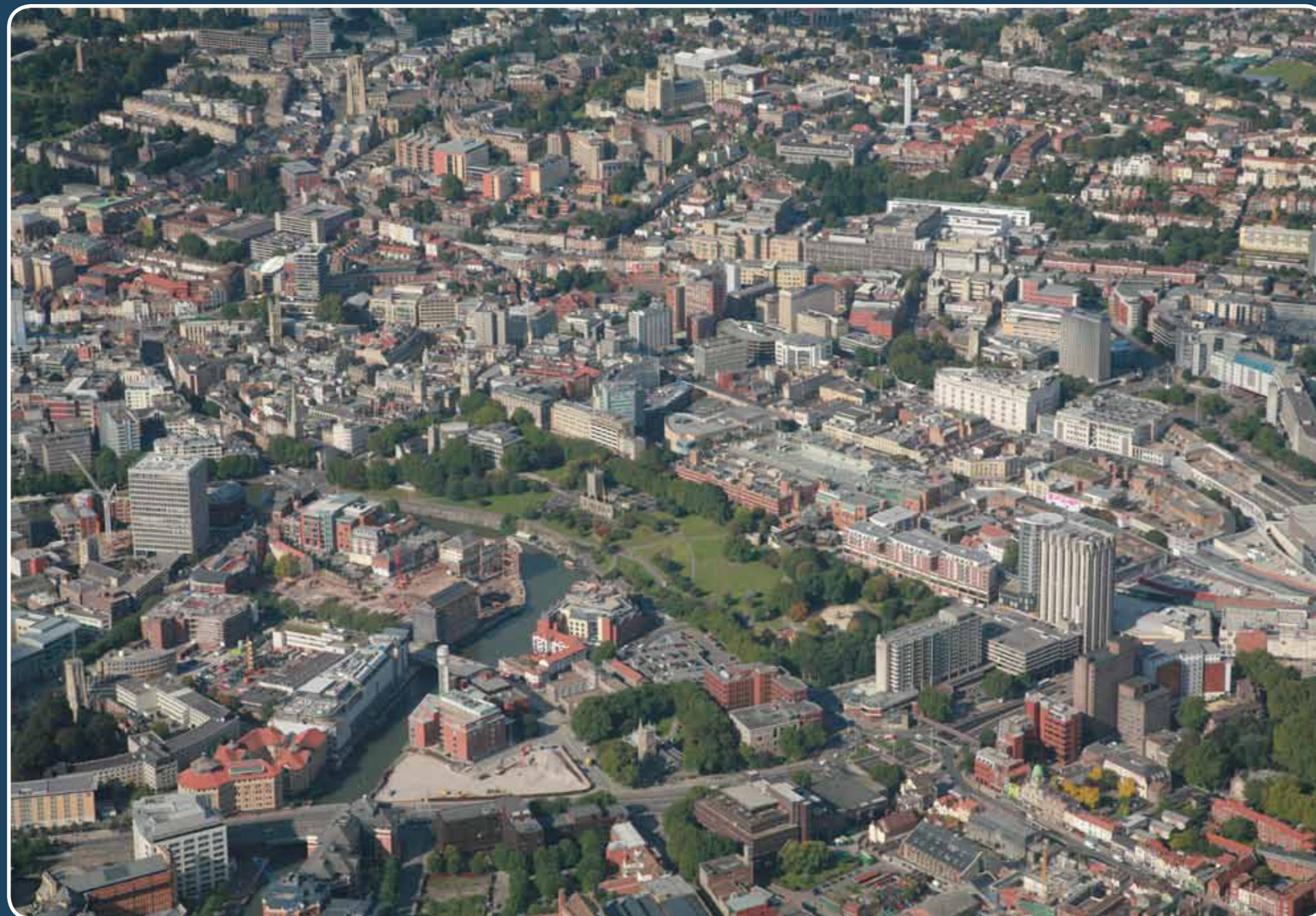


# THE CITY CENTRE FRAMEWORK

## A STRATEGY FOR MOVEMENT & DEVELOPMENT

JUNE 2020



• A  
• STRONGER  
• HEART  
• FOR  
• BRISTOL  
•



GROWTH & REGENERATION

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Bristol City Council

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Section 1

Introduction

1



# Introduction

In common with many city centres across the UK, Bristol is seeing a transformation in the way people work, live and spend their leisure time. These changes, which are accelerating due to the COVID 19 crisis, are especially acute in our city centre, creating a set of opportunities and challenges for how the heart of the city develops. There is a need to be flexible and adaptable response to economic, environmental, social and technological changes, and ensure that the success of the city centre is shared and inclusive to all people across the whole city.

## City Centre Framework

The role of the framework is to set out proposals to improve movement, public realm and the approach to regeneration and development in Bristol city centre. It will assist in informing investment decisions by property/landowners and funding organisations. The City Centre framework will be a material consideration in the planning process.

The key objectives of this framework are:

- Creating a liveable, vibrant, safe and inclusive city centre for the benefit of people of all ages to live, work, learn and enjoy, both during the day and night.
- Tackling traffic congestion and improving air quality; making the city centre better connected, accessible and healthier.
- Supporting the city centre as the core retail, leisure and cultural heart of the region, by enabling regeneration, diversifying uses and promoting the offer.
- Ensuring the sustainable development of new homes, employment space, enhancement of heritage assets, streets and public open spaces; contributing to a carbon neutral and climate resilient city.

The framework covers a core part of the city centre centred on Broadmead - Bristol's shopping quarter, the Old City – the heart of historic Bristol, and North Redcliffe. It addresses the approaches to movement and development in those areas and the relationships with the surroundings areas.

## Bristol

Bristol is a vibrant, independent, historic and culturally rich city. It is widely known for the wide range of events and festivals it hosts, its street art, markets and its range of independent business – all of which helps create a distinctive identity that attracts a growing number of visitors. Bristol has been voted the UK's most liveable city. It has two world class universities, a varied built environment and an enviable reputation for individuality exemplified by a vibrant, constantly changing food and drink scene and a hugely varied cultural offer.

## The city centre

The city centre symbolises the city and is at the heart of its role as a global city. A sustainable location for future growth, the city centre is an increasingly important focus for new homes, the population having increased by over 14,000 since 2008. It also provides 45% of the city's jobs with 120,000 based in the wider city centre. This framework supports the development of new homes and workspaces as we regenerate the centre, alongside diverse and vibrant uses to create a thriving daytime and night time economy.

## Movement and connectivity

The city centre is located at centre of travel networks including Temple Meads railway station, the main bus station and key hubs for metrobus and other transport services. More is being planned and put in place to improve the connectivity of the area including; provision of excellent quality walking routes between the station and the rest of the centre; planned

significant investment at Temple Meads and at the University of Bristol Enterprise campus.

Plans to improve movement and connectivity in and around Broadmead, the Old City and North Redcliffe are presented in this framework.

## Climate change and the ecological emergency

Development in the city centre can help to address the causes of climate change and our resilience to it. The framework shows how development can deliver energy efficient buildings and create a cooler and more liveable, biodiverse city centre environment, where issues of flood risk have been addressed.

## Shopping and leisure

The wider city centre includes a number of shopping, leisure and commercial areas ranging from Bristol Shopping Quarter at Broadmead to the distinctive and independent focused quarters of Christmas Steps, Queens Road/Park Street, Old City, Stokes Croft, Old Market and Harbourside.

This framework area includes Cabot Circus which opened in 2008, complementing Broadmead and the Galleries, and attracting 19 million visitors a year. Its success helped propel the city centre's national retail rankings<sup>1</sup> from 27th to 12th. This framework reflects our ambitions to strengthen that ranking by further regenerating Broadmead to include more leisure and experience opportunities both day and at night, supporting and promoting the independent offer, and bringing in new homes, workspace and better quality spaces.

We aim to ensure that the city centre's offer responds to changing consumer needs, from being open at a time people want, to expanding the social amenities that are expected, but most importantly to build on the distinctive features that make Bristol unique and distinguish it from other centres.

## Culture and the night time economy

The Bristol@Night panel is working to ensure the vitality and diversity of night time activities are supported to expand and flourish. This framework encourages the growth of culture and the night time economy uses as part of the diversification of the area, supported by the 'agent of change' principle which enables nightlife and new homes to coexist and thrive.

## Working in Partnership

Addressing these opportunities and challenges will be supported by clear leadership and a strong collaborative approach. The City Centre Revitalisation Group includes key stakeholders with an interest in the economic vitality and future of an inclusive and vibrant city centre – Destination Bristol (responsible for the City Centre and Broadmead Business Improvement Districts), Business West, University of Bristol, Bristol Hoteliers Association, property owners and developers, Royal Institute of British Architects, Bristol@Night panel, representatives from the creative sector, and Bristol City Council.

This framework has been prepared through collaboration with this group.

<sup>1</sup> Javelin Group Venuescore

# Section 1 Introduction



## Planning Policy background

This framework reflects the policies of the Bristol Local Plan and their evolution through the emerging local plan review.

## Bristol Local Plan

- Core Strategy June 2011 - sets out strategic policy for the city centre
- Site Allocations and Development Management Policies July 2014 – development management policies for the city as a whole
- Bristol Central Area Plan (BCAP) - policies specific to the city centre and identifies a number of strategically important development sites.

## Bristol Local Plan review

The draft Local Plan Review (March 2019) sets out proposals for the approach to the city centre looking ahead to 2036. Its draft policies aim to promote and strengthen the city centre’s role as a regional focus at the centre of a global city. Development will include mixed uses for offices, residential, retail, leisure, tourism, entertainment and arts and cultural uses. Throughout the city centre higher density, mixed use development is encouraged.

In Broadmead and St James Barton, the area at the core of this framework, more efficient use of land and a greater mix of uses are encouraged.

The local plan review promotes urban living, seeking to balance the efficient and effective use of land with aspirations for making quality places to live, successful placemaking and a positive response to context. We have set out guidance on how this can be achieved in the supplementary planning document Urban Living: Making Successful Places at Higher Densities.

## Other policy documents and frameworks

The framework area overlaps with a number of area based planning policy documents; the boundaries are indicated on the adjacent plan.

Fig 1 Existing city centre policy areas

Section 2

Key Themes

2



## Key Themes

**This framework sets out aspirations associated with improved patterns of movement and potential new development within the context of the established city centre. Bristol contains a wealth of streets, buildings and public spaces that reflect its importance as a historic city, and although this has been fragmented in many areas, this provides the context within which decisions about the future city will be made.**

This framework has four key themes, which help to deliver the objectives set out on page 4.

1. To maintain a distinctive and high quality network of streets, spaces and mixed-use development, harnessing the value of a unique historic environment. Providing a resilient and adaptable low carbon and sustainable built environment.
2. To improve movement around the city centre and increase physical activity by promoting walking and cycling and encourage the use of public transport.
3. To promote and inspire, to raise ambitions and engage stakeholders in revealing the potential of key sites for bold and imaginative transformation.
4. To co-ordinate and integrate investment in the public realm that enhances the public life of the city.

### City Context

Recognising the value of the inherited environment and the contribution of historic assets

Conserving and enhancing valuable historic buildings and their settings

Promoting positive reuse of buildings and spaces that contribute to the character of the city centre

Enhance the built environment through inward investment and the creation of high quality townscape

### Improved Movement

Improve and better connect walking and cycling routes and networks

Invest in the quality and clarity of public transport systems to increase attractiveness to a wider group of users

Maintain appropriate levels of access and parking to serve a vibrant and diverse mix of city centre uses

### New Development

Add to the rich and diverse legacy of the wider built environment by delivering positive urban design solutions, that embrace excellence in architecture, landscape design and public art

Plan for a balanced mix of land-uses

Promote the efficient use of urban land, increasing site densities where appropriate

### Enhanced Public Realm

Increase legibility, accessibility and safety within the streets and public spaces

Enhance the attractiveness of the city through good public realm design

Promote healthy places by improving air quality and green infrastructure

Provide effective maintenance and management of public space

# City Context

- 1
- 2
- 3

**KEY**

- Image 1 Castle Street c.1900
- Image 2 Cabot Circus
- Image 3 Broadmead

**Historic Environment**

Bristol is one of the most historic cities in England with a reputation for change, economic growth and innovation.

Until the First World War the city centre retained intact its medieval structure. Dramatic changes followed the devastation of bombing during the Second World War, primarily through post-war highway infrastructure projects that eroded the physical coherence of the city.

More recent changes have sought to redress the balance between road capacity and public realm, with further works planned to reclaim public space.

**Evolving Place and culture**

The city centre is the focus for economic regeneration, and as such changes faster than many other parts of Bristol. There is a need to maintain a degree of continuity, particularly where this contributes to the wider identity and status of the city.

Essential to this is the protection and management of a large number of significant historic buildings, streets and spaces which help to characterise the city centre and maintain its attractiveness as a place to visit, shop and enjoy.

Bristol is a city of culture. The city centre attracts a growing number of visitors and has the potential to be one of the best cultural destinations in the UK; it is already home to many of the city’s creative community organisations, businesses and cultural attractions. The city is well known for its diverse programme of events and festivals, street art, and range of independent businesses, all of which help create distinctive places and attract a growing number of visitors. The number and scale of events however, need to be managed in order to maintain the quality of the city’s parks and open spaces. In addition, increasing the presence of markets, street trading and meanwhile or pop-up activities are helping to animate the public realm.

Bristol has a strong night-time economy, but this may be challenged by new developments in the city centre if they are not planned carefully.

**Liveability and Affordability**

Bristol is viewed as one of the UK’s most liveable cities. People are attracted to live in the centre due to the excellent employment opportunities, education establishments, accessibility and the amenities on offer - shopping, parks and open spaces, culture and events.

Although overall the centre is prosperous, there are parts which suffer from high levels of deprivation, especially to the east. We want the city centre to be accessible and inclusive to all.

Given the role of the city centre in providing a place of work and recreation for the wider city and beyond, the balance with regard to the influence and ownership of resident communities is a fine one. For the city centre to continue to provide a focus and identity for the whole city and its visitors, it is important that the public realm is open and accessible.



# New Development

## Development activity

Bristol is a vibrant, independent and culturally rich city, and the central area continues to see significant inward investment and change. Well considered new development will contribute to the identity and vitality of the city centre whilst respecting the rich legacy of existing buildings and spaces.

Business sectors including professional services, support services, environmental technologies and creative industries have seen recent growth, however there has been a shift in employment to new space within the Temple Quarter. There is a need to supply quality workspace in core areas to maintain the vibrant mix of uses that help to characterise the city centre.

There is an ongoing demand for new homes, especially affordable to meet the needs of the city. With an increasing residential population and growth in the evening economy there is a need to invest in the public realm.

The Bristol Shopping Quarter complements trading within the wider city centre. Major retail development alongside work of the Broadmead Business Improvement District has helped improve the ranking to 12th. Continued investment is necessary to enhance Bristol’s status and attractiveness as a place to visit for shopping and leisure. Retail and leisure space needs to be developed in a way that is adaptable to respond to changes in the sector.

## Sustainable Development

Development should be conceived, designed and constructed to minimise its environmental impact and contribute to meeting targets for reductions in carbon dioxide emissions.

All development in Bristol must be designed to be resilient to future climate change, in particular by designing development to minimise energy demand through passive measures first, before considering the use of renewable technologies to meet demands that cannot be ‘designed out’.

Bristol’s close relationship with the rivers Avon and Frome bring with it the potential risk of flooding and new developments need to conform to a number of established constraints. A positive approach to managing water through Sustainable Urban Drainage and other measures should seek to enhance the area, reconnect people to watercourses, and improve the sense of the place of the city centre.

## Existing and Future Technologies

Advances in technology increasingly affect the way we communicate, reduces the need to travel and helps generate efficient and affordable energy. New development needs to embrace new technology in order to maintain Bristol as a successful well connected city.

It is important that new homes and businesses have full fibre connectivity as standard and a choice of broadband infrastructure, and that the opportunity is taken as buildings are refurbished or redeveloped to provide fibre-to-the-premises connections to benefit new tenants and residents.

The council is developing heat networks across the city. Opportunities to connect to and extend the network should be considered as part of development proposals.

- 1
- 2
- 3

**KEY**

Image 1 mixed-use development at Finzels Reach

Image 2 Assembly development

Image 3 residential scheme for Castle Park View



# Improved Movement

## The Role of Sustainable Transport

Sustainable and healthy modes of transport such as walking, cycling, bus, and trains already play a vital role in the economic success of the city centre. The majority of people travelling to work in the city centre do so by sustainable and healthy modes of transport. This is set to increase further in the future with more urban living and improved public transport connections.

Congestion impacts everyone, causing delays and unreliable bus services, and worsening conditions for walking and cycling. Many bus routes across the city travel through the central area, with delays in the centre causing knock on effects across the city. The majority of congestion in the city centre in the morning peak is caused by commuting. The evening peak is caused by a mix of commuting and leisure trips. Focusing on reducing commute car trips is likely to have the biggest impact on congestion and can free up capacity for shopping, leisure, and other trips that may be harder to make by walking, cycling, or public transport.

The proposals set out in this framework are needed to help encourage a continuing shift to sustainable and healthy transport. This will make best use of the limited road space we have available and ensure the maximum number of people can reliably and efficiently move to and from the city centre.

Sustainable modes of transport are much more space efficient than the private car, allowing a larger number of people to move in the same amount of space. The average car occupancy in the city centre across the day is just 1.4 people. Sixty percent of people driving to work in the city centre do so from other local authority areas. This highlights the need for the council to work with neighbouring local authorities to provide sustainable and healthy transport options across the region, as we are doing with the Joint Local Transport Plan and other initiatives.

Transport and movement can play a substantial role in achieving better health, improved air quality and reduced greenhouse gas emissions. Around 47% of Bristol residents report being obese or overweight, and building active travel in to everyday life can play a big role in healthier lifestyles. Air pollution also has a negative impact on health, and is estimated to cause around 300 early deaths per year in the city. Emissions from diesel vehicles are the dominant factor in poor air quality, and encouraging a shift to more sustainable and healthy modes of transport will continue the reduction in harmful emissions. Promotion of electric vehicles will also help reduce harmful emissions, but is unlikely to help tackle congestion in the city centre.

Sustainable and healthy transport also plays a key role in tackling inequality, providing access to jobs, leisure, and services. People in the most deprived areas of Bristol are far less likely to own and drive a car, and far more likely to walk or get the bus to work than people in the least deprived areas. Around 40% of jobseekers say that a lack of personal transport, or poor public transport, is a key barrier preventing them from getting a job.

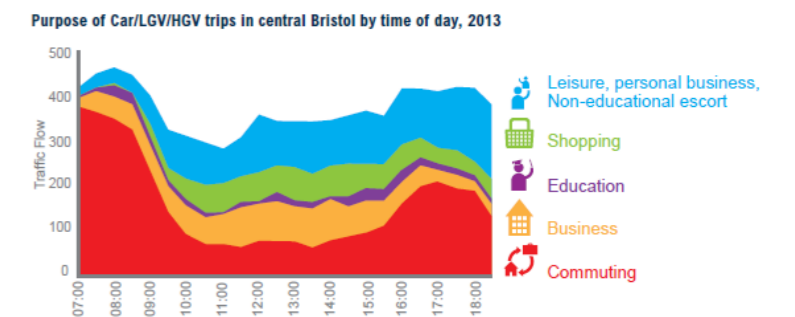
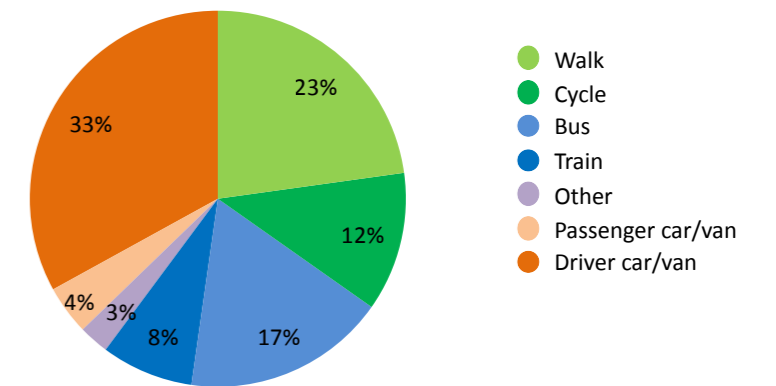


**KEY**

- Table Method of travel to work / levels of deprivation (2019)
- Figure 2 Method of travel to work to Bristol City Centre (2016)
- Figure 3 Purpose of trips in central Bristol by time of day (2013)

Census 2011, * ID2019	Don't own a car	Method of travel to work			
		Walk	Cycle	Bus	Car
Most Deprived 10% within Bristol	47%	19%	5%	15%	48%
Least Deprived 10% within Bristol	15%	20%	9%	5%	50%

\*The Ministry of Housing, Communities and Local Government English Indices Deprivation 2019 (ID2019) is the official measure of relative deprivation for small areas in England





KEY

Image 1 St Nicholas Markets

Image 2 Bristol Legible City Wayfinding Information

# Enhanced Streets and Public Open Spaces

## Enhanced Streets and Open Spaces

Policy BCAP30 of the Bristol Central Area Plan identifies a network of primary and secondary pedestrian routes serving the city centre. Primary routes provide high quality corridors linking key city centre destinations and reflect the areas for growth or regeneration identified by the Local Plan.

Development on or adjacent to primary pedestrian routes will be expected to provide an appropriate level of public realm improvements.

The framework identifies priority routes for public realm investment. These offer a further refinement of the BCAP30 network, and are influenced by current thinking around developing a clearer hierarchy and consistent quality to primarily pedestrian corridors which will provide direct and legible connectivity through the area.

These routes are largely established but are varied in terms of the quality of design and materials which lead to fragmented routes that are less attractive to users.

Improvements associated with recent development, but also via the council's own programme of improvements have led to significant enhancement in areas such as Nelson Street and Corn Street. However, the same attention is required for routes to the east of the city centre in order to establish a more coherent public realm network.

## An Attractive, Vibrant and Healthy City Centre

The city's economy and liveability benefits from the attractiveness of its streets and public spaces. The design of the public realm, aimed at achieving generous, safe and uncluttered space for people to enjoy, is enhanced by improved green spaces and landscape treatments, good quality street lighting, robust and attractive materials.

The introduction of vibrant arts and culture uses and the integration public art will an essential part of mixed used regeneration in the city centre. Development proposals will be expected to include provision as part of a wider strategy for diversifying and animating the city centre. The work of artists contributes to an areas sense of place and unique identity. Interventions that focus on the public realm and public buildings create hierarchy within the townscape and create enhanced places which are memorable and enjoyable to experience.

Our overall health is influenced by much more than the health services we receive. Where we live, the air we breathe, feeling secure and connected to our local community also affects our health and wellbeing. This framework recognises that enhanced green infrastructure, and opportunities for active travel, play an important role in transforming the modern city into a more sustainable and healthy place.

## A Legible and Well Managed City

The framework offers an opportunity to add to, refine and refresh the wayfinding network to help people use the most attractive and convenient routes around the city centre.

The effectiveness of any wayfinding system relies on the ongoing management and updating of information with a changing city context. Likewise, increasing use of the public realm requires the need for robust and maintainable design solutions, and these need to be considered as part of any development and supporting infrastructure.

There is a need to better maintain and manage public spaces to ensure they are attractive, clean, safe and accessible to all.



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# City Centre - The framework

# 3



## Public Realm, Walking and cycling

### Background - Walking and cycling

Walking and cycling play a key role in supporting the city centre economy, bringing about health and environmental benefits through improving air quality and reducing congestion.

Walking is an essential part of most trips, whether it's browsing the shops, to get to the bus stop or car park, or to simply enjoy the green spaces and the Harbourside. Around 1 in 4 people working in the city centre already walk to work. Around a third of Bristol residents regularly ride a bicycle<sup>1</sup>. With continuing investment in cycling, population growth, and the increasing popularity of electric bikes, the number of people cycling in the city is expected to continue to grow rapidly.

Bristol needs to ensure its city centre is seen as an attractive place in which to spend time and visit. Walking and cycling routes should be considered safe both during the day and night.

Figure 4, shows that pedestrians are at the top of the road user hierarchy, and as such all schemes should consider the implications for pedestrians first. The increasing number of people riding bikes in the city has caused conflict on "shared space" footpaths and areas, and in response we have published a shared space policy ([www.travelwest.info/projects/sur](http://www.travelwest.info/projects/sur)) that sets out our intention to clearly separate people walking and cycling in busy areas such as the city centre.

The Bristol Transport Strategy sets out a range of further supporting measures to encourage walking and cycling.

### AIM 1 : New and expanded pedestrian spaces

High quality pedestrian spaces will be enabled by the reduction and removal of motor traffic in key areas. High quality materials and street furniture will be used to create areas where pedestrians have more space, and priority over motor traffic and bicycles. Clear delineation including maintaining kerb-lines, tactile paving, and other measures will be used to assist people with disabilities including partially sighted pedestrians and accessible to all.

This framework sets out key areas to create and expand pedestrian spaces including Old City and Bristol Shopping Quarter.

The improvements on the walking routes will be subject to a design process that will broadly reflect the types of improvements outlined in the Local Cycling & Walking Infrastructure Plan.

### AIM 2: Complete a network of high quality walking routes and public realm improvements

Fig 5 identifies a number of priority routes for walking and public realm investment. It is essentially a grid of West-East and South-North routes which link the city centre's main destinations including the bus and train station, hospital, shopping areas and proposed Metro interchanges. Further details on each of these routes are found on Pages 15-17. These routes are largely established but are varied in terms of the quality of design and materials which lead to fragmented routes that are less attractive to users.

These routes are consistent with the primary and secondary routes identified in Policy BCAP30 of the Bristol Central Area Action Plan (see Appendices for further details). 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. These routes should maximise pedestrian space, delivering attractive, direct, and continuous walking routes.

Development on or adjacent to the Floating Harbour will be expected to retain and, where appropriate, enhance a continuous and accessible walking route (see BCAP32).

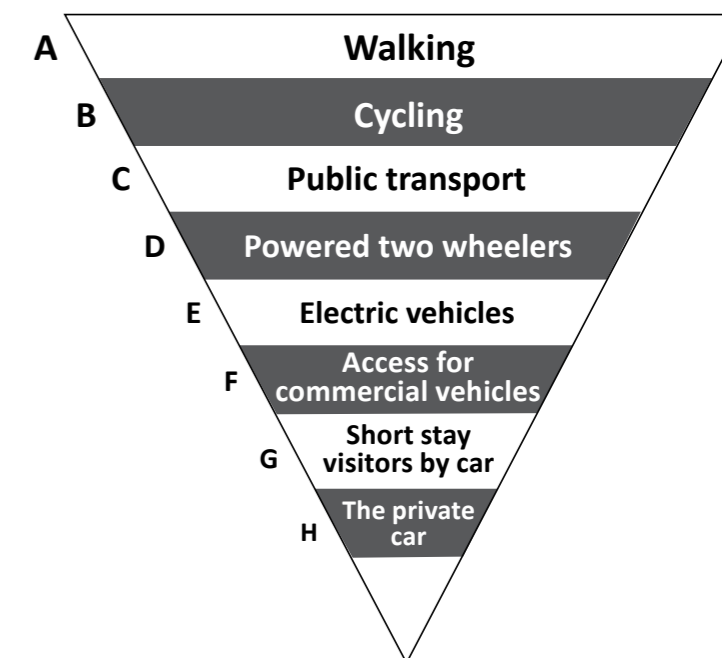


Fig 4. Road user hierarchy.

### AIM 3 : Complete All Ages and Abilities (AAA) Cycle network

This framework proposes completing the city centre cycle route network to support continuing growth in cycling in the city. We will continue to enhance and maintain the network as a whole, including more clearly marking cycle routes to avoid conflict with pedestrians. Sections of the existing cycle network in need of improvement include:

- Lower Castle St
- Redcliff Hill
- South side of Queens Square
- Anchor Road
- Cumberland Road and Commercial Road
- A4 Bath Road

The focus for future cycle route improvements will be on the locations indicated in Appendix 2 Cycling Network. Further work will be undertaken to confirm the extent of cycle route improvements that could be delivered in each location, with the aim being to achieve fully segregated cycle routes in most locations.

Key corridors include:

- A38 North Street/Gloucester Road to the city centre
- North South Links including Victoria Street, Temple Way and Bedminster Bridges
- Whiteladies Road to the city centre

More cycle parking in the city centre will be needed to accommodate increasing numbers of people cycling. We will explore opportunities to develop cycle parking hubs in the city centre and continue to install new cycle stands, taking in to account the competing demands for limited public space.

<sup>1</sup>Sustrans (2017) Bristol Bike Life 2017 report

**Fig 5: Priorities for public realm improvements**

Priority for public realm Investment linked to development schemes and proposed Metro interchange



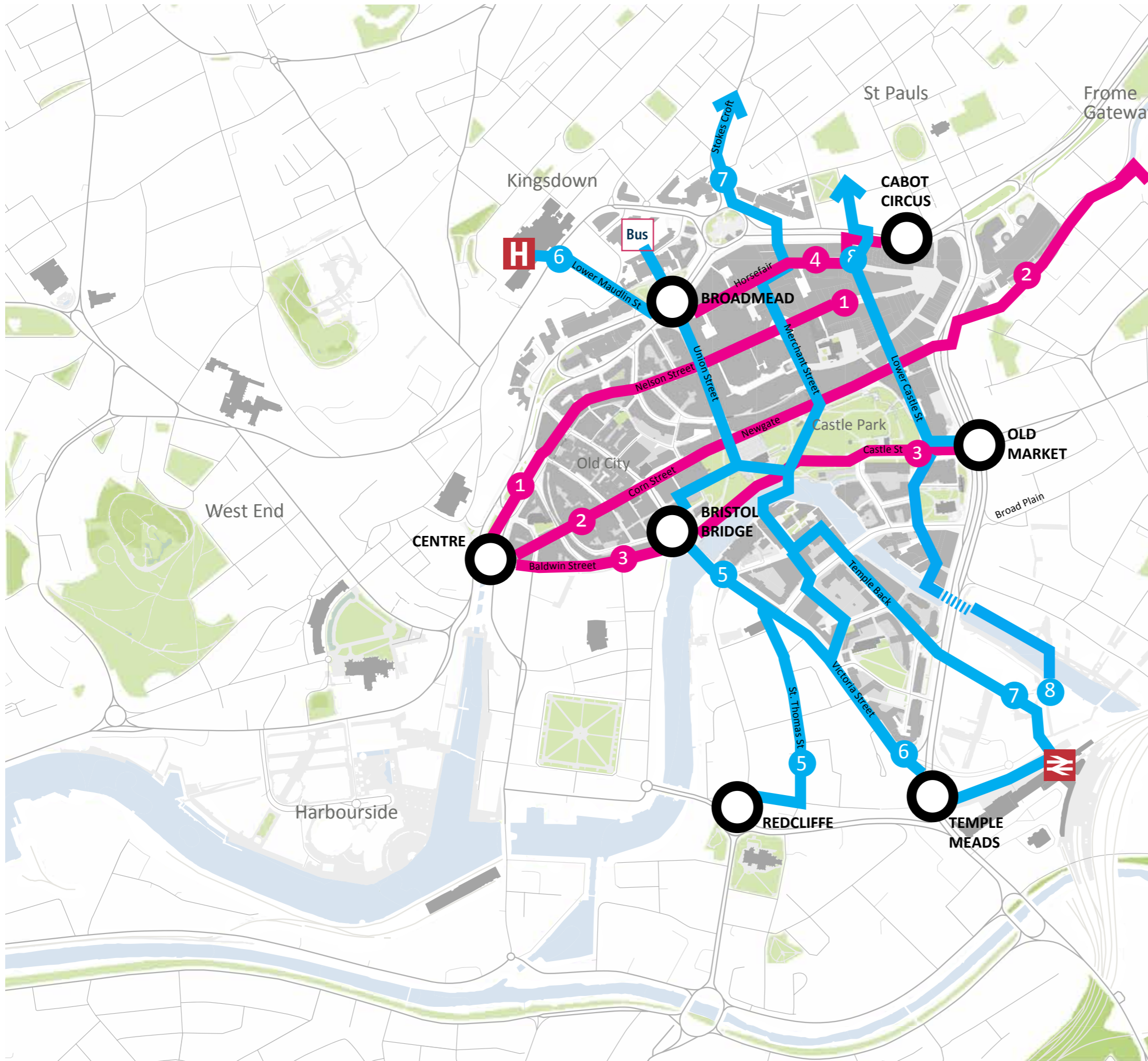
Metro Interchanges

**West - East routes**

- 1** CENTRE - Nelson Street - **BROADMEAD** - **CABOT CIRCUS**
- 2** CENTRE - Corn Street - Wine Street - Newgate - Broad Weir - Frome Gateway
- 3** CENTRE - Baldwin Street - Castle Park - **OLD MARKET**
- 4** **BROADMEAD** - The Horsefair - **CABOT CIRCUS**

**South -North routes**

- 5** **REDCLIFFE** - St. Thomas Street - **BRISTOL BRIDGE**
- 6** **TEMPLE MEADS** - Victoria Street - **BRISTOL BRIDGE** - Castle Park - Union Street - **BROADMEAD** - Bus Station/ Hospital
- 7** Temple Meads Station - Temple Back - Finzels Reach - Castle Park - Merchant Street/Callowhill Court - St. James Barton - Stokes Croft
- 8** Temple Meads Station - Harbour Quayside - Cheese Lane - Tower Hill - Lower Castle Street - Penn Street - Brunswick Square



## Public realm investment corridors

### 1 CENTRE- Nelson Street - Broadmead - CABOT CIRCUS

Recent improvements to the Centre and revitalised shopping facilities at the eastern end of Broadmead, have established stronger pedestrian desire lines along Quay Street, Nelson Street, and Broadmead.

The route has long been recognised as a flat and convenient link, but the unattractive visual environment at street level has deterred pedestrians. The Nelson Street regeneration strategy published in 2008 has helped to steer significant enhancements as part of the development of student halls, but there remain areas where narrow pavements and uninviting ground floor treatments need to be improved.

The dismantling of the 1970s system of raised walkways associated with the Lewins Mead area has played a significant part in increasing the attractiveness of Nelson Street, however this has also created a need to establish better ground level links to adjacent streets. The New Bridewell student halls development has accommodated a link through to Rupert Street. The St John's Court hotel development will provide active frontage, improved public realm and better connect the area to the Old City.

The redevelopment of Callowhill Court should ensure that generously scaled public streets are retained or created. The retention and enhancement of green infrastructure will contribute to the main spine through Broadmead and help to provide a more human scale within Nelson Street, whilst helping to add legibility to this key route.

### 2 CENTRE - Corn Street - Wine Street - Newgate - Broad Weir -Frome Gateway

The strategic walking and cycling route along the line of the River Frome from the Centre via Corn Street and Broad Weir to the Frome Gateway, lacks consistency in terms of the quality of the public realm reducing the effectiveness and attractiveness of the route.

Recent public realm improvements within Corn Street have helped to achieve wider pavements improving the pedestrian environment. This has increased opportunities for the bars and restaurants which have become established within the historic banking buildings to spill out and animate the street, further establishing this part of the Old City as a focus for the evening economy. In addition this has helped to establish Corn Street as a location for weekend festivals and markets.

Further opportunities exist to enhance the route as a sequence of exemplar streets and key focal public spaces. This includes the historic High Cross junction (High Street/Wine Street) which has long been identified as having potential to restore the heart of the historic core, and to extend the role and ambience of Corn Street further along Wine Street. This will be considerably assisted by the redevelopment of the St Mary le Port site and the proposed closure of Bristol Bridge to general traffic.

The long term aim would be to redevelop The Galleries multi-storey car park, providing an opportunity to create a new and enhanced frontage to Castle Park. As the Broadmead area increasingly becomes car free, an opportunity may exist to downgrade Newgate/Broad Weir, extending Castle Park northwards.

City Centre Framework

### 3 CENTRE- Baldwin Street - Castle Park - OLD MARKET

The route from the Centre through to Old Market is an established one, characterised by the segregated cycle routes within Baldwin Street and Castle Park. Pedestrian movement across High Street at the light controlled crossing can be slow. The proposed closure of Bristol Bridge to general traffic will therefore transform this route, and create significant opportunities for public realm improvements.

The development at Castle Park View provides an opportunity to significantly improve Castle Street adding continuity and greater legibility to the corridor. The development will provide overlooking and animation along the route, while the design will ensure that Castle Street is reinforced as part of the historic castle precinct and provide an improved entrance into the park.

Further potential for enhancement exists as part of the redevelopment of the Castle Park depot site as a new green energy centre, enhancing the route as it passes through the park and improving the visual connection with the Floating Harbour.

Recent work to the Old Market roundabout, with the aim of better balancing pedestrian and cycle movements across the heavily trafficked junction, has helped to extend the corridor to the east.

### 4 BROADMEAD - The Horsefair - CABOT CIRCUS

Transport proposals that will remove bus and general traffic from the shopping area, will enable Horsefair to be redesigned as a pedestrian priority area. Future redevelopment of Callowhill Court will further expand the public realm.

**5 REDCLIFFE - St. Thomas Street - BRISTOL BRIDGE**

Closure of Bristol Bridge to general traffic will significantly reduce the amount of vehicles moving around North Redcliffe. This in turn will create opportunities to reappropriate street space to pedestrians and cyclists and allow for more street trees. St. Thomas Street will become a pedestrian priority street linking a new public transport interchange on Redcliffe Way with Victoria Street/ Bristol Bridge.

**6 TEMPLE MEADS - Victoria Street - BRISTOL BRIDGE - Castle Park - Union Street - BROADMEAD - Bus Station/Hospital**

Enhancements are possible along the length of the route from the Temple Meads public transport interchange to the BRI Hospital. Closure of Bristol Bridge to general traffic will significantly enhance this route for pedestrians and cyclists, with the road between Counterslip to High Cross being closed to general traffic, as well as Union Street.

Redevelopment of St. Mary Le Port provides an opportunity to make significant improvements to Castle Park.

Closure of Union Street to general traffic and redevelopment opportunities along both sides of the street will enable pavements to be widened and significant tree planting.

A recently approved scheme for the Old BRI Hospital will significantly improve the environment along Lower Maudlin Street.

**7 Temple Meads Station - Temple Back - Finzels Reach - Castle Park - Merchant Street/Callowhill Court - St. James Barton - Stokes Croft**

The northern entrance into Temple Meads Station is becoming increasingly popular with more than 50% of passengers now accessing the station from this direction. The most direct route from this entrance to Bristol's shopping district is via Temple Back East, and then onward to Broadmead via the recently built Finzels Reach development which links to Castle Park via a new bridge.

The Temple Back section of this route is in need of investment to upgrade paving and street furniture, provide street trees, and enhance legibility, and will be enhanced through the redevelopment of the Fire Station site.

Further improvements are required to improve movement from the new bridge across Castle Park to Merchant Street. Merchant Street itself is expected to transform as part of anticipated redevelopments of The Galleries and Callowhill Court areas. Onward connections to Stokes Croft will be enhanced through the remodelling of the St. James Barton roundabout, which will provide safe, direct and at-grade pedestrian movement.

**8 Temple Meads Station - Harbour Quayside - Cheese Lane - Tower Hill- Lower Castle Street - Penn Street - Brunswick Square**

The route from Temple Meads Station (north entrance) through to Broadmead and onto Stokes Croft via Tower Hill and Penn Street can be significantly enhanced as a key link for pedestrians and cyclists. An opportunity to co-ordinate investment from a number of the major sites within the framework area can be used to establish a route that is direct, convenient, attractive and legible.

The existing planning permissions for the site to the north of Temple Bridge (Assembly), and Castle Park View include new public spaces and traffic free links to encourage more sustainable patterns of movement. These include a waterside link below Temple Bridge and new south facing waterside space linking to Cheese Lane, and new traffic arrangements allowing for improved cycle connections on Tower Hill.

Transport proposals that will remove bus and general traffic from the shopping area, will enable Penn Street to be redesigned as a pedestrian priority area. Future redevelopment of Callowhill Court will further expand the public realm.

This route will then extend northwards to provide a better connection to Brunswick Square, and emerging opportunities in this area. The square itself will be upgraded.

# Public Transport

## Background

The council’s aspiration is to continue to deliver significant improvements in public transport, as set out in the Bristol Transport Strategy and emerging Joint Bus Strategy. This includes improving our journeys by bus, coach, and rail, improving ferry connections and access to taxi ranks through a commonly branded city public transport offer.

Bus and rail patronage in Bristol has grown significantly in recent years and at a higher rate than the rest of the country, with Bristol now in the top ten local authorities for bus use. This growth has been enabled by new bus lanes delivered through the Greater Bristol Bus Network and other projects, which have helped services become more reliable and attractive. Metrobus is largely delivering an anti-clockwise bus lane loop in the city centre. However, there are still large sections of the city centre with no bus lanes, leading to delays and unreliability due to congestion and incidents.

The city centre is the hub of all radial bus journeys, and delays in the centre have knock on impacts across the city. Therefore, a key part of our strategy is to use bus lanes and other measures to protect buses from congestion and incidents in the city centre to make services across the city more reliable and attractive and further improve the public transport offer in the city centre.

## AIM 4: Complete the city centre bus lane network

Regional Mass Transit proposals are being developed to provide high quality, fully segregated, reliable routes into and across the city. These proposals are progressing moving forward, forming a key component of the region’s long term transport plans. These schemes will take time to deliver and they are only one part of our network and plans.

While these plans develop we will continue to develop our bus network building on the success of metrobus to deliver an enhanced bus priority network that will form the first phase of the region’s mass transit network. The key element of the scheme is the closure of the city centre to through traffic. This will mean the closure of Bristol Bridge to all traffic except public transport and the closure of several other key city centre roads and routes. Access will be maintained to all properties, car parks and businesses although some access may be restricted to certain times of day and classes of vehicles. This will provide clear unobstructed passage for public transport vehicles through the city as well as greatly improving the city centre area for pedestrians and cyclists, building on the Clean Air Zone, to create a much more attractive, cleaner and healthier city centre.

To enable this radical change we will look to develop the following key public transport routes that will enable access to and through the city centre, connecting the rest of the region’s bus routes and forming the first phase of a mass transit network for the region. The routes will also benefit from vehicle upgrades, additional bus priority measures and new stops within and outside of the central area with the aim being to provide almost fully segregated routes that are fast, regular, high quality and reliable. Road space will be reallocated to public transport where necessary to achieve this.

- *Long Ashton P&R to M32 P&R (Red Route) via Redcliff Hill, Redcliff St, Bristol Bridge, Union St, Haymarket and Bond St*
- *Portway P&R to Brislington P&R and onwards towards Bath (Blue Route)-Route via Baldwin St, Bristol Bridge, Victoria St, Temple Way*
- *North Fringe to Hengrove (Brown Route)-Route via existing route, Haymarket, City Centre, Prince St, Redcliff Hill*
- *City Centre Loop (Yellow Route)- Orbital route using existing city centre anti-clockwise route with enhanced priority*

The city centre loop helps to link all of the other routes together as well as major destinations such as Temple Meads, Cabot Circus, Broadmead and the Centre. A bus strategy is currently being developed which will look at the whole bus network and may present further opportunities alongside these to improve bus services to the city centre and across the region. We will look to make interim bus priority improvements in the city centre to build towards these plans prior to delivery of the full schemes.

## AIM 5: Enable the transformation of Broadmead

This framework also includes indicative arrangements that would allow the pedestrianisation of Penn Street and The Horsefair, which will be further developed and finalised as part of the proposed Callowhill Court development. This will enable the transformation of Broadmead, improving the shopping/ leisure offer and diversifying the range of uses, while maintaining high levels of public transport accessibility delivered by the proposals detailed in aim 4. Buses would be removed from Penn St and The Horsefair along with all other traffic and rerouted to various routes that would still serve the area but with better priority and reliability and less delay.

## AIM 6: New and expanded Park and Ride Services

New Park & Ride sites around the city will enable sustainable access to the city centre, as set out in the Joint Local Transport Plan. The focus will be on a new Park and Ride on the M32, expanding and relocating the Brislington site, along with expanded use of the existing Long Ashton and Portway sites, as these routes deliver the highest volumes of vehicles into the city centre. The proposed phase 1 mass transit routes will serve the Park and Ride sites and provide rapid, reliable journeys into town complimented by extensive bus lanes and priority over general traffic. We will continue to review the opening times and charges of Park & Ride sites.

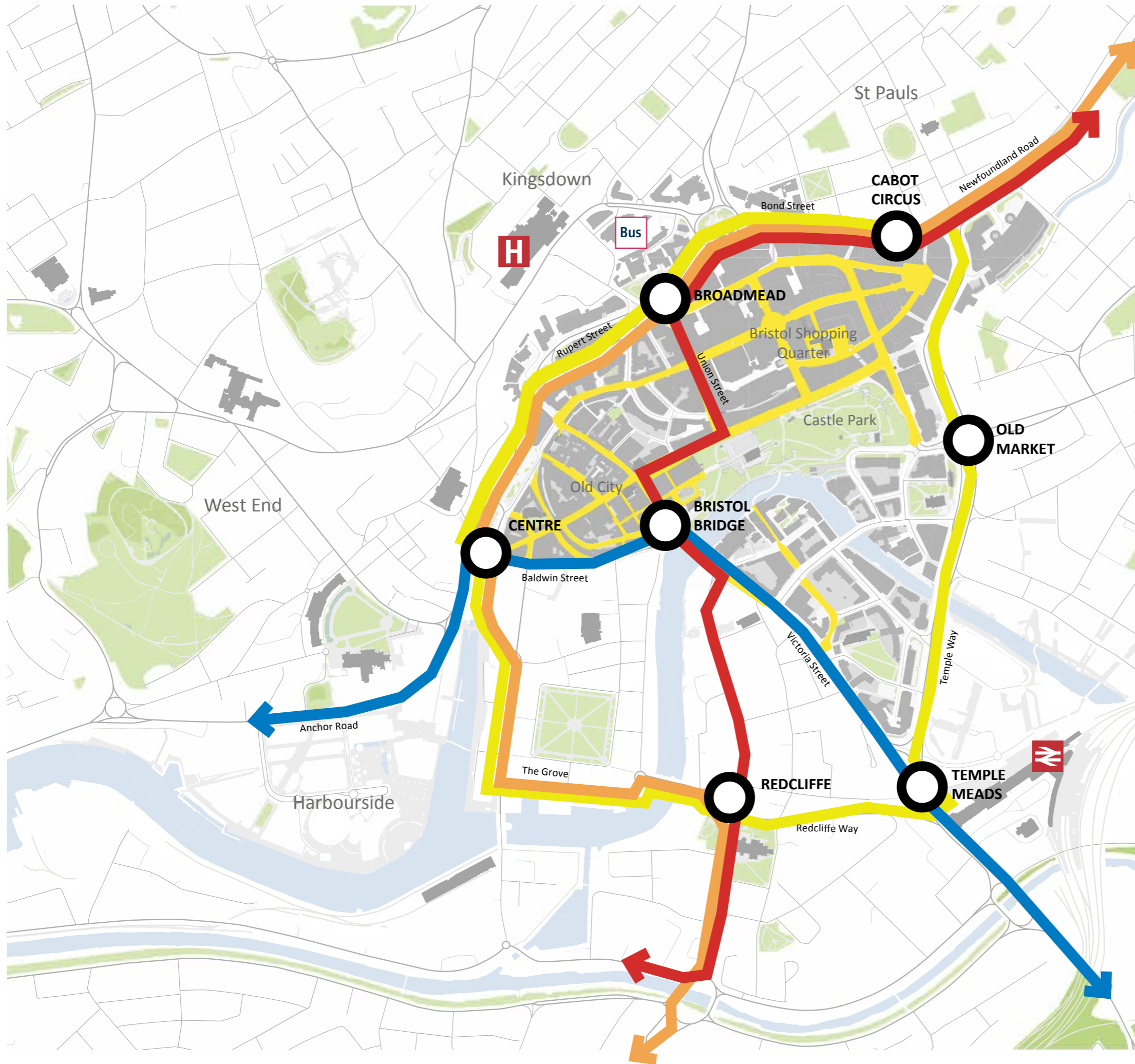
## AIM 7: Improvements to taxi ranks, ferry services, coach parking and interchange









A range of supporting public transport measures will help develop an integrated public transport offer in the city centre.

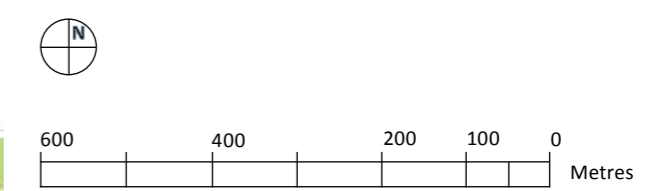
These include:

- Interchange and wayfinding improvements, focusing on connections to key public transport interchanges including links between the bus station and city centre hospitals
- Reconfigured and better organised taxi ranks for both pick-up and drop off, with more space for laying over and better waiting facilities for passengers
- Continue to explore opportunities to better accommodate and encourage coach travel
- Upgraded ferry stop at Castle Park with services to North Redcliffe and Tower Hill, and explore additional stops at Temple Island and St Annes.

**Fig 6: Public Transport**



-  Proposed Bus Loop
-  Phase 1a - M32 Park & Ride to Long Ashton Park & Ride -utilising metrobus vehicles for design life then update to high quality tram style buses
-  Phase 1b - Portway Park & Ride to Keynsham -utilising metrobus vehicles for design life then update to high quality tram style buses
-  Upgraded metrobus route
-  Metro Stops - upgraded interchange facilities serving bus/metrobus as part of the Regional Mass Transit proposals
-  Temple Meads train station
-  Bus Station
-  Hospital



## Highway Access and Parking

### Background

Planning and transport policies seek to minimise the need to travel, especially by private car, and maximise opportunities for walking, cycling and use of public transport. They seek proposals that create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

Increased living in the central area, along with our proposed transport measures will continue the shift to sustainable patterns of movement. This shift will contribute to a continuing reduction in overall motor traffic volumes in the city centre, helping to reduce congestion and improve air quality.

We recognise that for some people, the private car will remain the most attractive form of transport. There will also be a continuing need for servicing and freight traffic to access city centre destinations. This framework sets out a number of improvements that seek to more effectively manage the motor traffic that remains in the city centre. The council is currently finalising plans for delivery of a Clean Air Zone in the city that will include the city centre area. The scheme is due to be delivered by April 2021 and will include restrictions on polluting vehicles, both private and commercial. The proposals for improved public transport will also significantly improve air quality in the city centre area by limiting vehicle access and focussing on cleaner public transport alternatives. This will build on the work of the Clean Air Zone.

### AIM 8: Smarter motor traffic management

Traffic signals will continue to be used to manage vehicle flows in the city centre. The current motor traffic management system, known as SCOOT, will be improved to ensure that when congestion increases, vehicles are held outside the central area to prevent the city centre becoming gridlocked. The aim will be to create spare capacity in the city centre so that motor traffic flows more freely and more reliably and the impact of incidents and roadworks is reduced. This strategy will need to avoid creating queues on approaches to the city centre that do not have bus lanes, so that bus journeys are not affected.

Smarter motor traffic management and reduced congestion will support more efficient delivery and servicing in the city centre which accords with the Bristol Transport Strategy. New developments that require a travel plan and or a Servicing Management Plan as appropriate should include a focus on minimising these trips. We will continue to deliver and enable appropriate loading arrangements, ensuring loading bays are suitably located and have appropriate access times that help to minimise congestion impacts in accordance with Local Plan policies and the Parking Strategy. Consolidation of freight, including micro consolidation using electric vans and bikes, will be encouraged for use by both businesses and residents.

### AIM 9: Parking strategy

There are a large number of car parking spaces in the city centre, which increase demand for car travel. There are around 9,000 spaces in off-street car parks, 1,700 on-street public parking spaces and around 9,000 private workplace parking spaces within the central core.

A new Parking Strategy is anticipated to be adopted late 2021. The parking strategy will seek to balance the need to provide parking with the aims of encouraging a shift to healthier and more sustainable forms of transport. Disabled parking requirements will need to be considered in any changes to parking provision, and the role of motorcycles as a sustainable way to travel recognised.

In future, driverless vehicles have the potential to change the way we think about parking and make parking restrictions less effective. The challenges and opportunities this presents will also need to be considered.

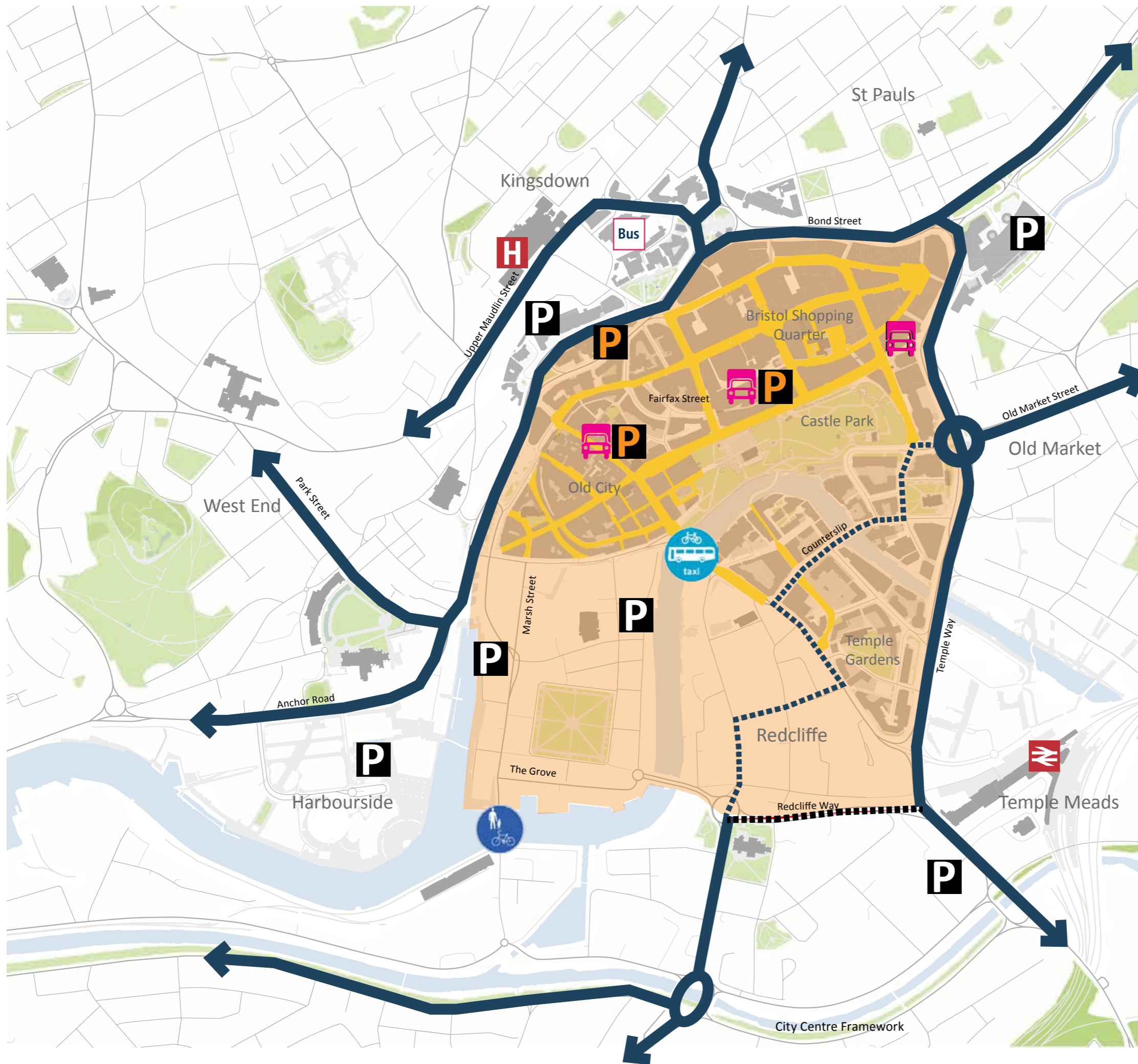
### AIM 10: Simplifying the highway network













Development will aim to reduce severance caused by traffic, better connect the area and improve safety through public realm improvements.

The recent metrobus works in the city centre have replaced the complex figure of eight gyratory, with a simpler T-Junction enabled by the Baldwin Street Link. The works have improved traffic flows and the resilience of the transport network, which is now less susceptible to delays and gridlock. While some turning movements are no longer possible, the overall impact is smoother, more reliable traffic flows and improved public realm. The Temple Gate scheme uses the same approach, removing the old complex roundabout with a simpler design.

This approach will be explored further in other areas of the city centre to help smooth traffic flows and achieve wider benefits for all users. Key areas for consideration will be St James Barton Roundabout and Bedminster Bridges. At St James Barton roundabout simplifying the highway network would create the opportunity to reduce severance and enable more efficient use of land and enhanced public space.

**Fig 7: Vehicle Access**



-  Main vehicular routes
-  Secondary vehicular through routes (exact route still to be defined)
-  Access only area, routes to be defined, no through routes
-  Pedestrian priority areas
-  Temple Meads station
-  Bus Station
-  Hospital
-  Aspirational freight consolidation centres (exact locations to be identified)
-  Multi-storey Car Park
-  Reduced capacity/redeveloped Multi-Storey Car Park
-  Bus/ Taxi only
-  Bridge closed to general traffic



## Open Space & Green Infrastructure

### Background

The framework recognises the importance and value of the city's green infrastructure network within the city centre. Local Plan Policy BCS9 Green Infrastructure establishes that open spaces which are important for recreation, leisure and community use, townscape and landscape quality and visual quality will be protected. The integrity and connectivity of the strategic network will be maintained, protected and enhanced. Opportunities to extend the coverage and connectivity of the existing strategic green infrastructure network should be taken.

In the heart of the city centre the delivery of new green infrastructure can help to address the causes of climate change and strengthen our resilience to it. To respond to the ecological emergency new developments can bring net gains for biodiversity.

### Aim 11: Enhancing Open Space

The priority is to better link and upgrade existing parks and green spaces, with facilities to enable people to improve their health through recreation, play and sport. There are also opportunities to create street parklets or pocket parks.

There are a number of key green space sites within the framework area including Castle Park, Temple Gardens and St James Park. These are important as a visual amenity within the urban setting, and as physical green spaces for people's enjoyment, recreation and relaxation.

As the city centre evolves and more people come to live there, green spaces such as these become more important as the Covid-19 pandemic has shown. New developments should seek to incorporate green space which is open for public use and therefore enhance the attractiveness of the city centre for residents, workers and visitors alike.

The development of a number of sites bordering Castle Park presents opportunities to enhance the park and regenerate its surroundings. Development is underway at Castle Park View on the eastern edge of the park and there are other opportunities through the St Mary le Port on its western edge and The Galleries. There is a major opportunity to re-use space currently utilised for highways to be reinvented for public realm and green space.

These opportunities will be progressed during more detailed development and delivery planning.

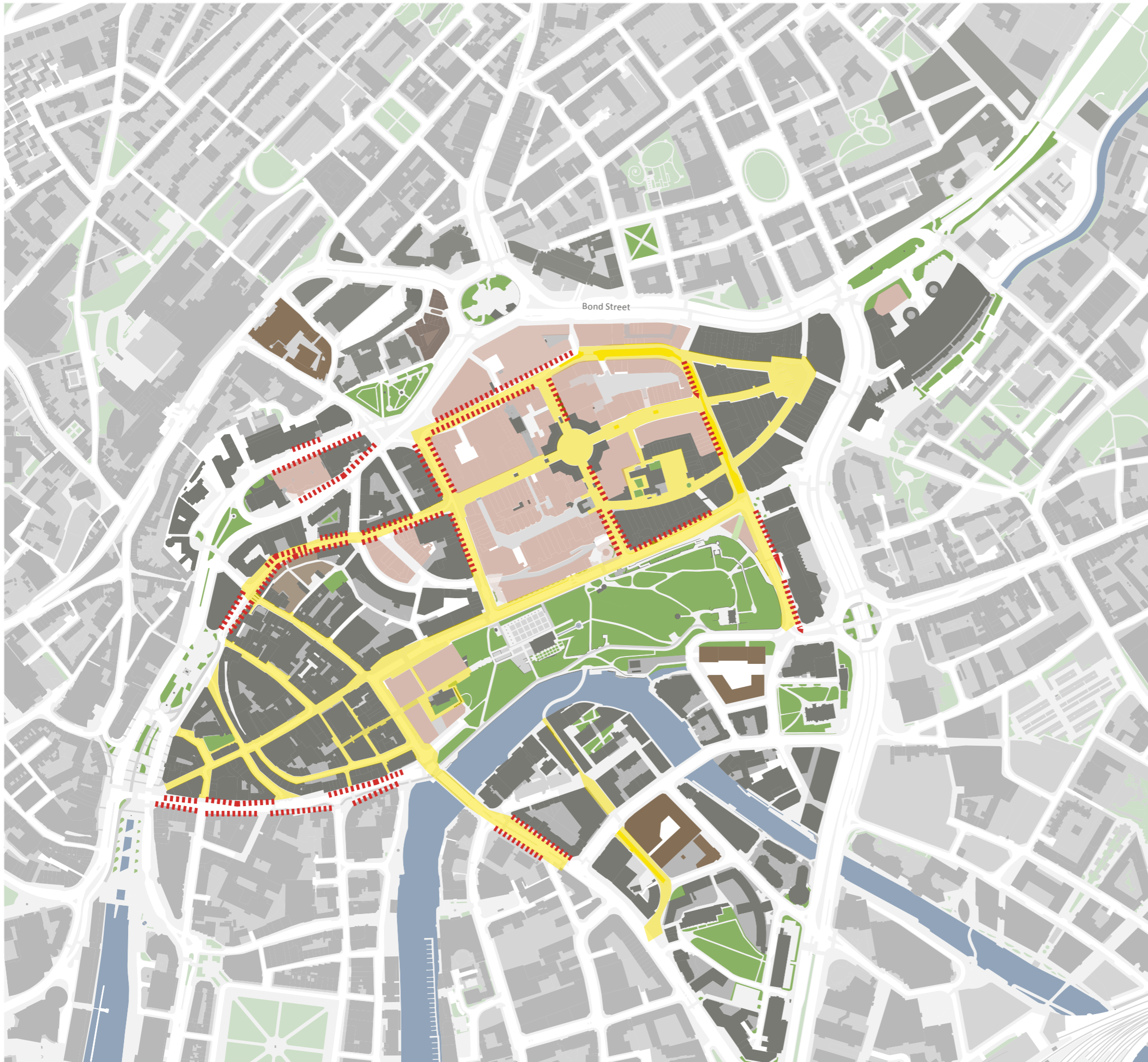
### Aim 12: Co-ordinated Street Tree Planting

Good street planting plays a key role in making the city an attractive place to live and work, whilst also helping to mitigate and adapt to climate change. Opportunities for tree planting on key public realm corridors will be taken.

### Aim 13: Green Infrastructure and biodiversity within new development

There are a wide range of opportunities to integrate green infrastructure within developments; for example green walls and roofs, sustainable drainage, private gardens and courtyards, and public realm. This is established through policy BCS9 where development should incorporate new and/or enhanced green infrastructure of an appropriate type, standard and size, and expanded upon in the Urban Living SPD.

New residential developments should incorporate private open space such as balconies, roof gardens and communal green spaces. This is particularly important in the city centre.

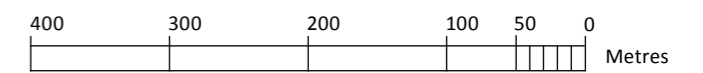


**Fig 8: Green Infrastructure**

Priority for green infrastructure enhancement linked to development schemes

- Enhancements to existing open space
- Indicated areas for new street trees
- Pedestrian Priority Areas

- Existing and retained buildings
- Existing service yards and private space
- Potential development blocks (buildings and private space)
- Buildings under construction/ with planning permission



## Landuse Framework

### Background

The city centre includes the major shopping area and a significant focus for business uses, but is also adjacent to the inner city communities of St Pauls, St Judes and Old Market. As such, it provides a fertile area for mixing of land uses, building types and character. The framework promotes the increasing contribution of residential uses alongside improved workspace, retail and leisure.

Emerging development proposals provide opportunities to enhance the existing structure of urban blocks and routes, providing opportunities for areas of new and enhanced public open space.

### Aim 14: Creating a balance and mix of uses

The Local Plan Review (2019) states ‘More efficient use of land and a greater mix of uses will be encouraged within and around Broadmead and St James’ Barton. The area will continue to be a focus for retail, leisure, workspace, cultural and entertainment uses. However, the changing nature of retail provision requires a flexible and innovative approach to land use. A retail and leisure study will inform the future approach.

New homes, workspace, hotels and, in Bristol Shopping Quarter, some student accommodation will be encouraged as part of mixed-use development. The council requires the provision of affordable housing as part of residential developments, in accordance with the Local Plan.

A growing residential community will require access to a range of community facilities including nurseries, schools, healthcare and community centres. Where these facilities are not currently adequately provided within a reasonable walking distance, these uses will need to be provided either within the city centre or by improving links to enhanced facilities nearby.

Providing new homes, particularly in the city centre, must not put at risk the survival of uses such as music venues, clubs and existing industries which are vital to the city’s cultural diversity, the night-time economy and its economic success. The council and the Bristol@Night Panel will promote these uses and seek to protect them through the ‘agent of change’ policy.

### Aim 15: Increasing vitality and active frontages

The continued success of the city centre as a major destination for visitors will depend on the richness and diversity of its offer. Active uses will be focused at street level. There are opportunities on upper floors for mixed uses to make efficient use of land and diversify the range of uses.

In Bristol Shopping Quarter, the focus for development will be on the area’s retail and leisure role. That role will be particularly expressed on lower floors, with double height lower storeys encouraged to offer flexible and adaptable units.

Other active uses with street frontages will be encouraged in Bristol Shopping Quarter where they support the shopping and leisure role by generating activity and complementing the retail provision. These may include residential super-lobbies, active workspaces, health services, entertainment uses and public spaces associated with community/leisure where there is a high degree of transparency between the inside and out, and a corresponding high degree of activity.

‘Meanwhile uses’ are supported in line with Local Plan policy BCAP12. A meanwhile use is defined as the temporary use of vacant buildings, spaces, streets and places until such time that they can be developed.

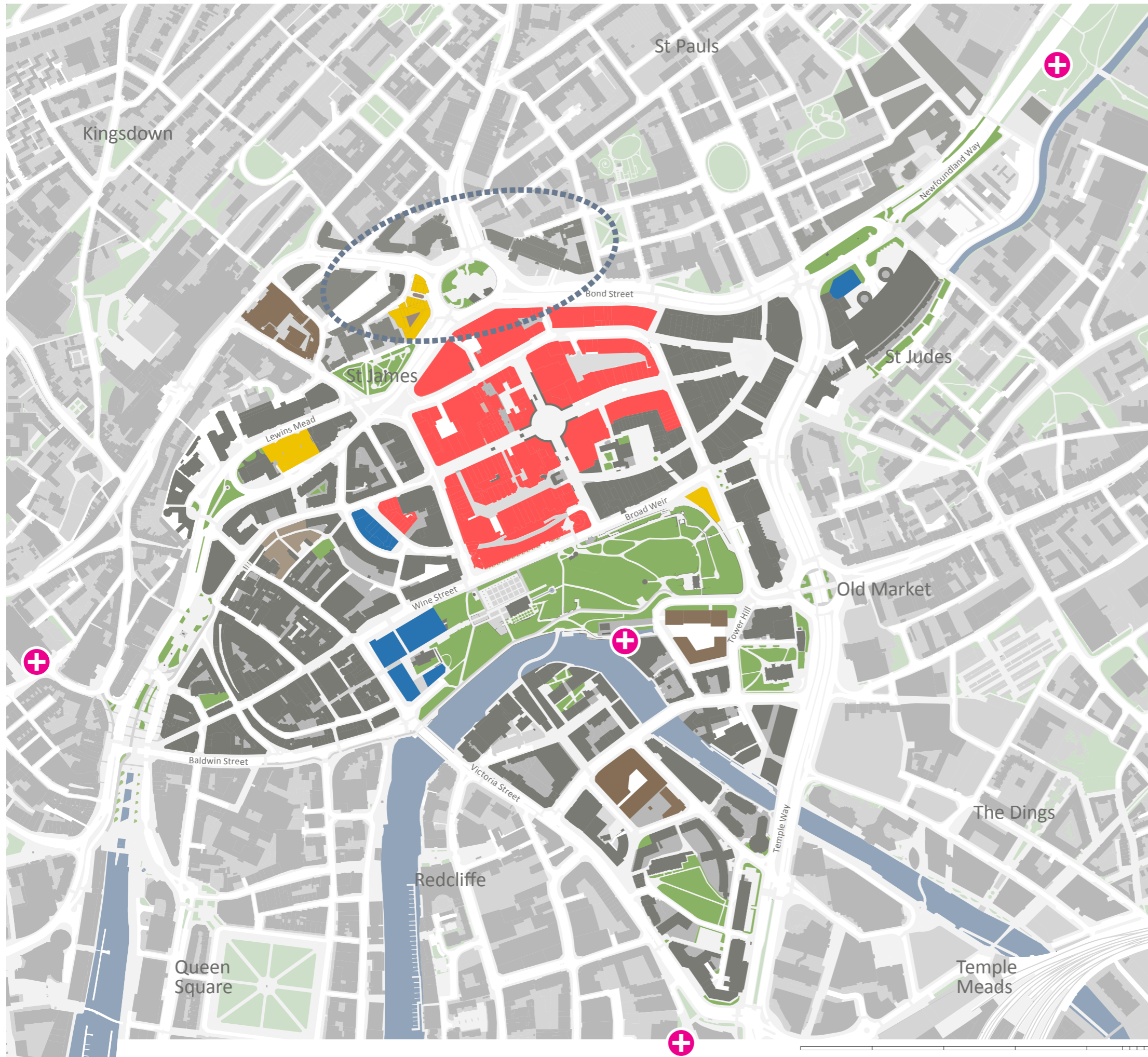
### Aim 16: Establishing appropriate development layout

Development block layout should be based on an understanding of local character including landscape structure, the local pattern and grain of development, retained historic assets and important views.

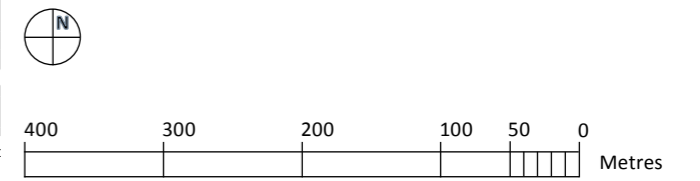
The layout should respond to and enhance the interconnected network of streets and public spaces which forms the basis of a logical and legible hierarchy of routes and intersections. The design of these routes will vary depending on the movement, activities and uses supported.

Layout proposals should protect and enhance the existing urban grain of the city centre and support the development of open space and green infrastructure.

**Fig 9: Landuse Framework**



- Mixed-use development (employment-emphasis)
- Mixed-use development (housing-emphasis)
- Mixed-use development (retail/ leisure-emphasis)
- Mixed-use development (leisure-emphasis)
  
- St James Barton area- explore highway simplification, public space and development opportunities
  
- Potential development blocks (buildings and private space)
- Buildings under construction/ with planning permission
- Existing and retained buildings
- Existing service yards and private space
  
- Potential sites for energy centre



## Form and Scale

### Background

The area covered by this framework includes locations and buildings where land is less well used and which would benefit from new approaches to the form and scale of development. More efficient use of land, particularly within the Broadmead and St James' Barton areas is encouraged by our planning policies. These locations contain opportunities for changing the form and scale of development to make better use of land, repair the urban fabric and introduce new high quality and distinctive buildings, informed by an understanding of context.

Alongside its changing skyline and contemporary developments, the city centre's unique townscape and topography contributes to its distinctiveness as a place to live, work, study and enjoy leisure time. This framework area contains a significant number of historic buildings and conservation area designations, most notably the rich historic context of Old City and Castle Park, North Redcliffe and the immediate setting of St James Priory. This framework aims to enable a sensitive response to these heritage assets in a way which delivers new development supported by a generous public realm, which enhances the sense of place of the city centre and its attractiveness as a destination.

### Aim 17: Building retention and reuse

The framework aims to provide an appropriate balance between protection of heritage assets and opportunities for reuse and adaption, consistent with national policy and legislation.

There are a number of key sites identified which promote the reuse of existing buildings where they contribute positively to the existing townscape. The most significant of which is perhaps St Nicholas Markets. The market areas have increased in popularity and activity, however some parts of the building group are currently vacant. Investment and creative ideas are required to bring these buildings back into use.

The existing Primark and Debenhams buildings are distinctive elements of the street scene on Horsefair/ Bond Street and some of the more distinguished and recognisable structures to survive from the post war redevelopment scheme. If these buildings are considered for re-use or redevelopment, proposals should carefully consider how they contribute to the character of the area, including consideration of retention and re-use, extension or sensitive redevelopment which retains existing character features.

The medieval churches that contribute so much to the familiar skyline of the city centre pose a number of challenges. There is an increasing need to find a positive role for the remains of St Peters and St Mary-le-Port and support the ongoing community initiatives at St Johns, St Stephens and 'Pip n Jay'.

### Aim 18: Promoting appropriate building height

The framework proposes a height range of 4-6 storeys for buildings that enclose streets, creating human scale 'base buildings', with opportunities to increase heights within larger blocks. Greater building height could be considered where it would not be harmful to local character and distinctiveness and in particular the setting of valued historic buildings.

The majority of under-developed sites within the city centre can accommodate new buildings of the established city scale; however, there are a number of sites alongside major road corridors or on the edges of Castle Park where an increase in building heights can be considered.

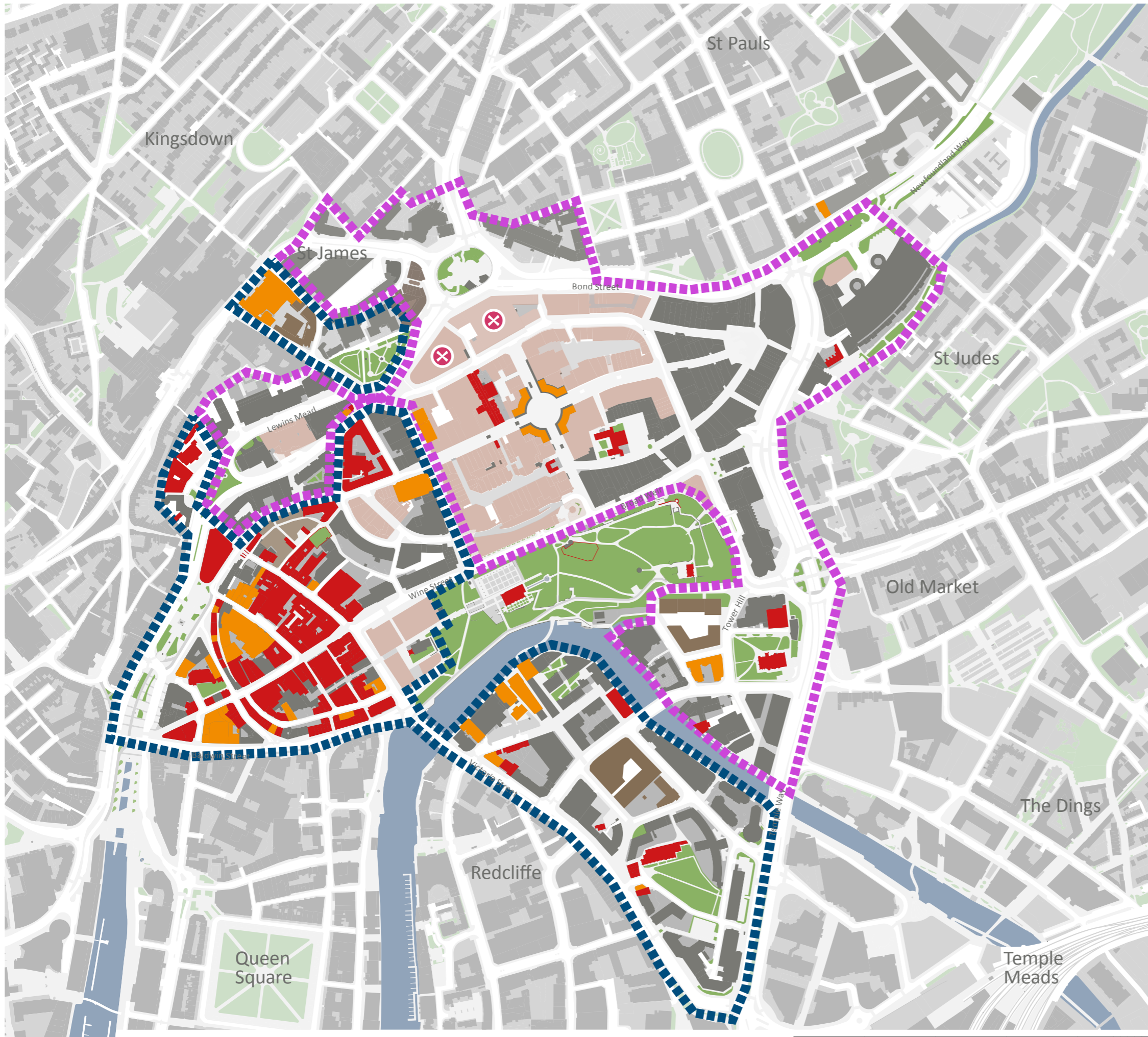
### Aim 19: Design approach: Reinvent

In less sensitive areas, or where larger potential development blocks exist, there may be opportunities to adopt the BCAP 'Reinvented City' Urban design approach. This involves the creation of new and often large scale development on sites and in areas with capacity for significant new development that responds to Bristol's unique context in a more overtly contemporary and often bold manner. In larger blocks this may provide opportunities for taller elements set back from the street defining 4-6 storey base building. This allows for a less restrained approach, although strategic context considerations such as views, topography, landscape features and surrounding built forms will remain important influences in shaping proposals for new development.

### Aim 20: Design Approach: Restore

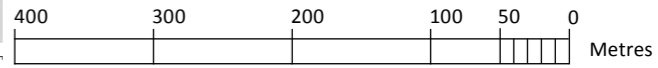
In historically rich areas, with strong character the design approach should follow the BCAP 'Restored City' urban design approach. This requires the thoughtful and creative reinstatement of historic street patterns, building lines and public spaces and the enhancement of important views in areas where significant historic building fabric and street pattern remains. This generally requires development to respond to prevailing building height and form. This approach does not advocate pastiche, rather the contemporary design of new spaces and buildings that respond positively to the historic local context.

For example, a restore approach at St Mary le Port will involve development of the existing site, re-instating former street patterns and the construction of new buildings which may exceed the height of those currently on the site (see Bristol Central Local Plan Policy BCAP37 KS04).



**Fig 10: Development parameters**

- Existing retained building (redevelopment not anticipated)
- Potential development blocks (buildings and private space)
- Buildings under construction/ with planning permission
- Listed buildings and structures
- Locally listed buildings and currently nominated buildings considered worthy of retention within any future redevelopment schemes
- X Locally Distinctive Buildings
- Overall Design approach: Reinvent  
(For definition see Aim 19)
- Overall Design approach: Restore  
(For definition see Aim 20)



## Sustainable Design and Construction

### Background

New development will be required to meet the council's adopted planning policies relating to mitigating and adapting to climate change, the use of renewable and low-carbon energy, the use of sustainable design and construction measures, and a response to the risk of flooding.

Parts of the city centre and its strategic infrastructure are at risk of flooding, a risk which will increase as a result of climate change. This will need to be managed to ensure that the city centre can continue to flourish and grow. As the climate warms, the severity of heat waves will increase and we need to design the city centre to create a cooler and more liveable environment.

Bristol's Local Flood Risk Management Strategy, together with Policy BCS16, and The West of England Sustainable Drainage Developers Guide advocate and encourage the use of sustainable drainage and water sensitive urban design to increase the city's resilience to flooding. This framework advocates this approach for all new development within the city centre. Flood Risk Assessments will be required at certain development sites to manage flood risk appropriately, in line with national and local planning policy and guidance.

A collaborative approach to implementing sustainable drainage features is encouraged to realise biodiversity, water quality and cooling benefits. This includes sustainable drainage features that contribute to a joined up network of green spaces and support resilient wildlife habitats.

### Aim 21: Ensuring sustainable developments

The council is progressing towards enabling the city to be run entirely on clean energy and a route to zero carbon development has been set out in the local plan review.

New buildings should be designed to achieve high energy efficiency as well as conform to adopted local plan policy requirements related to the incorporation of renewable energy generation. New development in the city centre will be encouraged to exceed current policy requirements and to secure zero carbon development.

Low-carbon heat networks are being developed in parts of the city centre. New development in the city centre should be designed to connect to these heat networks where available or where they will be available in the near future.

To minimise the urban heat island effect and the risk of overheating, green and blue infrastructure provision should be considered as part of new developments. Green roofs will be strongly supported to maintain areas of open mosaic habitat to reduce impacts on existing biodiversity and to contribute towards net gains. Green roofs will be expected on sites where minimal other green infrastructure is proposed. New developments will ensure they make space for water and encourage sustainable drainage options.

The council's Climate Change and Sustainability practice note contains more information on achieving the requirements of the local plan's sustainable design and construction policies.

City Centre Framework

### Aim 22: Promoting sustainable energy and heat networks

The council is committed, through the Climate Change Action Plan to be carbon neutral by 2030. Development within the city centre must provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the buildings by at least 20% in line with the council's planning policy BCS14.

The council are installing the first phases of a Bristol Heat Network to enable high density areas of the city, like the city centre, to be supplied with zero carbon heat. Developers will be encouraged and expected to connect to the heat network where ever possible to support this aim. Where developments are not able to be supplied with heat from the network in the short term, they need to be 'heat network ready.' The council will work with developers to ensure developments can integrate with the city's heat network – further guidance is available at [www.energyservicebristol.co.uk/business/heat-networks](http://www.energyservicebristol.co.uk/business/heat-networks)

### Aim 23: Delivering ultrafast broadband

Access to ultrafast broadband (300 mbps and above) is vital to existing and future businesses and residents across the city. Digital connectivity and ultrafast speeds are key to connectivity and broader city aims related to increasing social mobility and decreasing social isolation.

Broadband infrastructure within the city centre needs to be improved to offer ultrafast speeds and more fibre-to-the-premises (FTTP) connections giving more reliable, symmetrical connections (equal up and down speeds) and future proofing. Future internet connection should be gigabit capable, give a consistent performance and the ultrafast speeds the city needs to move forward with innovation and prosperity.

Through new development and public realm infrastructure improvements the council wants to encourage a range of fibre networks to expand and improve choice as an enabler to competition; the city centre can make a significant contribution towards this objective. Full fibre is in line with OFCOM's aims and Gigabit cable is the UK Government's policy objective around connectivity by 2025. However, Bristol is clear with new build, significant renovation and wider large development full fibre is the only acceptable solution.

## Realising the City Centre framework

# 4



# Realising the City Centre framework

## Delivery

This framework is a material consideration for use in determining planning applications within the city centre, and will inform movement and public space improvements.

The development projects will be subject to statutory planning processes. Further design, engagement and consultation will be needed to bring forward the movement and public realm improvement proposals within the framework document.

The anticipated programme for movement and some public realm projects is presented on page 31. Some of the projects have been accelerated due to COVID-19. Public funding will be required to deliver many of the movement and public space improvement proposals in the framework, and new developments may also be expected to contribute as part of the planning process.

To date our funding for similar projects has come from a range of sources including Community Infrastructure Levy and s106 contributions, private investment, major scheme bids to the Department for Transport (DfT) and other national bidding Opportunities, the Local Enterprise Partnership (including Revolving Infrastructure Fund and Local Growth Fund), Devolution gain share.

The West of England Combined Authority (WECA) has a devolved budget of £30m per year for the next 30 years to include funding towards transport. This funding will be focused on large strategic transport projects that contribute to our vision and connect housing with employment sites and services.

The impacts of the movement projects will be closely monitored and kept under review, with alterations made if necessary. The city centre is continually changing and being regenerated and this will continue in to the future.

The council will commission a City Centre Development & Delivery Plan to provide an integrated approach to place-shaping, planning, transport, legibility and public spaces. The plan will build on the principles established in this framework. The council will procure a multi-disciplinary team to work across the council, with partners and the community to produce the plan.

There are a number of development projects with planning permission or where construction is planned or underway, examples include:

- Dove Lane – residential units, workspace and shops
- Castle Park View (old Ambulance Station) – residential units
- St Johns Court- hotel
- Finzels Reach (old Fire Station) – residential units and workspace
- Assembly – workspace

Examples of other city centre initiatives include:

- City Centre Revitalisation Group
- Bristol@Night Panel
- Destination Bristol's promotion of the visitor economy
- Broadmead Business Improvement District
- City Centre Business Improvement District
- Purple Flag recognising the good management of the night time economy
- Growing range of street markets and cultural events

**Further information on the above can be obtained by emailing [citycentre@bristol.gov.uk](mailto:citycentre@bristol.gov.uk)**

# Realising the City Centre framework

2020 to 2025  
2025 to 2030  
2030 to 2035

## Vehicular networks

- Gradual reduction in through routes for general traffic from 2020 with upgrades to the public realm following on
- Start with closure of Bristol Bridge to general traffic in 2020
- Old Market to Redcliff route retained
- Access routes retained to all locations, some restrictions on time of entry

- Removal of road space around Castle Park
- Reallocation of road space from general traffic and parking to walking and cycling routes and public transport

- Further reductions in traffic movements around St James Barton Area
- Consider removal of Old Market to Redcliff through route

## Parking

- P&R sites opened and enlarged - M32, Portway, Brislington, Long Ashton
- Some reduction in MSCP capacity - Nelson St etc
- Review on street parking and removal of some surface parking

- Further reductions in MSCP capacity - Rupert St etc
- Reductions in on street parking provision and reallocation of road space

- Continued reduction in MSCP capacity - Galleries etc
- Further reductions in on street provision

## Public Transport networks

- Bus Deal signed and local improvements delivered around the city centre through reduction of through routes for general traffic and introduction of bus lanes and gates
- Delivery of Phase 1 Mass Transit schemes (fig 6) - high quality, high frequency, segregated routes building on and improving metrobus routes

- City Centre Mass Transit network in place
- First line of Phase 2 Mass Transit delivered by 2030 - fully segregated high capacity system
- WECA Bus Strategy implemented to co-ordinate with Phase 1 Mass Transit lines

- Remaining Phase 2 Mass Transit lines delivered by 2035 to complete comprehensive public transport network

## Walking/ Cycling networks

- Reduction of traffic volumes and removal of through routes improves walking and cycling routes
- Pedestrianisation of Old City Area

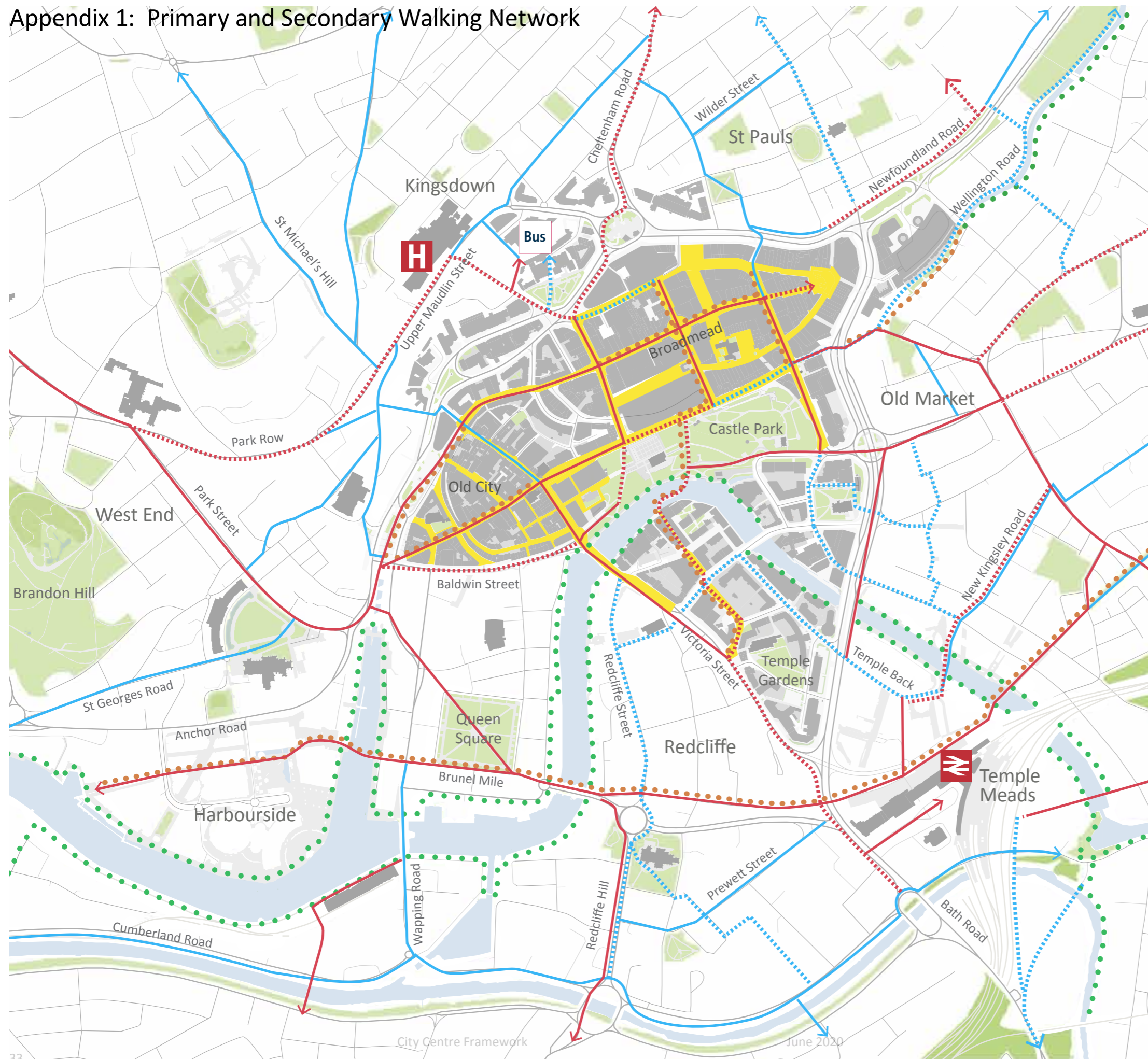
- Pedestrianisation of roads where traffic is greatly reduced and access only
- Strategic Cycle Network across city centre completed

- Further pedestrianisation following reduction of traffic volumes
- Mass Transit stops provide focus point for integration with walking and cycling networks

# Appendices



# Appendix 1: Primary and Secondary Walking Network



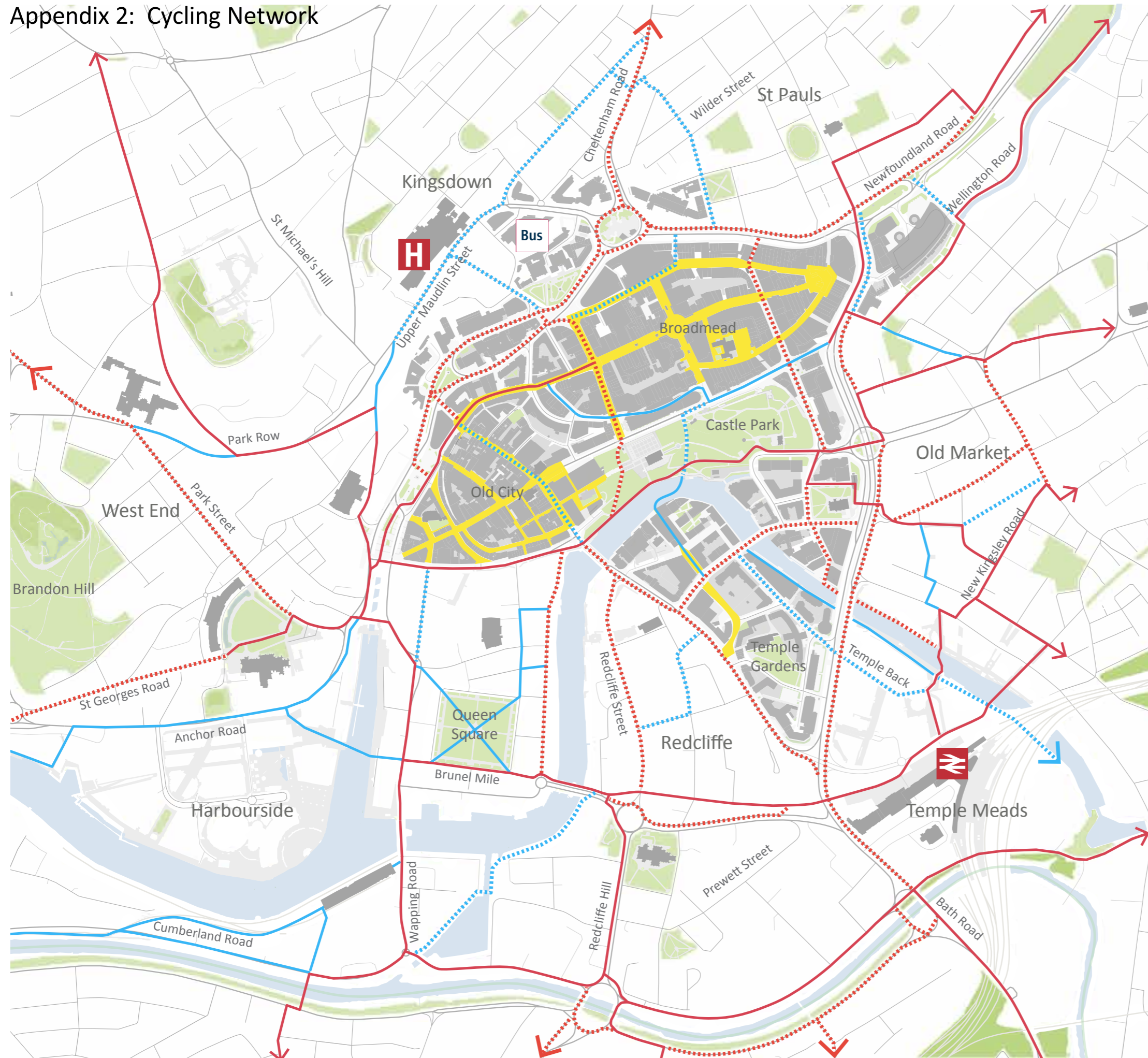
**Fig 11: Walking Routes**

- Existing Primary Routes
- - - New Primary Routes
- Routes which connect main city destinations as defined by BCAP30\*
- Existing Secondary Routes
- - - New Secondary Routes
- Supporting network of routes as defined by BCAP30\*
- ● ● Existing and proposed Quayside Walkways
- Traffic-free pedestrian/cyclist route as defined by BCAP32
- ● ● Existing and proposed traffic free routes
- Pedestrian Priority Areas
- Temple Meads station
- Bus Station
- Hospital

\* Additional routes identified through engagement with the public and key stakeholders which will be subject to further consultation.



# Appendix 2: Cycling Network



**Fig 12: Cycling Routes**

- Existing primary routes
- - - New primary routes
- Existing secondary routes
- - - New secondary routes
- Pedestrian Priority Areas
- Enhanced walking and cycling along New Cut
- M Temple Meads station
- Bus Bus Station
- H Hospital

