

***Bristol Walking Alliance (BWA) objects to the proposed development on Temple Island unless adequate provision is made for better pedestrian access to the site from the A4 Bath Road.***

## **Our previous comments**

When BWA submitted our comments to the developers in November 2023, during initial consultations on the proposed development of Temple Island, we said the following.

**“Access to the site from the south is very difficult for those on foot or using public transport. There seem to be no proposals to make this easier.**

In particular:

- The footway along the east side of the A4 Bath Road is currently **shared use** between pedestrians and cyclists. This is far **too narrow** to meet current standards and is **unsafe**. Provision of an adequate segregated route must be addressed for this development.
- The utility of the proposed access to the site from the Bath Road, using a staircase and a lift, is undermined by the **inadequate footway** onto which it will open.
- The **nearest bus stops** on the #1 route travelling into the city (along the Bath Road) are to the south over 700m away from the proposed Bath Road entrance or to the north over 700m away from the Brock's Bridge entrance. The furthest pedestrians should be expected to walk from a bus stop is 400m.
- The number of people who would be expected to enter or leave the site each day must be large for such an intense development. A good proportion of these could be expected to arrive on foot from the west, south or east. We would expect to see a detailed description of how **adequate travel arrangements** will be provided for them in any future planning proposal.”

Unfortunately, the planning application that has now come forward has not addressed these issues.

## **Existing pedestrian infrastructure**

The footway onto which the Bath Road entrance to the development site will connect is currently completely inadequate. It is only 1.8m wide for much of its length and is shared with cycles and e-scooters. A white line delineates a width of ~0.8m for pedestrians and a width of ~1m for cyclists immediately adjacent to a heavily used motor vehicle lane.

The **Active Travel Audit** (Appendix B of the Transport Assessment) highlights two routes along this section of Bath Road. Neither identifies this narrow footway as a problem. However it falls well below the absolute minimum standards of 3m width for shared use infrastructure, and for a busy urban route it should not be shared use but segregated, as set out in LTN 1/20.

The audit of Route 7, which goes south from Temple Island towards the Wells Road, identifies this as the way residents would have to walk from the site to get to the nearest supermarket. However, it omits to consider the problem of a pedestrian, or someone using a mobility aid, carrying shopping bags within a 0.8m space being regularly passed by cyclists and right next to a busy main road.

## Current proposals

The **Access & Movement** section of the **Design & Access Statement** shows a pedestrian entrance to the site from the A4 Bath Road. In one diagram this is denoted as “Stairs / lift to Bath Road”. Two of the scenario diagrams in this section show the Bath Road access to be used for office workers approaching from Totterdown or for school children from Totterdown passing through the site to the new Silverthorne Lane secondary school.

However, the other public realm plans, such as on Pg 154 of the **Masterplan – Public Realm**, do not show provision for a lift at the Bath Road entrance but only show flights of steps, with no building that might accommodate lift access for those who cannot manage stairs. This is despite on Pg 200 saying *“The overriding principle adopted for all external areas and public realm is that all routes are step free and accessible to all throughout.”*

In section 6.3.6 of the **Transport Assessment** it says:

*“The masterplan and public realm design has therefore been developed to incorporate a proposed vertical connection (stepped and lift access) onto the Bath Road...” “Furthermore, recognising the wider BCC and WECA wider aspirations to deliver cycle and pedestrian improvements to the Bath Road, incorporating a cantilevered widened route on the eastern side of Bath Road, the proposed massing of the Hotel building has been set back into the Site to safeguard space for the delivery of such infrastructure.”*

Walking is considered in greater detail in section 7.5.4 of the Transport Assessment. It predicts over 7000 walking trips to and from the site each day, with over 800 of those trips occurring in each of the morning and evening peak hours. No separate assessment seems to have been made of the number of pedestrians likely to use the Bath Road entrance. The figures for those using walking as their main mode of travel allow only 9% connecting via the south (i.e. via the Bath Road towards Totterdown). However, 36% are expected from the west, presumably including those from Bedminster who might also be expected to use the Bath Road entrance. In addition 10% of those using buses are expected to arrive from the south. It would therefore not be unreasonable to assume that there might be an additional 250 people per hour using the footway along Bath Road at peak times.

The conclusion of the Transport Assessment (section 7.6) in its entirety says *“The trip generation and impact assessment carried out has demonstrated that there are no significant transport impacts generated by the proposed development that require mitigation.”*

## Our objection

BWA believes that insufficient mitigation has been built into the plans to improving the pedestrian access along Bath Road.

Under the draft **Bristol Local Plan**, developers are expected to contribute to improvements to walking infrastructure. In particular, in section 10.28, it says *“Where development proposals exacerbate existing or create new traffic problems mitigation measures will be sought.”*

The pedestrian entrance to the development site from the Bath Road is essential to avoid lengthy circuitous diversions to reach the site from the south or the south-west. However we believe this new entrance will exacerbate the already extremely poor footway provision (shared with cycles and e-scooters) between Bath Bridges and Three Lamps junction.

We would have expected the masterplan for this development to have provided more support for improving this footway. Rather than just reserving space for a potential widened footway, we would have expected that the infrastructure would have been put in place as part of the development.

We appreciate that, in order to complete the new footway along the whole of this section of road, there will also need to be additional bridges for pedestrians and/or cyclists across the railway lines and the river. There are already some improvements proposed near the river as part of the new Southern Gateway to Temple Meads station. The Temple Island development should be actively contributing to a solution for the section that passes by its site.

We would be happy to remove our objection if the developers would commit, in association with Bristol City Council and the West of England Combined Authority, to create a widened footway along the Bath Road that meets current national standards. This will require infrastructure to be built within the red line of the development, such as a cantilever over the access roadway, during the development not afterwards.

We would also want to see a firm commitment from the developer to provide full accessibility at this entrance, with 24-hour access lifts for those who cannot manage steps.

Bristol Walking Alliance  
9 February 2025

[enquiries@bristolwalkingalliance.org.uk](mailto:enquiries@bristolwalkingalliance.org.uk)