

An aerial map of Bristol, England, with the Temple Quarter area highlighted in a bright yellow color. The map shows the city's layout, including the River Avon and various urban blocks. The highlighted area is located in the central part of the city, near the river.

Temple Quarter Development Framework

April 2023

Bristol City Council, Network Rail, Homes England,
West of England Combined Authority

Temple Quarter Development Framework

April 2023

Bristol City Council

Our Partners

Deloitte. **AWW** **AVISON
YOUNG** **3ADAPT**
WestonWilliamson+Partners

Client team



10 Temple Back
Bristol
BS1 6FL
United Kingdom

T +44 (0)117 906 9500
www.mottmac.com
bristol@mottmac.com

DISCLAIMER

This document is issued for the party which commissioned it and for specific purposes connected with the above captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

Part 2 | Masterplan

6 City Gateway

- 6.1 Area statement
- 6.2 Introduction
- 6.3 Constraints and opportunities summary
- 6.4 Guiding principles
- 6.5 Design parameters and onward journeys
- 6.6 City Gateway masterplan
- 6.7 Making it happen



6 City Gateway

6.1 Area statement



Figure 55 Aerial view of Bristol Temple Meads City Gateway

The vision is for Bristol Temple Meads to be a landmark gateway, a fitting welcome to the city of Bristol at the culmination of the Brunel Mile. By putting passenger experience first, the new gateway will offer best in class interchange facilities to enable accessible onward journeys to/from the station and address existing issues of capacity, movement conflicts, insufficient retail and safety. The gateway experience will support vibrant, transit-orientated development in the surrounding area, anchored by sustainable transport links, and contribute to Bristol's aims to be Zero Carbon by 2030.

Indicative Timeframe | Next 5 Years



Figure 56 Northern Entrance terrace illustrative view
(Excluding potential Plot 6/Goods Yard developments)

6.2 Introduction

6.2.1 City Gateway today

Bristol Temple Meads City Gateway is the interface between the station and the city, representing the point of entry to the Bristol and the Temple Quarter Enterprise Zone.

In this study, the City Gateway is defined as public areas that are part of the immediate station precinct but outside the main Network Rail station building. This includes transport interchange components, movement routes and public realm – up to and including the station entrances.

The rail station sits at the centre of a multi-modal transport interchange and the converging point of several movement networks. Around the station are several spaces which are navigated by passengers to continue their onward journey, and others which have potential for future use. Key spaces are:

- ① **The Station Approach Entrance** – beneath the clock tower, facing west onto the Station Approach ramp and accessed via Temple Gate. This is currently considered the main station entrance. There is a small forecourt area, with the remainder of the ramp largely dominated by vehicular movements (buses, taxis, private car drop-off and parking).
- ② **The Northern Entrance** – access to the main ticket hall and Bonapartes Alley from the Friary/ Temple Quay and via the Midland Shed. The pedestrian route comprises two narrow ramps through an area of surface car parking in the former railway yard. Although the Northern Entrance is

considered a secondary entrance, data counts in April 2019 found that 65% of pedestrians enter/exit via this route.

- ③ **The Friary** – a highway which runs through the Temple Quay estate north of the station, accessed from Temple Gate and Temple Back East. This is set at a lower level than the station and slopes towards Temple Gate in the west. The Friary is unadopted (owned by Homes England) and includes 'shared space' between vehicles, cyclists and pedestrians outside the Northern Entrance. This area is also the converging point of the Brunel Mile and Bristol to Bath Railway Path.

- ④ **Temple Quay** – This area is predominantly commercial office space, with some hotels and residential. There is convenience retail along the Friary and a central square outside a pub. Plot 3 is part of this estate, currently vacant.

- ⑤ **The Friary North** – also referred to as Plot 6, explored in more detail in Chapter 7.

- ⑥ **The Midland Shed** – a 100m long, ex-train shed, most of which is now used for car parking, including vehicle access from the Station Approach ramp. Ticket machines have been installed at the north end of this shed.

- ⑦ **Temple Quarter Enterprise Campus** – the site of a former Royal Mail sorting office, this small island east of the station is bordered by the Floating Harbour and Cattle Market Road.

- ⑧ **Fish Dock/1-9 Bath Road** – located south of the station, across the River Avon. The Fish Dock is a Network Rail maintenance yard and track access point. 1-9 Bath Road is currently occupied by a vehicle repair garage (Kwik Fit) and a car hire company (Easi-drive). Access is via the A4 Bath Road in the outbound direction only, due to the Bath Bridge Roundabout 'gyratory' system.

These spaces are not well-integrated with one another and do not create a distinctive sense of place within the urban environment.



Figure 57 Bristol Temple Meads - key City Gateway spaces



Figure 58 Midland Shed illustrative view

6.2.2 Area history

As Bristol Temple Meads station has evolved since initial construction, its relationship with the spaces surrounding it and its integration with the rest of the city has also experienced numerous iterations. The history of the station area is briefly summarised below:

1830s: Brunel selected the site for his terminus station on what was then largely undeveloped land.

1840-1845: Construction of the 'Brunel Station', the terminus of Brunel's Great Western Railway from London. This included the offices fronting Temple Gate, the Carriage Shed and the Passenger Shed. Construction of the separate Bristol & Exeter Station and Goods Shed.

1852: Construction of Bristol & Exeter House

1860s: Construction of the Harbour Railway and viaduct, linking the station to Bristol City Centre.

1871-1878: Construction of Matthew Digby Watt's Joint Station which includes the present day main entrance and forecourt buildings on either side, approached via a ramp. Construction of the Midland Shed, an extension of Brunel's Passenger Shed. Construction of the Main Shed, an arched truss roof over the through platforms. Demolition of the Bristol & Exeter Station.

1930-1935: The Culverhouse extension, creating additional platforms east of the Main Shed and the replacement of an original footbridge with a subway linking all platforms. Construction of Collett House.

1948: Construction of a Royal Mail sorting office east of the station, linked by a subway at the eastern end of the platforms.

1965-1982: Closure of the platforms in the Midland and Brunel sheds. Demolition of the Goods Shed and Harbour Railway, to be replaced with a signal box and surface car parking. Rebuilding of the Royal Mail sorting office and a conveyor bridge across the platforms.

1997-2002: Construction of the Temple Quay estate.

2017-2019: Demolition of the Royal mail sorting office and conveyor bridge.

For more information on the history of the station and surrounding area, refer to the Bristol Temple Meads Conservation and Asset Management Strategy, listed in Appendix A.

6.2.3 Heritage assets and significance

Bristol Temple Meads is a complex of station buildings of the highest national significance, comprising:

- Grade I listed Bristol Old Station, including the original Brunel station of 1839-41 (list entry no. 1209622)
- Grade I listed 'Temple Meads Station', including the Digby Wyatt Joint Station of 1865-78, the Main Shed and the Culverhouse Extension of 1930-35 (list entry no. 1282106)

In addition, the nearby Bristol & Exeter House is Grade II* listed (list entry no. 1209608).

Within these buildings there are smaller components of varying significance, as outlined in the BTM Conservation & Asset Management Strategy (Alan Baxter, 2013).

The historic character of the station should be used as a positive force in the development and implementation of this masterplan, helping to create a successful future identity that draws on the site's past, its character and distinctive sense of place. Proposals to address the station's operational and capacity shortcomings should avoid or minimise harm to the historic significance of the site and, wherever possible, enhance appreciation of it.

6.2.4 Archaeological interest

The following areas are identified as having potential archaeological significance:

- The Portwall, beneath the Goods Yard (also referred to as Plot 6)
- The line of the former 14th century Temple Pipe Conduit, to the south and west of the station
- The Cholera Burial Ground, to the east of the station
- The building foundations of John Hare's floor cloth manufactory
- The Bath stone quay walls of Brunel's Barge dock of the 1840s, beneath Plot 3

6.2.5 Buildings condition

The station buildings have undergone, several refurbishment projects, including the Station Regeneration Project in 1998 which included stonework repair and renewal. However, the buildings are in varying structural condition.

The most notable condition issues are:

- The Midland Shed is in poor condition. The roof was re-clad in 1986

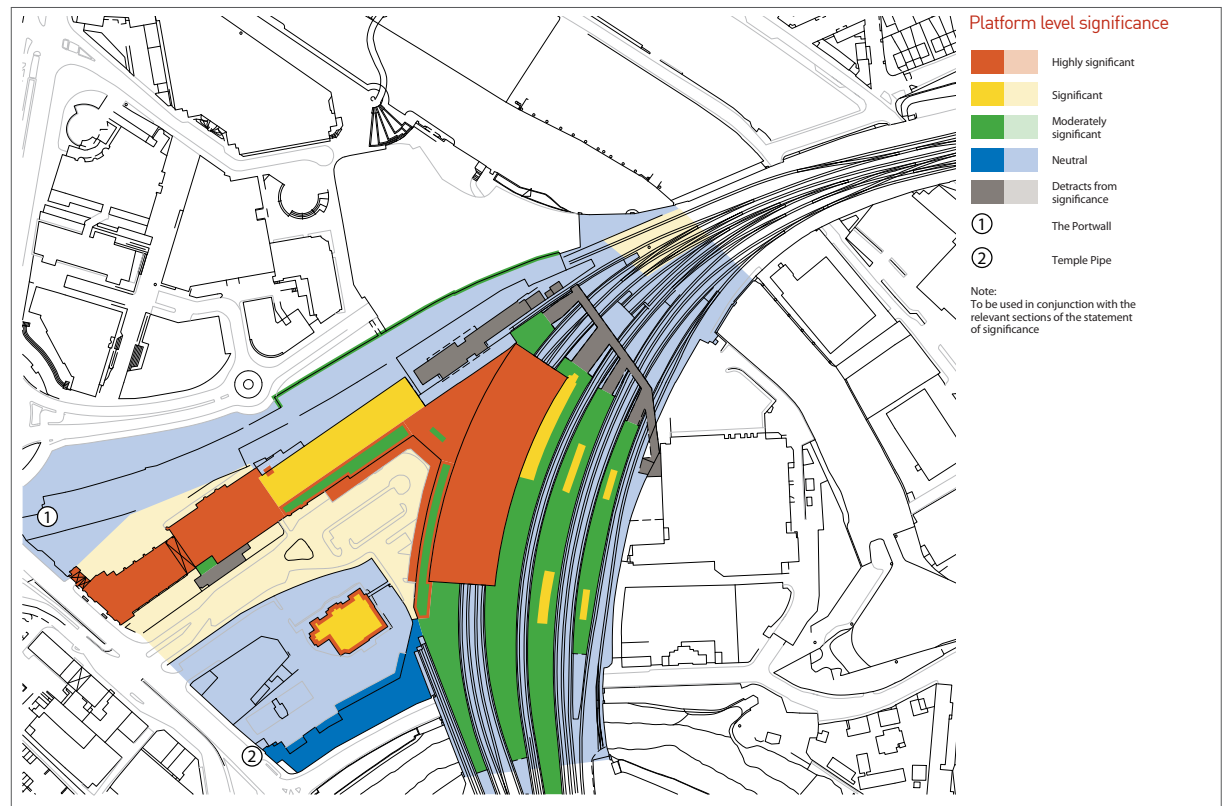


Figure 59 BTM platform level historic significance © Bristol City Council

- The Digby Wyatt buildings on the Midland Shed side of the forecourt are in very poor condition
- The Main Shed roof requires refurbishment (commenced in 2020)
- The Passenger Shed roof is in poor condition

6.2.6 Proposed development context

Planning policy considerations

Bristol Temple Meads station is within Bristol City Centre and the Bristol Central Area Plan. It is part of the Bristol Temple Quarter Enterprise Zone, designated as a key area in the Bristol Central Area Plan (Policy BCAP35) and covered by the BTQEZ Spatial Framework.

Approved developments

There are several third-party development projects in the pipeline which will impact the Bristol Temple Meads City Gateway. Not all of these have been submitted for planning permission or approved. However, they have been a key consideration in optioneering for the City Gateway to ensure that this masterplan is deliverable and does not conflict with other forthcoming developments.

Notable schemes that have an interface with the City Gateway include:

- Temple Quarter Enterprise Campus
- Eastern Entrance
- Temple Square
- Floating Harbour Walkway
- Temple Island

More detailed descriptions and the current status of each development are outlined in section 2.4.1.

The City Gateway also has significant interfaces with other parts of this masterplan, especially Bristol Temple Meads Station (Chapter 5) and the Friary North (Chapter 7)

6.2.7 Land ownership

Bristol Temple Meads station is owned by Network Rail. However, it is worth noting that land around the station within Network Rail and Bristol City Council ownership is limited. This imposes a significant constraint on the feasibility of different components of the new City Gateway.

- The Brunel Station, including the Carriage Shed and Offices are owned by Network Rail. The Passenger Shed was transferred to Network Rail ownership in July 2020
- Parts of the Temple Quay area, including the Friary, Plot 3 and adjacent public realm are owned by Homes England
- The Fish Dock yard is owned by Network Rail and Bristol City Council hold the freehold for 1-9 Bath Road
- The Temple Quarter Enterprise Campus site is owned by the University of Bristol
- The Bristol & Exeter House, Lanes, Collett House and Skanska site are in private ownership, whilst Network Rail have agreements to access the arches for servicing the station and trains

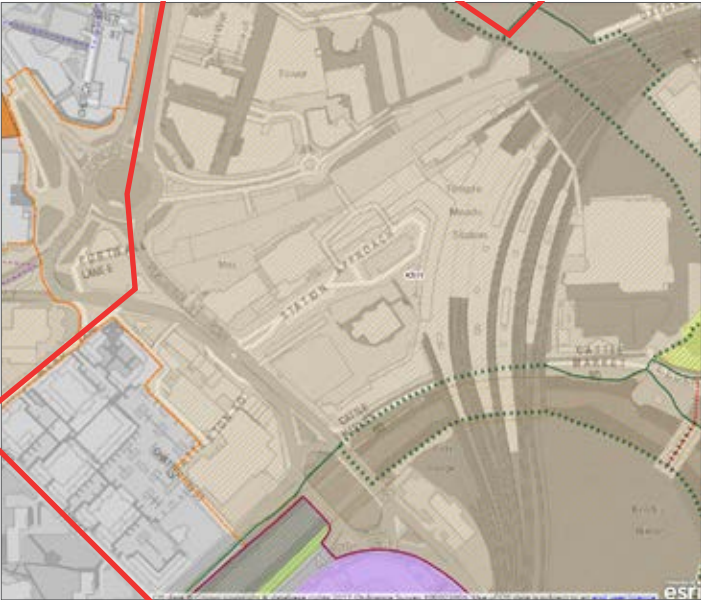


Figure 60 Local Plan policies map © Bristol City Council

Key

- Conservation Areas*
 - BCS22
 - Bristol Local Plan Policies Map
 - City Centre
 - BCS2
 - Safeguarded Transport Links
 - BCS10, BCAP27, DM24
 - Proposed Quayside Walkways
 - BCS10, BCS21, BCAP32
 - Existing Quayside Walkways
 - BCS10, BCS21, BCAP32
 - City Centre Places
 - BCS2, BCAP35 to BCAP40
 - Key Sites
 - BCAP35 to BCAP40
 - Site Allocations
 - SA1 / BCAP SA1 to SA6
 - Sites of Nature Conservation Interest
 - BCS9, DM19
 - Important Open Space
 - BCS9, DM17
 - Principal Industrial and Warehousing Areas
 - BCS8, DM13
- * These designations are made separately to the Local Plan and may be subject to change.

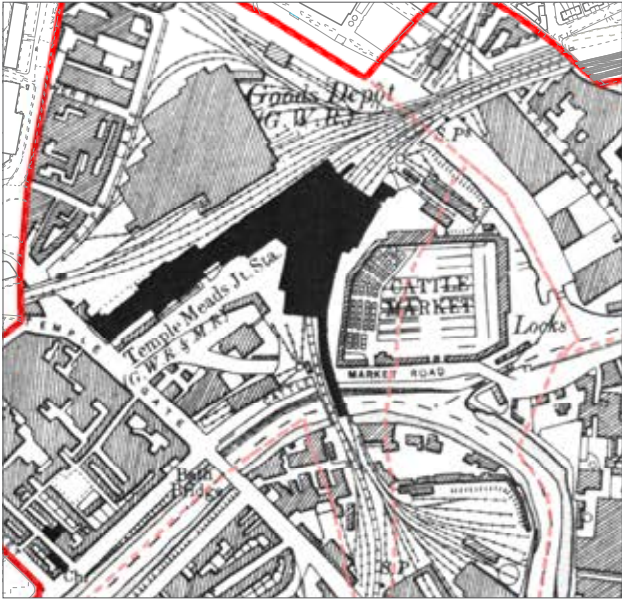


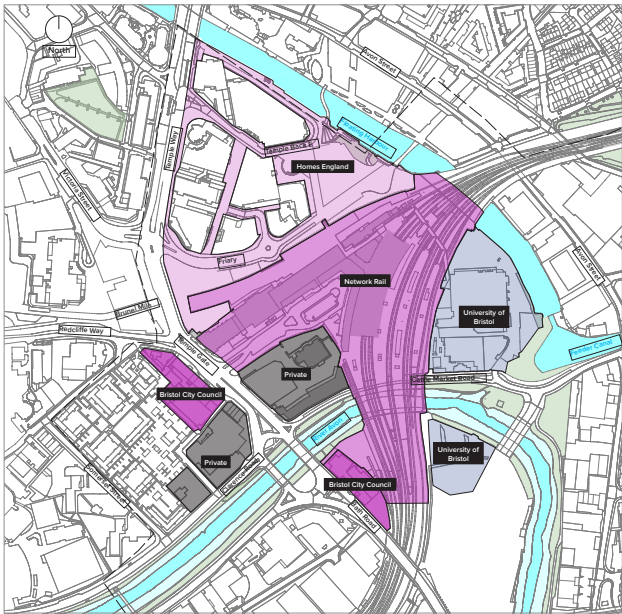
Figure 61 Historic map (1930) © Groundsure



Figure 62 Spatial Framework land use plan © Bristol City Council

Key

- transport emphasis development parcels
- Existing buildings in the EZ where a change of use is not anticipated



Key

- Network Rail Infrastructure Ltd
- Homes England
- Bristol City Council
- University of Bristol
- Private Land Ownership

Figure 63 Land ownership (Jan 2020)

6.2.8 Movement networks

Bristol Temple Meads station is positioned at the heart of several movement routes, as shown in Figure 6969 to Figure 711.

Camera data count surveys were undertaken during weekday peak times on 2nd and 3rd April 2019 to better understand onward modes of travel by station users. The split between different modes is shown in Figure 644 and between the different entrances in Figure 655 to Figure 6868. It is important to note that the camera locations captured the immediate vicinity of the station but not all movement patterns in the surrounding area. As a result, the proportion of pedestrians is overestimated. For example, bus users who board/alight on Temple Gate and car/taxi users who drop-off/pick-up anywhere other than the Station Approach are captured as pedestrians.

Highway network

The immediate highway network surrounding Bristol Temple Meads consists of the Friary immediately to the north of the station, Temple Gate to the south-west and Cattle Market Road to the south. Station Approach is also used to access/service the station, passenger shed and adjacent car parking.

Temple Gate is an important artery, providing highway connectivity to north Bristol, south Bristol and the city centre. The recently completed Temple Gate highway scheme simplified the highway junctions in this area by removing the Temple Circus roundabout. However, it did not increase the

road capacity for vehicles.

The Bristol Transport Strategy notes that, "*the road network is at capacity and will be placed under further pressure from planned housing and economic growth*" (Bristol City Council, 2019). This causes heavy congestion at peak times and exacerbates air pollution.

Pedestrian routes

Pedestrian routes to reach the station precinct are primarily footways alongside carriageways, as shown in Figure 6969. Nearer the station there is greater separation from vehicles, such as the Temple Quay area, the Station Approach and Portwall Lane – part of the Brunel Mile.

Pedestrian permeability and navigation is challenging around the station. The station, railway and watercourses act as a physical barrier between areas to the north and west of the station and those to the south and east. The difficulties in movement have become more pronounced as the city's population has grown.

Cycle network

The station is positioned close to key cycling routes, as shown in Figure 711. Some of these are physically segregated from motor vehicles, although fewer are segregated from pedestrians.

The Friary area represents the link between the Bristol to Bath Railway Path and the Portway route toward the City Centre, with high numbers of cyclists travelling east-west past the station.

The recent Temple Gate highway scheme improved off-street cycleways on the southern side of this highway. However, the experience of cyclists around the station includes several points of severance and movement

conflict with vehicles and pedestrians.

Railway access points

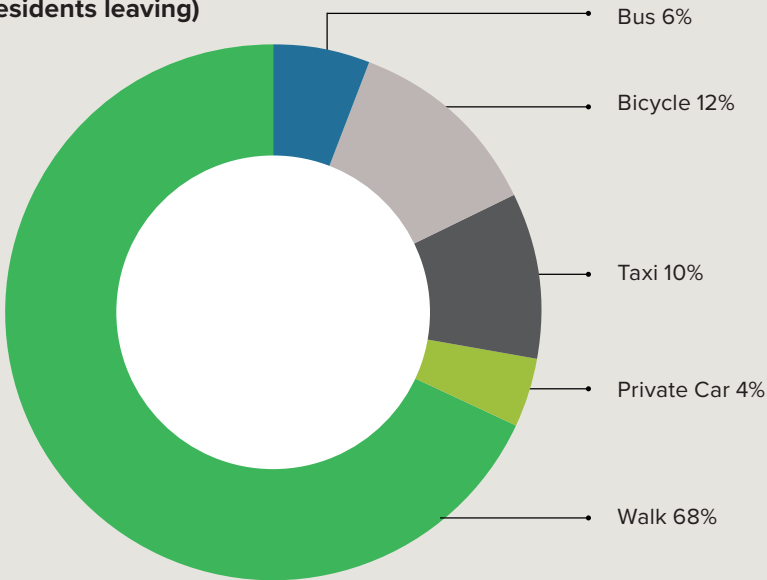
The Bristol Temple Meads City Gateway area currently contains one track access point:

Engineer's Line Reference – miles and yards (chains)	Location description	Current mode of access
MLN 118.0926 118m 42ch	Fish Dock	Bath Road Bridge vehicular

Drivers for change

The existing policy base, Bristol Transport Strategy and BTQEZ Sustainable Urban Mobility Plan set a clear direction to prioritise active and public transport in the station area. This includes improving the capacity and quality of pedestrian and cycle routes, while minimising private vehicle use through the area. This shift towards sustainable travel will bring economic, social and environmental benefits for individuals and the city as a whole.

**AM In + PM Out
(Bristol residents leaving)**



**AM Out + PM In
(Commuters into Bristol)**

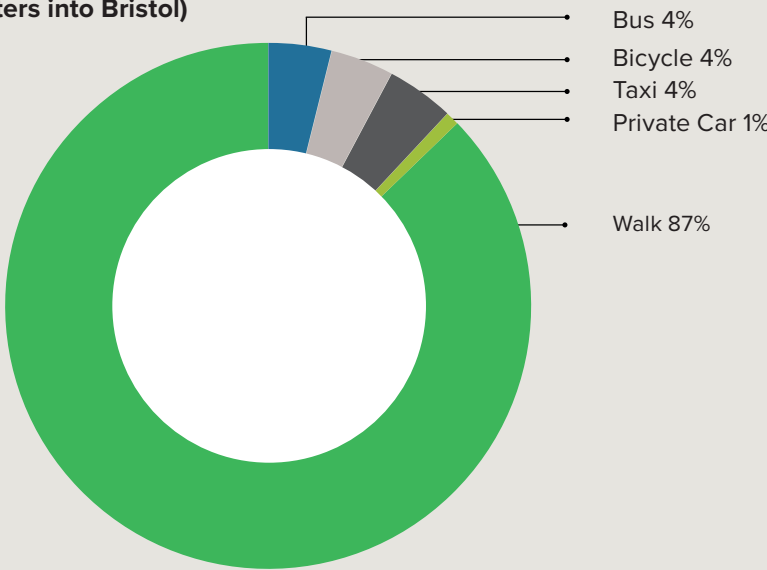


Figure 64 Onward travel modal split, from camera data counts 2nd & 3rd April 2019

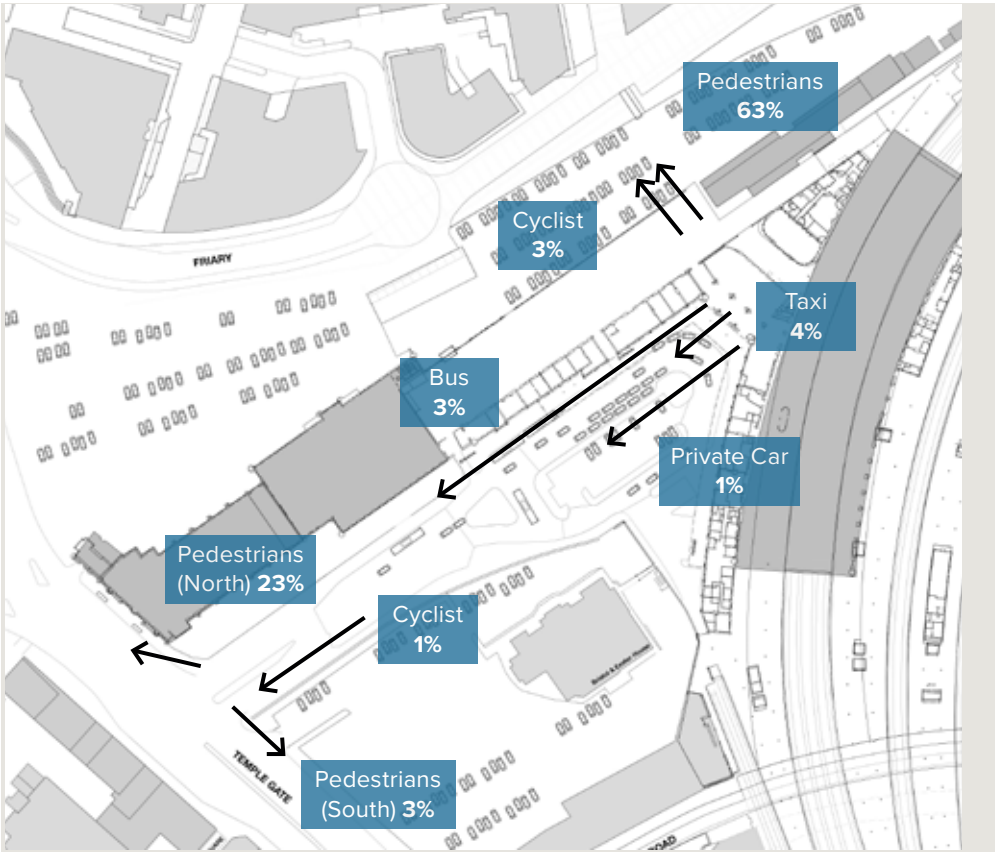


Figure 65 Onward travel (AM out) from camera data counts 2nd & 3rd April 2019

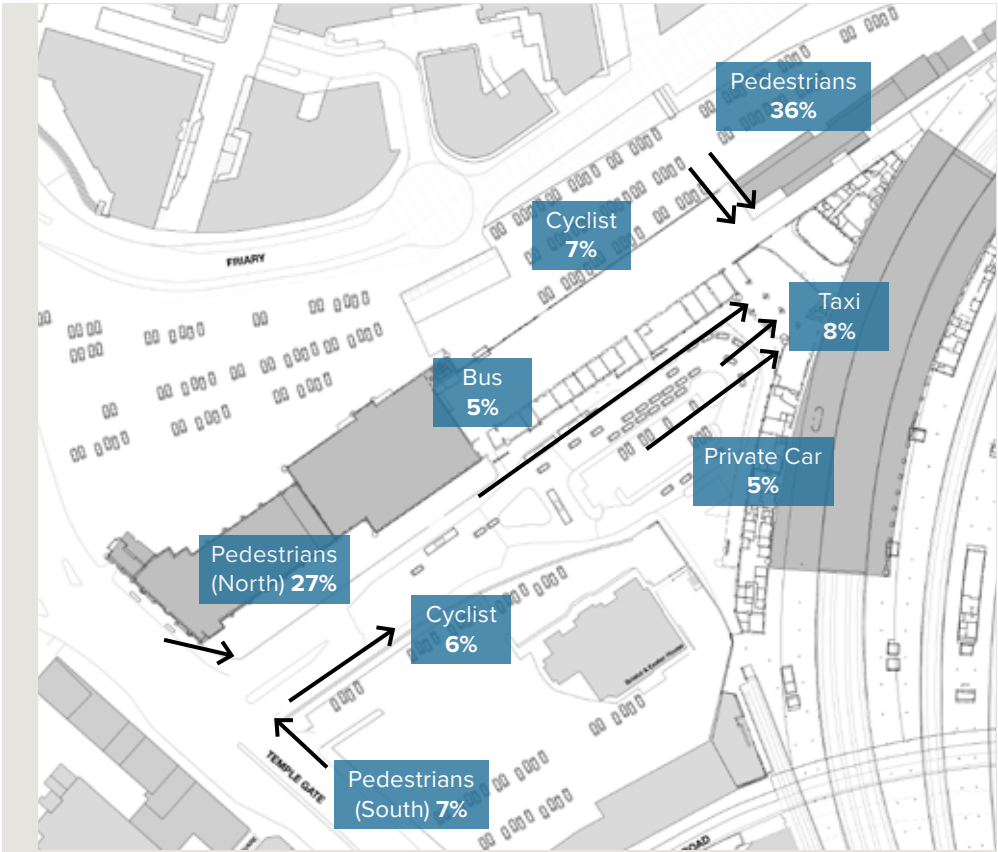


Figure 66 Onward travel (AM In) from camera data counts 2nd & 3rd April 2019

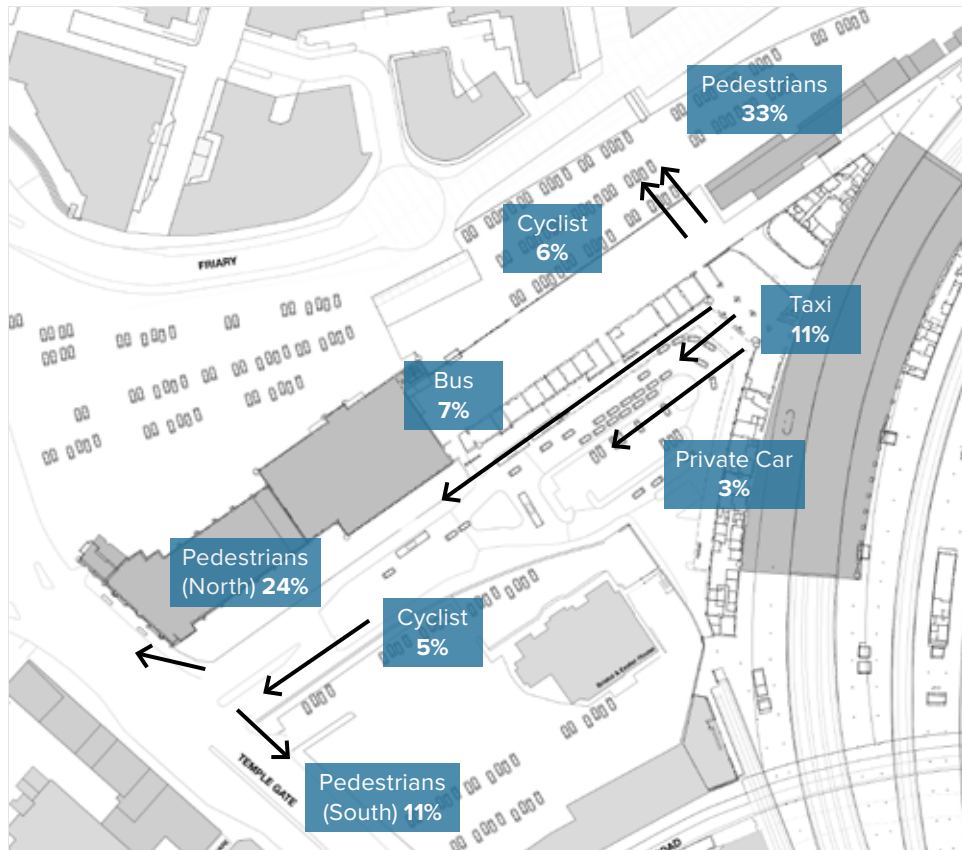


Figure 67 Onward travel (PM Out) from camera data counts 2nd & 3rd April 2019

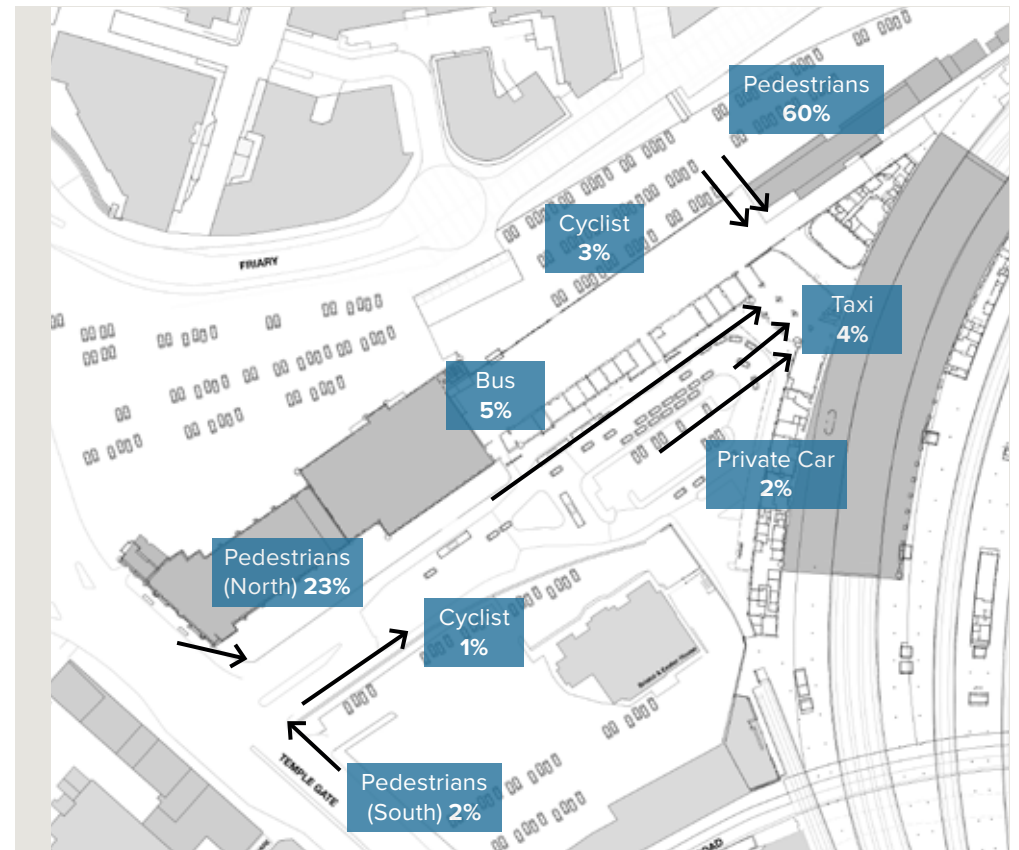
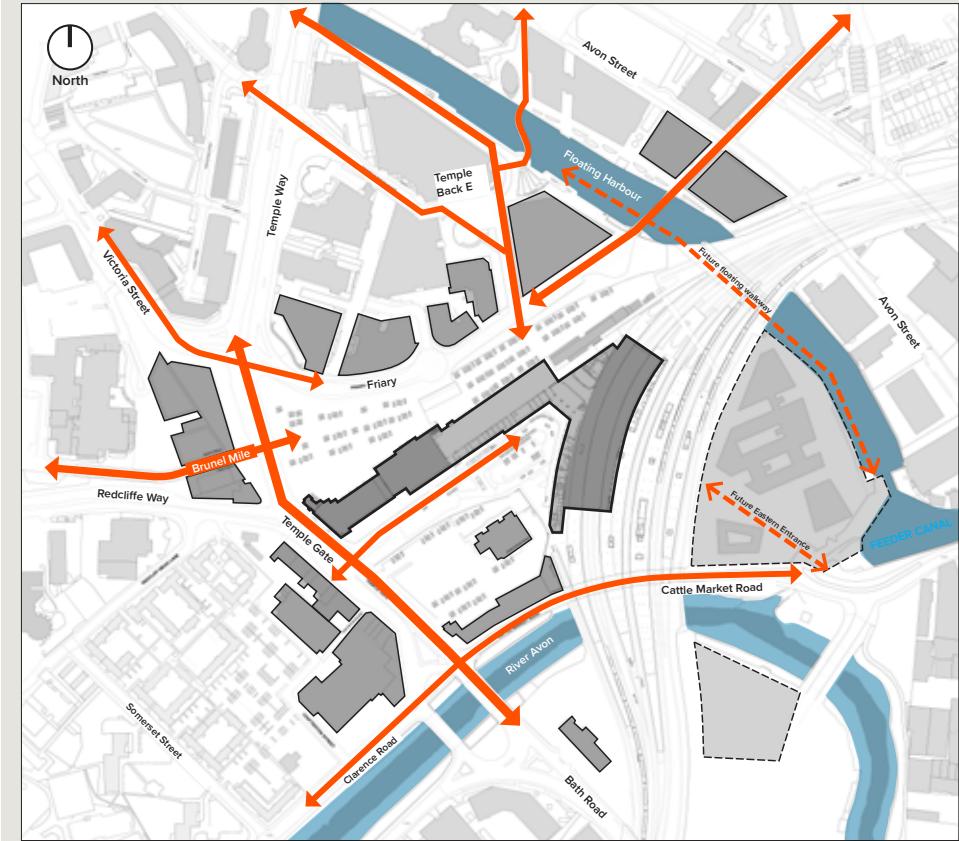


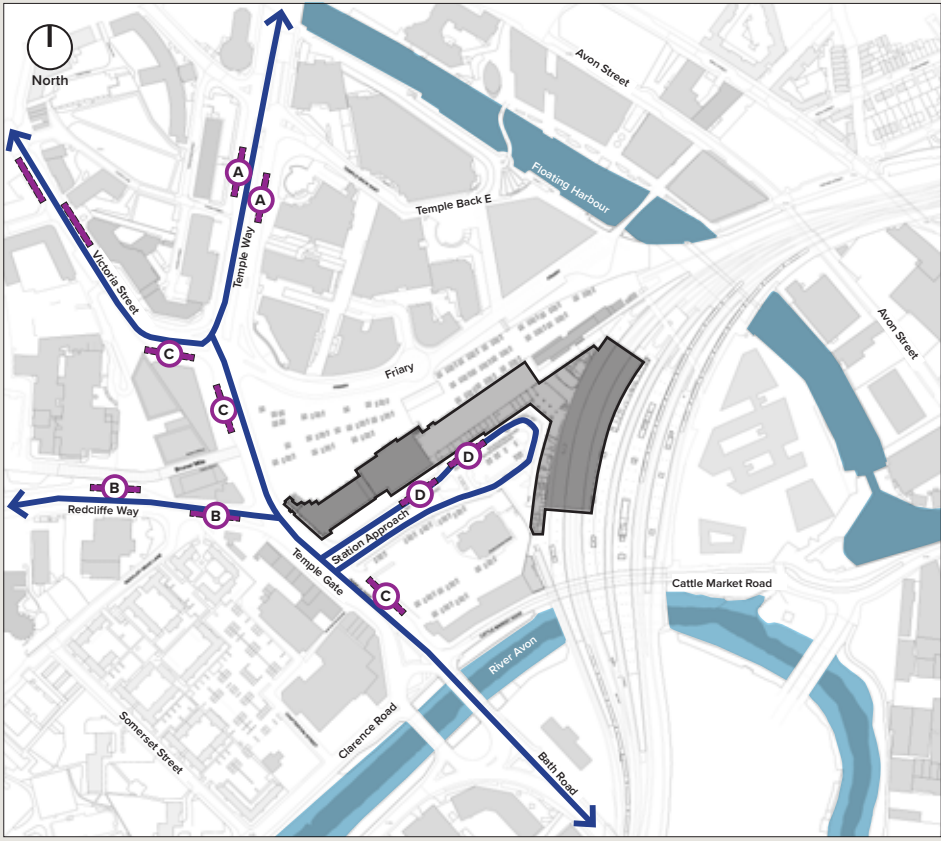
Figure 68 Onward travel (PM In) from camera data counts 2nd & 3rd April 2019



Key

- ↔ Main pedestrian routes
- - - Future/desirable routes

Figure 69 Existing pedestrian routes



Key

- (A) Temple Way: 2 bus stops/14 services
- (B) Redcliffe Way: 2 bus stops/20 services
- (C) Temple Gate: 2 bus stops/24 services
- (D) Station Approach: 2 bus stops/7 services

Figure 70 Existing bus routes

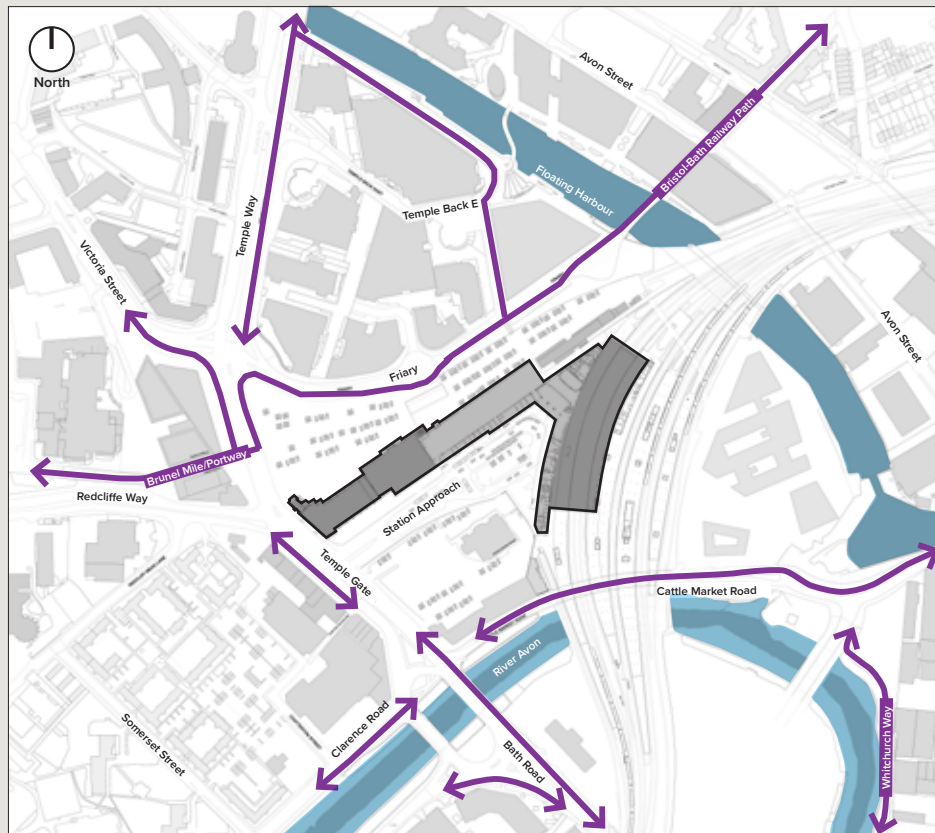


Figure 71 Existing cycle routes

Key

↔ Main cycle routes

6.2.9 Transport interchange

Bristol Temple Meads currently operates as a dispersed interchange whereby the distribution of modes is spread throughout the wider station area. However, two key areas are under capacity and poorly designed for the multiple modes that use them: the Friary and the Station Approach. In these two locations, the combination of incremental development and high passenger growth has resulted in an arrangement that is often confusing, congested and unsafe.

The current transport interchange components are shown in Figure 722.

Public transport

Bus stops in the area are spread across multiple locations. Those on Temple Gate have recently been reconfigured as part of the Temple Gate highway scheme. This dispersed arrangement creates inherent wayfinding challenges, but there are limited opportunities to consolidate these due to low levels of available land around the station.

The bus stops on the Station Approach suffer from poor visibility from the entrance due to the concentrated use of this space by taxis, buses and private vehicles. In addition, most bus stops on the Station Approach have no shelter or seating.

The nearest boat stop to the station is Temple Meads Station Landing, with public ferry services travelling to and from the City Centre and Hotwells.

Taxis

Ten Hackney carriage taxis are allowed in the taxi rank immediately outside the Station Approach entrance. Twenty are allowed in the feeder rank, and an additional thirteen stands are available on the ramp.

There is no official provision for private (or app-based) taxis, many of which currently drop-off and pick up outside the Northern Entrance. Vehicle stopping is prohibited by Homes England, but this is poorly enforced, creating risk of conflict with pedestrians and cyclists in the Friary 'shared space'.

Car Parking

The north side of the station is currently dominated by surface car parking, much of which is long-stay. The Station Approach is used for short-stay parking and drop-off, which exacerbates conflicts with taxis, buses, pedestrians and cyclists at peak times. In addition, the Friary area is often used as informal drop-off/pick-up.

Additional public car parks nearby include Portwall Lane (150 spaces) and Temple Gate (440 spaces, 395 of which are private lease).

A weekday parking survey was undertaken in November 2019. Of those using the long-stay station car park outside the Northern Entrance, 37% were train travellers, 26% were railway staff and 38% were parking for other reasons (e.g. City Centre for work). In addition, 47% of those using the Portwall Lane car park were parking to catch a train.

There are currently 11 long-stay, Blue Badge parking spaces located in the Midland Shed and seven on the Station Approach, all of which are non-compliant with Design Standards for Accessible Railway Stations (DfT, 2015)

Cycle parking

The station currently has approximately 450 cycle parking spaces, which were relocated from Platform 3 to the Temple Quay area north of the station in 2020.

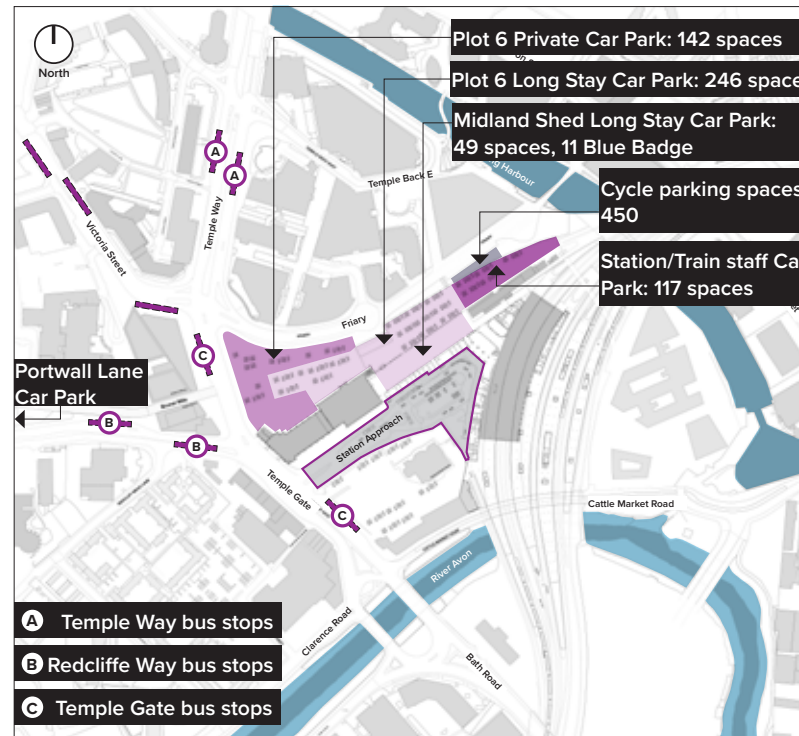
Cycle parking at the station is under capacity for current demand, does not fulfil station security requirements, and has not been designed to reflect the diversity of bicycles in use e.g. trailers, tandems and bicycles for people with disabilities.

There are additional Sheffield stand cycle parking spaces nearby, such as in the wider Temple Quay area, which are also oversubscribed

Drivers for change

The current transport interchange at Bristol Temple Meads is unfit for the needs of a 21st Century station. This masterplan presents an opportunity to reconfigure the transport interchange to promote sustainable travel choices, improve legibility and accommodate forecast passenger growth.

In particular, the relocation of surface car parking around the Northern Entrance is critical to unlocking sites around the station to create a new City Gateway.



Key

- ① Taxi Rank - 10 cars
- ② Taxi feeder - 20 cars (2 lanes)
- ③ Short stay parking - 8 taxi, 11 general
- ④ 2 bus stops (5 bays) for 7 services
- ⑤ Short stay - 7 Blue Badge, 7 Motorcycle, 20 general, 3 drop-off
- ⑥ Forecourt cycle parking - 104 bicycles
- ⑦ British Transport Police - 10 spaces



Station Approach Detail

Figure 72 Existing Bristol Temple Meads station interchange

6.2.10 Other drivers for change

The City Gateway is a focal point for the renewal of Bristol Temple Meads, recognising that the station experience spills out into the city environment. In addition to the movement and transport needs outlined above, there are numerous drivers and aspirations that support the need for intervention. Most of these are inter-related, creating a complex set of factors that influence the design of this area.

Public realm

The areas outside the station entrances do not fulfil the principles of high quality public realm design. The environment is dominated by movement, with noisy vehicles in close proximity and few places to dwell and make decisions any longer than a momentary pause. As a result, the public realm is mostly hurried through and the historic station is under appreciated.

The areas around the station were previously identified as highly desirable for public realm enhancements in the BTQEZ Public Realm Guide (Bristol City Council, 2015) to create an attractive and fitting City Gateway.

Station security

The proximity of vehicles to station entrances and pedestrian flow routes is non-compliant with the Security in Design of Stations (SIDOS) Guide (DfT, 2018). Thus, there is a clear driver to relocate the station's taxi rank and car parking to improve stand-off distances and station security.

Accessibility and inclusivity

The external station environment presents challenges for people with protected characteristics under the Equality Act 2010. Particular issues include:

- Poor signage and wayfinding; a particular challenge at Temple Meads due to the dispersed interchange
- No public toilets or baby changing facilities outside the ticket gates
- Limited seats with shelter
- Access routes that are non-compliant with Design Standards for Accessible Railway Stations (DfT, 2015) and BS 8300, including slip and trip hazards
- Insufficient and non-compliant Blue Badge parking spaces
- Personal security concerns, such as Cattle Market Road which is perceived as a dark corridor with poor surveillance

Inaccessible and poorly designed public infrastructure is significant factor in social exclusion, dissuading people from choosing to travel by train. The provision of accessible stations helps to ensure everyone can travel safely and access job opportunities, healthcare, education, and, social and recreational opportunities, giving independence to those who are unable to access private transport.

Retail

Retail provision at the station is mostly inside the Passenger Subway and on the platforms, with only a small WHSmith store outside the ticket gates. In this study it was found that Bristol Temple Meads has the lowest retail provision compared to other benchmarked stations, and retail demand will increase with growing passenger numbers. The lack of retail was also raised as a consistent theme from engagement during this study, including community user groups and businesses. Thus, there is a clear driver to improve the station's retail offering to provide a good passenger experience and a valuable source of revenue for Network Rail.

Economic benefits

There are localised economic benefits from improving train stations and the surrounding transport infrastructure, as explored in Local Economic Benefits of Station Investment (Steer Davies Gleave, March 2018). The three main areas are:

- Property price impacts – where a transport investment leads to an increase in the price of commercial or residential land/property
- Direct investment (developer-led response) – where a transport investment increases the viability and attractiveness of a location as a place to develop – e.g. stimulating housing or commercial development
- Indirect investment (business-led decisions) – where a change in the accessibility or environment of an area encourages businesses to re-locate or expand

Crucially, this publication notes that, *"all investment is context specific...transport investment should be viewed as a potential enabler of desired economic outcomes, where it addresses identified issues, constraints, opportunities or market failures. The potential success of transport investment will be maximised where transport investment is coordinated with other complementary investment or policy initiatives."* This is the approach being pursued by the City Gateway, to address the constraints and opportunities in a holistic way, including capacity, public realm, retail and more.

Future mobility

A new mass/rapid transit system is being considered to improve Bristol's public transport offering and reduce congestion, as described in the Bristol Transport Strategy (Bristol City Council, 2019), led by the CA. The choice of routes and form of transport is still in early feasibility stage and subject to change. This Masterplan offers an opportunity to include passive provision for mass transit by incorporating flexibility into the use of sites around the station, particularly those which are likely to be available later in the development, those which are not surrounded by physical barriers (e.g. the railway and river), and those which connect to the existing highway network.

Smart technology

Redevelopment of the City Gateway provides several opportunities for technology-enabled improvements to operation, security and safety at Bristol Temple Meads. At present, 4G mobile network coverage is strong indoors and outdoors, which is set to improve with the development of 5G by each network operator. This can be implemented through fibre and ducting coverage across the masterplan area.

6.3 Constraints and opportunities summary

The station is surrounded by physical barriers, including the River Avon, Floating Harbour and Temple Gate highway, further compounded by several areas in private land ownership. This constrains the number of sites which are available for use and intensifies scrutiny on the extent of public land that is currently used for surface car parking. The competing needs for space in this area means that the renewed City Gateway will continue to be dispersed at several locations, presenting some inherent constraints for wayfinding, capacity and accessibility.

Bristol Temple Meads is an iconic, Grade I listed asset. This introduces both opportunities and constraints to design sensitive alterations which improve passenger experience and capacity. In addition, the renewal of this area is one of several projects nearby. The interface between these schemes and works to the station may constrain design solutions and construction methodology.

From the preceding analysis, Bristol Temple Meads City Gateway presents an opportunity to reconfigure the station area to better serve the needs of its users, creating a step-change in transport provision, public realm, station security, accessibility and retail provision. The sum of these works will help to drive sustainable economic growth in the city.



6.4 Guiding principles

Opportunities and recommendations for application of the five guiding principles to achieve placemaking outcomes in the City Gateway.



Integrated and Connected

This masterplan will deliver a revitalised, dispersed transport interchange to improve movement and connectivity around the city. These enhancements will prioritise sustainable and accessible modes of transport, particularly public transport and active modes such as walking and cycling. The sustainable hierarchy of modes will be used to allocate the available space nearest the station to influence transport choices, all while improving essential provision for people with disabilities and operational staff. This project will deliver improved wayfinding integration of legible design principles such as improved sight-lines, clear orientation to landmarks and easily navigable spaces with ample space to manoeuvre and see onward journey options. In addition, potential spaces for future transport infrastructure will be identified to incorporate flexibility for the future. These enhancements will make the station more welcoming, accessible and inclusive for all.



Inclusive Economic Growth

The renewed City Gateway, combined with internal station improvements, will continue to be an important infrastructure base that facilitates economic growth in the city. This masterplan will propose more efficient uses of land, alongside a clear and achievable delivery strategy to introduce incremental benefits without the disproportionate disruption that could be associated with a 'big bang' scheme. To kick-start this process, relocation of car parking and reconfiguration of transport components will unlock sites around the station and send a clear signal for further redevelopment in the area. Further development will include appropriate retail and facilities to achieve a better balance in the station precinct.



Quality places

Bristol Temple Meads will become a focal point of civic placemaking which celebrates the historic character of the Grade I listed station while also creating a modern and low carbon gateway to the city. A new Northern Entrance will create a grand, architectural entrance to the station, a 21st Century response to the heritage of these buildings. Similarly, the new Eastern Entrance will be a fitting addition to the station on this side, complementing the new Temple Quarter Enterprise Campus. The Midland Shed also presents an excellent opportunity for revitalisation to better serve the needs of the station, improving the quality of passenger experience, facilities and wayfinding.



Quality spaces

The new City Gateway will achieve an effective blend of heritage and modernity within an efficient and attractive transport interchange. Together with other development nearby, this masterplan will seek to transform the station and its environs into a destination in their own right, using a clear hierarchy of public spaces to transition from the station to the city. At each entrance, high quality public realm will be created to improve legibility, comfort and accessibility for all users. Improving personal safety will be embedded in design, such as overlooked spaces, clear sight lines and lighting. Public realm design will be integrated with transport interchange components to provide a seamless experience for onward travel. Opportunities for green infrastructure will be utilised where appropriate to complement the functional needs of this space.



Vibrant and Creative Communities

The new City Gateway will create an arrival experience which is befitting of the unique nature of Bristol – a city that champions sustainability, innovation and equality. Accessible and inclusive design will be incorporated from the outset to better serve a diverse range of users. Smart technology infrastructure will be improved, such as 5G connectivity. The City Gateway will help people to confidently navigate to the wider city and cultural map. Throughout the design process, the public engagement undertaken to date will be continued to refine the proposals for this area.

6.5 Design parameters and onward journeys

6.5.1 Design parameters

The new City Gateway will represent a significant upgrade to the infrastructure around Bristol Temple Meads, improving the user experience and transport capacity for decades to come.

The area around the Northern Entrance is proposed to be reconfigured quite significantly. However, the constrained nature of the site, coupled with the potential for new development buildings, presents a clear need to plan and safeguard physical space for movement infrastructure and public use. In this area, new movement routes, public realm and accessibility are of vital importance to resolve the current conflicts and provide a fitting introduction to the city. Thus, there is a need to balance the competing demands for space.

The following items represent the key design parameters to inform the design around the Northern Entrance. These reflect the current understanding of what can be achieved in a constrained site, and they can be expected to develop and evolve as the design progresses.

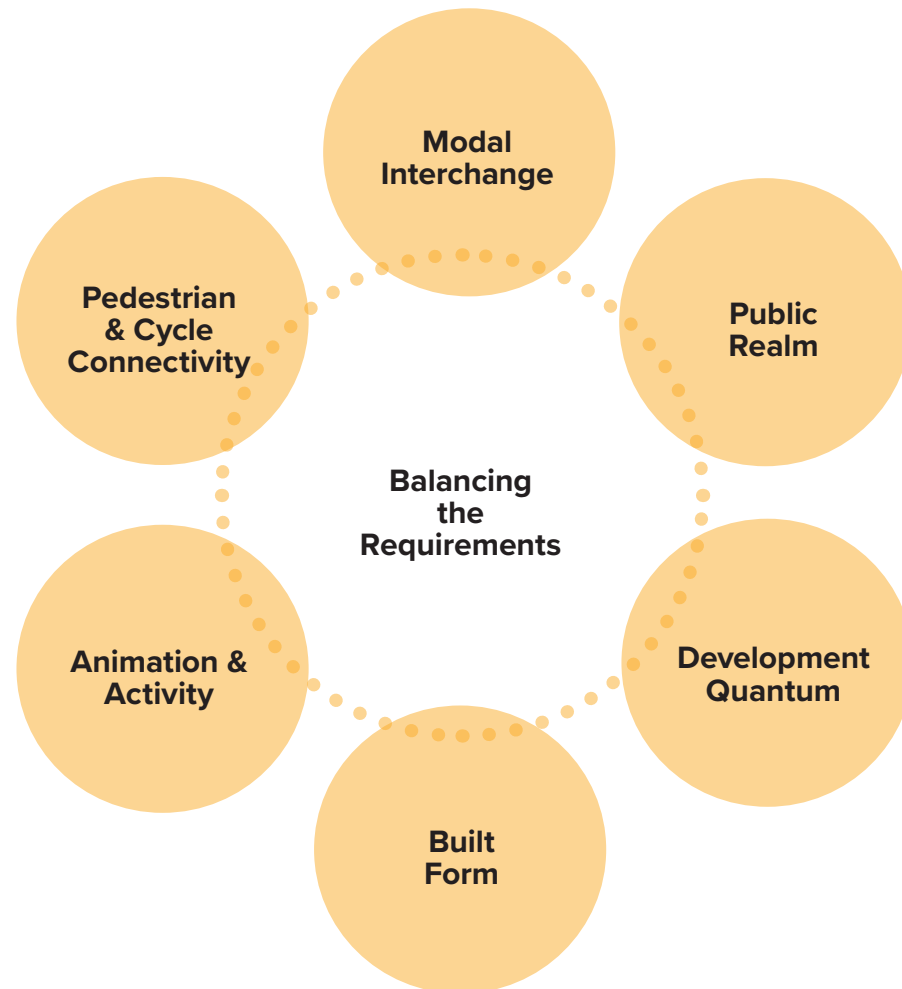


Figure 73 Balancing the Northern Entrance requirements

Modal Interchange

- Seamless interchange between modes
- Legibility between modes (Visibility, desire-lines and signage)
- Inclusive and accessible, step free routes (including lifts where appropriate)
- Live information
- Shelter and comfort
- Safety and security
- Passenger facilities, ticketing, etc.

Public Realm

- Welcome to Bristol - a fitting gateway
- Generous culmination of the Brunel Mile
- Legible wayfinding to the dispersed interchange
- Comfortable spaces to meet and linger e.g. terrace,
- Defined Goods Yard public space
- Inclusive and accessible, step-free spaces
- Celebrate the historic station
- Green infrastructure (including sustainable drainage), such as street trees and planting
- Durable, maintainable materials
- Smart technology infrastructure (e.g. 5G)

Built Form

- Enclosure from the Friary and Temple Gate highways
- Active edges to public realm
- Response to heritage assets and setting
- Distinctiveness and character
- Visibility to the buses
- Visibility to the drop-off
- Architecture of merit and distinction

Movement & Access

- Direct and legible routes into the interchange and Midland Shed
- Continuity of east-west pedestrian and cycle routes (i.e. between Brunel Mile and Meads Reach Bridge)
- Segregation between pedestrians, cyclists and vehicles
- Improved permeability and accessibility for different users
- Managed flows at intersections
- Access for servicing, emergency vehicles and rail access
- Bus access and bays on The Friary (including separate rail replacement bus facilities)
- Temple Back East drop-off
- Cycle parking adjacent to Northern Entrance

Development

- New homes, jobs and business space to meet strategic need
- Commercial return to fund new infrastructure
- Adaptability and flexibility

Animation & Activity

- A diverse mix of uses
- Activity at different times of day, evening and night (18 hour economy)
- Opportunities for pop-up retail, public art, events
- Inclusive and accessible social spaces
- Food & Drink
- Space for diverse events

Figure 74 Northern Entrance key design parameters

6.5.2 Illustrative cross sections

In response to these design parameters, the adjacent cross-sections provide an illustration of how the space could be arranged for three key areas:

- The Friary (northern end)
- Isambard Walk
- The Friary (southern end) and Goods Yard

Other movement corridors, such as the Station Approach and surrounding highways, will also undergo minor reconfiguration, but are more characterised by existing physical boundaries such as the river, buildings and retaining structures.

Figure 75 The Friary (north end) illustrative cross section

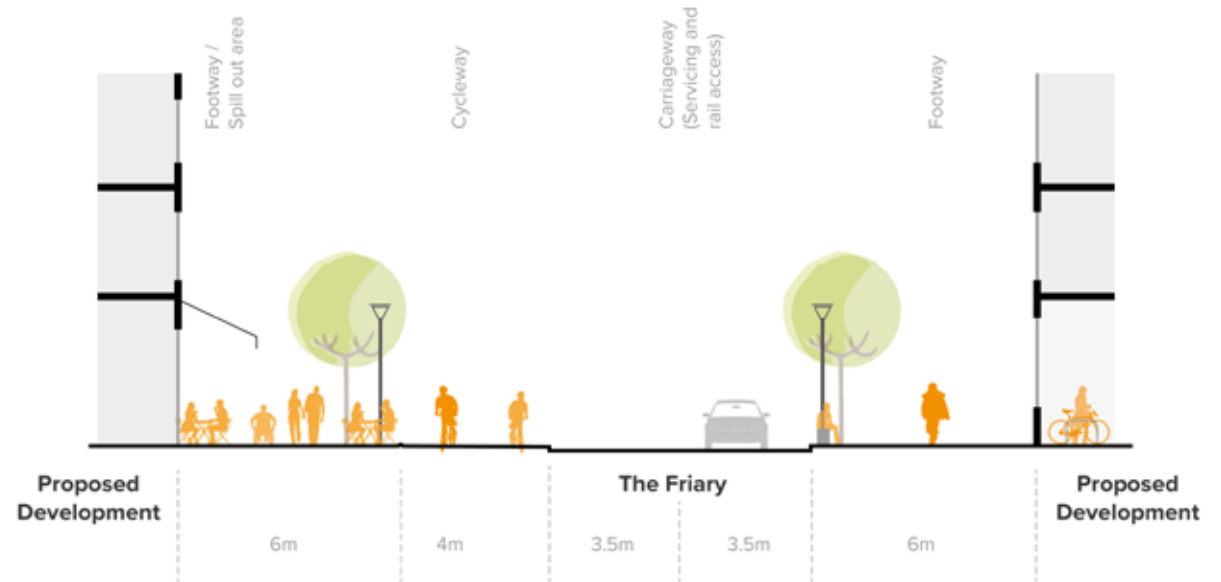


Figure 76 Isambard Walk illustrative cross section

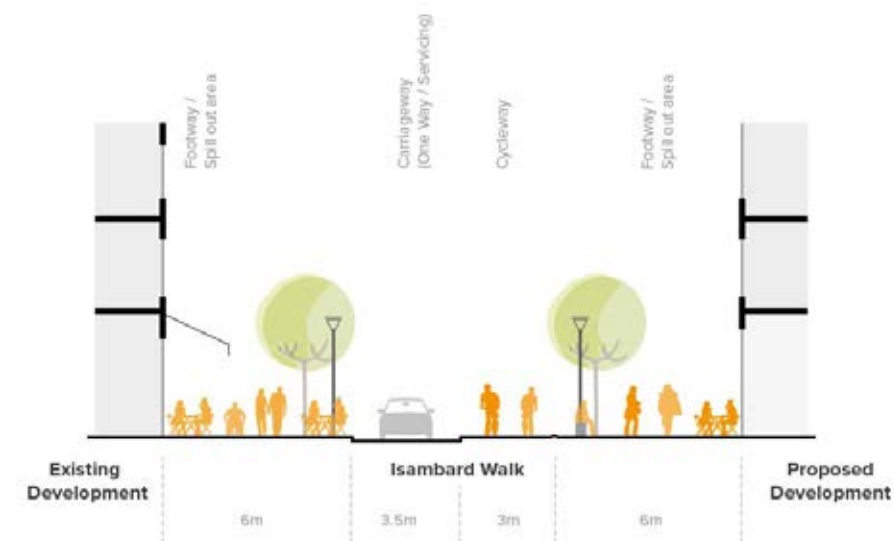
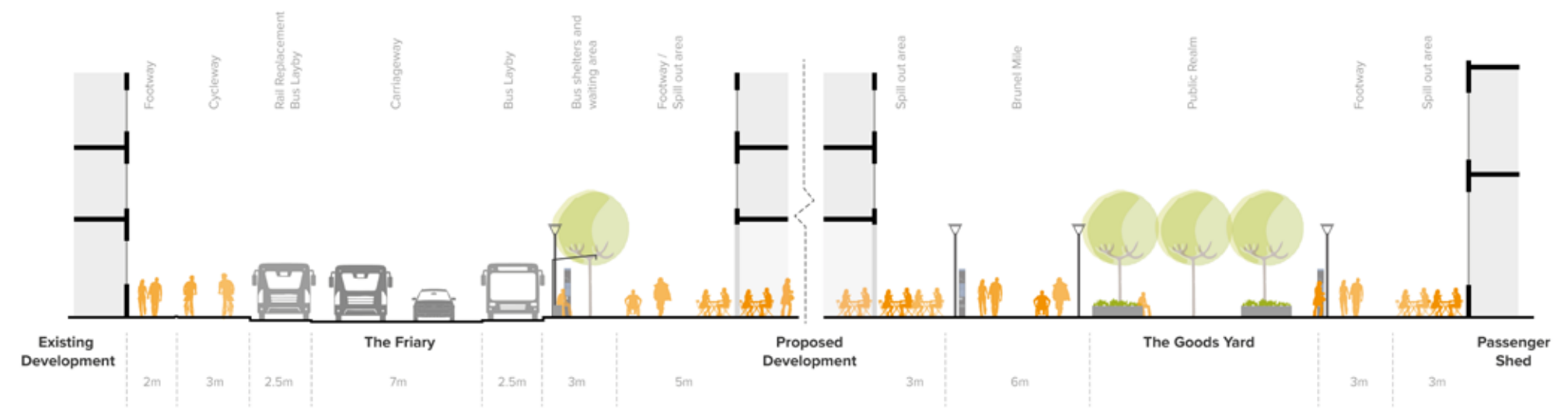


Figure 77 The Friary (southern end) and Goods Yard illustrative cross section



6.5.3 Onward journeys

This masterplan presents proposals for a renewed transport interchange and movement routes that will improve accessibility and encourage sustainable travel.

At the start of this project, several engagement workshops were undertaken with a particular focus on transport needs, opportunities and aspirations. The output from these workshops was combined with best practice and other client requirements for each mode of transport. Potential options were then assessed against criteria including capacity, user experience and deliverability, to achieve an appropriate balance.

The adjacent figure is a graphical representation of onward journey options from the renewed station and City Gateway. The necessity of adopting a dispersed approach (as outlined in Section 6.3) creates a plethora of options for the user, but also presents challenges for legibility and wayfinding. It is recommended that this user-centric approach should be continued and refined during the next stages of design to maximise integration and connectivity.

The figure overleaf shows the proposed overall dispersed interchange, including the reconfigured transport interchange.

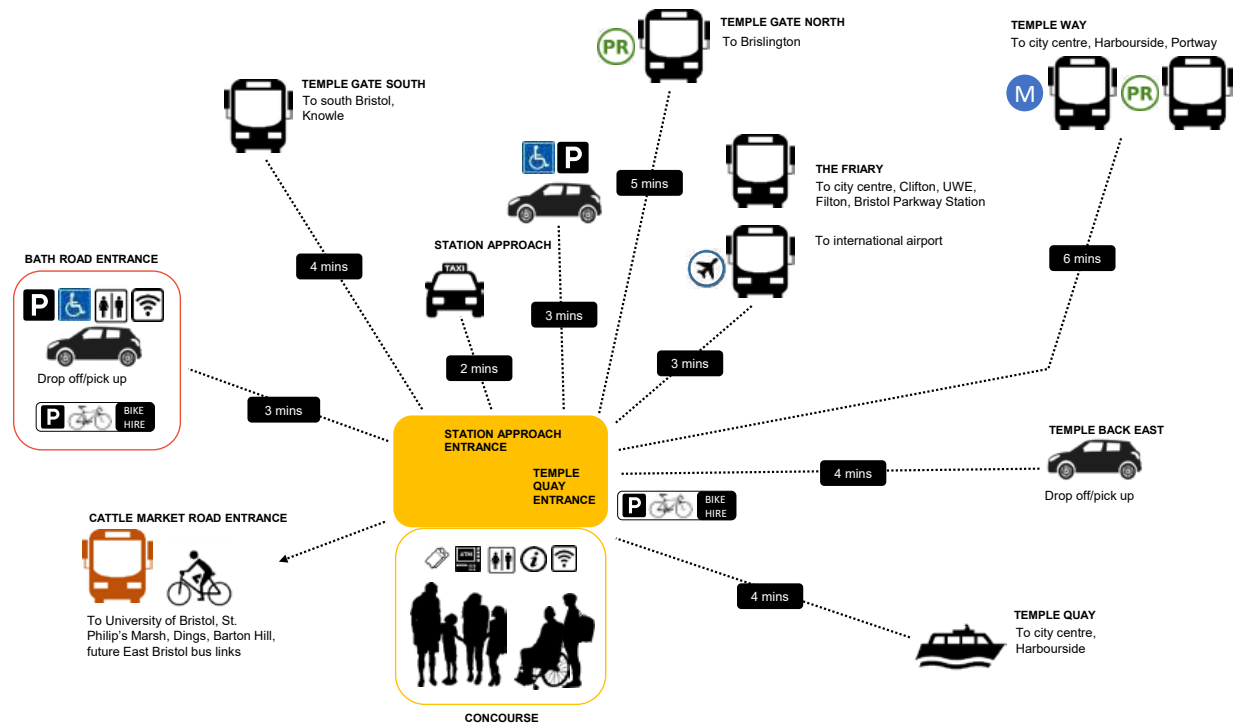


Figure 78 Onward journey options

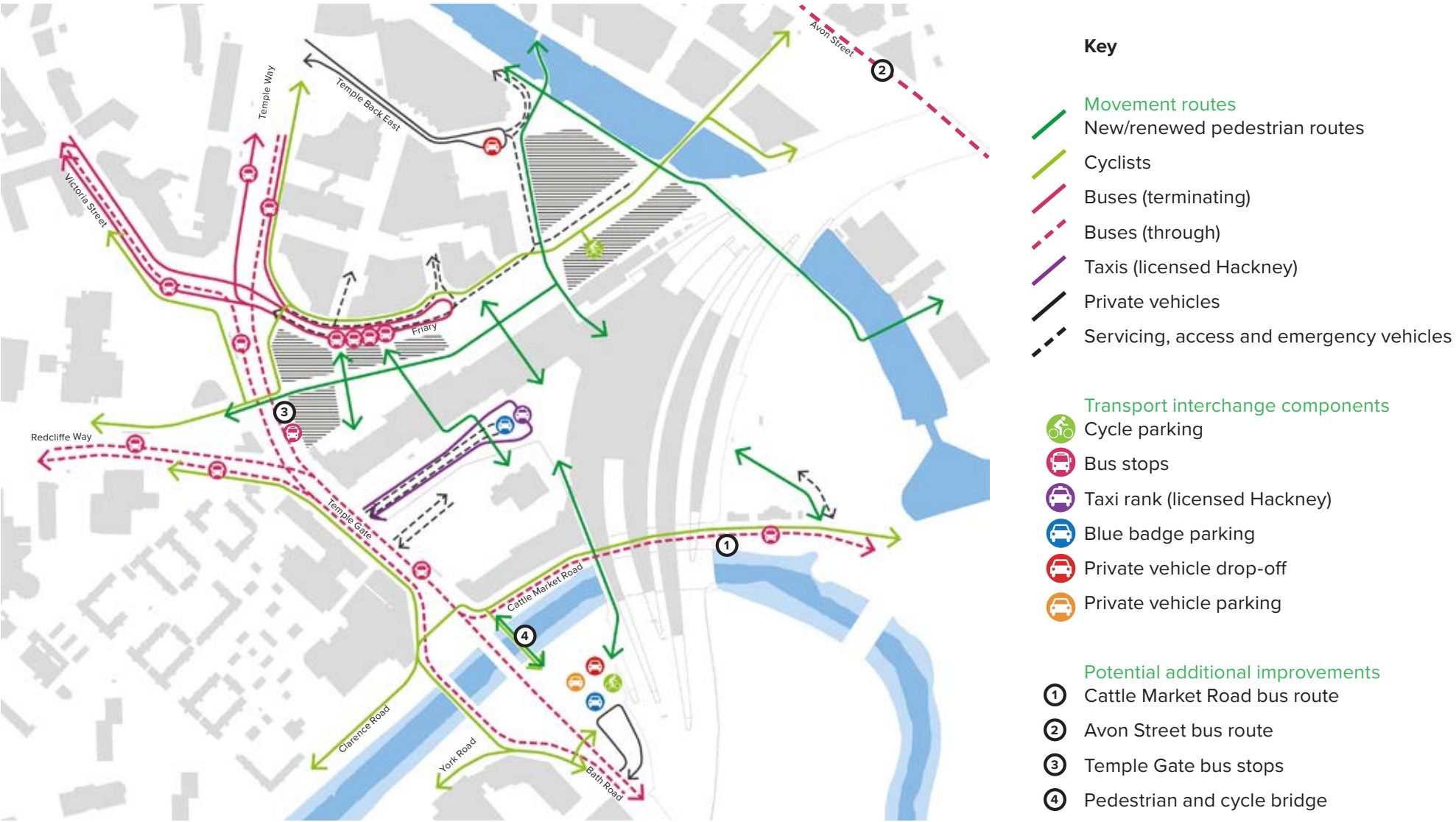


Figure 79 Potential overall dispersed interchange, connections and wayfinding

6.5.4 Wayfinding

Early delivery wayfinding and information provision will have to address the spatially dispersed nature of the interchange zone and take into account walking distances between the concourse and travel mode choices. The layout and design of adjacent public spaces and new buildings can assist legibility.

Figure 80 shows potential locations identified for new map monoliths, direction posts, interchange and bus information points envisaged by the wayfinding framework. Network Rail guidelines do not extend to the provision of pedestrian wayfinding to onward city destinations in the station's external zone. Bristol Legible City monolith units are therefore proposed as shown. These units are particularly important in assisting arriving passengers with their route planning, route selection and route following. Their detailed siting will need to take into account increases in future flows of pedestrians, proximity of street furniture and street lighting to ensure an adequate reading zone within which to engage with displayed information. Wayfinding proposals will be developed further throughout future stages of design.

KEY

UNITS PROPOSED IN SPATIAL FRAMEWORK

- | | | |
|--|--|---|
|  Bristol City Council proposed monolith |  Bristol City Council proposed direction sign |  Bristol City Council proposed major interchange information product |
|--|--|---|

PROPOSED ADDITIONAL UNITS TO SPATIAL FRAMEWORK







- | | | |
|--|--|---|
|  Monolith |  Direction sign |  Major interchange information product |
|  Bus stop |  Key pedestrian route |  Potential meanwhile uses location |



Figure 80 Wayfinding Units Location Plan (Extract from Wayfinding Strategy)

6.6 City Gateway masterplan

This masterplan for Bristol Temple Meads City Gateway identifies preferred approaches for the future development around the station, fulfilling the requirements and needs for movement and user experience. These are complemented by proposed improvements to the internal rail station and the Friary North development, presented in Chapter 5 and 7, respectively.

This design is based on the dispersed interchange principles set out in the BTQEZ Spatial Framework. Designs for each key area are presented in turn, including commentary on their relationship with other surrounding areas.

- Midland Shed
- Northern Entrance and terrace
- The Friary
- Station Approach
- Southern Gateway
- Eastern Entrance

The proposed interventions have been developed as part of an extensive feasibility study. Solutions have emerged in response to the constraints and opportunities at the station, including land ownership and heritage considerations. Options were assessed against criteria such as capacity, user experience and urban integration.

It should be noted that these proposals represent one feasible scenario to balance the competing needs for space. Further design and planning work is needed to continue their development.

The inter-dependencies between these different areas and potential phasing of delivery are outlined in Section 6.7.

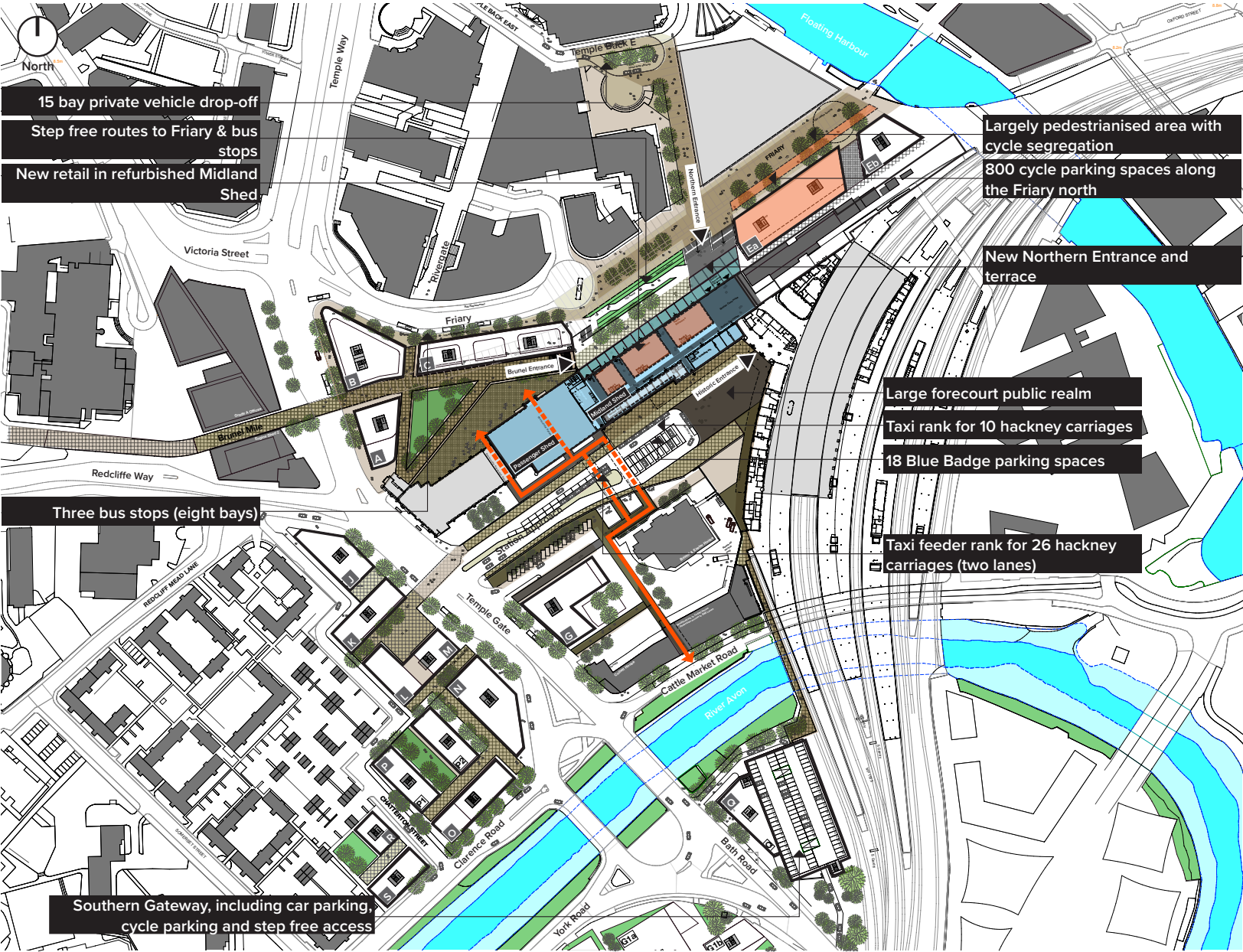


Figure 81 Potential new City Gateway

6.6.1 Midland Shed

Design

Revitalisation of the Midland Shed would extend the station concourse to this northern side of the station, linking the Northern Entrance, Station Approach and existing ticket hall. It would provide new facilities, retail and wayfinding to enhance the passenger experience and aid with onward travel.

The Midland Shed currently has two internal floor levels: a disused platform along the inner/southern wall and track bed level for the remainder, approximately 900mm lower. Coupled with differing levels outside the shed, there are challenges for providing compliant, step-free access to the clock tower hall. The design of this internal floor should be undertaken in parallel with the Northern Entrance (explored in 6.6.1 below) to achieve a logical, accessible progression of routes.

The northern end of the shed could form part of a larger, centralised and more intuitive unpaid concourse area, including wayfinding components and space for future introduction of platforms 0/1.

The Midland Shed presents opportunities for new ticketing facilities and convenience retail (envisioned as single-storey units), potentially including active frontages onto the Station Approach. There is also an opportunity to introduce a lift from an arch beneath the Station Approach to service these units. Other new facilities could include public toilets.

This masterplan proposes options for new pedestrian openings to improve permeability into and through the Midland Shed. At the Northern Entrance, the last three arches could be opened up to provide a new entrance threshold, maximising sight-lines from the new station terrace into the new concourse. There are also opportunities at the south end, providing access between the new terrace and the main forecourt.

The northern end of the Midland Shed is currently open. Further work is required to determine the design of enclosure at this end and its interface with the Northern Entrance to provide a suitable internal environment. If this design progressed soon, there will be a temporary case before the existing signal box is removed and Platforms 0/1 are installed (see Section 5.6). A glass wall may be a suitable temporary solution, lasting 5-10 years. Similarly, there may be a desire to permanently modify the dividing wall between the Midland Shed and Passenger Shed.

Heritage

This building is owned by Network Rail and will require some structural refurbishment and new building services before permanent facilities can be built inside, including the roof that is in poor condition. Conversion of this space has been discussed with Historic England and a sympathetic conversion is generally considered suitable at the stage of design. Further work is required to determine which arches are appropriate for opening.

Functionality and movement outcomes

The re-purposed Midland Shed could provide:

- Enhanced visibility of the historic station
- An enlarged concourse area to accommodate passenger growth to 2043, including the eventual introduction of platforms 0/1
- Wayfinding components, including rail departure/arrivals boards and for onward travel by other modes
- New ticketing facilities and passenger information centre, size and layout to be determined
- Public toilets, capacity to be determined
- Convenience retail, likely to be small format, self-contained units. Up to 1,286m² is considered suitable, to be confirmed with the Network Rail retail team
- Access between the new terrace and the station forecourt on either side of the shed further away from the concourse, to be assessed against structural and heritage implications
- Structural and building services refurbishment
- An ability to securely close the station outside operational hours
- Design for safety and personal security, including lighting, natural surveillance and CCTV
- A suitable internal environment, potentially including enclosure at the northern end of the shed, the feasibility of which is to be determined

Key

1. New northern entrance (formed through 3no. arches)
2. New northern unpaid concourse
3. Enhanced unpaid passenger route 1 - Clock tower
4. Enhanced unpaid passenger route 2 – Bonaparte's
5. New northern entrance terrace
6. New station approach forecourt
7. New Customer Information Screen (CIS)
8. Potential retail use
9. New public toilets
10. New access into passageway
11. Former west Digby Wyatt range rooms
12. Existing access point extended through Midland Shed out onto Friary
13. First class lounge
14. Retail use
15. Potential to open up additional arches along façade to facilitate retail street
16. New 6-car platform and buffer stops positioned 25m back from end of Midland Shed
17. Proposed gateline to platform 0/1
18. Potential gateline behind Platform 3
19. Proposed gateline through Bonapartes Alley
20. Platform 3
21. Relocated Taxi and blue badge parking
22. Service access
23. Existing signalling facility

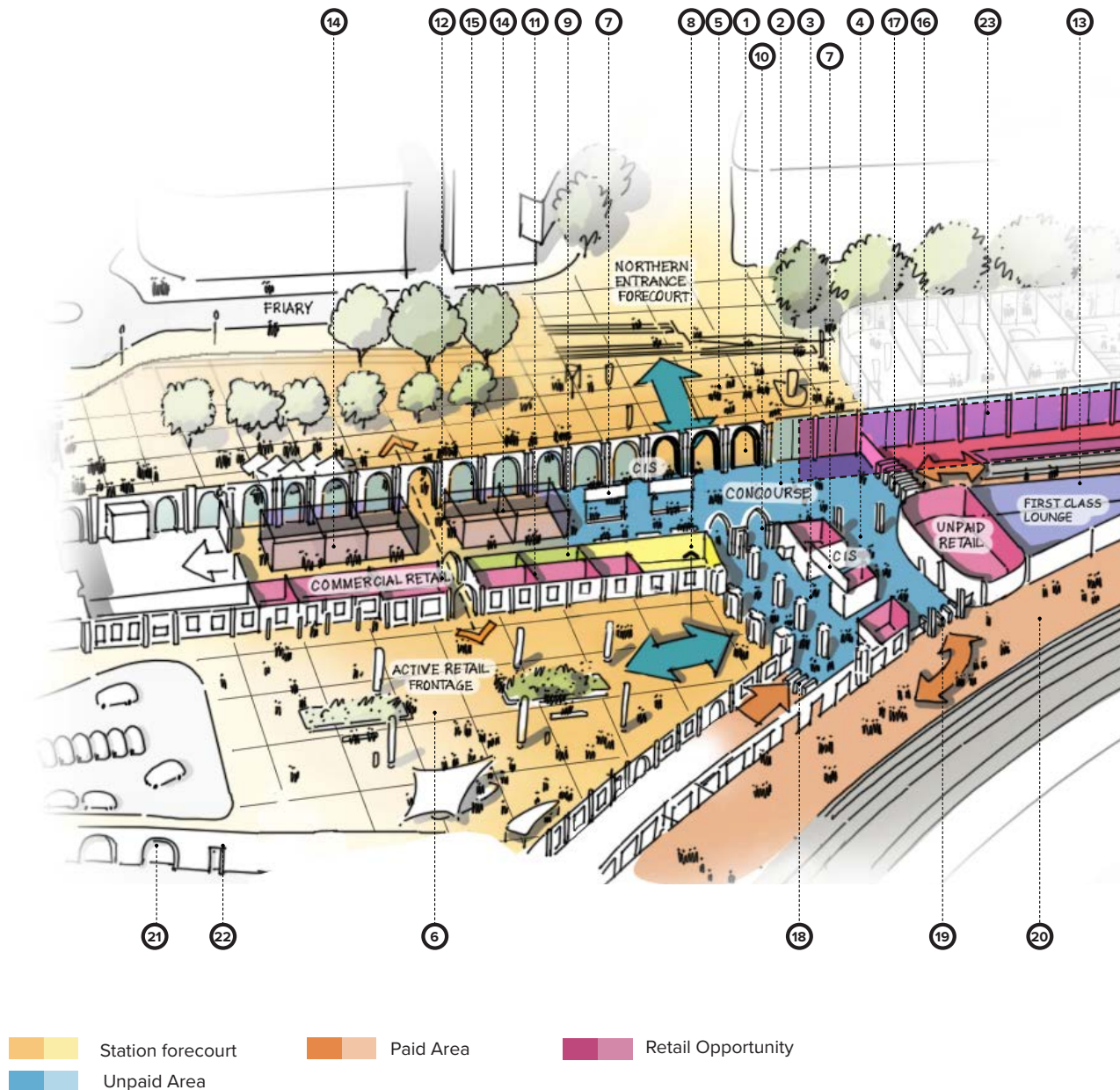


Figure 82 Midland Shed illustrative concept

6.6.2 Northern Entrance and terrace

Design

Creation of a new Northern Entrance will enhance Bristol Temple Meads' role as a gateway to the city that will enhance the passenger experience through an attractive and legible space.

Two main options have been identified for new entrances via the Midland Shed.

1. Keeping separate entrances from the Station Approach and from the Friary. On the Friary side this widened entrance could occupy the end three bays, leading out on to a generous terrace
2. A single or internally linked pair of station entrances through the southern end of the Midland Shed by providing free and open access on foot through the southern end of the Midland Shed

These two options present different challenges and opportunities to successfully address the difference in ground levels, passenger flow capacity, onward travel connections and a logical progression through a new concourse, ticket sales area and gatelines to the platforms. Further work is required at GRIP 3 stage of design to determine the most optimal solution.

A new entrance into the Midland Shed could potentially include a new canopy, designed to reflect Bristol's unique character. The structural form of this canopy is to be determined, although it is highly likely that superstructure and foundations will need to be independent from the existing shed.

A new terrace area is proposed on the northern side of the Midland Shed. This represents the convergence of several routes, and will need to provide step-free access between the terrace and:

- The Friary outside Plot 3
- Relocated bus stops
- The Goods Yard
- The Midland Shed, concourse and ticket hall

Heritage

The existing station clock tower forms the highest point of the station and is prominent on approach, identified as a key view in the BTQEZ Spatial Framework. The option of a northern entrance at the north end of the Midland Shed would align with this when viewed from movement corridors from the north. The architectural and civil design is to be progressed in liaison with Historic England.

Functionality and movement outcomes

The redesigned Northern Entrance and terrace could provide:

- An architectural entrance and public realm design befitting of the heritage station and which aids legibility
- Improved passenger flow capacity to accommodate forecast growth to 2043
- Legible wayfinding from the station to onward travel options, including the Brunel Mile, the relocated bus stops on the Friary and the drop-off on Temple Back East, including key sight-lines and signage

- An open terrace to aid decision-making, including places outside of the main flows to dwell and places with shelter
- Convenient, step-free access between the Friary (outside Plot 3), new bus stops, the new Goods Yard and into the Midland Shed, concourse and ticket hall
- Opportunities for small permanent or temporary units to animate the space, such as a 'Welcome to Bristol' hub and small retail stands
- Emergency vehicle access to the terrace, using one of the ramps

It should be noted that the further development and configuration of the Northern Entrance cannot be progressed in isolation from the external city gateway, and the internal circulation enhancement, both of which will require a level of further definition to define appropriate Northern Entrance solutions, and which may result in the selected option varying from that shown in current visualisations.

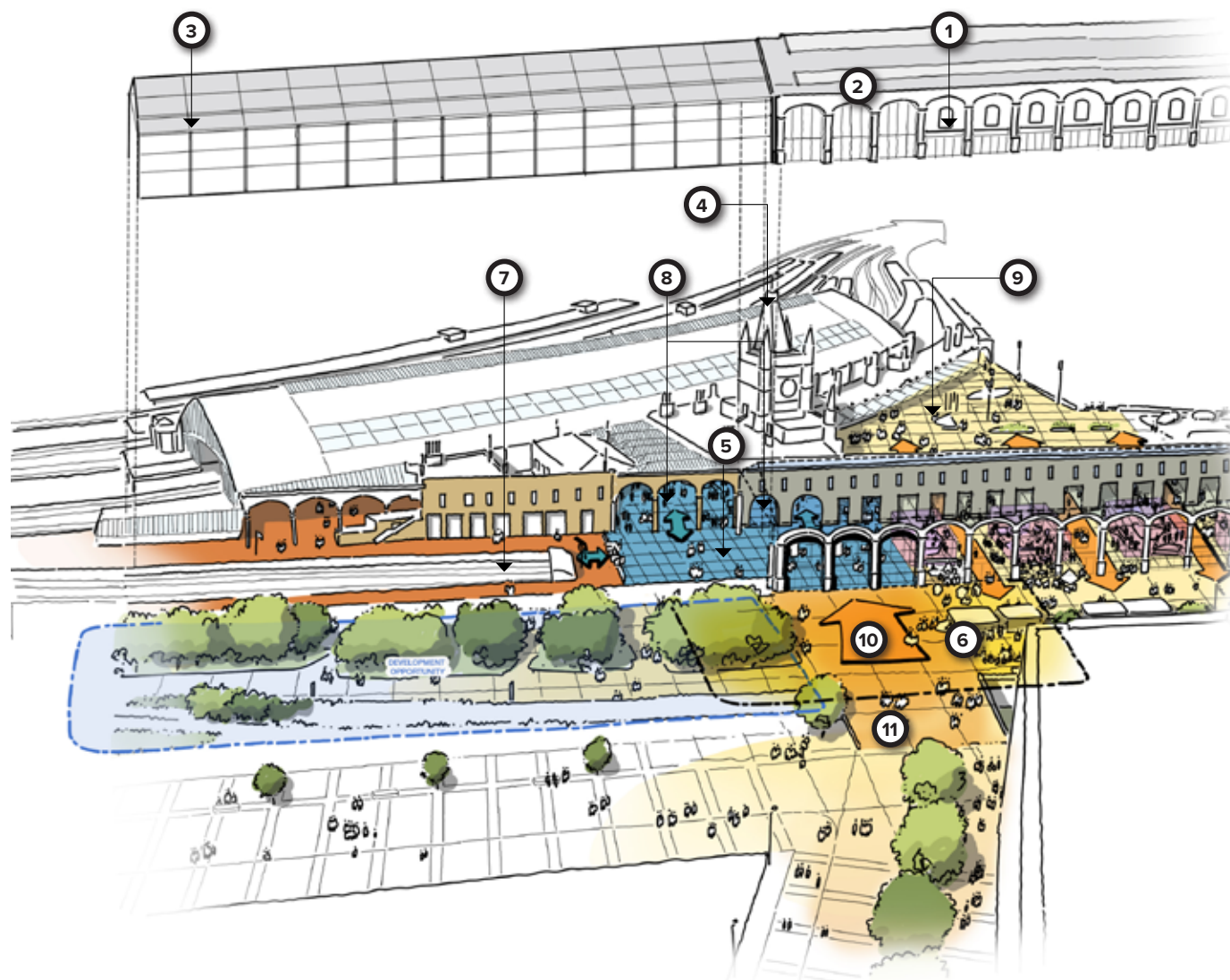


Figure 83 Northern Entrance and terrace illustrative concept

Key

1. Refurbished Midland Shed
2. New Northern Entrance
3. Platform 0/1 canopy/Facade
4. Potential reinstated clock tower spire for enhanced wayfinding/ civic presence
5. Consolidated central concourse served by Northern Entrance and Station Approach Entrance
6. New terrace
7. New 6-car platforms 0/1
8. Enhanced unpaid passenger links through existing ticket hall/clock tower and Bonapartes Alley
9. Renewed Station Approach forecourt
10. New northern entrance formed through 3 arches of Midland Shed
11. New widened/enhanced northern access

6.6.3 The Friary

Design

The Friary represents a crucial part of the dispersed City Gateway where several modes of travel and desire lines converge. The re-design of this area would provide an accessible, legible and safe space which minimises conflict. With completion of the Northern Entrance, Temple Meads would effectively turn to face the Friary, rather than the current impression that the route is behind the station.

This masterplan proposes relocation of the terminating bus stops from the Station Approach to the south end of the Friary. This will require re-routing of buses via Redcliffe Way, but will provide a dedicated space for ease of operation and greater opportunities for bus shelters. Permeability links and sight-lines between the terrace, Goods Yard and bus stops will provide clarity for passengers.

At the northern end of the Friary, outside the Northern Entrance, the current 'shared space' loop will be removed, giving priority pedestrians and cyclists. Detailed design will need to resolve potential conflict between these modes, as well as integrating safe access for service vehicles to serve potential new buildings. A new private car drop-off loop will be created from Temple Back East.

The Friary provides an opportunity to create a high quality cycle link between the Brunel Mile and the Bristol to Bath Railway Path. The proposed route is from Meads Reach Bridge (the Cheesegrater) around the north side of the Friary, with a new crossing over the mouth of the Friary. This is a slightly indirect route, but would avoid conflict with pedestrians

and buses around the busy Goods Yard. This route should segregate cyclists from other modes where possible, including pedestrians, in order to create a safe environment. Opportunities for more direct cycle routes will be explored at the next design stage.

The northern Friary area, near Meads Reach Bridge, has been used as the site for initial decant of the station cycle parking to improve station security and facilitate the roof refurbishment. The projected demand for cycle parking spaces is likely to exceed the capacity of this area in the mid-2020s, thus the permanent solution is an expanded and enhanced facility within the Gateway area.

It is highly desirable for buildings at the northern end of the Friary to include active frontages and, where possible, shelter for pedestrians. This includes a new building on Plot 3 (see Section 2.4) and the Friary North development (see Section 7.5).

The existing boat/ferry stop at Temple Quay Amphitheatre is well positioned for station users and the forthcoming harbour walkway. The topography and bridge cables mean that there are few alternative uses for this site, thus its continued use as a boat stop is recommended.

Heritage

The remodelling of the Northern Entrance terrace and Friary is likely to impact the historic masonry retaining wall. This was assessed as 'moderately significant' in the previous Conservation & Asset Management Strategy (Alan Baxter, 2013). Design is to be progressed in liaison with Historic England.

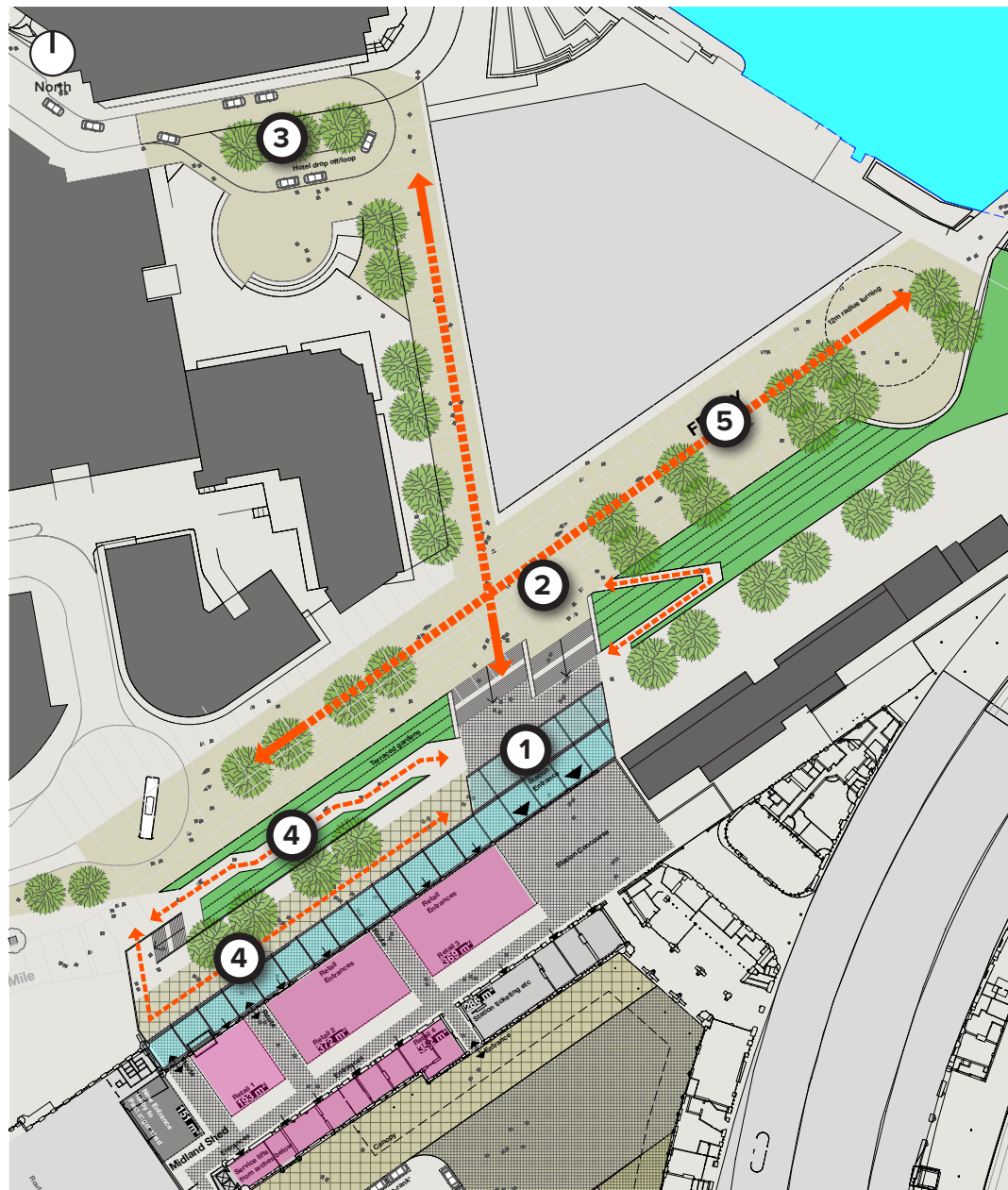


Figure 84 Potential Friary

Part 1 - Overview

.....

Part 2 - Masterplan

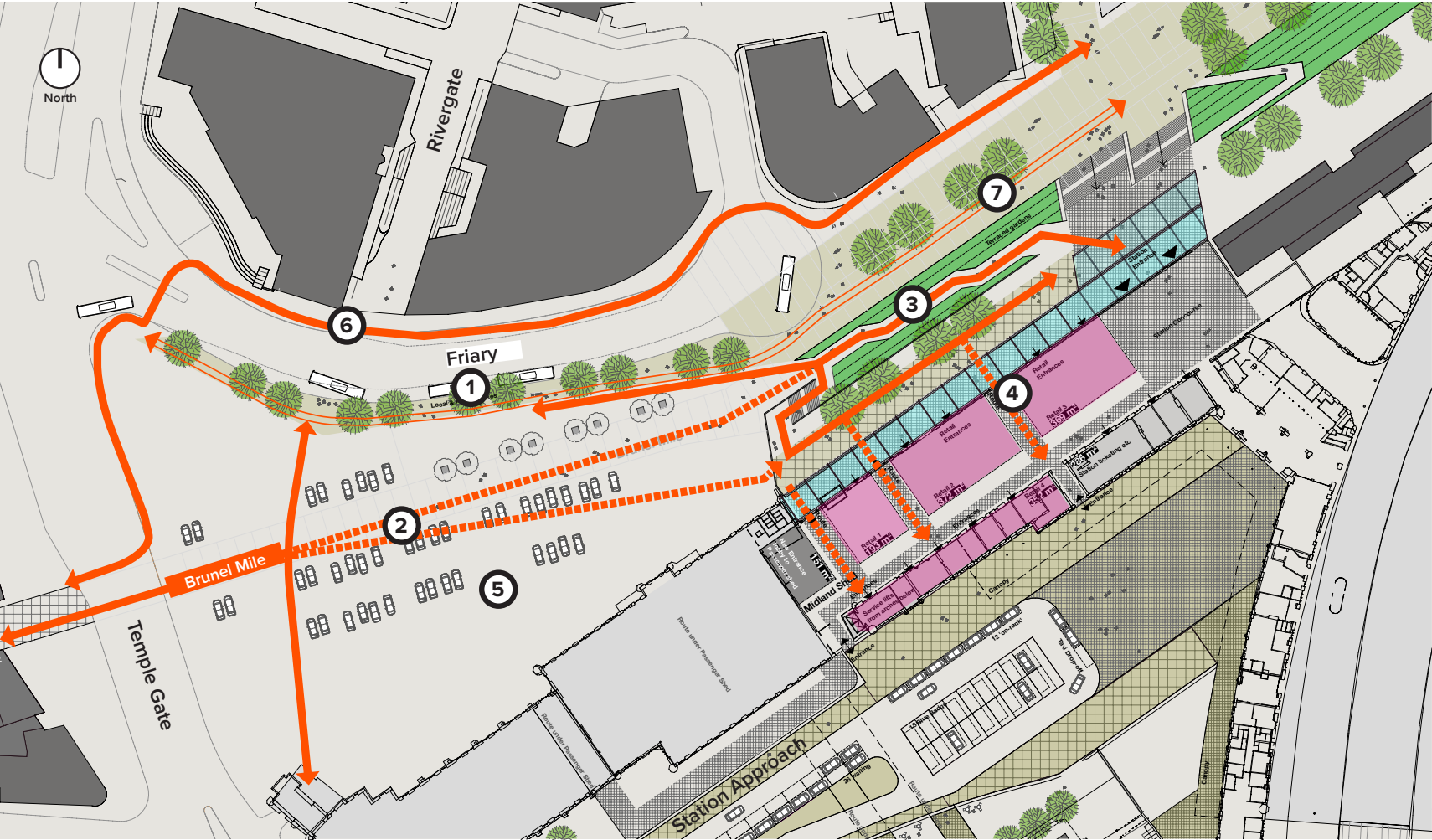
.....

Part 3 - Development Framework

Functionality and movement outcomes

The re-modelled Friary could provide:

- New bus stops between Temple Gate and the Friary roundabout. There is capacity for eight bus stands with space for a ninth to be considered at the next stage of design. Bus shelters will be provided
- Potential space for rail replacement buses on the northern side of the Friary, to be determined at the next stage of design
- Improved pedestrian flow capacity to accommodate forecast growth to 2043
- A continuous cycle route between Meads Reach Bridge and Temple Gate. The pedestrian/cycle crossroads immediately outside the Northern Entrance may require speed control or signalling
- Sheltered, secure cycle parking for initial decant from inside the station
- A private car drop-off loop from Temple Back East. The exact size is to be determined, but the concept layout has capacity for 8 parking spaces and 7-9 pick-up/drop-off bays
- Improved highway surfacing to provide clarity between pedestrians, cycles and cars.
- Legible wayfinding from the station to the relocated bus stops, pedestrian and cycle routes, cycle parking, private car drop-off and ferry. Step-free access and perch seating will be provided along all routes
- Improved lighting and opportunities for green infrastructure to improve security and passenger experience



Key

- 1 Relocated buses currently using Station Approach, including Bristol Airport Flyer and terminating services
- 2 Brunel Mile route options
- 3 Hard/Soft landscape/ramps
- 4 Opened Midland Shed facade archways for 'shop fronts' and pedestrian access
- 5 Plot 6 car parking area required for construction space ahead of Goods Yard development
- 6 Segregated cycle route along the Friary
- 7 Alternative cycle route along the Friary

Figure 85 Potential Friary

6.6.4 Station Approach

Design

The key objective for this area is to improve spatial clarity for users, efficiency of interchange and to create a public forecourt which celebrates the heritage facade of Temple Meads Station.

The forecourt outside the entrance can be expanded to create a generous and pleasant station square. This arrangement not only de-clutters and improves the setting of the Grade I listed station but also improves security stand-off and creates potential opportunities for retail in the Digby Wyatt frontage. The creation of a new forecourt would also improve visibility for people approaching and leaving the station.

As with other spaces around the station, a clear strategy of inter-modal dispersal is necessary to provide a legible experience within the constraints of available land. With the bus stops being relocated to the Friary, taxis will be retained on the Station Approach. The proposed layout is similar to the existing with a main rank and feeder rank at the top. At the top of the ramp, a dedicated area of Blue Badge parking will be provided with compliant, step-free access to the concourse. Other private cars will not be permitted to use the ramp.

Heritage

The dynamic views and heritage value of the existing ramp and forecourt will be improved via the removal of movement conflicts by relocating buses and private cars. Design is to be progressed in liaison with Historic England.

Functionality and movement outcomes

The reconfigured Station Approach could provide:

- A generous forecourt area befitting of the heritage station which achieves minimum vehicle stand-off distances. This could include places outside of the main flows to dwell and make decisions and places with shelter
- Legible wayfinding and step-free access from the entrance to the movement routes, taxis, blue badge parking, Midland Shed and Southern Gateway to the Brunel Mile, including key sight-lines and signage
- Opportunities for small permanent or temporary units to animate the space, such as small retail stands
- Improved footway surfacing down the ramp and appropriate crossings over the carriageway
- Green infrastructure, as appropriate
- A new taxi rank and feeder rank for licensed Hackney carriages. A concept design is proposed with 10 spaces on the main rank and 26 waiting; to be refined at the next stage of design
- Shelter for those waiting for taxis, as far as practicable
- Compliant Blue Badge parking spaces with direct access to the station entrance from a level surface. A concept design is proposed with 18 spaces; to be refined at the next stage of design
- Convenient, step-free access into the Midland Shed at its southern end
- Emergency vehicle access to the forecourt, such as removable bollards
- Improved surface water drainage into the River Avon

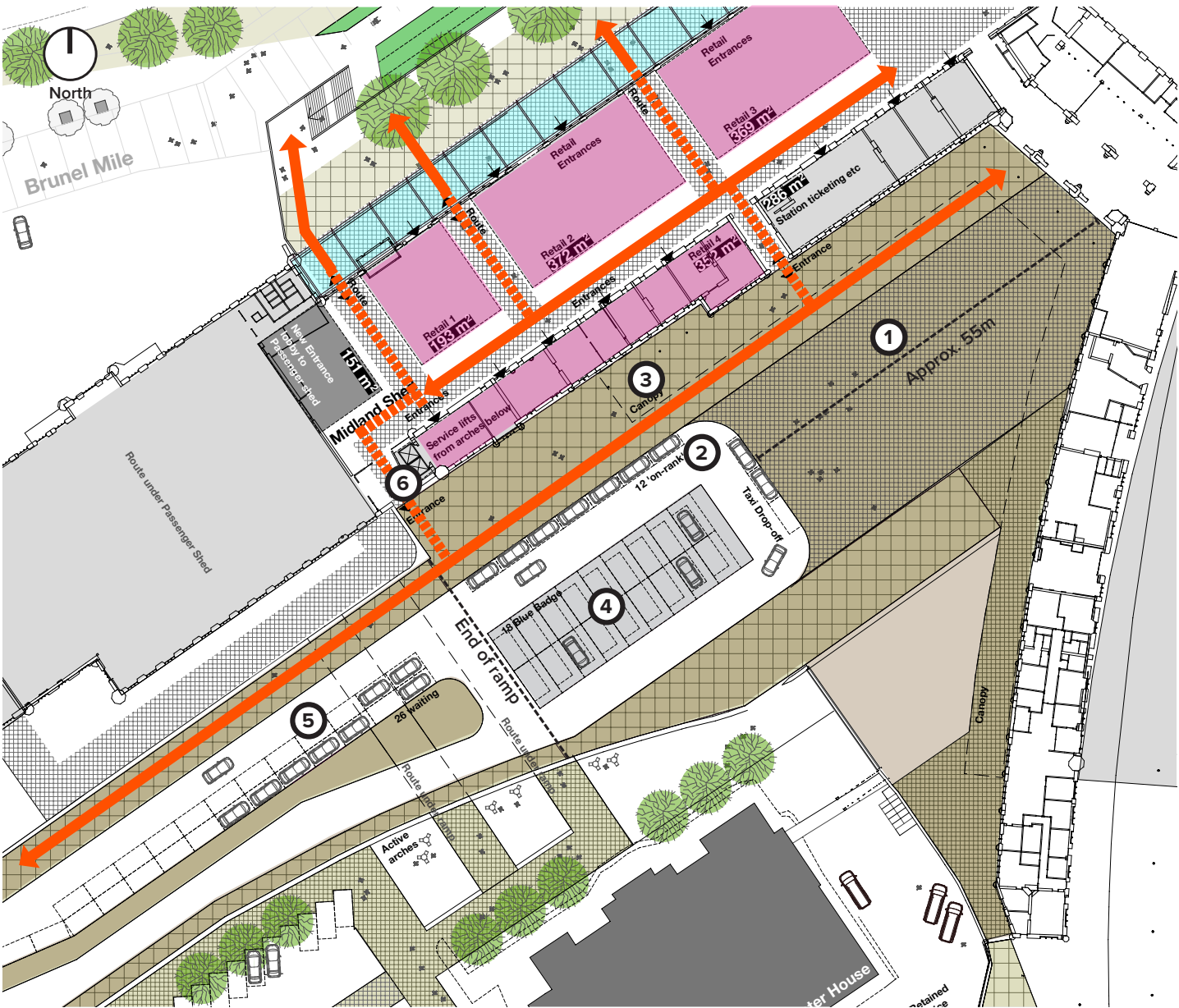


Figure 86 Potential Station Approach

- Key**
- 1 Station Approach forecourt
 - 2 Taxi collect/drop moved 55m back from the station entrance.
 - 3 Taxi passenger waiting area under the existing historic canopy
 - 4 Blue Badge parking (18 spaces)
 - 5 Taxis waiting on the Station Approach ramp (26 spaces)
 - 6 Step-free access into the Midland Shed



Figure 87 Station Approach illustrative view

6.6.5 Southern Gateway

Design

This site is proposed as a new transport hub to access the station from the south of the city, including provision for private cars, pedestrians and cyclists. The redevelopment of 1-9 Bath Road/Fish Dock represents a significant opportunity to consolidate and unlock the transformation of the station and surrounding areas, responding to the constraints imposed by land ownership and phasing dependencies.

The new hub will be a multi-storey building at the south end of the site, accessed by pedestrians, cyclists and cars from the Bath Road. Although this site is currently perceived as distant from the station, there is potential for direct pedestrian access at railway level across the River Avon by repurposing the existing railway siding, linking to the station forecourt outside the Queen Anne Gate. In the long-term, there is potential for a new gateline onto Platform 4.

This facility will include permanent relocation of long-stay, short-stay and staff car parking from outside the Northern Entrance, the Midland Shed and the Station Approach. This relocation and consolidation is crucial to unlocking other sites, with a net reduction in overall car parking in the area.

This hub offers opportunities for a cycle parking hub to supplement the high-capacity cycle parking adjacent to the Northern Entrance (see Chapter 7) and further encourage modal shift. Consideration should be given to safeguarding space for cyclists and future segregated routes along Bath Road, to integrate with wider city cycle path provision.

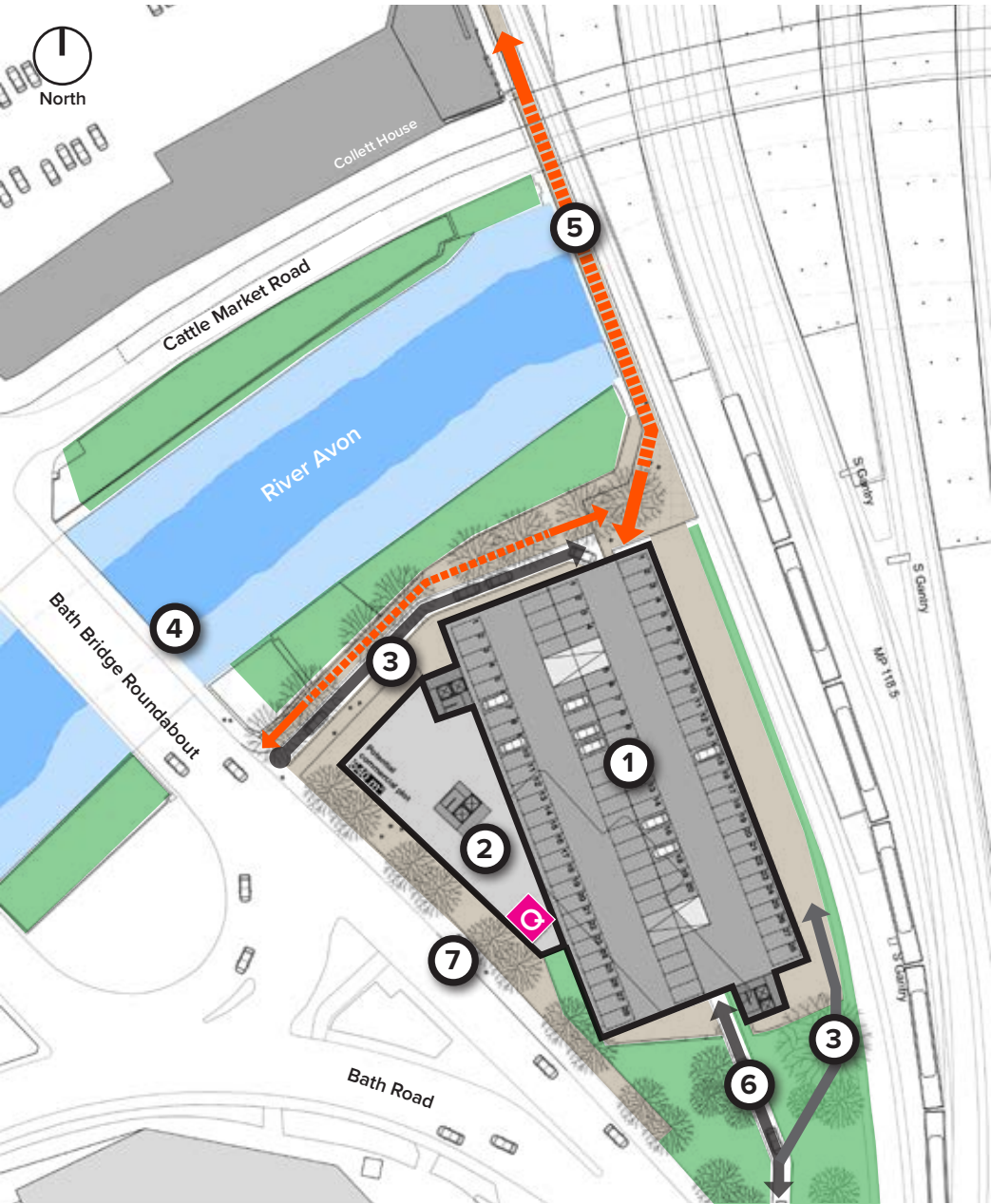
This hub could be designed for future adaptation and flexibility, recognising that Bristol's transport is changing. This could include higher than the minimum electric car charging points and design for autonomous vehicles. Storeys could be deliberately high and non-split-level to allow for potential future conversion for other purposes.

The Fish Dock railway yard is owned by Network Rail and will still be required to some railway access and maintenance.

Given the 'gateway' nature of this location, there is potential for an additional building on this site to reduce the visual impact of the structure and increase activity on the site. This is proposed as a commercial office building.

Heritage

This site is not as close to the Grade I listed station as other parts of the City Gateway. However, sensitive and intelligent design will be important for its exposed location on the Bath Road.



Key

- ① Multi-storey transport hub with car and cycle parking
- ② Commercial development fronting Bath Road
- ③ Potential Network Rail maintenance access to Fish Dock yard
- ④ Safeguarded areas for future cycle improvements along Bath Road
- ⑤ Step-free pedestrian route to the station
- ⑥ Access and egress from Bath Road
- ⑦ Improvements to cycle routes

Figure 88 Southern Gateway illustrative concept

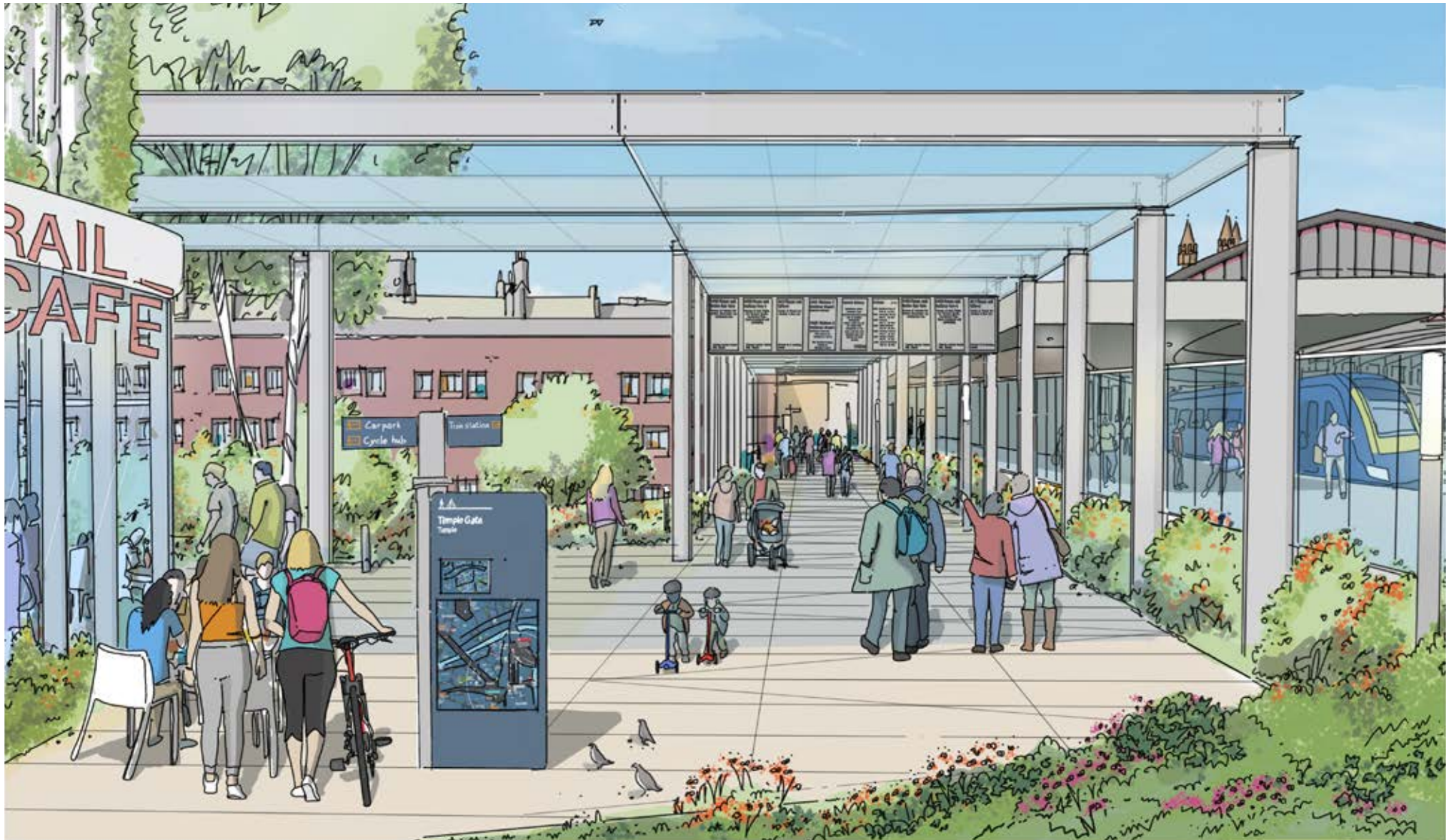


Figure 89 Southern Gateway illustrative view

Part 1 - Overview

.....

Part 2 - Masterplan

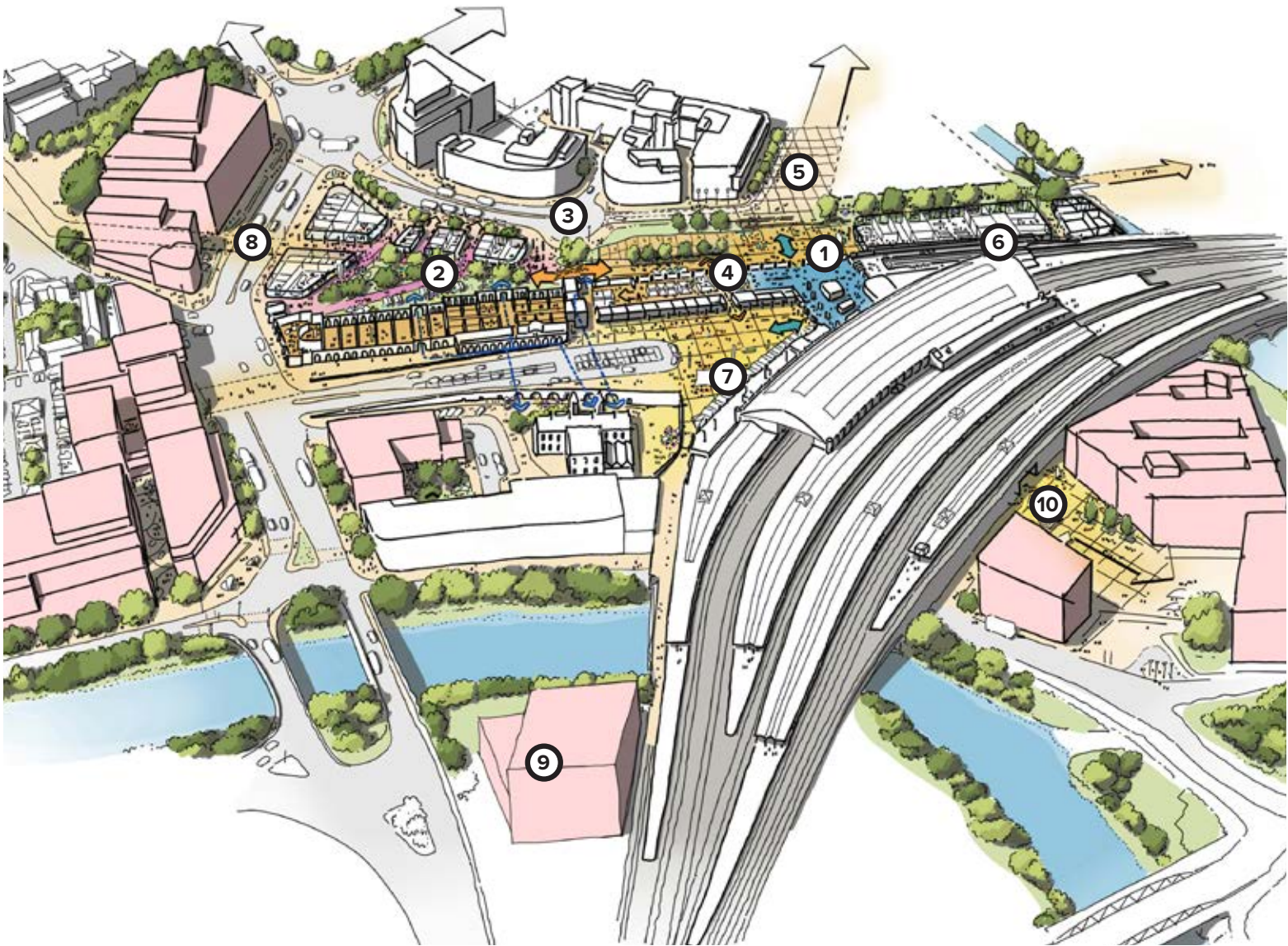
.....

Part 3 - Development Framework

Functionality and movement outcomes

The new Southern Gateway could provide:

- An architectural building design that is fitting for the location, including an appropriate height and external facade
- High quality cycle parking to accommodate future growth. The exact number is to be determined at the next stage of design
- Long-stay and short-stay car and motorcycle parking for railway users and station staff parking. This should include Blue Badge parking to supplement those on the Station Approach. The exact number of spaces and storeys are to be refined at the next stage of design
- Retention of the maintenance yard to accommodate future railway needs. The exact layout and provision is to be determined at the next stage of design
- Electric vehicle charging points and passive provision for autonomous vehicles
- A safe, signalled junction from A4 Bath Road, subject to further investigation and optioneering. The access point is proposed at the south-east end of the site to minimise impacts on the Bath Bridge Roundabout. Initial highway modelling has been undertaken; it was found this would increase and delay journey times, but is less disruptive than other available options
- Step-free, sheltered access to the Station Approach forecourt, proposed by repurposing the existing railway siding across the River Avon
- A potential new commercial office building on either the highway or railway side of the structure
- Provision for a mass transit stop
- No long term net increase in the quantum of station parking from current spaces (Midland Shed, Plot 6/Friary North, Station Approach, Temple Gate MSCP). Opportunity to consolidate wider Temple Quarter parking
- New surface water drainage into the River Avon and attenuation, such as ponds, swales or underground tanks



- Key**
- 1 Northern Entrance
 - 2 Creation of a new public square
 - 3 New bus interchange on the Friary
 - 4 Midland Shed retail and ticket facilities
 - 5 Pedestrianisation of Isambard Walk (between the Friary and the Square off Temple Back East) and new station drop-off
 - 6 New Friary North development
 - 7 New Station Approach square
 - 8 Brunel Mile connection
 - 9 Southern Gateway
 - 10 Eastern Entrance

Figure 90 City Gateway interventions illustrative concept

6.6.6 Servicing access

The new Bristol Temple Meads City Gateway has a direct interface with servicing around the station, including the Friary North and Temple Gate schemes (outlined in Chapters 7 and 8). To maintain smooth operation of the station and new developments, this area will need to accommodate road vehicle access for numerous stakeholders, including:

- Network Rail
- Great Western Railway
- CrossCountry Trains
- Railway contractors
- British Transport Police
- Emergency services, including ambulance and fire
- Retail, inside and outside the station
- New development buildings, such as residential and commercial offices

A diagram of servicing routes is presented in Figure 91. For all of these, consolidated routes that minimise conflict with other modes and reduce security risks will require careful attention to detail. This plan is indicative, to be refined in future stages of design as the understanding of constraints and demand continues to develop.



Figure 91 City Gateway and surrounds servicing routes

Key

- Potential new lifts (Midland Shed and wider Platform 13/15)
- Sub-surface station servicing routes

- Vehicle servicing access
- Emergency vehicle access
- Road rail access point options

6.6.7 East-west permeability

The redevelopment of areas around the station provides opportunities to improve east-west permeability across the station, which currently needs to be circumnavigated via Avon Street or Temple Gate.

A previous masterplan envisaged the creation of a public street/subway across the middle of the station. However, upon further evaluation, this would be a very complex and disruptive project, introducing numerous operational risks, sequencing risks and interfaces with other projects. Thus, this option was discounted.

The proposed Northern Entrance, Eastern Entrance and Southern Gateway will improve access to the station from all sides. The Floating Harbour Walkway project will help to provide a pedestrian route, and potentially cycle route, from the north end of the Friary to the Temple Quarter Enterprise Campus (see Section 2.4). A footbridge across to Avon Street is also desirable, as promoted in the BTQEZ Spatial Framework. The current status of the Eastern Entrance and Bristol Temple Quarter Enterprise Campus are summarised in Section 2.4. This development presents some constraints and opportunities for providing public access and wider connectivity through the station to join transport networks

6.6.8 Illustrative development framework

These images present a series of visual concepts and precedents to illustrate the vision for the City Gateway.



Figure 92 King's Cross station



Figure 93 Stratford station



Figure 94 Containerised cycle parking



Figure 95 Two level cycle parking

6.6.9 Diversity and inclusion outcomes

Diversity and inclusion outcomes are central in the design and delivery of this Development Framework, as presented in Section 2.5.11. These themes have been embedded in the five Guiding Principles, together with other objectives, to achieve successful placemaking outcomes in each area.

Strategic objectives for diversity and inclusion are applicable at all stages of design, from broad concepts through to detailed design. Thus, considering the scope and remit of this Development Framework, they are not fully satisfied at this early stage. However, these outcomes are most easily demonstrated in the three areas which have been developed to Masterplan level of detail: Bristol Temple Meads, the City Gateway and the Friary North.

A composite drawing of diversity and inclusion outcomes for the station and surrounding area is presented in Figure 966.

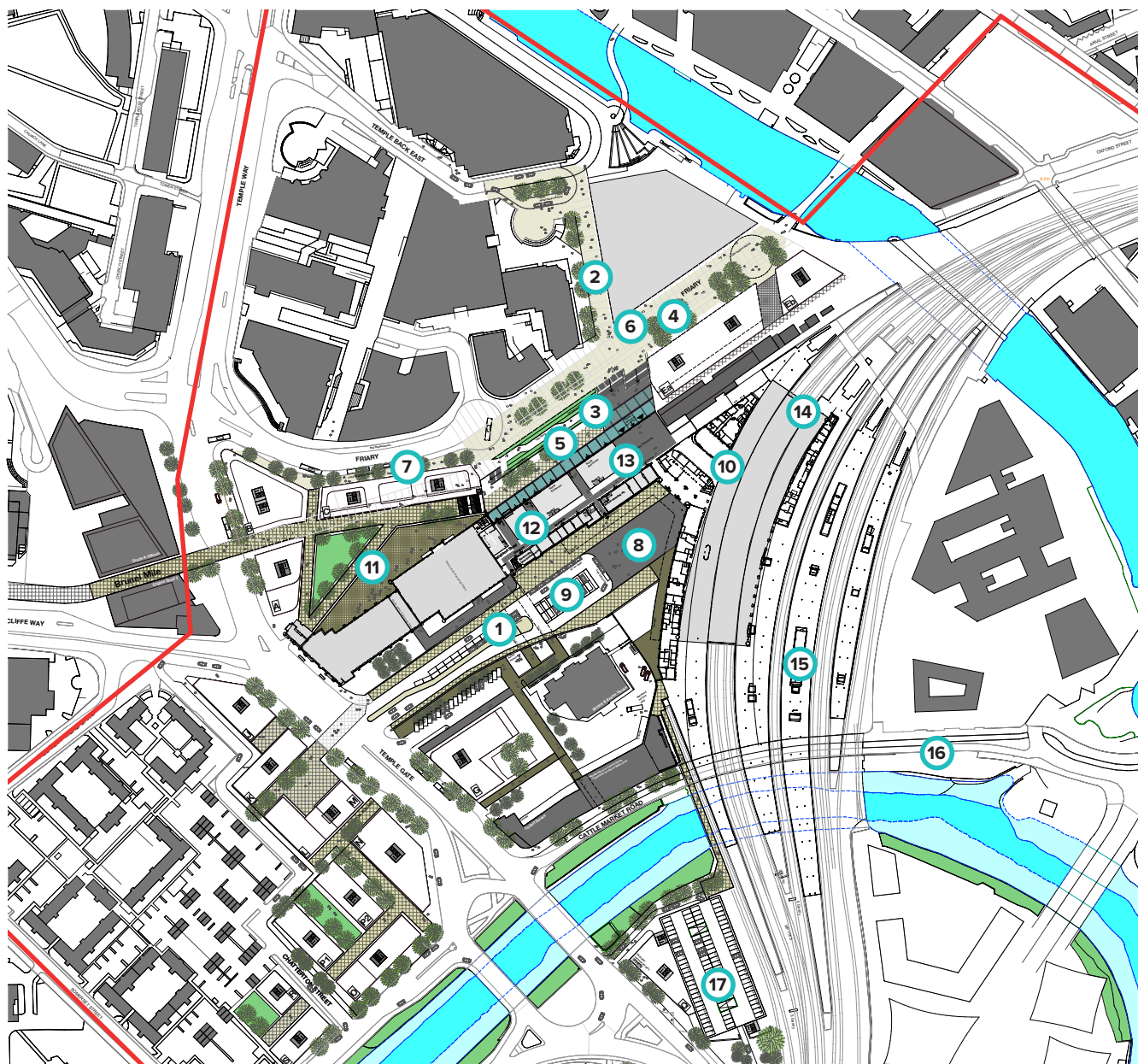
Diversity Impact Assessment and Equalities Impact Assessment

During this study a Diversity Impact Assessment and Equalities Impact Assessment have been undertaken for works inside the Network Rail station and the new transport interchange, respectively. These identify potentially disproportionate impacts of changes to people with protected characteristics under the Equality Act 2010.

In both of these assessments, it was concluded that the work should continue as people from protected characteristic groups will benefit from the completed works. However, there is potential for negative impacts during construction, and these assessments should be revisited once construction

details and programme are better known. The proposed actions are:

- Continued stakeholder engagement
- Make available integrated and accessible information
- Ensure station facilities are open throughout construction
- Plan and implement construction management measures
- Ensure that accessible design is followed to standards and best practice
- Ensure that there enough rest stops along pedestrian routes
- Keep the Equalities Impact Assessment and Diversity Impact Assessment up to date



Key

- ① Improved clarity through dispersed interchange
- ② 'Shared space' removed
- ③ Potential 'Welcome to Bristol' information centre
- ④ Disabled cycle parking spaces
- ⑤ Step-free access to Northern Entrance
- ⑥ Public realm with dwelling places
- ⑦ Bus shelters
- ⑧ Large forecourt public realm
- ⑨ Blue Badge parking spaces
- ⑩ Wider internal circulation routes
- ⑪ New, open public square
- ⑫ New toilets
- ⑬ New ticketing facilities
- ⑭ Platform tactile paving and surface improvements
- ⑮ New toilets and waiting rooms on platforms
- ⑯ New, active sites around the station improving passive security
- ⑰ Disabled parking and step-free access to the forecourt

Figure 96 Bristol Temple Meads and surrounds diversity and inclusion improvements

6.7 Making it happen

This section presents a set of strategic considerations and objectives to inform the next steps for the City Gateway. These recommendations have been developed in response to the constraints and opportunities (Section 6.3) and the financial modelling undertaken as part of this study.

6.7.1 Infrastructure and enabling works costs

Indicative costs for the main components of the City Gateway are outlined below. These include an allowance for risk, but costs of land acquisition for infrastructure works have been excluded from this analysis.

Item	Total cost
Northern Entrance	£10-15m
Glazed canopy (station entrance only)	£0.5-1m
Transport interchange and public realm works, (including Station Approach, Northern Entrance, the Friary and cycle parking relocation)	£5-10m
Southern Gateway	£10-15m

All costs are to Q4 2019 base rate, not including any inflation to the anticipated mid-point of construction.

6.7.2 Outputs of development appraisals

The viability assessments consider the capital cost required for the retail fit out within the Midland Shed. Assumptions on yield from retail rent have been used to estimate viability. The Midland Shed return a positive RLV under the core scenario.

The new commercial office building on the 1-9 Bath Road site returns a positive RLV under the core scenario, suggesting this plot is viable to develop.

6.7.3 Delivery strategy

There are several potential strategic avenues to deliver the City Gateway, which should be considered in tandem with the Friary North and Temple Gate developments, as described in Chapters 7 and 8. For example, the public-sector partners could consider a formal joint venture structure to share in the uplift in value arising in a growing market and the value uplift associated with station upgrade and wider improvement works to related infrastructure.

Much of the infrastructure work is related to improved connectivity to and within the station, meeting broader policy objectives and unlocking nearby development. It is therefore subject to grant funding applications from the government or the CA. This includes the Northern Entrance, public transport interchange and associated public realm. It also includes the new Southern Gateway, an integral component of the City Gateway works which will increase interchange and accessibility to/from the station.

The Southern Gateway could have a specific delivery channel as an income generating asset. This site is characterised by overlapping land interests and programme dependencies. Again, there are several potential avenues for delivery structure. The Southern Gateway could possibly be delivered by a public-sector land owning joint venture or by the project sponsor (Network Rail or Bristol City Council as required). As another option, the Southern Gateway could be privately owned and operated, to be determined in the next stages of design.

Given the Midland Shed's location within the northern entrance boundary of the station, it is probable that this will be delivered directly by Network Rail as with most other similar developments.

6.7.4 Planning conformity and strategy

As outlined in the previous Area Statement, Network Rail benefits from permitted development rights for certain types of work to its rail infrastructure, however, planning permission is required where such works involve the reconstruction or alteration of a building or structure where its design or external appearance would be materially affected.

Bristol City Council also benefits from permitted development rights and it is possible that public realm and highways works do not require planning permission.

Development that falls outside the permitted development regulations is likely to require planning permission and any planning applications would be assessed in the context of the adopted and emerging Local Plan policies.

The principle of the works identified in the Masterplan for this area is supported by the adopted Local Plan, in particular, BCS2 (City Centre) and policy BCAP35 (Bristol Temple Quarter).

Whether works require planning permission or not, LBC may be required where works would affect the character of the Listed buildings.

The Southern Gateway development at the Fish Dock site may require planning permission. This site is identified in the BTQ Spatial Framework as a potential multi-storey car park site, serving the station and/or the arena site. To be in accordance with policy BCAP29, any future planning application would need to demonstrate that it replaces existing car parking provision and incorporates minimum standards for both disabled and cycle parking. The principle of commercial development at the Fish Dock site accords with policy BCAP35 (Bristol Temple Quarter), which supports the provision of additional high-quality office and flexible workspace.

6.7.5 Prioritised list of projects

The following projects and activities have been identified as high priority for the next few years to progress the City Gateway masterplan. These have been selected based on the outcomes they would enable, their benefit cost ratio and deliverability considerations. It is recognised that the exact parcelling of projects and sequence of delivery may change as the project continues to develop, thus a list of known dependencies are presented in the following section.

This list excludes interfacing projects that are subject to their own process but makes reference to them where they introduce a significant interface. Routine asset management and maintenance projects have been excluded from this list.

Midland Shed and concourse 2022-2027

1. Undertake detailed structural condition survey and heritage survey of the Midland Shed, including ground investigation to understand the existing building foundations
2. Undertake Network Rail stakeholder engagement to determine design requirements, including the ticket facilities, passenger information centre, staff accommodation, operational, SISS, toilets, retail, permeability and servicing, where necessary
3. Decide whether the retail fit-out should be led by Network Rail property or through an alternative arrangement with the private sector
4. Produce RIBA 3 brief(s) for the proposed interventions, including performance specification requirements and criteria for successful solutions. This could include requirements for enclosure at the northern end and interface with the Northern Entrance. Design development should include engagement with Historic England and the Local Council Conservation Officer
5. Procure designer(s). This could be combined with other City Gateway components
6. Undertake design and submit Listed Building Consent and planning permission (if required)
7. Continue to RIBA 4 design and construction

Northern Entrance, Friary and Station Approach 2022-2027

1. Stakeholder engagement and agreement, including:
 - Highways adoption in Temple Quay Estate (Homes England)
 - Bus stops relocation from Station Approach to Friary (First Bus and Bristol Airport)
 - Vehicle and servicing access to Plot 3 and Temple Quay Estate (Homes England and Temple Quay Management Ltd)
2. Produce RIBA 3 brief(s) for the proposed interventions. This could include performance specification requirements and criteria for successful solutions, particularly addressing the level difference challenges and the amount and function of public realm. In addition to the design activities, the brief could include traffic modelling for highway impacts, in liaison with Bristol City Council, using traffic count data collected since completion of the Temple Gate Highway Scheme
3. Procure designer(s). This could be combined with other City Gateway components
4. Undertake design, including engagement with Historic England
5. Submit planning application(s)
6. Create Traffic Regulation Order for the proposed changes
7. Continue to RIBA 4 design and construction

Southern Gateway 2022-2026

1. Agree spatial requirements of the Fish Dock yard for future access and maintenance of the station and provision within the design of this area
2. Undertake review of rail operation/capacity to confirm that the disused platform and siding can be permanently removed to create a new walkway
3. Produce programme for interventions and explore options to accelerate if desired
4. Determine and agree the exact number of spaces required for station use, in liaison with Network Rail
5. Undertake pre-application consultation with Bristol City Council
6. Produce RIBA 2 brief for the proposed interventions, including performance specification requirements and criteria for successful solutions. In addition to the design activities, the brief could include:
 - Additional ground investigation
 - Updated ecology surveys, including liaison with the Environment Agency
 - Structural review of the existing retaining wall to the river and design of strengthening
 - Review of future mobility in the city to confirm macro trends in modal shift
 - Traffic modelling for highway impacts, in liaison with Bristol City Council
 - Assessment of the railway siding bridge for new canopy and pedestrian loads
 - Engagement with Historic England
7. Procure designer(s)
8. Undertake RIBA 2 design, continuing to RIBA 3, submission for planning permission, extinguishment of the existing leasehold and construction

Additional enablers

2022-2027

- Decide on client team/partnering structure for delivery of these works
- Undertake strategic utilities design (Masterplan) for main routes through/ around the area incl. district heating and HV reinforcement
- Develop brief(s) and undertake designs for cycle route improvements e.g. bridge across the River Avon.
- Undertake feasibility study for Bristol & Exeter Yard, including a review of the existing agreements in this area and options to improve servicing routes through to Midland Shed

- The existing surface car parking around the Northern Entrance and inside the Midland Shed will need to be removed before construction can begin around that area. The terms of existing leasehold agreements for the private spaces on Homes England land are unknown.
- It is logical that the Friary bus stops and new drop-off at Temple Back East should be constructed before the reconfiguration of the Station Approach.
- The Fish Dock site is required for station roof refurbishment before the Southern Gateway can be built. These requirements are to be confirmed at the next stage of design.
- The existing signal box does not need to be removed to facilitate these works, but access should be maintained, as outlined in Chapter 7.

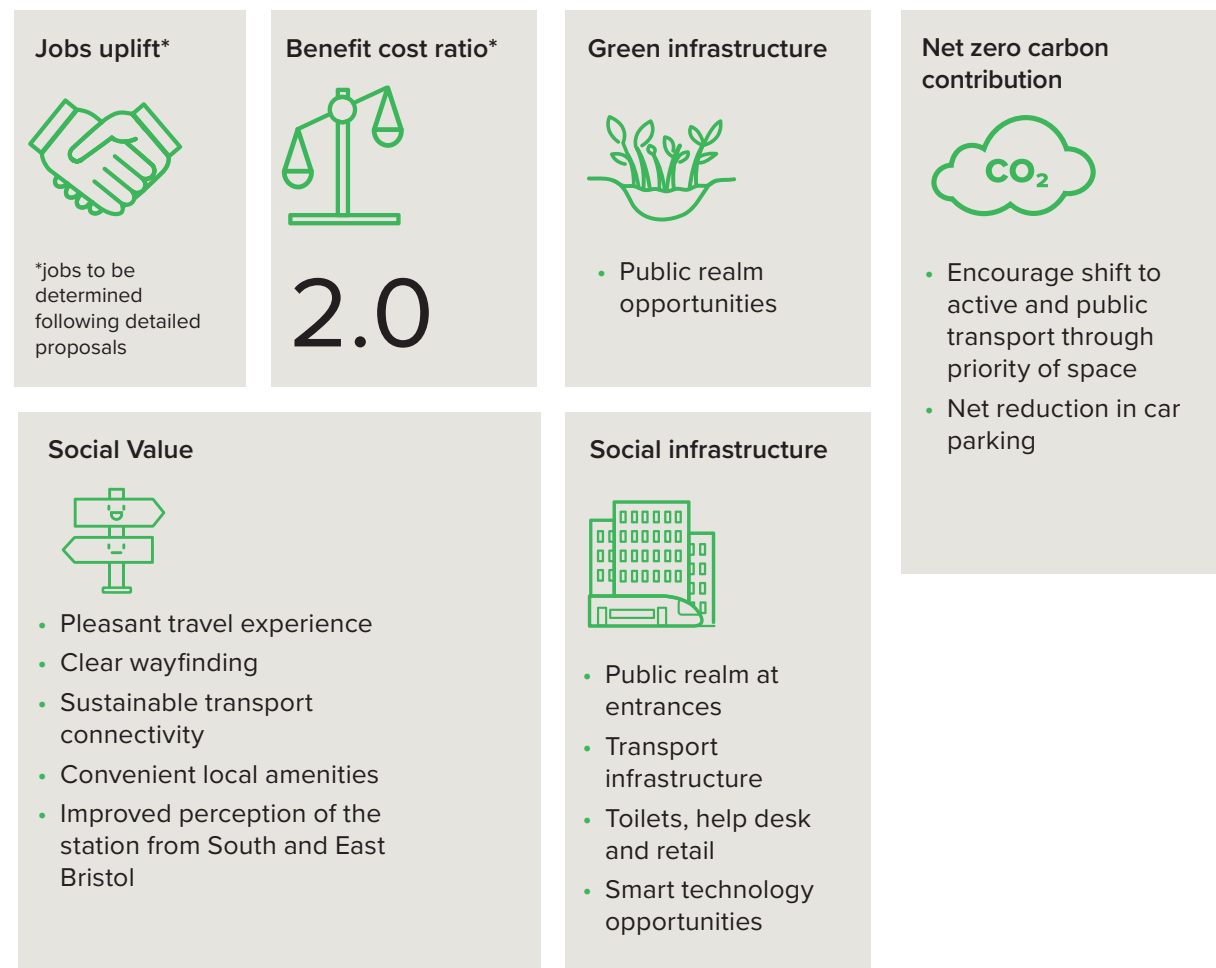
[illegible]

6.7.8 Key performance indicator outcomes

The adjacent figure summarises indicative outcome opportunities for the City Gateway area presented in this Masterplan. It should be noted that these are underpinned by several high-level assumptions that are considered reasonable and appropriate at this stage, but could be tested and refined through further studies and stages of design.

The benefit cost ratio (BCR) has been presented as the most appropriate economic metric for these works that are likely to be publicly funded. A combined BCR for the internal and external station works is presented as it is considered they represent a combined programme of improvements.

Figure 97 City Gateway potential key performance indicator outcomes



*The BCR assessment considers the costs associated with funding the city gateway enabling public realm and station entrance enhancements. It takes into account the benefits associated with the facilitated development around the station in Goods Yard, Friary North and Mead Street discussed in subsequent chapters.