

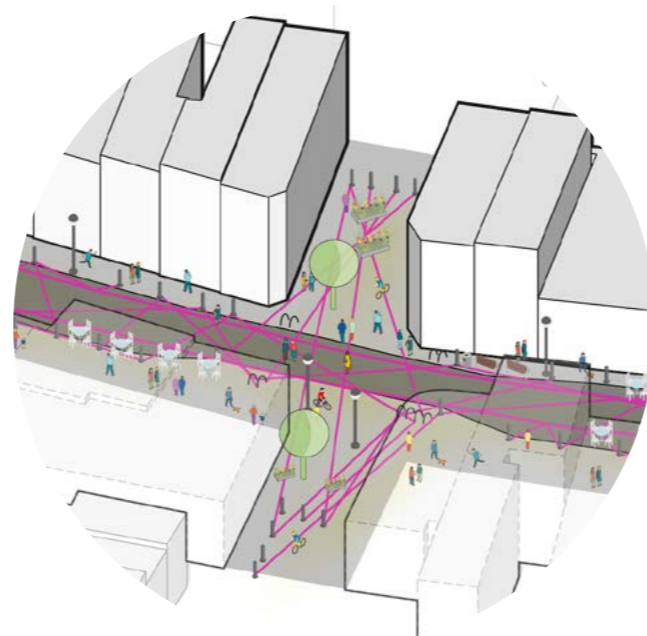
# LEAST STREET

## COVID-19 STREETScape DESIGN

**- Chapter 1 -**  
*Covid-19 East Street Strategy*



**- Chapter 2 -**  
*Covid-19 East Street Concept*



**- Chapter 3 -**  
*Colour Options*



**- Chapter 1 -**  
*Covid-19 East Street Strategy*



## - *The Crisis* -

In a study undertaken by Danish architecture studio Gehl, 91% of respondents globally report experiencing crowding when they venture into public space. This urban crowding negatively impacts vulnerable people from engaging in their local environment. Without access to the public realm for exercise, relaxation and errands, mental and physical health suffers. In order to combat these unnecessary consequences, anti-crowding and extended public realm measures should be enforced.

- *The Opportunity* -

“It’s a once-in-a-lifetime opportunity to take a fresh look at your streets and make sure that they are set to achieve the outcomes that we want to achieve: not just moving cars as fast as possible from point A to point B, but making it possible for everyone to get around safely.”  
*(Janette Sadik-Khan, former transportation commissioner for New York City).*



- A Bristol Future -

“We want to make the city centre a real destination. We think this is a fantastic opportunity to transform the middle of Bristol and make sure it is a thriving place in the future.....It’s important that we do this now. Normal patterns of transport have been disrupted. People aren’t moving. It’s really important that as people begin moving again en masse they don’t go back to patterns that are 15 to 20 years out of date.”

*(Marvin Rees, Mayor of Bristol).*

# - Four Covid-19 Focus Areas -



The Bus Lane



The Loading Bay



The Street Clutter



The Local Business

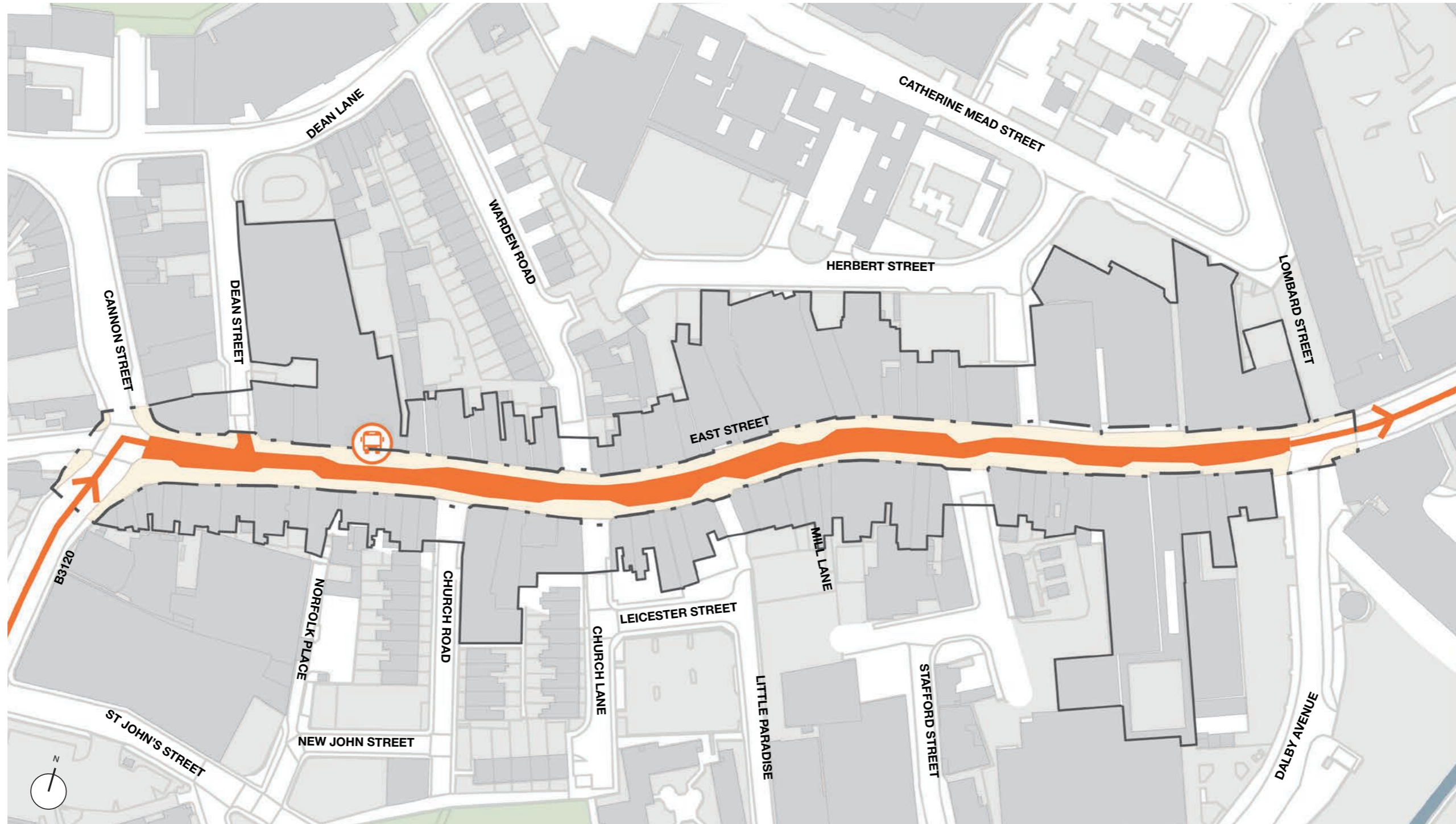
# - The Bus Lane -



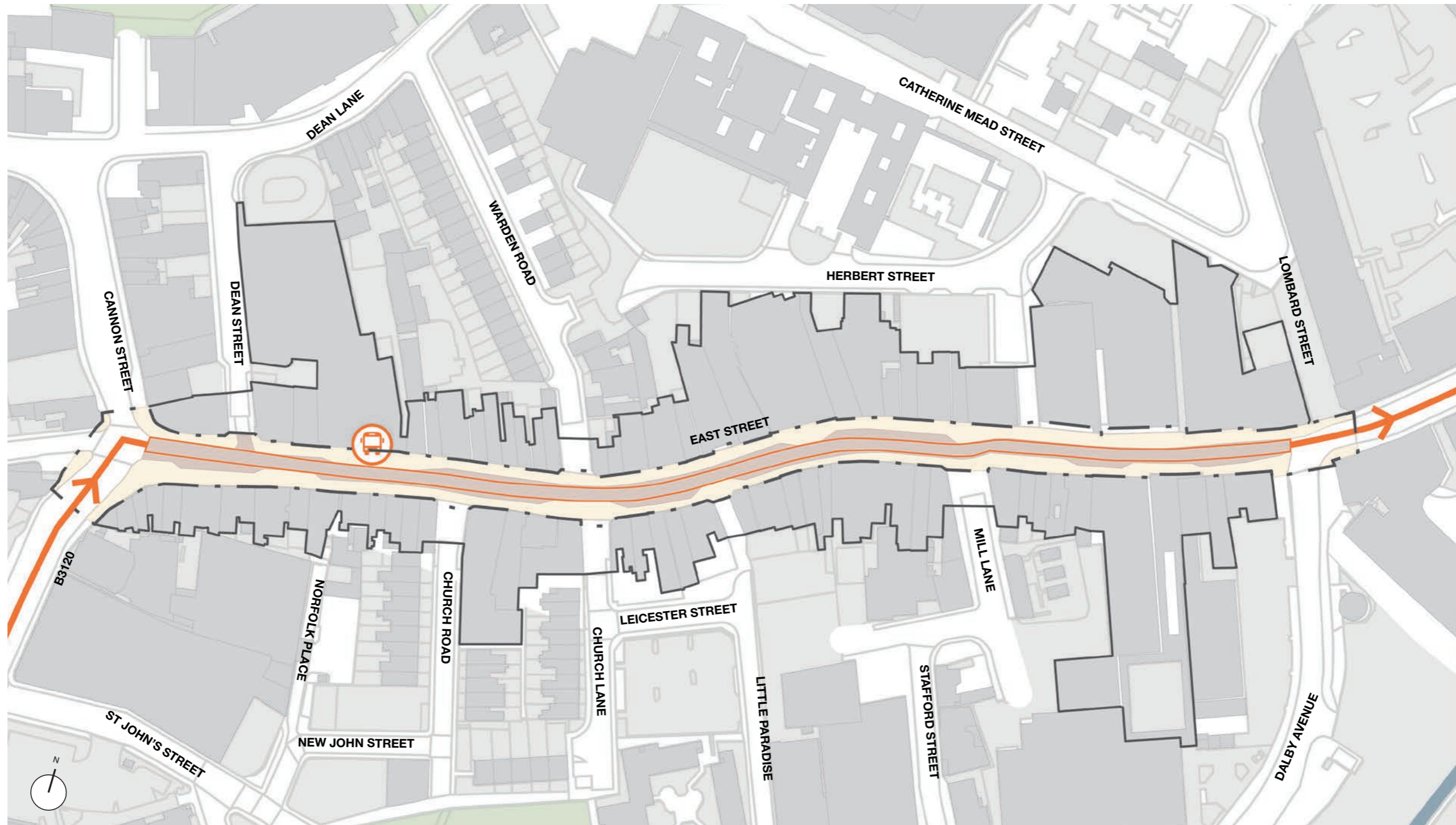
*Metro bus station and movement dominates the street*



- Challenge: 60% of East Street is dedicated to the Vehicle -



- Strategy: Reduce the Bus Lane Width to 4.25m -



- Intervention: Paint a Reduced Bus Lane Width -

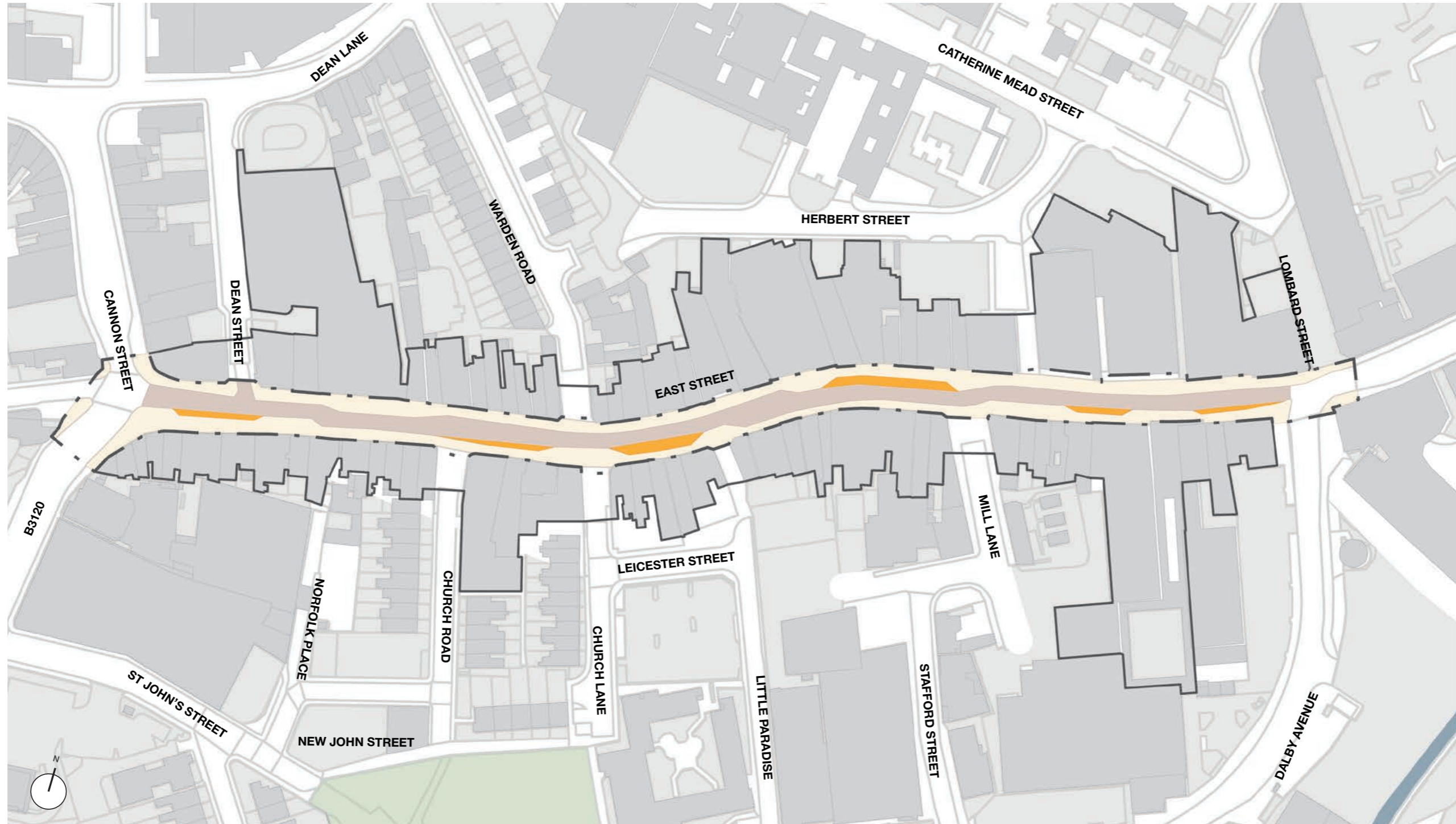


- The Loading Bay -

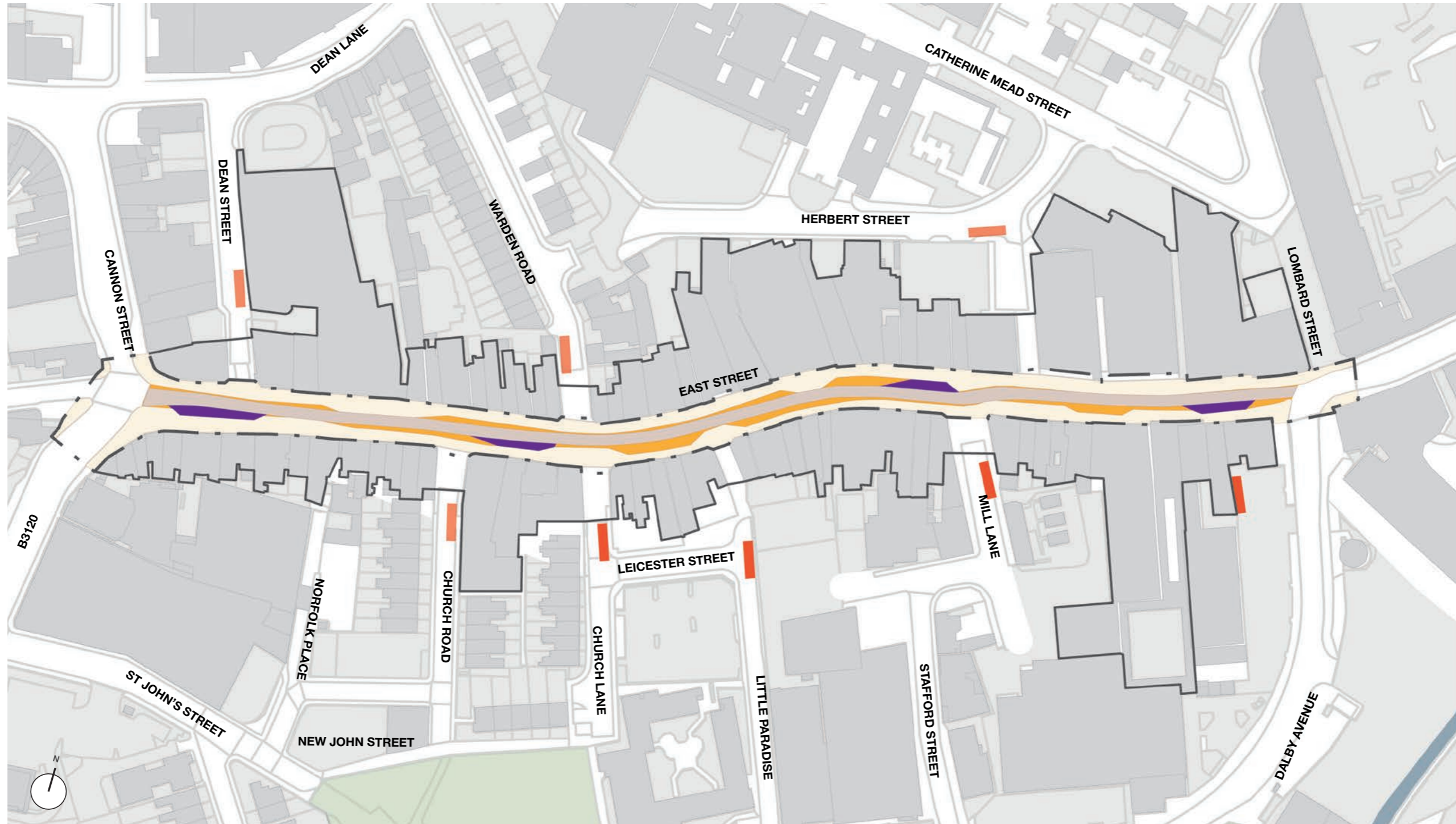


01. Varied street rhythm

- Challenge: Loading Bays Utilised During Prohibited Times -



- Strategy: Strictly Manage Service Times to Enlarge the Footpath -



- Legend**
- - - Site Boundary
  - Wider Site Boundary
  - Flexible seating area
  - Loading Bays - kept clear of permanent features to allow for out of hours servicing
  - Daytime Servicing
  - Daytime Servicing - vehicle waiting
  - Pavement
  - 3.5m Bus Route

*- Intervention: Paint Desire Lines To Enlarge The Pedestrian Priority Zone -*



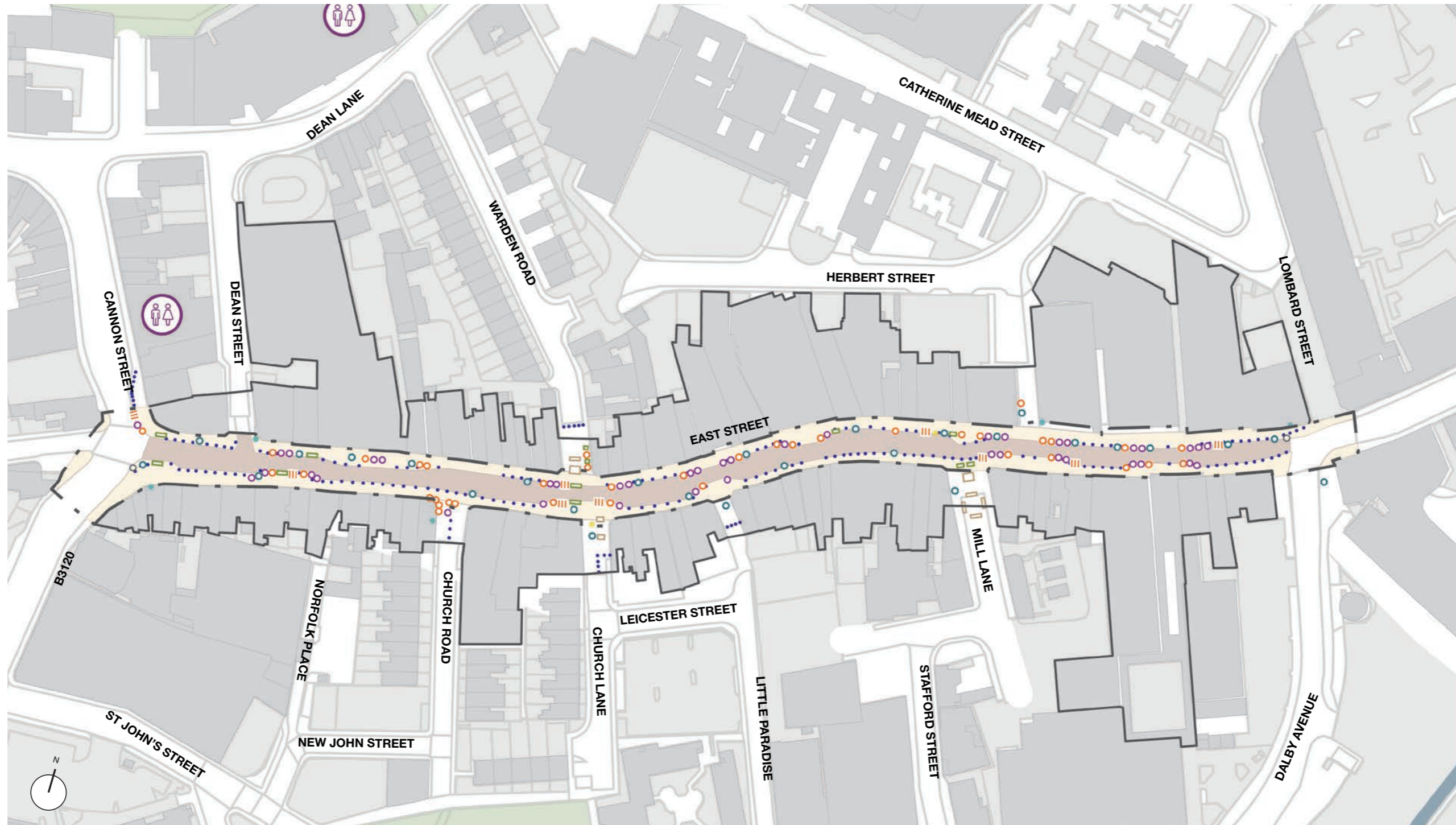
## - The Street Clutter-



*Cluttered street elements along the footpath*



- Challenge: A Collection of Pedestrian Barriers -



- Legend**
- - - Site Boundary
  - Wider Site Boundary
  - ▭ Bike Racks
  - Bins
  - Signage
  - Lighting
  - Seating - Bench
  - Bollard
  - ▭ Seating - Planters
  - ▭ Planter
  - Ⓜ Public Toilets
  - Art Work
  - CCTV
  - ▭ Paving
  - ▭ Asphalt

- Strategy: Targeted Street Clutter Removal -

90 – 96 East Street

- Bench x 2
- Bin x 2

Little Paradise

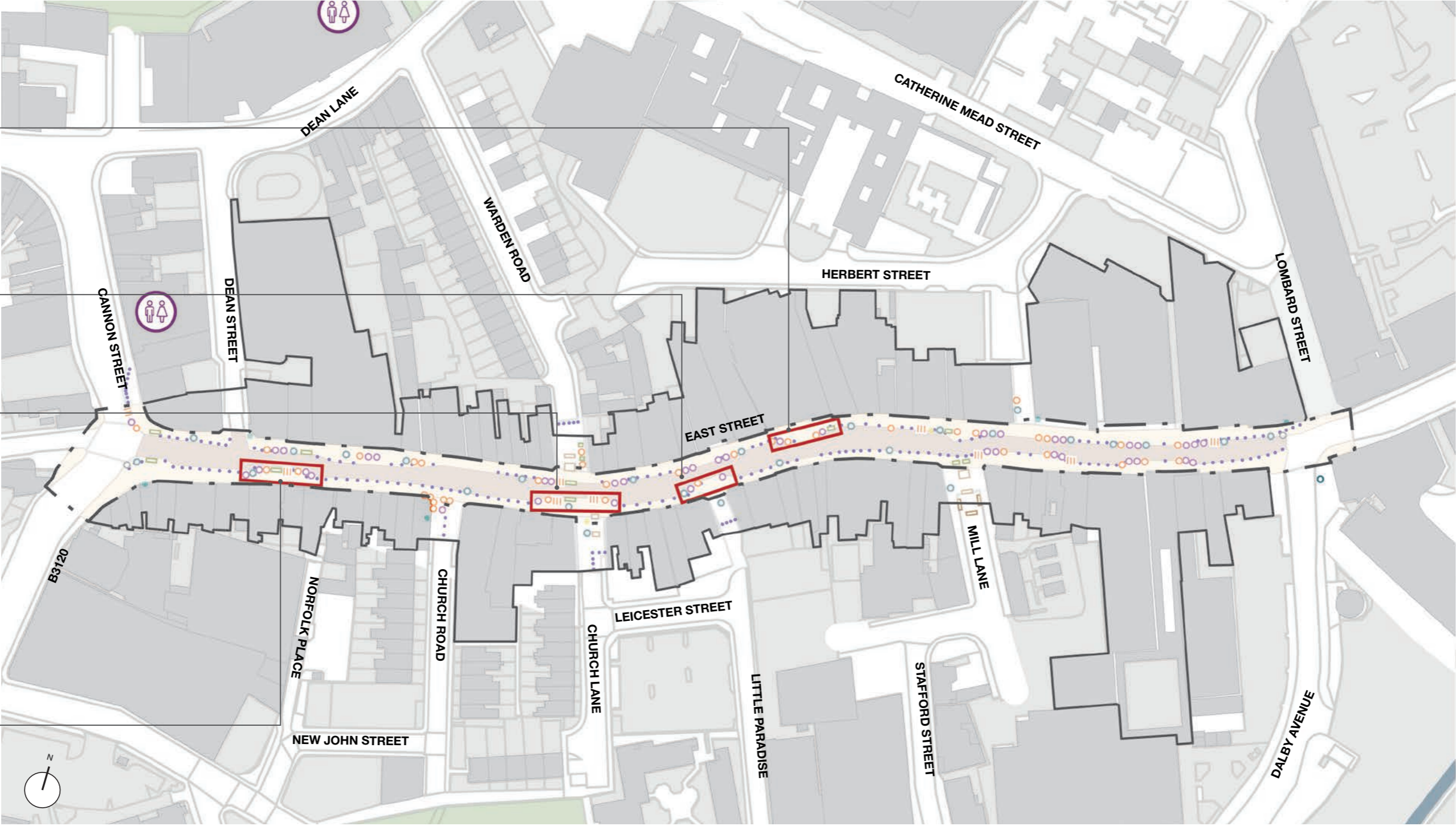
- Bench x 1
- Bin x 1

Church Lane

- Bench x 2
- Bin x 2

Dean Street

- Bench x 4
- Bin x 3
- Planter x 2



- Legend**
- - - Site Boundary
  - Wider Site Boundary
  - ▭ Furniture Removal Zone
  - ▨ Bike Racks
  - Bins
  - Signage
  - Lighting
  - Seating - Bench
  - Bollard
  - ▭ Seating - Planters
  - ▭ Planter
  - ♿ Public Toilets
  - Art Work
  - CCTV
  - Paving
  - Asphalt

- *Intervention: Remove street elements that reduce the pavement width -*



- The Local Business -

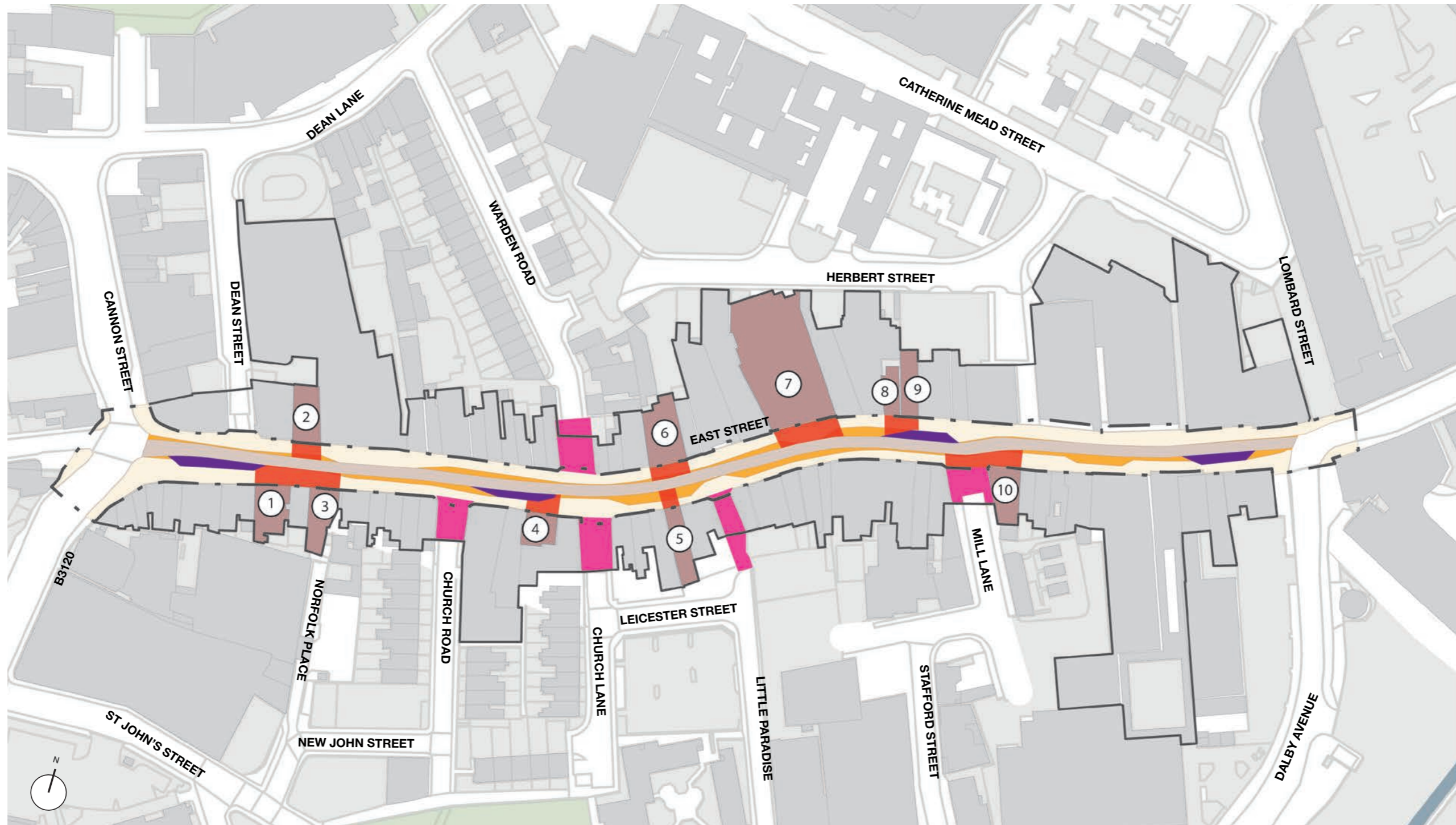


Tree planters located in a run-down pocket park

- Challenge: Limited Outdoor Space for Food & Beverage Businesses -



- Strategy: Expand Outdoor Seating Zones for Local Businesses -

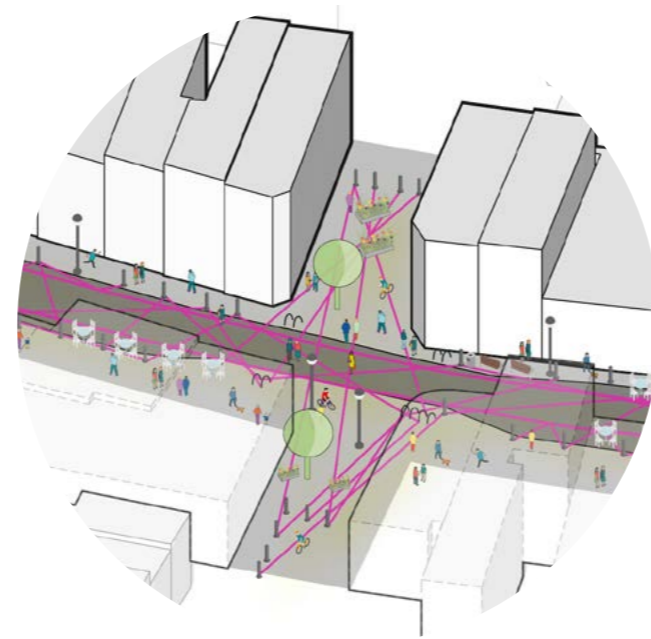


- Legend**
- - - Site Boundary
  - Wider Site Boundary
  - Expanded zone for outdoor seating
  - Expanded Footway
  - Loading Bay - Evening Usage
  - Pocket Park with additional seating
  - Business Location
  - ① Viva la Mexicana
  - ② Bubble Play Cafe
  - ③ Bankspace
  - ④ VX Bristol Vegan Junk Food
  - ⑤ George's Restaurant
  - ⑥ Assembly at Bedminster
  - ⑦ 90/96 East St
  - ⑧ Greggs
  - ⑨ Subway
  - ⑩ Sea Pearl Bristol
  - Pavement
  - 3.5m Bus Route

- *Intervention: Accommodate Flexible and Temporary-Permanent Seating* -



**- Chapter 2 -**  
*Covid-19 East Street Concept*







*- A Community Thread Tying East Street Together -*



- Covid-19 Streetscape Plan Phase 1 -



- Covid-19 Streetscape Plan Phase 2 -



## - Cost Estimate -

### Phase 1

n.	Description of work/ item	Cost
1.	Street clean, existing furniture removal & making good paving areas	£ 3,000
2.	Street furniture (Install & logistics)	£ 3,000
3.	Linework paint (Bus lane only approx. 800 lin. m)	£ 5,600
4.	Linework paint (Lattice linework approx. 900 lin. m)	£ 6,300
5.	Generous in kind support from Vestre Furniture	/
<u>Total cost:</u>		£ 17,900

### Phase 2

n.	Description of work/ item	Cost
1.	Linework paint (Additional lattice linework 1,100 lin. m)	£ 7,700
<u>Total cost:</u>		£ 7,700

### Phases 1 + 2

Total cost: £ 25,600

*Intensification of the yellow lines to emphasise pedestrian prioritised zone at Cannon Street Gateway.*

*Temporary restaurant outdoor seating to support Bubble Play Cafe.*

*Vestre public Parklet located adjacent to the bus stop to support additional seating.*

*Intensification of the yellow lines to emphasise pedestrian prioritised zone at Church Lane.*

*Temporary restaurant outdoor seating to support Assembly at Bedminster.*



*Temporary restaurant outdoor seating to support Viva La Mexicana and Bankspace.*

*New Parklet located on Church Road to support additional resting space.*

*Temporary restaurant outdoor seating to support VX Bristol Vegan Junk food.*

*Temporary restaurant outdoor seating to support Georges Restaurant and Assembly at Bedminster.*





Temporary restaurant outdoor seating to support 90/96 East Street, Subway and Greggs.

Vestre public Parklet located on the Bedminster Parade Gateway to enhance the pedestrian arrival experience.

Vestre public seating zone supporting temporary permanent seating alongside the road.

Vestre public seating zone supporting temporary permanent within the pocket park.

Intensification of the yellow lines to emphasise pedestrian prioritised zone at Bedminster Parade Gateway.



- Support Community Colouring Outside the Bus Lines -





- Covid-19 Communication through East Street Vision -



**HAVE YOUR SAY AND HELP SHAPE THE VISION FOR THE FUTURE OF EAST STREET IN BEDMINSTER**

**OVER THE COURSE OF 2019 A SERIES OF EVENTS WERE HELD TO START A CONVERSATION ABOUT THE FUTURE OF EAST STREET WHICH LED TO A NUMBER OF IDEAS AND AN OUTLINE VISION. FOLLOWING ON, A TEAM WAS ASSEMBLED IN FEBRUARY 2020 TO WORK WITH THE LOCAL COMMUNITY TO FURTHER DEVELOP THESE IDEAS INTO A MORE DETAILED VISION FOR EAST STREET.**

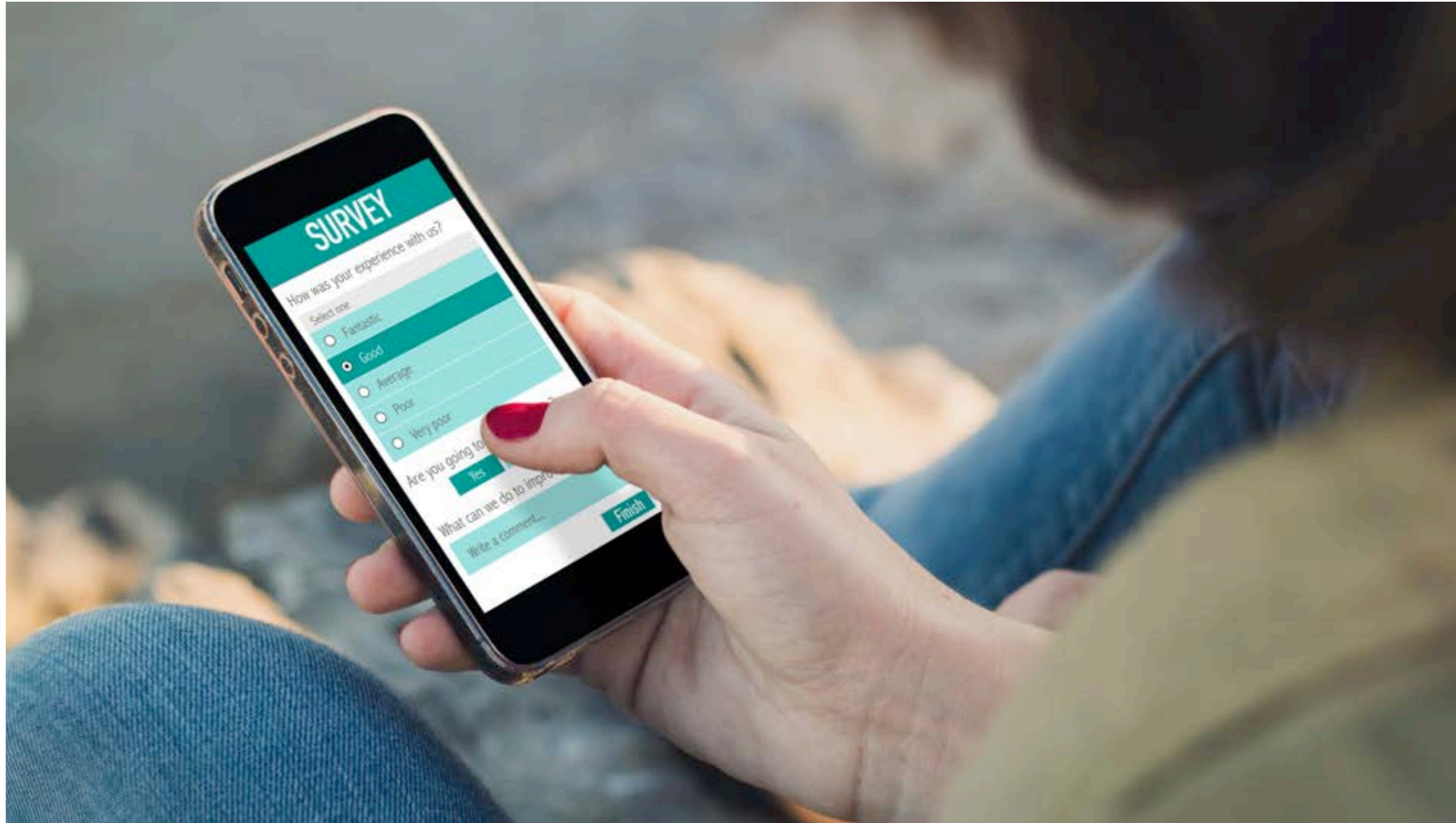
**IN THE CURRENT CRISIS, THIS WORK OF PLANNING AHEAD FOR A BRIGHTER FUTURE SEEMS MORE IMPORTANT THAN EVER. THEREFORE, WE HAVE SET UP THIS INTERACTIVE WEBSITE SO THAT THE LOCAL COMMUNITY AND ALL PEOPLE WITH A CONNECTION TO EAST STREET CAN HELP SHAPE ITS FUTURE.**

**PLEASE CHOOSE AN OPTION BELOW TO GET STARTED.**

- Encourage and Empower the Creative Community to Deliver -



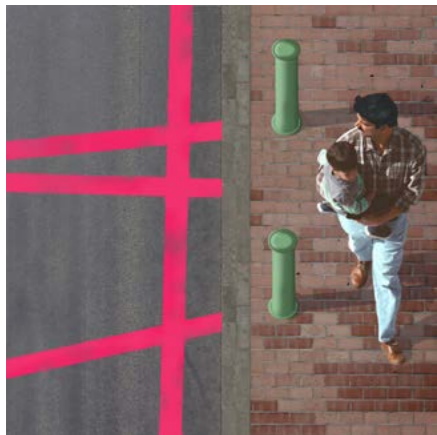
- Test, Monitor and Collect Data to Learn from Covid-19 -



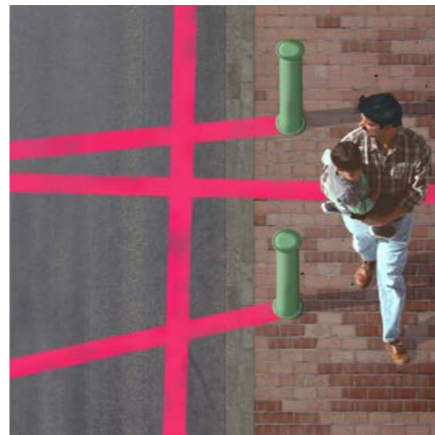
**- Chapter 3 -**  
*Colour Options*



- Colour Swatches Option 1\_Telemagenta -

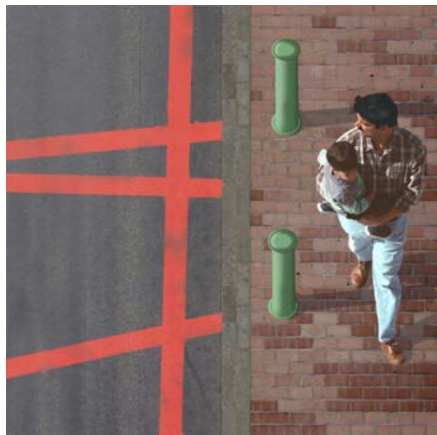


Phase 1

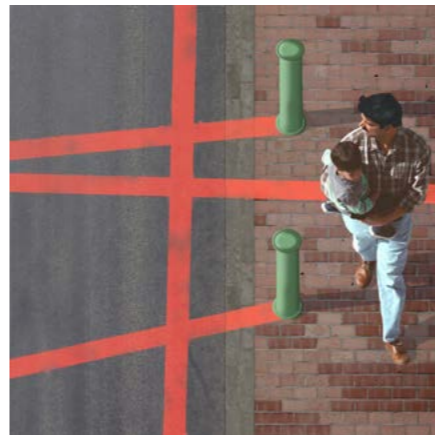


Phase 2

- Colour Swatches Option 2\_Coral Orange -

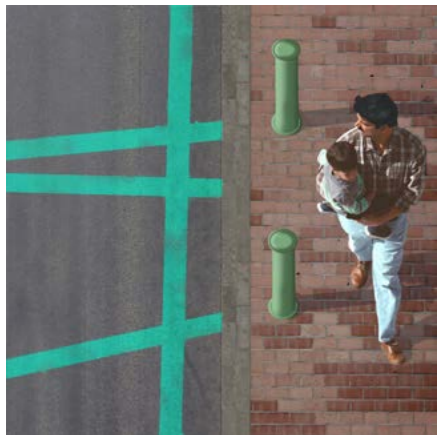


Phase 1



Phase 2

- Colour Swatches Option 3\_Aqua Green -

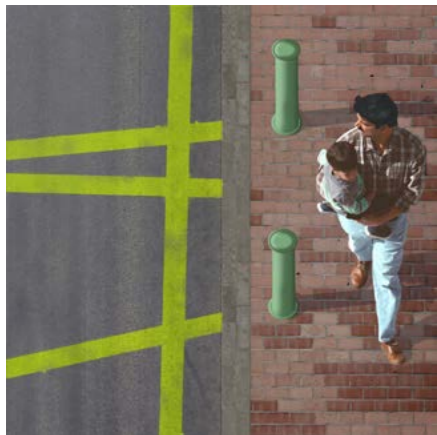


Phase 1



Phase 2

- Colour Swatches Option 4\_Lime Green -



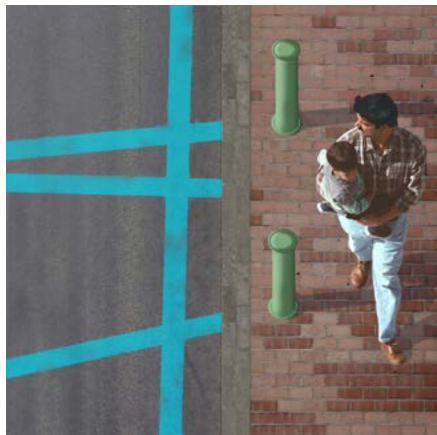
Phase 1



Phase 2



- Colour Swatches Option 5\_Turquoise -

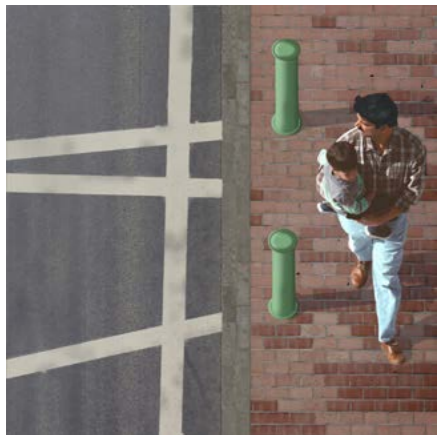


Phase 1

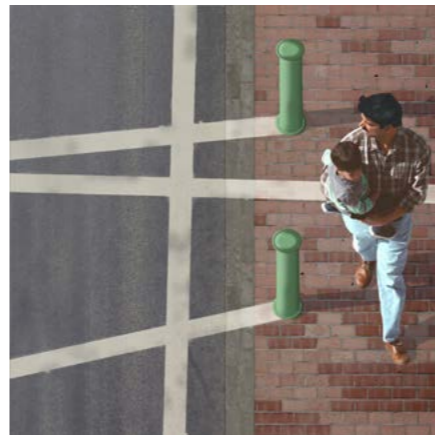


Phase 2

- Colour Swatches Option 6\_Silky Cream -



Phase 1



Phase 2

**+** MCGREGOR  
COXALL

LANDSCAPE ARCHITECTURE  
URBANISM  
ENVIRONMENT  
BIOCITY RESEARCH

SYDNEY  
MELBOURNE  
SHENZHEN  
BRISTOL