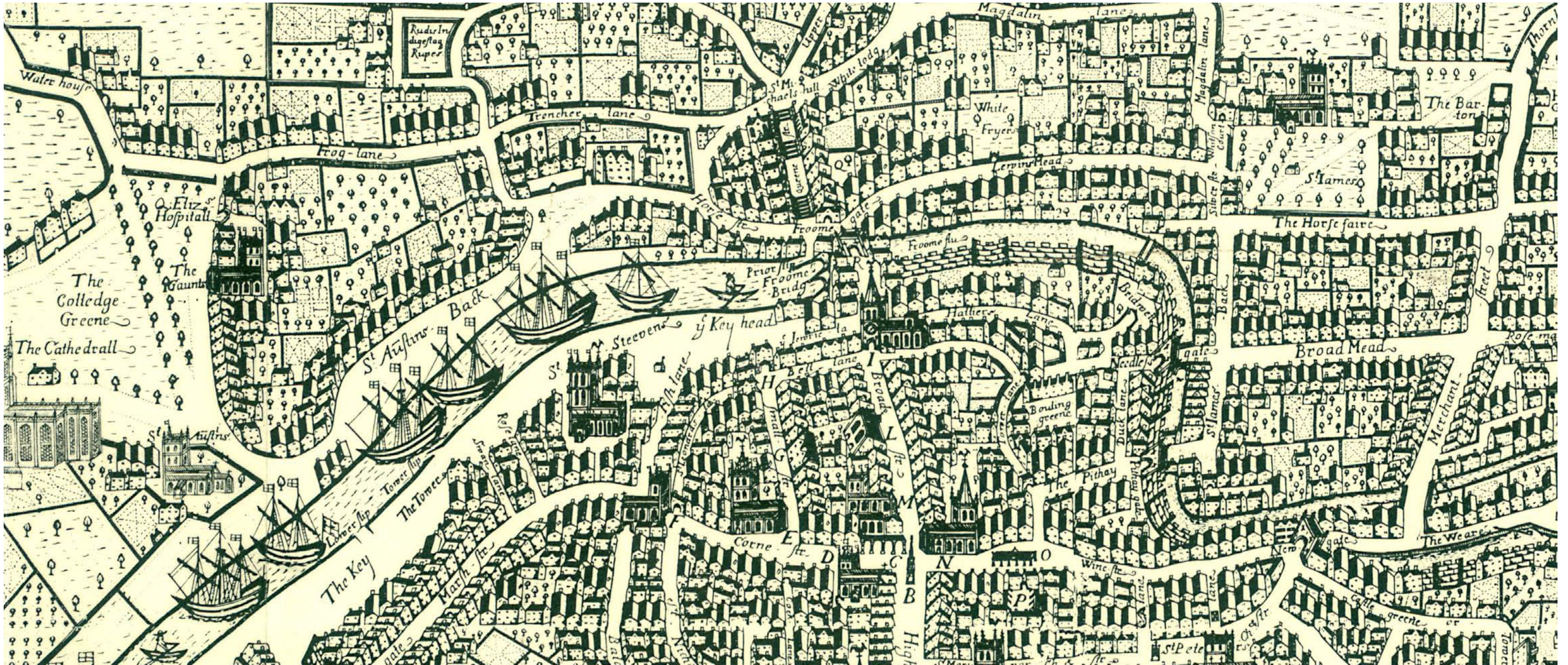
SPD8 considered the area from Electricity House to Silver Street, centred on the spine of Nelson Street.

This document covers a slightly larger area. This reflects:

- the opportunities created by the current development proposals in Nelson Street, Lewins Mead, Rupert Street and MetroBus in the Centre
- the recognition that the public realm framework must provide a coherent approach to the whole corridor on the primary pedestrian routes from the Centre to the refurbished Broadmead public realm and from the Old City across to Christmas Steps
- a more developed policy context, notably the draft Bristol Central Area Plan 2014



Chapter 2 Understanding the context



Understanding the context

History and development

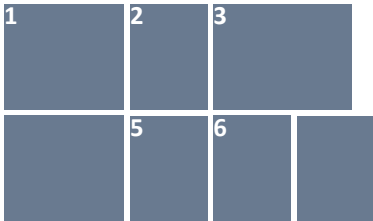
The church of St John the Baptist and St John's Gate are the last remnants of the historic town wall that once encircled the historic heart of Bristol's Old City. The route of Nelson Street ran along the town wall's outer edge. This ancient route structure has contributed to the linear form, with few opportunities for cross movement, that characterises the study area.

The River Frome, whose line is reflected in Rupert Street, was diverted in the 13th century to its present course running down The Centre. This enabled the creation of a larger wharf, with the quayside running as far north as the Stone Bridge at the Quay Head, and brought the flat land around Nelson Street within the new city wall.

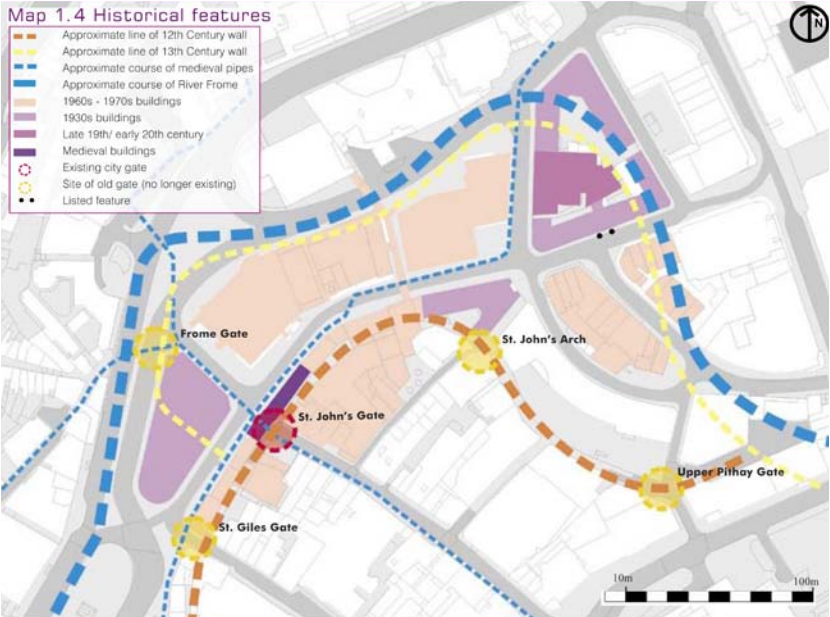
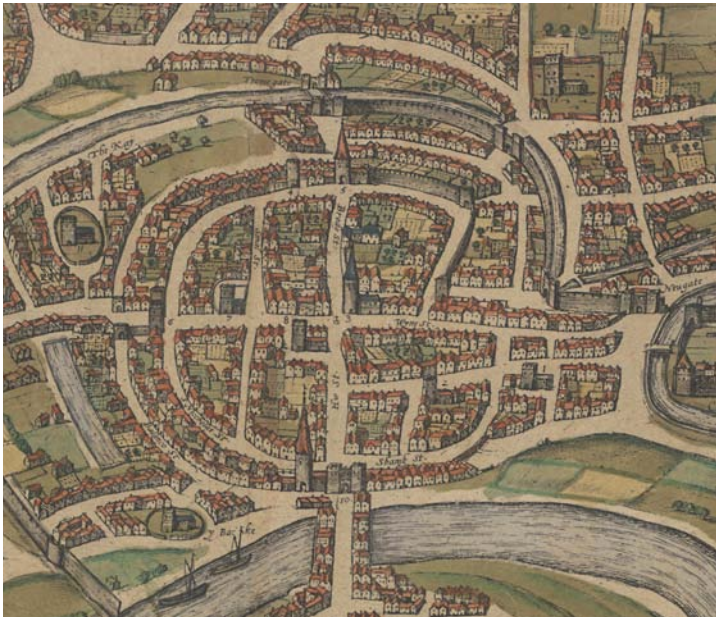
The northern end of the docks was infilled in the 1890's and the historic connection to Christmas Steps severed when the land to Christmas Street was cleared around 1930 for the inner circuit road along Rupert Street. The art deco Electricity House was built in 1935 as the new focal point for the old Quay Head.

Nelson Street suffered some bomb damage during World War II, but it was the modernist vision of the 1970's that most dramatically changed the area. This saw the construction of a new civic quarter of tall brutalist architecture and aerial walkways, characterised by blank frontages and with little permeability at ground level.

The legacy of 1970's town planning has left Nelson Street a particularly poor quality, heavily shaded and inhospitable canyon between large, impermeable and underused blocks, and has contributed to the area's decline. SPD8 articulated the need for change and the vision for regenerating the area.



- 1 Extract from Hoefnagel 's map of Bristol 1581, showing Bristol Bridge to the south and St John's church, Christmas Street and St John's Bridge to the north of the historic core
- 2 Extract from SPD8 showing lines of historic town walls
- 3 Christmas Street looking to St John's Gate 1828
- 4 Extract from 1828 map showing line of River Frome along Rupert Street, a more permeable street layout and link to Christmas Steps
- 5 St John's Lane, with its historic setts and narrow pennant stone footways, is one of the lanes that ran behind the original town wall
- 6 Complex and intimidating access points to high level walkway on Nelson Street
- 7 Nelson Street presents a shady and inhospitable pedestrian environment. Street art helped enliven the blank concrete facades and increase footfall



Understanding the context

Development and change

Since SPD8 was published in 2006, the Nelson Street study area has undergone some significant changes:

- Nelson Street has become a major cycling corridor
- new leisure and cafe businesses (e.g. The Lanes and Roll for the Soul) have attracted increased footfall and added vibrancy to the area
- Nelson/Drake Houses have been refurbished to present a more active frontage
- The Old City has become a more leisure-oriented environment, with increasingly residential uses

The perception of the street has also changed since 2006, notably through the 'See No Evil' events, with the introduction of major street art increasing visitors and footfall.

The current redevelopment proposals will radically change the area both in terms of use, to residential, and with more sympathetic architecture and active frontages. The aerial walkways that have contributed so much to the inhospitable and impermeable character of the street have now been removed.

The MetroBus project will have a profound effect on traffic movement and the public realm in the area. Although Nelson Street will remain a significant public transport corridor, MetroBus will completely change the southern gateway at Electricity House, with traffic removed from Colston Avenue East and improved pedestrian connections to Christmas Steps.

Together, these changes provide the opportunity to create a high quality, well connected and coherent public realm.



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- 1 See No Evil street art event has changed the image and perception of Nelson Street

2 MetroBus public realm improvements will radically change the gateway into Quay Street, promoting walking and cycling

3 Redevelopment in Nelson St area showing recent and current schemes and the proposed MetroBus routes

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●●●
- Electricity House

Former Magistrates Courts

Nelson/Drake/Trafalgar House

New Bridewell Police Headquarters

Former CID building

Old Bridewell Police Station

The Former Fire Station

Unit 2, Broadmead

Froomsgate House

1 Bridewell Street

Lewins Place

Roll for the Soul

The Lanes

St Lawrence House

Metrobus route

Policy context

The vision for Nelson Street, articulated in SPD8 2006, is reinforced by subsequent policy documents, notably The Core Strategy (adopted 2011) and Bristol Central Area Action Plan (BCAAP) 2014.

Core Strategy (adopted 2011)

The Core Strategy identifies Broadmead and Nelson Street as an 'Area of focus for development and regeneration'.

'Design of development will be expected to be of the highest standard in terms of appearance, function, conservation of heritage assets, sustainability and maintaining and enhancing green infrastructure. Key views will be protected. Street design will give priority to pedestrian access, cycling and public transport. New development should include measures to secure public access and routes for walking, cycling and public transport....' Policy BCS2

Para 4.21.5 is particularly relevant to the study area and notes that post-war interventions for redevelopments and road building 'have not always proved to be to the benefit of the city's social, economic or cultural wellbeing'.

The Core Strategy aspires to

'Deliver a safe, healthy, attractive, usable, durable and well-managed built environment comprising high quality inclusive buildings and spaces that integrate green infrastructure' Policy BCS21

Bristol Central Area Action Plan (BCAAP) 2014

BCAAP reinforces the significance and location of Nelson Street, directly adjacent to the Old City and Broadmead, and a key link connecting Broadmead to the wider city centre.

The Old City will be enhanced as the city's cultural and historic heart, with growth in independent retail at St. Nicholas' Market and St. Mary-le-Port. The impact of traffic will be reduced so that streets are opened up for the city's residents, businesses and visitors to use and enjoy. Bristol Shopping Quarter will continue to be a prime focus for retail renewal and growth, better connected to the rest of the city centre both at the High Street, Wine Street and Castle Park area and at a revitalised Nelson Street and Lewins Mead.

BCAAP Vision for 2026

Bristol Cycling Strategy 2014

The Cycle Strategy sets out the ways in which we will provide a comprehensive network of 8-80's routes across the city, enabling people of all ages and abilities to cycle safely and conveniently and without coming into conflict with people walking or driving. It recognises the key role of Nelson Street as a direct link across the city between Broadmead and the Centre. It indicates the need to separate cycling here because of the intense vehicle, cycle and pedestrian flows.

Public Realm and Movement Framework (PRMF) Draft 2012

The PRMF sets out a vision for promoting walking and cycling in the city centre and rebalancing space away from the private car to create a high quality public realm.

Nelson Street is the central section of Primary pedestrian route 3: Broadmead - The Centre. The PRMF notes the need for:

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

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

PRMF 2012



Policy context

Bristol Central Area Context Study Draft 2013

The draft Context study notes how the topography of the river valley has created a canyon that is now enclosed by tall buildings. This means that there are few long views, with most being local, albeit they offer attractive glimpses into the Old City.

There is need to maintain, or increase, views to the positive landmark buildings of Electricity House, St John's church and the Odeon Cinema (H&M).

Post War planning has resulted in limited street level activity, blank facades and has forced pedestrians onto high-level walkways or next to heavily trafficked roads. Nelson Street and Rupert Street offer a number of public realm enhancement opportunities:

- To enhance public open spaces, with improved pedestrian access, lighting and signage
- To widen footways and remove redundant stairways and other structures
- To improve the public realm through an increase in street tree planting, to encourage new street furniture that is less utilitarian
- To improve cycling amenity and safety
- To create more direct crossings over Rupert Street/ Lewins Mead that respond better to pedestrian desire lines and especially improve legibility between Christmas Steps from the Old City
- To improve the relationship between buildings and the street

Old City public realm project

The Old City is currently the focus for a public realm improvements strategy. This seeks to raise the generally low quality of the public realm in the area and reduce the impact of traffic and parking, opening up the streets for pedestrian and cycle friendly uses more appropriate to the historic core.

The use of pennant stone in new paving and seating areas will reinforce the high quality buildings and historic palette used in the historic core. Decluttering of excessive and prominently located signs, cctv and on-street bins is also being pursued.

Draft Highway Protocol 2011

The Draft Highway Protocol promotes decluttering and designing new works to be as visually sensitive as possible. This relates particularly to minimising transport signage and infrastructure and retaining historic fabric.

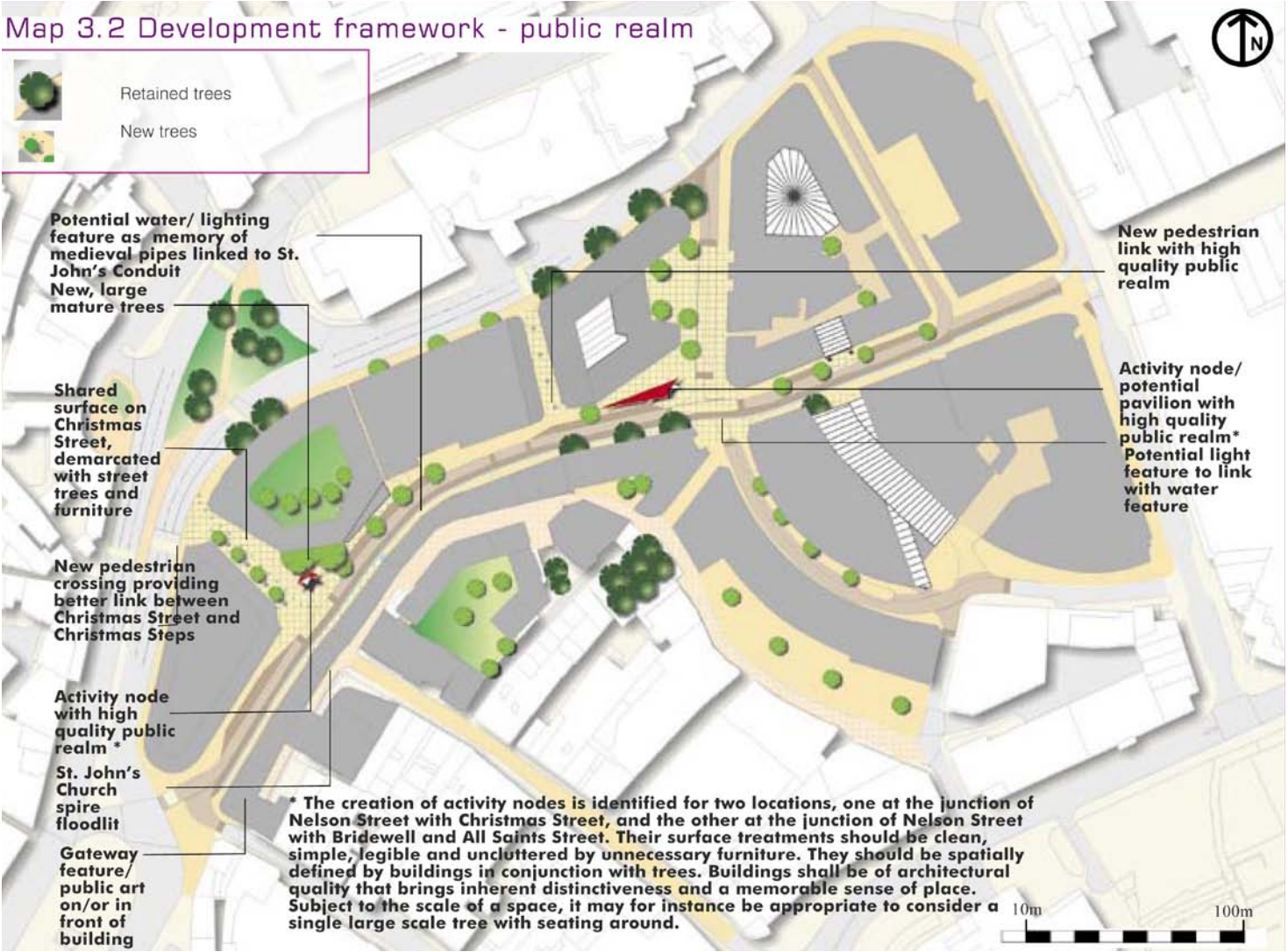
The area contains some areas of historic paving, which will be retained and used as a basis to inform the public realm strategy.

SPD8

SPD8 was adopted in 2006 and many of the aspirations and principles within its public realm framework are still relevant. The Nelson Street Public Realm Strategy gives an updated context for the area reflecting recent development changes, and new planning policies and guidance.



Map 3.2 from SPD8 showing public realm framework



Listed buildings, conservation areas and historic materials

Nelson Street forms the western boundary between the Old City and Queen Square and the College Green Conservation Areas; St Michael's Hill and Christmas Steps Conservation Area lies to the northwest. It contains a significant number of listed buildings, notably:

- Grade I listed Church of St John the Baptist and St John's Gate,
- Grade II listed art deco Electricity House,
- Grade II listed Neo-Georgian Old Bridewell Police station with its elaborate cast iron lamps
- Grade II listed The Lanes, the 1930's red brick former employment exchange, that elegantly addresses the corner of All Saints Street

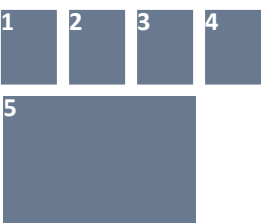
These buildings punctuate the route along Nelson Street and across from the Old City, enhancing the area's legibility. They provide a natural focus for high quality public realm enhancement works.

The public realm associated with the listed buildings is generally poor, however. Narrow, in-situ concrete and basic concrete slab footways, prominently located cctv equipment, street furniture and parked cars reduce their impact within the streetscape.

There are some remnants of historic paving materials and details, notably around St John's church:

- pennant stone kerbs, gutters, setts, paving and crossover slabs
- cast iron kerbs

Where historic materials remain they will be retained and enhanced.



- 1** The spire of St John's church is a prominent landmark and dominates local views. Seen here from Broad Street
- 2** John Street has high quality historic pennant slabs and cast iron kerbs, but a poor quality concrete road
- 3** Old Bridewell Police station entrance, with its two ornate lamps, has little presence on the street
- 4** Historic pennant stone kerbs and channels contrast with utilitarian in-situ concrete on the footway outside Old Bridewell Police station and Silver Street
- 5** Listed buildings and conservation areas



KEY

- Grade I listed building
- Grade II* listed building
- Grade II listed building
- Conservation Area boundaries

Chapter 3 Site Analysis



Character zones

Nelson Street is a long linear, corridor, over-dominated by traffic, with generally blank facades, low quality streetscape, few street trees, limited cross routes and no opportunities or space to dwell. The journey between the Centre and Broadmead therefore offers a fairly negative experience, with the generally tall buildings creating deep shade and offering a sequence of tightly contained views.

Nelson Street is the spine of the public realm study area, which divides into six broad character zones. These are examined in more detail below, together with the opportunities presented by current developments.

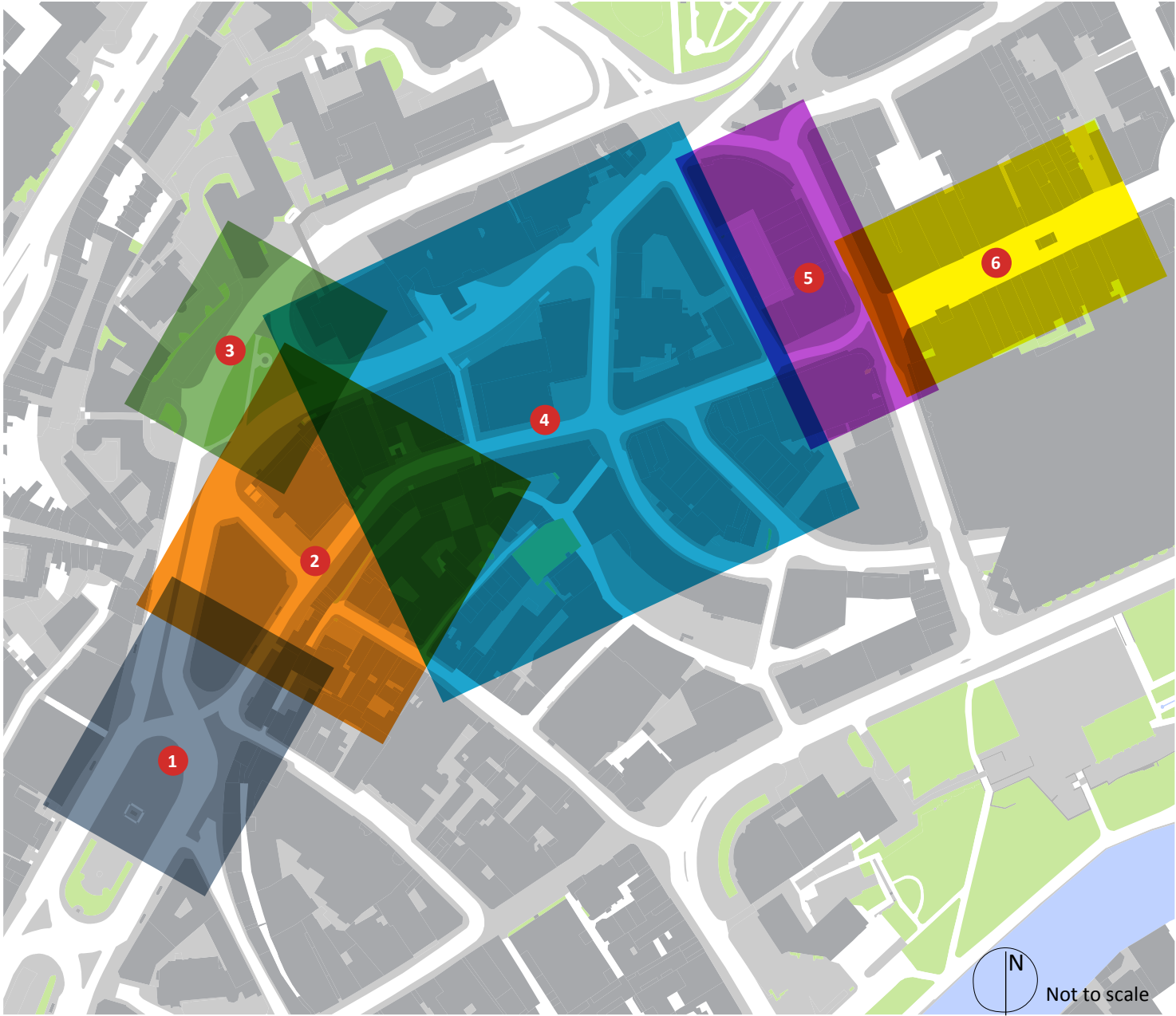


- Key:
- 1 The Centre
 - 2 St. Johns / Old City
 - 3 Lewins Mead
 - 4 Central corridor
 - 5 Broadmead link
 - 6 Broadmead

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- 1 Channelled view looking north east along Quay Street to St Johns Church
 - 2 Channelled view looking west along Nelson Street. The southern footway is in almost constant shade
 - 3 Character zones



Site Analysis

Zone 1: The Centre

The Centre is dominated by the wide and heavily trafficked roads of Rupert Street and Colston Avenue. These busy roads make pedestrian routes to Nelson Street complex and negotiable only via multiple pedestrian crossings.

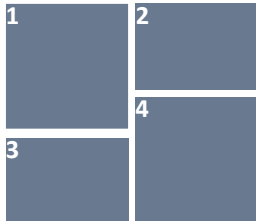
Footways are relatively wide and flat, but materials are basic, with standard concrete kerbs and paving slabs, creating a generally poor pedestrian with lots of clutter of lining, signing, traffic signals and bus stops. The contraflow cycle route, though useful and well used, creates further visual confusion.

The buildings around the Centre are generally of very high quality and Electricity House dominates the gateway to Quay Street. The spire of St John's church acts as local landmark, drawing people into the street, as do the more recent street art interventions.

The public realm improvements associated with MetroBus will radically change and improve the gateway into Quay Street. They will:

- remove traffic, except taxis and servicing, from Colston Avenue east and Quay Street
- create a new flexible public space focussed on Electricity House, increasing pedestrian movement on the north side of Nelson Street
- facilitate better pedestrian and cycle movements
- unite The Centre with Old City

The materials of the MetroBus scheme, sawn york stone and flamed pennant stone, will extend along Quay Street as a continuing language through the corridor, linking Nelson Street to the high quality public realm improvements across the city centre.



- 1 Electricity House forms the gateway to Nelson Street and focal point for new space
- 2 Poor quality surfaces and clutter on Quay Street
- 3 Rupert Street will retain high traffic volumes but trees will break up their dominance in the space
- 4 Street art adds interest to characterless buildings and provides visual landmarks



Zone 2: St Johns and Old City

St John the Baptist church is a local landmark that assists legibility on the crossroads of the two primary pedestrian routes. St John's Gate provides glimpsed views and enables connection into the Old City. St John's Conduit, a historic water source in the area, is largely uncelebrated and frequently tagged.

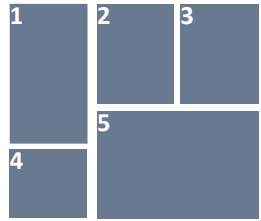
The archway and St John's Lane are the main focus for high quality historic pennant stone paving and cast iron kerbs in the area. Public realm improvements will be used to reinforce the significance of St John's Church and this important crossroads with:

- a speed table to slow vehicles down
- an improved segregated cycling facility
- high quality materials
- an improved church frontage in Broad St

The footways on the south side of Nelson Street are generally wide, but heavily shaded and shabby, often cluttered, and pedestrians pass the inhospitable blank frontages of the private car parks. Those along Rupert Street are reasonably wide but unpleasant due to heavy traffic. Footways on Christmas Street and the north side of Nelson Street are a good width and sunny. All, with the exception of the stone kerbs and channels by Electricity House, are of very basic materials and need improving.

The contraflow cycle lane on Nelson Street is well used, but on the road surface, where vehicles regularly encroach into it, making it less useful for less confident cyclists. A segregated route should be developed.

Nelson/Drake House now has a more active street frontage. The Magistrates Court redevelopment, will provide replacement tree planting, public art and seating.



- 1 The spire of St. John the Baptist is a local landmark
- 2 The stone setts under St Johns arch create views and invitation into Broad Street and the Old City.
- 3 The blank frontages of private car parks contribute to making the street inhospitable for pedestrians. Access into them also makes the street more difficult for cyclists. A more active frontage, reducing parking and vehicular access, should be achieved in any redevelopment
- 4 St John's conduit, erected 1866, is an attractive and culturally significant historic feature but frequently damaged with graffiti
- 5 The former Magistrates Court redevelopment in progress opposite St John's church will present a more active frontage with new tree planting and seating opportunities and greater surveillance for St Johns conduit



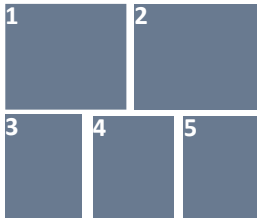
Zone 3: Lewins Mead

The busy roads of Lewins Mead and Rupert Street dominate this zone, but there are a number of incidental spaces, including the frontage of Lewins Place and Hotel du Vin. Significant mature tree planting provides welcome relief within the heavily trafficked corridors.

Footways are generally of a reasonable width, albeit very basic, but do not provide an attractive pedestrian or cycling environment due to the heavy traffic. The aerial walkways are an ugly feature in the space, but are being removed as part of the current redevelopment works. Future links will all be at ground level, increasing the significance of Froomsgate Park, the central green space, which will be refreshed as part of the MetroBus scheme.

The Lewins Place and Froomsgate House redevelopments will include a reworking of their street frontages, with significant new public realm being created on Rupert Street. This will create a chain of new public realm from the bus station via Lewins Place to Old City. There are opportunities for new seating as part of these works. Further improvements to existing public realm should be encouraged as part of future development proposals.

MetroBus works will reduce general traffic and relocate the toucan crossing to enable more direct access between Christmas Street and Christmas Steps and provide the major pedestrian link from the new developments at Lewins Place and Froomsgate House into the Old City. The corner of Electricity House will become much more prominent in the streetscape, providing opportunities for public art and assisting legibility.



- 1 The tree planting and frontage to St. Bartholomews Court and Hotel du Vin provides welcome relief from the busy. Inappropriate stone paving slabs have failed and are patched with tarmac
- 2 The new pedestrian crossing associated with MetroBus will enable more direct access between Christmas Steps and Old City
- 3 Pavements are basic materials and often poorly repaired
- 4 The green oasis at Froomsgate Park is basic but offers refuge from the busy road network. This will become a more important pedestrian route once the aerial walkways are gone and provide the main link for the new residential uses.

Zone 4: Central corridor

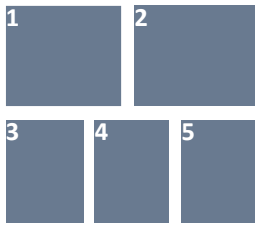
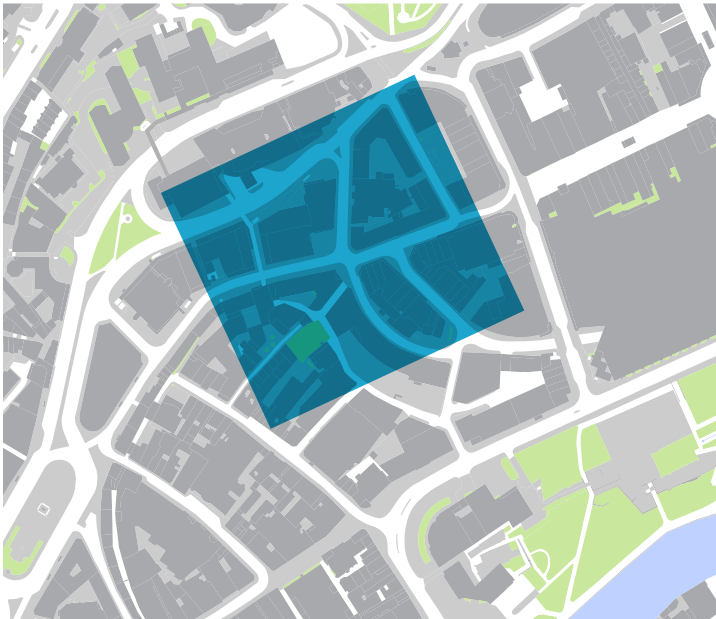
Nelson Street and Rupert Street are busy transport corridors. They have generally blank facades, low quality streetscape, few trees, limited cross routes and few opportunities or space to dwell. Tall buildings create deep shade, particularly on the south side, and offer a sequence of tightly contained views. The current redevelopments will create more active frontages, however, and contribute to an improved public realm.

The steps to John Street create an unpleasant pinch point on the otherwise wide footway on Nelson Street, but do provide a link into the lanes of the Old City. Opportunities to create additional links as part of the redevelopment of Natwest Court should be pursued.

The contraflow cycle route on Nelson Street is well used. Opportunities to create a segregated cycle route that links into the wider cycle network should be pursued, relocating trees if necessary.

Bridewell Island is a robust block of attractive listed buildings, albeit with limited active frontages and on-street parking and traffic impact on their setting. The footways are narrow, but retain most of their historic pennant stone and cast iron kerbs, stone channels. The Lanes, too, is fronted by old pennant paving, but this is being damaged by illegal parking and the setting of the building is further degraded by badly located cctv equipment. Decluttering is a priority throughout.

Changing traffic priorities, eg making Bridewell Street one-way, reducing parking and reinforcing the nodes with speed tables, would create a better pedestrian and cycling environment. Removing through traffic on Fairfax Street would also reduce conflict.



- 1 Pedestrians struggle to cross at Fairfax Street between heavy traffic flows
- 2 Shady footways with blank facades, tall buildings and aerial walkways create an unwelcoming pedestrian environment
- 3 Poor repairs to low quality materials of pavements, clutter created by street furniture
- 4 The steps create a significant obstruction in the footway, but the link to the Old City is useful. Additional links should be created as part of the Natwest Court redevelopment
- 5 Old pennant stone fronting The Lanes is damaged by illegal parking, poor quality repairs and ill-sited street furniture

Site Analysis

Zone 5: Broadmead link

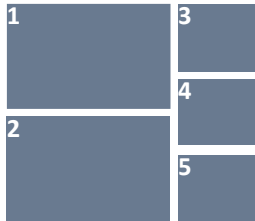
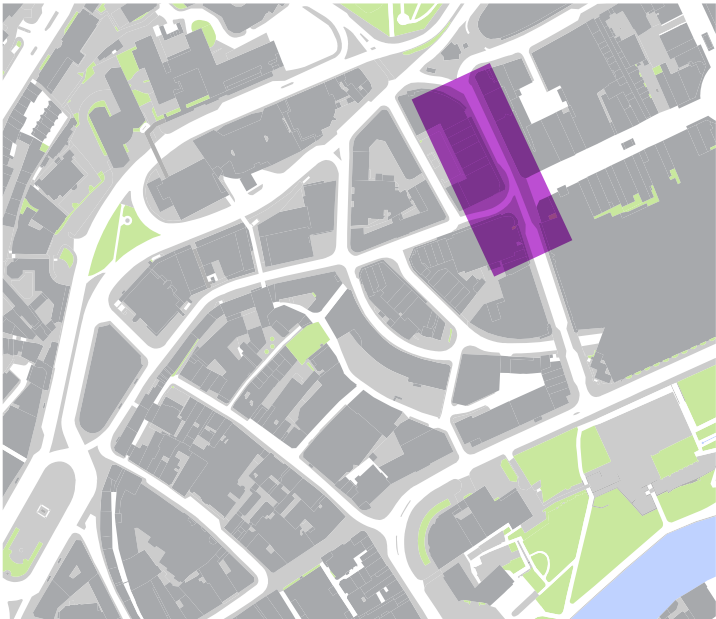
Zone 5 contains some anchor stores in key buildings, such as the attractive 1950's Odeon cinema (H&M), which dominates this prominent corner. The stark change of materials - it retains the red brick pavers and street furniture of the previous Broadmead refurbishment - makes it feel primarily a transitional space, however, rather than part of the main Broadmead shopping experience.

Vehicular access on Nelson Street is restricted to buses, taxis and bicycles, with an associated clutter of signage and bollards. The contraflow cycle lane is well used, but narrow. Union Street is extremely congested however, with an uncomfortable combination of heavy traffic, disabled parking and bus stops.

Nelson Street and Union Street are busy primary pedestrian routes. The footways are basic in quality but relatively wide, with some trees, but there no seating or opportunities to dwell and queues at bus stops create congestion.

Public realm improvements should seek to reconnect this zone back into the primary Broadmead shopping experience by continuing the palette of materials, providing new seating and general decluttering.

Improved cycling facilities are needed, including the creation of a segregated cycle lane on Nelson Street. There are also opportunities to declutter to bring a shared route in from The Horsefair. Additional cycle stands would help meet the high demand within the area.



- 1 Gateway Odeon Cinema (H&M) building on the corner of Nelson Street, surrounded by the red block paving of Broadmead's previous paving
- 2 Union Street between Broadmead and The Horsefair has an uninspiring mix of standard materials
- 3 Nelson Street adjacent to the Odeon Cinema functions simply as a space to pass through but has potential to offer seating, new planting and a segregated cycle route
- 4 The street clutter on the bus/cycle link overwhelms Nelson Street from the Silver Street junction with signage, lighting, bollards and litter bins
- 5 Nelson Street is clearly identified as part of Broadmead, but the dated red block pavers have no relationship with the new honey-coloured block paving, making the zone feel isolated from the rest of the shopping area



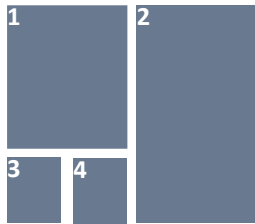
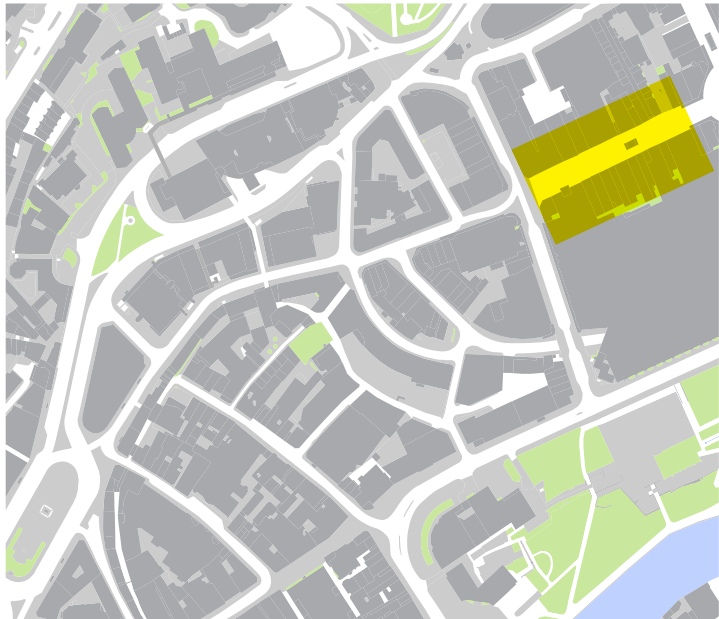
Character zone 6: Broadmead

Broadmead shopping centre offers a level, pedestrian friendly environment with plentiful cycle parking provision and a variety of seating opportunities. The public realm has recently been significantly upgraded with good quality contemporary materials.

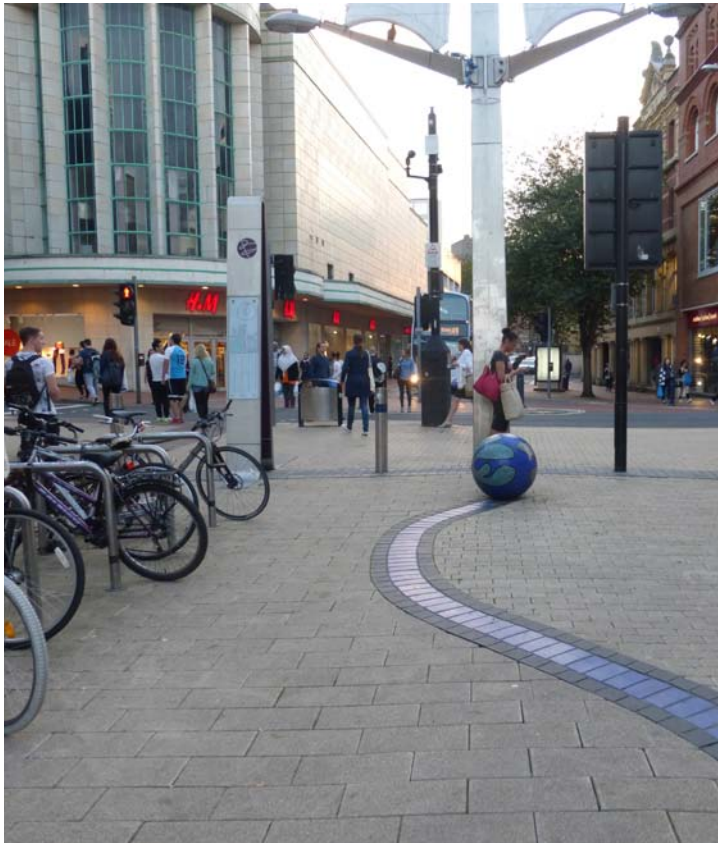
The new paving consists of a bright and attractive mixture of concrete honey-coloured paviers, square slabs and rectangular blocks and dark grey granite setts enlivened by a sinuous line of blue tiles and bespoke mosaic balls. Pennant paving slabs are located throughout Broadmead to highlight important buildings and spaces, for example in front of Wesley Chapel, creating a visual link with the historic materials in the Old City.

The street furniture is robust - timber and stainless steel benches, cycle stands, litter bins, tree grilles and bollards. There are a good number of street trees, and public art highlights the central Podium space.

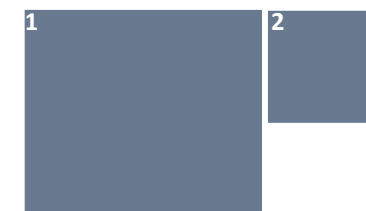
This vocabulary of contemporary materials should be continued throughout the primary shopping areas on Union Street and Nelson Street. Some decluttering is required, however, in particular the relocation of the very prominent cctv column that reduces the impact of the gateway sail structure.



- 1 Broadmead recently been refurbished with bright new honey-coloured paving, with linear features of blue tiles and bespoke circular bollards. The stark change in paving materials on Nelson Street visually implies that Broadmead ends at Union Street. The prominent cctv column and signage detract from the Sails structure. Demand for cycle parking in Broadmead is high
- 2 Robust street furniture comprising timber and steel benches, steel litter bins and bollards. Artwork columns and trees highlight the Podium space
- 3 Simple contemporary style stainless steel litter bins extend from Broadmead across into Nelson Street and Union Street
- 4 Stainless steel tree grilles withstand heavy use. Uplighters provide animation and define tree forms at night



Site Analysis



- 1 Existing traffic around study area
- 2 Proposed traffic changes following MetroBus

Vehicular movement

Existing traffic

Rupert Street and Lewins Mead are the two main transport corridors in the area, carrying high volumes of vehicles to and from The Centre.

Nelson Street is less busy and is closed to general traffic at Quay Street. It is, however, an important cycling corridor and major public transport corridor, with general traffic gaining access via Christmas Street, which is currently two-way, and through Corn Street.

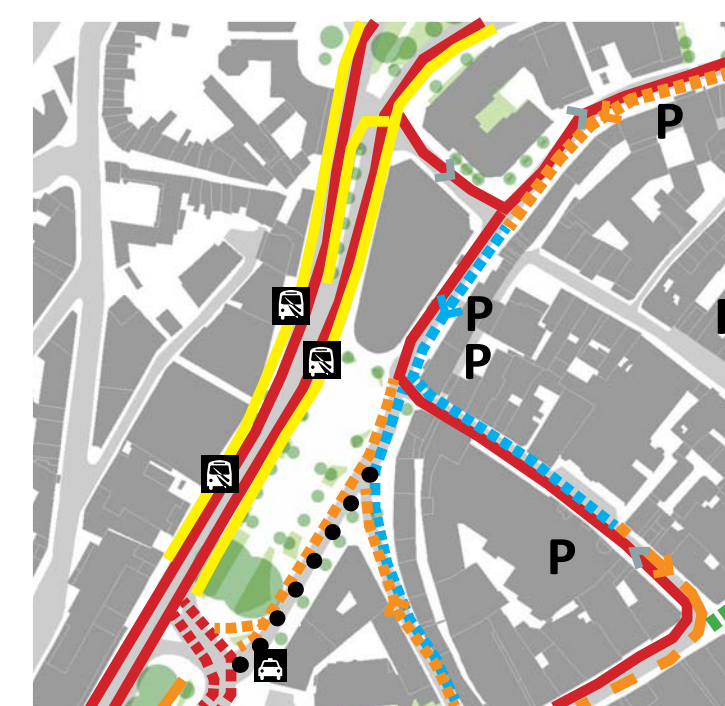
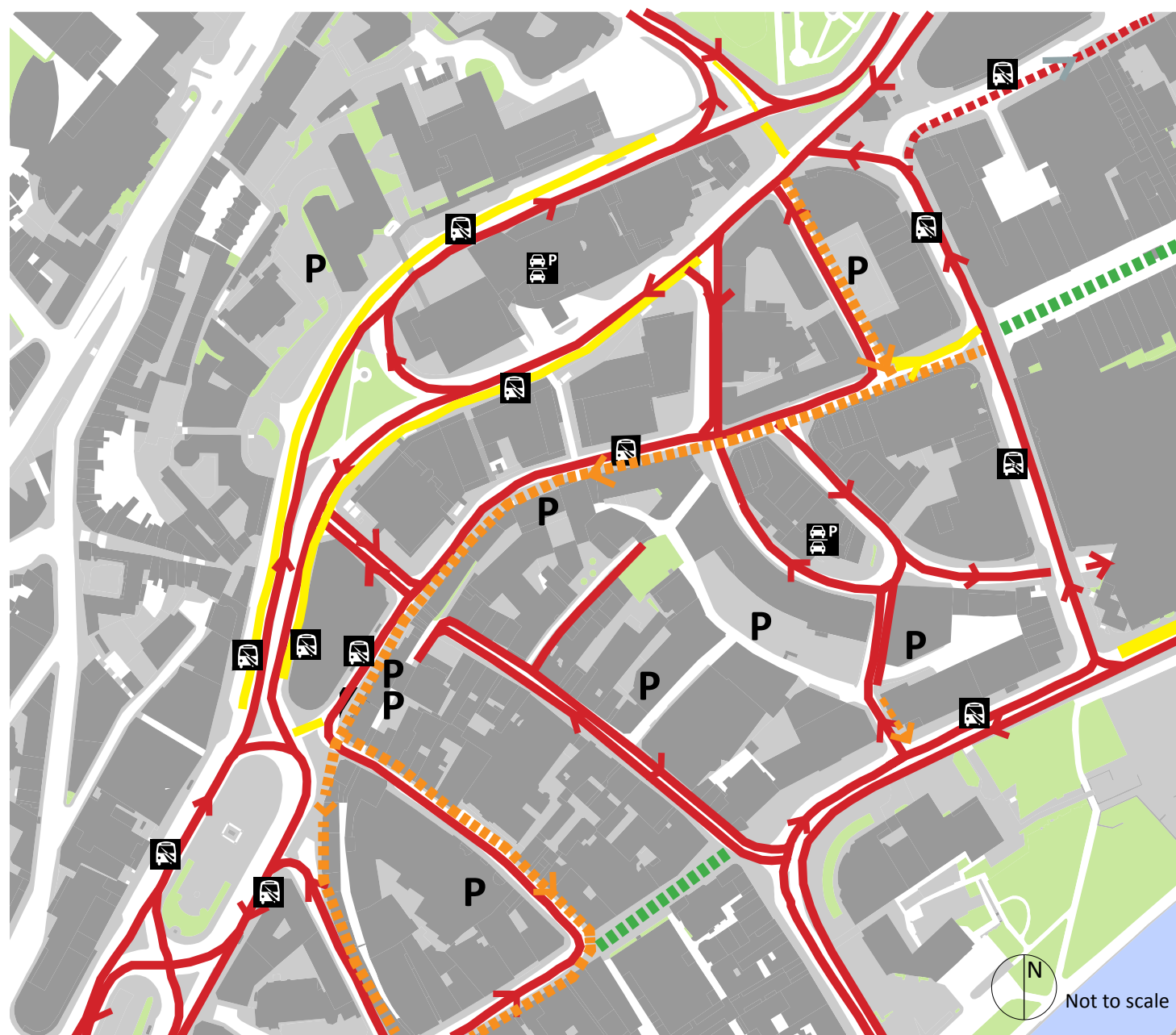
The area is very well served by public transport and there are a high number of local bus stops. It contains both public multi-storey car parks and private car parks, two of which are accessed from Nelson Street and contribute to the blank ground floor frontages that make the pedestrian environment so uninviting.

MetroBus

Traffic movements will change considerably with the implementation of MetroBus. General traffic lanes will be reduced and restricted to Colston Avenue West. Access to Nelson Street will be via Christmas Street, which will become one-way in only. Quay Street will become two-way, for access and taxis only.

Old City public realm project

A key element of the Old City public realm improvements strategy is the removal of through traffic and parking, to enable the streets to be opened up for more pedestrian friendly uses and cycling. This includes the aspiration to pedestrianise Corn Street - it is currently closed to traffic only at weekends - which will in turn further reduce through traffic in Nelson Street.



- KEY**

	General traffic		Bus stops
	Cycle lanes		Taxi rank
	Shared routes		Taxis only
	Bus lanes		Private car park
	Bus, Taxi and access only		Multistorey car park
	Access only		

Public realm analysis - Movement



Public realm analysis - Place





Chapter 4 Public realm vision



Public realm objectives

Nelson Street will become an attractive quarter of the city centre, where the historic fabric is part of a lively pedestrian environment framed by exemplar new buildings. It will be an improved pedestrian route of choice linking Broadmead, Harbourside and Christmas Steps.

SPD8, para 2.1

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

Characterful

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

Animated:

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

Convivial:

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



Comfortable

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

Resilient

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

Connected

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

Good design: Principles for Bristol

Design for People

1 Application of a user hierarchy – consider the needs of pedestrians and cyclists first

a Pedestrians

b Cyclists

c Public transport

d Private cars


The needs of disabled people are considered within all of the above modes

2 Recognising the importance of the community function of streets

3 Balancing the needs of different user groups

4 Promoting an inclusive environment that is welcoming and accessible for all ages and abilities

The User Hierarchy



Design for Safety

1 Moving away from standard road layouts and junction solutions

2 Design for 20mph or less

3 Provide schemes that are legible, integrated and co-ordinated

4 Identify and support pedestrian and cycle desire lines

5 Ensure good lighting and surfacing, especially on primary routes

6 Use the minimum of highway features and reduce clutter

Realising the potential

1 Establish a clear vision and objectives


2 Develop master plans and design codes


3 Developing street character types that respond to local distinctiveness


4 Encourage innovation with flexibility of approach


5 Create street networks that provide permeability and connectivity


6 Consider an appropriate scale of change - from low key interventions through to more comprehensive redevelopment

major public realm improvement/ shared space

rethink traffic management

relocate or merge functions

declutter

tidy

Delivering Long Term Success

1 Understand the needs and aspirations of the area and its community

2 Undertake a collaborative approach

3 Develop and maintain quality audit processes that demonstrate how design meets best practice, policies and objectives

4 Use sustainable, maintainable materials and details

5 Monitor schemes

6 Evaluate outcomes and lessons learned

Nelson Street Public Realm Strategy

August 2015
City Design Group

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Good design: Principles for Nelson Street public realm



Re-establishing connections

Nelson Street will become an attractive, accessible route of choice between The Centre and Broadmead.

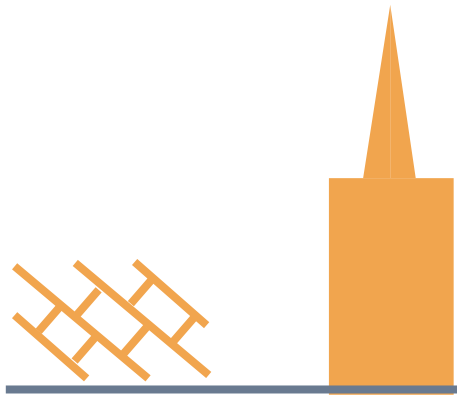
Nelson Street will be reconnected with the Old City and Christmas Steps, both physically and through the use of materials and signage.

Historic permeability in the area will be re-established and increased, breaking down the large monolithic blocks to create new pedestrian links with the lanes and the Old City.

The materials vocabulary of Broadmead will extend to create a more coherent shopping quarter experience.

Pedestrian crossings will be enhanced and link new, high quality, spaces.

Rupert Street/Lewins Mead will have less general traffic, making it a higher quality, more pleasant pedestrian environment with better crossing points.



Materials

Materials will be used to reinforce the distinction between the three zones of public realm, locating each place clearly within Broadmead, Old City or the Lewins Mead/Rupert Street corridor.

Primary pedestrian routes will be defined by high quality materials, creating a visual and material continuity with the high quality spaces in the city centre, especially The Centre and Broadmead.

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

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

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



Traffic management, walking and cycling

Public transport, walking and cycling will be prioritised.

Through traffic will be reduced, promoting access only.

Speed tables will be used to reinforce key nodes, reducing traffic speed and flow of vehicles, providing a safe and clear cycle route and safer crossings for pedestrians.

Opportunities to replace the stairwell that impedes the footway on Nelson Street will be pursued.

Opportunities to reallocate road space to create more pedestrian/cycle friendly uses will be promoted.

A segregated cycle route along Nelson Street will be progressed.

On-street parking will be reconsidered and reduced where appropriate to enable a high quality environment for the listed buildings.

On-street parking for disabled users will be retained close to the shops.

Good design: Principles for Nelson Street public realm



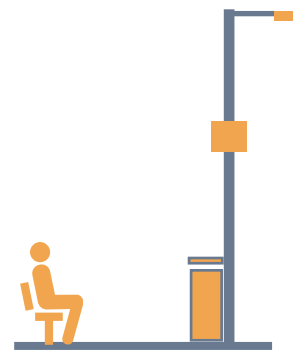
Street planting

Existing trees that are healthy specimens will be retained wherever possible. Where trees are removed they will be replaced in suitable locations.

Trees that have been removed as part of the development sites will be replaced as part of their public realm improvements.

Additional tree planting opportunities will be sought in the area, particularly along the main transport corridors, but will inevitably be limited due to existing footway widths and underground services.

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



Street furniture

Street furniture will reinforce the distinction between the three zones of public realm, Old City, Broadmead and the Lewins Mead/Rupert Street corridor.

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

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

Street lighting will reinforce the primary pedestrian route from the Centre, continuing the same lighting column through Nelson Street to Broadmead. Street lights will have brackets for banners to support events and spotlights where appropriate to highlight significant features.

General decluttering will be undertaken, rationalising signage and locating CCTV on lighting columns where possible.



Wayfinding and Public art

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

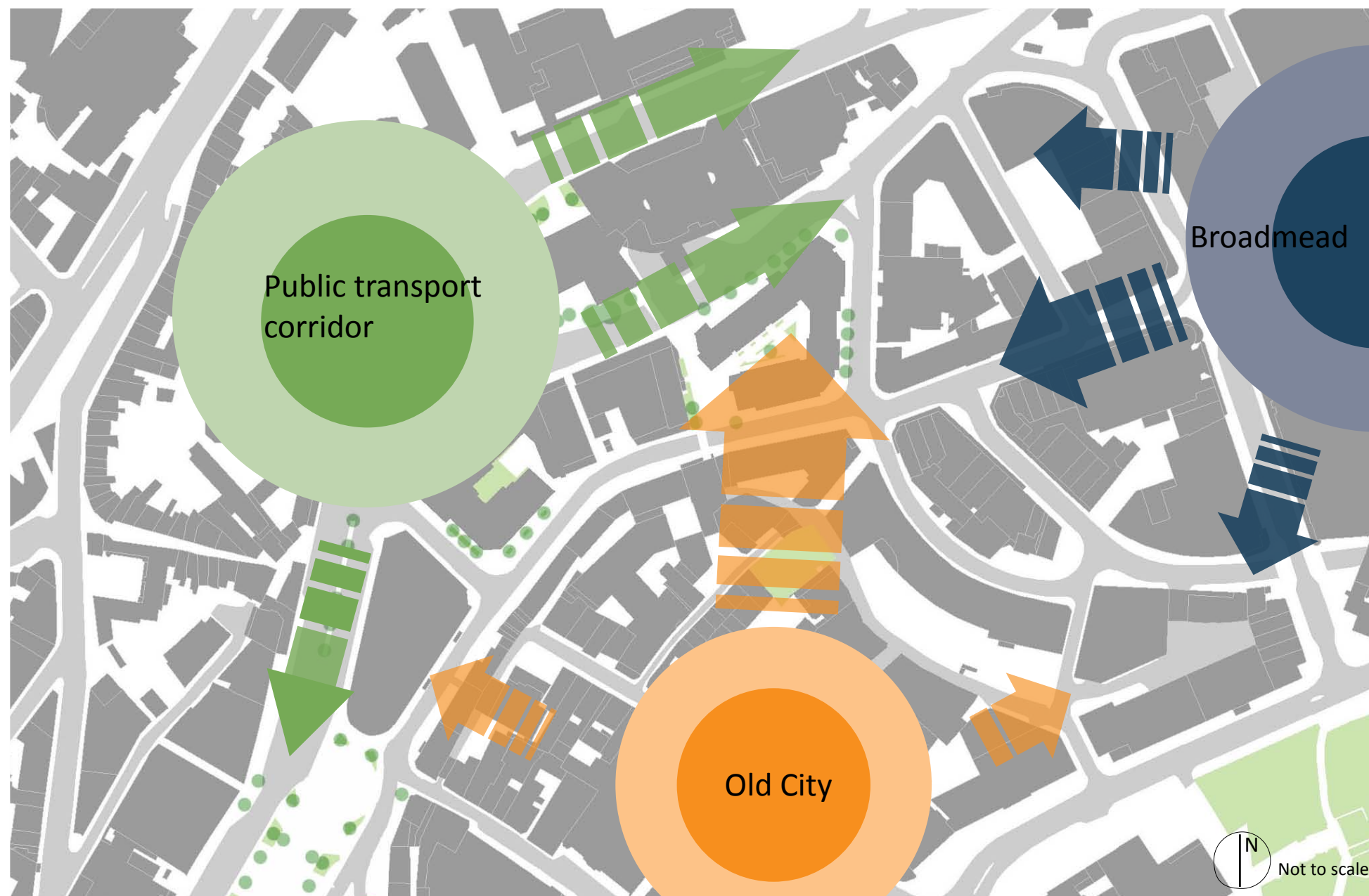
Legible city signage will be reviewed to promote new pedestrian and cycling links and opportunities.

Street name plates will be reviewed and Legible City plates added where appropriate to reinforce the area's location within the Old City/Broadmead.

Public art will highlight key routes and spaces, assisting legibility and navigation through the area.

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

Public realm concept



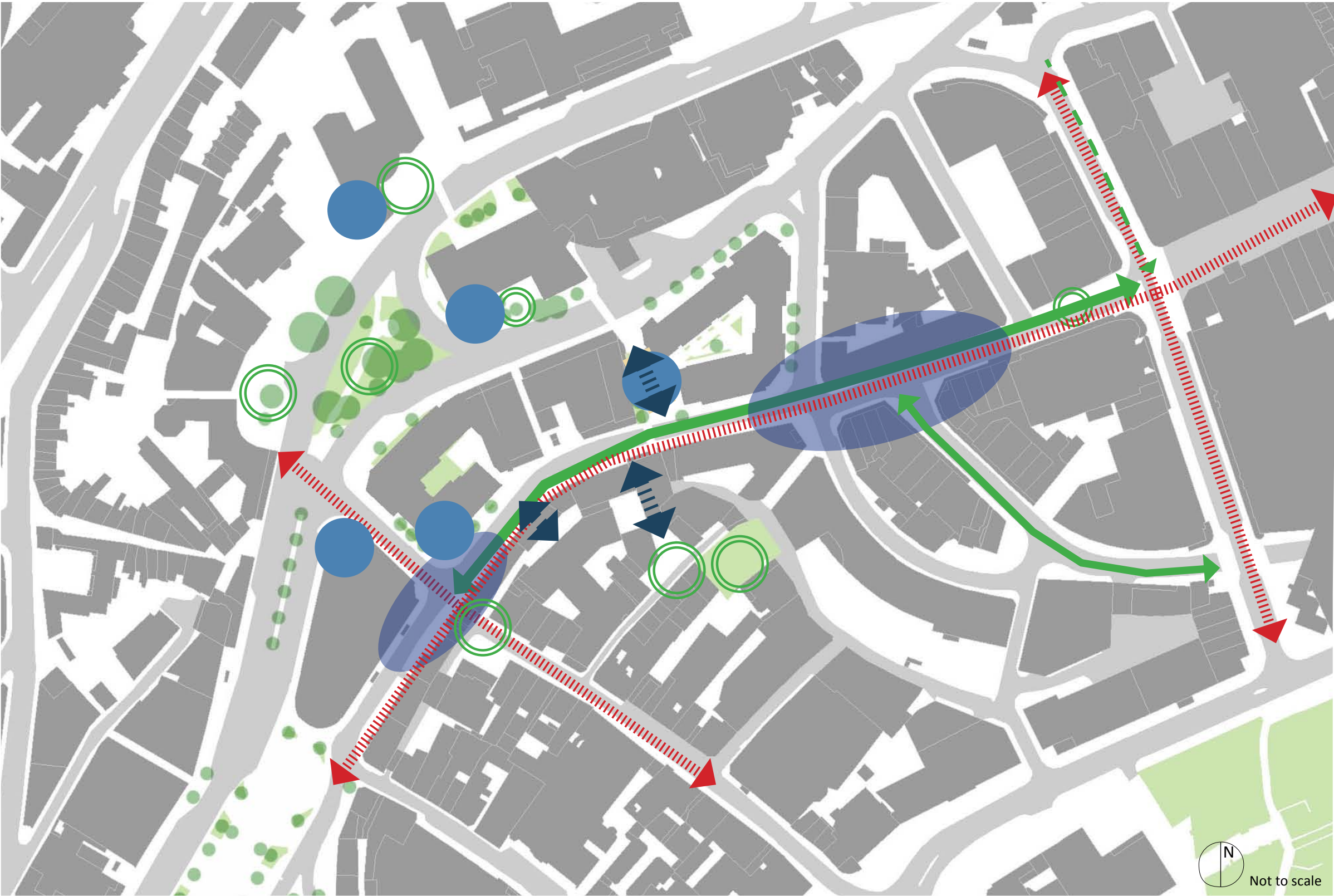
The Nelson Street area has been isolated historically from the wider city centre, firstly through its location outside the town wall and more recently by the monolithic block structure of post-war architecture, planning and transport decisions.

This strategy seeks to use the opportunity provided by the substantial redevelopment of the area to expand the character and materials of the adjacent Old City and Broadmead to reintegrate Nelson Street with the wider city centre. In addition, the transport corridors will be enhanced with new tree planting and improvements to building frontages and incidental public spaces, creating a more attractive and permeable pedestrian and cycling environment.

The public realm enhancements will:

-  Connect spaces and enhance transport routes with trees and high quality paving and seating
-  Reconnect Old City with Nelson Street using high quality materials
-  Continue Broadmead townscape and materials across Union Street to create a more coherent, high quality, shopping experience

Public realm principles



- Key:
- Improve primary pedestrian routes with high quality materials
 - Speed tables at nodes to reinforce place and reduce traffic speed
 - Improve pedestrian permeability
 - Improve incidental public spaces
 - Art interventions reinforce gateways and assist legibility
 - Develop segregated cycle route
 - Improved cycle links

Materials palette - Old City

Paving

The palette of paving materials will be limited to complement the historic fabric and buildings and create a timeless quality that will continue to look good over the years. Paving will be:

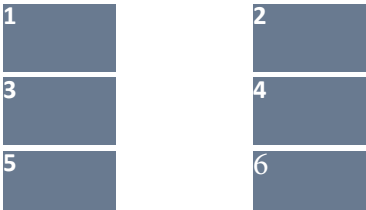
- high quality and robust to reflect the intensive city centre location, reducing on-going maintenance
- designed to withstand vehicular runover from loading vehicles - 75mm depth where runover likely
- fully accessible
- locally sourced where possible

Primary routes will be paved with natural stone, linking Nelson Street with the new high quality public realm on The Centre and creating a more coherent public realm across the city centre. Secondary routes will have high quality concrete slabs/paviors.

Paving materials will be:

- sawn Scoutmoor Yorkstone paving slabs (or similar approved) in general footway areas. This will be 45-60 cm wide and random lengths laid perpendicular to buidings
- flamed Welsh blue pennant stone paving slabs and channel stones. Slightly darker and greyer than the York stone, the flaming gives textural interest.
- secondary routes will have Marshalls conservation textured paving slabs, silver grey (or similar approved)
- other materials will be considered within the frontages of new developments

Speed tables will be Marshalls tegula pennant grey laid herringbone (or simliar approved).



- 1** Sawn scoutmoor york stone coursed paving slabs - 63mm generally but 75mm where vehicular overrun is likely
- 2** Flamed welsh pennant slabs - 63mm generally but 75mm where vehicular overrun is likely
- 3** Marshalls tegula pennant grey
- 4** Newly fabricated cast iron kerb
- 5** Pennant stone kerb with pennant stone channel
- 6** Granite bus kerb

Hot rolled asphalt will be used on road surfaces

Kerbs and channels

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

All kerbs will be laid with a stone or concrete channel.

Cast iron kerbs

Existing cast iron kerbs will be retained and any gaps infilled with reclaimed units. New kerb units can be cast as straights and to suit corner radii where required.

Pennant stone kerbs

Existing stone kerbs will be retained and any gaps infilled with new or reclaimed units. New kerbs will be sawn Welsh pennant stone, 125mm wide x250x 700-1000mm random length with bevelled top edge.

Granite kerbs and bus kerbs

Granite is a robust and traditional material suitable for heavily trafficked corridors and withstand bus damage. Tooled Portuguese granite kerbs - 300mm wide x 250mm deep x 700-1000mm long - and bus kerbs will be used along the major public transport routes unless there are existing cast iron/stone kerbs.





- 1 Philips Milewide lighting head
- 2 Voss LB10 litter bin
- 3 Benchmark Centreline CL003 seat
- 4 'Corn Street' cast iron bollard
- 5 Marshalls Rhino RS001 stainless steel bollard

Materials palette - Old City

Lighting

The silver twin headed Philips Milewide street lighting columns will be continued from Broad Quay and the new Centre space, through Nelson Street to Broadmead, visually reinforcing the primary route. These will be LED energy units to reduce electricity consumption in the area. As in The Centre the new units will be dimmable to enable specific events and allow lower energy consumption at quiet times if appropriate.

Lighting columns will have fixings for banners to create another dimension and support the street being used for events. Opportunities for more artistic and creative use of lighting to highlight specific buildings and spaces will be promoted.



Litter bins

Litter bins will be Voss Lb10 stainless steel. These are robust and able to withstand the tough city centre environment. They will coordinate with those in Broadmead but without the distinctive blue colour.



Seating

General seating will be Benchmark Centreline CL003 stainless steel. These are robust and able to withstand the tough city centre environment.

Other seating styles within the frontages of new developments will be considered on an individual basis, subject to them being sufficiently robust.

Cycle racks

Stainless steel Sheffield stands will be used to match others across the city centre. End racks will have tapping rails.



Bollards

Bollards will be kept to a minimum and, in accordance with the Highway Protocol, will reflect their immediate surroundings. They will be:

Cast iron

Manufactured by Broxap, these are unique to Bristol and used across the Old City

Stainless steel

Will be Marshalls Rhino RS001 stainless steel with hazard banding



Materials palette - Broadmead link & Lewins Mead/Rupert Street corridor

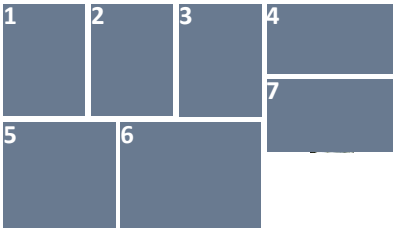
Street furniture and paving within the primary routes - Nelson Street and Union Street - will continue the palette established in the recent Broadmead public realm works to create a more coherent primary shopping experience. The existing materials are:

Paving:

- Honey-coloured concrete slabs/blocks type
- Breccia Giallo, 100*200*80mm (5mm chamfer)
- Breccia Giallo, 200*400*100mm (3mm chamfer)
- Charcoal fine picked granite setts 100x100x100mm
- Eluna blue glazed blocks 200x100mm

Street furniture:

- Litter bins** - Voss Lb10 elliptical stainless steel
- Bollards** - Voss Tb20 stainless steel oval bollard
- Tree grilles** - Area Baltimore 1500mm stainless steel
- Seats** - Voss Bs10 stainless steel and hardwood benches
- New kerbs will be:
 - Silver grey granite
- New paving outside the primary routes will be:
 - Marshall's conservation textured slabs - silver grey



- 1 Breccia giallo concrete black paving and slabs with charcoal fine picked granite setts and Eluna glazed bricks
- 2 Voss Lb10 elliptical stainless steel
- 3 Voss Tb20 stainless steel oval bollard
- 4 Granite kerbs and bus kerbs- silver grey
- 5 Area Baltimore stainless steel tree grille
- 6 Voss Bs10 stainless steel and hardwood
- 7 Marshall's Conservation textured paving slabs -



Public realm strategy

Public realm improvements will reinforce the primary routes and maximise the potential of the direct and accessible connections between The Centre and Broadmead, the Old City and Christmas Steps.

The following plans illustrate the principles of how paving materials, street furniture and traffic management will realise this objective. All areas will be subject to further detailed consideration and design as funding becomes available for implementation.

Key:

Existing pennant paving

New pennant paving

New yorkstone paving

Block paved speed table & cycle route

Enhanced concrete paving

Broadmead paving

Existing trees

Proposed trees

Existing cast iron kerbs and channel

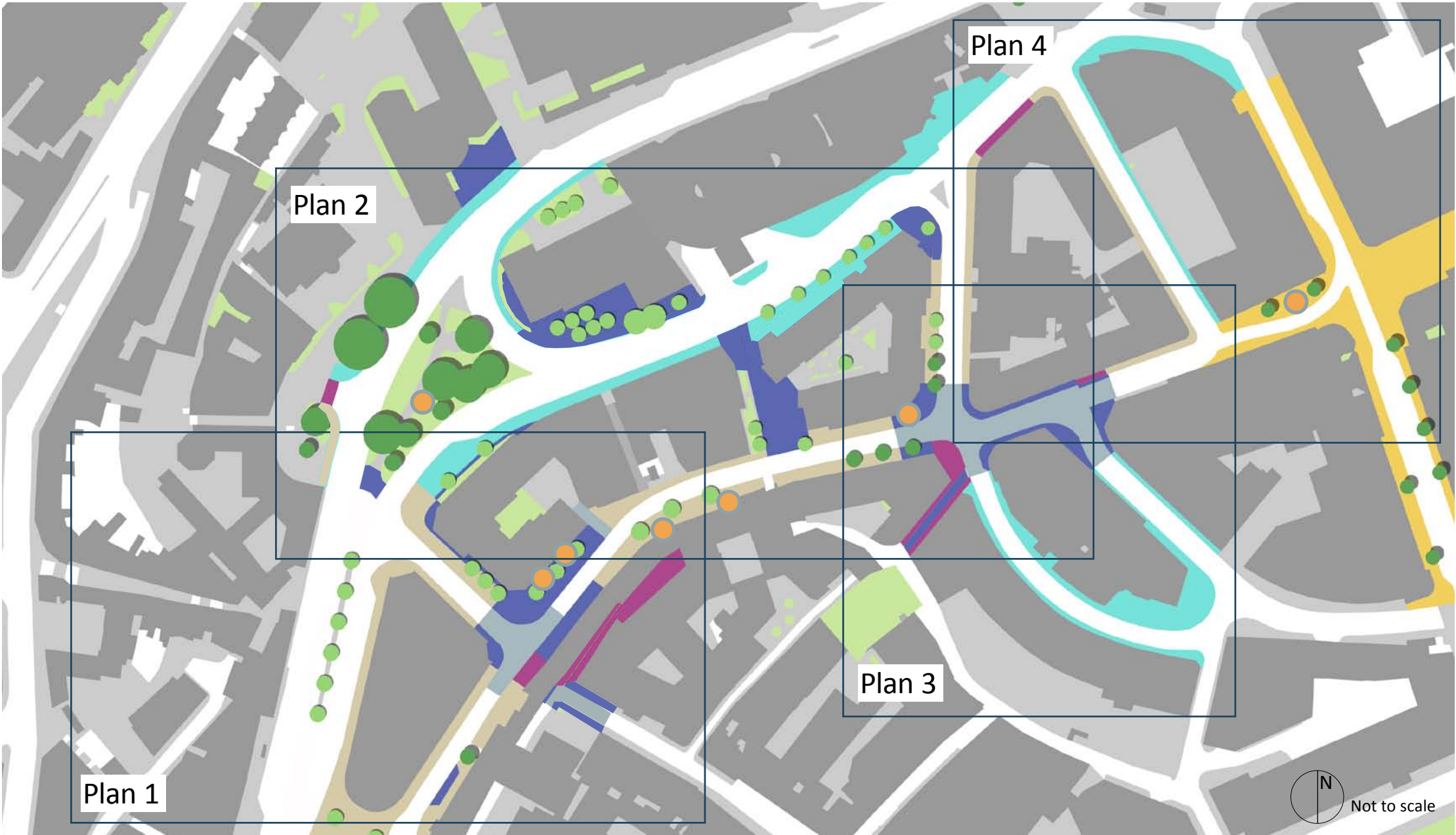
Existing pennant kerbs and channel

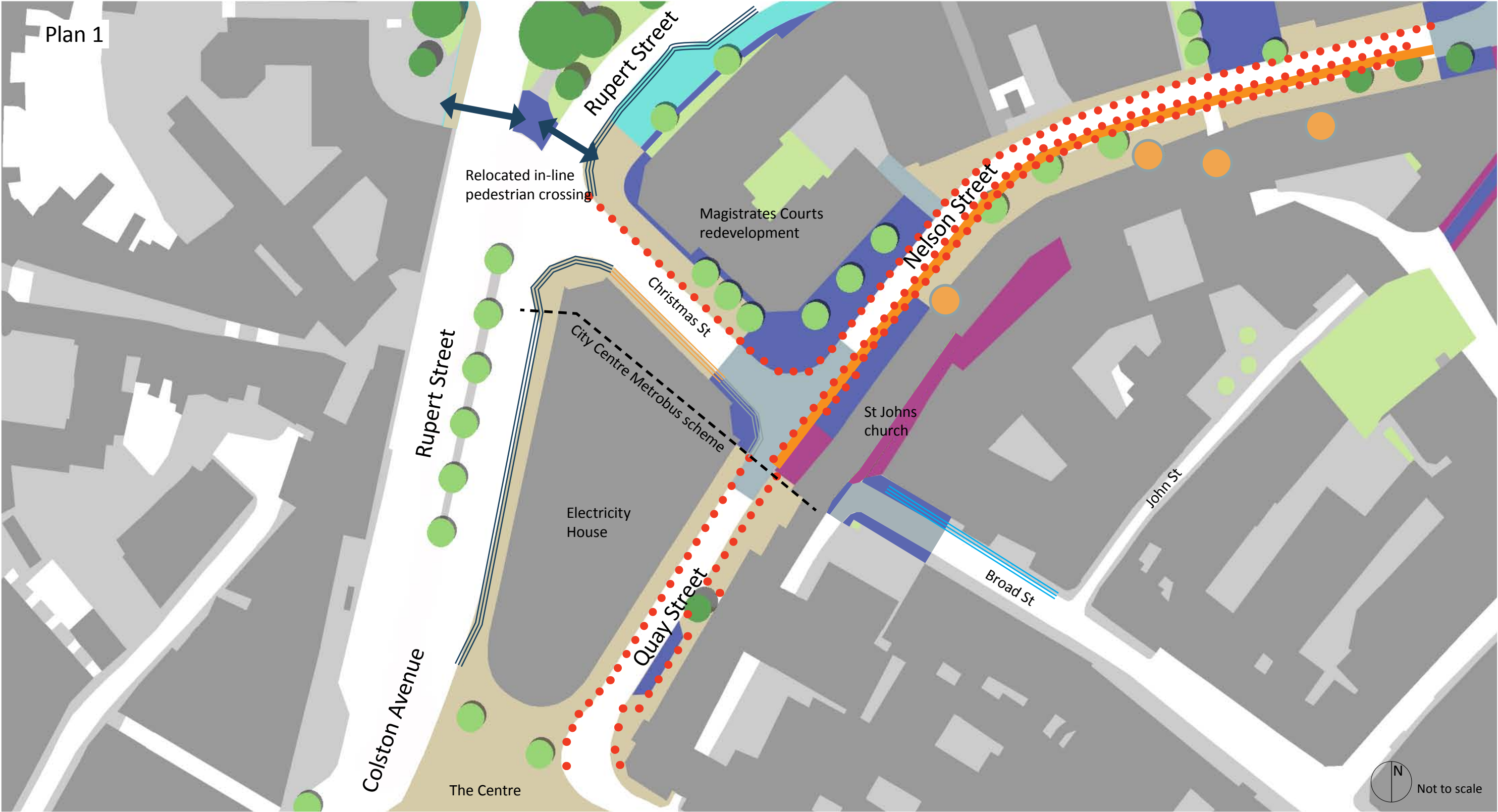
Proposed pennant kerbs

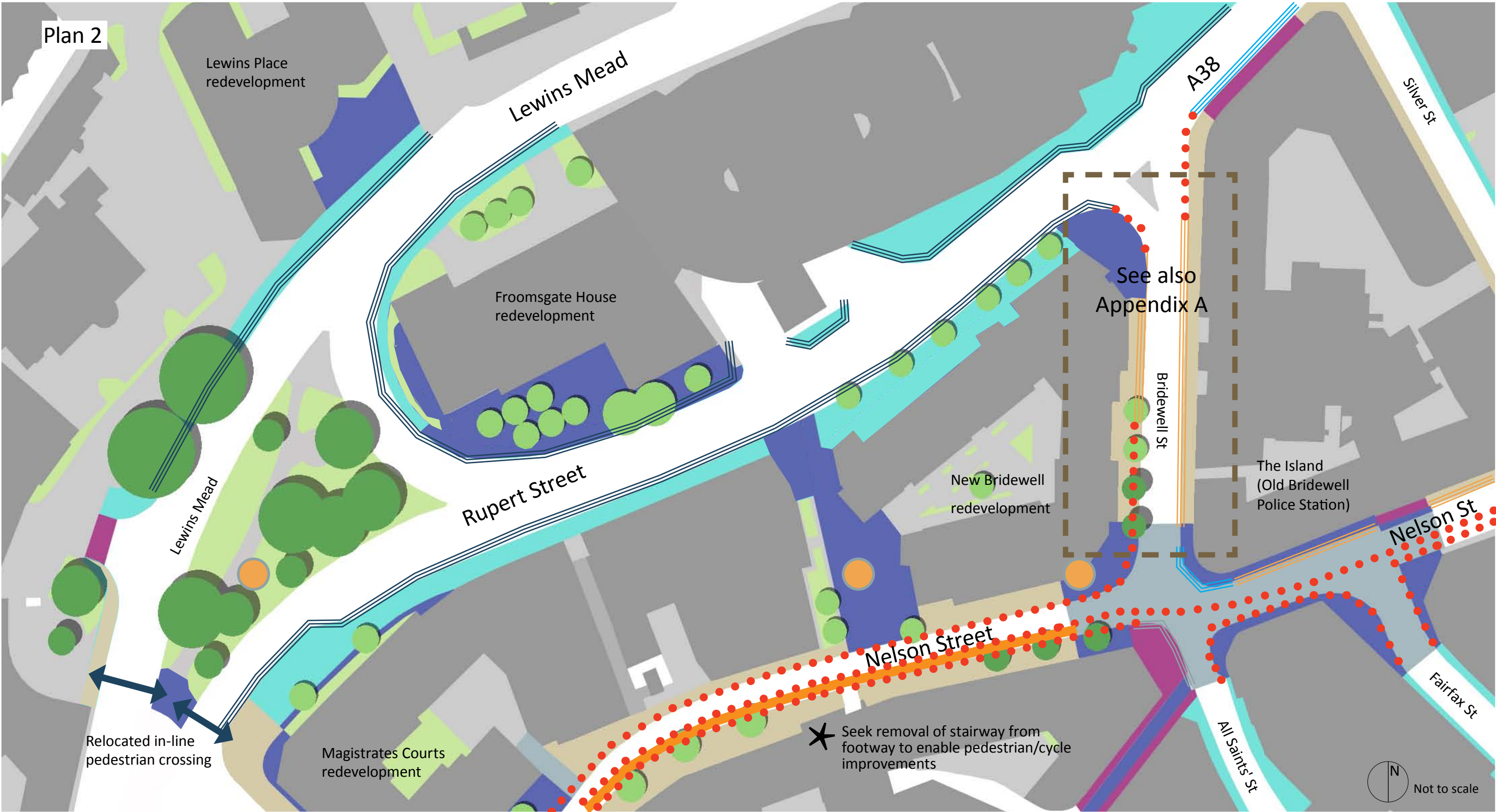
Proposed pennant rumble strip

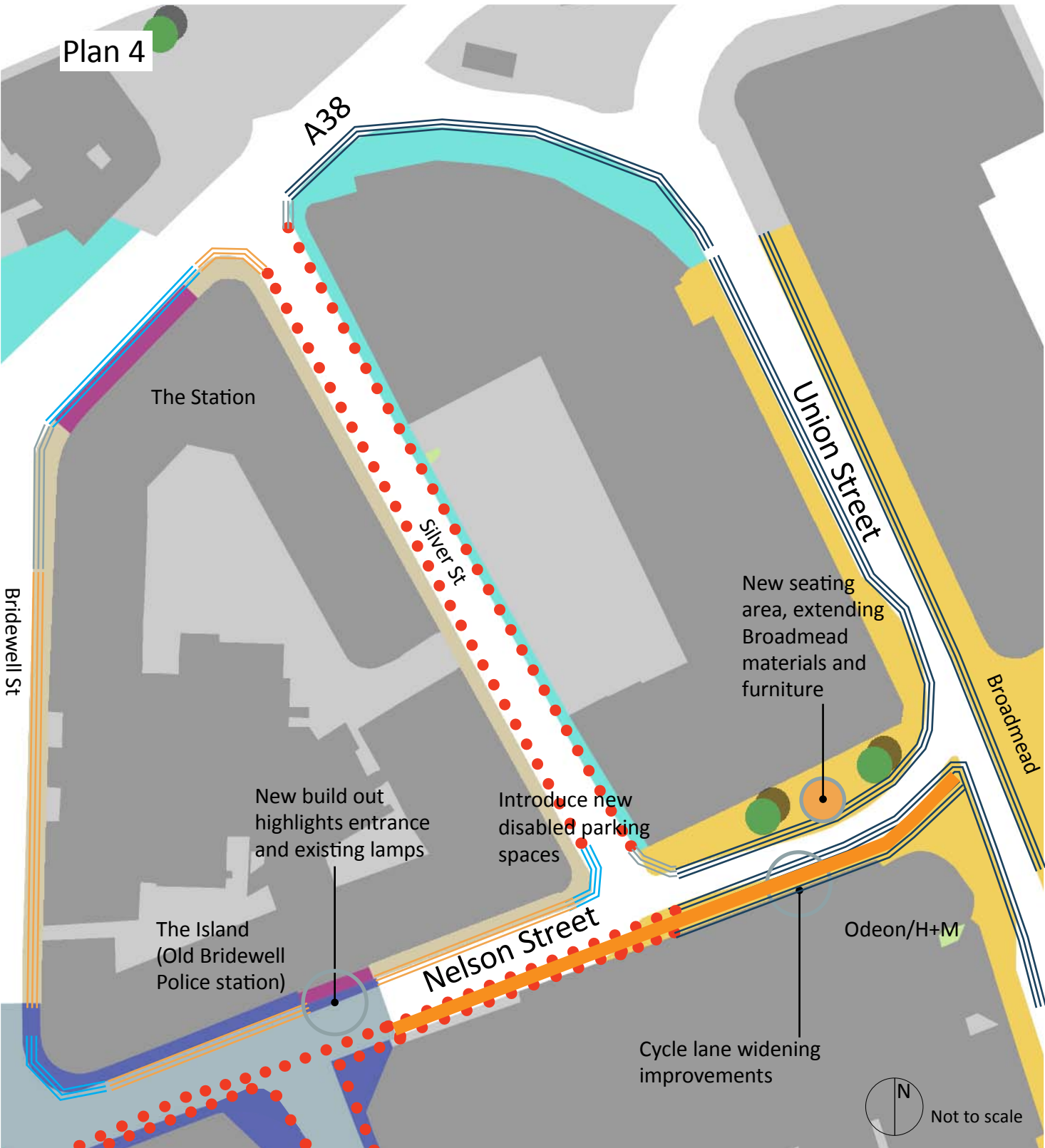
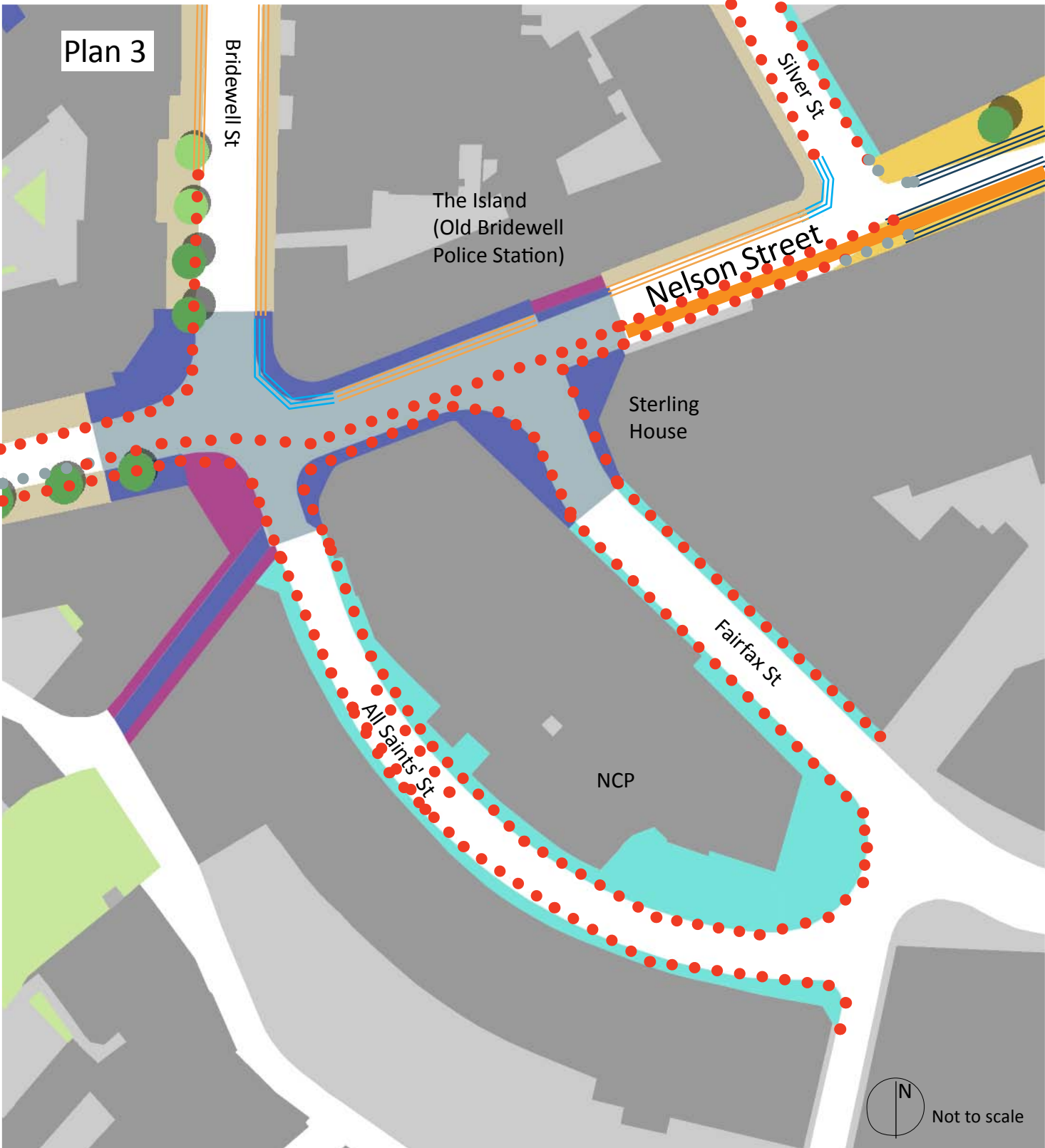
Proposed granite kerb

Potential seating opportunities

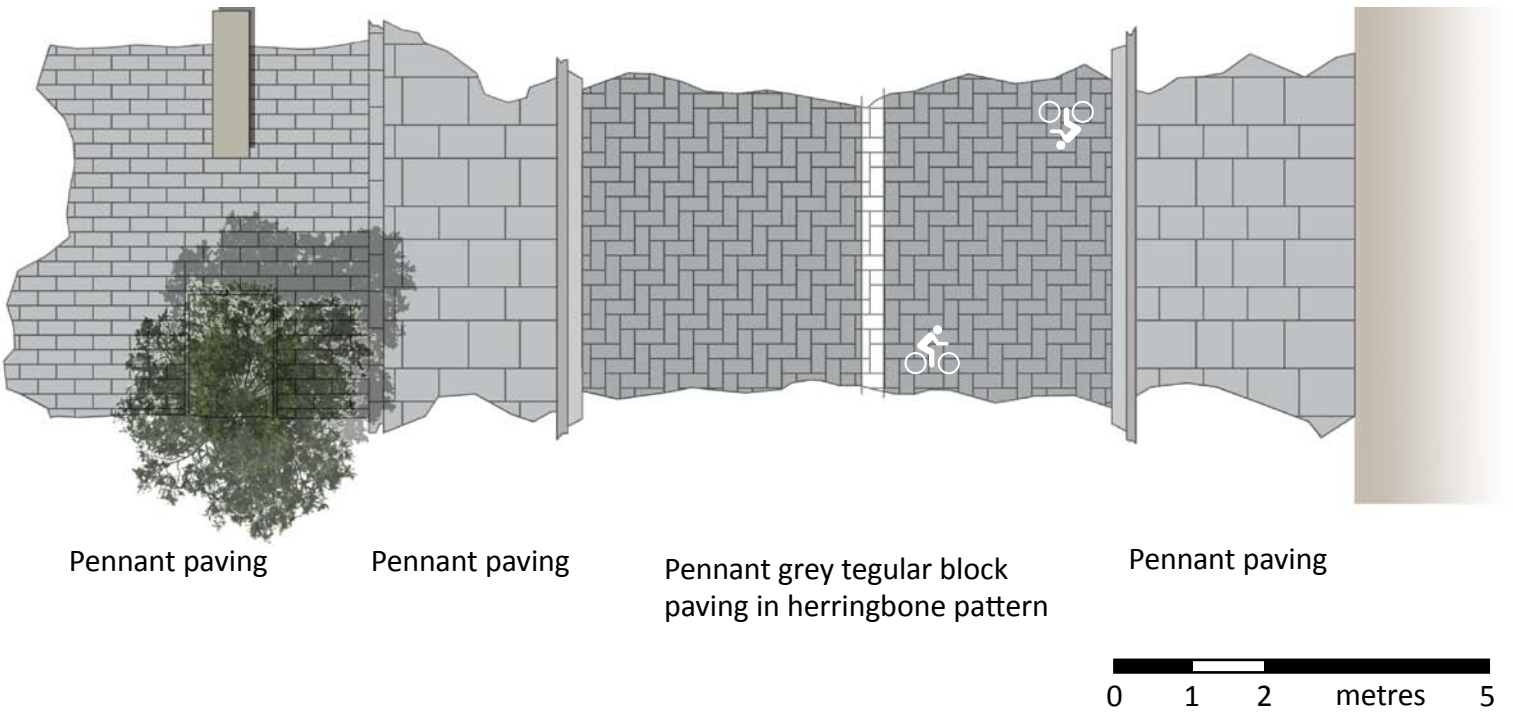
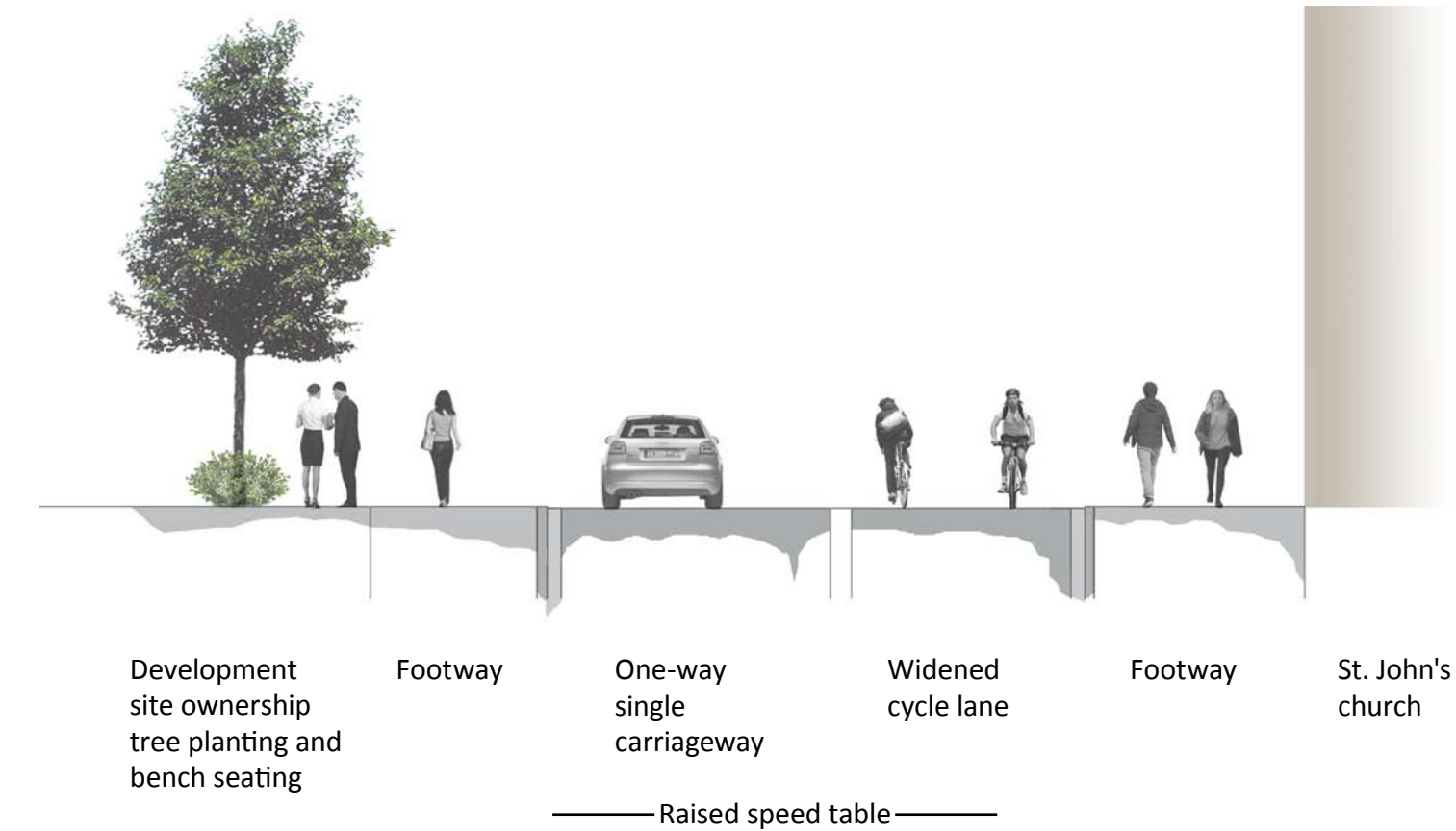


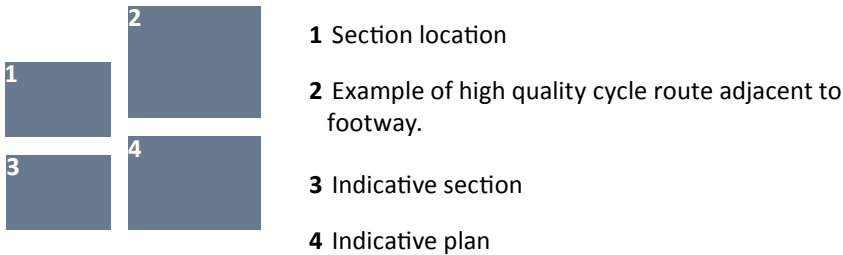




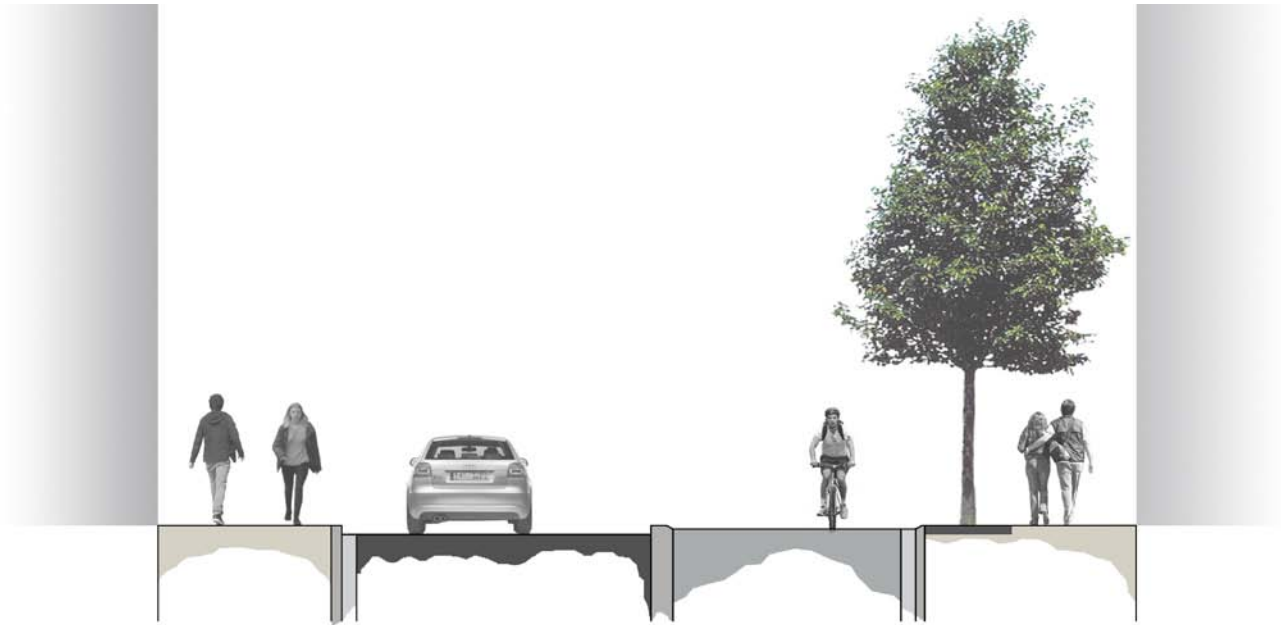
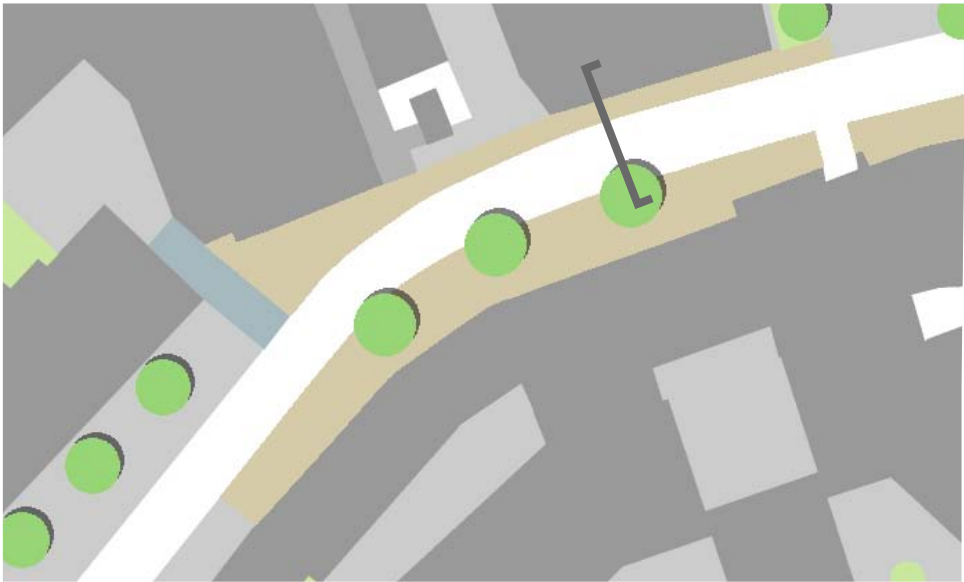


Nelson Street indicative section 1

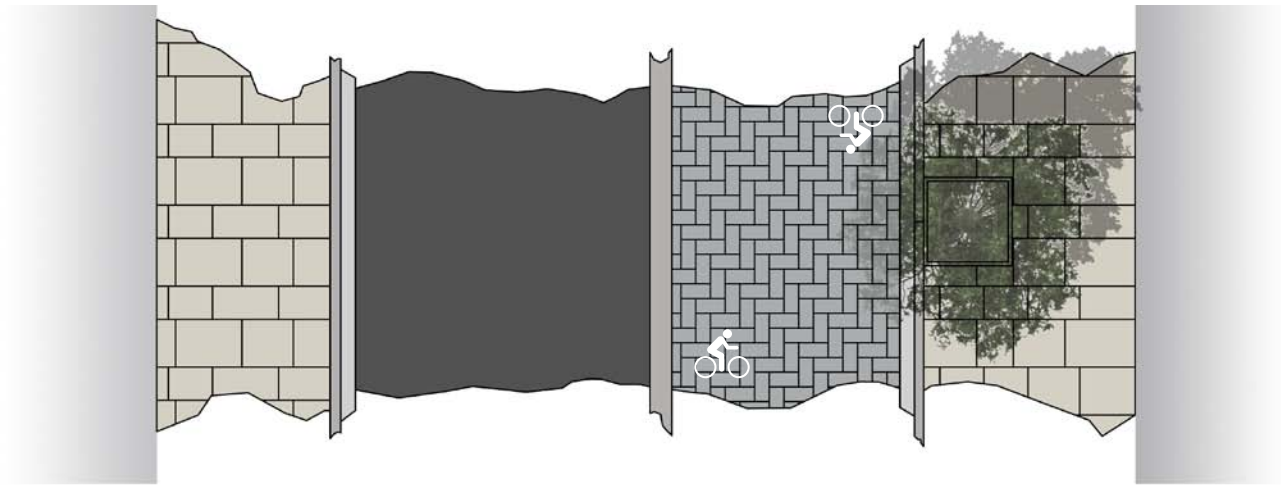




Nelson Street indicative section 2



Building line Footway One-way single carriageway Widened cycle lane Footway with new street tree planting Building line



Yorkstone paving Asphalt surface carriageway Pennant grey tegular block paving in herringbone pattern Yorkstone paving

0 1 2 metres 5

Chapter 5 Public consultation



Consultation activity and summary

Overview

There was a good response to the public consultation, with 149 people completing the on-line questionnaire in addition to the responses from amenity and special interest groups – Bristol Ramblers, Bristol Civic Society, Christmas Steps Arts Quarter, Living Heart, Bristol Cycling Campaign, BPAC, The Island and Destination Bristol.

It is clear that the overwhelming perception of Nelson Street is negative and there is great support for the need to improve Nelson Street generally and the pedestrian and cycling experience in particular. The design principles outlined for doing so were broadly supported.

There was strong support for further restricting traffic movements by the area access only, making Bridewell St one-way with less parking and for making The Pithay one-way all the way down. There was less certainty on whether traffic should go straight across into All Saints St and this will need further exploration.

There were many detailed comments on public realm issues, which have been grouped in the text below. The strategy content has been amended to incorporate many of these issues. Others, such as routing buses away from Nelson Street, are outside the remit of this report.

For a full summary of the responses visit:

<https://bristol.citizenspace.com/city-development/nelson-street-public-realm-strategy>

New development

The redevelopment of the area is welcomed, albeit there are some concerns about the height and tenure of the new blocks. It was recognised that these will significantly change the character of the street, creating significantly more footfall, more active frontage and a more attractive pedestrian experience.

It was considered important that the redevelopment of Natwest Court is actively pursued and a planning brief prepared. This should require:

- a more active frontage on Nelson Street
- reduced parking access
- public realm improvements to the incidental semi-public spaces
- more than one link through from Tower Lane and John Street to create better links into the Old City.

Impact of traffic

There is concern that the Nelson Street corridor will remain dominated by traffic, in particular by buses, and that this will undermine the public realm improvements. There were calls for buses to be routed away from Nelson Street, with some asking for more to use Perry Road/Park Row.

There is support for further reductions to traffic and for making the whole area access only. Access requirements should be carefully analysed and time controlled. Traffic changes should include:

- Making Bridewell Street one way south only.
- Making The Pithay one way all the way down
- The crossroads option to All Saints Street should be explored further.

Cycling

There is currently a well-used contraflow cycle route along Nelson Street, but vehicles frequently encroach into it. There was strong demand from all groups for this to be made fully segregated from both vehicles and pedestrians and to be 4m wide if possible. Also to ensure that cycling parking is provided to support the increased use.

There was concern to ensure this route connected into wider cycling routes, especially on Union Street and Fairfax Street, and to ensure that the on-road, shared section of Quay Street is genuinely low traffic and used for taxis and access only.

Parking

There was general support for removing parking to make space for cycling and other public realm improvements. The need to retain adequate disabled parking and drop-off points convenient for the shops was highlighted, however, for example creating some disabled bays in Silver Street.

Pedestrian routes to Christmas Steps & Legible City

There remains a strong desire to see the pedestrian crossing run south of the Christmas Street junction. This has been reconsidered but is not possible. The need to ensure that the route to Christmas Steps is as direct and well signed as possible was emphasised, using the Legible City signage etc where appropriate. There was a desire to reduce the negative impact of St Bartholomews House on this route.

Public art, Street Art & graffiti

There was concern that the promotion of street art/graffiti should not be continued once the redevelopment has occurred and the public realm has been improved. There were particular concerns regarding the continual tagging in the area, particularly of St Johns conduit.

Public art should be an important aspiration for the area, however, utilising the resources of the local creative and youth community where possible.

Historic environment and links to Old City

The strategy should link more closely into the Old City, in particular the creativity and medieval lanes. The setting of St Johns Church should be improved from both sides and St Johns conduit should run with water again.

The cycling improvements on Nelson Street should not impact significantly on the historic materials and setting of St John’s Church and the primary pedestrian route across to Christmas Street.

Public spaces

The area outside The Bank and St Johns burial ground should work harder as public spaces, including better maintenance and the possibility of creating new pedestrian routes to Tailors Court. The space fronting Hotel du Vin also needs improvement.

There was agreement that high quality materials should be used and that more seating is needed throughout the area.

Chapter 6 Delivery



Delivery

SPD8 identified a mechanism for funding the public realm in the area, with each redevelopment opportunity being identified with the enhancement of a particular zone.

Since 2006 the economic climate and planning system have changed significantly however. The consented schemes (Magistrates Courts and New Bridewell) are undertaking the enhancement of considerably smaller areas of public realm than was originally envisaged, reflecting issues of viability in a difficult financial climate. Nonetheless, they will provide a significant upgrade to the core of the study area.

St Lawrence House, which was identified as the mechanism for improving Bell Lane, has been granted 'prior approval' for a change from office to residential use. This change would previously have attracted a s106 contribution to fund the public realm works, but under the new planning regime no such contribution is required.

CIL (Community Infrastructure Levy) has also changed the ability of the Planning Authority to achieve public realm improvements local to a development, with monies being collected centrally for agreed infrastructure projects.

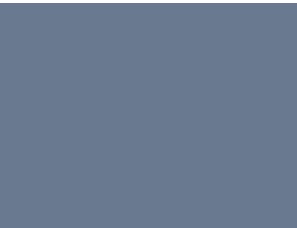
These changes raise challenges for the comprehensive delivery of a high quality public realm linking The Centre to Broadmead.

There are some positive developments since 2006 too, however. MetroBus was not envisaged within SPD8. The reduction of general traffic in the area that this will bring, the enhancement of public transport provision on Rupert Street and the complete reworking of the southern gateway around the Cenotaph, will perhaps effect the most significant change to the quality of the environment of Nelson Street, making it more attractive to use as a pedestrian and cycling link.

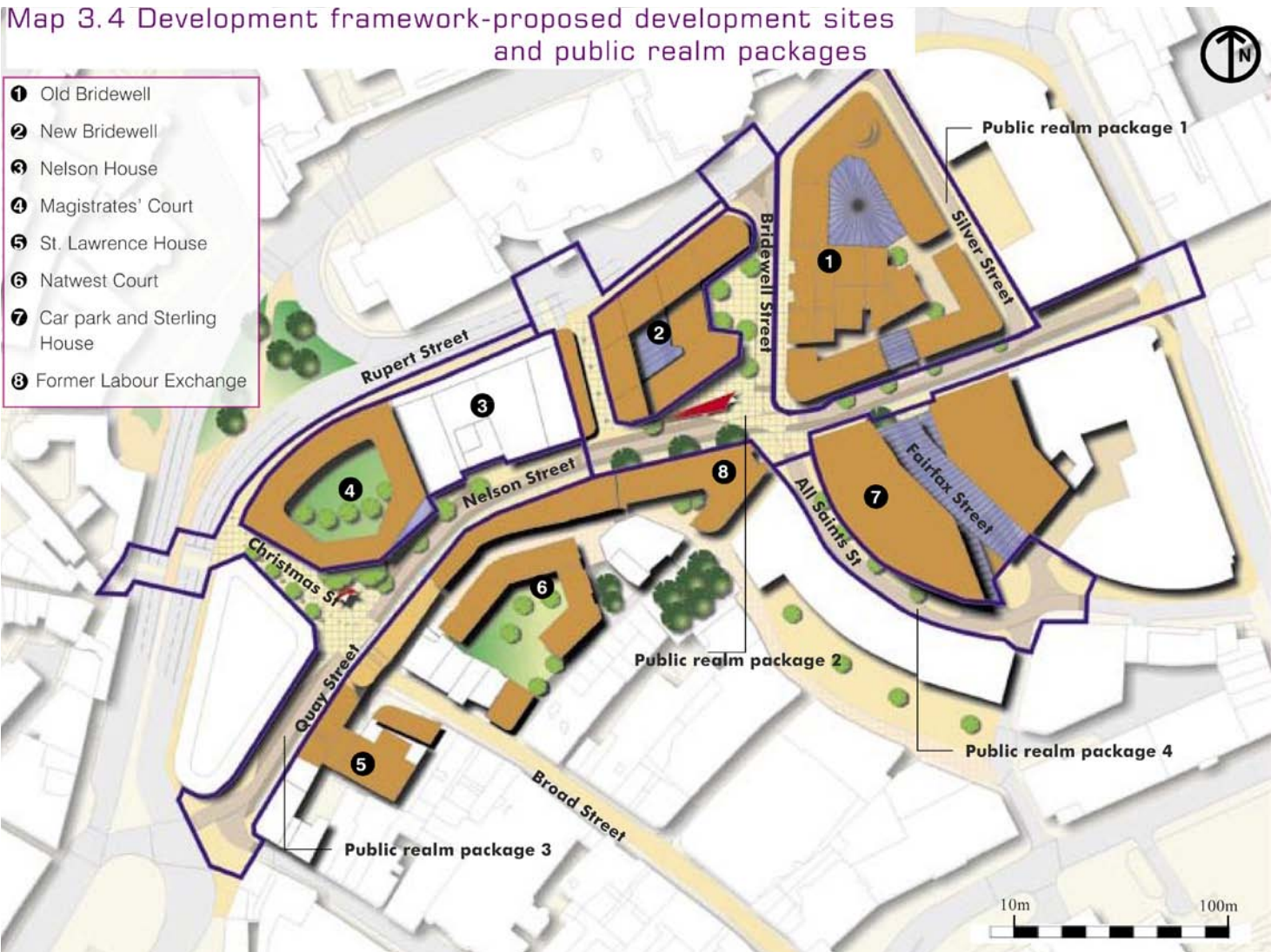
In addition, BCC has been successful in securing monies from the Cycling Ambition Fund for the improving a city centre corridor including Nelson Street. This will enable the delivery of a segregated cycle route on Nelson Street and the links into the wider cycling network.

Other public realm improvements will be achieved through

- planned maintenance. Over time this approach can raise the overall quality of the area.
- funding bids
- Neighbourhood Partnership, who are able to prioritise works in their areas
- the Council's remaining capital programme



Map 3.4 from SPD8 showing public realm enhancement packages



Chapter 7 Summary



Summary

Summary and next steps

SPD8 (2006) provided a vision for the regeneration of Nelson Street

Nelson Street will become an attractive quarter of the city centre, where the historic fabric is part of a lively pedestrian environment framed by exemplar new buildings. It will be an improved pedestrian route of choice linking Broadmead, Harbourside and Christmas Steps.

SPD8, para 2.1

Nelson Street is centrally located and provides a key, accessible, pedestrian and cycling route between The Centre and Broadmead, The Old City and Christmas Steps. It contains a significant number of key historic buildings, but suffers from the mistakes of post-war planning which, with it's brutalist architecture, high level walkways and blank facades, contributed to the area's decline into an unloved and underused corridor with a very negative image.

Nelson Street has improved over recent years, with the advent of new cycling infrastructure, major street art interventions and new leisure and cafe uses. The area is now undergoing substantial redevelopment that will radically change the character of the built environment. It will create

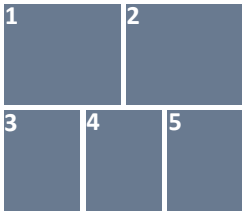
- more active frontages and sympathetic architecture,
- improved public transport infrastructure
- a more permeable pedestrian and cycling environment with new public spaces
- new residential uses bringing life and vibracy

The current redevelopments will include substantial improvements to the public realm. Funding from Cycling Ambition Fund will help to deliver the main cycle route along Nelson Street and connections to the wider network.

This strategy will inform these public realm and public art works and future investment from new developments. It will also guide future city council investment and funding bids.

The public realm works will:

- reinforce the importance of the primary pedestrian routes through the city, improving the connections and pedestrian experience in the main transport corridors and more closely associating the area with the neighbouring Old City and Broadmead.
- contribute to a high quality segregated cycling network through the city centre, encouraging wider participation and making it an improved route of choice for cyclists
- contribute to making Nelson Street an attractive city quarter, where people want to live and work



- 1 Magistrates Courts redevelopment recreates the channelled view along Christmas Street to St John's church
- 2 Aerial walkway on Nelson Street has been removed, increasing the feeling of light and space
- 3 Nelson/Drake House has a more attractive and active frontage
- 4 Froomsgate House redevelopment is well underway
- 5 Removal of aerial walkway on Rupert Street has opened up the views



Appendix A - Alternative traffic solutions



Bridewell Street one-way (south) vehicular traffic option

Public realm improvement opportunities

SPD8 envisaged Bridewell Street as a shared space with minimal parking, but did not recommend any specific traffic management changes. There is, however, an opportunity to further reduce through traffic movements in the area by making it one-way south, i.e. coming in from Rupert Street, as there are already vehicular traffic options for egress via Silver Street and for buses via Union Street. This has positive benefits in terms of reducing through traffic movements, improving pedestrian safety and public realm improvement opportunities.

The eastern footway could be widened to open out the frontage and express the attractive facade of the building whilst still providing parking bays for some Police emergency response vehicles and loading bays. Corners can be built out as a result of one-way traffic movement. The increased width of the footway then offers the opportunity for additional street tree planting, whilst allowing a 3.5 width single carriageway and a contraflow cycle lane.

Opportunity exists for enhanced paving to the entrance of The Island on Nelson Street, improving the setting of the building and associated cast iron lamps.

New york stone paving on both sides of the carriageway will greatly enhance the quality of the setting of The Island and the New Bridewell redevelopment.

Key:

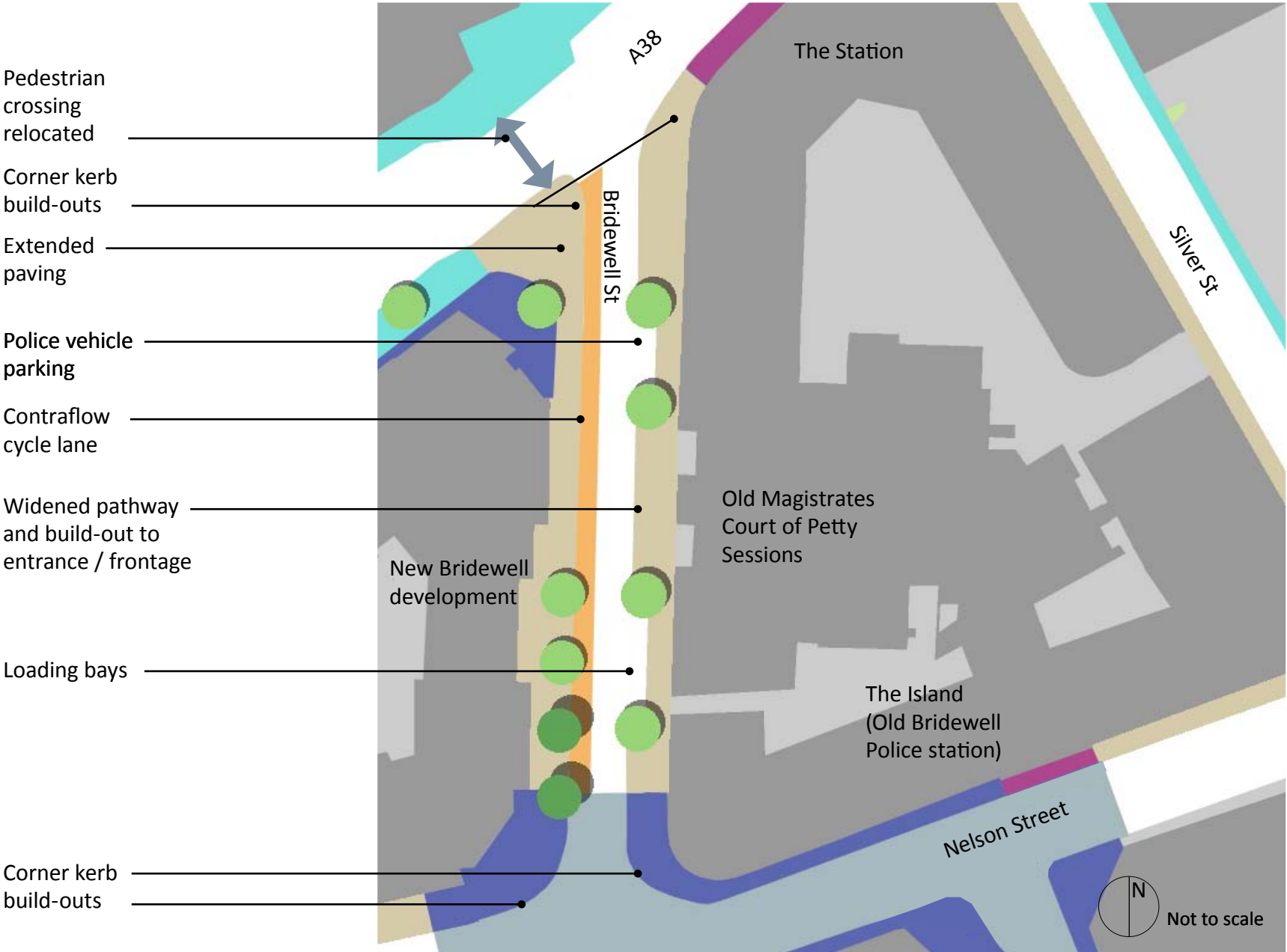
Pennant paving

New yorkstone paving

Block paved speed table

Existing trees

Proposed trees



Traffic options for All Saints Street and Fairfax Street

SPD8 proposed changes to vehicular movement in Fairfax Street and All Saints Street as part of a major redevelopment of the NCP car park and Sterling House. These could, however, be brought forward sooner, particularly if access to the NCP was restricted to The Pithay. These changes could be added to the proposed one-way on Bridewell Street.

Option 1

- 1 One-way south only with contraflow cycling on Bridewell Street only.
- This would retaining the current vehicular zig-zag movement across Nelson Street with the associated pedestrian and cycling concerns. These movements do, however, slow vehicles down at the junctions.

Option 2

- 1 One-way south only with contraflow cycling on Bridewell Street
- 2 One-way south on All Saints Street, creating a crossroads at Nelson Street junction
- 3 Speed tables at junctions to prioritise pedestrian and cycling movements
- 4 Pedestrianisation with limited loading windows on Bridewell/Fairfax Street
- 5 Opportunity to improve junction and space
- 6 Continue one-way down The Pithay to Fairfax Street
- 7 Explore removing through traffic on Fairfax Street

