

Redcliffe & Temple BID – Temple Quarter Draft Framework Consultation **Response - March 2023**

What is a Business Improvement District (BID)?

A Business Improvement District (BID) is a defined geographical area where business rate payers vote on a business plan and agree to pay a levy into a fund for a fixed period to deliver it. Specific agreed initiatives are then delivered to improve the area for businesses.

Businesses vote on whether they would like to establish a BID. If a majority vote in favour, then the BID is established and in future ballots at five year intervals are continued. (BID members qualify based on a threshold of Rateable Value, only businesses over a certain size are eligible to vote and pay the levy).

The three city centre BIDs in Bristol, Bristol City Centre BID, Redcliffe & Temple BID and Broadmead BID, are operated by Destination Bristol trading as Visit West, the Destination Management Organisation for the West of England: [About Us - Visit West](#)

Redcliffe & Temple BID

The Redcliffe & Temple BID was established in June 2021. It will invest £4.5m in the Redcliffe and Temple area over the course of the first term.

The vision is for a Redcliffe and Temple area that is vibrant, thriving, sustainable, inspirational and welcoming. It operates with five strategic themes: Creating & maintaining quality spaces, Improving sustainability & the environment, Creating & promoting a vibrant place, Connecting & representing businesses, Building a safe & caring community.

The Business Plan is available here: [Business Plan - 2021 - 2025](#)

Consultation Response

This response covers the following three sections of the consultation:

- 1) Overview and Guiding Principles
- 2) Temple Meads Station
- 3) Temple Gate

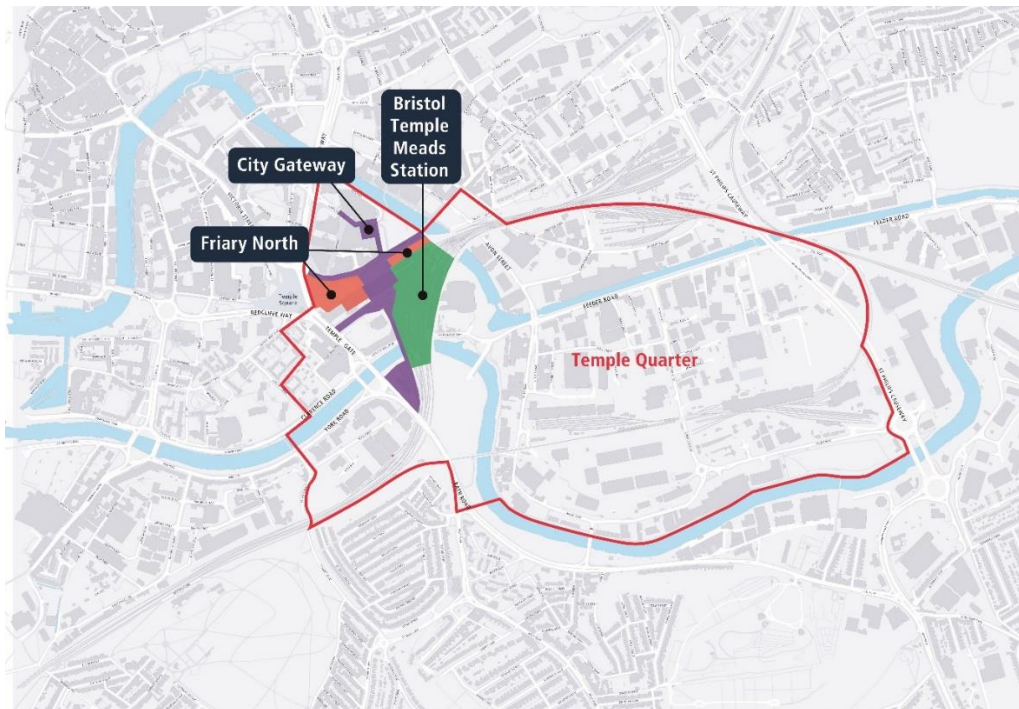
N.b. We are not commenting on specific proposals and locations in St Phillips Marsh due to the longer timescales of this project and the lack of specific plans to comment on at this stage. Our responses in the 'Overview and Guiding Principles' section should be taken as relevant for the whole Temple Quarter scheme including St Phillips Marsh.

For the purposes of this response the Temple Quarter summary text is listed in blue with the BID's response in italic black.

For any questions regarding this submission please email tom@redcliffeandtemplebid.co.uk



A map of the project boundary can be found below:



1) Overview and Guiding Principles

Integrated and connected

Temple Quarter will be simple, convenient, and comfortable to get around sustainably. New and improved walking, cycling and public transport routes will build on Bristol's reputation as a green pioneer and make low-carbon travel easy and enjoyable, whether you are commuting, visiting friends, or just travelling through Bristol's new gateway.

The BID is supportive of this guiding principle and hope that this area can set a standard for a low car, healthy neighbourhood. We know from our consultation that our levy payers and their staff are keen to see improved facilities for those on foot and on a bike and this development offers a great opportunity to reduce some of the car dominated spaces in Temple Quarter.

The issue of the A38 which passes through the project site is a concern. There is no reference in the consultation to the consideration of whether to reduce capacity on this road. It would seem contradictory to aim to make the areas around Temple Meads a beautiful, green, pedestrian and child friendly environment but not to consider downsizing the six lane road on one side.

We would like to see the sustainable transport hierarchy referenced in the guiding principles. Making front and centre public references to the sustainable transport hierarchy will help set clear expectations and standards for the scheme. In addition, public adoption of the Healthy Streets Approach for this area would be a positive way of setting expectations and engaging developers, designers and communities to assess plans against the criteria: see [Healthy Streets.com](https://www.healthystreets.com).



The ten Healthy Streets Indicators are as follows:

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

We understand that Bristol City Council officers have undertaken the Healthy Streets training and we would like to see the adoption of the Healthy Streets approach as a formal assessment of street design and transport schemes throughout the planning, design and consultation phases.

Given the scale of the changes to Temple Meads and St Phillips Marsh we would encourage the inclusion of high quality and regular wayfinding throughout the area. The BID would be keen to work with Temple Quarter to plan and implement wayfinding as soon as possible, especially from Temple Meads to the City Centre. We would urge caution against waiting for the project to complete/progress before doing this as we could be waiting a number of years before the opportunity is right.

Bristol Walking Alliances' [50 Ways to Better Walking](#) is a useful reference point for the steps needed to create a first class walking environment.

Inclusive economic growth

Temple Quarter will have a diverse mix of high-quality new homes, jobs and education, supported by the infrastructure and community facilities that will make it a great place to live, work and learn. Temple Quarter will boost Bristol's status as a city at the cutting-edge, finding innovative solutions to tackle the housing, climate, flooding and employment challenges, and providing a home for global business and home-grown talent to thrive.

The BID supports this guiding principle and the desire to create a mixed-use neighbourhood. We'd like to emphasise the need for active frontages (including office blocks with more than just a reception on the ground floor) to create a sense of place, vibrancy and safety. Currently many streets in Redcliffe and Temple currently have very limited active frontages, especially after office hours and this reduces the sense of place of the district. We acknowledge that it may not be possible to find commercial occupiers for active ground floor uses in the development area so would encourage the framework to acknowledge the need for community uses.

Quality places

Temple Quarter will reflect the best that Bristol has to offer, conserving and celebrating its history of innovation and cultural diversity, while making the city fit for a changing world. World-class design will complement environmental performance and low-carbon lifestyles. The area's heritage, particularly Brunel's Grade I listed station, will be used to help develop a character that is distinctly of Bristol. A balanced mix of uses will provide quality places and community facilities, making Temple Quarter a place where everyone in Bristol can enjoy spending time.

We support the desire to celebrate the history of Temple Quarter and create a quality place. We would encourage the retention of heritage buildings and features alongside new and innovative buildings. We would like to see interpretation boards and local art celebrating the history of the area feature throughout.



We know from our Green Infrastructure Action Plan that people working in the area are keen for art, sculptures and murals to add colour to the district.

Quality spaces

Temple Quarter will have outdoor public spaces at its core. Plazas and parks will help Bristol's world-renowned arts and cultural scene to thrive and give space to visitors and residents to relax. Our city's connection to its waterways will be celebrated with new waterfront spaces that blend access to nature with active travel and flood defence, and boost green spaces and nature.

We support the desire for developments to include comfortable external spaces. Our levy payers are particularly keen that appropriate seating areas are created together with green space throughout the city centre for people to use and enjoy at all times of day. We believe this will be key to encouraging people to visit the city centre for both work and leisure and will take on further prominence as the number of residents in the city centre increases.

More information on our work on green infrastructure and external spaces can be found in [The BID's Green Infrastructure Action Plan](#). This Green Infrastructure Action Plan outlines a number of steps the BID would like to take to help make the area more climate resilient (especially against flooding and high temperatures), more attractive and to create places for people to sit and enjoy.

We support the desire to minimise flooding. Further work on the Redcliffe & Temple BID Green Infrastructure Action Plan identified most of the Redcliffe and Temple area as an area of significant flood risk. We would support efforts to add sustainable drainage schemes and tree planting to reduce surface water runoff in the city centre.

We support the desire to see additional tree planting in the city centre, we recognise the benefits additional trees will bring including heat resilience, shading canopies, flood mitigation and visual appeal. Where possible we would like to see trees placed in the carriageway rather than taking up valuable space on the pavement. As noted in the policy statement, the maintenance, including watering, of city centre trees will be crucial. Co-ordinating businesses and residents to water trees in summer may help survival rates, we would be happy to support with this: [Residents asked to help water new street trees \(hackney.gov.uk\)](#)

As noted above the Healthy Streets Approach would act as a useful framework for creating places for people to enjoy.

We note the recent publication of Lambeth Council's Kerbside Strategy which may act as a useful template for Temple Quarter: [Lambeth's Kerbside Strategy](#)

We support the desire to minimise flooding. Further work on the Redcliffe & Temple BID Green Infrastructure Action Plan identified most of the Redcliffe and Temple area as an area of significant flood risk. We would support efforts to add sustainable drainage schemes and tree planting to reduce surface water runoff in the city centre.

We would also support the addition of nature and wildlife habitats to the harbour. Floating reedbeds and habitats would be a useful and educational addition to the harbour and we note the designation



of the section of the floating harbour between Temple Meads and Redcliffe Bridge as a Wildlife Corridor and would welcome more interventions to improve this corridor to reflect this designation.

Vibrant and creative communities

Temple Quarter will offer something for everyone and public spaces will allow different communities to come together. We'll work with the people of Bristol to shape the future of the area, putting inclusivity first. Community facilities and a range of housing and employment will help facilitate meaningful social encounters and support vulnerable members of the community. Temple Quarter will help make sure Bristol is a city where no one gets left behind.

We would like the frameworks to stipulate the need for a range of housing, including families and social housing.

Creating community facilities, including libraries, schools and community sports facilities and hospitality venues will be key to fostering a sense of community. Spaces for the community to meet outdoors will also be key, as noted above the BID have consistently been asked to provide more spaces for people to sit and enjoy.

Engaging with advocacy group and experts on play spaces such as [Make Space for Girls](#), at an early stage would be a useful process.

Communication

As an additional point we would like to make the case for thorough communication with the local community and stakeholders throughout the project. We recognise that various channels have and will continue to be used to promote the consultation and hope this can continue. We would particularly like to emphasise the need to communicate with local businesses, especially local hotels (who have different guests everyday) to ensure understanding of planned road closures, diversions and timescales.

The BID would be keen to help spread information and host engagement sessions where appropriate.



2) Temple Meads

The area surrounding Temple Meads will be a landmark city gateway, a fitting welcome to the city of Bristol at one end of the Brunel Mile. By putting passenger experience first, the new gateway will offer a first-class interchange enabling accessible onward journeys to/from the station, with improved passenger travel routes, and increased retail in a safe environment.

The aim for Friary North is to create a distinctive street that celebrates Bristol and complements the improved station interchange. This area will be transformed to provide a lively destination; a place to live, work and enjoy leisure time during the day and the evening. By capitalising on the sustainable travel opportunities, the aim is to attract people, businesses, activity and investment. The public realm will be safe, inclusive and attractive, responding to the local context and connecting with Bristol's wider travel network.

There are opportunities for more improvements – sensitive to the Grade 1 listed status of the station – that will encourage and accommodate further growth in railway travel and offer a better passenger experience.

The lack of shops is also often raised as an issue in passenger satisfaction surveys. The outside environment is dominated by motor vehicles. There are many opportunities to reconfigure the station to better serve the needs of its users and make the station more accessible.

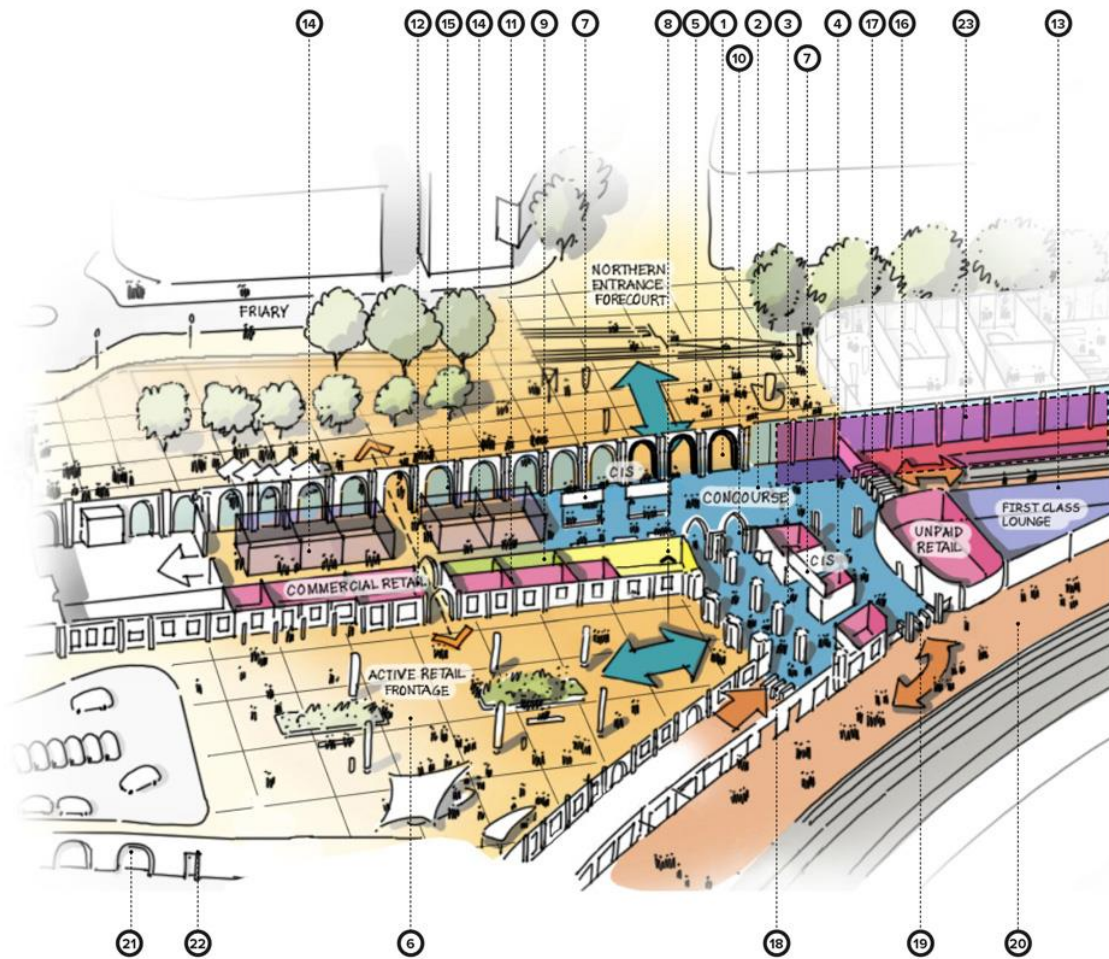
Movement and navigation by foot, bicycle, bus or car is challenging around the station. There is also inadequate provision of disabled parking spaces, cycle parking and accessible walking routes. This is partially because the station is surrounded by physical barriers, including the River Avon, Floating Harbour and Temple Gate road.

Friary North, to the north of the station, is currently largely used as surface car parking, but has potential to provide public spaces, improved accessibility and new development for homes and jobs, subject to the relocation of station car parking to the Southern Gateway.

The historic character of the station should be used as a positive force in the development and implementation of the masterplan, helping to create a successful future identity that draws on the site's past, its character and distinctive sense of place.

An image of the proposals for Temple Meads Station can be found below.





New and enhanced station entrances

Proposed new entrances to the east (Eastern Entrance) and south (Southern Gateway), as well as improvements to the Northern Entrance and Station Approach will make it much easier to access the station from all parts of the city.

The BID supports the redevelopment of the Northern and Station Approach entrances. We would be keen to be involved in an early conversation about installing public art and creating a ‘gateway feature’ at the Northern Entrance, reinforcing that passengers have arrived in Bristol.

It is important that this space (image below) is animated via businesses with outdoor seating, places to rest, play, wayfinding and interpretation/history boards. The buildings currently located on the Northern side of The Friary currently have no ground floor use so do not provide any animation of the space.

We would be like consideration to be given to widening the Northern Entrance ramp (image below) down to The Friary as soon as possible, even if this is a temporary measure prior to the longer term



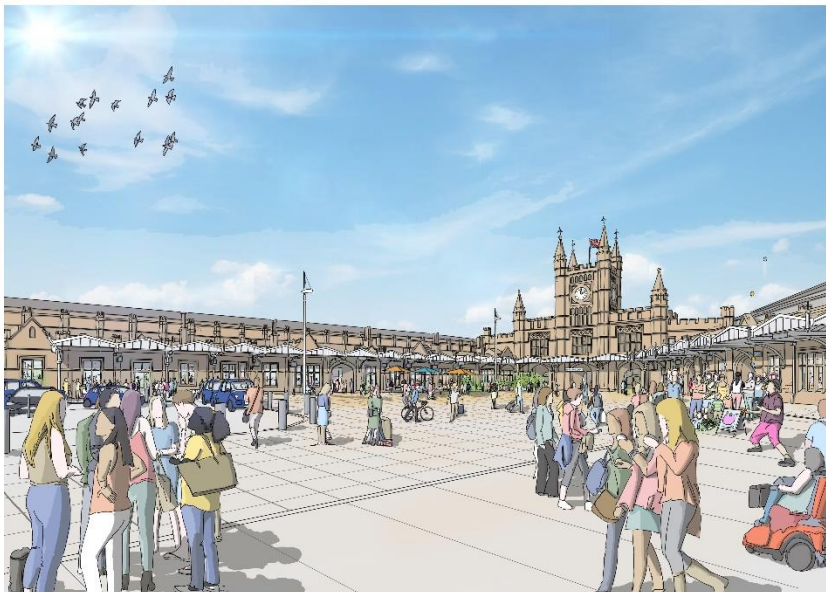
ambition being realised. At busy times it's current width presents a health and safety concern and also prevents passengers going 'against the flow', creating significant challenges for some passengers.



Consider opportunity to widen this entrance as soon as possible rather than waiting for the longer term plan.

Red lines indicate available area for widening the space.

On Station Approach (below image) we would encourage the opportunity for businesses to provide outside seating at this location to help animate this new space. Limiting access to vehicles that are not taxis or blue badge holders will be key to managing the success of this space.



Accessible to all

Enhanced platforms, better wayfinding and other internal improvements will help to accommodate increasing passenger numbers and enable the station to be truly accessible to everyone.

We support the desire for private car use to be removed from the Station Approach and The Friary as long as Blue Badge access can be maintained. At the Southern Gateway, we support the desire for this to include both cycle parking and car parking and would encourage some of the cycle parking to



be secure enough for people to leave their bikes for a number of days, possibly via a card/code entry system. We would also like to see this Gateway be considered as a location for local freight distribution via cargo bikes to the nearby area.

A world-class gateway to the region

An enhanced station environment and improved public spaces surrounding it will make Bristol Temple Meads station a much more enjoyable place to travel through and visit. Hospitality and event spaces where people can meet, visit and socialise will make the station a thriving destination in its own right; giving a sense of arrival for visitors to the city

We would support mechanisms to enable local, independent businesses to feature in the hospitality offer at the station. Ensuring that units are not sat empty while the full redevelopment takes place may be a consideration. Meanwhile use in the Midland Shed and Passenger Shed may be needed to help maintain a level of service and sense of progress while other elements of the station develop.

Consideration should be given to how Temple Meads connects with Temple Quay and how wayfinding encourages people to take different routes into the city centre, namely, Brunel Mile, Counterslip or along the floating harbour walk ways to Castle Park.

Improvements to the 'corporate' look of Temple Quay would help provide a better welcome to Bristol, including public art and greening. Retrofitting green walls to buildings such as this on the Friary could help provide a 'green welcome' to Bristol: [2 Rivergate Green Wall Opportunity](#)

The closure of Oxford Street to motor vehicles and addition of tree planting, if supported by the businesses, would be beneficial to creating a sense of place close to the station.

Enabling development

Investment in the station, transport infrastructure and the surrounding area will enable a range of residential and mixed-use development that creates new jobs, new business opportunities and new and affordable housing.

We support the desire to create jobs and opportunities via the redevelopment of the station as well provision of affordable housing. We recognise this location will be a popular choice for professionals commuting between Bristol and London (and other cities) and therefore consideration and clarification of the word 'affordable' will be needed.



3) Temple Gate

Design Objectives

Streets and Spaces

- New development should improve connections with surrounding areas.
- Proposals should respond to the traffic-dominance of Temple Gate by including generous footways and courtyard areas in and around new building plots to make the area more enjoyable for pedestrians.
- New streetscaping in Bristol & Exeter Yard should maintain access for servicing vehicles while also reducing safety hazards for pedestrians, making this area both functional and enjoyable.

As noted above, reference to the Sustainable Transport Hierarchy would help set a clear expectation for transport management in the area. Using the Healthy Streets indicators to frame work to the public realm would also be beneficial.

Consideration of how to improve the access from Station Approach to Lower Approach (where Harts and Exeter House are located) would be welcome. Creating outdoor space for Harts Bakery (and potentially other retail units in these arches) would be welcome.

We support the desire to minimise flooding. Further work on the Redcliffe & Temple BID Green Infrastructure Action Plan identified most of the Redcliffe and Temple area as an area of significant flood risk. We would support efforts to add sustainable drainage schemes and tree planting to reduce surface water runoff in the city centre.

Building Height and Form

- The scale, height and size of buildings should reflect the area's character and heritage.
- Building materials and finishes should complement their surroundings.

We support the above statements.

Building Character and Standards

- Development along Temple Gate should include ground-floor businesses to create active and engaging spaces to welcome visitors and residents.
- Clusters of buildings with similar architecture styles and varied heights should respond to the historic character of the area.
- Basement space should be used for parking and waste storage to minimise street-level parking and clutter.
- Buildings should be positioned and orientated for sustainable design, such as protection against temperature extremes and wind tunnel.



As noted above, avoidance of wind tunnels, to create a nice place to walk and spend time, is important and unfortunately hasn't been addressed in nearby developments such as Avon Street. As referenced above we would encourage active ground floor uses in developments to create a sense of place for the area.

Important Views and Vistas

- Developments should protect important views of Bristol Temple Meads station to enhance the station's historic character and setting.

Businesses currently located on Glass Wharf enjoy extensive views of Temple Meads and Totterdown beyond that ideally they would like to retain.

Guiding principles

Integrated and connected

- Integrated, transport-oriented development, being next to Bristol Temple Meads station.
- A focus on low-carbon transport opportunities, connecting to active and public transport routes, with minimal levels of private car parking.
- Improvements will be made to pedestrian routes through redevelopment of the site.
- Bristol & Exeter Yard will continue to provide main access to the station for operational and servicing needs, also presenting opportunities for future transport use, such as mass transit.

Improvements to the pedestrian and cycling environment are crucial here, the current arrangements are dangerous and not in line with a key transport interchange.

We would like the plans to consider redesign of the crossing of Temple Gate from Temple Meads Station to Redcliffe Way both at the bottom of [Station Approach](#) and next to the [Grosvenor Hotel](#). Research by Living Streets has shown that crossings should change to green for pedestrians within 30 seconds, this should be considered as part of the redevelopment of Temple Gate but is also a change that could happen in the short term: [Better Crossings | Living Streets](#)

Moving the building line of the current Temple Point building back away from the road would be beneficial to create more space for walking and cycling.

Consideration should be given to removal of a southbound vehicle lane at [this key location](#) outside the Engine Shed to provide more space for pedestrians, likewise across Bath Bridge where the pavement is very narrow and is currently shared walking and cycling.

Another 'quick win' that could be delivered prior to the redesign of the scheme is the removal of some car parking to allow the widening of the pavement at [this key location](#) which connects The Friary and Temple Quay with Station Approach and Redcliffe Way. This is currently a shared cycling and walking path, adding further danger and likelihood of pedestrian collision.

Whilst outside of the scope of the Temple Quarter redline, we would encourage the project to consider how the pedestrian movement along the 'Brunel Mile' towards Queen Square can be improved. The BID has received a number of complaints about the lack of a crossing in [this](#)



[location](#) on Redcliffe Way from 100 Temple Street to Templepoint. As well as being a major residential area to the rear of Redcliffe Way, over 1000 people work in these offices/stay in the hotel at this location every day without safe provision to cross Redcliffe Way.

Moving further away from the station, Portwall Lane Open Space would benefit from improvements to create a linear park as part of Brunel Mile and the welcome to Bristol. Simple but effective work to remove the car parking and to open up the park from the northern end [in this location](#) would transform the space.

Inclusive economic growth

- Use of the Temple Gate area will be gradually intensified to contribute to Bristol's growing economy.
- A new mix of land uses will respond to the context of the growing Enterprise Zone and surrounding development.
- The appropriate mix will be determined by the development market, including housing, commercial offices and hotels.
- Workplaces will be designed to accommodate the Enterprise Zone target sectors – creative, digital, low-carbon and financial services.
- Accommodation will be designed for individuals and small families for whom convenience and connectivity is paramount.

We support the above statements. Please refer to content above for relevant comments.

The BID would like to see a range of businesses located in Temple Gate, Temple Quay and the Enterprise Zone including fresh food/fruit and vegetables, cafes, bars, leisure facilities, community facilities and retail units. All of these uses will add to the community of the area and move it away from the corporate feel of the area currently.

Quality places

- High density, city centre living accommodation will provide homes for professionals working locally or commuting, with a mix of owned and rented apartments.
- Office and hotels will further complement the surrounding area and maintain activity throughout the day.
- Redevelopment will involve architectural design that improves the setting of the historic station and views from the station entrance.
- Throughout the area, new buildings will be designed to minimise their carbon intensity, including district heating.

We support the above statements. Please refer to content above for relevant comments.



Quality spaces

- The Temple Gate frontage will be broken-up to reduce its imposing character and improve access to surrounding areas.
- Active ground floor use will be maintained along this major thoroughfare, such as restaurants and convenience retail.
- Away from the main highway, small streets and spaces will be designed for pedestrians, bicycles and vehicles.
- Courtyard areas will be introduced, including green infrastructure to provide a pleasant environment.
- The proximity of the busy highway means that this area is not well-suited for significant open space, instead looking to the new Goods Yard and Mead Street area to provide outdoor relaxation and recreation.
- Bristol & Exeter Yard has opportunities for longer-term uses, including improved access to other station areas which enhance the functioning and character of the station.

We support the above statements. Please refer to content above for relevant comments.

As noted above, major improvements are needed to the pedestrian environment around Temple Gate, engagements with experts at UWE, Living Streets and Bristol Walking Alliance would be welcome. The creation of outdoor space for people to enjoy would be very welcome in the 'Bristol and Exeter Yard'.

Vibrant and creative communities

- The location of this area within the Enterprise Zone will determine the tone and identity of its redevelopment, characterised by a thriving community of professionals.
- However, within this context, there are opportunities for a diverse range and scale of businesses. Collett House (otherwise known as Temple Studios) will be retained as flexible, co-working space, continuing to serve creative and innovative small businesses.
- New housing and active ground floor use will create activity throughout the day, avoiding 'ghost' areas on evenings and weekends.
- Affordable housing will be incorporated to create an inclusive, diverse residential community.
- Bristol & Exeter Yard has potential to become a more active courtyard area, supplementing the existing popular bakery.

We support the above statements. Please refer to content above for relevant comments.



End.

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