

## **BRISTOL TEMPLE QUARTER Delivering the Vision : 4<sup>th</sup> July 2013 Feedback**

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This session included an update on development, available as a pdf file, and a presentation from Network Rail and Alan Baxter Associates on the emerging plans for Temple Meads Station. These were then debated by the participants in table sessions.

The station is seen as important in 2 ways :

- ⌚ As a key part of the Enterprise Zone, central to its Vision;
- ⌚ As the hub for integrated public transport across the whole region that reduces road traffic & provides fast movement across the city via bus, taxi, cycle or on foot.

There was wide support for transforming the station in an imaginative way, opening up passenger flow and including displays, business lounges, events and showcases as well as retail outlets. Some questioned whether the funding coming to the LEP would be enough to realise the ambitions, and recognised the challenge of collaborative working between a wide range of agencies and agendas.

There was clear support for the opportunity – how the plans link with wider public transport ambitions - 90% of the local population both live and work in the Region – and locally with Cabot Circus, the Coach Station and the International Airport.

There were simple suggestions such as a regional Oystercard, re-siting car parks, and using libraries and schools as the ways to engage with the local communities – and an ambition to demolish the Parcel Force building next to the station!

Many comments and solutions focus on the “value” of public space and the range of activities that can happen on the Station precinct, some of which have started already.

These events should sit alongside a programme of community engagement – there remains a sense that the business focus of the Passenger Shed sessions is exclusive, and plans are developing for greater community contact.

There was a clear view that the Vision for the Enterprise zone was being delivered, and that the transformation of Temple Meads would play a key role.

We asked the participants to highlight the issues with what they had heard, then try to identify some solutions.

32 sheets of flipchart paper can be distilled into 4 broad areas :

The ambition of the Station plan – needing great teamwork to deliver the best solution

The development of the Station area – creating a valued and attractive public space that was easy to get around, and creates jobs and opportunities for local residents

The detailed planning in integrating the Station Activity with other public transport, people flows, current car parking needs

The development of the wider LEP Area – improving linkage with Bath, informing the development of the Metro service.

The detailed responses are attached

<b>THE AMBITION OF THE PLAN</b>	(** denotes multiple comments)
<b>Issues and Queries</b>	<b>Ideas and Solutions</b>
Needs a connected & integrated vision that is brave & strategic - what will we have to live with to fund the vision? It has to be credible – we’ve heard it all before...	Maintain the Vision as the guide for delivery.
Funding – to what extent can the localism agenda be pushed?	Developing BTM as a regional benefit, central to the City Region deal?
How to balance ambition with funding	Needs commercial logic but not lowest common denominator Engage the developer community Can Network Rail find more money? Define the cash value of additional retail
What are the available pots of public money	LEPs are becoming the conduits for public spending, and working closely with central government
How can we avoid a “mean solution”	Priority & phasing plan Embed in overall economic development/Investment Fund/City Deal budgeting
Needs a combination of vision and detail	A team approach, with evolving, creative solutions, not waiting for the perfect idea
Needs to balance all stakeholder priorities – BCC, LEP, HCA, Network Rail	This requires high-quality teamwork unified to a common purpose Who can facilitate the teamwork?
Plans must be sustainable/zero carbon	Public transport use rewarded as central to the EU Green Capital status, and other uses and developments should reinforce Bristol’s green credentials

<b>DEVELOPING THE STATION AREA</b>	(** denotes multiple comments)
<b>Issues and Queries</b>	<b>Ideas and Solutions</b>
What can be done with the ramp – isn't it Listed?	Define the community value of a civic square linking onto "the Street" under the station Vs the "heritage value" of the station ramp – now a taxi rank
Attractive public space must be green, and grow in stature & activity Need for attractive social/meeting space	Build on current temporary activity with a strategic plan Public space to include residential? Needs to be a light, safe, environment, with little things like cash machines, toilets, somewhere to buy a pint of milk. Example - New York High Line Park
How much retail would be needed – at what point does it affect local shops/Cabot Circus? At what point does it over commercialise the station?	Cabot Circus is close enough and big enough to be part of the plan  Define the "public value" of space to avoid soullessness and lack of purpose,
Is it full of national brands with no Bristol connection?	Provide incentives to local businesses – Bristol Pound, VIP cards, integrated Oyster card? Have an empty shops strategy
Surely we can do better than just retail?	A vibrant showcase space – developing The Engine Shed for business and Creative Common for performance Engage the travelling public – digital activities, voting on bands (NB DBS recording studio in Temple Studios) Use the waterfront space by Plot 3 as a relaxation area A Leisure Hub and hotel as part of the Arena complex Value of (international) student accommodation in maintaining buzz (for tourist lets during vacations?)
Impact on neighbouring businesses/shops	Engage with Bristol Property Board – and the other major landowners in the city such as NHS and University
Will planners prioritise public space over development opportunities on the North Side (Plot 6)	Track desire lines, and establish quality/viability balance
Will the East Side entrance happen? Parcel Force/ Cattle Market area needs resolving	Open up access through Parcel Force site Develop flow from Station through Parcel Force site to Arena Demolishing the Parcel Force building would be a powerful statement
What is the significance of the Brunel Mile?	Build on the historic, imaginative, engineering and social aspects of the station and rail travel. There's no history displays within the station – an outdoor exhibition on the ramp?
<b>DEVELOPING THE STATION AREA</b>	(** denotes multiple comments)

<b>Issues and Queries</b>	<b>Ideas and Solutions</b>
Needs to engage local communities	Community events, clarity of scale & timing of opportunities – we don't get enough of a mix into the Passenger Shed sessions** Translation for ethnic minorities Skills as a key driver for engagement, and schools (and Libraries?) as a starting point** Affordable Homes are central to maintaining the buzz of the area*** Impact of construction activity needs appropriate phasing & communication
Let people know about attractive changes such as harbourside walkway	The infrastructure plans are very promotable – focus on opening up waterside etc with beautiful, green photography
24-7 activity will involve good security	
Bath Road is a very poor quality pedestrian experience – will this get worse with the Arena?	Riverside walking links to Paintworks

<b>INTEGRATING STATION ACTIVITY</b>	(** denotes multiple comments)
<b>Issues and Queries</b>	<b>Ideas and Solutions</b>
How will the station cope with increased capacity – of trains as well as passengers. Including extreme peaks for big shows in the Arena	Stress-testing?
Needs improved signage & linkage to & from the station	Getting the basics right
Needs an integrated transport interchange approach	<p>Cohesive/integrated transport policy            Big visual picture of a hierarchy of influences            The plan must be for all forms of transport, and <u>not</u> based on current land ownership            Integrated transport study to influence Network Rail            Clearer linkage to/from Bristol International Airport**            Bristol City Council should be more vocal on the transport vision            Water transport is important*** how can it be developed/encouraged?            Learn from exemplars e.g. Karlsruhe &amp; Angers for rail centres,            Monaco walkways &amp; Barcelona for connection to the heart of the city            Amsterdam expertise in underground parking            Japan for clever storage of bikes &amp; cars</p>
Constrained amount of space around the Station	<p>What work has been done on urban flow?            How far people go from the station            Details on distances to bus/foot/cycle options            Numbers &amp; timing of journeys – current and predicted            Balance of destination &amp; interchange rail passengers            Use free (or Oystercard?) shuttle buses to distribute people to key points quickly            Taxis on lower third of the ramp            Taxis on Cattlemarket Road side (do they mainly go into the city, though?)</p>
If the Entrance on North Side opens onto a mass of bus/taxi interchange doesn't this just create another barrier?	Dispersed taxi/bus stops and pick-ups only, not waiting space.
Relationship with Coach Station in St James Barton?	Is this a duplicate (separate users for coach and train) or should it be integrated? MetroBus linking the 2?

<b>INTEGRATING STATION ACTIVITY</b>	(** denotes multiple comments)
<b>Issues and Queries</b>	<b>Ideas and Solutions</b>
Show we are really bike friendly	Cycle paths to connect the station, avoid roundabouts Boris Bikes**
Car v public transport?	Use of Cabot Circus parking Use of Arena parking A strategy for concentrated or dispersed parking – currently it's very ad-hoc Put all car/taxi options to East Side and all public/walking/cycling options to North Side
Will the Station become 2-faced, without an entrance at its heart?	
How much can be delivered by just making current provision better	
<b>WIDER LEP AREA</b>	
<b>Issues and Queries</b>	<b>Ideas and Solutions</b>
How can it develop the relationship between Bristol & Bath?	Joint promotion has started with Invest in Bristol & Bath
26 existing stations shows the wide range – how connected are they? Many are unticketed	Major attractor in a single payment system / Oyster card, providing a value to the integration. Smart readers on trains Seamless movement between transport types Integrated transport app
National and local services must dovetail	Needs a cohesive group to cover Network Rail, local train operators and local transport movements
How will creative & Arts sectors engage?	Develop Performing Arts Network supporting EZ development