

## **Comments on Planning Application 17/02917/LA (Colston Hall) by Bristol Walking Alliance**

*Bristol Walking Alliance wishes to make the following comments on the proposed improvements to the public domain around Colton Hall.*

In planning application **17/02917/LA Refurbishment and transformation (Phase 2) of Colston Hall**, it is proposed to make some minor improvements to the public domain for those approaching or leaving the Hall.

While supporting the overall scheme, Bristol Walking Alliance ask, at a minimum, that the two pedestrian crossings proposed, crossing Trenchard Street and Pipe Lane, should be wider. Their surfaces, as well as being high friction, should be of a distinctly different colour/texture to the roadway to encourage road users to slow down and pay attention. (See [1] pg 30).

The proposed loading bay on Trenchard Street blocks part of the route from the steps outside the Hall across the road, and should be moved further back up the hill to allow the crossing to be wider. A wider footway and crossing at the top of the steps is shown in [1] pg 29.

However, we would like to suggest a bolder approach to improving the setting of Colston Hall. In particular, we advocate making the approach to the Hall more pedestrian-friendly by raising the roadway to footway level to provide a continuous pavement for:

1. the junction of Pipe Lane with Trenchard Street, extending to the pedestrian crossing between Colston Hall and the car park,
2. the crossing at the Colston Street end of Pipe Lane,
3. where the footway along Trenchard Street is interrupted by the entrance/exit of the car park, and
4. the remainder of Pipe Lane between the crossings.

If funds cannot be found for all four of these, at least the first three would be of great benefit to pedestrians.

By raising the roadway, it indicates that pedestrians should be given priority and that road traffic must give way. This is particularly important before and after events at Colston Hall when there are significantly increased numbers of pedestrians using these crossings. But it would also benefit all pedestrian movements in this area, including those using the footways along each side of Trenchard Street (shown as a Secondary Walking Route in [1]).

We note in addition that the pedestrian entrance to the Trenchard Street car park is badly signed and has poor accessibility and any opportunity to improve it would be welcome.

Bristol Walking Alliance

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[1] Public Realm Strategy - Trenchard Street and Frogmore Street - Consultation Draft, Bristol City Council 2016.