

Bristol Walking Alliance (BWA) welcomes the opportunity to engage at an early stage with the proposals for the University of Bristol Wales & West Utilities, Vauxhall & Kawasaki Drive Sites.

Our comments in response to the public consultation of September 2020 are as follows.

BWA welcomes the suggestions to open up these proposed sites for greater public access. In particular, we support:

- Increased site permeability with new through pedestrian routes.
- New footbridge over the Floating Harbour.
- Pedestrian focused, car free development.
- Step free, fully accessible environment.
- New public square on Avon Street offering active uses and street planting.
- Wide, attractive, publicly accessible harbour edge.
- Planting and habitats for wildlife.
- Urban pocket parks with trees, greening and biodiversity.

We would like to see the following addressed in the outline plans:

- The suggested **building heights** create canyon-like frontages onto the internal walkways, onto Avon Street and onto Silverthorne Lane West. The ratio of walkway width to building height should be sufficiently high that it doesn't feel oppressive.
- **Walking and cycle routes** through the site should be adequately wide to accommodate foot/cycle flows and kerb separated from each other.
- The **heritage walls** bounding the site along Silverthorne Lane West and Gas Lane need further consideration. They should be retained if possible, but may need selective gaps or height reduction, depending on the plans for the opposite side of each road. Particularly in Gas Lane, which is designated for active travel, their height may unacceptably dominate the space, making it feel intimidating to pedestrians.

The following comments refer to how the outline plans relate to the Temple Quarter masterplan in general:

- The approval of the outline plans should be dependent on the prior funding and completion of the **new footbridge** over the Floating Harbour.
- If cycling is to be accommodated across the new footbridge, the bridge must be **wide enough for a hard separation** (e.g. Bristol cycle kerb) between people on foot and on cycles. There must also be provision for separated cycle infrastructure on the Temple Meads side of the bridge.

- There should be a wide zebra or lights-controlled **crossing across Avon Street** to access the new square.
- The **junction** between Silverthorne Lane, Gas Lane and Kingsland Road should have enhanced provision for **pedestrians crossing** from the east-west walkway to/from Silverthorne Lane East.
- We support making Gas Lane into a quiet, motor traffic free route.

We would be pleased to participate in any future stakeholder meetings that discuss the public realm within and around these developments.

Bristol Walking Alliance

9 October 2020

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