



St Michael's Neighbourhood



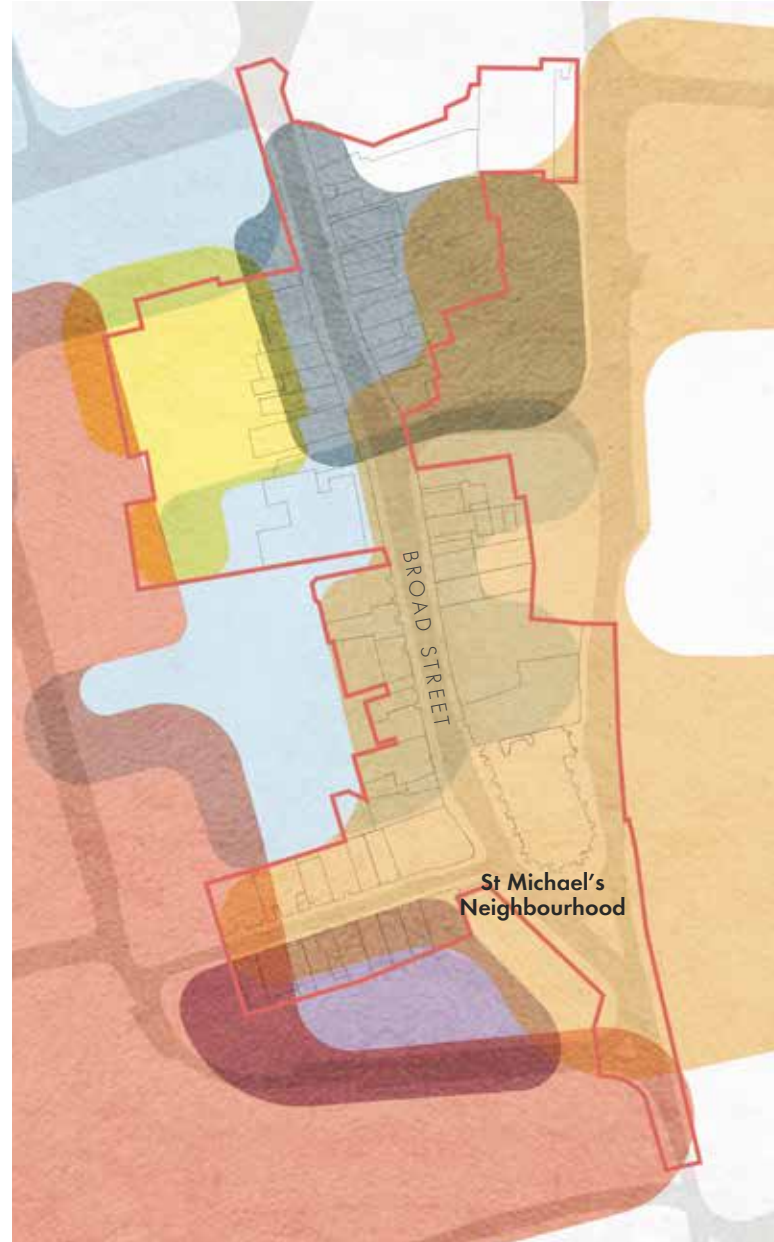
4 SPATIAL STRATEGY & DESIGN CONCEPTS

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Site summary

Unlike the planned formal origins of Milsom Street, Broad Street has much earlier origins, and this character can be seen in the irregular organic form of the street itself as well as in the variation in scale and form of the individual buildings. The street has a distinct cluster of interiors and homeware shopping, including Rossiters - a well-known local homeware department store.

Broad Street is named after the broad looms that were used there for textile manufacture and the street itself is relatively narrow. At present the street is dominated by traffic movement including buses. Saracen Street, with which it forms a gyratory loop around St Michael's church is a modern introduction, creating a new connection through to Walcot Street at the last point that the change in levels will allow. The disused King Edward School is situated on Broad Street.



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Vision

A growing residential neighbourhood for Bath with new development and conversions of upper floors supporting a range of local shopping and amenities at ground floor level with a new public square.

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Character appraisal

Broad Street (south): Broad Street has a similar variety and mixture of architectural styles as Green Street, but is dominated by the narrow pavements and heavy traffic. Poor public realm elements and railings add to this character being difficult to cross the street as a pedestrian. Views towards Saracen Street are also poor. However, the buildings in and of themselves offer a variety and character which is unique to Bath and the connections through Milsom Place present an opportunity to enhance pedestrian links.

Broad Street (north): As with the southern section is dominated by the narrow pavements and heavy traffic. A number of the buildings are in need or repair and/or redecoration which add to a somewhat overlooked area of the city. Connections through to Walcot Street and the Cattlemarket are clearly missed opportunities and could provide a unique and characterful area of the city.



Broad Street (south) East Elevation



Broad Street (south) West Elevation



Broad Street (north) East Elevation



Broad Street (north) West Elevation

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Public realm and movement

As previously established in the movement options, it is possible to make significant changes to the way in which the traffic moves around Broad Street, limiting access to essential service access and buses only, and all but removing traffic from the southern half of the street.

This allows for the remodelling of the public realm in the southern half of the street, with wider pavements and an effective shared surface approach to be established from St Michael's Church to King Edward School, with access retained for limited hours servicing and emergencies, but otherwise restricted to walking and cycling.

The reduced area required for vehicles affords opportunities for planting, including rain gardens and potentially tree planting, subject to vaults and other constraints that lie beneath the road.

It also allows for businesses to have more use of the space outside their premises to display goods or to create space for outdoor seating and potentially allows for residents to add

personal touches like seats or tubs outside their front doors.

The upper part of Broad Street is retained in use for buses and service vehicles heading north, with allowance proposed for a segregated cycle contraflow, providing a good direct link towards the city centre. Spaces for loading and servicing is also accounted for within a wider pavement.

At the southern end of Broad Street the space outside St Michael's Church is regarded as a key opportunity for public realm improvement, enhancing the link into Green Street and improving the pedestrian continuity towards the city centre.



Key

- Pedestrian only public realm
- Pedestrian movement area
- Vehicular movement area shared with pedestrians
- Primary vehicular movement with improved public realm
- Loading bay
- Curb indication
- Bollard
- SuDS
- Tree
- Pedestrian crossing



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Existing condition

The existing southern half of Broad Street is heavily dominated by the impact of vehicles, with narrow pavements and repeated bollards to manage the impact of cars and vans. This photograph, taken during 2021 shows temporary COVID measures which were put in place to provide wider space for pedestrians to enable social distancing. Like lots of temporary measures they have proved to be effective at piloting innovative options for road narrowing to the benefit of people.



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Broad Street proposed view

This artist's illustration shows the impact that the public realm changes could bring about, creating an environment where people are able to take much more ownership of the space and creating somewhere which can foster a more local community character.

A clear route exists to provide for servicing and access for businesses and homes, but the street is predominantly for the benefit of pedestrians.

This proposed illustration and the section on the following page, provide suggestions for tree and Sustainable Urban Drainage arrangements. The placement of these elements will require a detailed assessment.





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Broad Street (south) design concept artist's impressions

Existing



Proposed