

Thank you for the opportunity for Bristol Walking Alliance to comment on the developing Public Realm Strategy for the Broad Plain area. This note summarises our thoughts so far, based on the display boards shown at the drop-in consultation on 10th September 2019.

We welcome the Council setting out a strategy for movement through and design of the Broad Plain area. It comes none too soon, with several developments in the area already under way, and it will be important to make best use of developer contributions from the remaining sites to support improvements. We like all of the ideas shown on Boards 9, 10 and 11.

In particular, we would highlight:

- Measures to reduce the impact of traffic, including
 - Reducing road widths and tightening junctions (9.1)
 - Making Unity Street / Broad Plain one-way (9.4)
- Ideas for creating a better neighbourhood, including
 - Widen footways (10.3)
 - Create paved public realm at Broad Plain (10.4)
 - Continuous pavements (10.6)
- Improving walking and cycling routes
 - Specifically the proposed walking route enhancements

Detailed comments

1. The North/South route from Temple Meads to Old Market was identified as a key Pedestrian Route in the 2015 Central Area Plan. It should be shown as an enhanced key pedestrian route on Board 11 and be of appropriate minimum width (3m), and be as free as possible of conflict with other modes (motor vehicles, cycles). It could benefit from more ground-level activity along its route.
2. Gardiner Haskins car park dominates the area. The need for a new pedestrian route on a desire line from Jacob Street towards Hannah More School was shown in the Old Market Quarter Neighbourhood Development Plan, March 2016. The existing de facto route from Straight Street to the school is also shown as a protected pedestrian route (Board 11). However, the strategy could do more than protect pedestrian routes in the area. It could propose features for if/when this site is developed, such as:
 - where a public space could go
 - how the protected pedestrian routes could be enhanced
3. Board 4 shows some planned and potential pedestrian routes and crossing improvements that are not shown on Board 11. It would help to have a consolidated map for all walking improvements.
4. There is a potential North/South pedestrian route from Redcross Lane across Old Market to Jacob Street and through to Unity Street. It would require a new crossing of Old Market (formal or informal). It would require Redcross Lane to be kept open, which it isn't currently.

5. Enhancing the treatment of key pedestrian crossing points (see Board 4) could be given more emphasis:
 - Avon Street by the key North/South pedestrian route
 - Midland Road heading towards the Railway Path
 - from the top of David Street to Old Market roundabout
 - routes to the school, including New Kingsley Road and Barton Road
6. This is scoped as a Public Realm Strategy, but in reality it includes a movement framework for the area. It would therefore help to include:
 - usage of pedestrian routes to the school (based on home locations of pupils)
 - potential as well as existing local bus routes, with additional bus stops
 - expected traffic flows on the main through roads - Unity Street, Midland Road and Avon Street, taking into account the future development of St Phillips
7. There is potential for pedestrian routes through the old Gardiner Haskins site - N/S and E/W from the bend in the road of New Thomas Street/Russ Street, and we would encourage pre-planning application negotiation on this with the new site owners.
8. How road space is allocated between pedestrians, cyclists and motor vehicles is critical to the overall strategy. There is the potential in this area to try to segregate these modes by separating key routes for each mode as far as possible.
9. Where key pedestrian routes are difficult to follow because of lack of long views (e.g. Glass Wharf / Avon Street / Providence Place / Old Bread Street / Sless Lane) surface artwork/colour/texture could be used to complement signage.
10. The opportunity should be taken to introduce street trees wherever possible as a contribution towards the climate emergency.
11. We hope more detailed consideration will also be given in due course to signage, benches and lighting.

Bristol Walking Alliance

3 October 2019

enquiries@bristolwalkingalliance.org.uk