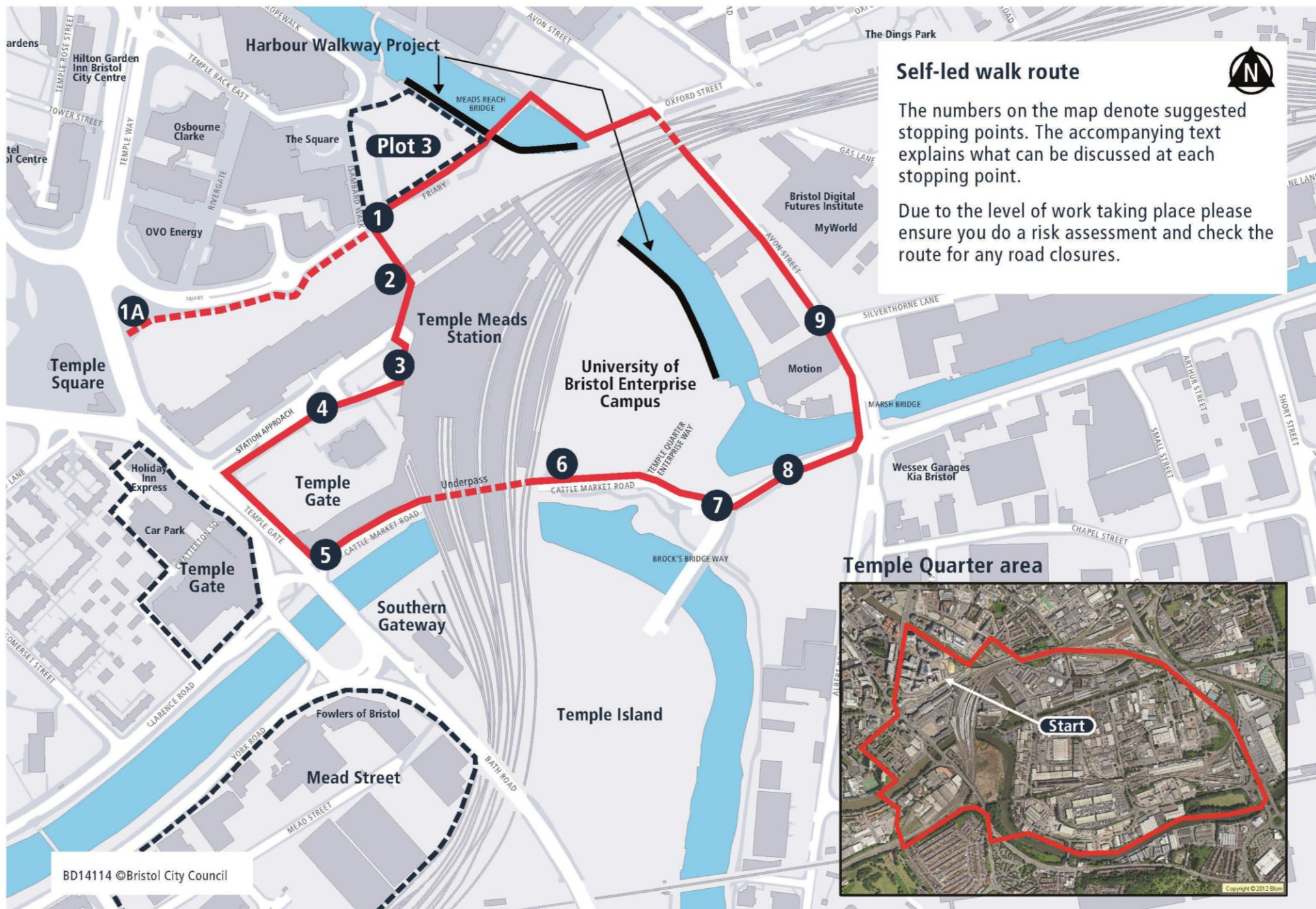




Bristol Temple Quarter: Self-led walking tour for schools – locations to stop and key discussion points

This is a suggested route around some of the main areas of change in Phase 1 of the Bristol Temple Quarter project – please read in conjunction with the map. This includes the areas surrounding Temple Meads Station. The walk takes approximately 1 hour 15 minutes.

The information will be updated as things change over time.

Location to stop	Talking points	Challenges	Opportunities
1	Bristol Temple Meads Station: As a general overview, BTM will be futureproofed to accommodate anticipated growth. Major changes include 4 new or improved entrances, new retail spaces, improved passenger facilities, and easier access to the station using public transport, walking and cycling. Central to whole regeneration – by making improvements to the station and its surrounds, particularly the proposal to move cars from the Northern side to the new Southern Gateway, it unlocks space for new housing and jobs. Network Rail doing their own internal work. Main shed roof renewal due for completion at the end of 2026, station improvements including two new /refreshed café/bars. New toilets including changing places and accessible before the gateline. C£130m investment.	Historic building – Grade 1 listed. Layout is challenging. Challenge of doing the works in a busy station – whatever happens it still needs to function as a station	Modern, safer, more efficient station fit for the 21st century. Accommodate anticipated passenger growth – more sustainable travel options. Better retail and places to spend time. Could support local businesses. Easier access to the station using public transport, walking and cycling. Unlocks space for development

	Friary North: the terrace area (along with the cars parked in Midland Shed and outside Passenger Shed) will see car parking relocated to the Southern Gateway, which will unlock space for new development of homes, commercial space and public realm. The exact mix and location of these things is to be decided.	Proximity to the road and station Passenger Shed currently unused and turns its back on the area. Bikes – lots of people cycle, disrupted during construction work. The road/public realm at the Friary is confusing.	Heritage setting – next to Midland Shed and Passenger Shed (opportunity to improve) Moving the cars to enable development Current concern – safety at night Create somewhere people want to spend time – could have public art, etc Making the most of the location next to the south west's busiest station, multi-storey office space and new residential buildings are possibilities, helping to transform this area into a thriving mixed-use destination.
	Northern Entrance: About 60-70% of passengers use this entrance, but it currently doesn't work as a gateway to the city both for visitors to Bristol and to those travelling out of town. Part of the £95m from central government is to transform this entrance and open up access to the station.	Levels and access Listed wall Construction impact Modal conflict – pedestrians vs bikes vs cars	Chance to enhance passenger experience. Moving cars enables concourse/improved entrance to be created. More shops – lack of shops regularly raised as an issue. Improve walking/cycling

	Plot 3. This land is not part of the £95m awarded in 2022 but impacts the wider area. The area is owned by Homes England and a private developer has recently received planning permission for a hotel, aparthotel and build to rent apartments. On the waterside lies a ferry landing place – a new harbour walkway is being constructed which will run from the ferry landing to the new University of Bristol Enterprise Campus.	Road network and access Potential conflict caused by construction work with travels to the station Fitting into the heritage setting of the station	Jobs, supporting tourism and business. New homes in a sustainable location Bringing animation to the area and new public space Improving walking access
1a (option to walk down the Friary or to discuss these elements from location 1)	Friary: At the southern end of the Friary, from the roundabout down to Temple Way, a transport interchange is proposed with space for buses, including new bus stops and shelters. You can also see more clearly here the car parking outside Passenger Shed – this will be removed to the Southern Gateway and the land here will have some development and public realm	Accessibility – further away Level differences Access from Temple Way (currently can't turn right coming from the South) Wider city problems – lack of buses, traffic	Clarity of onward travel and improved bus services Space for information, places for people to spend time while they wait. Destination in its own right not just for rail passengers
1a (option to walk down the Friary or to discuss these elements from location 1)	Temple Square: not funded by the £95m but a key ambition is to redevelop the two derelict hotels and the land around them. The remains of the Grosvenor Hotel are privately owned. Portwall Lane: from Temple Square the project is looking at enhancing the route along Portwall Lane to form a better connection from the station to the harbour (The Brunel Mile). The Portwall Lane car park (opposite St Mary Redcliffe Church) will be removed and developed.	Council doesn't own the Grosvenor Hotel and there are ongoing discussions about acquiring it with the owner. Right next to the road – construction will be disruptive. George and Railway is listed – have to work on it carefully	This will improve a key part of the entrance to the city. It will enhance the legibility of the Brunel Mile Provide better walking and cycling opportunities

2	Midland Shed and Terrace The Midland Shed will have car parking removed to enable new customer and retail facilities to be created. Early ideas include opening up some of the arches so that people can walk through from Friary North. Midland Shed would act as a key entry to the station, with station facilities such as ticketing and food and drink. A key first move is to repair the roof. Network Rail under a separate project will be renewing or refurbishing the derelict rooms on the Station Approach side of Midland Shed for station facilities and retail. This will include toilet facilities including an accessible toilet and changing places toilet.	Listed building. Construction impact Levels and access	Chance to enhance passenger experience. More shops - the lack of shops has been raised as an issue Improved facilities for the station creating a better welcome both to the station and the city. Improving the provision of accessible facilities Chance to make it a destination in its own right
3	Station Approach: the station was designed to be viewed from here as a lovely building. Currently it's busy and the setting needs to be improved. The forecourt outside the station at Station Approach will be extended creating a larger pedestrian space. Taxi and disabled parking access will be retained, but further from the entrance, but all other motor traffic including buses will be removed to create a more welcoming and safer space.	Lots of traffic Would have to move the buses Stakeholder management – what do taxis, etc think about it Historic building Modal conflict Impact on road network	Improve the historic setting of the building. Make it safer Improve the welcome to Bristol – sense of arrival into the city Currently confusing – don't know where to go so would support improving navigation
4	Temple Gate and Lower Station Approach In front of Bristol and Exeter House (Grade II* listed), is an area of land on Lower Station Approach, that could be	Road is extremely busy	Ideal location close to Temple Meads and the city centre presents an

	developed for commercial, housing use, or as a hub for public transport. Across the road from the station, on the frontage to Temple Gate (City Point building, petrol station, multi storey car park), a mix of uses could support high density city centre apartment living, alongside retail at ground floor level, and possibly a hotel. A private developer has planning permission for build to rent apartments on the site of the disused Peugeot garage and Victoria House.	Existing businesses would have to move or be accommodated within the developments. Carbon cost of demolishing a building Planning consents Private housing nearby Local opposition to tall buildings Next to the river – flood risk B&E yard still needed for servicing.	opportunity to create a sustainable new neighbourhood with much-needed affordable homes and the infrastructure to support them. Council owns most of the land so has more control. Sense of arrival to Bristol Sustainable – would include district heating
5	From this location there are several key areas that can be discussed: Southern Gateway: The Southern Gateway will be located across the river where the Kwik Fit garage currently is on the Bath Road – it will be a transport hub, including a new multi-storey car park for 350 cars, a cycle hub for around 700 bikes, bus stops, and a new walkway across the river and Cattle Market Road using an underused railway track bed. There is no increase in parking spaces – this is about relocation of station parking. BTQ LLP received full planning consent for the Southern Gateway in December 2025. It is key that this is one of the first things delivered, as it unlocks the land for development elsewhere.	Building a car park in 2025 seems out of date. Impact on the Bath Road and roundabout Impact on local people and how they travel.	New access into the station Moving the parking opens up the area to the north of the station for development Improved access from the south of the city

	Mead Street – across the road from Kwik Fit is Mead Street. The area is currently industrial in character. The aspiration is that it becomes a residential neighbourhood with green space provision. There will be some commercial use. Currently planning has been agreed for apartments on land that used to have Bart Spices located on it to the south of the area. An active travel route which could accommodate a mass transit route is proposed down Mead Street itself.	Current designation in Local plan is industrial land - likely to change in new local plan Opposition to tall buildings Tension over the height of buildings blocking views to the coloured terrace of houses Possibly displaced businesses	Supports the need for new homes in the city Sustainable location close to the city centre Aids east-west active transport connections from the south to the Southern Gateway, linking into regeneration at Whitehouse Street
6	University of Bristol Enterprise Campus • £500million investment • Focus on research and innovation. • Accessible ground floor for public use • Public realm accessible to all Work started in April 2023 and the Campus will open in September 2026.	Significant enabling works Construction disruption	Stimulate investment and growth in enterprise. Brings vibrancy and new communities to the area
	Eastern Entrance to the station New entrance providing access to people in the east of city. As you look at the site the entrance is the black and glass building to the left, closest to the station. Work is complete but the entrance won't open until the university campus is complete in 2026. This entrance was initially funded by the MCA before the £95m from government was secured.	Opening subject to timescales of University of Bristol development	Improved access to the station

7	Temple Island Agreement between Bristol City Council, who own the land, and Legal and General to build a hotel, residential accommodation, and offices, along with public realm. Planning permission was granted in April 2026. University of Bristol are building student accommodation on the corner closest to the Enterprise Campus.	Significant enabling works Level difference to get access direct from Bath Road Flood risk	Jobs Housing Building on brownfield space in the city, in a sustainable location. Creates animation and activity in an area to improve safety
8.	Wider St Philip's Marsh – whilst this walk doesn't take you into St Philip's Marsh the stopping point provides an opportunity to talk about the area: Mainly industrial but with creative and hospitality businesses interspersed. Aspiration is to create a genuinely mixed-use community, introducing new homes, community facilities and enhancing green spaces including the waterways which border the area: the River Avon and the Feeder Canal. A number of developments for students are in planning or being built. In front of you is the completed Unite Student accommodation building. There are also challenges with flooding, industrial space and infrastructure that will need to be resolved. A masterplan for St Philip's Marsh is soon to be submitted to the Local Planning Authority	Flood risk Getting a truly mixed community Businesses may be displaced or need to move within the area The area some areas of contamination Low bridges, St Philip's causeway, feeder canal and the River Avon create access challenges Rail infrastructure and services Getting the mix of residential/student/industrial/commercial/leisure right	Opportunity for genuinely mixed use community including large number of new homes Growth and investment linked to University of Bristol Enhance blue and green spaces Provide community facilities for the wider community including schools

9	Silverthorne Lane – part of the St Philip’s area but with development taking place for: • A secondary school • University of Bristol academic building • Residential accommodation • Student accommodation	Construction disruption for existing businesses and organisations Delays have meant the new school isn’t opening on time and students are currently being taught elsewhere.	New secondary school Improve the area by creating animation and activity Building homes
10	On your right as you walk down Avon Street: Bristol Digital Futures Institute - founded in 2019, Bristol Digital Futures Institute (BDFI) is the newest of the University of Bristol’s five research institutes. Bristol Digital Futures Institute Bristol Digital Futures Institute University of Bristol MyWorld is also based in one of the new buildings. MyWorld is a creative technology programme in the UK’s West of England region, funded by £30million from UK Research and Innovation’s (UKRI) Strength in Places Fund (SIPF). About MyWorld (myworld-creates.com) On the left-hand side there are plans for the former Chanson Foods and ATS buildings to become student accommodation. A bridge is also being considered, linking the accommodation and university buildings to the Enterprise campus.	Construction work along Avon Street	Creation of an innovation district Uplift to the area