

Bristol Walking Alliance (BWA) objects to matters affecting the pedestrian environment in the proposed Mead Street development condition variation, as detailed below.

Bristol Walking Alliance (BWA) is a consortium of organisations and individuals campaigning for a pedestrian environment that is welcoming, safe, convenient and inclusive. Our comments, therefore, focus on matters affecting the pedestrian environment.

Mead Street Development

This application is the first to come forward for the eventual development of the Mead Street area into a new neighbourhood. We note that the Mead Street Development Brief is a supplementary planning document under the Local Plan, and the current proposal is inconsistent with the aims of the Development Brief. We also note that Bristol City Council Transport Development Management (TDM) oppose this application on several grounds related to the pedestrian environment. BWA also opposes this application, and reiterates the following concerns raised by TDM.

Active Travel Corridor

The application includes an entrance on Mead Street to the car park under the development. The proposed bell-mouth access gives priority to motor vehicles and would impede pedestrian movement along the footway. The Development Brief prioritises the safety of pedestrians and cyclists at vehicle access points along Mead Street. The aim is to create a continuous active travel corridor from Bath Bridges to Bedminster, including continuous footways over vehicle access ways. The current proposal fails to do this.

Footway Width

A section of footway at the junction of Mead Street and St Lukes Road narrows to approximately 2.3m. This is too narrow to accommodate the likely footfall and congregation of people in the vicinity of the nearby commercial unit. It is unlikely that the ground-floor building line can be set back to accommodate a footway of a minimum width of 3.5m within the existing kerb line, which suggests the current design of the development is unacceptable.

Although most of the surrounding footways are sufficiently wide, their effective width is reduced by the proposed position of seating, planting, trees, Sheffield stands, and loading bays. This is unacceptable and, in some cases, unsafe. TDM has identified problems with the positioning of seating on St Lukes Road, planting areas on York Road, and Sheffield stands on York Road.

These obstructions are particularly problematic for people using wheelchairs and other mobility aids, people with visual impairments, and people pushing young children in buggies.

Door Opening over the Public Highway

BWA is concerned to note that some of the doors are shown on the proposed ground floor plan to open over the public highway, rather than opening inwards or being recessed within the building line. TDM states that this is unacceptable detriment to the safety of passing pedestrians and inconsistent with the Highways Act 1980, Section 153 and paragraph 111 of NPPF.

Public Transport Route

The Development Brief includes safeguarding space on Mead Street for a 6.4m wide carriageway/public transport route and 3m wide segregated cycle path. The importance of safeguarding this space is strengthened by the recent West of England Combined Authority decision to develop an Outline Business Case for options, without significant tunnelling, shortlisted in Future4WESTs Strategic Outline Case. Option SWC11 incorporates Mead Street. The current development proposal should not prejudice this important public transport route and associated pedestrian environment.

Bristol Walking Alliance
27 August 2024

enquiries@bristolwalkingalliance.org.uk