

Comments on emerging proposals for access to Temple Meads Station

Further to the meeting on 20th January with Oliver Coltman and Nicola Beech, the following comments are submitted on behalf of Bristol Walking Alliance and Bristol Civic Society. These comments complement the comments already submitted by Bristol Cycling Campaign.

We support:

- pedestrians being placed at the top of the transport hierarchy
- the larger public realm area outside the entrance at the top of the ramp (currently the domination of the public realm close to the entrance by taxis, and the associated pollution from idling vehicles, is unacceptable even if they are Euro 6)
- the large public realm area between the Brunel Mile crossing of Temple Gate and the northern entrance
- for disabled travellers and other drivers, the new level station access from the planned new permanent car park on the Kwik-Fit site on Bath Road south of the river
- the decision not to allow a through-route for bus and private motor traffic from Temple Back East to the Friary.

The configuration of connection points to taxis, buses and private cars is sub-optimal, but probably the best that can be achieved given the physical constraints.

Re a possible pedestrian through-subway-route under the station:

We learned that the current Temple Meads proposals do not include making use of the tunnels under Temple Meads as a through pedestrian route. We understand that the project team is more concerned with accommodating the volume of train passengers under the station than pedestrians passing through. The existing tunnel under the platforms is barely sufficient now at peak times, and will become even more inadequate when the eastern entrance is opened. The team has considered a second tunnel for train passengers and an above-platform route, but these are apparently difficult and expensive, so are not currently in the plans.

We think it may well be that a through-subway-route under the station is not necessary, but we do not have sight of the projected pedestrian and cyclist volumes to compare with the provision proposed. Our understanding is:

- There will be an increase in volumes approaching from the east and south from developments at Temple Campus, Temple Island, from Totterdown via Temple Island from Bath Road, and increasingly from St Philips.
- E/W routes: The pontoon walkway from Totterdown Basin under the railway to Valentine's Bridge will cater for both walkers and cyclists, and is due to be built in 2020. A riverside walkway on the other side is in the masterplan, but we don't know when it will be delivered, being dependent on private developments. A route along Avon Street will be improved by the addition of a pedestrian-only tunnel under the bridge, but a roadside route is much less pleasant than a waterside route.
- N/S route: a route is proposed from Temple Campus/Island via Cattle Market Road under the railway, then heading north towards a tunnel under the station ramp, but it is dependent on land ownership being resolved.

We suggest the following improvements to be covered in the draft masterplan that will go to consultation later in 2020:

- 1) The plans for access from the east and south are much vaguer than access from the north and west. Without this, the plan is incomplete. It is not enough to cross-refer to the TQEZ spatial framework.
- 2) We would expect to see data setting out how people currently travel to and from Temple Meads Station and, in the light of the declared climate emergency, how this will have to change over the next decade. It is not clear that current thinking has allowed for future radical shifts in travel modes.
- 3) The connection to taxis, buses and private car pick up points is sub-optimal. It follows that adequate signage within the station is critical. There should be commitment to signage that illustrates the local geography, transport connection points and real time information about public transport.
- 4) We would expect the plans to consider pedestrian routes to and from the station within a wider area than that shown.
- 5) Consideration should be given to covered walkways from the station to bus stops to shelter pedestrians in inclement weather.
- 6) Whilst we welcome the decision not to allow a through-route for bus and private motor traffic from Temple Back East to the Friary, the plans should show how this will be designed and managed, and what access is required for the proposed hotel.
- 7) We would expect to see some specific plans for provision for disabled travellers (primarily those with mobility impairments, but other impairments too)
- 8) We agree with Bristol Cycling Campaign in strongly preferring segregated pedestrian and cycle routes to shared routes.
- 9) The cycle route from the Brunel Mile crossing to the new cycle hub at the end of the Friary should be separate from the proposed public realm area leading to the north entrance, but it should also be relatively direct in order to encourage cyclists to use it. The current plans show a dog-leg, which is not very direct.
- 10) The recent Temple Gate changes have left some sub-optimal stretches of cycle route – specifically the approach to the station for cyclists travelling from York Road and Commercial Road from the point where they reach the Bath Road bridges. Will this be improved in the new plans ?
- 11) We would expect the proposals for bus stops on the Friary to be explained in the context of all the routes and bus stops around Temple Meads.
- 12) We would expect to see more detail on the both the design and management of the drop-off area on Temple Back East. The design needs to show that there is enough space for parking and turning. We are concerned that access to the proposed hotel will result in no physical barrier to stop motor vehicles continuing from Temple Back East to the Friary
- 13) The proposals include no private car drop-off access to the ramp and a single drop-off point on Temple Back East.

Consideration should be given to providing a car drop-off point for people driving from the south. If people coming from the south use Temple Back East, they will unnecessarily add to congestion on Temple Way. Perhaps a drop-off/pick-up area could be provided at the proposed multi-storey car park on the Kwik-Fit site.

Provision for drop-off for people coming from the west or from the east also needs to be considered. The turnaround at the new Temple Campus site is bound to get used for drop-off and pick-up to access the new eastern entrance, but this is not in any plans. There needs to be more information on the design and management of this.

We would welcome the opportunity to be involved again in commenting on more detailed plans.