

Bristol Walking Alliance (BWA) would very much like to contribute to the Bristol City Centre Development and Delivery Plan (DDP). In this initial set of comments, we set out some general principles and measures we believe should be applied when considering the public realm in the city centre. We also identify some specific areas where we hope the pedestrian environment can be improved.

General Principles

We believe that the City Centre should provide a welcoming, easily accessible, healthy and attractive environment for everyone. We suggest that the principles of the [Healthy Streets](#) approach, as adopted by London and other cities, provide a good starting point for the DDP. In summary, the 10 Healthy Streets indicators are:

- Everyone feels welcome
- Easy to cross
- Shade and shelter
- Places to stop and rest
- Not too noisy
- People choose to walk and cycle
- People feel safe
- Things to see and do
- People feel relaxed
- Clean air

General Measures

In our booklet [50 Way to Better Walking](#), we set out a range of measures that could be adopted to improve the pedestrian environment in Bristol. Below we summarise the ones that we believe could be most relevant to the City Centre area covered by the DDP. The numbers correspond to those used in our booklet.

Identify and improve walking routes

1. Identify and sign key walking routes into the city centre

Adopt design standards that are inclusive

6. Ensure all footways are wide enough for wheelchairs, double buggies and mobility scooters to pass each other comfortably
7. Provide dropped kerbs where they are missing
8. Work with visually impaired people to review and audit pedestrian crossings and ensure compliance with national guidance for audible beeps, rotating cones and tactile paving
9. Work with equalities groups when developing schemes and making changes, including temporary changes, that impact on the pedestrian environment
10. Ensure all transport interchanges are fully accessible
11. Ensure clean, fully accessible public and/or commercial toilets are available during the day and in the evenings, at main transport interchanges and areas of high pedestrian footfall

Develop walkable communities

12. Adopt the Healthy Streets approach in relevant transport and planning schemes
13. Make high streets welcoming and accessible by reducing through traffic and widening footways
16. Adjust the timing of light-controlled crossings to minimise pedestrian delays
17. Install 'green person authority' on appropriate crossings (to show a continuous 'green person' signal until traffic approaches)
18. Require walkability assessments in the planning process for new developments and where changes are being implemented in existing neighbourhoods

Connect walking to public transport

20. Ensure bus stops are in appropriate locations, are well-lit, have seating and shelters wherever practicable, and provide accurate real-time bus information
21. Provide walking information at public transport interchanges

Count, monitor and share information about walking

24. Monitor pedestrian movements with the aim of improving the provision, standard and safety of pedestrian routes
25. Set ambitious targets to increase walking with allocated funding
28. Identify walking as a separate mode of transport in travel reports, policy documents and transport planning

Reduce obstructions to walking and implement enforcement measures

33. Re-use parking bays to remove pavement obstructions e.g. on-street bin collection points, electric scooter parking hubs

Make walking safe

34. Segregate pedestrian spaces from all faster moving vehicles
36. Ensure key walking routes have sufficient visibility and oversight

Make walking pleasant and comfortable

40. Work with communities, developers and businesses to improve streetscapes with attractive and 'active' frontages, lighting, interpretation boards, and public art as appropriate
41. Protect and plant street trees, and provide and maintain other green infrastructure e.g. parklets
42. Provide benches as resting places

Provide walking information

44. Provide information about walking routes through Bristol Legible City
45. Supply walking information for residents and visitors to the city at public transport interchanges
46. Include walking destinations and timings on road signs and information panels at key points in the city centre

Areas for Specific Improvements

Here we make some initial suggestions for the improvements we would like to see that are specific to the different areas that are included in the DDP.

St James Barton

- A complete re-think is required for the Bearpit / St James Barton Roundabout, acknowledging the failure of previous attempts at making this an attractive public space. It needs to be better connected, preferably at street level, rather than forcing pedestrians to descend and ascend to cross it. However, it provides a welcome relief from tall buildings and should be an important green lung in this area, which is otherwise dominated by traffic.

Haymarket and Coach Station

- The coach station needs better connectivity and signage for pedestrians and to allow easier transfer to other bus services. Is there an opportunity to link it with the proposed inner circuit bus route around the city centre via Temple Meads?

Broadmead, including Debenhams, Callowhill Court and The Galleries

- Broadmead will undergo significant redevelopment, which is an opportunity to add more greening.
- Access to the Horsefair and Penn Street should be limited to cycles, scooters and off-peak deliveries.
- A better mix of retail, entertainment, hospitality and residential uses could give this area a new impetus. The goal should be for a balanced daytime and night-time economy, with active street frontages, and controls over noise and drinking, making it an invigorating but safe place to live and visit.
- There should be no more car parking – residents and visitors should be expected to use public transport, which should have excellent connectivity to/from all areas of the city.

Fairfax Street and Nelson Street

- Motor vehicles, including buses, should be removed from Nelson Street to make it a welcoming pedestrian and cycle link between the Cenotaph and Broadmead. This would be possible by making a two-way bus route along Union Street, which becomes a key transport hub in the centre of the shopping district.
- The Nelson Street car park on Fairfax Street could become (with two-way access along Bridewell Street from Rupert Street) a dedicated mobility hub serving the area for:
 - disabled / blue badge holders
 - car club vehicles
 - micro-mobility hire

Castle Park

- A direct pedestrian route from Bristol Bridge to Union Street is essential and must be segregated from cycles and scooters and avoid pinch points.
- There should be no paths requiring shared use between pedestrians and cycles/scooters in the Park.
- The existing adjacent cycle and walking east/west route through the Park needs better demarcation, such as surfaces with better contrast and signage that is more frequent and noticeable, to avoid inadvertent drift between them.
- There must be accessible public toilets, open both daytime and evening.

Old City

- We have welcomed the improvements made by limiting motor access in the Old City so far, though enforcement of the restrictions needs more attention. These changes should be consolidated to give fully pedestrianised spaces that only allow access for delivery for limited periods. This would include removal of kerbs where possible, and the introduction of permanent planters, benches, bin stores, hospitality spaces, scooter and bike parks etc.
- There are strong pedestrian desire lines between the Old City area and the new development at St Mary le Port along both High Street and Wine Street. The road space at the High Street / Wine Street / Broad Street junction should be reduced and pavements widened. Pedestrian-priority crossings should be provided:
 - across High Street linking St Mary le Port Street to St Nicholas Market and linking Bridge Street to St Nicholas Street,
 - across the junction of High Street, Wine Street and Broad Street,
 - across Wine Street, aligned with Cheese Market and Adam and Eve Lane.