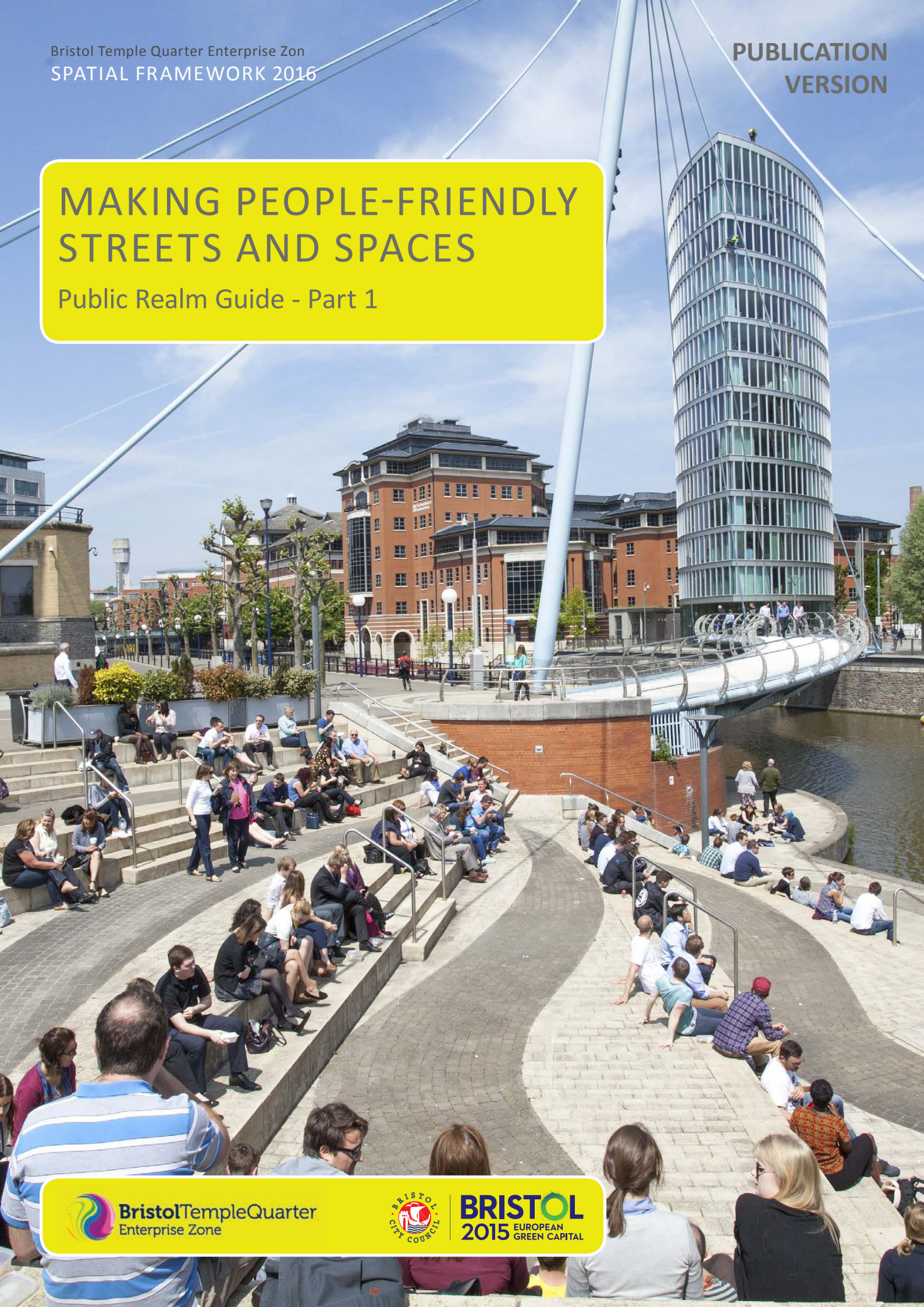
Bristol Temple Quarter Enterprise Zon
SPATIAL FRAMEWORK 2016

PUBLICATION VERSION

MAKING PEOPLE-FRIENDLY STREETS AND SPACES

Public Realm Guide - Part 1



BristolTempleQuarter Enterprise Zone

BRISTOL CITY COUNCIL

BRISTOL 2015 EUROPEAN GREEN CAPITAL

Making People-friendly Streets and Spaces

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Prepared by City Design Group, Bristol City Council, on behalf of the Service Directors for Transport, and Planning and Sustainable Development.

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Making People-friendly Streets and Spaces

Introduction

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 and businesses contribute to it and benefit economically; for residents it is their front doorstep.

Over the next 25 years Temple Quarter's streets and spaces are expected to change to meet the needs of the people who will live, work and visit. While these needs are diverse there are common expectations; people want their streets and spaces to be efficient, safe, friendly, attractive, green, sustainable and respectful of local context and character.

Investment in the public realm delivers multiple benefits to employees, business owners, potential investors, public transport users and visitors. A public realm network, with both re-invigorated and new components, will be the glue that binds the Enterprise Zone together. It is therefore of critical importance. Major new routes and spaces will become destinations in their own right whilst also revealing the spatial configuration of the zone and linking its diverse places and surrounding neighbourhood areas.

Achieving a consistent, high-quality, people-friendly public realm, through the use of this design guide, will be key in establishing a successful and sustainable future for Temple Quarter and the wider city centre.

This guide has been produced as a companion to the Spatial Framework, 2016 - Shaping a New City Quarter.

What is the public realm?

This guide adopts the following definition of the public realm:

The public realm is all those parts of the Enterprise Zone (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 legal access 24 hours a day.

> 'Excellent streetscape design requires careful attention to detail, a broad range of skills and a real understanding of issues, conflicts and needs. A range of skills is required in the design team; multidisciplinary design teams are therefore essential.'
>
> *Transport for London, Streetscape guidance: A guide to better London streets*

A Three Part Guide

Electric powered wheelchair, Bristol

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This guide will be composed of three parts as follows:

Part 1

Sets out the vision for the public realm in the Temple Quarter Enterprise Zone (TQEZ) and the qualities it must achieve. It also introduces in outline the Place Print design and evaluation tool for assessing individual public realm schemes against these qualities.

Part 2

Sets out the proposed public realm hierarchy, and the public realm masterplan proposals. The Place Print design and evaluation tool is provided in more detail.

Part 3

Sets out a pattern book, or kit of parts, that will be used to construct and detail the public realm. It will identify a limited palette of high quality and maintainable materials including surface materials, street furniture, lighting, wayfinding and planting elements.

It is intended that the guide be a living document and therefore capable of being updated and amended as practical application and experience is gained. It is also the intention that the Place Print tool will provide evaluation findings that can help enrich the guide over time. It is anticipated that there will be iteration between the three parts of the guide.

'On average, people walk at a pace of 5 kilometres per hour. We experience the city through delicate senses. When walking through a city it will be things at ground floor – or eye level - which are most likely to hold our attention. These things are crucial to the legibility of the city as well as to our overall impression of city quality.'

Gehl Architects, Copenhagen

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Scope of the Design Guide

This guide is for public realm design issues within the TQEZ and forms part of the Placemaking Strategy guidance. The guidance and tools within this guide are relevant to the design of both existing and new streets and public spaces. The design principles and concepts that it promotes will also be relevant to Bristol's wider public realm.

Who is it for?

- Anyone engaged in shaping processes or projects that will assist the realisation of the vision for TQEZ, irrespective of sector, organisation or role.
- Those involved in ensuring that the design of the public realm reflects strategic objectives and proposals.
- Those taking proposals through from concept to detailed design and construction.
- Those involved in maintenance and management of streets and spaces.
- It will be particularly relevant to urban designers, architects, landscape architects, traffic engineers, civil engineers, and public artists working within the zone.
- It should generally inform landowners, developers and those with a stake in all aspects the future use of the public realm.

National Policy Background

People's simple expectations for a quality public realm are reflected in a wide body of national guidance produced by Department of Transport, the Design Council CABE and other organisations.

At the national level, Manual for Streets (MfS) 1 & 2 is essential guidance and best exemplifies the recent recognition of the value of **place** in addition to the **movement** function of streets. See appendices for more details.

Bristol Policy Background

At the local level the aspirations and spatial vision for Bristol's streets and spaces are set out within the Local Plan Core Strategy (Adopted June 2011), the Sites Allocation and Development Management Policies (Adopted July 2014), the draft Public Realm and Movement Framework (February 2012), and the Bristol Central Area Plan (Adopted March 2015).

Status of the Design Guide

Following adoption by Bristol City Council (Cabinet, October 2016), the Public Realm Design Guide is a material consideration for use in determining planning applications in the EZ. It has been adopted for use alongside two companion documents:

- **TQEZ Spatial Framework** (Bristol City Council, 2016).
- **Sustainable Urban Mobility Plan** (Bristol City Council, 2016)

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The Case for a High Quality TQEZ Public Realm

Today the growing realisation of the critical economic, environmental and social relevance of the public realm has widespread implications across almost every aspect of the local agenda.

The design, management and maintenance of streets and public spaces underpins a wide range of initiatives. These include transport, trade and commerce, sustainability, health, recreation and leisure, community cohesion and social interaction, information and communications, democracy and diversity, city identity, culture and creativity, security and safety, and (perhaps above all) the promotion of civility.

> "Analysis of successful communities increasingly points to a direct and quantifiable relationship between economic success and the quality of 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 (2006)*

Well designed, multifunctional and connected public streets and spaces can bring wide ranging benefits to both Bristol and its Temple Quarter.

— **economic benefits**: a quality public realm can help bring investment into Temple Quarter. It helps to define a strong positive city identity and Bristol welcome. It showcases Bristol as a desirable place to invest in, move to, live, work and study.

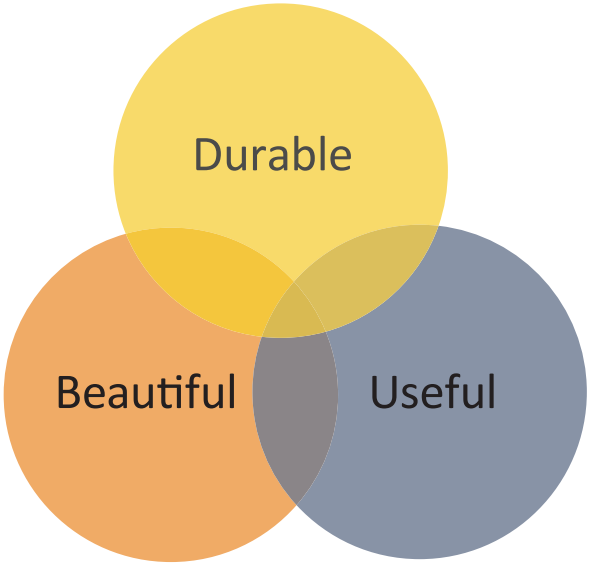
— **social benefits**: a quality public realm improves the physical and mental health and well being of individuals, provides better opportunities for interaction, supports stronger more inclusive communities, contributes to a higher quality of life and greater public satisfaction in the public realm. This in turn increases local pride in the city and its neighbourhoods.

— **environmental benefits**: a quality public realm helps the city reduce and mitigate the causes of climate change and adapt to its effects. It offers opportunities for enhanced sustainability and biodiversity measures within our streets and spaces.

Making People-friendly Streets and Spaces

What is good design?

Regardless of their form or style, good design has three key characteristics: beauty, usefulness and durability. This rule of three is fundamental, and applies whether designing an entire city quarter, a street or public space, or specifying the component waste bins, street signs, paving or surfacing.



The Features of Successful Places

Applying the three principles of good design we will know that Temple Quarter's streets, paths and public spaces are well designed if:

- they are useful, built to last and easy to care for
- you can find your way and move around easily, regardless of whether or not you are disabled, in a place in which you feel safe
- they relate well to the place where they are built
- they are flexible and their use can adapt over time
- they are environmentally efficient; helping people to live and work sustainably
- the people who use them tell you that they help them to work more effectively and deliver services more efficiently
- the people who live and work there tell you that their quality of life has improved, and they continue to say this over time
- people tell you that they are proud of Temple Quarter because their street, place or building has real identity, character and beauty.

Temple Quarter Enterprise Zone

The 70 hectare Temple Quarter Enterprise Zone lies on the eastern edge of Bristol's city centre. The core of the zone lies around the Temple Meads mainline railway station. Two separate eastward extensions link into the industrial areas along the north side of the Feeder Canal and the south bank of the River Avon.

The Zone consists of four distinctive character areas; Temple Meads City Gateway, Temple Quay, Silverthorne Lane and Avon Riverside.

N

Not to scale

Making People-friendly Streets and Spaces

The Challenges in existing streets and spaces

A key challenge in achieving a successful public realm will be overcoming the problems of existing streets and spaces in the TQEZ. These include:

- poor pedestrian and cycle links between the station, the central area and the wider city
- movement and access requirements for the primary routes Bath Road, Temple Gate, Temple Circus, Temple Way
- street clutter
- lack of coordination of materials and poor integration of interventions by services providers
- poor standards of maintenance and reinstatement
- poor tree coverage across the EZ (only 7.5%)

The Challenges in new connections and public spaces

There are high ambitions for the creation of new spaces and streets in the TQEZ and early interventions and infrastructure projects will be challenged to:

- ensure sufficient attention is given to pedestrian/cycle movement through, around and to the key development sites, designing out opportunities for conflicts between pedestrians and cyclists sharing the same spaces
- allow generous public space to meet, to gather and to linger as appropriate to the purpose of development
- ensure a consistent approach to the design, construction and future management of publc routes and spaces

OPEN

Totterdown
Knowle
Brislington
14'-0"
Bedminster
Bristol
Airport

RECKLESS ENGINEER

R375 AOJ

Temple Meads
(cyclists please dismount)

DS60 OJN

Public Realm Vision

The vision is to design, deliver and steward a high quality, distinctive and connected public realm for people. This people centred approach, as opposed to an infrastructure approach, will deliver rebalanced streets and spaces where the needs of through traffic and vehicular access are subordinate to those of pedestrians, cyclists and public transport.

The benefits - environmental, social and economic that this approach brings are well documented. It will create places where people, business, activity and investment will gravitate. Such benefits have been realised elsewhere in the city centre, notably at Queen Square and College Green. Integrated place making is central to the vision; seeing streets not simply as movement corridors but these multi-functional and connected public places as the outdoor rooms of the city, and an expression of civic identity.

The zone is physically fragmented by waterways and railways and extends over a range of diverse environments. Harnessing assets and imaginatively connecting the parts to create a coherent, convenient and welcoming network of streets and spaces is critical to the success of the Enterprise Zone.

The starting point for a vision for public realm in the Enterprise Zone is the redeveloped Temple Meads station. This major investment in public infrastructure will transform the station, creating a 21st century interchange - a catalyst for development of a new city quarter and a gateway that befits a European Green Capital.

It is vision of a public realm that invites people to take up the opportunities to walk, cycle and enjoy the city. By 2037 visitors will arrive at the city through an enhanced transport interchange with its welcoming and vibrant, high quality public squares. Generous, convenient, tree-lined walking and cycling routes will link the Temple Meads complex with Redcliffe and Victoria Street, across a remodelled Temple Circus and Temple Gate. The former Post Office site at Cattlemarket Road will be transformed, providing a new east side pedestrian entrance to the station, and the start of a sequence of public squares and waterside links which extend through the historic Silverthorne Lane area, and along the River Avon.

Visitors to Bristol's new Arena on the former Diesel Depot site can stroll from Temple Gate along the broad Bath Road promenade, or across the new bridge and ecological park at Cattlemarket Road.

Information, for those who seek it will be available across all media, to guide, inform and entertain users, whether they be on foot, cycle, 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 them through.

Seven Public Realm Qualities

Underlying the public realm vision is a recognition of the value of place as well as movement, and a user hierarchy that prioritises the needs of pedestrians, cyclists and public transport.

Realisation of this vision will be achieved through pursuit of the seven public realm qualities. These point the way to a coordinated and integrated approach to the design, maintenance and management of streets and spaces, resulting in a public realm that is:

1 **Characterful** - responds to local context delivering a Temple Quarter that is rich in built and natural character
2 **Comfortable** - is safe, inclusive and attractive in which to meet, gather, work, relax and move through
3 **Connected** - connects well with Bristol's wider movement network, reducing or removing through-traffic, and making it easy for all users to move around
4 **Resilient** - uses timeless, attractive, durable materials, exploit best available techniques, and are easily maintainable
5 **Convivial** - encourages positive interaction for all members of the community
6 **Animated** - is designed to inspire; providing the canvas for the creative, artistic, sociable and playful opportunities of city life
7 **Versatile** - is flexible enough to accommodate future change without significant re-design

Any project brief for physical works within the TQEZ that affects the public realm, whether highway or pedestrian space, must reflect the vision for the zone. Accordingly all projects are required to demonstrate how they achieve these seven public realm qualities. These qualities are now each explored in more detail in the next section.

1 Temple Circus, Plot 6 and Station Approach present significant opportunities for public realm enhancement

Characterful

St Vincent's Works, Silverthorn Lane

Making People-friendly Streets and Spaces

Characterful

streets and spaces that respond to local context delivering a Temple Quarter that is rich in built and natural character

- supports economic activity across the Enterprise Zone presenting a high quality and co-ordinated public realm that helps to stimulate inward investment and create jobs
- a distinctive urban form, with landmarks and vistas providing good orientation and navigation through Temple Quarter
- balancing the separate requirements of different modes of movement with the local context to create streets with distinctive character
- conserving and integrating the historic environment to retain a recognisably Bristol quality
- respects historic street patterns and block size where possible
- retains and uncovers where possible historic street surface materials, edges and furniture
- respects and restores sense of enclosure and containment of space
- creating opportunities to integrate high quality craft works
- a positive sense of place should not be unduly compromised by utility provision and operational access for servicing vehicles and private cars
- ensuring attention to detail and quality of construction

1 Temple Meads Station, Bristol

2 Historic materials conserved and enhanced for public access. St Mary Redcliffe

3 Historic quayside. Narrow Quay, Bristol

4 A rich and characterful urban square. Shoemaker Green, Philadelphia

5 Urban planting at Three lamps Junction, Bristol

6 High quality materials and design complement existing historic character. Castle Street, Carlisle

Comfortable

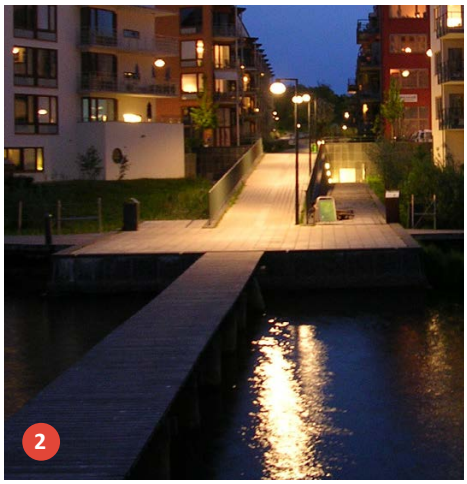
GBBN Showcase Corridor, Whiteladies Road

Making People-friendly Streets and Spaces

Comfortable

streets and spaces that are designed to be safe, inclusive and attractive places in which to meet, gather, work, relax and move through

- places where people can feel safe and at ease, with the needs of pedestrians, cyclists and public transport prioritised
- an inclusive street design, providing for all people, regardless of age or ability
- safe streets and spaces, where surface treatments, layout, planting and furniture can be used to reduce the speed differential between different users without creating conflict
- places where there is clarity over priority and boundaries between cyclists and pedestrians drawing on emerging guidance on shared space policy currently being prepared by Bristol City Council.
- reducing clutter, keeping signs, advertisements, street markings and services installations to the minimum
- purpose designed street lighting providing adequate illumination suited to the needs of the space
- providing shade and shelter from the elements, integrating trees into the streetscene where possible
- providing places and furniture to rest away from the main activity of the street or space and watch the world go by
- generous green phases at pedestrian crossings



1 Generous, at grade crossings for pedestrians. Exhibition Road, London.

2 Well lit waterside environment. Hammerby Sjostad, Stockholm

3 College Green, Bristol

4 Electric powered wheelchair, Bristol

Connected and Convenient

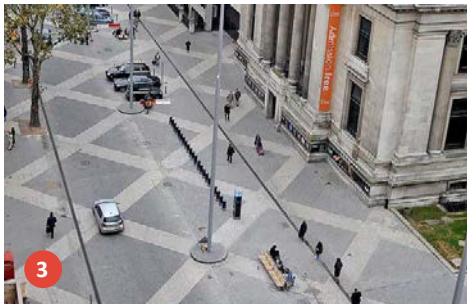
The Brunel Mile, Redcliffe

Making People-friendly Streets and Spaces

Connected and convenient

streets and spaces that connect well with Bristol's wider movement network, and that are easy for all users to move around

- a public realm that positively encourages walking, cycling and public transport
- public transport interchanges and stops conveniently integrated at appropriate destinations
- junctions designed to suit pedestrians, where crossings are not staggered and waiting times are minimised
- routes that are legible and with clear line of sight from one waypoint to another
- a creative and imaginative approach to traffic management
- minimal diversion for pedestrians from their desire lines, both horizontally and vertically
- interchange concourses that are generous, uncluttered and give clear information on onward journey choices
- imaginative and creative new bridges representing generational opportunities to improve linkages and connectivity



1 High quality, integrated wayfinding. Legible City signage, Bristol

2 Cycle friendly streets

3 Shared surface.Exhibition Road, London.

4 Generous, direct pedestrian crossings on major primary streets. Maid Marion Way, Nottingham

5 Convenient transport interchange. Station arrival. Sheffield

6 High quality arrival space. Sheaf Square, Sheffield

7 World-class public transport interchange. Kings Cross Station

Resilient

Annual Meadow, Clarence Road

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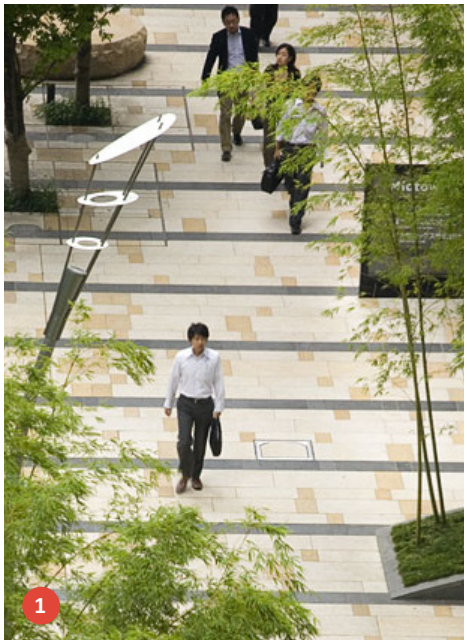
Resilient

sustainable streets and spaces that use timeless, attractive, durable materials, exploit best available techniques, and are easily maintainable

- best in class sustainable design, techniques and use of locally-sourced materials
- green infrastructure established throughout Temple Quarter, primarily through comprehensive, structural tree planting and landscape design
- integrated approach in addressing environmental impacts, and offsetting projected climate change effects, including flood risk mitigation
- a minimum doubling of the tree canopy cover thoughout the Enterprise Zone
- public realm that reinforces wildlife habitat continuity
- encourages greater use of the riverside path whilst protecting sensitive environments from damaging intrusion
- use a co-ordinated and limited palette of high quality materials and street furniture that are easy to source and maintain
- imaginatively integrates sustainable drainage systems
- creation of living roofs (especially those with features for inverterates and areas of wildflower meadow rather than Sedum to benefit biodiversity), green walls and swift bricks to tall buildings
- supports active ground floor building uses including outdoor cafes, bars and restaurants



1 Generous, tree lined, high quality pedestrian footways

2 Sustainable home environments. Hab Housing, Swindon.

3 Multi-functional and connected green infrastructure. Hammerby Sjostad, Stockholm.

4 New public park with innovative, biodiverse landscape planting. Queen Elizabeth Park, London

Convivial

Food Market, Temple Quay

Making People-friendly Streets and Spaces

Convivial

street and space layouts and details that encourage positive interaction for all members of the community

- creating a great first impression helping to reinforce the image and identity of Temple Quarter and Bristol
- streets should establish walkable, high quality access to local amenities for all street users
- a public realm that encourages social interaction, stimulates positive activity and supports the daytime and evening economies
- provides plenty of seating, shelter and space for informal relaxation
- a strong sense of community ownership with spaces that are not overtly 'managed' to restrict activity, planned or spontaneous
- spaces that do not assail the senses with vehicle noise and movement
- a range of spaces with varying green landscape, tree planting, water features and paved surface areas
- create a welcoming and dynamic atmosphere integrating creative lighting to reinforce the primary destinations, and key spaces and streets
- key spaces and primary streets that are enclosed by active ground floor building uses and are over looked from upper floors

1 Civic square designed for performances, events and people watching

2 Changes in level create building setting and provide places for people to sit

3 Outdoor cafe/ seating help to activate public spaces

4 Active ground floor street frontages add interest and animation to the street

5 Market stalls and small businesses help create social activity and engagement within the street

6 Waterside routes provide attractive and convival places for businesses and city life

7 -8 Pavement cafes and restaurants bring indoor activities on the street

Animated

M Shed, Harbourside

Making People-friendly Streets and Spaces

Animated

streets and spaces designed to inspire; providing the canvas for the creative, artful, sociable and playful opportunities of city life

- streets and spaces that support remarkable public art works that engage and inspire the public
- public art that contributes to the Quarter's unique identity and sense of place
- a public realm that invites creativity, physical activity, exercise and play for all ages
- streets and spaces that support the daytime and evening economies
- supporting use for public events and festivals of different scales
- a public realm that creates opportunities to expand the Making Sunday Special initiative
- provision of power and water supplies in suitable locations for temporary events
- provision of opportunities for buildings with active ground floor frontages

1 Simple water features animate and bring a sense of fun

2 Public streets and spaces providing the setting for festivals, events and activities for people of all ages.

3 -4 Temporary animation, Alfresco Disco, Cattle Market Road

5 Public art initiatives invite people to experience streets in different ways

6 - 7 Urban beaches bring life, animation and playfulness to city spaces. Paris and Bristol.

Versatile

Harbourside Festival, Queen Square

Making People-friendly Streets and Spaces

Versatile

streets and spaces that are flexible and adaptable enough to accomodate future change without significant re-design

- integrated with the wider street network
- providing the flexibility to accommodate future changes in built, social and natural environments
- where future possibilities have been anticipated and planned for
- co-locates utilities within shared service trenches to maximise public realm opportunity and to reduce future disruption
- can accommodate temporary events appropriate to their location, scale and design without major disruption or costly reinstatement
- include street furniture that can be removed, relocated or adapted to facilitate temporary events
- includes service points to facilitate a wider range of performance related events and outdoor markets

1 Public squares that are adaptable and work with and without activities

2 A public realm that can accomodate large events as well as the day to day. Bristol Harbourside Festival

3 Multifunctional urban development forms accomodating green infrastructure

4 Streets and spaces that allow and encourage children's play

5 Green infrastructure and versatile building uses

The Place Print Tool

Assessing Schemes

The Place Print Tool has been created by Bristol City Council to proactively guide and inform the design process and evaluate emerging public realm design proposals. It can also be used to assess completed schemes; highlighting good practice points and where practice and implementation need to be improved.

The Place Print tool is a qualitative method that uses each of the seven public realm qualities against which to assess a proposal. It is designed to complement and balance other technical and regulatory performance criteria currently affecting the public realm. The public realm qualities are mutually reinforcing and it is recognised that they are not all fully achievable in any one place. Local context considerations will therefore impact on how well they are delivered. Clearly the ambition is to achieve as high a rating for each quality as possible.

It is proposed that the Place Print Tool is used as part of the City Council's regulatory process to assess schemes as they come forward. It should be used from the early stages of design development onwards to ensure that any poorly performing criteria are flagged up as early as possible.

Ranking the Qualities

For each of the seven qualities any given scheme can be assessed against the following ratings:

Very poor

The design needs to be completely re-assessed and should be rejected

Poor

The design requires major improvement in key aspects

Good

The design delivers the majority of aspects that comprise an individual quality, but may require additional improvement in some

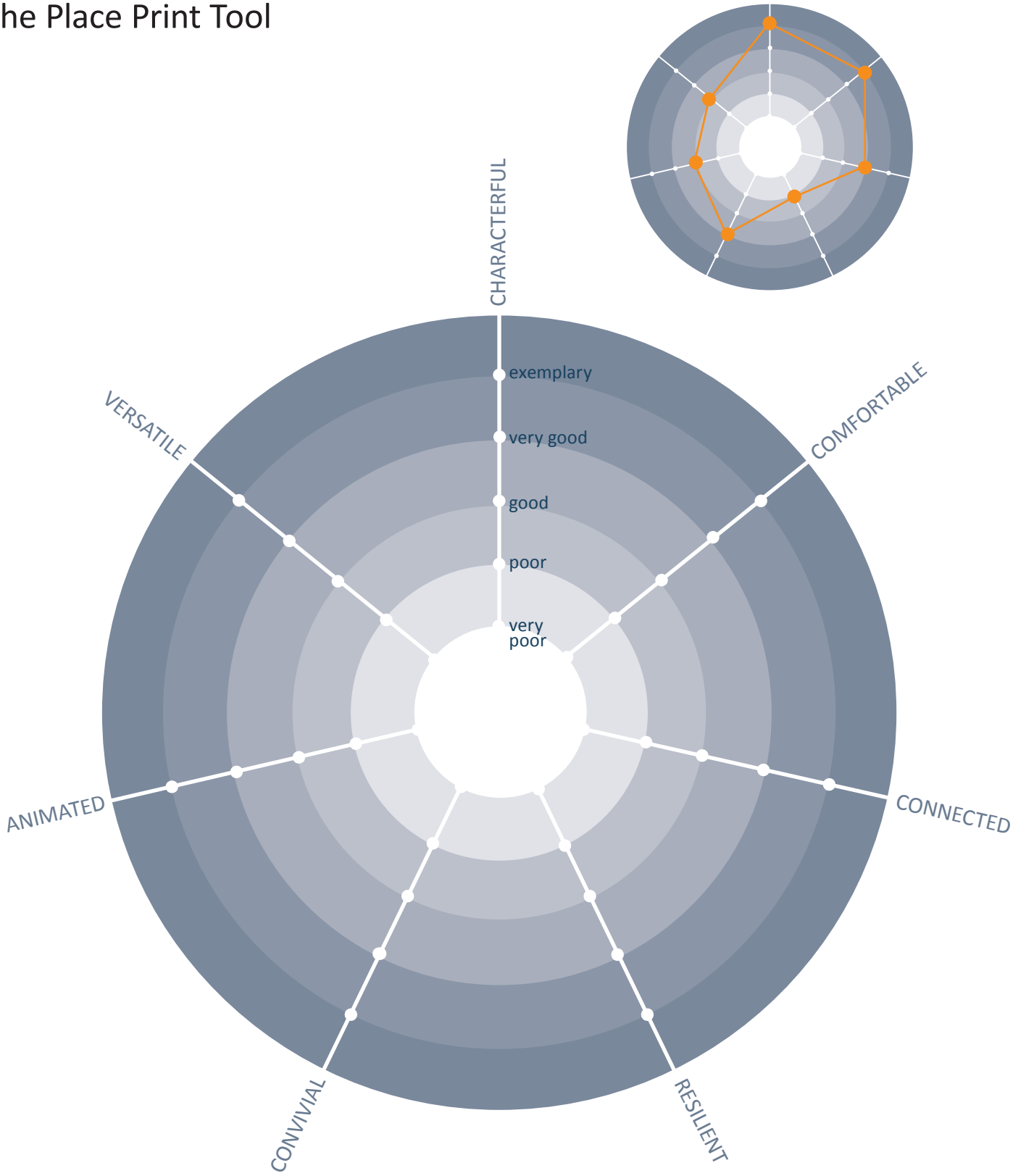
Very Good

The design significantly achieves an individual quality and represents a major contribution to the public realm within the Enterprise Zone

Exemplary

Represents an innovative step change, setting a new benchmark, promoting the Enterprise Zone and enhancing the wider image and identity of Bristol city centre

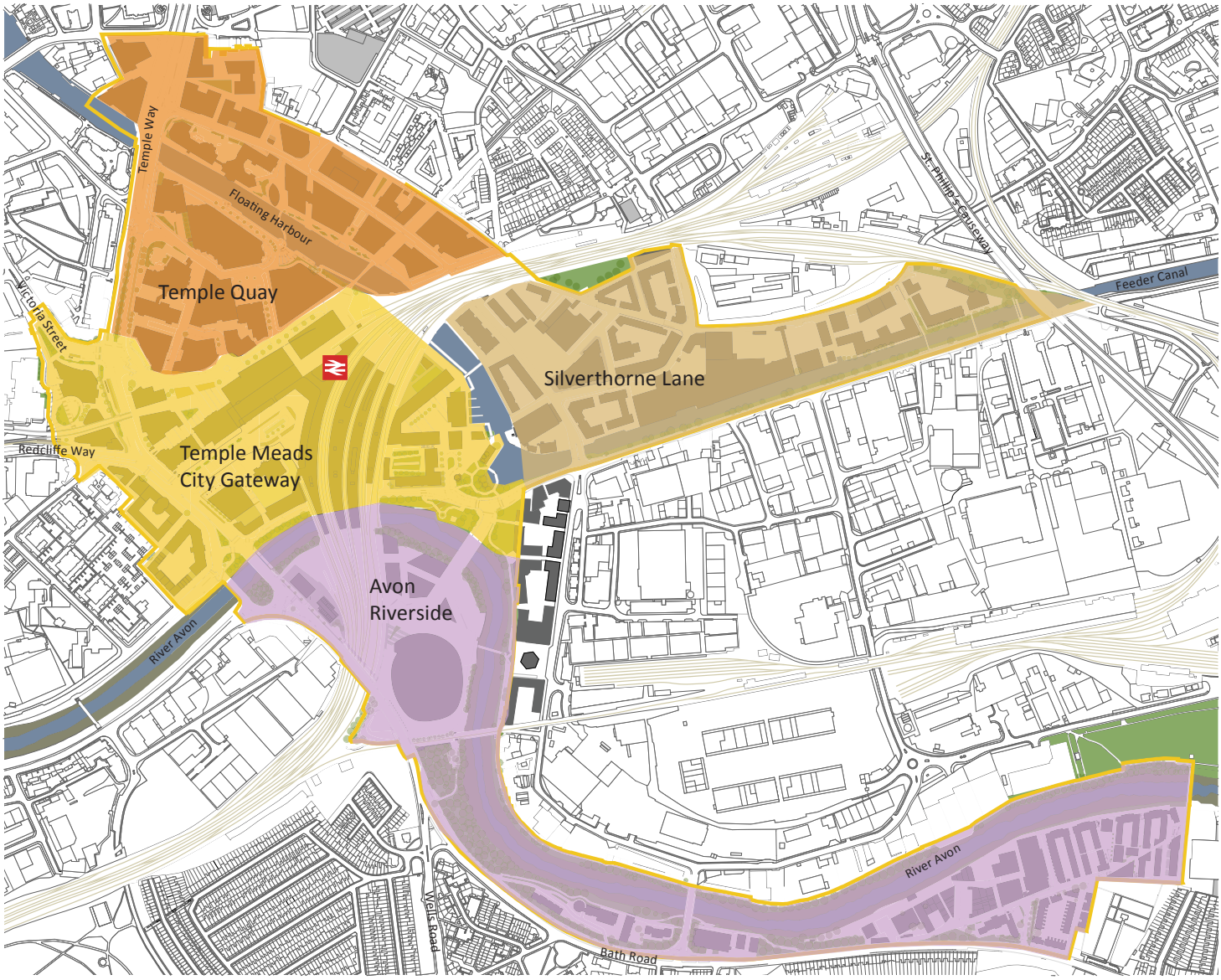
The Place Print Tool



Temple Quarter Character Areas

Paintworks, Avon Riverside, Bristol

Temple Quarter Character Areas



The TEQZ comprises four distinctive character areas each with their own unique challenges and opportunities to delivering a successful public realm

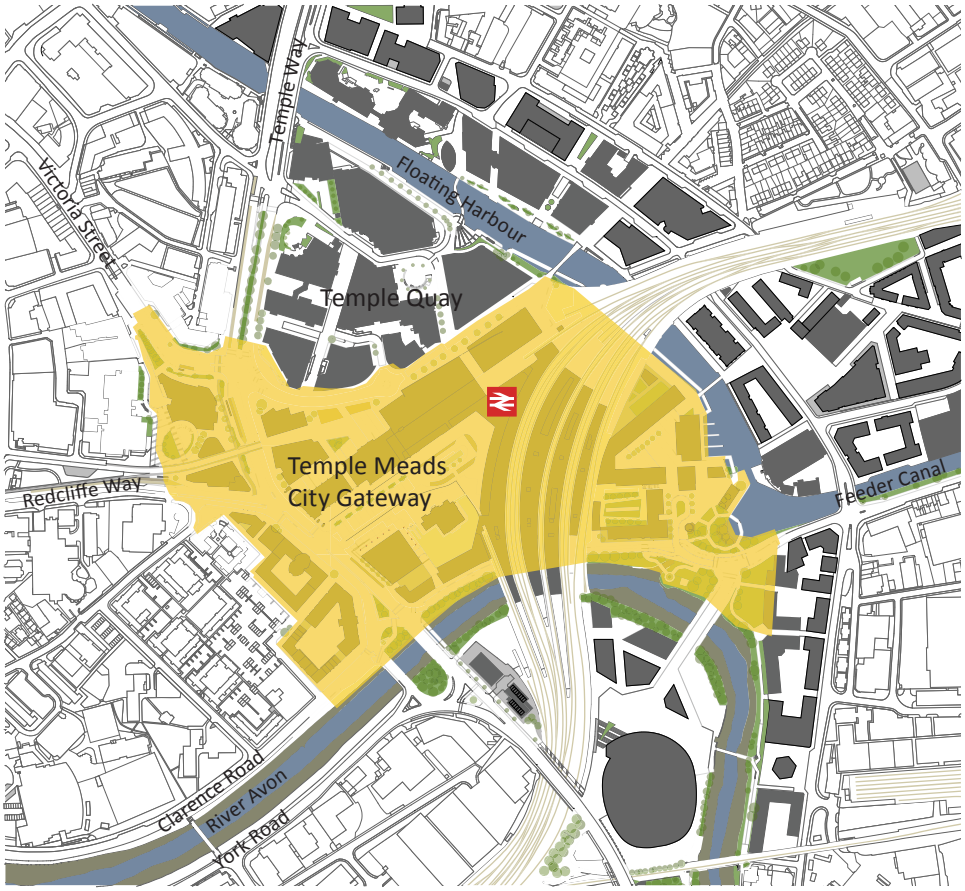
Not to scale

Temple Meads City Gateway

Centred on the major public transport interchange of Temple Meads station, the public realm is characterised by heavy vehicular through traffic at Temple Circus, Temple Gate and Bath Road Bridge. These large traffic flows impact severely on the quality of experience for pedestrians and cyclists, and for visitors arriving at Temple Meads.

The iconic view of the Temple Meads clock tower from the surrounding streets, and particularly Station Approach, is fundamental to the Quarter's identity. The Friary gives access along the north edge of the station complex to the Temple Quay waterfront and a secondary entrance to the station itself.

Cattlemarket Road to the south is characterised by the tunnel under the railway tracks and the river corridor of the New Cut. Soft landscape is limited to traffic islands, occasional street tree planting along Temple Gate and self-seeded trees along the River Avon New Cut



Not to scale

Temple Meads City Gateway

Key Challenges

- creating a strong, high quality and distinctive welcome for visitors to Bristol
- improving pedestrian, cycle and public transport links with Redcliffe Way and Victoria Street
- creating an attractive and efficient, high quality public transport interchange
- reinforcing and enhancing the strong historic character and identity of Temple Meads Station
- clarifying the onward journey options for visitors and encouraging walking as a first choice for city centre destinations

Strengths

- the historically significant buildings and setting of Temple Meads Station
- a gateway, arrival point and major hub for Bristol's city centre
- the waterside setting, diverse character and habitats of the River Avon, Floating Harbour and Feeder Canal
- elevated position of the station offers opportunities for better legibility of onward journey routes
- Temple Circus tree planting that demonstrates the value of a strong green infrastructure as a framework where key transport routes come together

Opportunities

- managing vehicle traffic along major routes to create comfortable, convenient and convivial places and links for pedestrians and cyclists
- conserve and enhance the historic character and setting of the Temple Meads Station complex, particularly iconic views of the clock tower
- remodelling Temple Circus, Temple Gate and Bath Road Bridge as a high quality, visually attractive pedestrian and cycle friendly street sequence with generous, direct crossings, and an efficient and safe through movement of vehicle and public transport traffic
- the creation of a new Temple Meads street-level concourse with improved entrances from the Friary and Station approach, and a new entrance from the east, each with associated high quality squares and spaces
- the creation of a dispersed interchange zone that incorporates Temple Gate, Station Approach and Friary
- achieving attractive walking / cycling links and public realm spaces as part of any redevelopment of the Cattlemarket Road site
- integrate and extend the positive landscape character and habitats of the river and harbourside

A Vision for Temple Meads City Gateway

A Place for People

Bristol Temple Meads Station's origins are rooted in a 19th century vision to connect people and places; trade and commerce, via a state-of-the-art integrated transport system. The bold imagination of I.K. Brunel combined the travel modes of the steam locomotive and the ocean-going steam ship connecting London to New York.

Customer service, design and technological innovation are again at the heart of a broader-based vision to evolve Temple Meads Station into a city gateway fit for the 21st century and as an integral part of the Temple Quarter Enterprise Zone. The legacy of historic buildings and structures within the station are nationally important heritage assets. Through sensitive adaptation and imaginative design they can be preserved to inspire future generations and placed within a modern context that is fit for today's city living.

Connected City

A rejuvenated and expanded transport interchange and development on adjacent sites will combine to create an excellent gateway to Bristol and the wider city region that will be greater than the sum of its parts. Its role, to facilitate journeys and enable access to the national rail network, particularly encouraging sustainable travel modes, will be improved.

Bristol Temple Meads Railway Station will become a destination in its own right, with significantly increased numbers of passengers, able to access the super-fast broadband infrastructure that will permeate the Enterprise Zone. Opportunities exist to create a new digital interface with the interchange, the Enterprise Zone and the city that enhances visitor and passenger experiences and promotes economic activity.

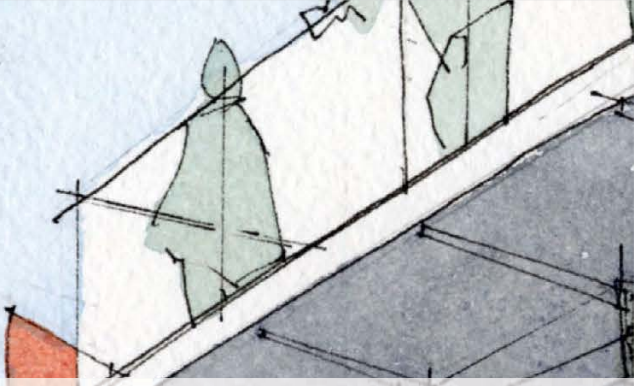
21st Century Gateway for the City

All passengers arriving in Bristol will be greeted with a first-class welcome. The design and layout of the station concourse and linking public realm is vital to the quality of experience offered to commuters, visitors, and potential investors in the Enterprise Zone and wider city centre. It will create a first and lasting impression of which Bristolians can be proud. Through the language of design, in all its forms - architectural, digital, art and craft - it will express the ambitions of a creative, business-focused city with major environmental objectives.

A City Transport Hub

Bristol Temple Meads is among the busiest and fastest-growing rail interchanges in the country, receiving on average more than nine million passengers every year. Network Rail aim to deliver a world-class railway hub with outstanding station facilities by the end of the decade. This proposal aims to expand the station area and increase train services to cater for the growing rail demand in Bristol, where passenger numbers are forecast to grow by 40% over the next ten years.

A Vision for Temple Meads City Gateway



Network Rail are proposing:

- capacity improvements to ease passenger congestion
- the redevelopment of the Midland (Digby Wyatt) Shed and Brunel's Passenger Shed to reinstate two additional platforms
- the four-tracking of Filton Bank, the remodelling of Bristol East Junction and faster services to the South West
- the anticipated electrification of Great Western Main Line from London Paddington to Bristol in 2017 and the arrival of InterCity Express high-speed train services during 2018

A robust rail link – with increased capacity, improved reliability and reduced travel times - will bring excellent connectivity to London, the South West, Wales and the North. A world-class station will attract businesses to the Enterprise Zone and unlock underused sites around the station for new mixed use development, including shops, restaurants and bars.

Interchange: Integrated, Intelligent and Intuitive

The interchange between rail services and onward travel - by taxi, bus, coach, on foot, by bike or car will be made as easy, comfortable and convenient as possible, to create a seamless journey from end to end between the different transport modes. Helping first time visitors to orientate themselves and plan an onward journey to key attractions and destinations in the city will be a key focus of integrated wayfinding and information systems. Assisting passengers to access services that link with Bristol International Airport will be a key aspect of the improved interchange experience.

Access to Temple Meads by means other than the private car will be emphasised, although provision of car parking for passengers will continue to be made within a short walking distance of the station.

The quality of the passenger experience is central to the achievement of the vision. Subject to more detailed study and liaison with other transport service providers, the interchange will extend over a wider area than the current station. The design and configuration of the connecting pedestrian environment and the quality of the public realm overall will be enhanced, recognising that walking connects all travel modes.

Key walking and cycling routes to Bristol Temple Meads from within and beyond the Enterprise Zone will be improved and enhanced. New development on sites located around the railway station will make a significant contribution in this regard; in particular by providing high quality links that integrate the railway station with the city centre and the Enterprise Zone east and south of the station.

There are no current plans to relocate the City bus station to Temple Meads and Light Rail Transit connectivity has now been overtaken by the provision of expanded heavy rail services and Bus Rapid Transit.

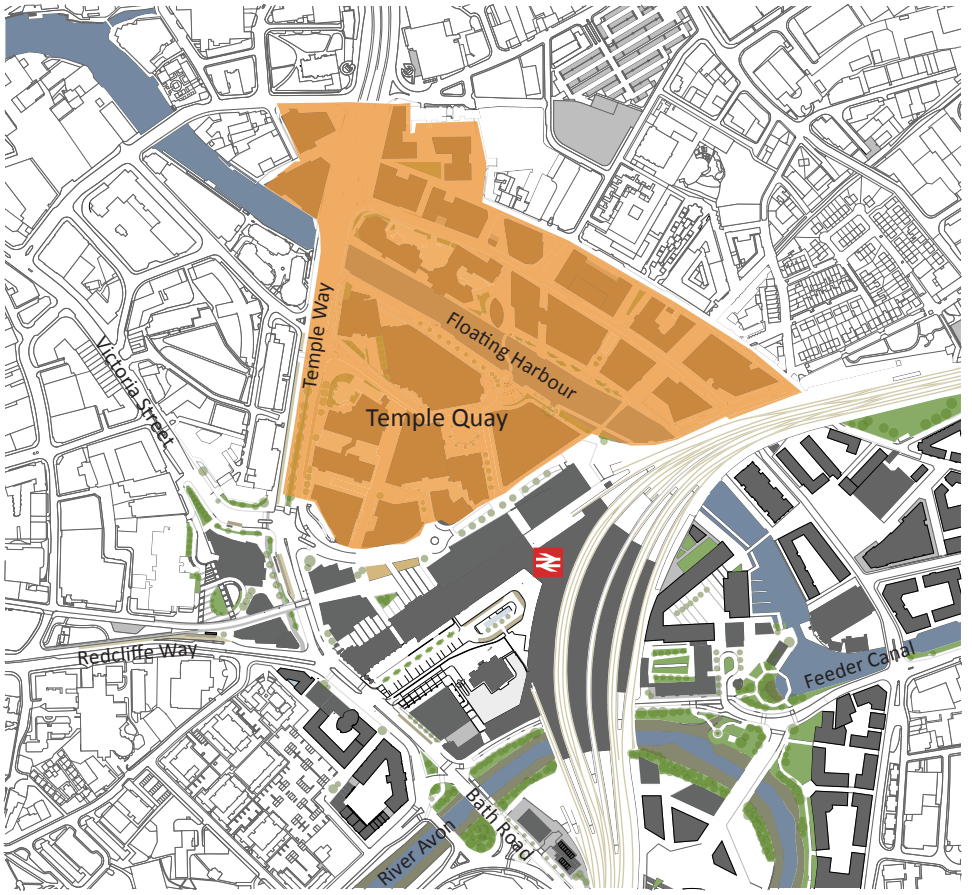
Temple Quay

Temple Quay's cityscape comprises contemporary commercial offices with associated paved public realm streets and spaces and formal street tree planting. Individual buildings are set upon plinths of semi-basement car parking with separate vehicle access routes.

Temple Way leading to Temple Circus roundabout, is part of Bristol's Inner Access Loop Road, a multi-lane tree lined street taking high volumes of vehicle traffic around the city centre.

The revetment walls of the Floating Harbour contrast with the informal embankments of the River Avon, and surrounding public realm offers open views, good accessibility and contemporary bridge design and materials.

The historic Portwall is revealed beneath the line of a pedestrian route through the Temple Quay Phase 1 development.



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Temple Quay

Key Challenges

- managing high volumes of through traffic whilst supporting enhanced pedestrian and cycle links
- delivering new, vibrant streets and spaces around Plot 3
- giving the Temple Quay streets and spaces a broader appeal, seven days a week
- reinforcing and extending the existing green infrastructure of Temple Way
- introducing more activity at street level along key building frontages

Strengths

- the waterside setting of the Floating Harbour, and the waterfront walkway
- Temple Way already established as an attractive, tree-lined, major inner city highway
- The Square at Temple Quay Phase 1
- proximity to the station
- pedestrian bridges across the harbour providing views and permeability through the area
- ferry landing stage allowing wider range of travel options and closer proximity to the water

Opportunities

- integration of street trees, where possible, to soften and green a predominantly hard-paved, built environment
- making the most of the Floating Harbour as a character asset, establishing continuous and attractive, high quality, waterfront walkways
- review the design treatment of The Square at Temple Back East

Silverthorne Lane

This area has been largely industrial for around 150 years, characterised by old warehouses, factory buildings and light industrial units, contained by the mainline railway and waterways. Key streets include Avon Street, Silverthorne Lane and Feeder Road. The street scene alternates between tightly enclosed spaces between high stone boundary walls, and open service yards with single-storey shed structures. Narrow or non-existent footways combine with fast-moving commercial vehicle traffic to create an intimidating pedestrian environment.

Vegetation comprises small pockets and strips of native species trees and shrubs within industrial units, the naturally self-seeding and regenerating areas provide greening to the built forms and good habitat and refuge for wildlife.

The tree lined Feeder Canal is an important urban watercourse with amenity, habitat and visual interest.

Not to scale

Silverthorne Lane

Key Challenges

- making the most of public realm opportunities within the character area historically associated with dense built development.
- improving natural surveillance in an area typified by high stone walls and traditional industrial road frontages
- calming vehicle traffic in tightly constrained streets with high levels of commercial vehicle movement
- introducing new street tree infrastructure to frame and co-ordinate development sites and their streets
- enabling both sides of the Feeder Canal to function as a primary waterfront link
- integration of trees and appropriate vegetation into a historically hard landscape area.
- improving the environment of pedestrian links into the area beneath the railway from the Dings

Strengths

- contains a historic industrial townscape, rich in pennant sandstone boundary walling and surviving buildings and features
- the Feeder Canal and the Floating Harbour strongly define the character of the southern edges of this area

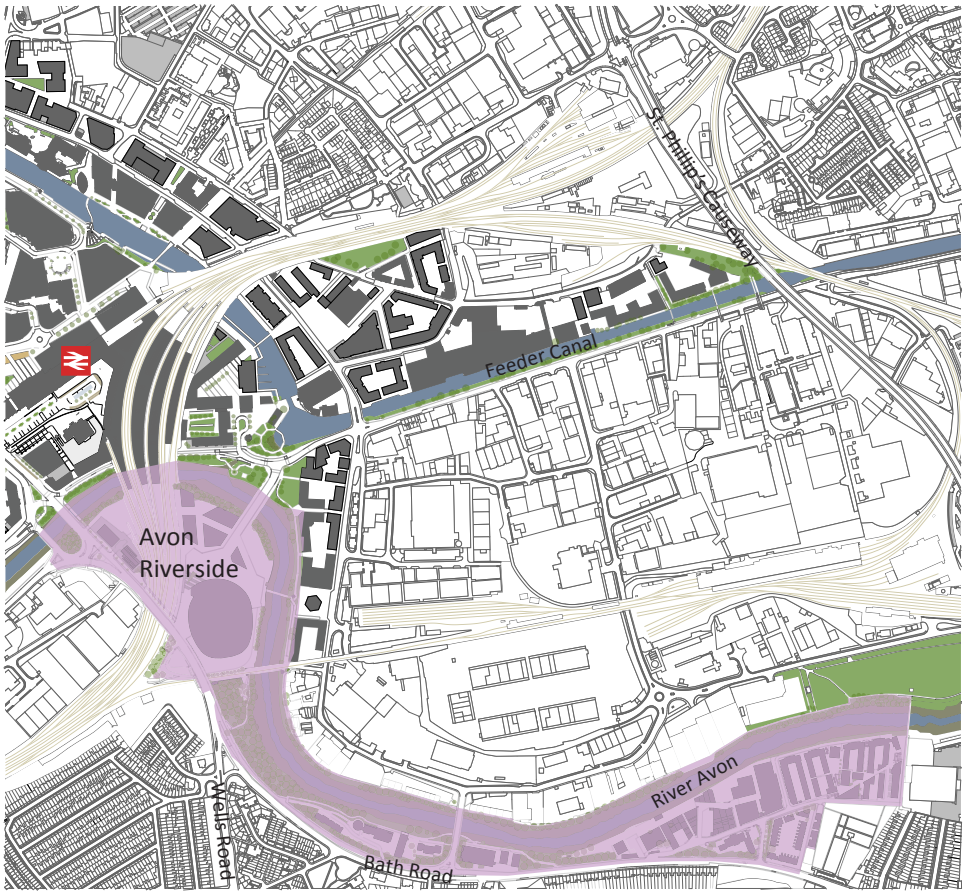
Opportunities

- new pedestrian and cycle links to Temple Meads station through the Cattlemarket Road site
- conserving and integrating the distinctive historic character of the surviving industrial buildings and pennant sandstone boundary walls
- use of public realm materials that reflect and reinforce the area's industrial heritage and character
- achieving new spaces and links along the Feeder Canal related to new development
- improving the street character of the Feeder Road
- creating a new north-south walking / cycling bridge link across the Feeder
- integrate large-scale new formal tree planting to soften and enrich the industrial character
- improve the experience of using the Avon Street and Gas Lane tunnel links through creative public realm change

Avon Riverside

Defined by the River Avon and parallel Bath Road, the Avon Riverside character area is a key landscape asset within the Enterprise Zone. It is rich in valuable semi-natural habitats but also includes key development sites such as the Diesel Depot and Paintworks .

There are also various heritage features of bridges, arched retaining walls, structural relieving arches and early 20th Century landing stages for boat repair yards along the river banks.



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Avon Riverside

Key Challenges

- improving the experience and safety of walking and cycling between Temple Gate and Three Lamps Junction
- achieving continuous, traffic-free, riverside walking and cycling routes and establishing access at key points
- enabling a sense of riverside linear park along the river corridor
- making the most of large scale tree planting where constrained by development
- establishing waterfront spaces that punctuate and bring interest and exploit viewpoints at intervals along paths
- creating an attractive environment where paths pass beneath bridges, or become pinched by development close to banks
- protecting valuable wildlife habitats, whilst seeking to reinforce ecological linkage and improve public access and enjoyment

Strengths

- riverside landscape character within an urban area
- tidal regime maintaining dynamic ecological system and supporting wildlife diversity
- elevated and varied topography giving extensive views across the City and towards the station
- significant existing green infrastructure, including established vegetation and valuable wildlife habitat within the river corridor

Opportunities

- maximising continuous riverside access for walking and cycling, with optimum linkages to streets either side, and Sparke Evans Park at the east end of the north bank
- enhancement of the A4, Bath Road streetscape, including tree planting either side to further frame the street, and raising the quality of boundary treatments
- a tree-lined pedestrian and cycle friendly public realm between Temple Gate and the planned Arena site
- ecological enhancement through reinforcement of links in habitats
- enabling Totterdown Basin, as a pivotal point within TQEZ's watercourse associated green corridors, to provide diversity for wildlife and people alike.

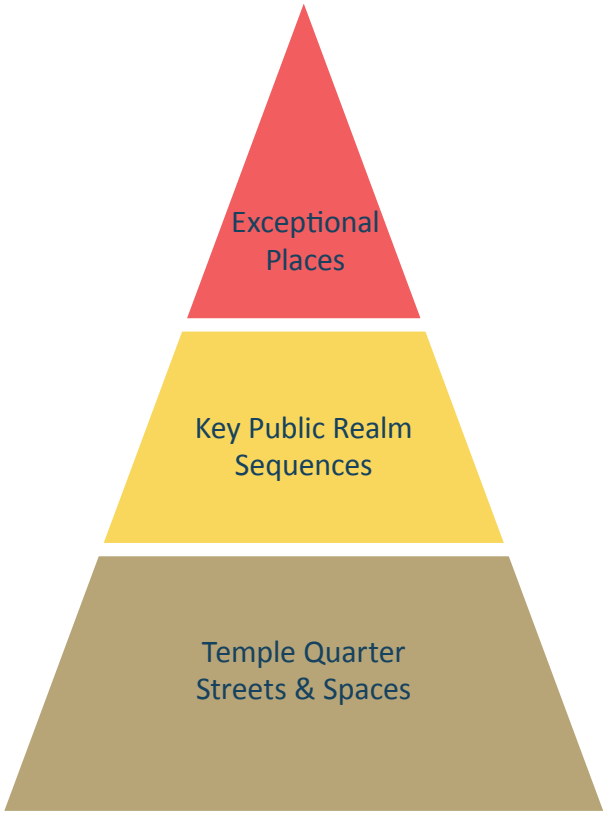
The Public Realm Hierarchy

The Temple Quarter Public Realm Hierarchy looks at Temple Quarter as a whole, and proposes a three level approach to public realm design; from the day to day street network to the Quarter's most important places:

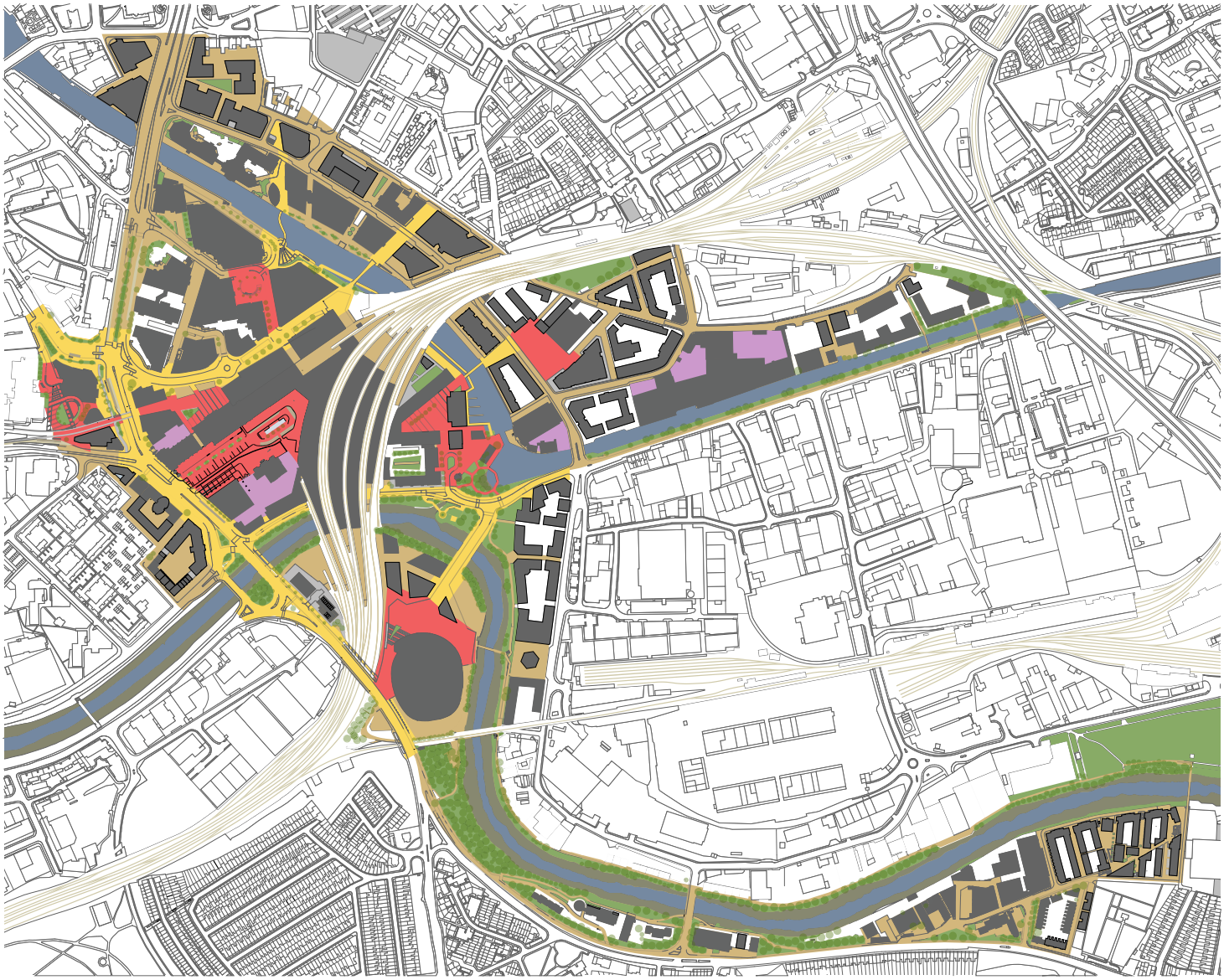
Exceptional Places: Temple Quarter's most distinctive and strategically important streets and spaces which include the 'showpiece' places. These are so valuable to the character and perception of the Quarter and the City that they will require tailored design approaches of the highest quality.

Key Public Realm Sequences: The network of key sequential spaces that link the exceptional 'showcase places' and destinations within and beyond Temple Quarter

Temple Quarter Streets: The everyday, foundation streets and spaces within the Zone. It includes those functional, background places where positive change is frequently uncoordinated or overlooked. Issues addressed at this level represent readily achievable small steps and quick wins which together can bring substantial and widespread benefits to the Quarter.



The Public Realm Masterplan



Key

- Exceptional Places
- Key Public Realm Sequences
- Temple Quarter Streets and Spaces
- Historic Yard Spaces

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N

Art in the Public Realm

Public Art

Public Art contributes to area identity and a sense of place. Interventions that focus on the public realm and public buildings create hierarchy within the townscape and create ideal places in which to express culture and create a unique identity for the area.

The work of artists can be used to raise the quality and interest of external finishes, coordinate the use of colour, introduce creativity into lighting, and add to the aesthetic value of hard and soft landscape treatments. Equally artwork can be more explicit creating bespoke solutions, for instance contributing to wayfinding through creating recognisable points of reference and through the development of landmarks and gateways.

In all cases Public Art should bring greater meaning and understanding of place, revealing historic or natural interest, or celebrating specific events and locations through the creation of remarkable site specific works and our experience public space.

Beyond the visible expression of physical work, however, the activity of artists can bring other benefits to a place. Benefits can help to generate energy and vitality, stimulate awareness and opinion, share cultural experience, promote sustainable lifestyles and provide economic opportunity more broadly for the local area and particularly those involved in the creative industries.

"the contribution of art and artists is more than merely placing a piece of public art in front of a building, or staging a performance in a public space. This is narrow thinking. When artists are engaged in placemaking the way they think and address issues can fundamentally affect the outcome, by broadening the scope of what is conceivable, and by helping professionals and communities to unlock their creativity and find better ways of expressing themselves."

Charles Landry, Can Artists Create Great Places? Artists and Places, CABE 2008

Crown Fountain, Jaume Plensa at Chicago Millenium Park

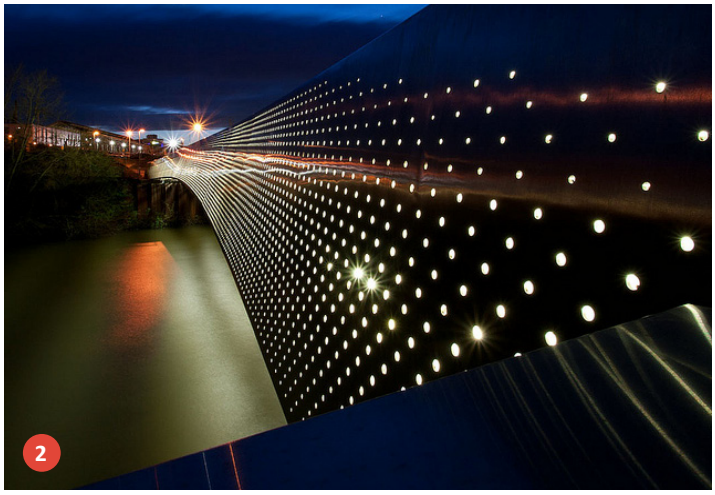
Public Art in Temple Quarter

The Temple Quarter Public Art Strategy

The Bristol Temple Quarter Enterprise Zone Public Art Strategy is currently being developed as part of the TQEZ Spatial Framework. It will be a model of good practice in strategically delivering public art; a multi-stranded approach, setting out guidance that can evolve as the public realm and associated development evolves.

The public art strategy will define a vision for Temple Quarter with a clear set of principles and processes, and a public art typology for the strategic commissioning of temporary, permanent and integrated works of art across the area. The strategy will help to ensure that, by the completion of the development phases, artists will have contributed to making Temple Quarter an extraordinary place through a collection of unexpected, remarkable and contextual art works.

The major developments in and around Temple Meads Station and Arena Island offer significant opportunities for public art.



1 Shoot and Leaf, Filthy Luker and Pedro Estrellas, 2013

2 Meads Reach Bridge Integrated Lighting, Martin Richman, 2012

Public Realm Design
Meanwhile Uses

Meanwhile Use

'Meanwhile use' is the temporary use of vacant buildings, spaces, streets and places until such a time that they can be developed. It makes practical use of the 'pauses' in regeneration processes, giving the space over to uses that can contribute to quality of life and better places whilst the search for a coordinated, permanent development solution progresses. The public realm offers real opportunities for creative, social and environmental meanwhile projects and events.

In the last decade, temporary uses have been used more and more to drive change. The attraction of a low-cost, low-risk and high impact temporary development has led to a more creative approach to urban regeneration, particularly for the creative industries. A growing range of recycled materials are being used to construct buildings, with cargo containers emerging as a cheap, flexible and aesthetically pleasing option. Container City at Trinity Buoy Wharf is a good example of this type of scheme.

> "Temporary uses can be used to test out different ideas, uses and stimulate community discussion and involvement….raising the profile of the site and the importance of the public realm in the future development."
>
> *DEMOS review of the Bristol Urban Beach 2007*

Pop-ups, Festivals and Spontaneous Destinations

Interest has notably grown in the temporary use of space for events, markets, public art installations, urban farms etc. Vacant buildings, including units in shopping areas have hosted 'pop-up' uses for periods ranging from a day to several weeks and months. Urban beaches have been created in a number of cities including Bristol, demonstrating how overlooked and neglected spaces can become popular destinations in their own right. In parallel, a 'festival architecture' has also evolved – tents, mobile vehicles, bale construction etc. An increasing emphasis on sustainability in use of recycled materials, low-carbon occupation of space using renewable energy and locally sourced supplies and services is also indicative of a more creative approach to development which chimes perfectly with the broader aims of the Enterprise Zone in Bristol.

Creative Common, Temple Quarter, Bristol

Public Realm Design
Meanwhile Uses

Success Factors

A review of meanwhile schemes point to a number of commonly shared success factors for temporary uses:

- the innovative reuse of quirky sites overlooked by the mainstream development industry as they are perceived as being'off-pitch', and too complicated or costly to redevelop in prevailing economic conditions.
- a desire of the scheme promoters to create a new and distinctive place which is human in scale, and offers variety and diversity;
- the use of low cost buildings, thus enabling affordable rentals to be offered that in turn tend to attract small scale creative businesses;
- the ability to create a unique destination that is strong enough to overcome any inherent weaknesses the site may have e.g. accessibility, image etc.

1 The Goods Yard is a new multi-use pop-up venue next door to Temple Meads Railway Station at Creative Common.

2 The Mobile Forest, Colston Hall, Bristol 2011

Public Realm Design Delivery Process

Achieving good design

Good design of the public realm results from a well constructed and co-ordinated project brief, an integrated design process and a collaborative multi-disciplinary design team approach under creative direction.

Reducing the impacts of through traffic routes, whilst creating an enhanced public transport operating environment and radically improving the walking and cycling environment, will require imaginative and bold traffic engineering solutions. However, technical resolution needs to be balanced with wider urban design objectives if truly integrated solutions for people, business and the environment are to be delivered.

Individual highway interventions within the BTQEZ will be subject to rigorous Equality Impact Assessments which will ensure that the needs of vulnerable users are built into the design of schemes.

'The aim should be to create successful places, not just tackle single issues. To do this, designers must consider all potential uses of the space. Working together is also fundamental to success, regardless of professional background, whilst investment in quality and attention to detail can maximise benefits.'

Streets for All - South West, English Heritage 2006

Working Together

The delivery of regeneration within the enterprise zone is being led by the Local Enterprise Partnership. Key partners include Bristol City Council (BCC), Network Rail (NR) and the Homes and Communities Agency (HCA). Key catalytic projects being delivered by these public sector organisations include investment in Temple Meads Station and the delivery of the arena.

The delivery of effective, high quality streets requires a coherent and comprehensive approach to design by all the partners. Transport Note 1/08 'Traffic Management and Streetscape' (DfT) highlights the following key values and principles required throughout the design process, from inception to implementation:

1. Collaborative and multi disciplinary approach
2. Identify and maintain shared design vision throughout delivery
3. Participants must support aspiration for delivery of design quality
4. Seamless and informed handover between scheme delivery agents
5. The recognition of place
6. Benefits of 'minimalist' blank sheet approach towards design
7. Recognition of flexibility within regulations
8. Cross-discipline experience and training to raise awareness and improve skills

Public Realm Design Delivery Process

The Principle of Process: A Golden Thread

Good design process for the public realm establishes and maintains a clear relationship between vision and implementation. Traffic management guidance promotes this principle as a 'golden thread', tying together the high level national guidance and local policy with the project brief, the user and design reviews, through to implementation.

Vision and Purpose

Setting a simple, clear **vision** at the outset of a project guides the design process and establishes a framework against which balanced decisions can be formed.

The vision will describe the wider scheme context, characteristics, the guiding design principles and how the scheme will contribute to relevant policies and goals. It will be refined and supported by a specific **purpose**, the effect the scheme should produce to achieve the overall vision, and **actions** required to deliver the purpose. The vision and purpose should refer to each of the four core requirements; Place, Function, Safety and Maintenance.

Project Development

Over time, individual projects identified in the framework will typically be developed through a series of generic stages including:

— Brief development
— Scoping and feasibility
— Detailed design, approvals
— Procurement
— Implementation

Quality assurance processes (including Place Print as set out in this document), 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.

The Project Brief

Good design starts with an effective project brief which sets the terms, direction and vision for a scheme. It is a key factor in the delivery of a successful public realm, and should address a number of common elements:

— Vision and Purpose (including the expected design standards and qualities)
— Policy Context (the local and national obligations, regulations, design guides and policies)
— Funding and Timescales (total anticipated cost, timescales and milestones)
— Design Team (skills and experience required)
— Design Techniques (the design approaches to be used e.g. hand drawings, CAD, 3D visualisation)

Public Realm Design Delivery Process

The Funding Mix

The following potential sources have been identified to deliver the public realm within the TQEZ:

- Business rate recapture
- Regional Infrastructure Fund (RIF) - £21.8million has already been secured to fund infrastructure projects up to 2017. A further bid is being put together to secure an additional £70 million
- One-off funding bids (DfT)
- Section 106 monies/Community Infrastructure Levy
- Neighbourhoods and City Development capital programme

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

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.

BCC Project Team Resources

The key technical staff resources within BCC 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.

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.

Great value can be brought to the successful delivery of the public realm 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 TQEZ more advantageously in the minds of potential investors.

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

Public Realm Design Delivery Process

Data Gathering

The gathering of relevant data will be important in order to establish a baseline of evidence to inform design development 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.

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.

Impact assessment

The impact of individual projects within the framework 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 e.g. reducing operating costs
- Improved bus/Metrobus 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 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

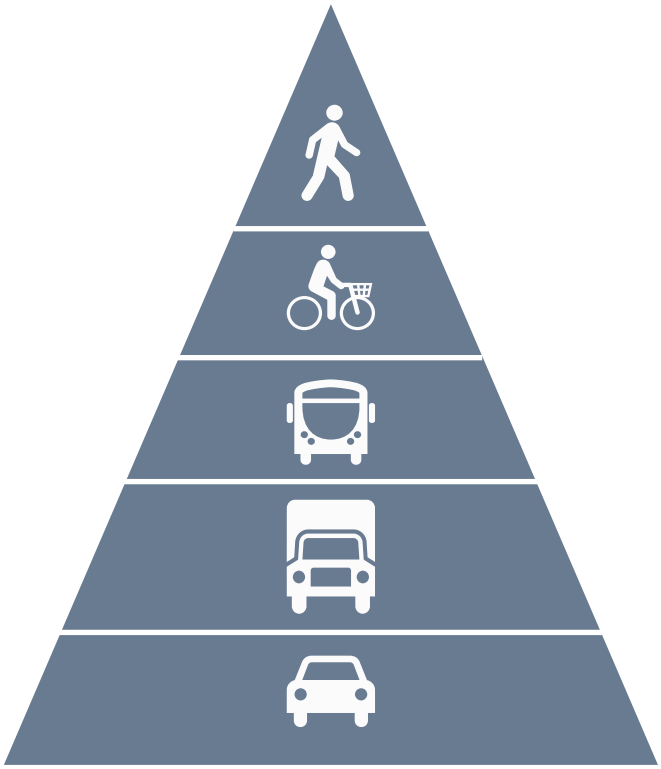
Post-Implementation Evaluation

Post-implementation evaluation will be required for each significant stage of delivery of the public realm. 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.

Appendix A
Policy Background

Manual for Streets: Key Principles

- applying a user hierarchy to the design process with pedestrians at the top,
- emphasising a collaborative approach to the delivery of streets,
- recognising the importance of the community function of streets as spaces for social interaction,
- promoting an inclusive environment that recognises the needs of people of all ages and abilities,



The MfS User Hierarchy - consider pedestrians needs first

- reflecting and supporting pedestrian desire lines in networks and detailed designs,
- creating networks of streets that provide permeability and connectivity to main destinations and a choice of routes,
- moving away from hierarchies of standard road types based on traffic flows and/ or the number of buildings served,
- developing street character types on a location specific basis with reference to both the place and movement functions for each street,
- encouraging innovation with a flexible approach to street layouts and the use of locally distinctive, durable and maintainable materials and street furniture,
- using quality audit systems that demonstrate how designs will meet key objectives for the local environment,
- designing to keep vehicle speeds at or below 20mph on most streets,
- using a minimum of highway design features necessary to make the street work properly.

Appendix A

Policy Background

A Vision for Bristol

In 2013 George Ferguson, Mayor of Bristol, launched his 'Vision for Bristol' setting six key priorities for the city based on three core themes of People, Place, Prosperity with an underlying principle of empowerment - the empowered city and the active citizen.

The Mayor's vision sets out a strategic vision at the city level with direct relevence to the form and function of the Temple Quarter public realm.

'Only by supporting every citizen to reach their potential and by creating successful places in which to live, work and play, can Bristol maintain its position and growing reputation as the most liveable city in the UK, and be truly prosperous in a global economy.'

A Vision for Bristol - George Ferguson, Mayor of Bristol

"Bristol to be a city where public transport provides an affordable quality alternative to the car, where streets are no longer clogged with traffic, our air is cleaner, and it is increasingly attractive to walk and cycle."

Keep Bristol moving, A vision for Place

"Bristol to be a city of well-connected neighbourhoods with a strong sense of identity and belonging, where a diverse mix of housing types and tenures ensure that homes are increasingly affordable"

Building successful places, A vision for Place

"Bristol to be a place where the streets are alive with activity, and where every citizen and community participates in the cultural life of the city."

Vibrant places, A vision for Prosperity

Appendix A

Policy Background

Bristol Local Development Framework

At the local level the aspirations and spatial vision for Bristol's streets and spaces are set out within:

- Bristol Local Plan Core Strategy (Adopted June 2011)
- Sites Allocation and Development Management Policies (Adopted July 2014)
- the draft Public Realm and Movement Framework (February 2012)
- the Bristol Central Area Plan (Adopted March 2015).

Through a series of eleven strategic objectives and policies within the Core Strategy the Council seeks to coordinate:

- A prosperous, cohesive and sustainable city, a regional and green capital which is a great place to live.
- A safe and healthy city made up of thriving Neighbourhoods with a high quality of life.
- A city with sustainable economic and housing growth
- An accessible and digitally connected city with a transport system that meets its needs.
- A city which reduces its carbon emissions and addresses the challenges of climate change.

"Highly attractive and safe places, with a high quality well designed built environment. A core city with a destination status of international standing, with quality development throughout and good places and communities to live in."

Objective 6, Core Strategy, Bristol Development Framework

"Improved accessibility and connectivity to and between centres and within the city, to key services and places of work and recreation, with improved quality of life, for residents, businesses and visitors alike. Residents and workers will have a reduced need to travel. Congestion will be managed, public transport and walking and cycling provision improved and streets, pedestrian areas and spaces will be safe"

Objective 8, Core Strategy, Bristol Development Framework

Appendix

Policy Background

Key Planning Policies

The following policies, set out within the Bristol Local Development Framework documents, highlight the importance placed by the City Council on place shaping and sustainable urban design of the public realm. Development and design proposals should be informed by the full content of these documents and their various policies.

Bristol Local Plan Site Allocations and Development Management Policies

- DM11: Markets
- DM15: Green Infrastructure Provision
- **DM17: Development Involving Existing Green Infrastructure**
- DM23: Transport Development Management
- DM26: Local Character and Distinctiveness
- DM27: Layout and Form
- DM28: Public Realm
- DM29: Design of New Buildings
- DM31: Heritage Assets

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing
- BCS8: Delivering a Thriving Economy
- BCS9: Green Infrastructure
- BCS10: Transport and Access Improvements
- BCS21: Quality Urban Design
- BCS22: Conservation of the Historic Environment

Bristol Central Area Plan Policies

- BCAP22: Habitat Preservation, Enhancement and Creation on Waterways
- BCAP23: Totterdown Basin Enhancement
- BCAP28: New Interchange Facilities
- BCAP30: Pedestrian Routes
- BCAP32: Quayside Walkways
- Policy BCAP33: Key City Spaces
- BCAP34: Coordinating Major Development in Bristol City Centre
- BCAP35: Bristol Temple Quarter

Appendix A
Policy Background

Bristol Central Area Plan

The Bristol Central Area Plan contributes to an integrated planning approach to the Enterprise Zone which aims to promote and expedite new development through various key policies summarised below. The policies include BCAP35 for Bristol Temple Quarter, which proposes the Spatial Framework, Local Development Orders, and an enhanced planning service.

Policy BCAP5: Development and Flood Risk and Policy BCS16 Flood Risk and Water Management

Development in areas at risk of flooding will be expected to:

— be resilient to flooding through design and layout, and/or
— incorporate sensitively designed mitigation measures, which may take the form **of on-site flood defence works and/or a contribution towards or a commitment to undertake such off-site measures as may be necessary,**

in order to ensure that the development remains safe from flooding over its lifetime.

Policy BCAP22: Habitat Preservation, Enhancement and Creation on Waterways

— Development adjacent to waterways will be expected to preserve and enhance the existing biodiversity and sustainable drainage role of the waterway, its banks and immediate environs through the protection and enhancement of existing habitats and the creation of new habitats.

Policy BCAP23: Totterdown Basin Enhancement

Totterdown Basin has recognised natural green space value in the Council's Parks and Green Spaces Strategy.

— Development of sites bordering the Totterdown Basin area will be expected to complement its enhancement as a fully accessible natural green space with a wildlife function, including provision of pedestrian and cycle links through the area.

Policy BCAP28: New Interchange Facilities

— The development of sites adjacent to Temple Meads Station will be expected to deliver improved public transport interchange facilities and new and enhanced walking/cycle routes as part of the development of Bristol Temple Quarter.
— The precise location and type of interchange facilities that will be sought will be explored in more detail in the Spatial Framework being prepared for Bristol Temple Quarter. It is likely however that the development of the sites adjoining the station to the north will be required to accommodate this interchange function.

Policy BCAP30: Pedestrian Routes

— Development on or adjacent to primary and secondary pedestrian routes will be expected to provide an appropriate and proportionate level of public realm improvements to the route.

Policy BCAP32: Quayside Walkways

— Development on or adjacent to existing Quayside walkways shown on the Policies Map will be expected to retain and, where appropriate, enhance a continuous and accessible route.

Appendix

Policy Background

Policy BCAP33: Key City Spaces

— Development on or adjacent to key city spaces will be expected to provide an appropriate level of public realm improvements having regard to the role of each space. Improvements should help to deliver fully accessible spaces.

Policy BCAP34: Coordinating Major Development in Bristol City Centre

— Within Bristol City Centre major development proposals will be expected to demonstrate that opportunities have been sought to progress a more comprehensive or co-ordinated form of development with other sites in the locality.
— Masterplans and spatial frameworks will be encouraged as a means of demonstrating a comprehensive or co-ordinated approach to development.

Policy BCAP35: Bristol Temple Quarter

Sites within Bristol Temple Quarter (Policies Map site KS01) will be developed for a wide range of uses as part of the growth and regeneration of the area as an employment-led, mixed-use quarter of the city centre, an exemplar for new initiatives and a hub for all creative minded businesses.

Development will include:

— A major indoor arena and complementary leisure uses;
— At least 100,000m² of net additional high quality office and flexible workspace;
— Up to 2,200 new homes including live/work space;
— Hotel and conference facilities;
— Complementary retail and leisure uses, particularly within and adjacent to Bristol
— Temple Meads station;
— New walking and cycle routes to connect the developments to the rest of the city centre and surrounding neighbourhoods;
— Green infrastructure and public realm enhancements including the improvement of open space to serve the new developments.

Bristol Temple Meads Station will be enhanced as a major transport interchange. The development of sites adjoining the station to the north will be expected to accommodate this interchange function. The layout, form and mix of uses should contribute to delivering the vision for Bristol Temple Quarter and, in doing so, have regard to the Spatial Framework for Bristol Temple Quarter. Bristol Temple Meads station is a Grade I listed building and forms a striking historic centrepiece to Temple Quarter. In considering proposals great weight will be given to the conservation of this nationally important heritage asset.

The Temple Quarter Spatial Framework

The Spatial Framework for Bristol Temple Quarter will provide a planning and design framework that seeks to deliver the vision for the area. The emerging framework seeks to guide and shape an urban structure that will promote and inspire enterprise and innovation, with a particular focus on the co-ordination of investment in infrastructure, the layout of development, connections through the area and the design of the public realm. It includes place plans that set out distinct aspirations for each of Bristol Temple Quarter's four character areas.

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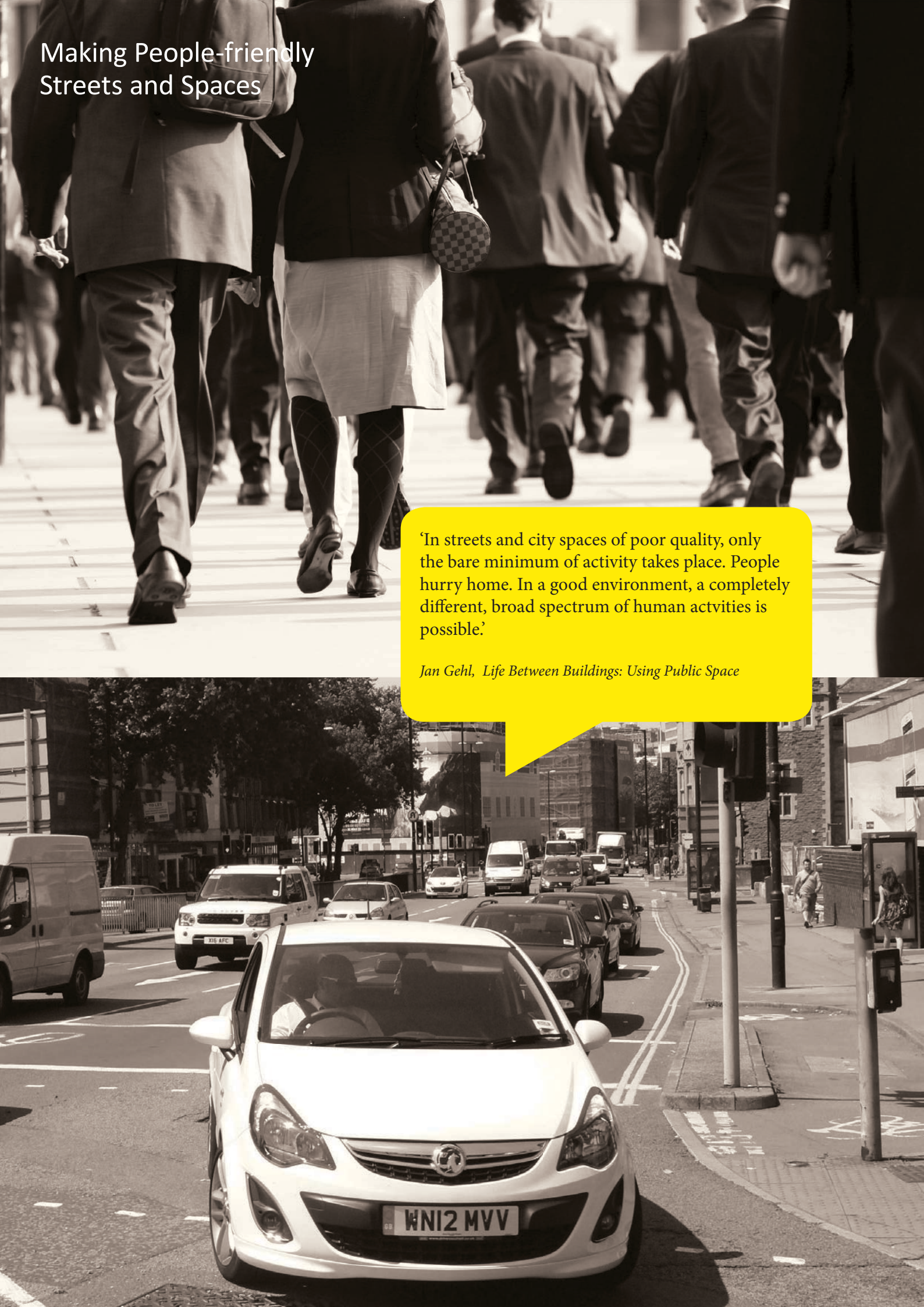
Making People-friendly Streets and Spaces



'In streets and city spaces of poor quality, only the bare minimum of activity takes place. People hurry home. In a good environment, a completely different, broad spectrum of human actvities is possible.'

Jan Gehl, Life Between Buildings: Using Public Space

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BRISTOL CITY COUNCIL

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