

Bristol Walking Alliance (BWA) welcomes the recent changes to the overall access design for the Temple Campus. We would like to be able to comment further on the detailed design of the public realm, with the following points in mind.

Main concern

Our main concern is how the area will cope with the high volumes of pedestrian traffic, not only to and from the campus itself, but also from future developments at St Philips Marsh. This includes people arriving to/from the new east entrance to the station.

The planned but as yet unfunded pedestrian bridge from the east side of the site across the Floating Harbour would help to spread the pedestrian flows between the station east entrance and areas to the east.

Recent changes

The new (January 2020) proposals for the southern boundary of the site are an improvement. They give clear and relatively direct routes for both pedestrians and cyclists passing the campus as well as those terminating or originating there.

In the detailed design, we would expect to see design elements implemented as follows (largely as illustrated in the latest sketches):

- Clear demarcation between pedestrian routes and cycle routes: the use of different coloured surfaces, a central delineator strip or kerb, cycle symbols on the cycle route at every junction or crossing point.
- For the benefit of the blind and partially sighted, there should be a kerb (minimum 60mm depth) between footways and cycle/motor routes.
- Zebra markings at each place where a pedestrian route crosses a cycle or motor route to indicate to others that pedestrians have priority.

We support the provision of a cycle store and large numbers of cycle stands to avoid bikes littering the public realm. It is not clear what route cyclists will use to get to the cycle store, because the most direct routes appear to conflict with pedestrian and/or bus movements.

We would hope that a more detailed design will include wayfinding signage and provision of benches or other sitting areas along pedestrian routes to create an inclusive and accessible pedestrian environment.

Detailed concerns

The area just inside the main entrance to the site is designated for drop-off for site users as well as bus turning and service access. How will contention be managed at peak drop-off times, such as beginning and end of terms? Will there be measures to stop it being used as a drop-off and pick-up area for rail users? Will stationary vehicles be prohibited from idling and emitting fumes?

The pedestrian route from the bus stop to the centre of the campus is problematic. There is likely to be contention with cyclists using the cycle racks and store. Can this area be widened, for example by rounding the edge of the turning circle where it is currently shown as a right angle? Pedestrians may choose to take a more direct desire line through the trees to and from the bus stop, which may be a problem unless designed in to the scheme.

A cycle route is shown (in section 9.3.2 of the January 2020 Design and Access Statement) using the proposed raised 4m wide crossing to the west of the bus stop. Not only does this use by cyclists introduce contention with pedestrians on the crossing, but the footway on the southern side of the road is inadequate for shared use with cyclists. We suggest cyclists wishing to get to Brock's Bridge from the west or from the campus should join the carriageway before this crossing.

The path on the east of the campus linking to the soon-to-be-built pontoon from Temple Meads via Totterdown Basin is shown as a route for both pedestrians and cyclists. As BWA commented when the pontoon was proposed, we believe this route could quickly become heavily used. This is especially the case as there will be no public access through the station except for ticket holders. We do not believe there is sufficient width on the pontoon to delineate the space, but would like delineation to be considered on the access path. At the least we request that there is prominent signage asking cyclists to give way to pedestrians.

We would be keen to be consulted on the finer details of the public realm in due course.

Bristol Walking Alliance
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