

**Consultation and Engagement**



Bristol City Centre

# Development and Delivery Plan



**City Centre DDP consultation**

**Consultation Report v4**

**27 November 2023**

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## Executive Summary

The Bristol City Centre Development and Delivery Plan (DDP) consultation, held from 24 July to 1 October 2023, garnered substantial support, with 75–87% approval from respondents.

The consultation comprised three surveys, each addressing specific aspects of the DDP:

- **Vision and Strategies:** Focused on the DDP vision and six strategies outlining objectives and broad approaches.
- **Broadmead Placemaking Plan:** Set out proposals to rejuvenate Broadmead's streets and spaces, including an evening economy action plan.
- **Castle Park Masterplan:** Presented eight strategies and sought views on three key projects for Castle Park.

The comprehensive consultation strategy included online, paper, and Easy Read survey formats, accompanied by briefings, exhibitions, drop-ins, and walkabouts. In total, 724 survey responses and 32 email and letter responses were received, leading to over 170 updates to the DDP, aligning it with the emerging Local Plan. Notable adjustments included a new bus route, detailed enhancements to health and leisure facilities, and heightened focus on accessibility priorities. The geographic distribution of responses highlighted a majority from Bristol, with smaller contributions from neighbouring areas.

This report delineates the consultation methodology and the invaluable feedback received, pivotal in informing Cabinet decisions on the City Centre DDP scheduled for 5 December 2023. The consultation, marked by its inclusivity and robust public engagement, successfully achieved its objective of refining the draft Plan to meet the diverse needs and aspirations of Bristol's residents and stakeholders.

## 1 Introduction

### 1.1 Background to the City Centre Development and Delivery Plan

The Bristol City Centre Development and Delivery Plan (the DDP for short) sets the vision and principles for the regeneration of Bristol city centre. It has a particular focus on the Broadmead and Castle Park areas as parts of the city centre where there is significant opportunity for improvement and enhancement. Its purpose is to guide regeneration and provide a framework around which future investment, development and activity undertaken by Bristol City Council and other partners can be planned and co-ordinated.

The DDP will be considered by Cabinet on 5 December 2023. If endorsed, it will become a material consideration that the council must take into account when deciding on planning applications and commenting on regeneration proposals.

### 1.2 Engagement and consultation process

The draft DDP has been developed over the period 2021 to 2023 and has been informed by various stages of engagement and consultation activity, as well as by detailed technical analysis. These stages of engagement and consultation are reported separately, as follows:

- Proactive, informal engagement with stakeholders and the local community took place from project inception in 2021 through to publication of the draft DDP for consultation in summer 2023. Feedback from this early engagement was used to help shape the vision, strategies and the interventions that were included in the draft Plan which was published for consultation. This process is documented separately in the Engagement Report.
- A ten-week formal consultation period ran from 24 July to 1 October 2023 to take structured feedback on a draft version of the DDP. The consultation was hosted on the council's website and was supported by a series of events. The feedback received at this formal consultation stage is documented this Consultation Report.
- Following the formal consultation, the project team undertook a thorough review and analysis of the feedback, and this resulted in a series of changes and enhancements being made to the DDP. The changes made following consultation are reported separately in the Consultation Response Report. The revised final DDP, which includes the updates following consideration of consultation feedback, will be considered by the council's Cabinet on 5 December 2023.

### 1.3 The City Centre DDP consultation

The [Bristol City Centre Development and Delivery Plan consultation](#) took place between 24 July and 1 October 2023. It sought views from the public (including businesses, community groups, transport organisations, landowners, and developers).

## City Centre Development and Delivery Plan consultation report

The consultation comprised three surveys which addressed the following three aspects of the DDP:

- [Vision and Strategies](#) – this covered the DDP vision and six strategies that set out the objectives and the broad approaches needed to deliver the vision.
- [Broadmead Placemaking Plan](#) – this sought feedback on our proposals to renew and transform seven types of streets and spaces in Broadmead, and an action plan for the evening economy.
- [Castle Park Masterplan](#) – this set out and sought views on the eight strategies and three key projects for Castle Park.

Online, paper and Easy Read versions of the surveys were supported by a programme of briefings, and exhibition and drop-ins, and walkabouts for the public and stakeholders. These are described in section 2.3.

### 1.4 Scope of this report

This consultation report describes the consultation methodology and the feedback received, which are considered by Cabinet before decisions on the City Centre DDP are made by Cabinet on 5 December 2023.

Chapter 2 of this report describes the consultation methodology. The consultation information and questions are summarised in section 2.1.1 and the print versions of the three surveys can be viewed online:

- [Vision and Strategies](#)
- [Broadmead Placemaking Plan](#)
- [Castle Park Masterplan](#)

Chapters 3 to 7 present the consultation survey results:

- Chapter 3 presents the survey response rate and respondent characteristics
- Chapter 4 describes the feedback on the Vision and Strategies survey
- Chapter 5 summarises respondents' views on the Broadmead survey
- Chapter 6 presents the feedback on the Castle Park survey
- Chapter 7 summarises feedback received as emails
- Chapter 8 summarises feedback in briefings, the walkabouts, and drop-ins
- Chapter 9 describes how this report will be used and how to keep updated on the decision-making process.



## 2 Methodology

### 2.1 Survey

#### 2.1.1 Online surveys

The three consultation surveys were available on the council's Consultation and Engagement Hub ([www.ask.bristol.gov.uk](http://www.ask.bristol.gov.uk)) between 24 July and 1 October 2023. Alternative formats were advertised as available on request.

The survey questions sought respondents' views on the following:

##### Vision and Strategies

- Views on the overall vision for the City Centre DDP
- Views on six themed strategies that support the overall vision:
  - Destination and Identity
  - Community and Culture
  - Movement and Connections
  - Public Realm and Open Space
  - Green Infrastructure and Nature
  - Land Use and Development

##### Broadmead Placemaking Plan

- Views on seven types of streets and spaces as a focus for renewal and transformation:
  - Linear Street Garden (Connecting Quay Street – Nelson Street - Broadmead - Cabot Circus)
  - Lanes and Courts (Broadmead)
  - Civic Avenue (Merchant Street)
  - Garden Street (The Horsefair and Penn Street)
  - Active Corridor (Union Street)
  - Park Edge (High Street, Newgate, Broadweir)
  - Community Connector and Greener Gateway (Bond Street)

##### Castle Park Masterplan

- Views on eight strategies for Castle Park:
  - Park Gateways
  - Heritage Re use
  - Movement - Pedestrian
  - Movement - Cycle
  - Lighting and Safety
  - Green Infrastructure
  - Play
  - Facilities and Events

- Views on three key projects for Castle Park:
  - A New Heart to Castle Park
  - Western Gateways and Event Meadow
  - The Floating Waterfront Edge

Respondents could choose to answer one or more of the surveys, some or all questions in any order, and could save and return to the surveys later.

### **2.1.2 Alternative formats**

Easy Read versions of the summary document and the three surveys were available on request and were sent to individuals and organisations who had requested them.

Paper copies of the summary document and the three surveys were available with Freepost return envelopes in Central Library and at Sparks and were available on request. Paper copies of the full document were available at Central Library and at Sparks

Other alternative formats (braille, large print, audio, British Sign Language (BSL) and translation to other languages) were available on request.

## **2.2 Other written correspondence**

32 emails and letters were received in response to the consultation. Further details are provided in section 3.5. The feedback in the letters and emails is reported in Chapter 7, separately from the survey responses.

## **2.3 Briefings, drop-ins and walkabouts**

### **2.3.1 Briefings**

A programme of briefings with stakeholders were held in the run up to the launch of the consultation, and while the consultation was open for feedback. In total, around 250 stakeholders attended the meetings. Details are shown in the table below.

Details of the 10 meetings held before the consultation started on 24 July are included in the table because these formed part of the publicity for the consultation. The feedback from those early meetings is summarised in the separate Engagement Report.

Feedback on the DDP received at the seven meetings held during the consultation period is summarised in chapter 8.

**Stakeholder briefings/meetings held in the run up to/during the consultation**

Date	Stakeholder	Activity	Approx number of attendees
20 June	Business West	Briefing/presentation at their quarterly Planning and Transport meeting	39
26 June	Homes England	Briefing/meeting	2
27 June	Environment Agency	Briefing/meeting	2
4 July	Bristol City Council Taxi Forum (representing local taxi trade)	Briefing/meeting	8
11 July	Natural England	Briefing/meeting	3
12 and 26 July	All councillors	Briefing/meeting	23 (plus recording shared with 6).
12 July	Bristol Cycling Campaign	Briefing/meeting	4
12 July	Developer briefing	Briefing/meeting	4
19 July	Bristol Walking Alliance	Briefing/meeting	5
1 August	Bristol Civic Society	Briefing/meeting	55
6 Sept	City Centre businesses (invites sent through BID and BCC newsletters)	Webinar/briefing	10
7 Sept	Business Improvement District Boards	Briefing/meeting	10
14 Sept	Incredible Edible	Briefing/meeting	1
18 Sept	Woodland Trust	Briefing/meeting	1
19 Sept	Bristol City Council Community Champions	Briefing/meeting to enable champions to share details of consultation with their communities and networks	6
25 Sept	Bristol Civic Society	Follow up session to discuss questions raised	4
26 Sept	Cabot Circus tenants	Briefing/meeting	7
26 Sept	Bristol Developers Forum	Briefing/meeting	60
26 Sept	Local hoteliers (mainly on Broad Street).	Briefing / meeting Set up by Visit West.	4
18 Sept	Taxi trade representative	Meeting	1

### 2.3.2 Public exhibition and drop-ins and walkabouts,

An exhibition on the City Centre DDP was open at Sparks (the former M&S building in Broadmead) for the duration of the consultation. Nine drop-in sessions (one each week) were held in the exhibition space during the consultation period. These provided opportunities for members of the public to view exhibition boards, discuss and ask questions about the DDP with members of the project team, and complete the surveys.

Two walkabouts were held in Castle Park on 6 and 13 September 2023, at which attendees could be briefed about the Castle Park Masterplan and share their views. The walkabouts focused on three locations: St Peter’s Church, the site of proposed Events Meadow, and the waterfront area which would be transformed by proposed Key Project 3: Waterfront Edge.

A briefing facilitated by BSL translators was held at the Centre for Deaf and Hard of Hearing at the Vassall Centre on Tuesday 12 September. The session was an opportunity for people with hearing loss to learn more about the project and how to respond to the consultation.

Details of these events are shown in the table below.

#### Public drop-in sessions and walkabouts held during the consultation

Date	Group/audience	Activity	Approx number of attendees
6 Sept 1 to 2.30pm	General public	Walkabout to discuss Castle Park proposals	8
12 Sept 1pm to 2pm	Deaf and Hard of Hearing community	Briefing/meeting with BSL translators at Vassal Centre	6
13 Sept 1 to 2.30pm	General public	Walkabout to discuss Castle Park proposals	10
27 July 3pm to 6pm	General public	Drop-in session at Sparks, 3pm to 6pm	6
3 August 1pm to 4pm	General public	Drop-in session at Sparks, 1pm to 4pm	11
10 August 11am to 2pm	General public	Drop-in session at Sparks, 11am – 2pm	5
17 August 1pm to 4pm	General public	Drop-in session at Sparks, 1pm to 4pm	4
24 August 1pm to 4pm	General public	Drop-in session at Sparks, 1pm to 4pm	4
7 Sept 1pm to 4pm	General public	Drop-in session at Sparks, 1pm to 4pm	2
14 Sept 3 to 5.30pm	General public	Drop-in session at Sparks, 3pm – 5:30pm	5
16 Sept (Sat) 12pm to 3pm	General public	Drop-in session at Sparks, 12pm – 3pm	5
21 Sept 11am to 2pm	General public	Drop-in session at Sparks, 11am – 2pm	2

## **2.4 Publicity and briefings**

### **2.4.1 Objective**

The following programme of activity was carried out to publicise and explain the City Centre DDP consultation. The primary objective was to engage residents, communities, businesses, and other stakeholders across the city to encourage their feedback on the draft Plan and to identify any changes that might need to be included in the final version.

To achieve this, information was shared across a wide range of channels, reaching as broad a range of audiences as possible to maximise response rates.

### **2.4.2 Bristol City Council channels**

Online and paper versions of the consultation document were shared via the following council and partner channels and networks:

- BCC weekly business e-newsletter 15 August and 12 September - 2,700 recipients
- We Are Bristol newsletter – 26 July and 13 September
- Culture newsletter – 28 July
- Headteachers' newsletter bulletin – 05 September
- Internal communications bulletin – 25 July and 12 September
- Ask Bristol e-bulletin – delivered to 7,299 recipients on 14 August 2023, and delivered to 7,512 recipients on 20 September 2023.
- MPs (via email)
- Communications through the One City Economy Board
- Direct email to over 500 community-based organisations and organisers
- Paper copies in Central Library and at Sparks

### **2.4.3 Bristol City Council partners, businesses and voluntary sector organisations**

Details of the consultation were shared at the launch, midway, and with two weeks to go with key stakeholders including statutory consultees, businesses and business organisations, voluntary sector organisations, public sector/city stakeholders (including developers, housing organisations, transport providers), interest groups and civic groups, local health and other service providers, equalities groups and community/cultural groups with a request for information to be circulated through their networks

### **2.4.4 Media engagement**

A news article was published to the BCC Newsroom on 24 July along with a blog from Councillor Cheney outlining the consultation.

#### **2.4.5 Social Media – posts, outreach and advertising**

Regular posts on Bristol City Council's social media channels (Twitter, Facebook, Next Door, LinkedIn and Instagram) were made for the duration of the consultation. These organic posts had a reach of 17,258 people, resulting in 684 survey link clicks.

Posts were also made across the council's economic development social media channels @shoplocalbris (Twitter, Facebook and Instagram) for the duration of the consultation.

Posts were made on community groups including the Friends of Castle Park Facebook page to engage community groups and encourage them to complete the consultation.

#### **2.4.6 Digital posters**

Information ran on JC Decaux screens. The advertising space was scheduled to deliver 654k all adult impressions across the Bristol Legible City contract screens, running from 17 August 2023 to 1 October 2023 at 5% share of time on a sweep (the average display time of 5% will be distributed unevenly, according to availability by site).

### **3 Response rates for the survey and other engagement channels**

#### **3.1 Response rate to the survey**

The three City Centre DDP consultation surveys, in total, received 724 responses via online, paper and Easy Read formats. Of these, there were:

- 314 responses to the Vision and Strategies survey
- 217 responses to the Broadmead Placemaking survey
- 193 responses to the Castle Park Master planning survey

Respondents were invited to complete one or more of the three surveys, so the total number of citizens and organisations that responded to the surveys is between 314 and 724.

32 additional responses were received by email, which provided feedback on aspects across the Vision and Strategies, Broadmead and Castle Park.

The response rate and respondent details in sections 3.2 to 3.4 below are for respondents to the survey. Details of the email respondents are summarised in section 3.5.

#### **3.2 Geographic distribution of survey responses**

Figures 1, 2 and 3 show the home or business location of respondents to each of the three surveys.

All three figures report that the majority of respondents provided Bristol based post codes, followed in number by those respondents who provided no post code at all with their survey responses. Respondents from South Gloucestershire, North Somerset and Bath & Northeast Somerset made up small percentages of responses.

Figure 1 shows that for the Vision and Strategies survey, 232 responses (74%) were received from postcodes within the Bristol City Council area, 13 (4%) responses were from South Gloucestershire, 9 (3%) were from North Somerset and 3 (1%) were from Bath & Northeast Somerset (B&NES). A further 3 (1%) were from unspecified locations within the four West of England authorities, (incomplete postcodes identified the home location as within the WOE authorities area (Bristol, B&NES, North Somerset and South Gloucestershire), but not which authority). 1% of responses came from outside of the West of England.

50 respondents (16%) did not provide a postcode.

Figure 1: Home or business location of respondents to the Vision and Strategies survey

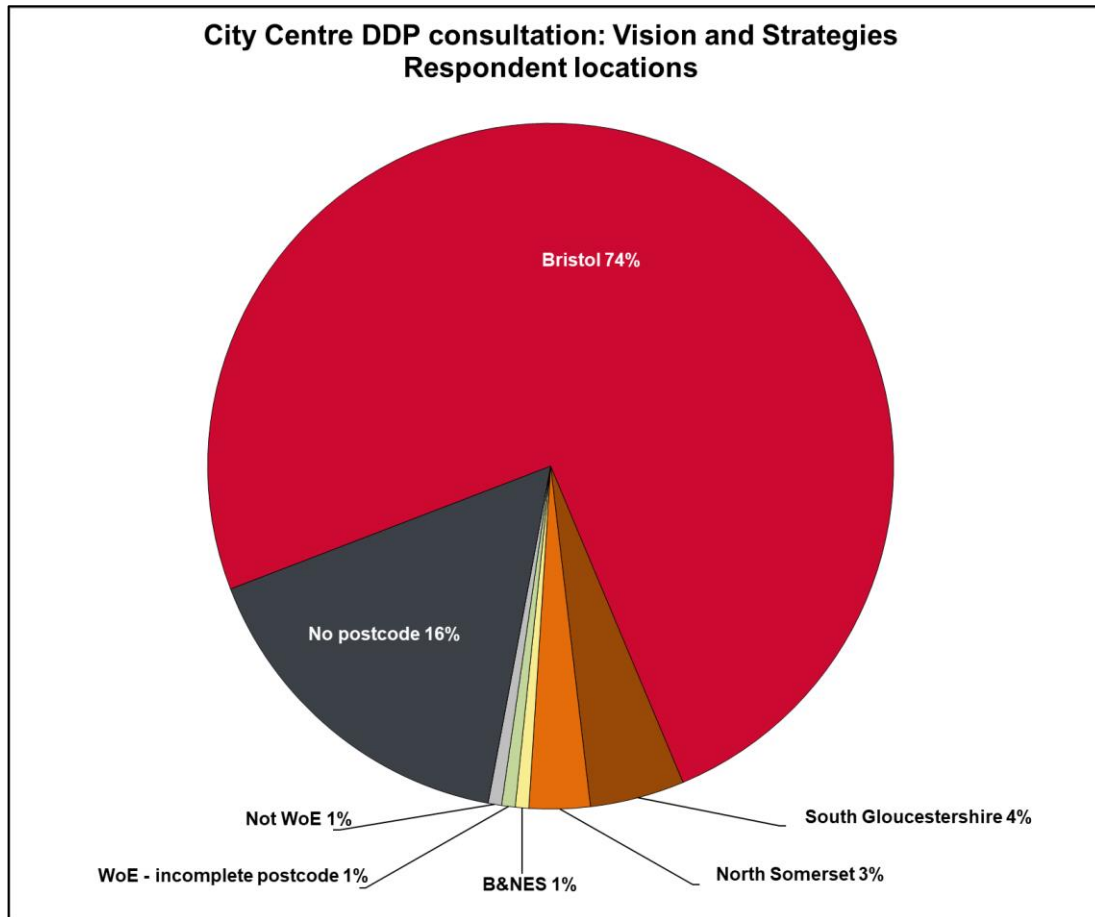
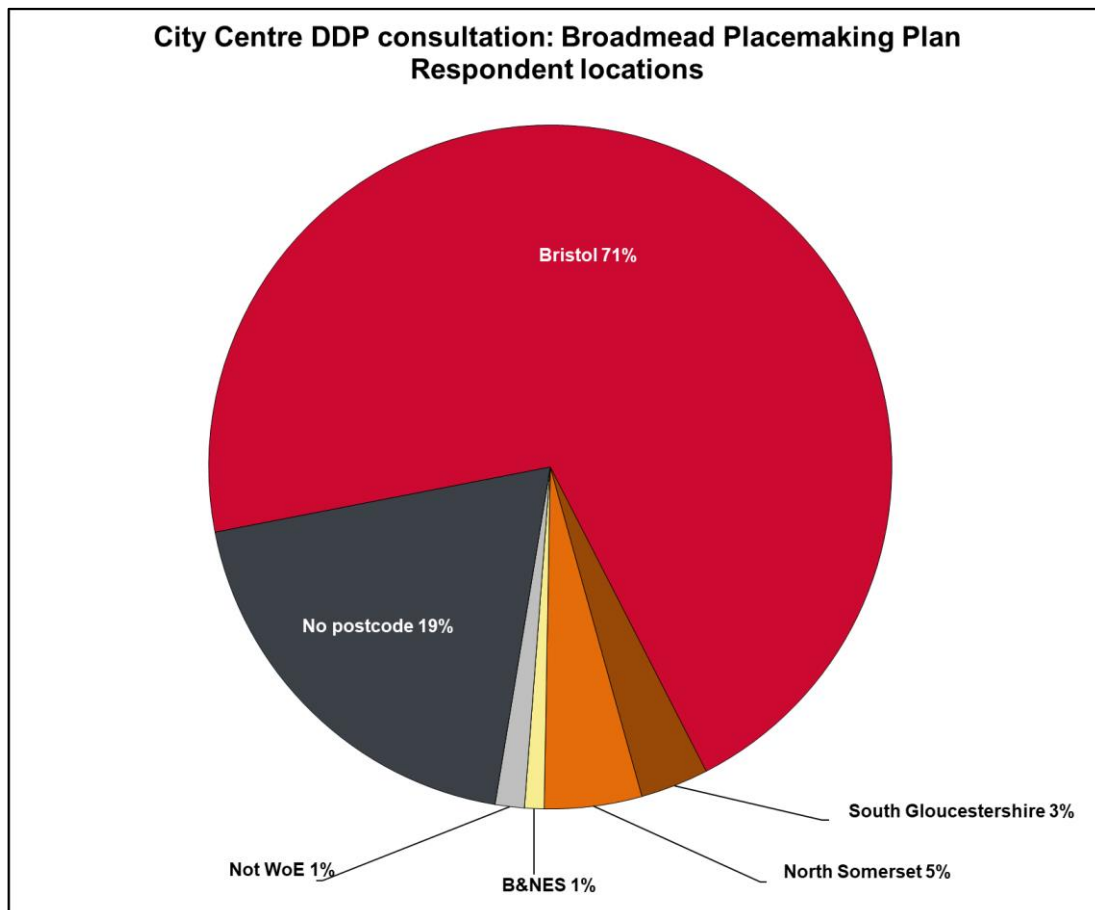


Figure 2: Home or business location of respondents to the Broadmead Placemaking survey





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Figure 2 shows that for the Broadmead Placemaking survey, 154 responses (71%) were received from postcodes within the Bristol City Council area, 7 (3%) responses were from South Gloucestershire, 7 (3%) were from North Somerset and 2 (1%) were from Bath & Northeast Somerset (B&NES). 1% of responses came from outside of the West of England. 41 respondents (19%) did not provide a postcode.

**Figure 3: Home or business location of respondents to the Castle Park Masterplan survey**

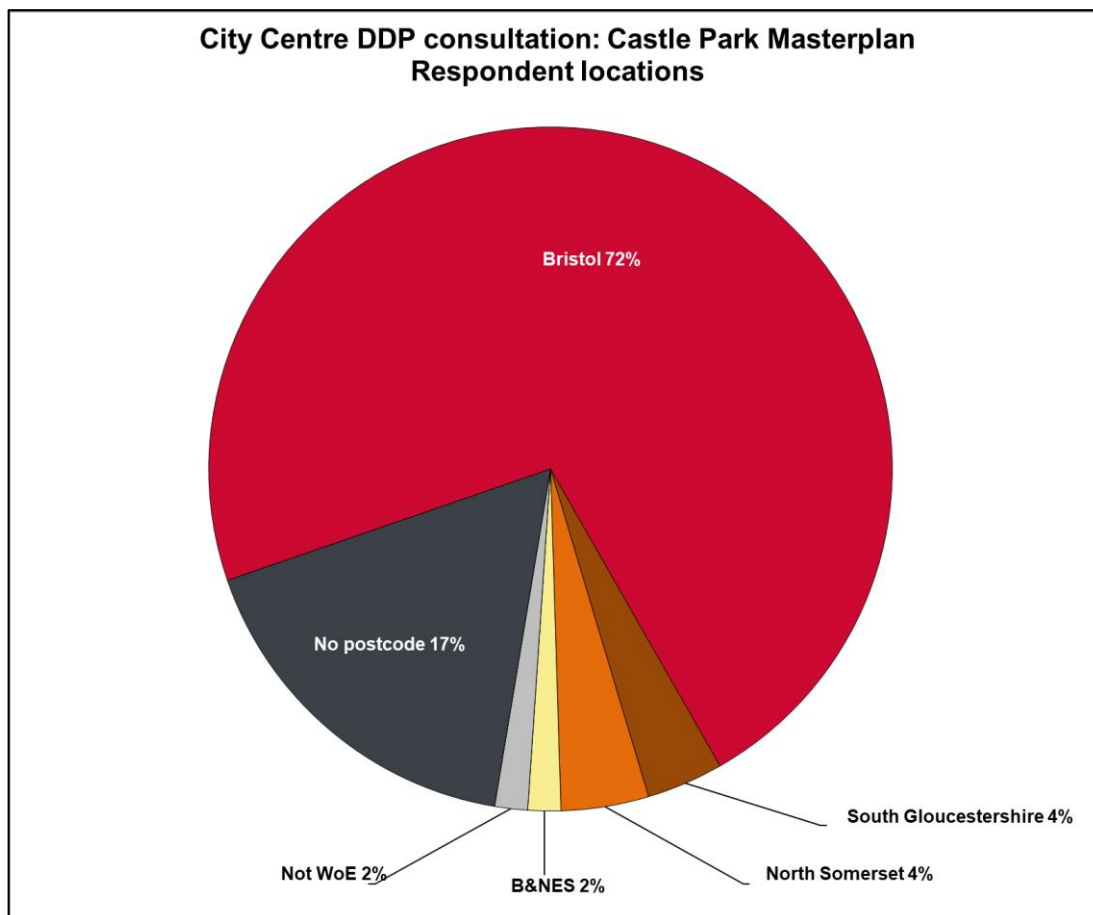


Figure 3 shows that for the Castle Park Masterplan survey, 139 responses (72%) were received from postcodes within the Bristol City Council area, 8 (4%) responses were from South Gloucestershire, 8 (4%) were from North Somerset and 4 (2%) were from Bath & Northeast Somerset (B&NES). 33 (17%) did not provide a postcode. 2% of responses were from outside of the West of England.

### Origin wards of survey respondents

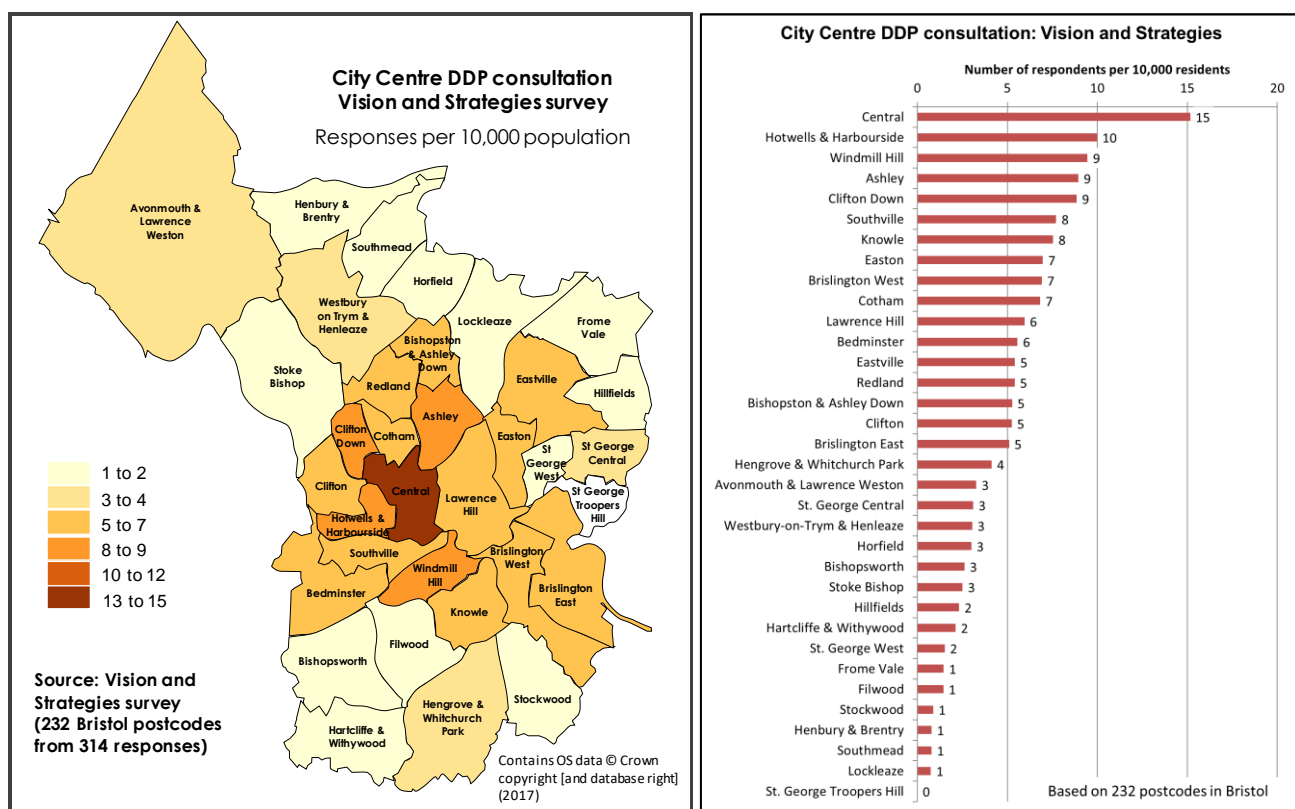
In figures 4, 5, and 6, the survey response numbers for each ward were adjusted to account for population density. The data is shown as the ‘number of respondents per 10,000 residents,’ to present a fair ‘per person’ view for all postcodes in Bristol without favouring areas of higher population density. This makes it easier to compare and understand public opinions across different areas.

The broad view of respondents who provided a post code shows that in each survey the greatest number of responses came from the Central area, with decreasing numbers of responses exhibited the further away from Central that the respondents were located.

### Origin ward of Bristol respondents to Vision and Strategies survey

Figure 4 below shows that of the 314 responses to the Vision and Strategies survey, 74% (232) of respondents provided full or partial postcodes from which the ward of origin could be identified. The greatest concentration of respondents came from postcodes within Central ward. Response rates are higher for other inner Bristol wards than outer wards.

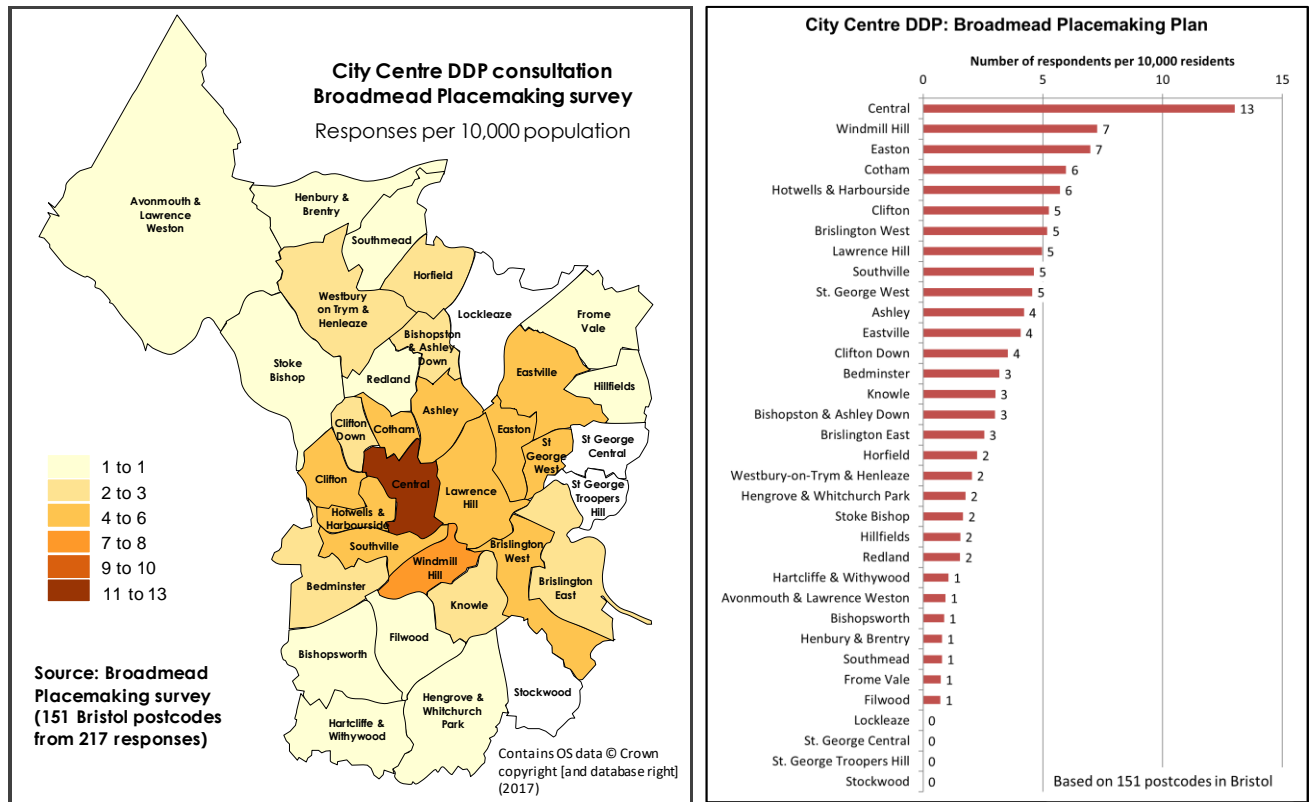
**Figure 4: Origin ward for Bristol respondents to Vision and Strategies survey**



### Origin ward of Bristol respondents to Broadmead Placemaking survey

Figure 5 below shows that of the 217 responses to the Broadmead Placemaking survey, 71% (151) of respondents provided full or partial postcodes from which the ward of origin could be identified. The greatest concentration of respondents came from postcodes within Central ward. Response rates are higher for other inner Bristol wards than outer wards.

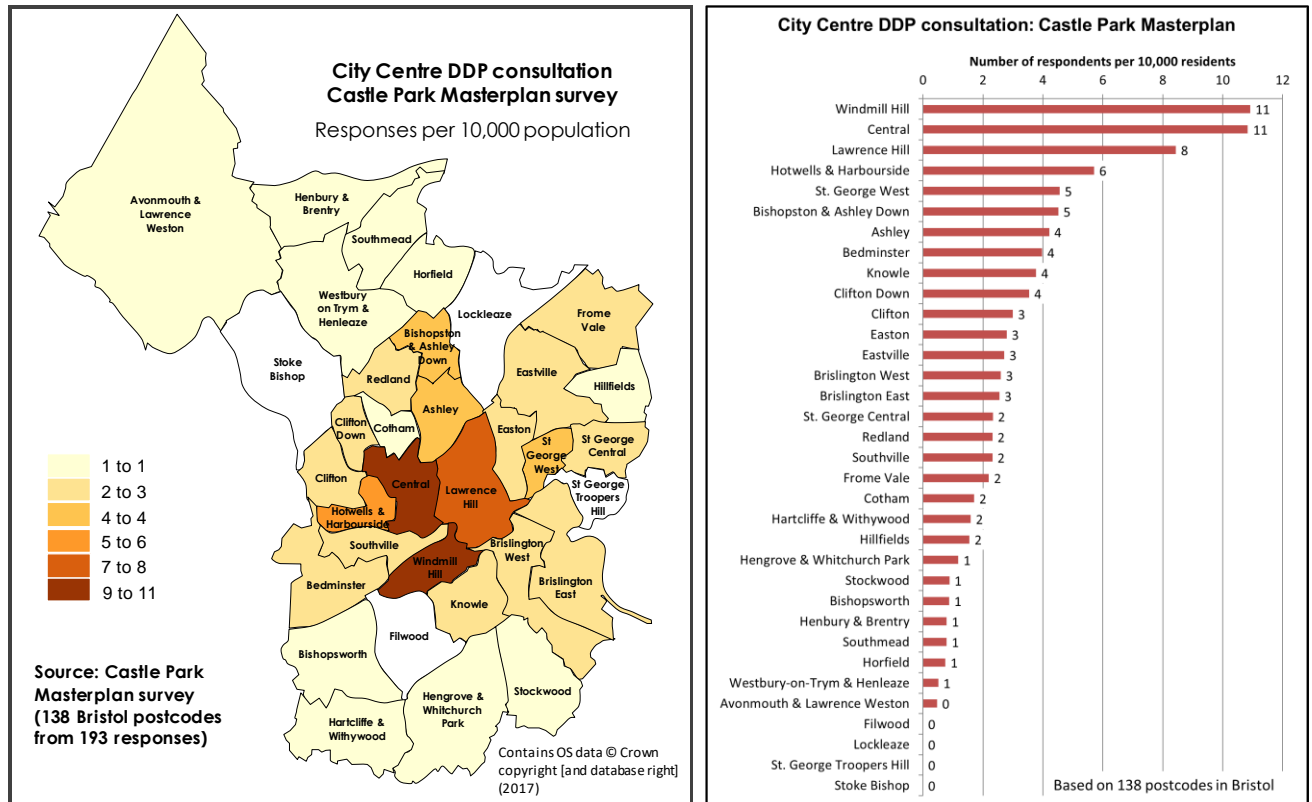
**Figure 5: Origin ward for Bristol respondents to Broadmead Placemaking survey**



### Origin ward of Bristol respondents to Castle Park Masterplan survey

Figure 6 below shows that of the 193 responses to the Broadmead Placemaking survey, 72% (138) of respondents provided full or partial postcodes from which the ward of origin could be identified. The greatest concentration of respondents came from postcodes within Central ward. Response rates are higher for other inner Bristol wards than outer wards.

**Figure 6: Origin ward for Bristol respondents to Castle Park Masterplan survey**



### 3.3 Response rate from areas of high and low deprivation

The home location of respondents in Bristol was compared with nationally published information on levels of deprivation across the city<sup>1</sup> to review if the responses received include a cross-section of people living in more deprived and less deprived areas.

The comparison looked at levels of deprivation in 10 bands (known as 'deciles') from decile 1 (most deprived) to decile 10 (least deprived). Figure 7 compares the percentage of Bristol respondents<sup>2</sup> to the Vision and Strategies survey who live or have a business address in each of the deprivation deciles (red bars) to the percentage of all Bristol citizens who live in each decile (grey bars).

Figures 8 and 9 show the equivalent information for the Broadmead Placemaking survey and the Castle Park Masterplan survey respectively.

Figures 7, 8 and 9 show that (broadly) response rates increase in number from the most deprived deciles (1, 2 and 3) up to decile 4, at which point the respondents become over-represented compared to the proportion of Bristol citizens living in that decile. In each of the 3 cases, responses from decile 6 were over-represented. Figures 7 and 8 both show that decile 5 was under-represented while Figure 9 shows decile 5 to be over-represented. In each of the 3 surveys deciles 7 and 8 were over-represented. Decile 10 was over-represented in the Vision and Strategies survey and under-represented in the subsequent two.

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<sup>1</sup> The Office for National Statistics (ONS) publishes information about deprivation for 32,844 small areas - known as 'Lower Super Output Areas' (LSOAs) - throughout England. For each LSOA, a measure of deprivation is published called 'Indices of Multiple Deprivation' (IMD), which takes account of 37 aspects of each area that cover income, employment, education, health, crime, barriers to housing and services, and living environment. The postcodes provided by respondents enabled each to be matched to one of the 263 Lower Super Output Areas in the Bristol City Council area and thus to one of the deprivation deciles. Note: postcodes provide approximate locations; they are not used to identify individuals or specific addresses.

<sup>2</sup> Based on 3,117 respondents who provided full postcodes in the Bristol administrative area from which deprivation decile can be identified.

Figure 7: Response rate by deprivation for Vision and Strategies survey

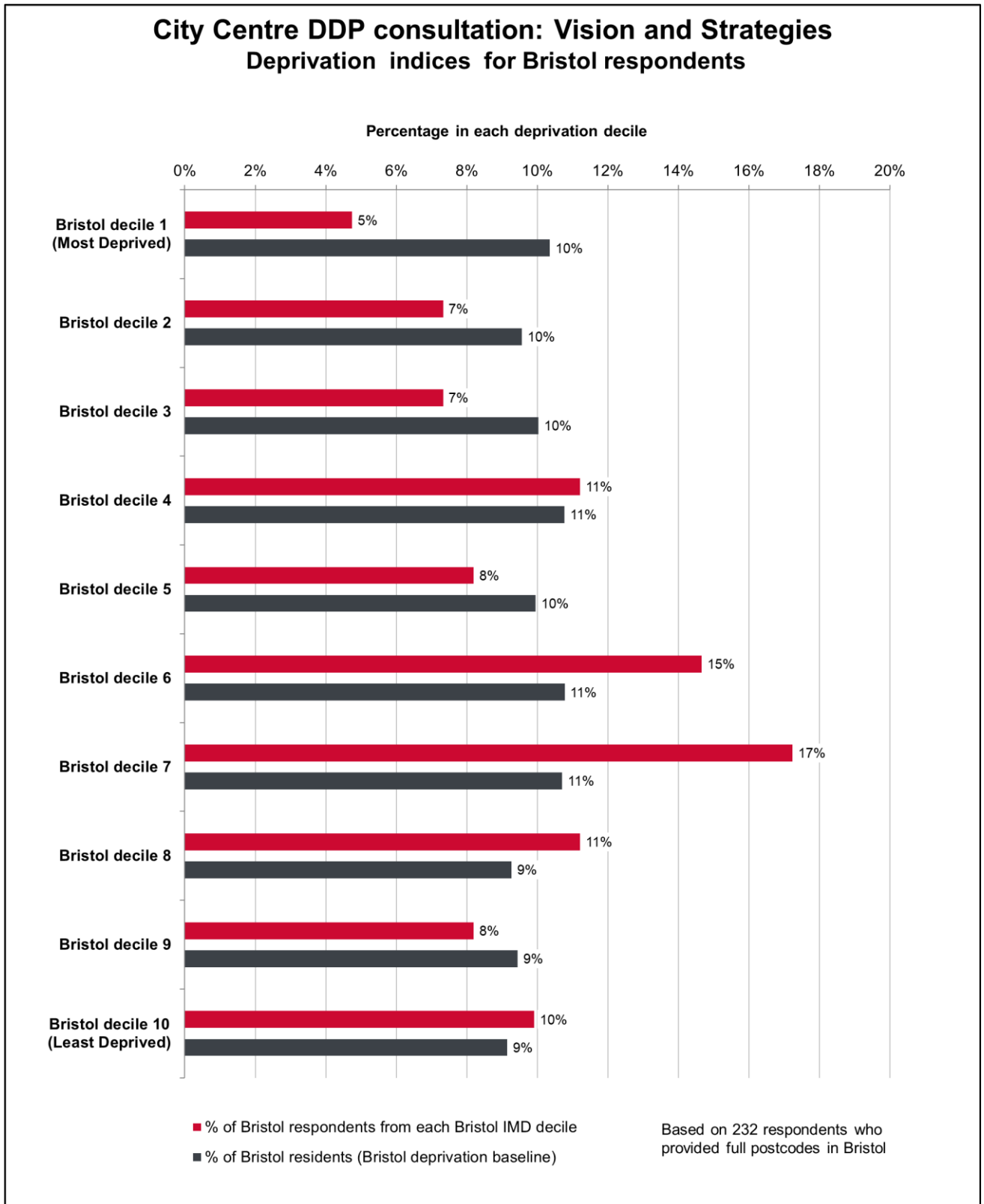


Figure 8: Response rate by deprivation for Broadmead Placemaking survey

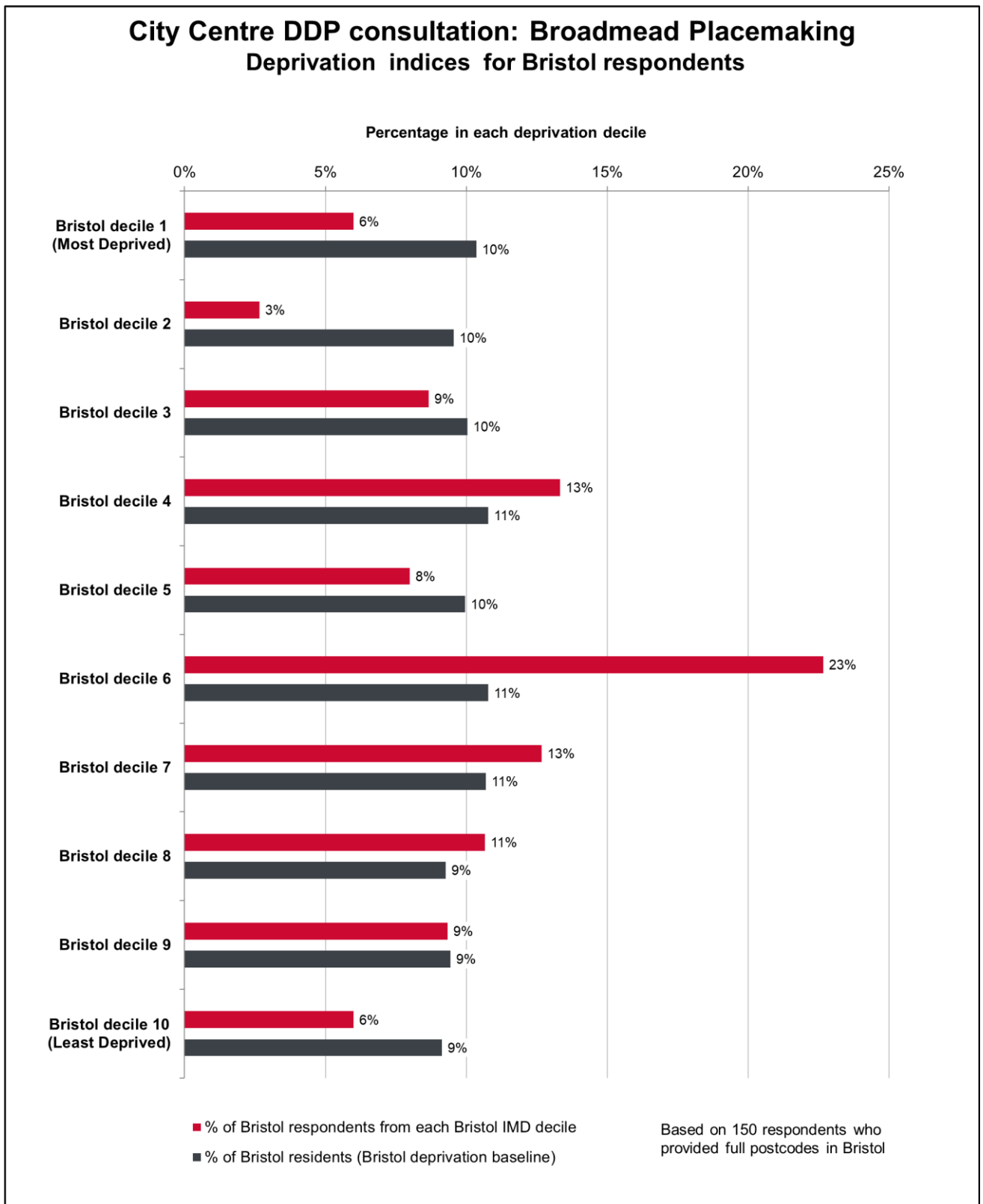
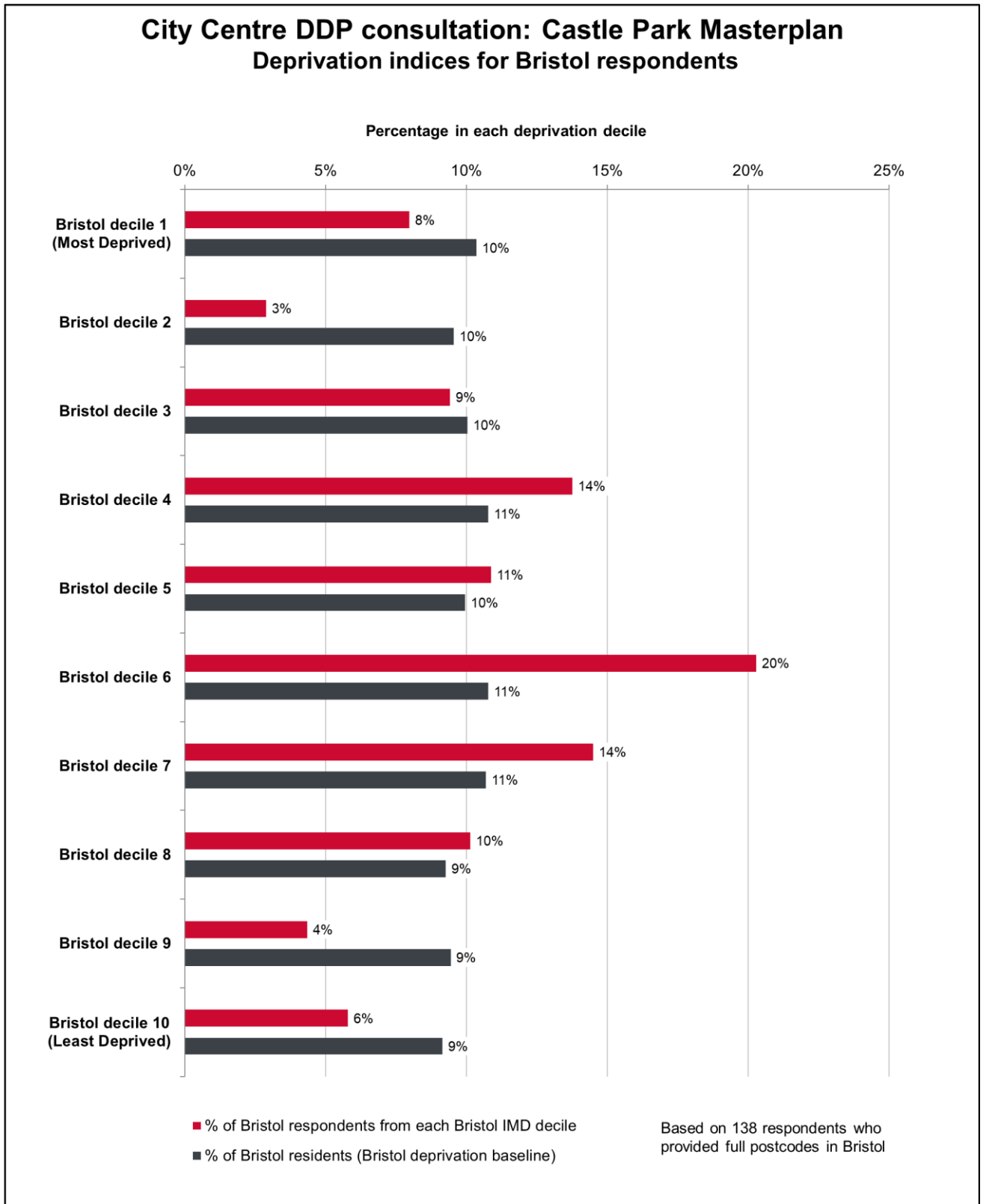


Figure 9: Response rate by deprivation for Castle Park Masterplan survey





### 3.4 Characteristics of survey respondents

99% of respondents provided additional details of their personal situations, selecting from a list of 15 options. Because respondents could select more than one option, the percentages below may exceed 100%.

- 87% of respondents to the Vision and Strategies survey are Bristol residents. For the Broadmead and Castle Park surveys the percentages are 87% and 84% respectively.
- 7% of respondents to the Vision and Strategies survey work in Bristol but live elsewhere. For the Broadmead and Castle Park surveys the percentages are 8% and 7% respectively.
- 6% of respondents to the Vision and Strategies survey live elsewhere but visit Bristol for shopping or leisure. For the Broadmead and Castle Park surveys the percentages are 8% and 9% respectively.
- 5% of respondents to the Vision and Strategies survey are Bristol City Council employees. For the Broadmead and Castle Park surveys the percentages are 4% and 4% respectively.
- 8% of respondents to the Vision and Strategies survey represent and/or own a local business. For the Broadmead and Castle Park surveys the percentages are 8% and 5% respectively.
- 3% of respondents to the Vision and Strategies survey responded on behalf of a Voluntary/Community/Social Enterprise. For the Broadmead and Castle Park surveys the percentages are 3% and 4% respectively.
- 0.3% of respondents to the Vision and Strategies survey responded on behalf of a health or social care provider. For the Broadmead and Castle Park surveys the percentages are 0.5% and 0.5% respectively.
- 0.6% of respondents to the Vision and Strategies survey are ward councillors. For the Broadmead and Castle Park surveys the percentages are 0.5% and 0.5% respectively.
- In all 3 surveys, there were no responses on behalf of a public transport provider or from MPs.
- 0.3% of respondents to the Vision and Strategies survey responded on behalf of a Housing Association. For the Broadmead and Castle Park surveys the percentages are 0% and 0% respectively.
- 3% of respondents to the Vision and Strategies survey selected 'other'. For the Broadmead and Castle Park surveys the percentages are 2% and 4% respectively.

Figure 10: Respondent role for Vision and Strategies survey

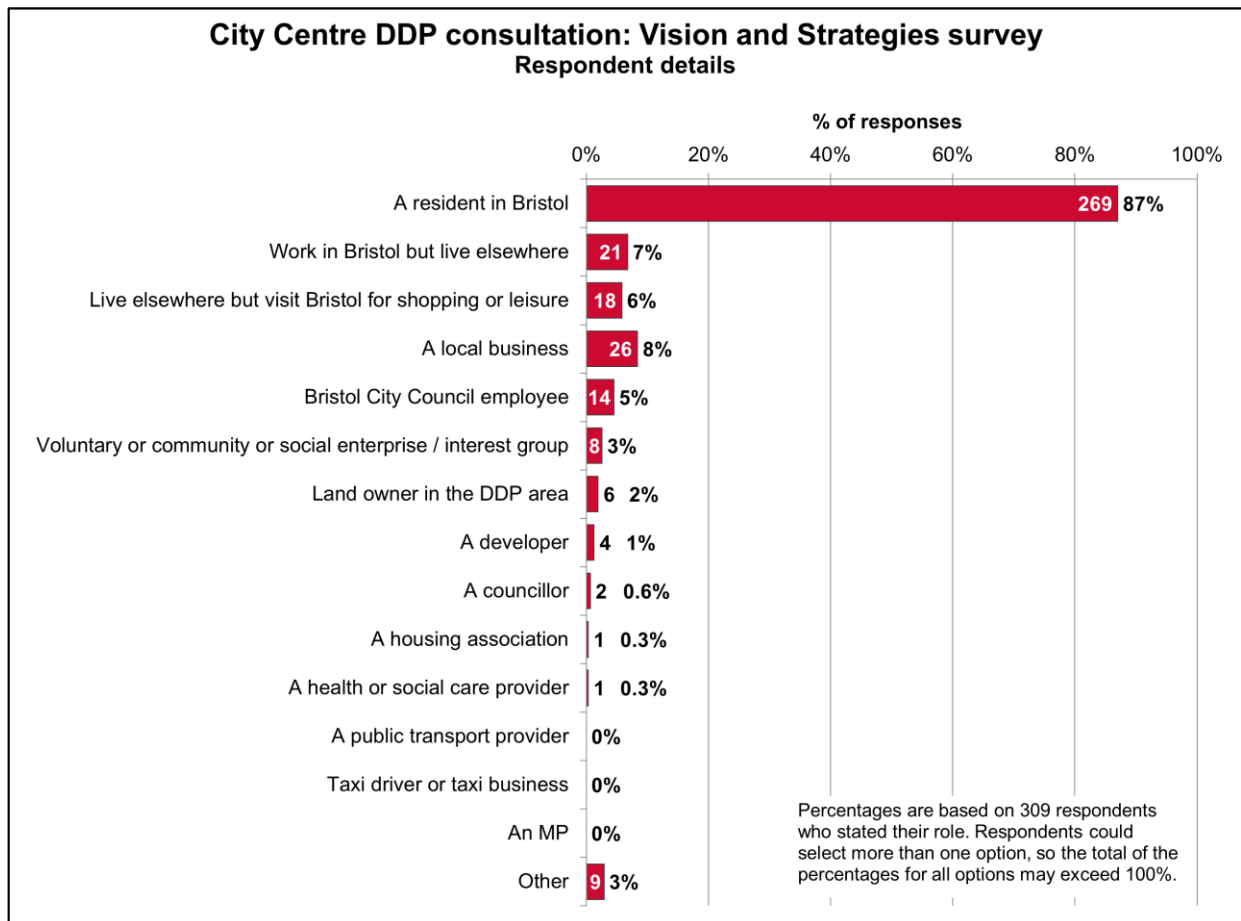
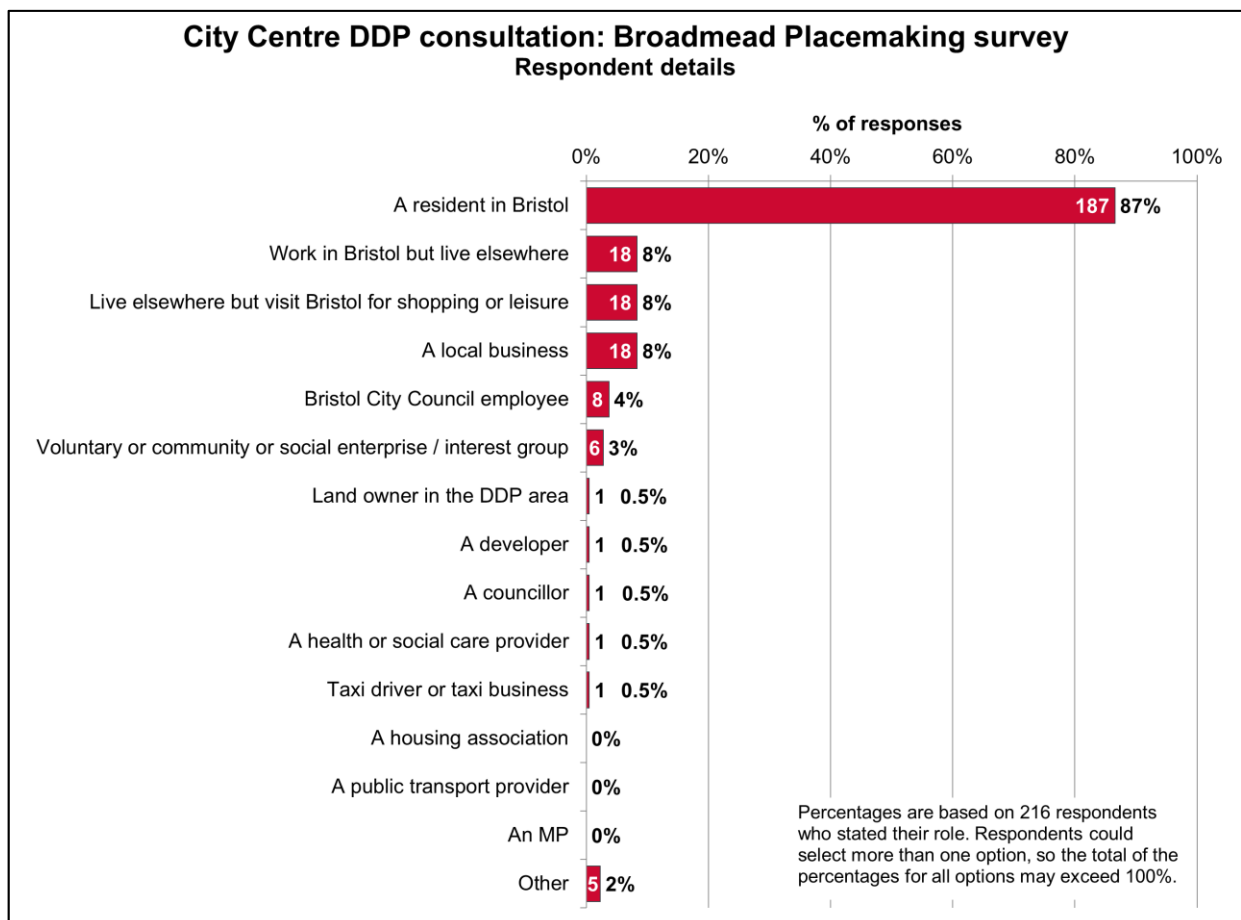
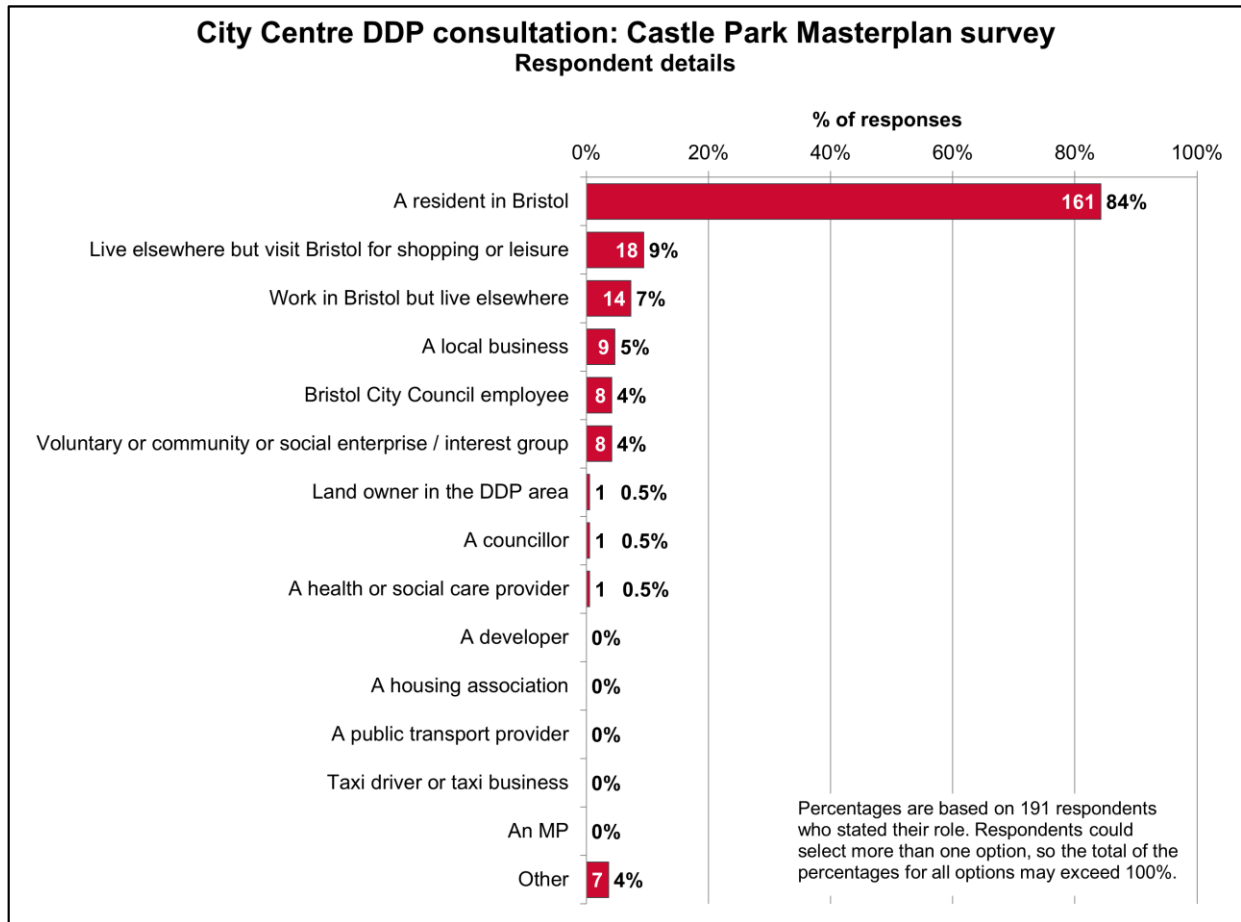


Figure 11: Respondent role for Broadmead Placemaking survey



**Figure 12: Respondent role for Castle Park Masterplan survey**



### 3.5 Respondents who provided feedback by email and letters

32 responses were received by email and letter, from Historic England, Natural England, Environment Agency, National Highways, utilities companies, social housing providers, business representative groups, estate agents, developers, higher education, public transport providers and other transport organisations, and third sector groups advocating for walking, cycling, Disabled people, built environment and heritage, waterways, and parks.

The feedback from these groups is summarised in chapter 7.

## 4 Survey results: Vision and Strategies

### 4.1 Vision

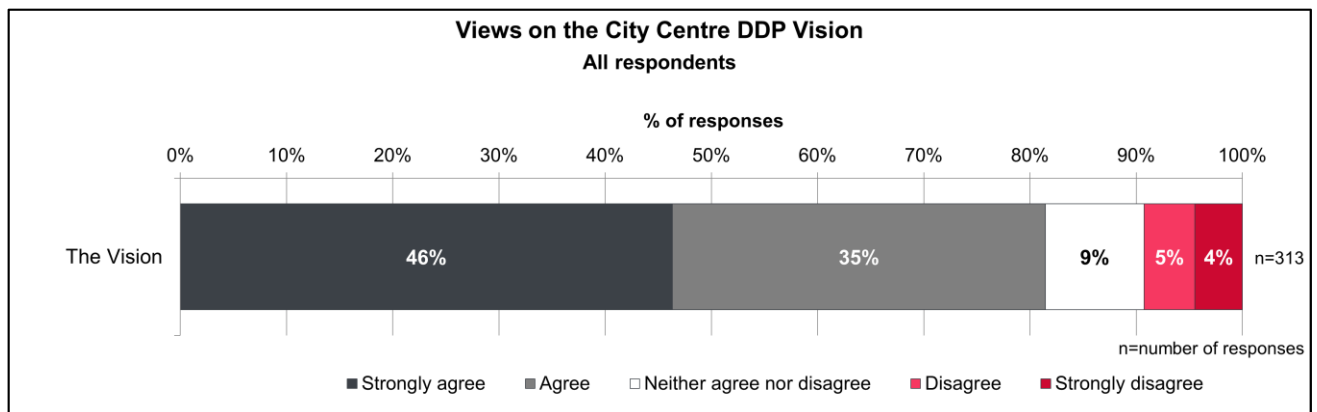
The City Centre DDP sets out the vision as follows:

‘Our vision for the Broadmead area is the creation of an inclusive, sustainable and re-connected place for everybody. A place of diverse retail with vibrant cultural facilities and a thriving evening economy, whilst at the same time somewhere to call home.’

Respondents were asked to say if they agree or disagree with the vision. Of 313 respondents who gave their views:

- 145 (46%) strongly agree with the vision
  - 110 (35%) agree
  - 29 (9%) neither agree nor disagree
  - 15 (5%) disagree
  - 14 (4%) strongly disagree.
- One respondent to the survey did not express a view on the vision.

**Figure 13: Views on the vision**



### 4.2 Six strategies

#### 4.2.1 Overview of the strategies

The Plan sets out how the vision can be achieved through six thematic strategies. The strategies describe the main objectives for the city centre and identify the approaches we think are needed to deliver these.

The six strategies are designated as:

- Destination and Identity
- Community and Culture
- Movement and Connections
- Public Realm and Open Space
- Green Infrastructure and Nature
- Land Use and Development

Responses to structured questions on the objectives and approaches for each strategy, and free text comments, are described in sections 4.3 to 4.8.

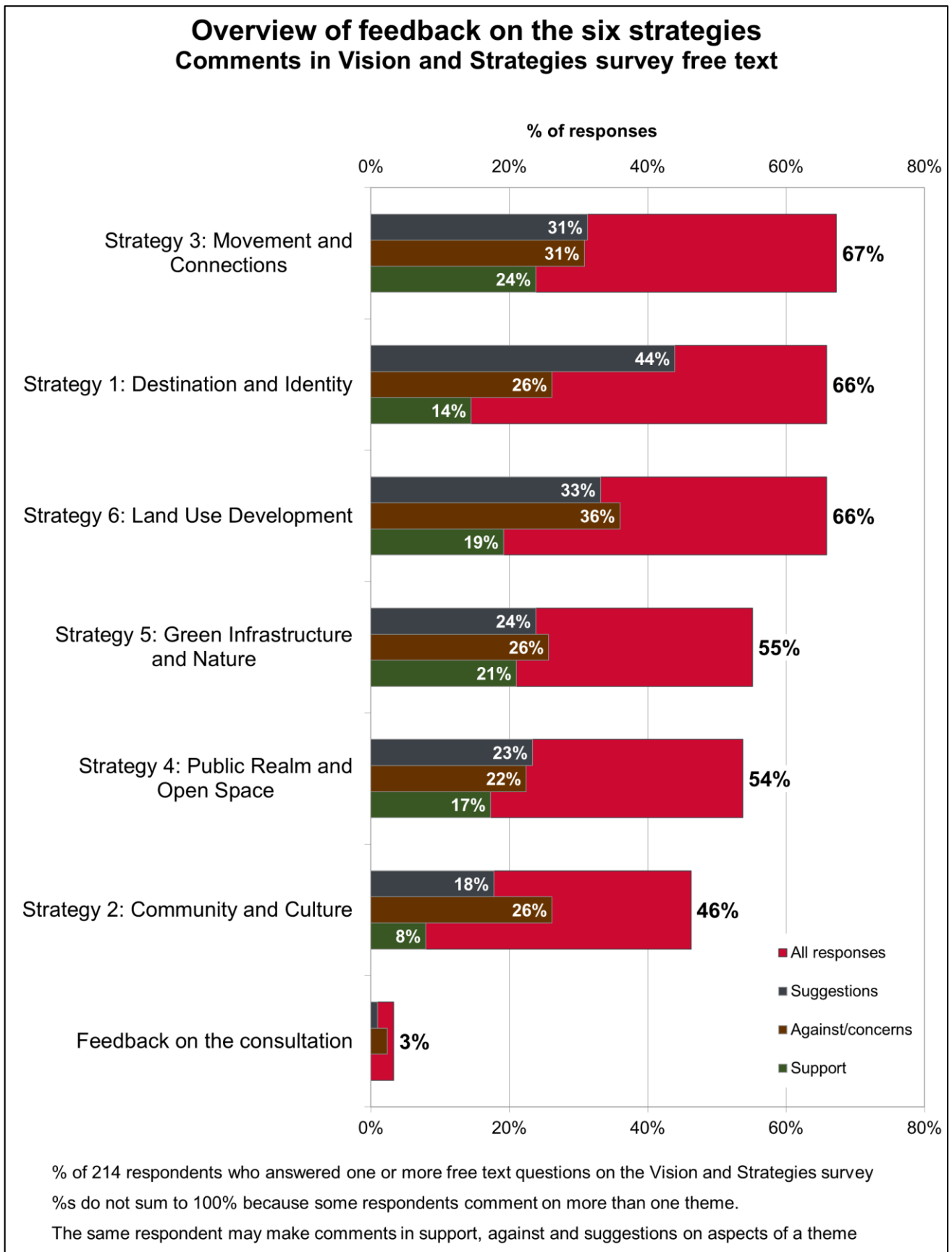
#### **4.2.2 Overview of the free text comments on the six strategies**

The Vision and Strategies survey included six free text questions; one for each of the six strategies. 214 (68%) of the 314 respondents to the Vision and Strategies survey provided free text comments to one or more of the six free text questions.

Figure 14 shows the percentage of the 214 respondents who commented on each of the strategies. Seven respondents commented on the consultation process. The red bars show the percentage of respondents who commented on any aspect of each strategy. The smaller grey, brown, and green bars show the percentage of respondents who made suggestions, expressed support for, and/or expressed opposition or some concerns about aspects of each strategy. Due to the fact that the same respondent could make comments expressing support, opposition/concern and/or suggestions, the total percentages of these smaller bars exceed the percentage for 'all responses.'

A breakdown of the themes that make up each strategy is summarised in sections 4.3 to 4.8.

Figure 14: Overview of free text comments about the six strategies



## 4.3 Strategy 1: Destination and Identity

### 4.3.1 Summary of Strategy 1: objective and approaches

The Destination and Identity strategy consists of the following objective and nine approaches:

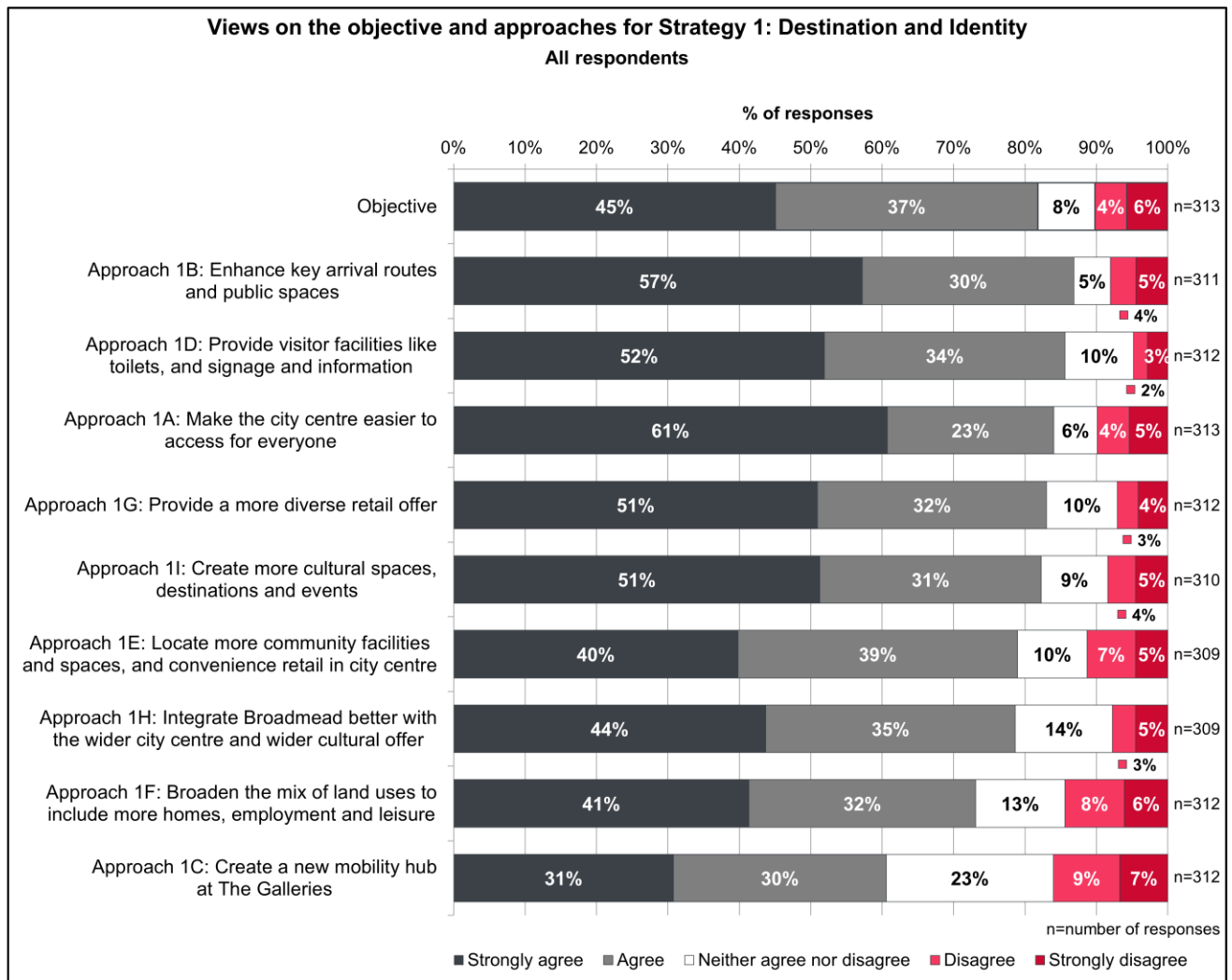
- **Objective:** The city centre will be a key part of Bristol's attraction and a welcoming destination for a wider range of residents and visitors. It will maintain its role as the main shopping destination in the region, whilst providing a range of new reasons for different people to visit. It will be a place which is vibrant (both in daytime and in the evening), attractive, culturally diverse and easy to access and navigate. Wellbeing, culture and heritage will be prioritised and celebrated.
- **Approach 1A:** Make the city centre easier to access for everyone, with improved walking and cycling routes, better signage, investment in public transport and consolidated car parking provision.
- **Approach 1B:** Enhance key arrival routes and public spaces, including from Bristol Temple Meads, Bristol Bus and Coach Station, the Old City and Castle Park, to ensure they are physically accessible, welcoming and distinctive.
- **Approach 1C:** Create a new mobility hub at The Galleries as a focal point for blue badge parking, taxis, pick-ups, drop offs and e-scooter and cycle parking.
- **Approach 1D:** Provide visitor facilities like toilets, and signage and information based on a coherent place brand identity.
- **Approach 1E:** Locate more community facilities, community spaces (indoors and outdoors) and convenience retail in the city centre to meet the day-to-day needs of local people.
- **Approach 1F:** Broaden the mix of land uses to include more homes, employment and leisure to provide people with more reasons to visit.
- **Approach 1G:** Provide a more diverse retail offer, including affordable shopping options and more independent and local businesses.
- **Approach 1H:** Integrate Broadmead better with the wider city centre and wider cultural offer to boost Bristol as destination for visitors from the city, region and further afield.
- **Approach 1I:** Create more cultural spaces, destinations, and events, including public art, improved lighting and activities that build on the city's heritage and identity and help to create a vibrant environment during the daytime and evening.

### 4.3.2 Respondents' views on the Strategy 1 objective and approaches

Respondents were asked if they agree or disagree with the objective and each of the approaches. Figure 15 shows the percentage of respondents who strongly agree, agree, neither agree nor disagree, disagree, or strongly disagree with the objective and each approach, and the number of people who gave views on each.

In Figure 15, the objective is shown at the top. The approaches nearest the top received the highest support (the highest percentage who agree and strongly agree); those at the bottom exhibit the lowest percentage who agree and strongly agree.

**Figure 15: Views on objective and approaches for Strategy 1: Destination and Identity**



Note: percentages in the chart are shown to the nearest whole percent. The five percentages for each objective / approach may therefore appear not to add up to exactly 100%.

Figure 15 shows that there is strong support for the objective and all nine approaches.

82% agree or strongly agree with the objective, compared to 10% who disagree or strongly disagree. 8% neither agree nor disagree.

All the approaches have more than 61% who agree or strongly agree.

The approach with highest support is Approach 1B: Enhance key arrival routes and public spaces, which has 87% who agree or strongly agree and 8% disagree or strongly disagree.

The approach with lowest support is Approach 1C: Create a new mobility hub at The Galleries, for which 61% of respondents agree or strongly agree and 16% disagree or strongly disagree.

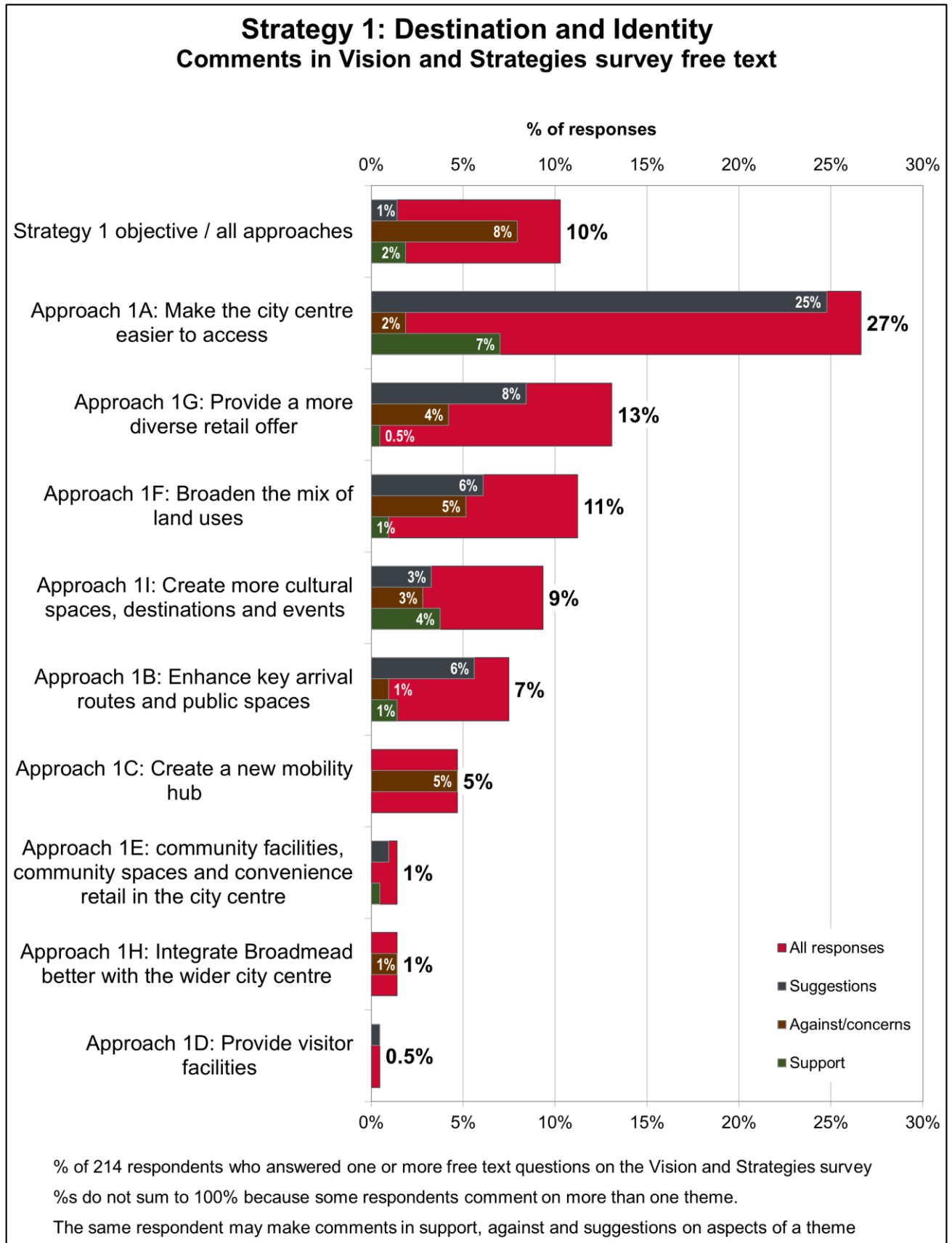
The top five approaches (approaches 1B, 1D, 1A, 1G and 1I) were approved of by at least 80% of respondents, with three more approaches (1E, 1H and 1F) approved of by more than 70% of respondents.



### 4.3.3 Strategy 1 free text

Respondents provided free text comments about all nine approaches for the Destination and Identity strategy, and some additional feedback that applies to the objective and all approaches for Strategy 1 (Figure 16).

**Figure 16: Free text comments on Strategy 1: Destination and Identity**



### **Approach 1A**

**Support:** 7% of respondents provided comments in support of Approach 1A. These included:

- Better accessibility for cyclists and pedestrians.
- In favour of fewer cars in the city centre.
- Support for improved public transport and reduction of car dependency.
- Suggestions for a comprehensive network of segregated cycling and walking routes.
- Stress on inclusivity for people with diverse needs.

**Against / concerns:** 2% of respondents provided comments against or with concerns about Approach 1A. These included:

- Not in favour of additional bus or cycle lanes due to negative impacts on traffic.
- Criticism of the Clean Air Zone.
- Would prefer fewer homes and less emphasis on public transport.
- Safety concerns due to cyclists and e-scooters on pedestrian-only pavements.
- Call to reduce or eliminate cycle lanes if not heavily used.

**Suggestions:** 25% of respondents provided suggestions about Approach 1A. These included:

- More action needed on public transport issues to ensure reliable, regular buses.
- Concerns about the impact of the Clean Air Zone scheme on residents' freedom of travel.
- Suggestions for improving zero-emission buses, adding facilities for e-scooters, and creating a network of cycling and walking routes.
- More car parking needed.
- Fewer cars in the city centre.

### **Approach 1B**

**Support:** 1% of respondents provided comments in support of Approach 1B. These included:

- Support for a more attractive and well-off central city.
- Disapproval of the current state of Bristol's central areas.

**Against / concerns:** 1% of respondents provided comments against or with concerns about Approach 1B. These included:

- Concern about disabled access to bus and coach services in Bond Street.
- Concern about the busy nature of Bristol's central areas.

**Suggestions:** 6% of respondents provided suggestions about Approach 1B. These included:

- Make the centre more attractive.
- Tackle anti-social behaviour and homelessness.
- Improve cleanliness.
- Improve safety with the presence of police day and night.
- Make the city more accessible.
- Calls for improved connections from Temple Meads to the bus station, emphasising the need for better signposting and high-quality pedestrian/cycle spaces.

### **Approach 1C**

**Against / concerns:** 5% of respondents provided comments against or with concerns about Approach 1C. These included:

- Request for more detail on purpose and location of the mobility hub at The Galleries.
- Concerns about limiting accessibility to blue badge/disabled persons.
- Suggestions to use all Park and Ride stations, Cribbs, and main bus stations for mobility hubs.
- Better access for disabled people, including blue-badge parking across the whole city.
- Disagreement with parking facilities at The Galleries, proposing expansion in Cabot Circus Car Park instead.
- Do not exclude driving and parking options.
- Concerns about Temple Meads station lacking shelter for buses, limited disabled badge holder parking, poor pavement conditions.
- Include free parking for Blue Badge holders.

### **Approach 1D**

**Suggestions:** 0.5% of respondents provided suggestions about Approach 1D. These included:

- Accessible information needed throughout the area.

### **Approach 1E**

**Support:** 1% of respondents provided comments in support of Approach 1E. These included:

- More affordable meeting spaces needed.

## Approach 1F

**Support:** 1% of respondents provided comments in support of Approach 1F. These included:

- Support for high-rise structures if needed.
- Support for proposals, specifically appreciating the focus on community.
- Include space for food growing and education.

**Against / concerns:** 5% of respondents provided comments against or with concerns about Approach 1F. These included:

- Opposed to high-rise buildings.
- Scepticism about terms like 'inclusive' and 'sustainable.'
- Opposed to fewer homes in the city centre.
- Not in favour of developer plans for various sites.
- Concern about excessive housing.
- Criticism of the lack of visual design in the consultation process.

**Suggestions:** 6% of respondents provided suggestions about Approach 1F. These included:

- More affordable and social housing in the city centre.
- A preference for family housing over tower blocks for students.
- Careful selection of development partners needed.
- Support for shift from retail to a more diversified city centre.

## Approach 1G

**Support:** 0.5% of respondents provided comments in support of Approach 1G. These included:

- Support for improving the retail experience.

**Against / concerns:** 4% of respondents provided comments against or with concerns about Approach 1G. These included:

- Calls for addressing environmental issues, diversifying the city centre, and prioritising cultural elements.

**Suggestions:** 8% of respondents provided suggestions about Approach 1G. These included:

- Support for more diverse retail experience and affordable food shops.
- Support for more independent shops and affordable retail unit rents.
- The need for a mix of big and small shops.

## **Approach 1H**

**Against / concerns:** 1% of respondents provided comments against or with concerns about Approach 1H. These included:

- Enhancement should not be at the detriment of other areas.
- Calls for seamless connection between the city centre and nearby areas.

## **Approach 1I**

**Support:** 4% of respondents provided comments in support of Approach 1I. These included:

- The importance of cultural spaces and improving daytime and evening activities.
- Calls for reflecting Bristol's industrial heritage.

**Against / concerns:** 3% of respondents provided comments against or with concerns about Approach 1I. These included:

- Preference for limited night-time economy, diverse options, and avoiding light pollution.
- Concern about disturbance to nature.

**Suggestions:** 3% of respondents provided suggestions about Approach 1I. These included:

- Improve cultural offerings.
- Address homelessness issues.
- Limit amplified music.
- More social and cultural spaces needed in the evening.

## **General comments supportive of Strategy 1 and all approaches 1A – 1I**

- Positive feedback on individual approaches.
- Agreement with the objective of making the city centre more inviting and varied.

## **General comments against / concerns about Strategy 1 and all approaches 1A – 1I**

- Desire for a more ambitious and unique project.
- Questions about timelines and potential conflicts between approaches.
- Concerns about neglecting areas outside the city centre in favour of frequent updates.
- Concerns that the strategy mainly benefits the relatively wealthy.
- Concerns about BCC's ability to afford the proposed changes.
- Scepticism about BCC's track record in improving public realms.
- Critique of subjective statements lacking substance.

## General comments with suggestions for Strategy 1 and all approaches 1A – 1I

- Allow developers to invest in Bristol.
- Call for clarity on timelines.

### General feedback on consultation:

- Involvement of local stakeholder organisations is needed.
- Advocacy for citizen assemblies for local residents to vote on changes.

## 4.4 Strategy 2: Community and Culture

### 4.4.1 Summary of Strategy 2 objective and approaches

The Community and Culture strategy has the following objective and 12 approaches:

- **Objective:** The city centre will play a more significant role in the community and cultural life of the city, providing more spaces, services and facilities to support community and cultural activity. Processes to finance, procure, and operate these facilities will be identified. New development and investment in public infrastructure will help to reduce inequality between east and west Bristol, helping to make the centre a place for all of Bristol's diverse communities.
- **Approach 2A:** Create a range of new spaces for cultural creation and participation within the city centre.
- **Approach 2B:** Optimise community and cultural capital and encourage creativity through investment as part of redevelopment in training, skills and local entrepreneurship for people from diverse backgrounds.
- **Approach 2C:** Integrate public art throughout the city centre, within the public realm, infrastructure and new development.
- **Approach 2D:** Create new spaces for community and cultural facilities (and funding streams to support them) through new development and by working with private sector partners.
- **Approach 2E:** Form a Community Land Vehicle for securing new sustainable city centre spaces for community and cultural uses and protecting these in perpetuity.
- **Approach 2F:** Rethink how ground floor spaces controlled by Bristol City Council and partners, or vacant spaces can be better used for community and cultural uses.
- **Approach 2G:** Create a programme of events, pop-ups, and temporary installations which re-use vacant buildings and underutilised spaces.
- **Approach 2H:** Create a new cultural and community destination at the north of Merchant Street
- **Approach 2I:** Provide a new community centre to serve the city centre.
- **Approach 2J:** Enhance The Podium, Quakers Friars and Newgate/St Peter's and Castle Park as spaces for cultural activity and events

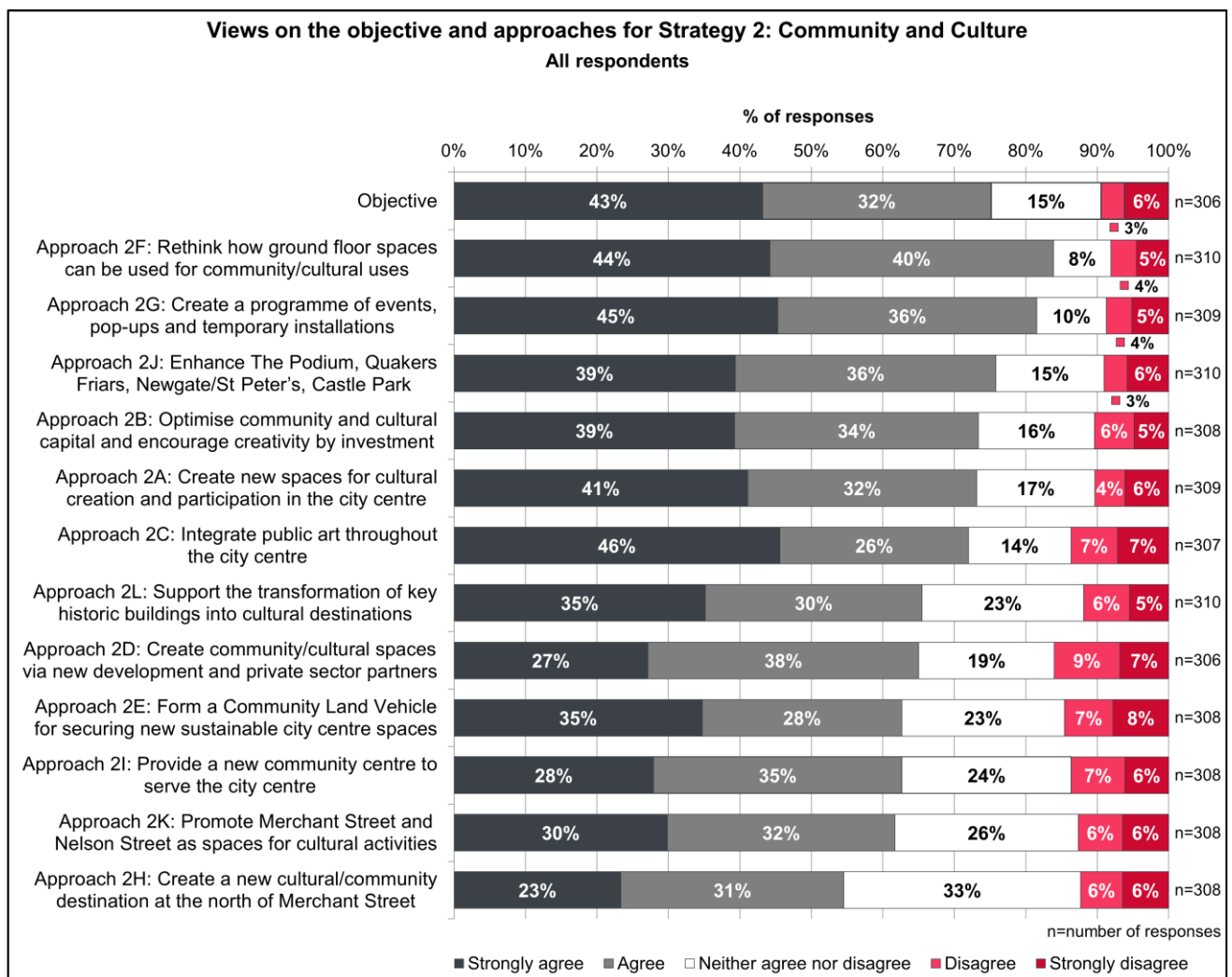
- **Approach 2K:** Promote Merchant Street and Nelson Street as spaces for events and cultural activities.
- **Approach 2L:** Support the transformation of key historic buildings, including The Friary and Merchant Taylors’ Almshouse into cultural destinations

#### 4.4.2 Respondents' views on the Strategy 2 objective and approaches

Respondents were asked if they agree or disagree with the objective and each of the approaches. Figure 17 shows the percentage of respondents who strongly agree, agree, neither agree nor disagree, disagree, and strongly disagree with the objective and each approach, and the number of people who gave views on each.

In Figure 17, the objective is shown at the top. The approaches nearest the top received the highest support (the highest percentage who agree and strongly agree); those at the bottom have the lowest percentage who agree and strongly agree.

**Figure 17: Views on objective and approaches for Strategy 2: Community and Culture**



Note: percentages in the chart are shown to the nearest whole per cent. The five percentages for each objective / approach may therefore appear not to add up to exactly 100%.

Figure 17 shows that there is support for the objective and all 12 approaches.

75% agree or strongly agree with the objective, compared to 9% who disagree or strongly disagree. 15% neither agree nor disagree.

All the approaches have more than 54% of respondents who agree or strongly agree. The level of support varies more widely than that of the Strategy 1 approaches.

The approach with highest support is Approach 2F: Rethink how ground floor spaces controlled by Bristol City Council and partners, or vacant spaces can be better used for community and cultural uses, which has 84% who agree or strongly agree and 8% who disagree or strongly disagree.

The approach with lowest support is Approach 2H: Create a new cultural and community destination at the north of Merchant Street, for which 55% of respondents agree or strongly agree and 12% disagree or strongly disagree.

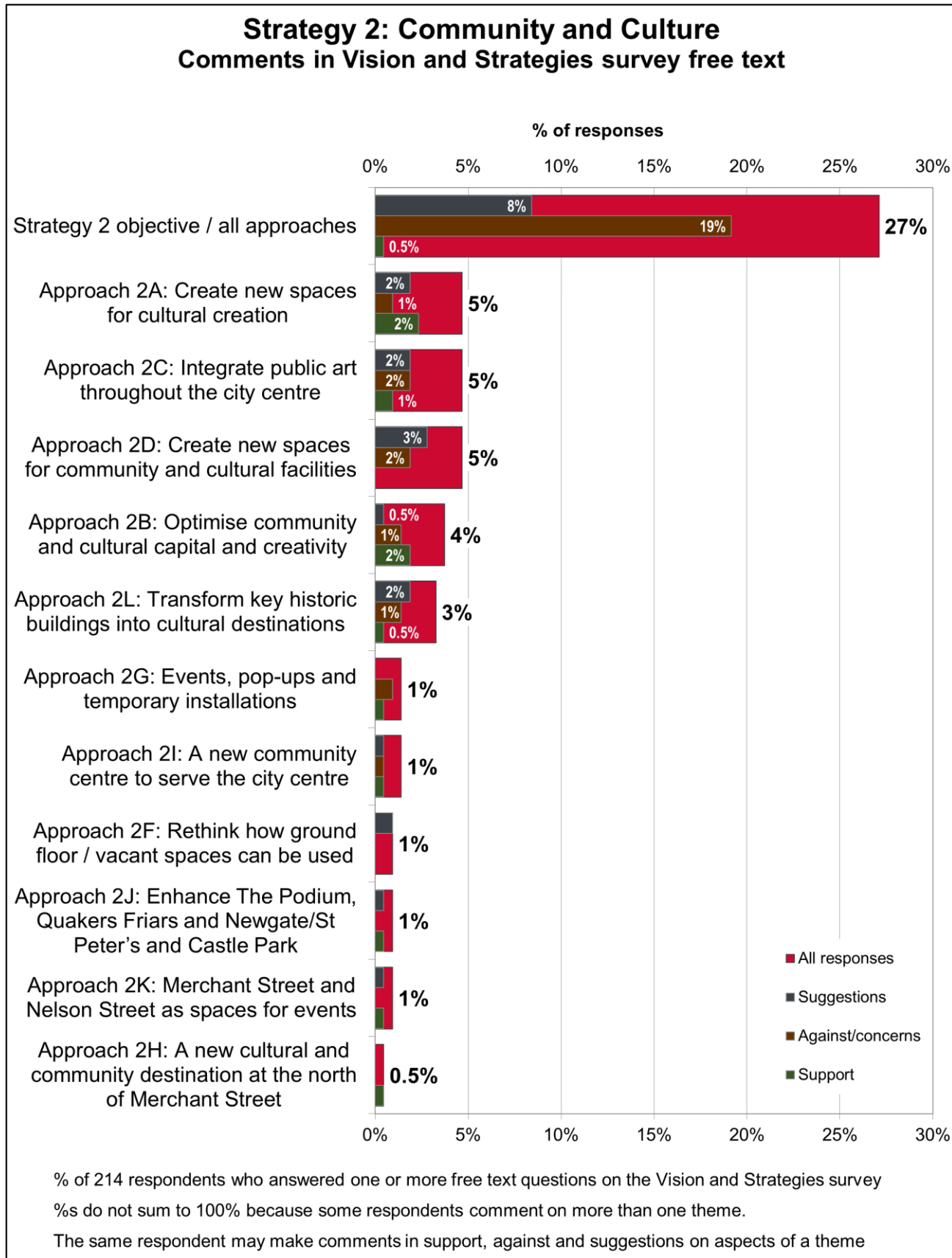
The top two approaches (approaches 2F and 2G) were approved of by at least 80% of the respondents, with a further four approaches (approaches 2J, 2B, 2A and 2C) approved of by more than 70% of respondents.



### 4.4.3 Strategy 2 free text

Respondents provided free text comments about 11 of the 12 approaches for the Community and Culture strategy, and some additional feedback that applies to the objective and all approaches for Strategy 2 (Figure 18). There were no comments on Approach 2E.

Figure 18: Free text comments on Strategy 2: Community and Culture



## Approach 2A

**Support:** 2% of respondents provided comments in support of Approach 2A. These included:

- Recognition of art and culture as integral to Bristol.
- Acknowledgment of the potential economic and quality of life improvement.

**Against / concerns:** 1% of respondents provided comments against or with concerns about Approach 2A. These included:

- Concerns about the feasibility of the vision.
- Concern about central Bristol becoming exclusive.

**Suggestions:** 2% of respondents provided suggestions about Approach 2A. These included:

- Increase spaces for craft workshops.
- Ensure spaces have a legacy and offer apprenticeships.

## Approach 2B

**Support:** 2% of respondents provided comments in support of Approach 2B. These included:

- Improve and support existing art spaces.
- Aim to reduce inequality between city areas.
- Emphasis on the importance of reflecting Bristol's diversity.

**Against / concerns:** 1% of respondents provided comments against or with concerns about Approach 2B. These included:

- Reservations about pushing the diversity agenda too hard.

**Suggestions:** 0.5% of respondents provided suggestions about Approach 2B. These included:

- Request for more detail.

## Approach 2C

**Support:** 1% of respondents provided comments in support of Approach 2C. These included:

- Support for public art in Broadmead.
- Support for placing colour and art at the forefront, involving Bristol artists.

**Against / concerns:** 2% of respondents provided comments against or with concerns about Approach 2C. These included:

- Opposition to tagging and graffiti.
- Support for genuine inclusivity in public art.

**Suggestions:** 2% of respondents provided suggestions about Approach 2C. These included:

- To integrate street art or murals celebrating Bristol's history.
- Ensure proposals attract people across socio-economic status and nationalities.
- Promote community kitchens and events for inclusivity.

### **Approach 2D**

**Against / concerns:** 2% of respondents provided comments against or with concerns about Approach 2D. These included:

- Scepticism about private sector involvement in cultural facilities.
- Lack of understanding of certain phrases in the strategy.

**Suggestions:** 3% of respondents provided suggestions about Approach 2D. These included:

- Recognition of slavery in Bristol's history is needed.
- Emphasis on grand cultural buildings.
- Caution in choosing ethical and carbon-neutral private partners.
- Prioritise the creation of community spaces in existing buildings.
- Support for consulting on funding sources.

### **Approach 2F**

**Suggestions:** 1% of respondents provided suggestions about Approach 2F. These included:

- Need for more services and safe spaces for the homeless in Bristol.
- Public buildings, including schools, should offer affordable spaces for community use.

### **Approach 2G**

**Support:** 0.5% of respondents provided comments in support of Approach 2G. These included:

- Welcomes the focus on reusing vacant spaces in Bristol city centre for community benefit.

**Against / concerns:** 0.5% of respondents provided comments against or with concerns about Approach 2G. These included:

- Concern about the impact of events and noise on residents.

### **Approach 2H**

**Support:** 0.5% of respondents provided comments in support of Approach 2H. These included:

- Favouring the establishment of a community centre in the city centre.

### **Approach 2I**

**Support:** 0.3% of respondents provided comments in support of Approach 2I. These included:

- Agreement with the idea of a city centre cultural strategy and Broadmead public art plan.

**Against / concerns:** 0.3% of respondents provided comments against or with concerns about Approach 2I. These included:

- Concerns about centralisation impacting support for other cultural centres like the central library.

**Suggestions:** 0.3% of respondents provided suggestions about Approach 2I. These included:

- Using existing spaces, like the central library, for community purposes.

### **Approach 2J**

**Support:** 0.5% of respondents provided comments in support of Approach 2J. These included:

- In favour of plans for a Covent Garden-style zone with a regular market.

**Suggestions:** 0.5% of respondents provided suggestions about Approach 2J. These included:

- Proposed closing Union Street and Newgate to motorised vehicles.
- Plant trees and provide more seating.

### **Approach 2K**

**Support:** 0.5% of respondents provided comments in support of Approach 2K. These included:

- In favour of proposals for Quay Street and Nelson Street to connect the centre and Broadmead.

**Suggestions:** 0.5% of respondents provided suggestions about Approach 2K. These included:

- Concerned about the delay in Nelson Street's cycle infrastructure.

### **Approach 2L**

**Support:** 0.5% of respondents provided comments in support of Approach 2L. These included:

- Support for the integration of historic buildings.

**Against / concerns:** 1% of respondents provided comments against or with concerns about Approach 2L. These included:

- Emphasis on the importance of maintaining the historic integrity of buildings.

**Suggestions:** 2% of respondents provided suggestions about Approach 2L. These included:

- Protect Bristol's heritage, including John Wesley's New Room and The Arcade.
- Highlight the significance of industrial and social heritage, such as the Fry's chocolate factory.

### **General comments supportive of Strategy 2 and all approaches 2A – 2L**

- Welcomes a more cultural and community usage within Broadmead.
- Prefers secular use of areas rather than assigning them to a specific religious group.

### **General comments against / concerns about Strategy 2 and all approaches 2A – 2L**

- Critiques the focus on community events and suggests allocating funds to essential services.
- Questions the need for public spending on arts and cultural projects.
- Expresses concerns about potential overspending and lack of value for taxpayers.
- Calls for bold and ambitious targets.
- Criticises the lack of cultural vision and questions the definition of cultural activity.
- Suggests focusing on a few well-executed initiatives rather than attempting too much.

### **General comments with suggestions for Strategy 2 and all approaches 2A – 2L**

- Emphasise celebrating the different waves of immigrants.

### **General feedback on consultation:**

- Difficulties understanding survey questions, perceived bias toward Clifton residents, and concerns about the emphasis on office blocks.

## 4.5 Strategy 3: Movement and Connections

### 4.5.1 Summary of Strategy 3 objective and approaches

The Movement and Connections strategy has the following objective and 12 approaches:

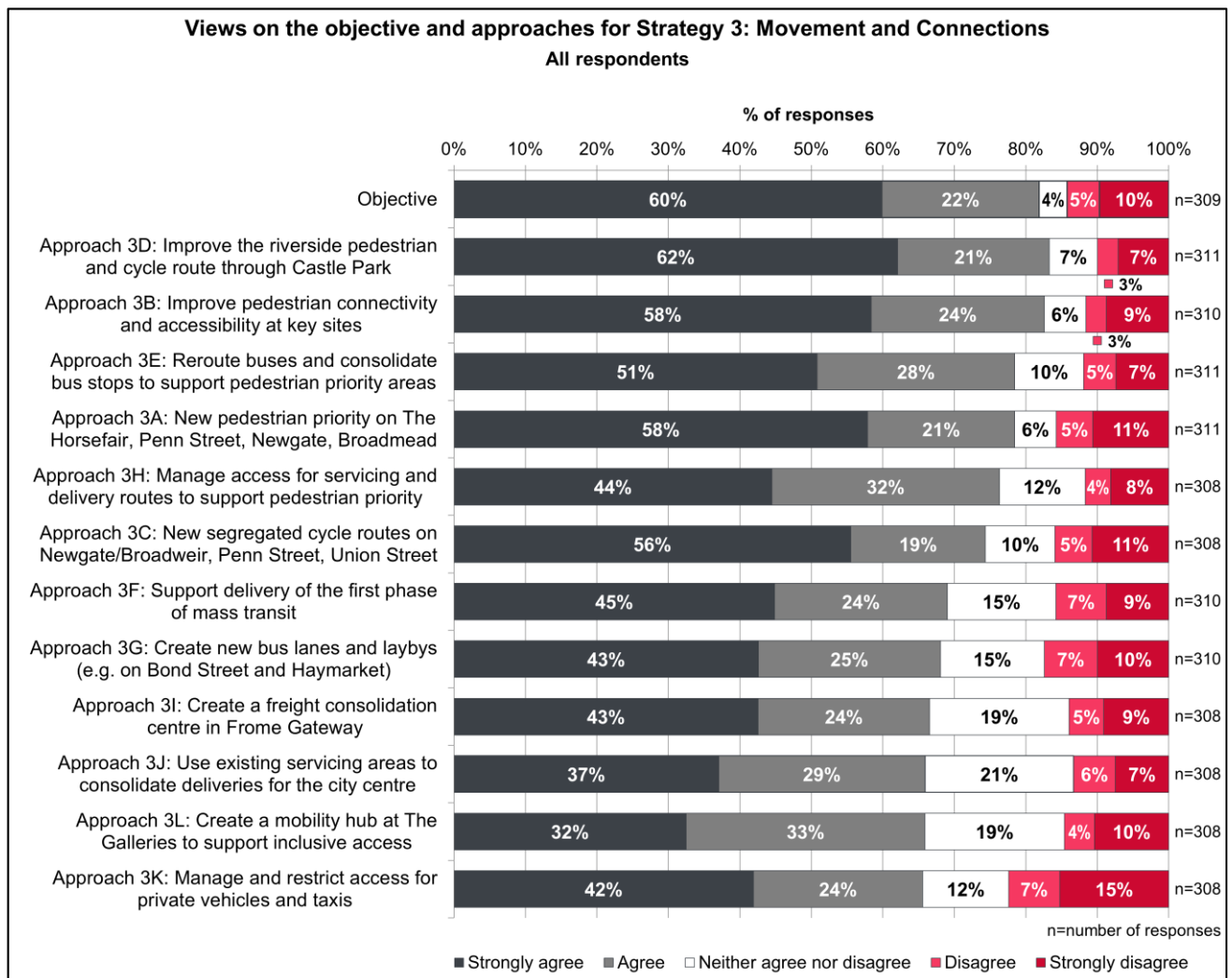
- **Objective:** The city centre will be reconfigured to improve accessibility, support sustainable patterns of travel, and reduce the impact of vehicles on the public realm. This will include creating more pedestrian priority spaces and streets, improving cycle infrastructure, reducing the severance created by busy roads, mitigating the impact of delivery and servicing vehicles, creating a mobility hub and supporting the delivery of new public transport infrastructure.
- **Approach 3A:** Transform The Horsefair, Penn Street, Newgate and the section of Broadmead between Union Street and Silver Street to pedestrian priority streets.
- **Approach 3B:** Improve pedestrian connectivity and accessibility around St James Barton, Bristol Bus and Coach Station, Bond Street and Castle Park to include significantly improved high quality new crossings.
- **Approach 3C:** Create new segregated cycle routes on Newgate/Broadweir, Penn Street and Union Street to improve access to and through the centre, particularly to the east.
- **Approach 3D:** Improve the riverside pedestrian and cycle route through Castle Park to help minimise conflict.
- **Approach 3E:** Reroute bus routes to support provision of new pedestrian priority areas and consolidate bus stop groups to accessible locations within easy walking distance.
- **Approach 3F:** Support delivery of the first phase of mass transit including a bus priority corridor on Union Street.
- **Approach 3G:** Support the creation of new bus lanes and laybys, for example on Bond Street and Haymarket.
- **Approach 3H:** Manage access for servicing and delivery vehicles routes to support provision of new pedestrian priority areas.
- **Approach 3I:** Create a freight consolidation centre in Frome Gateway, providing 'last mile' logistics via smaller electric vehicles or cargo bikes to reduce large vehicles in the centre.
- **Approach 3J:** Use existing servicing areas at Cabot Circus and The Galleries to consolidate deliveries for the wider city centre.
- **Approach 3K:** Manage and restrict access for private vehicles and taxis to support provision of new pedestrian priority areas and bus priority routes, whilst ensuring appropriate access to all areas of the city centre.
- **Approach 3L:** Create a mobility hub at The Galleries to support inclusive access via taxi and for blue-badge holders.

### 4.5.2 Respondents' views on the Strategy 3 objective and approaches

Respondents were asked if they agree or disagree with the objective and each of the approaches. Figure 19 shows the percentage of respondents who strongly agree, agree, neither agree nor disagree, disagree, and strongly disagree with the objective and each approach, and the number of people who gave views on each.

In Figure 19, the objective is shown at the top. The approaches nearest the top received the highest support (the highest percentage who agree and strongly agree); those at the bottom have the lowest percentage who agree and strongly agree.

**Figure 19: Views on objective and approaches for Strategy 3: Movement and Connections**



Note: percentages in the chart are shown to the nearest whole per cent. The five percentages for each objective / approach may therefore appear not to add up to exactly 100%.

Figure 19 shows that there is strong support for the objective and all 12 approaches.

82% agree or strongly agree with the objective, compared to 14% who disagree or strongly disagree. 4% neither agree nor disagree.

All the approaches have more than 66% who agree or strongly agree.

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The approach with highest support is Approach 3D: Improve the riverside pedestrian and cycle route through Castle Park to help minimise conflict, which has 83% who agree or strongly agree and 10% who disagree or strongly disagree.

The approach with lowest support is Approach 3K: Manage and restrict access for private vehicles and taxis to support provision of new pedestrian priority areas and bus priority routes, whilst ensuring appropriate access to all areas of the city centre, for which 66% of respondents agree or strongly agree and 22% disagree or strongly disagree.

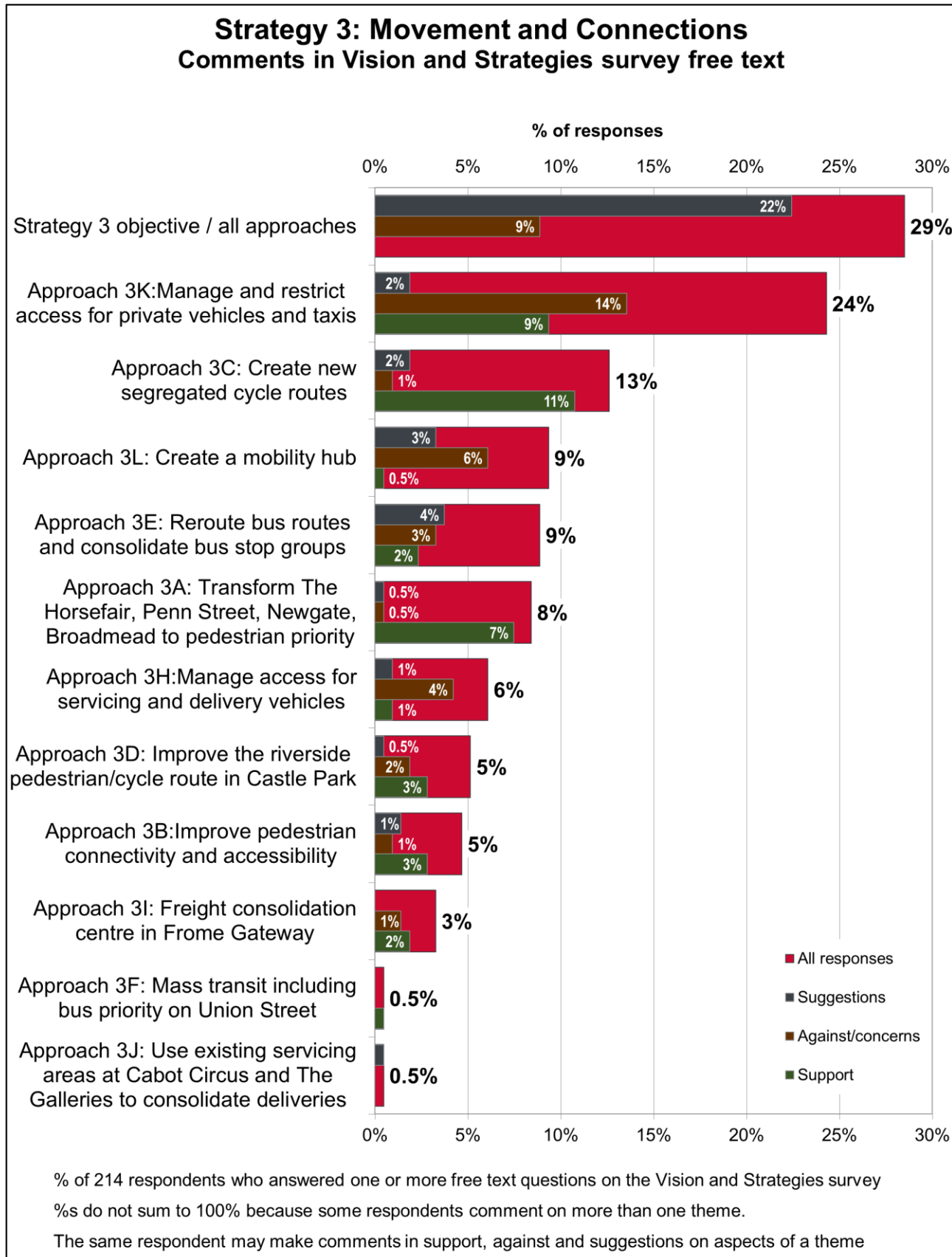
The top two approaches (approaches 3D and 3B) were approved of by at least 80% of the respondents, with a further four approaches (approaches 3E, 3A, 3H and 3C) approved of by more than 70% of respondents.



### 4.5.3 Strategy 3 free text

Respondents provided free text comments about 11 of the 12 approaches for the Movement and Connections strategy, and some additional feedback that applies to the objective and all approaches for Strategy 3 (Figure 20). There were no comments on Approach 3G.

**Figure 20: Free text comments on Strategy 3: Movement and Connections**



### Approach 3A

**Support:** 7% of respondents provided comments in support of Approach 3A. These included:

- Support for more pedestrianised areas, cycle routes, and prioritisation of pedestrians over vehicles.
- Specific support for pedestrianisation of Horsefair and Penn Street.

**Against / concerns:** 0.5% of respondents provided comments against or with concerns about Approach 3A. These included:

- Request for clear pedestrianisation, excluding bikes and scooters for safety.
- Citing examples from London, urging similar restrictions to alleviate conflict between pedestrians and cyclists/scooters in Bristol.

**Suggestions:** 0.5% of respondents provided suggestions about Approach 3A. These included:

- Consider integrated bus and tram routes in pedestrian areas.

### Approach 3B

**Support:** 3% of respondents provided comments in support of Approach 3B. These included:

- Endorsement for pedestrianisation, cycling infrastructure, and improved crossing points.
- Support for long-term plans at the Bearpit.

**Against / concerns:** 1% of respondents provided comments against or with concerns about Approach 3B. These included:

- Concern about the impact on hospital access.

**Suggestions:** 1% of respondents provided suggestions about Approach 3B. These included:

- Consider filling in the Bearpit, creating a crossroads, and prioritising clear and safe routes between public spaces.

### Approach 3C

**Support:** 11% of respondents provided comments in support of Approach 3C. These included:

- Support for better public transport and clearly segregated cycle paths, addressing safety concerns.

**Against / concerns:** 1% of respondents provided comments against or with concerns about Approach 3C. These included:

- Against emphasis on active travel, highlighting concerns about the danger from cyclists and e-scooters.

**Suggestions:** 2% of respondents provided suggestions about Approach 3C. These included:

- Design effective interchanges and crossing points for cyclists and e-scooters.

### **Approach 3D**

**Support:** 3% of respondents provided comments in support of Approach 3D. These included:

- Support for more pedestrianised areas, cycle routes, and a focus on active travel.
- Conduct a risk assessment of cycling through Castle Park.
- Improve security, lighting, and enforcement in Castle Park for enhanced safety.

**Against / concerns:** 2% of respondents provided comments against or with concerns about Approach 3D. These included:

- Existing cycle routes are sufficient.
- Concerns about cycling in Castle Park.
- Concern about conflicts between pedestrians and cyclists, as well as danger of e-scooters.

**Suggestions:** 0.5% of respondents provided suggestions about Approach 3D. These included:

- Better access needed.
- More bike hire schemes.
- Separate cycle lanes.
- Improved connections from the outskirts.
- Limit deliveries to certain times.

### **Approach 3E**

**Support:** 2% of respondents provided comments in support of Approach 3E. These included:

- Pedestrianisation, cycling, and public transport hubs as primary focus.
- In favour of limiting vehicles while providing affordable alternatives.
- In favour of removal of buses from Nelson Street.
- Improve access to the hospital.
- Commitment needed on building pedestrian/cycling/mass transit infrastructure.

**Against / concerns:** 3% of respondents provided comments against or with concerns about Approach 3E. These included:

- Difficulties in navigating Bristol with existing bus lanes and poor connections.
- Focus on other areas of Bristol for bus improvements.
- Against Union Street as a main bus route and concern about the transformation of New Gate.
- Concerns about the impact on disabled passengers and older people due to changes in the bus network access.

**Suggestions:** 4% of respondents provided suggestions about Approach 3E. These included:

- More park and ride hubs around the centre.
- Support needed for the partially sighted and those with limited mobility.
- Consider moving the bus station to Temple Meads.
- Public transport and taxis/Uber priority, especially for those with shopping.
- Consider restricting general traffic in Nelson Street and making buses free for under 16s.
- Advocate for buses that serve people with mobility needs without requiring extensive walking.
- Address late-night public transport for accessibility to and from the city centre.

### **Approach 3F**

**Support:** 0.5% of respondents provided comments in support of Approach 3F. These included:

- Reiterate the importance of committing to building pedestrian/cycling/mass transit infrastructure.

### **Other comments on bus and mass transit approaches (Approach 3E, 3F and 3G)**

**Suggestions:** Suggestions covering all bus and mass transit approaches:

- Increased bus services needed to address high demand.
- Better traffic management and public transport improvements before new routes.
- Need for better public transport and segregated cycle paths.
- Support for making buses more affordable, reliable, and increasing routes.
- Consider addressing the unreliability of buses and improving the contracting system.
- More buses, a tram service, and better transport links from areas like Hartcliffe.
- Better access for private vehicles to the bus and train stations.
- Consider dedicated bus lanes throughout the city centre development.
- Call for a Bristol underground and reintroduction of trams for improved movement and reduced traffic.

### **Approach 3H**

**Support:** 1% of respondents provided comments in support of Approach 3H. These included:

- Business should adopt small EV style vehicles for goods delivery.
- Ban all private vehicles from Broadmead.

**Against / concerns:** 4% of respondents provided comments against or with concerns about Approach 3H. These included:

- Concern about increased costs for businesses and delivery restrictions affecting logistics negatively.
- Concern about proposed restrictions, fearing negative impacts on small independent businesses and entertainment.

**Suggestions:** 1% of respondents provided suggestions about Approach 3H. These included:

- Ensure businesses in St Nicks market and Old City can still be serviced.
- Focus on pedestrianisation, cycling, and public transport hubs while allowing goods vehicle access for businesses.

### **Approach 3I**

**Support:** 2% of respondents provided comments in support of Approach 3I. These included:

- Support for a freight consolidation centre at Frome Gateway to reduce large lorries in the city centre.

**Against / concerns:** 1% of respondents provided comments against or with concerns about Approach 3I. These included:

- Concerns about items going missing or damaged in a central hub and suggestions for its relocation to the outskirts.
- Proposals to use existing servicing areas for deliveries in the wider city centre.

### **Approach 3J**

0.5% of respondents provided suggestions about Approach 3J. These included:

- Improve the appearance, security, and air quality of The Galleries service area.

### Approach 3K

**Support:** 9% of respondents provided comments in support of Approach 3K. These included:

- In favour of allowing only public transport access with minimal private vehicle access.
- Agreement with the need to reduce motorised traffic to enhance air quality and reduce noise pollution.

**Against / concerns:** 14% of respondents provided comments against or with concerns about Approach 3K. These included:

- Opposed to limiting private vehicle access, citing negative impacts on accessibility for different groups.
- Concerns about the economic impact of further restrictions on private vehicles.
- Concerns about potential environmental impact.
- Questions about the inclusivity of the proposed changes.
- Concerns about accessibility for individuals with mobility challenges.
- Concerns about increased noise from developments.

**Suggestions:** 2% of respondents provided suggestions about Approach 3K. These included:

- In favour of a reduction of private vehicles in the city centre and improved access for motorists.

### Approach 3L

**Support:** 0.5% of respondents provided comments in support of Approach 3L. These included:

- Support for a new mobility hub in The Galleries.

**Against / concerns:** 6% of respondents provided comments against or with concerns about Approach 3L. These included:

- Concerns about the mobility hub becoming a busy taxi rank and potentially inaccessible for disabled individuals.

**Suggestions:** 3% of respondents provided suggestions about Approach 3L. These included:

- Incorporate blue badge bays around Old City and improve facilities for disabled visitors.
- Increase blue badge parking in Cabot Circus Car Park.

**General comments against / concerns about Strategy 3 and all approaches 3A – 3L**

- Concerns about ‘wasting’ money and increasing debt.
- Criticism of previous projects, citing the Bristol Energy fiasco and its consequences.
- Apprehension about the impact on small independent businesses and the city's overall character.
- Criticism of the introduction of the Clean Air Zone and its impact on access to Broadmead.
- Criticism of the potential negative impact on air quality and noise pollution in areas outside the city centre.
- Concerns about the reallocation of vehicle spaces and its implications.

**General comments with suggestions for Strategy 3 and all approaches 3A – 3L**

- Emphasise celebrating the different waves of immigrants.

**General feedback on consultation:**

- Criticism of the extensive consultation period, suggesting only a specific demographic will respond.

## 4.6 Strategy 4: Public Realm and Open Space

### 4.6.1 Summary of Strategy 4 objective and approaches

The Public Realm and Open Space strategy has the following objective and 10 approaches:

- **Objective:** Public realm within the city centre will be transformed to create a network of safe, high quality, linked, accessible public spaces, play spaces, green streets and parks. This will help to support healthy communities and create a climate resilient city centre, with spaces which prioritise people over vehicles, and which are safe and welcoming for all. Spaces will be designed for inclusivity, taking into account the needs of diverse groups and their protected characteristics. Public realm will celebrate heritage and will be closely integrated with new development to create active and vibrant spaces.
- **Approach 4A:** Define a clear hierarchy of streets, including an east-west axis through Broadmead/Nelson Street and north-south routes on Merchant Street and Penn Street.
- **Approach 4B:** Create a secondary network of lanes, alleyways and courtyards which complement the main routes.
- **Approach 4C:** The scale and form of new development should complement the character and street level experience of the city centre.
- **Approach 4D:** Key public spaces and streets to be sunny and comfortable by ensuring new development minimises overshadowing and wind tunnelling.
- **Approach 4E:** Transform Castle Park into a destination open space which provides activities for visitors and local residents with opportunities for play, recreation and relaxation.
- **Approach 4F:** Enhance pedestrian priority 'green streets', with increased vegetation, tree coverage and sustainable drainage.
- **Approach 4G:** Ensure that new open space is provided as an integral part of new development to meet the needs of new residents.
- **Approach 4H:** Ensure public spaces celebrate heritage and culture, integrate public art and allow for community growing.
- **Approach 4I:** Increase open space by 40 per cent by creating enhanced and new open spaces and transforming under-utilised space.
- **Approach 4J:** Create two new play areas in Castle Park, as well as incidental play spaces throughout the city centre.

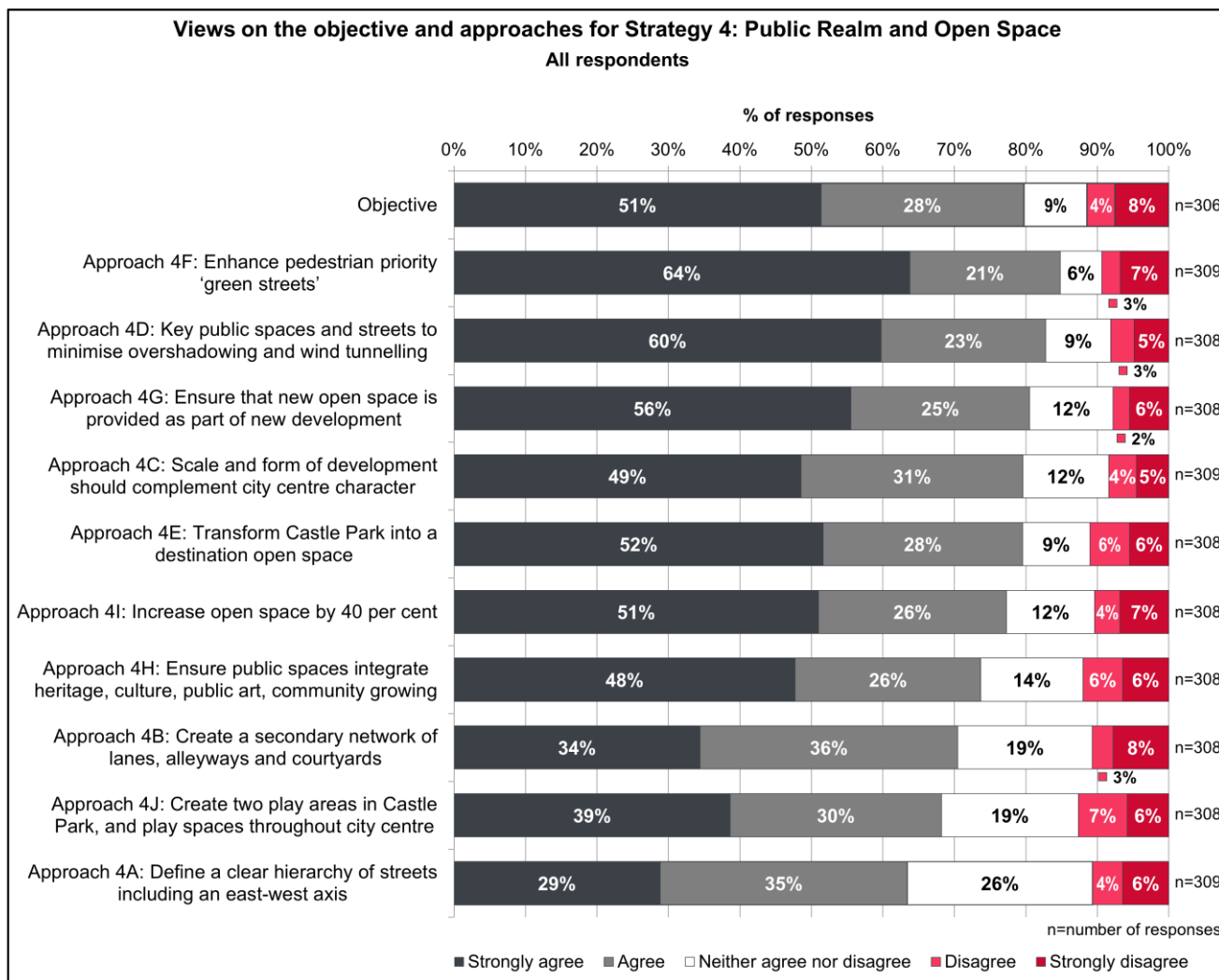
### 4.6.2 Respondents' views on the Strategy 4 objective and approaches

Respondents were asked if they agree or disagree with the objective and each of the approaches. Figure 21 shows the percentage of respondents who strongly agree, agree, neither agree nor disagree, disagree, and strongly disagree with the objective and each approach, and the number of people who gave views on each.

In Figure 21, the objective is shown at the top. The approaches nearest the top received the highest support (the highest percentage who agree and strongly agree); those at the bottom have the lowest percentage who agree and strongly agree.



**Figure 21: Views on objective and approaches for Strategy 4: Public Realm and Open Space**



Note: percentages in the chart are shown to the nearest whole per cent. The five percentages for each objective / approach may therefore appear not to add up to exactly 100%.

Figure 21 shows that there is strong support for the objective and all 10 approaches.

80% agree or strongly agree with the objective, compared to 11% who disagree or strongly disagree. 9% neither agree nor disagree.

All the approaches have more than 63% who agree or strongly agree.

The approach with highest support is Approach 4F: Enhance pedestrian priority 'green streets', with increased vegetation, tree coverage and sustainable drainage, which has 85% who agree or strongly agree and 9% who disagree or strongly disagree.

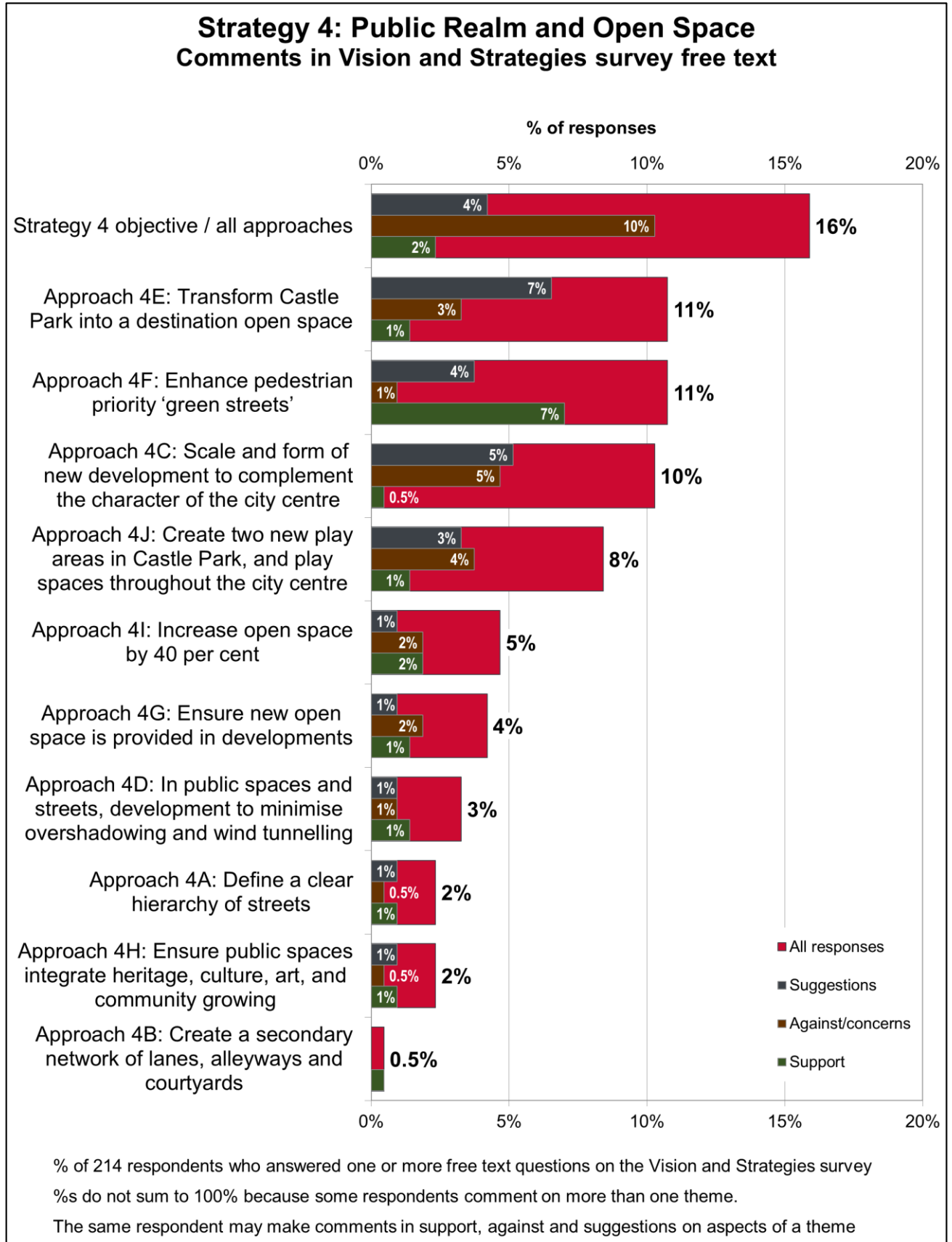
The approach with lowest support is Approach 4A: Define a clear hierarchy of streets including an east-west axis through Broadmead/Nelson Street and north-south routes on Merchant Street and Penn Street, for which 63% of respondents agree or strongly agree and 11% disagree or strongly disagree.

The top five approaches (approaches 4F, 4D, 4G, 4C and 4E) were approved of by at least 80% of the respondents, with a further three approaches (approaches 4I, 4H, 4B) approved of by more than 70% of respondents.

### 4.6.3 Strategy 4 free text

Respondents provided free text comments about all 10 of the approaches for the Public Realm and Open Spaces strategy, and some additional feedback that applies to the objective and all approaches for Strategy 4 (Figure 22).

Figure 22: Free text responses on Strategy 4: Public Realm and Open Space



### **Approach 4A**

**Support:** 1% of respondents provided comments in support of Approach 4A. These included:

- In favour of proposals to enhance public spaces through street widening and greening.

**Against / concerns:** 0.5% of respondents provided comments against or with concerns about Approach 4A. These included:

- Concerned about losing access to roads as a private vehicle user.
- Concerns about increased noise from developments.

**Suggestions:** 1% of respondents provided suggestions about Approach 4A. These included:

- Include convenient and pleasant routes for people.

### **Approach 4B**

**Support:** 0.5% of respondents provided comments in support of Approach 4B. These included:

- Positive response to the concept of soft density, lanes, and alleyways.

### **Approach 4C**

**Support:** 0.5% of respondents provided comments in support of Approach 4C. These included:

- Positive reception to Approach 4C and 4D, viewing them as a welcome reversal of recent high-rise building approvals in the city centre.

**Against / concerns:** 5% of respondents provided comments against or with concerns about Approach 4C. These included:

- Opposition to tall buildings, concerns about wind tunnels, and the suggestion to limit building heights to four floors.

**Suggestions:** 5% of respondents provided suggestions about Approach 4C. These included:

- Proposals for reasonable heights, considerations of building quality, and support for specific areas for greater height development.

## Approach 4D

**Support:** 1% of respondents provided comments in support of Approach 4D. These included:

- Positive shift away from recent high-rise building approvals in the city centre.
- Welcoming mid-rise buildings while expressing concerns about tall structures that overshadow public areas and create wind tunnel effects.

**Against / concerns:** 1% of respondents provided comments against or with concerns about Approach 4D. These included:

- Stress on the importance of considering multiple factors, particularly housing needs, in determining building heights.
- Concern from a Horizon Apartments resident about preserving the current light and openness, which was pivotal in their decision to buy the flat.

**Suggestions:** 1% of respondents provided suggestions about Approach 4D. These included:

- Raising concerns about water availability, including drinking water, in the planning.
- Disapproval of high-rise blocks for the sake of sunny streets, advocating for a limitation of building heights to around four floors near Castle Park.

## Approach 4E

**Support:** 1% of respondents provided comments in support of Approach 4E. These included:

- Request for more dedicated park space in Bristol due to limited options in areas like BS2 near Temple Meads.
- Support for developing parks in the city centre.
- Need for a comprehensive masterplan improving park connectivity and enhancing its appeal to encourage more usage.
- Overall endorsement of the vision for the public realm and open space strategy.

**Against / concerns:** 3% of respondents provided comments against or with concerns about Approach 4E. These included:

- Questions necessity of activities in Castle Park, concerned about potential changes reducing its relaxation suitability.
- Opposition to any development in Castle Park, deeming it already adequate.
- Cease cycling in Castle Park.
- Concerned about Castle Park's green areas amidst potential development.

**Suggestions:** 7% of respondents provided suggestions about Approach 4E. These included:

- Emphasis on the importance of creating spaces where people can gather without feeling unwelcome.

### **Approach 4F**

**Support:** 7% of respondents provided comments in support of Approach 4F. These included:

- Endorsement of Approach 4F, advocating for increased city tree canopy and greenery to combat heat and enhance aesthetics.
- Reference to Athens and Barcelona's cooling effects of plants, advocating for more street greenery.
- Recognition of Approach 4F's positive impact on infrastructure resilience through more vegetation and sustainable drainage.
- Preference for green spaces and trees, concern over excessive hard landscaping.
- Consideration for climate changes in outdoor space planning, emphasising shade and drainage.

**Against / concerns:** 1% of respondents provided comments against or with concerns about Approach 4F. These included:

- Scepticism about the plan benefiting only students and not addressing the needs of existing residents.
- Critique regarding the removal of space for private cars, suggesting it's biased against car owners.
- Suggestion to prioritise clearing weed growth and maintenance of current spaces before expanding or adding new areas.

**Suggestions:** 4% of respondents provided suggestions about Approach 4F. These included:

- Proposal for increased green spaces, suggesting wider pavements as potential areas.
- Support for trees but opposition to shrub borders and plantings.
- Recognition of the potential for wildlife in these spaces.
- Endorsement of the strategy but emphasises the priority of pedestrian safety.
- Concerns about Approach 4F's implementation and maintenance due to past funding issues with parks.
- Critique of poor management of public green spaces.
- Interest in sustainable planting schemes and community growing.

## Approach 4G

**Support:** 1% of respondents provided comments in support of Approach 4G. These included:

- Advocacy for increased open and green spaces in urban areas.
- Emphasis on maintaining separate cycling and light transport corridors from pedestrians.
- Importance of patches of grass and trees.
- Support for introducing additional green spaces in the city.

**Against / concerns:** 2% of respondents provided comments against or with concerns about Approach 4G. These included:

- City centre lacks green spaces.
- Queens Square and Castle Park are popular but insufficient.
- More open areas needed due to recent flat constructions and potential future development in Broadmead.
- Caution about potential tall building construction under the guise of creating new open spaces.
- Visit West-owned kiosks in Broadmead must be compensated for income loss if removed.

**Suggestions:** 1% of respondents provided suggestions about Approach 4G. These included:

- To prioritise nature over play areas.
- Need for quiet spaces.
- Use plants and natural areas to support wildlife.
- Avoid artificial elements.
- Request for community access to promised green roofs.

## Approach 4H

**Support:** 1% of respondents provided comments in support of Approach 4H. These included:

- Support for community growing.
- Reference to successful examples in Austin, Texas, and La Rochelle, France, where heritage trails use signage to explain the site or building's history.

**Against / concerns:** 0.5% of respondents provided comments against or with concerns about Approach 4H. These included:

- Does not understand meaning of approach.

**Suggestions:** 1% of respondents provided suggestions about Approach 4H. These included:

- Recognition of different cultural ties to Bristol.
- Preservation of old heritage.

### **Approach 4I**

**Support:** 2% of respondents provided comments in support of Approach 4I. These included:

- General agreement with the principle but difficulty in commenting without more information.
- More greenery and natural wild spaces, especially in areas like Brandon Hill.
- Endorsement for enhancing and maintaining public spaces using local taxes.

**Against / concerns:** 2% of respondents provided comments against or with concerns about Approach 4I. These included:

- Concern about homelessness issues in the Bearpit.

**Suggestions:** 1% of respondents provided suggestions about Approach 4I. These included:

- Suggested that ground floor spaces in new builds should be public, not reserved for specific groups.
- Introduction of interactive and responsive lighting.

### **Approach 4J**

**Support:** 1% of respondents provided comments in support of Approach 4J. These included:

- Support for additional play spaces, outdoor gyms, and children's play areas.
- Advocacy for making the city centre more inclusive for children and families.

**Against / concerns:** 4% of respondents provided comments against or with concerns about Approach 4J. These included:

- Opposition to taking space from well-used areas like Castle Park for new play spaces.
- Concerns about maintenance, vandalism, and potential disruption caused by play areas.

**Suggestions:** 3% of respondents provided suggestions about Approach 4J. These included:

- Questioning the need for two separate play spaces and suggesting a larger, more inclusive area.
- Proposals for locking play areas at night to address safety concerns.
- Comprehensive outdoor gyms for people of all ages.

**General comments against / concerns about Strategy 4 and all approaches 4A – 4J**

- Emphasis should be on safety, cleanliness, better lighting, more litter bins, and enhanced police presence.
- Questions about the feasibility and maintenance of proposed plans.

**General comments with suggestions for Strategy 4 and all approaches 4A – 4J**

- Have shelters for pedestrians to protect from rain and heat.
- Consideration of weather events and climate change impact on public realm design.



## 4.7 Strategy 5: Green Infrastructure and Nature

### 4.7.1 Summary of Strategy 5 objective and approaches

The Green Infrastructure and Nature strategy has the following objective and eight approaches:

- **Objective:** The city centre will be a green and healthy place to live and will be resilient to the changing climate, with new green infrastructure integrated throughout the public realm and built environment. The city will support urban wildlife and will enjoy a network of linked green spaces and blue (water-focused) spaces which are integrated with the wider network of open spaces in the city, and also embedded within new development sites in the area.
- **Approach 5A:** Create green corridors through the city centre by reallocating vehicle space on streets for pedestrians, cyclists, species rich planting, tree cover and sustainable drainage, with particular focus on greening Broadmead, Nelson Street, Merchant Street, Newgate, The Horsefair, Penn Street and Bond Street.
- **Approach 5B:** Create a more diverse range of green spaces and habitat types to improve biodiversity, including green roofs and walls in new development.
- **Approach 5C:** Enhance Castle Park, St James' Park and other existing green spaces and extend their influence by greening the surrounding streets and the buildings.
- **Approach 5D:** Create new habitat along the edge of the floating harbour by creating a new walkway with reed beds.
- **Approach 5E:** Create a range of typologies that can be applied to different streets, spaces and developments within the city centre, including vertical greening, linear street gardens and floating habitats, tying in with the Bristol Harbour Biodiversity Spatial Vision (2022).
- **Approach 5F:** Targets for green infrastructure enhancement within the city centre include at least 150 new trees and 350 linear metres of rain garden, providing sustainable drainage solutions and bringing greening and biodiversity to the streets of Broadmead.
- **Approach 5G:** Targets for green infrastructure in new development include 50 per cent green roofs and space for community food growing.
- **Approach 5H:** Align targets and policies with recognised standards including Building with Nature and the Urban Greening Factor for England.

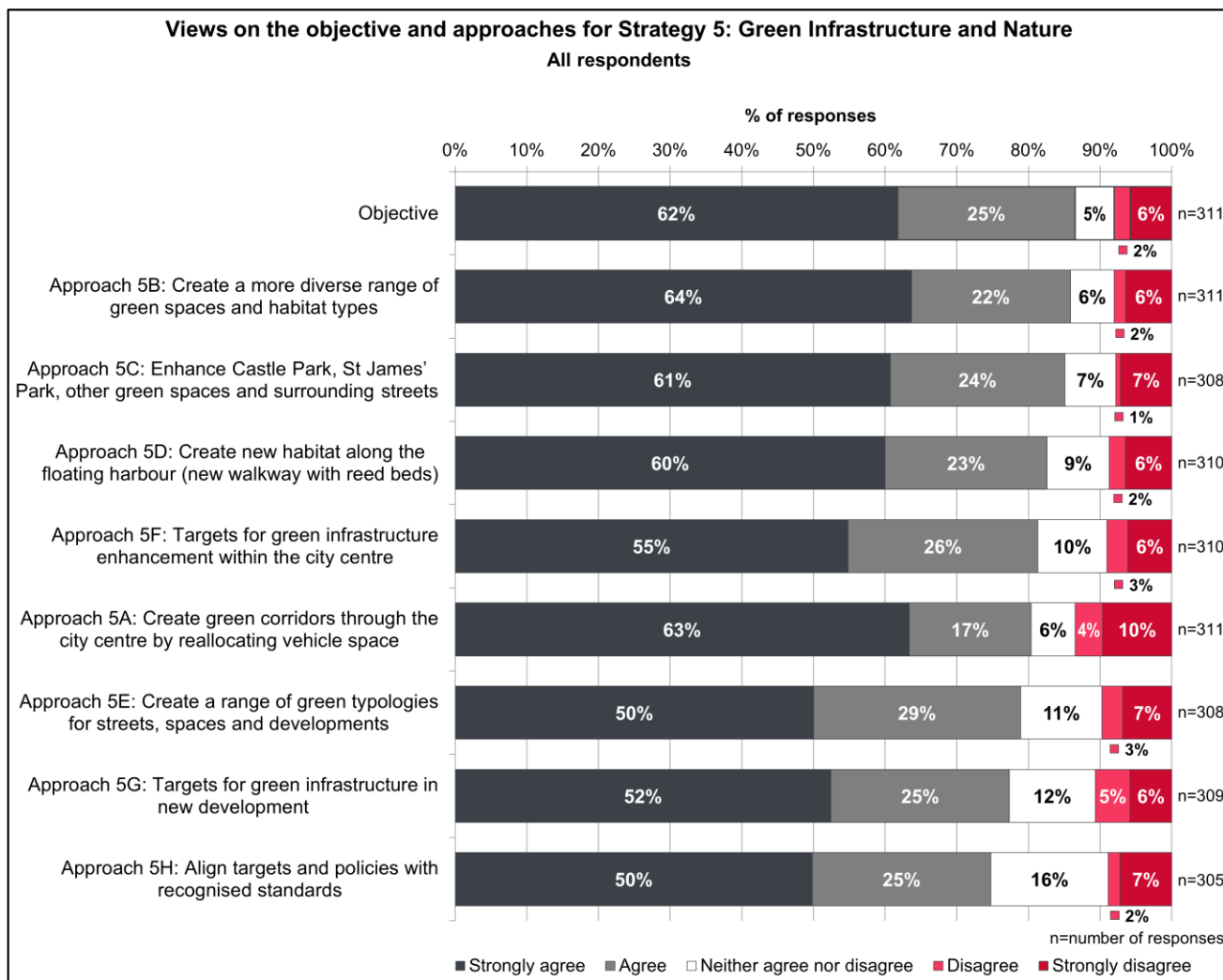
### 4.7.2 Respondents' views on the Strategy 5 objective and approaches

Respondents were asked if they agree or disagree with the objective and each of the approaches. Figure 23 shows the percentage of respondents who strongly agree, agree, neither agree nor disagree, disagree, and strongly disagree with the objective and each approach, and the number of people who gave views on each.

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In Figure 23, the objective is shown at the top. The approaches nearest the top received the highest support (the highest percentage who agree and strongly agree); those at the bottom have the lowest percentage who agree and strongly agree.

**Figure 23: Views on objective and approaches for Strategy 5: Green Infrastructure and Nature**



Note: percentages in the chart are shown to the nearest whole per cent. The five percentages for each objective / approach may therefore appear not to add up to exactly 100%.

Figure 23 shows that there is strong support for the objective and all eight approaches.

86% agree or strongly agree with the objective, compared to 8% who disagree or strongly disagree. 5% neither agree nor disagree.

All the approaches have more than 75% who agree or strongly agree.

The approach with highest support is Approach 5B: Create a more diverse range of green spaces and habitat types to improve biodiversity, including green roofs and walls in new development, which has 86% who agree or strongly agree and 8% who disagree or strongly disagree.

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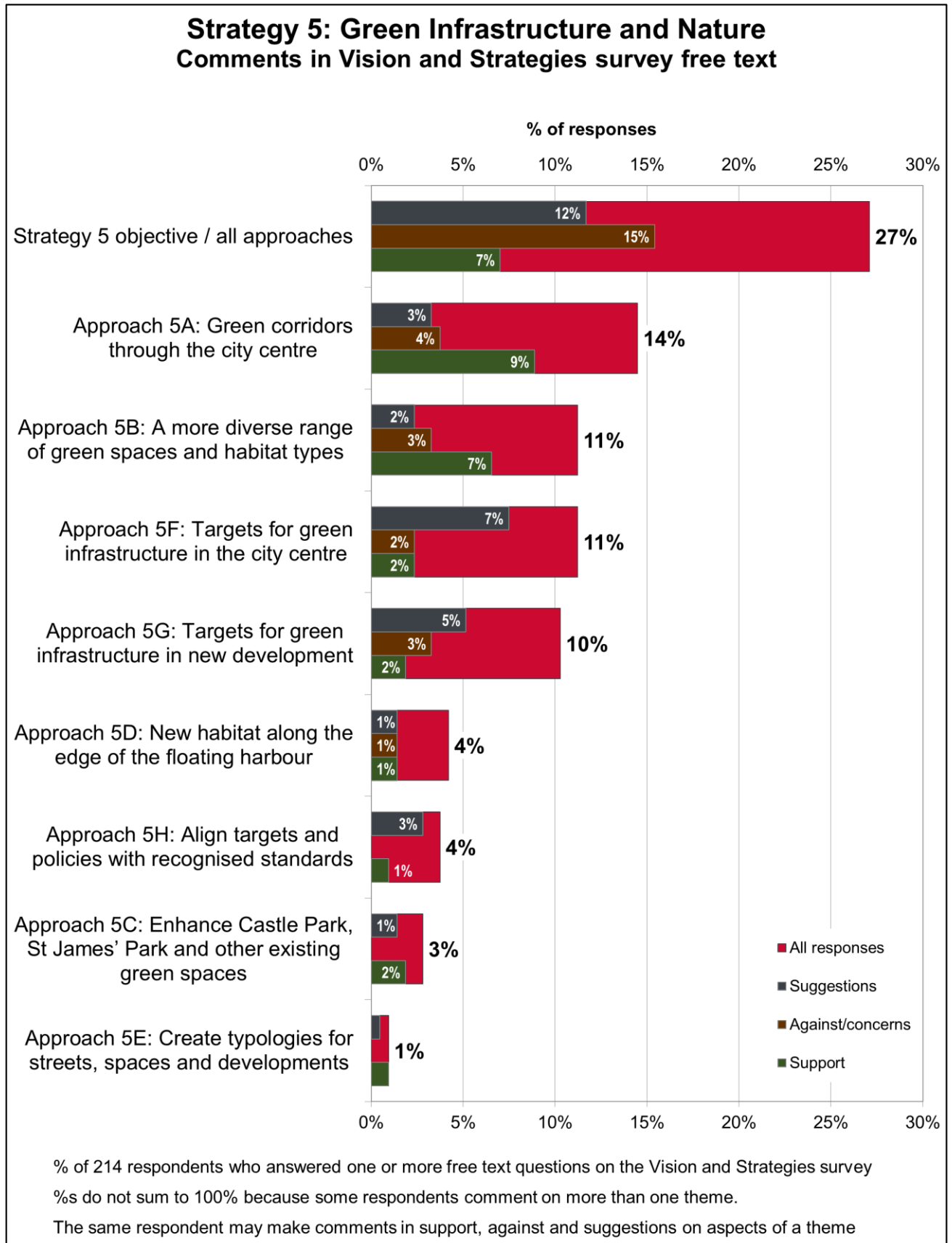
The approach with lowest support is Approach 5H: Align targets and policies with recognised standards including Building with Nature and the Urban Greening Factor for England, for which 75% of respondents agree or strongly agree and 9% disagree or strongly disagree.

The top five approaches (approaches 5B, 5C, 5D, 5F and 5A) were approved of by at least 80% of the respondents, with the other three approaches approved of by more than 75% of respondents.

### 4.7.3 Strategy 5 free text

Respondents provided free text comments about all eight of the approaches for the Green Infrastructure and Nature strategy, and some additional feedback that applies to the objective and all approaches for Strategy 5 (Figure 24).

**Figure 24: Free text comments on Strategy 5: Green Infrastructure and Nature**



## Approach 5A

**Support:** 9% of respondents provided comments in support of Approach 5A. These included:

- Support for increased biodiversity.
- Acknowledgement of the positive impact of green policies on air quality and city prosperity.
- Call to transform the city centre into a green space, replacing concrete with vegetation for health benefits.
- Propose creating green corridors by reallocating street space for pedestrians, cyclists, diverse planting, trees, and sustainable drainage.
- Note the lack of trees in Bristol compared to other cities, supporting developer requirements for more trees to cool the city.
- Support green infrastructure but express scepticism about the city's commitment to tree planting and its negative mentality toward trees.

**Against / concerns:** 4% of respondents provided comments against or with concerns about Approach 5A. These included:

- Scepticism about the city's ability to deliver on green infrastructure, particularly street trees.

**Suggestions:** 3% of respondents provided suggestions about Approach 5A. These included:

- Proposed Galleries redevelopment to replace the River Frome culvert with a canal along Fairfax St.
- Noted that there is no mention of water recycling or energy generation.
- Suggest using green corridors for inclusive active transport routes, except for cyclists.
- Recommend opening up the Frome culvert near the Hippodrome for aesthetic improvement.
- Advocate adding new water habitats in Castle Park for increased biodiversity.
- Emphasised the need to extend green corridors beyond the city centre.

## Approach 5B

**Support:** 7% of respondents provided comments in support of Approach 5B. These included:

- Support for picnic areas, sitting spaces, native flowers, and pollinator-friendly planting.
- Emphasised the need for more trees and diverse habitats for increased biodiversity.
- Support additional planting and green infrastructure in the city centre.
- Protect and consider the importance of green spaces.

**Against / concerns:** 3% of respondents provided comments against or with concerns about Approach 5B. These included:

- Concerns about potential neglect, leaf litter, and blocked drains.
- Caution against encouraging wildlife in central areas where it may be in danger from the public.
- Concerns about vertical greening in the city centre and the effectiveness of trees for diverse wildlife.
- Opposition to spending money on removing green spaces.
- Emphasis on environmental and nature-friendly enhancements.

**Suggestions:** 2% of respondents provided suggestions about Approach 5B. These included:

- Consider the inclusion of outside fitness equipment across the city.
- Consider green walls and seeking ideas from international landscape architects.
- Concerns about the events meadow and propose enhancing a 'green woodland oasis' in the park.
- Call for more information on biodiversity possibilities in Castle Park.

### **Approach 5C**

**Support:** 2% of respondents provided comments in support of Approach 5C. These included:

- Support for enhancing St James Park by greening surrounding streets and buildings.
- Consider achieving the 3-30-300 Rule for tree canopy cover and green space connectivity.

**Suggestions:** 1% of respondents provided suggestions about Approach 5C. These included:

- Caution against reconfiguring routes through St James Park due to its historic significance.
- Consider extensions of parks to create connections.
- Meaningful public engagement when changing parks.
- Consider sustainable models for utilising timber from trees within the park.

### **Approach 5D**

**Support:** 1% of respondents provided comments in support of Approach 5D. These included:

- Support policy 5D for integrating the Floating Harbour more with the city centre.
- Support for additional planting and green infrastructure.

**Against / concerns:** 1% of respondents provided comments against or with concerns about Approach 5D. These included:

- Uncertainty about reed beds and their effectiveness.
- Caution against softening the floating harbour and retaining its hard surrounding.

**Suggestions:** 1% of respondents provided suggestions about Approach 5D. These included:

- Concerns about the maintenance of reed beds and call for responsible development along the harbour.
- Call for stopping the privatisation of harbour sides and having a path along all sides.

### **Approach 5E**

**Support:** 0.5% of respondents provided comments in support of Approach 5E. These included:

- Support for vertical greenery or green roofs as a requirement for new developments.
- Call for technical guidance and a management strategy for effective green infrastructure.

**Suggestions:** 0.5% of respondents provided suggestions about Approach 5E. These included:

- Green roofs on bus stops and buildings.
- Consider incorporating solar panels on tiled roofs for energy efficiency.
- Concerns about maintenance of green roofs and potential neglect.
- Consider using roof space for power generation rather than green roofs.

### **Approach 5F**

**Support:** 2% of respondents provided comments in support of Approach 5F. These included:

- Advocate for increased tree planting to create mycelium networks and wildlife corridors in the city centre.
- Importance of biodiversity.
- More detail needed about the target for community food growing space in the 5G plan.
- Express support for additional planting and green infrastructure in the city centre.

**Against / concerns:** 2% of respondents provided comments against or with concerns about Approach 5F. These included:

- Concerns about neglected flowerbeds, leaf litter, blocked drains, and the cost of maintenance.
- Concerned about the modest target of 150 new trees.

**Suggestions:** 7% of respondents provided suggestions about Approach 5F. These included:

- Suggested more grass and open green spaces.
- Consider increasing the density of tree planting and considering a variety of tree species for diverse habitats.
- Consider retaining existing urban trees and planting native species for better fauna support.

### **Approach 5G**

**Support:** 2% of respondents provided comments in support of Approach 5G. These included:

- Support for vertical greenery or green roofs as a requirement for new developments.
- Emphasise the importance of supporting communities financially and with skills for creating beautiful and productive green spaces.

**Against / concerns:** 3% of respondents provided comments against or with concerns about Approach 5G. These included:

- Caution against prioritising nature over city development.
- Concerns about maintenance of green roofs and potential neglect.
- Distinguish between green roofs and space for community food growing.

**Suggestions:** 5% of respondents provided suggestions about Approach 5G. These included:

- Consider green roofs on all flat roofs and growing on buildings.
- Consider vertical gardens with green facades for eye-sore buildings.

### **Approach 5H**

**Support:** 1% of respondents provided comments in support of Approach 5H. These included:

- Emphasise the need for green standards in every new development.



**Suggestions:** 3% of respondents provided suggestions about Approach 5H. These included:

- Consider higher targets and more ambitious goals for green standards in new developments.
- Call for environmental impact to be a top concern in every project.

**General comments supportive of Strategy 5 and all approaches 5A – 5H**

- Positive feedback on the strategy's aim for green spaces and environmental enhancements.
- Agreement with the importance of greenery for mental health and overall well-being.
- Need for proper management and budget allocation to prevent neglect.

**General comments against / concerns about Strategy 5 and all approaches 5A – 5H**

- Concerns about the focus on the city centre and a call for green spaces in all neighbourhoods.
- Scepticism about the city's ability to deliver and maintain the proposed green infrastructure.
- Questions about the financial feasibility and sources of funding for the ambitious plan.
- Specific concerns about the neglect of existing green spaces and potential for vandalism.

**General comments with suggestions for Strategy 5 and all approaches 5A – 5H**

- Emphasis on engaging the community in the development of green spaces.
- Calls for consideration of water recycling, energy generation, and the use of rainwater.
- Suggestions to involve local community groups, nature groups, and environmental experts in the planning process.

## 4.8 Strategy 6: Land Use and Development

### 4.8.1 Summary of Strategy 6 objective and approaches

The Land Use and Development strategy has the following objective and eight approaches:

- **Objective:** The city centre will become a vibrant, mixed-use neighbourhood with a more diverse retail offer, a more active evening economy, more places to live, and a range of facilities and services to support an emerging new community. The city centre will be more resilient to changing patterns of retail and leisure, retaining the role of the area as Bristol's retail core whilst providing more reasons for people to visit and spend time in the city centre.
- **Approach 6A:** Increase the diversity and intensity of uses in the city centre to ensure it is active and busy throughout the day and into the evening, including at least 2,500 new homes over the next 10-15 years, up to 750 new student beds and new office and employment spaces.
- **Approach 6B:** Promote development which supports a healthy living environment with the right mix of homes to create a balanced community.
- **Approach 6C:** Provide a mix of homes including affordable, accessible, adaptable and intergenerational apartments, that are all designed to be high quality and create a high standard of urban living.
- **Approach 6D:** Provide new community, cultural and leisure facilities, open spaces, and local retail (including fresh, affordable food) to support new residents.
- **Approach 6E:** Broaden the range of ground floor uses to ensure public spaces are active and vibrant and support a range of retail, businesses, facilities, and services.
- **Approach 6F:** Promote a spatial strategy for ground floor uses to create distinctive character areas, including a community high street on The Horsefair and cultural corridor on Merchant Street.
- **Approach 6G:** Ensure a high level of sustainable design in new development, including the most energy efficient buildings, vertical greening, and provision for renewable energy.
- **Approach 6H:** Promote adaptive re-use of existing buildings and recovery / re-use of materials from redevelopment to help ensure resource efficiency.

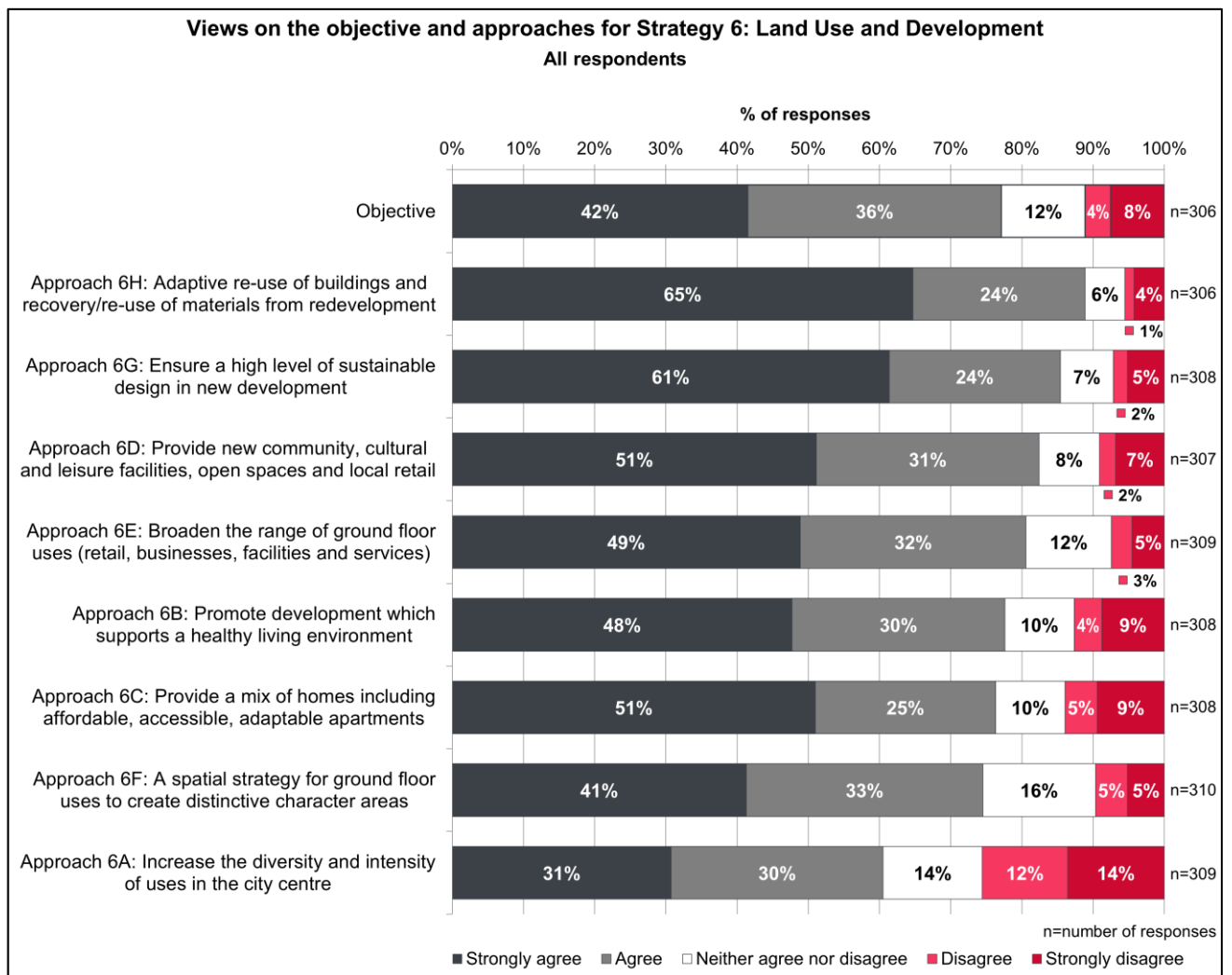
### 4.8.2 Respondents' views on the Strategy 6 objective and approaches

Respondents were asked if they agree or disagree with the objective and each of the approaches. Figure 25 shows the percentage of respondents who strongly agree, agree, neither agree nor disagree, disagree, and strongly disagree with the objective and each approach, and the number of people who gave views on each.

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In Figure 25, the objective is shown at the top. The approaches nearest the top received the highest support (the highest percentage who agree and strongly agree); those at the bottom have the lowest percentage who agree and strongly agree.

**Figure 25: Views on objective and approaches for Strategy 6: Land Use and Development**



Note: percentages in the chart are shown to the nearest whole per cent. The five percentages for each objective / approach may therefore appear not to add up to exactly 100%.

There is support for the objective and all eight approaches.

77% agree or strongly agree with the objective, compared to 11% who disagree or strongly disagree. 12% neither agree nor disagree.

All the approaches have more than 61% who agree or strongly agree.

The approach with highest support is Approach 6H: Promote adaptive re-use of existing buildings and recovery / re-use of materials from redevelopment to help ensure resource efficiency, which has 89% who agree or strongly agree and 6% who disagree or strongly disagree.

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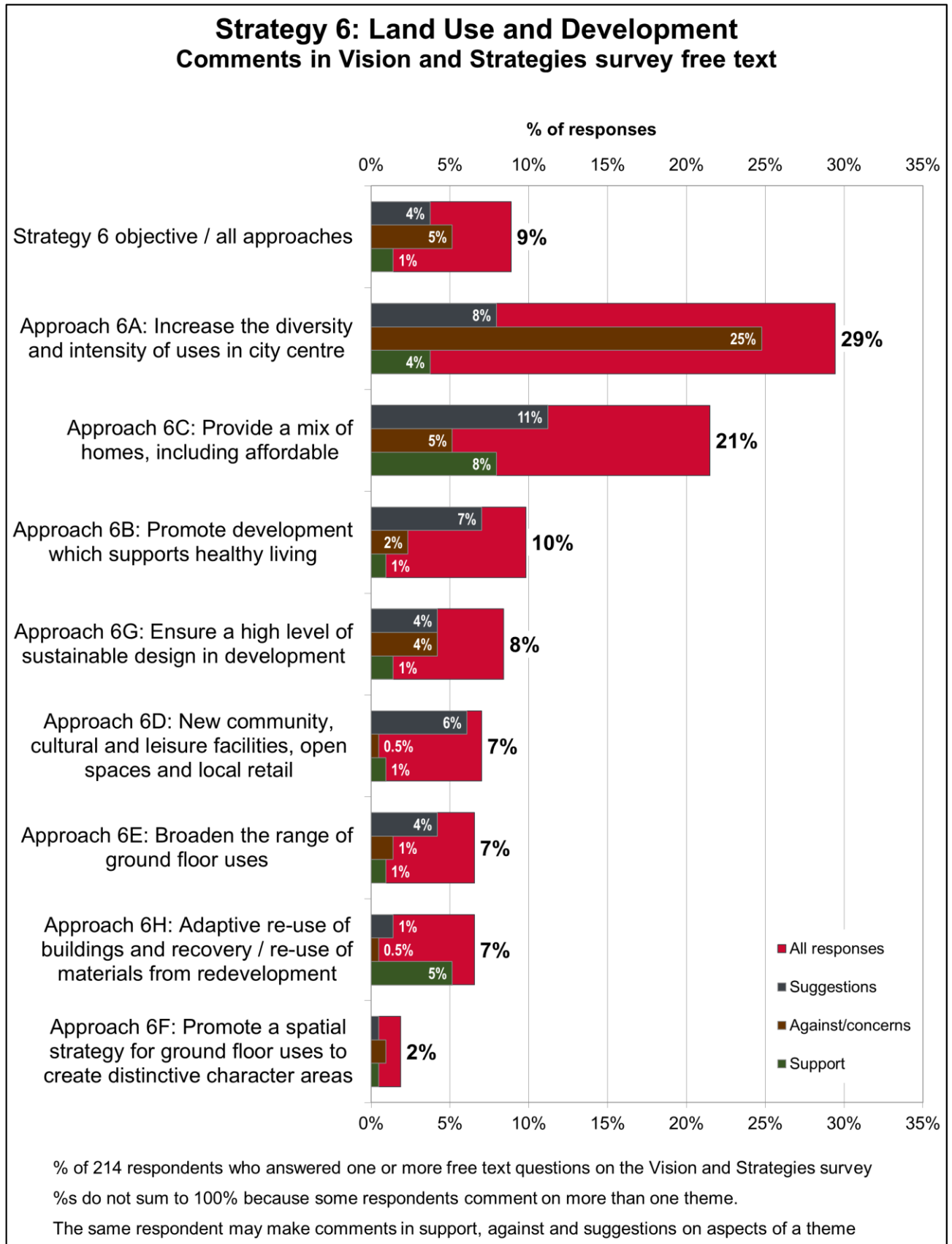
The approach with lowest support is Approach 6A: Increase the diversity and intensity of uses in the city centre to ensure it is active and busy throughout the day and into the evening, including at least 2,500 new homes over the next 10-15 years, up to 750 new student beds and new office and employment spaces, for which 61% of respondents agree or strongly agree and 26% disagree or strongly disagree.

The top five approaches (approaches 6H, 6G, 6D, and 6E) were approved of by at least 80% of the respondents, with a further three approaches (approaches 6B, 6C and 6F) approved of by more than 70% of respondents.

4.8.3 Strategy 6 free text

Respondents provided free text comments about all eight of the approaches for the Land Use and Development strategy, and some additional feedback that applies to the objective and all approaches for Strategy 6 (Figure 26).

Figure 26: Free text comments on Strategy 6: Land Use and Development



## Approach 6A

**Support:** 4% of respondents provided comments in support of Approach 6A. These included:

- Council ownership of city centre sites is seen as an opportunity for sustainable and affordable development.
- Supports focus on creating diverse and inclusive communities with 15-minute urban living.
- Emphasis on engaging with interested parties for city transformation.
- Urgent need for thousands more homes in Bristol, particularly in the city centre.
- Agreement with the idea of high-density homes but limited to 8-10 storeys.

**Against / concerns:** 25% of respondents provided comments against or with concerns about Approach 6A. These included:

- Concerns about the lack of healthcare facilities like GPs and dentists to support residents.
- Opposition to more student accommodation in the city centre, with a preference for permanent communities.
- Worries about the proposed height of buildings.
- Critique of the emphasis on office space, with suggestions to repurpose empty buildings.
- Concerns about poor urban design, potential overpopulation, and lack of consideration for historical areas.
- Concerns include noise, loss of private vehicle access, and the impact on music venues.

**Suggestions:** 8% of respondents provided suggestions about Approach 6A. These included:

- Caution against discriminatory renting/selling approaches, advocating for inclusive housing policies.
- Focus on families and long-term residents in the city centre.
- Suggestions for careful assessment of the need for new offices and student accommodation.
- Advocacy for proper liveable spaces in new developments.
- A call for wider master planning and wayfinding between development areas.
- Support for a maximum 7/8 storey limit
- Proposals to cut student numbers and support small independent businesses.
- Redevelop the western end of Castle Park.

## Approach 6B

**Support:** 1% of respondents provided comments in support of Approach 6B. These included:

- Bristol City Council owns city centre sites suitable for sustainable and affordable development.
- Emphasis on diverse housing, including family homes and social housing.
- Concerns about pressure on healthcare, education, and parking with new housing.
- Call for private housing development to be affordable.
- Demand for improvements in essential services like doctors, dentists, schools, and public safety.
- Advocacy for a proper co-design and engagement process for each development.
- Need for high design standards and architectural diversity.
- Specific concerns and recommendations for the St Jude's area.

**Against / concerns:** 2% of respondents provided comments against or with concerns about Approach 6B. These included:

- Concerns about increased traffic and parking issues with too many new homes.
- Opposition to more student flats and overall development, with a desire to preserve the existing character of Bristol.
- Concerns about losing road access, increased noise levels, and the need for quiet spaces for well-being.
- Concerns about increased traffic and parking issues with too many new homes.
- Doubts about the effectiveness of mixed-use developments in the UK.
- Concerns about the high density of housing and potential traffic issues.
- Scepticism about the impact on green spaces and transport.
- Fear of negative consequences like anti-social behaviour with new developments.

**Suggestions:** 7% of respondents provided suggestions about Approach 6B. These included:

- Stress the need for health, education, and public services within developments.
- Prioritise family homes and social housing over unaffordable student accommodations.
- Co-design processes for developments instead of standard presentations.
- Call for high design standards and diverse approaches for area revitalisation.
- Share experiences from regeneration projects, proposing live-work units in Broadmead.
- Advocate for protecting homes from short-term lets to maintain community stability.

## Approach 6C

**Support:** 8% of respondents provided comments in support of Approach 6C. These included:

- Focus on building housing without reinventing the city centre.

**Against / concerns:** 5% of respondents provided comments against or with concerns about Approach 6C. These included:

- Doubts about intergenerational communities in the city centre.
- Concerns about increased traffic and parking issues.
- Scepticism about the feasibility of achieving aspirations.
- Worries about the impact on the sleep quality of residents.
- Critique of the uncertainty in the provision of affordable housing.
- Call for infrastructure support for services like schools and healthcare.

**Suggestions:** 11% of respondents provided suggestions about Approach 6C. These included:

- Advocacy for affordable and social housing with a rent cap.
- Concerns about the influx of wealthier individuals pushing locals out.
- Recommendations for a large majority of affordable housing.
- Consideration for a mix of tenures, co-housing, and intergenerational builds.
- Emphasis on publicly owned and council-built homes.
- Importance of infrastructure support and facilities for new developments.

## Approach 6D

**Support:** 1% of respondents provided comments in support of Approach 6D. These included:

**Against / concerns:** 0.5% of respondents provided comments against or with concerns about Approach 6D. These included:

- Scepticism about the feasibility of the proposed developments.

**Suggestions:** 6% of respondents provided suggestions about Approach 6D. These included:

- Importance of outdoor recreational and cultural space for community development.
- Support for the concept of day-to-evening shops with planning considerations for independents.
- Suggestions for affordable fresh produce outlets and lifestyle essential product refill shops.



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- Advocacy for maintaining older buildings and supporting local, independent shops.
- Need for diverse uses and spatial strategy for ground floor spaces.
- Consideration for play areas and green spaces near new housing.
- Emphasis on resource and social infrastructure before building new homes.
- Request for flexible spaces for local community use.

### Approach 6E

**Support:** 1% of respondents provided comments in support of Approach 6E. These included:

- Keep Broadmead as a shopping and restaurant area with housing around.

**Against / concerns:** 1% of respondents provided comments against or with concerns about Approach 6E. These included:

- Concern about insufficient demand for ground-level retail space.

**Suggestions:** 4% of respondents provided suggestions about Approach 6E. These included:

- Support for a balanced mix of housing, offices, and retail spaces for vibrant communities.
- Positive impact of retail units on ground floors in existing developments.
- Suggestions for incentivising landlords to rent out empty commercial spaces through taxes.
- Ground floor spaces in new builds should be public, not reserved for specific groups.
- Importance of fully using buildings, with residential space above street-level retail.
- Emphasis on genuinely affordable rents and rates.

### Approach 6F

**Support:** 0.5% of respondents provided comments in support of Approach 6F. These included:

- Endorsement for a community high street for Union St and Horsefair.

**Against / concerns:** 1% of respondents provided comments against or with concerns about Approach 6F. These included:

- Suspicion of terms 'community high street' and 'cultural corridor.'
- Need for attention to licensing laws to allow multi-use premises.
- Suggestions: Clarification on the 'active ground floor' section.

**Suggestions:** 0.5% of respondents provided suggestions about Approach 6F. These included:

- Does not understand the active ground floor section in proposals.

### **Approach 6G**

**Support:** 1% of respondents provided comments in support of Approach 6G. These included:

- Backing for sustainable buildings and use of space.

**Against / concerns:** 4% of respondents provided comments against or with concerns about Approach 6G. These included:

- Distrust in the council's ability to follow sustainable development policies.
- Caution against vertical greening and district heating for all.
- Suggestions:
- Inclusion of bird nesting features in new and retrofitted buildings.
- Consideration of long-term sustainability, not just cost-effectiveness.

**Suggestions:** 4% of respondents provided suggestions about Approach 6G. These included:

- Include district heating in the redevelopment.
- Consider inequalities across Bristol, address climate crisis through sustainable projects, and prioritise green initiatives in developments.

### **Approach 6H**

**Support:** 5% of respondents provided comments in support of Approach 6H. These included:

- Advocacy for refurbishing and repurposing buildings instead of demolition.
- Desire for vacant spaces to be used for community and cultural purposes.

**Against / concerns:** 0.5% of respondents provided comments against or with concerns about Approach 6H. These included:

- Recognition that some existing buildings are unattractive for conversion.

**Suggestions:** 1% of respondents provided suggestions about Approach 6H. These included:

- Avoiding demolition of the Galleries and promoting creative reuse.
- Promoting conversion of unused retail space into accommodation.

**General comments against / concerns about Strategy 6 and all approaches 6A – 6H**

- Call for clear resolution of conflicts between approaches.
- Questions about prioritisation, timeline, and consideration for existing residents.
- Scepticism about the use of council tax for vanity projects.
- Concerns about the decline of high streets outside the city centre.
- Lack of trust in the council's ability to manage development projects.
- Desire for Bristol's uniqueness to be reflected in the development plans.
- Call for better waste disposal and management to reduce litter.

**General comments with suggestions for Strategy 6 and all approaches 6A – 6H**

- Engage with interested parties in city transformation.
- Improve engagement with developers and utilise the Council's unique position.
- Inclusion of diverse perspectives in promotional materials.
- Define the term 'sustainable' in the document context.
- Clarification on the engagement process and resolution of conflicts between approaches.
- Inquiry about the status of the Galleries, questioning if it will be demolished.

## **5 Survey results: Broadmead Placemaking Plan**

### **5.1 Summary of the seven street types and the evening economy proposals**

The Broadmead Placemaking Plan aims to increase the extent of pedestrianisation of the city centre and create a hierarchy to its streets. The Placemaking Plan describes seven street types for specific areas. These are:

- Street Type 1: Linear Street Garden – proposed to connect Quay Street, Nelson Street, Broadmead and Cabot Circus
- Street Type 2: Lanes and Courts - for the Broadmead area
- Street Type 3: Civic Avenue – proposed for Merchant Street
- Street Type 4: Garden Street –proposed for The Horsefair and Penn Street
- Street Type 5: Active Corridor – proposed for Union Street
- Street Type 6: Park Edge – for High Street, Newgate, and Broadweir
- Street Type 7: Community Connector and Greener Gateway – for Bond Street.

The Plan also describes proposals to support a successful evening economy and after dark experience.

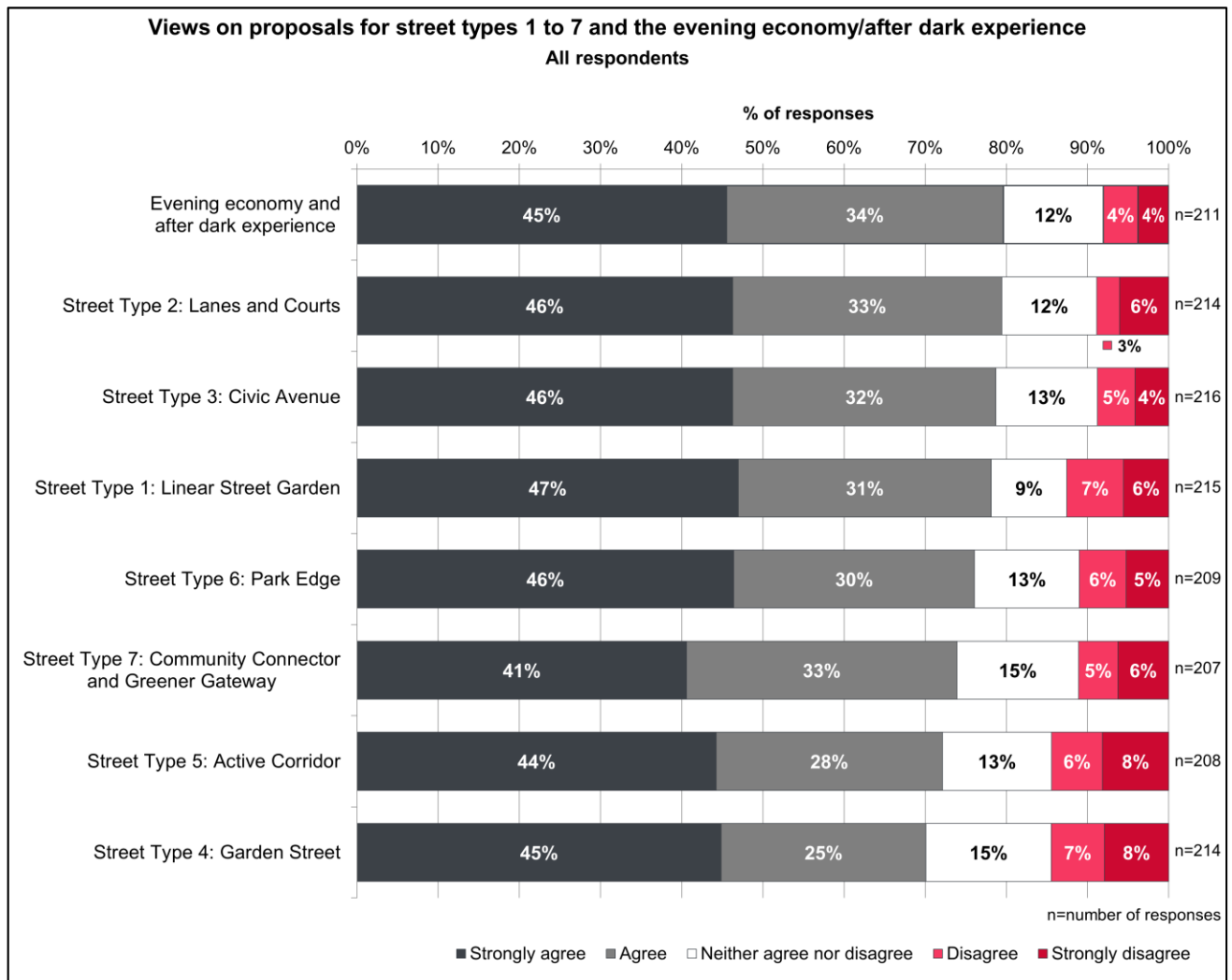
### **5.2 Overview of views on the seven street types and the evening economy proposals**

Respondents were asked if they agree or disagree with the proposals for each of the seven street types and the proposals to support the evening economy and after dark experience.

Figure 27 shows the percentage of respondents who strongly agree, agree, neither agree nor disagree, disagree, and strongly disagree with the proposals for each street type and the evening economy, and the number of people who gave views on each.

In Figure 27, the proposals nearest the top received the highest support (the highest percentage who agree and strongly agree); those at the bottom have the lowest percentage who agree and strongly agree.

**Figure 27: Views on seven street types for Broadmead and proposals for evening economy**



There is strong support for the objective over all 7 approaches.

All the approaches have more than 70% of respondents who agree or strongly agree.

The approach with highest support is Street Type 2: Lanes and Courts, which has 79% who agree or strongly agree and 9% who disagree or strongly disagree.

The approach with lowest support is Street Type 4: Garden Street, for which 70% of respondents agree or strongly agree and 15% disagree or strongly disagree.

The top two approaches were approved of by at least 78% of the respondents, with a further five approaches approved of by more than 70% of respondents.

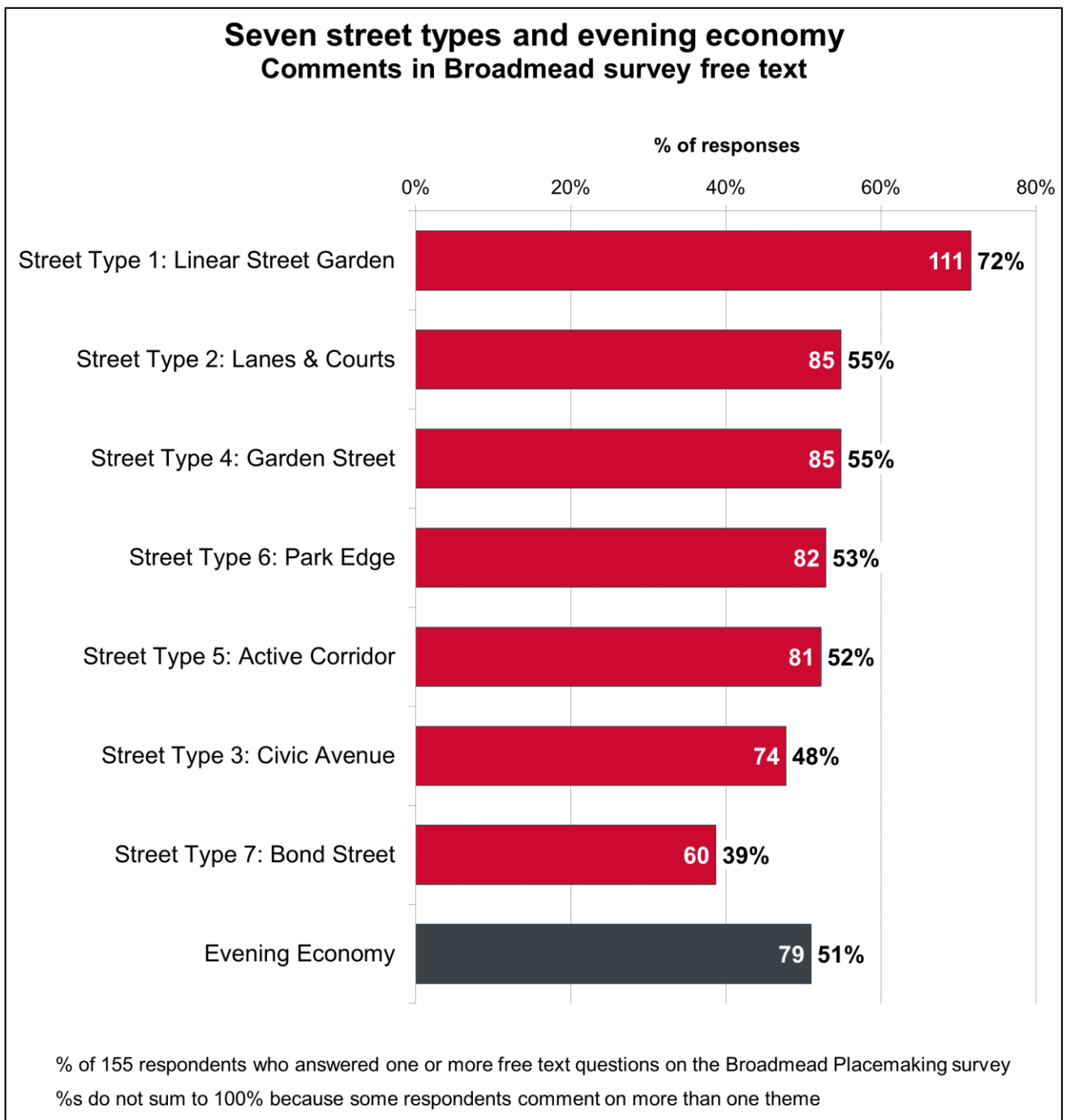
### 5.3 Free text comments on Broadmead Placemaking Plan

#### 5.3.1 Overview of the free text comments

The Broadmead survey included eight free text questions on the seven street types and the evening economy strategy. 155 (71%) of the 217 respondents to the Broadmead survey provided free text comments to one or more of the eight free text questions.

Figure 28 shows the number of respondents who commented on each of the street types and the evening economy strategy. A breakdown of the themes for each strategy and key project is summarised in sections 5.3.2 to 5.3.9.

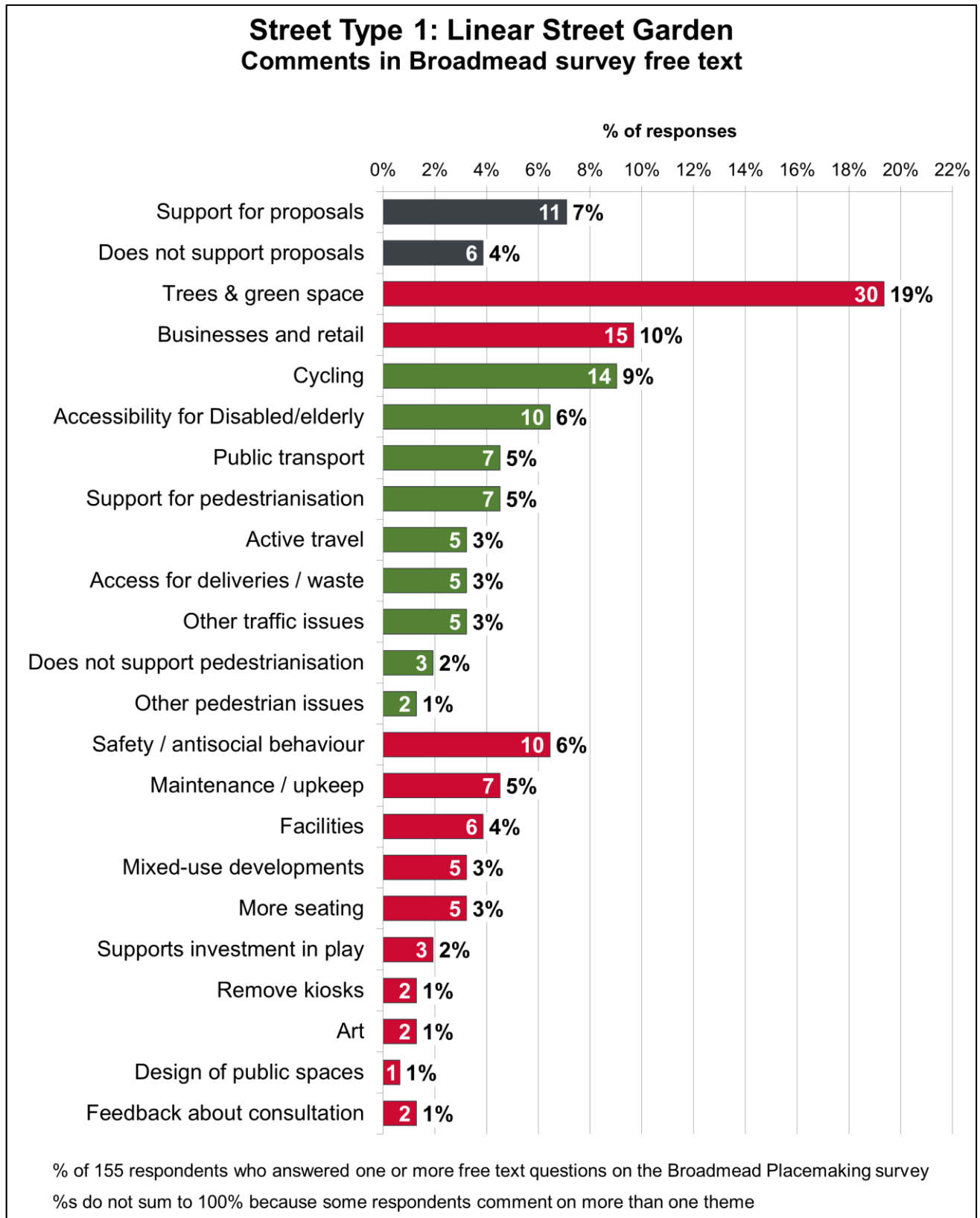
**Figure 28: Overview of comments about the street types and evening economy**



### 5.3.2 Free text comments and suggestions on Street Type 1

Figure 29 shows the themes identified in the free text comments on Street Type 1, and the number of respondents who made comments on each theme. Percentages in Figure 29 and the text below are the proportion of 155 respondents who answered one or more of the eight free text questions in the Broadmead survey.

**Figure 29: Free text themes for Street Type 1: Linear Street Garden**



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110 respondents (71% of 155) provided comments or suggestions about the proposals for Street Type 1: Linear Street Garden.

### **Comments expressing support or concerns about Street Type 1 overall**

(Shown in grey in Figure 29.)

7% of respondents provided comments supporting the proposals. These included:

- Broadmead revitalisation will help address neglect since Cabot Circus development.
- Support for diverse street types in Bristol's city centre.
- Proposals will boost local economy and elevate Bristol's appeal.
- Apply concepts from Sheffield's Grey to Green scheme to Nelson Street's regeneration.
- Recognises positive concepts but concern about future cost and management.

4% of respondents provided comments not supporting the proposals. These included:

- Source of funding for the project is unclear.
- Concerns about altering the city's character negatively.
- Fear of diverting business to Cabot Circus and harming other areas.
- Questioning why people would want to visit the city centre.
- Personal reluctance to visit Bristol's city centre due to unreliable transportation and shopping preferences elsewhere.

### **Comments about transport issues**

(Shown in green in Figure 29.)

9% of respondents provided comments about cycling. These included:

- More cycle parking needed.
- Design space for cycles and scooters.
- Cycle lanes must be segregated.
- Keep the area cycle-free.

6% of respondents provided comments about accessibility. These included:

- Concerns about access for disabled people or those with mobility issues.
- Taxi access for disabled people needed.
- Retain blue badge access.
- Public transport is important for accessibility for elderly & less mobile.

5% of respondents provided comments about retaining public transport access to the area.

5% of respondents provided comments in favour of pedestrianisation.



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3% of respondents provided comments about active travel. These included:

- Support for active travel infrastructure.
- Want to see more provision for skateboarders, bicycles, and scooters in the plan.
- Concerns about pedestrian safety in connection with scooters and cyclists.

3% commented on the importance of maintaining access for delivery vehicles and waste collection.

3% of respondents provided comments about other traffic issues. These included:

- Resident access is required.
- Parking is needed, including parking for the hospital.
- The need to reduce congestion.

2% of comments were opposed to pedestrianisation.

1% of respondents mentioned other issues for pedestrians. These included:

- Ensure walkways are unobstructed.
- Avoiding severance of established pedestrian routes.

### **Comments about other aspects of Street Type 1**

(Shown in red in Figure 29.)

19% of respondents provided comments about trees and green space. These included:

- Concern about care and maintenance of trees.
- Maximise trees and plants in this space.
- Use a variety of plants.
- In favour of more green infrastructure.

10% of respondents provided comments about business and retail. These included:

- Subsidise independent businesses to make them more viable/sustainable.
- Keep the Christmas market where it is.
- Ensure a mix of retail and leisure.
- Have fewer venues that serve alcohol.
- Concern about empty retail units.

6% provided comments about personal safety and antisocial behaviour. These included:

- Concern about issues of drinking, drug dealing, and begging.
- Concern about not feeling safe in this area.
- More action is needed to tackle homelessness.
- Tackle graffiti in this area.

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5% provided comments about maintenance of the improvements. These included:

- Concern about maintenance of plants.
- Waste management must be considered.

4% of respondents provided comments about facilities. These included:

- Installing public toilets.
- Community facilities are needed.
- Shelter from bad weather is needed in the centre.

3% of respondents provided comments about mixed-use developments. These included:

- In favour of mixed-use developments.
- Concern about losing the feel of a shopping area with residential above shops.
- Include more residential buildings in plans.
- Would prefer less student accommodation.

3% of respondents provided comments about wanting more seating.

2% of respondents provided comments about support for investment in play infrastructure.

1% of respondents provided comments about removing kiosks.

1% of respondents provided comments about art. These included:

- Include more art installations.
- Tackle graffiti in the area.

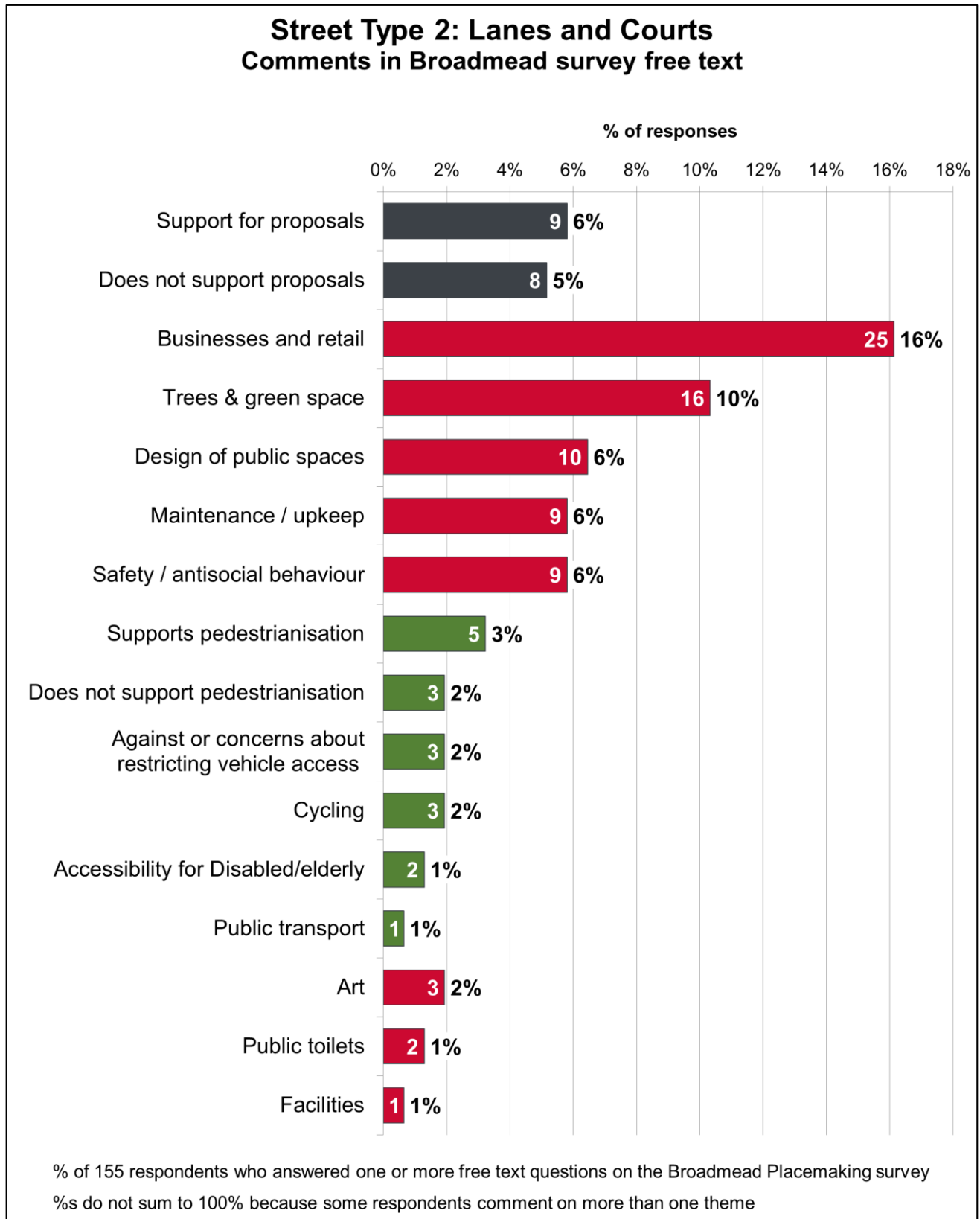
1% requested inspiring designs for public spaces, including use of fountains and green walls.

2% of respondents provided comments about the consultation process.

### 5.3.3 Free text comments and suggestions on Street Type 2

Figure 30 shows the themes identified in the free text comments on Street Type 2, and the number of respondents who made comments on each theme. Percentages in Figure 30 and the text below are the proportion of 155 respondents who answered one or more of the eight free text questions in the Broadmead survey.

**Figure 30: Free text themes for Street Type 2: Lanes and Courts**



81 (52%) respondents commented on the proposals for Street Type 2: Lanes and Courts.

### **Comments expressing support or concerns about Street Type 2 overall**

(Shown in grey in Figure 30.)

6% of respondents provided comments supporting the proposals. These included:

- Proposals break monotony and create interest.
- Mention of successful similar projects in Newbury and Stratford upon Avon.
- Belief in Bristol's potential for benefiting from area redevelopment.
- Recognition of Bristol as an artistic city.
- Support for proposals involving network creation.

5% of respondents provided comments not supporting the proposals. These included:

- Concerned about prolonged construction.
- Critique of plans favouring expensive shops and neglecting essential services.
- Emphasis should be on creating meaningful spaces for shops, restaurants, and entertainment, accessible to everyone.
- Proposals are only superficial improvements.
- Fear that the redevelopment will harm the city's character and strain finances.
- Issues highlighted with transport accessibility and poorly designed infrastructure, affecting Broadmead's appeal.
- Fundamental issues like building aesthetics and layout have not been resolved.
- Sustainable practices must be promoted.
- Concern about further alterations to Quakers Friars, urging preservation of its historical aspects.

### **Comments about transport issues**

(Shown in green in Figure 30.)

3% of respondents provided comments in favour of pedestrianisation.

2% of respondents provided comments not in favour of pedestrianisation.

2% of oppose or had concerns about restricting vehicle access. These included:

- Parking is needed.
- Access to hospital is needed.
- Access for Bristol Waste is needed.

2% of respondents provided comments about cycling. These included:

- Encourage cycling.
- Cycle parking needed.
- Keep the area cycle-free.

1% commented on the importance of accessibility for Disabled and older people.

1% commented on the need for public transport access.

## Comments about other aspects of Street Type 2

(Shown in red in Figure 30.)

16% of respondents provided comments about business and retail. These included:

- Concern about impact on deliveries.
- Financial incentives/rate discounts needed to attract and support smaller businesses.
- Ensure a selection of shops remain affordable to customers.

10% of respondents provided comments about trees and green space. These included:

- The value of trees and plants to mitigate climate change.
- Positive about green walls.
- More trees and more greening wanted.
- Be realistic about planting in pots / under trees that may not survive.
- Use of Bristol / West Country native species

6% of respondents provided comments about the design of public spaces. These included:

- Focus on courtyards and open spaces.
- Provide quieter spaces.
- The need for seating.
- Ensure it is well connected.
- Install creative signage.
- Shelter needed in the centre for poor weather conditions.

6% of respondents provided comments about maintenance. These included:

- Proper maintenance of green infrastructure, including vertical green walls, will be required.
- Concern about who maintains plants and pays for their upkeep.
- Keeping streets clean will be important.

6% provided comments about safety and antisocial behaviour. These included:

- Concern about safety after dark.
- Security will be required.
- Concerns about gangs and drug dealing.
- More action needed to tackle homelessness.

2% of respondents provided comments about public art. These included:

- Include space for art.
- Control graffiti.

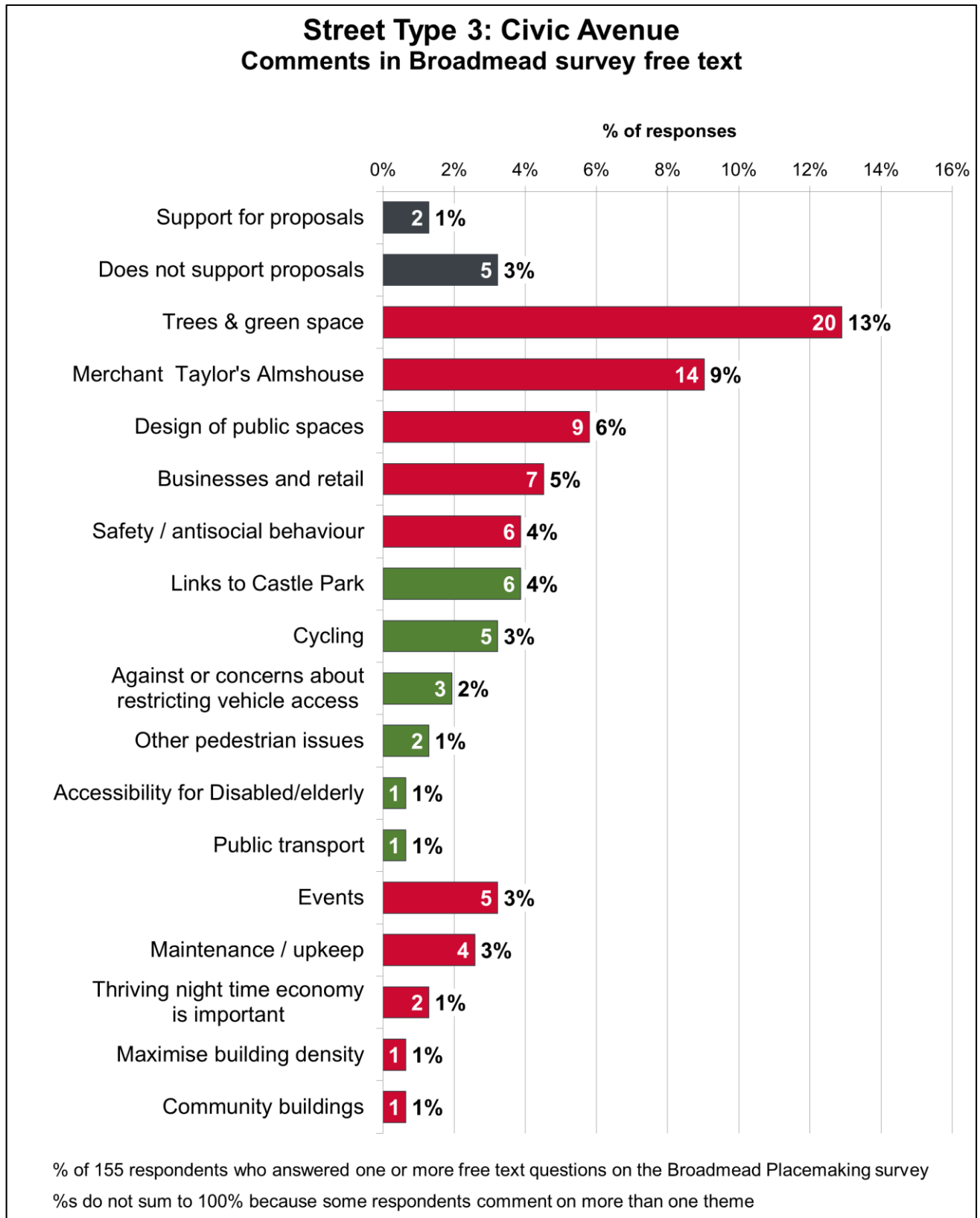
1% of respondents provided comments about public toilets being needed.

1% highlighted the need for community facilities in this area, such as a library and Citizens' Advice Centre

### 5.3.4 Free text comments and suggestions on Street Type 3

Figure 31 shows the themes identified in the free text comments on Street Type 3, and the number of respondents who made comments on each theme. Percentages in Figure 31 and the text below are the proportion of 155 respondents who answered one or more of the eight free text questions in the Broadmead survey.

**Figure 31: Free text themes for Street Type 3: Civic Avenue**



72 (46%) respondents commented on the proposals for Street Type 3: Civic Avenue.

### **Comments expressing support or concerns about Street Type 3 overall**

(Shown in grey in Figure 31.)

1% of respondents provided comments with general support for the proposals.

3% did not support the proposals. Comments include:

- Concern that changes prioritise community and cultural spaces over retail.
- Not happy with emphasis on green spaces and walkways instead of addressing the need for retail shops in the city centre.
- Concern that proposals will have a negative impact on green spaces.
- Pedestrianisation will make commuting to work more difficult.
- Suspicion about favouritism towards developers.

### **Comments about transport issues**

(Shown in green in Figure 31.)

4% of respondents provided comments about links to Castle Park. These included:

- Supports improved linkage to Castle Park.
- Link to Castle Park through old Debenhams site.
- Supports Merchant Street link.

3% of respondents provided comments about cycling. These included:

- Designated cycle route needed.
- Bike parking needed.
- Keep the area cycle free.

2% are against or have concerns about restricting vehicle access, including:

- Bristol Waste will require access.
- Impact on businesses.
- Preference to be able to drive.

1% identified other pedestrian issues. These included:

- Ensure walkways are clear of obstructions.
- In favour of pedestrianisation.

1% stated that Disabled access must be considered.

1% said that public transport access is required.

### **Comments about other aspects of Street Type 3**

(Shown in red in Figure 31.)

13% of respondents provided comments about trees and green space. These included:

- Consider avenue tree planting.
- Support for greening the area.
- Ensure trees are planted with enough space and in permeable paving.
- More variety of plants needed.

9% provided comments about Merchant Taylor's Almshouse. These included:

- Highlight the Almshouse.
- Supportive of change of use of the Almshouse.
- Almshouse should be designated for community use.

6% of respondents provided comments about the design of public spaces. These included:

- Design more places to congregate and meet people.
- Concern this area is a wind tunnel.
- More seating is needed.
- Request for fewer advertisements.

5% of respondents provided comments about businesses and retail. These included:

- Repurpose empty units/buildings.
- Support independents and encourage craft and food markets.
- Keep the kiosks and remove the kiosks.
- A need for animal friendly spaces needed.

4% of provided comments about antisocial behaviour and safety. These included:

- Better lighting is needed for safety.
- Better policing needed.
- Concern about antisocial behaviour.
- Tackle homelessness issue in area.

3% of respondents provided comments about events. These included:

- Have outdoor pop-up performances.
- Improve the Christmas market.
- Have events for young people.

3% provided comments about maintenance and upkeep of the space. These included:

- Concern about where budget for maintenance will come from.
- Maintenance of trees is important.

1% commented on the importance of having a thriving night-time economy.

1% wanted to maximise building density.

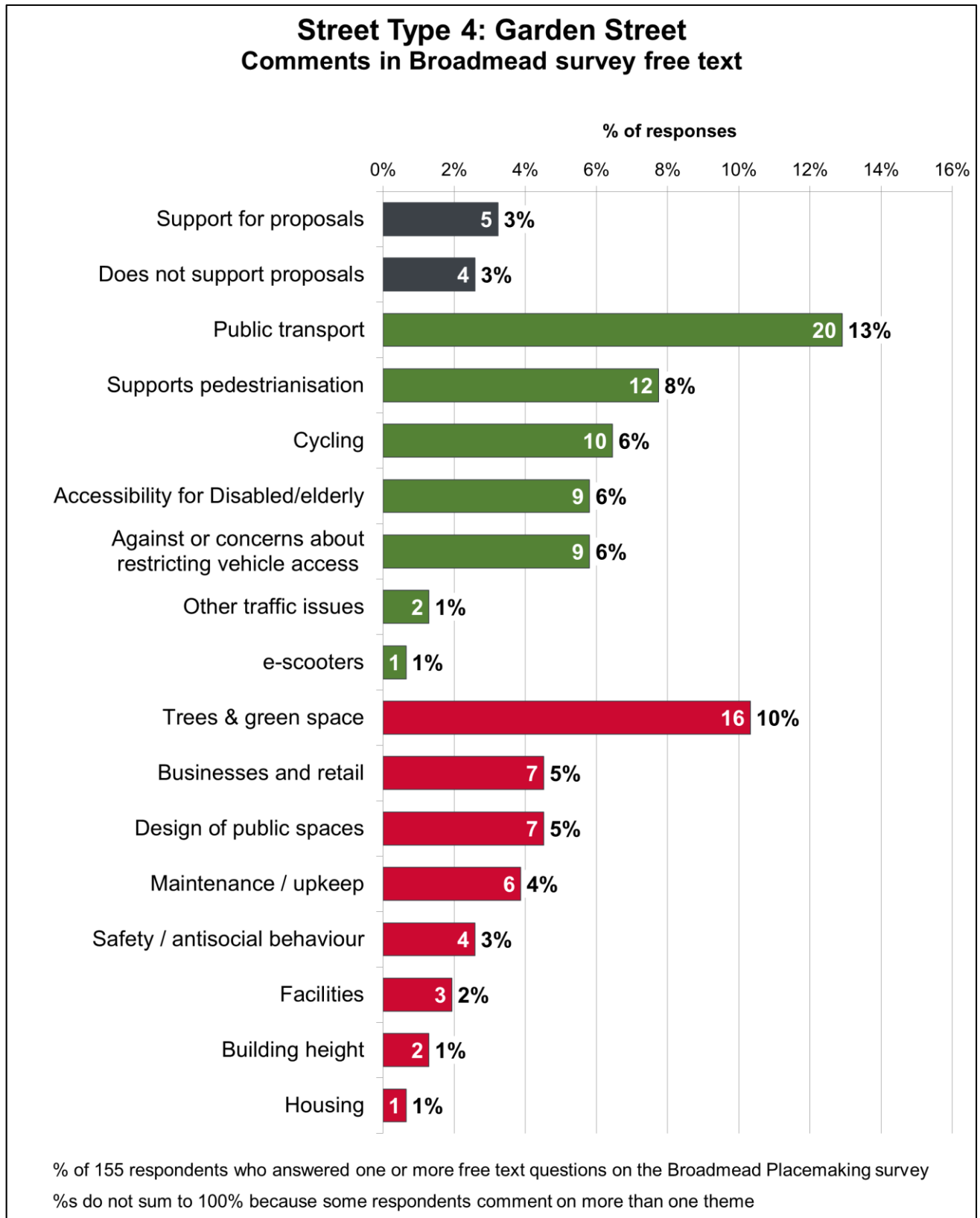
1% said that community buildings are required.



### 5.3.5 Free text comments and suggestions on Street Type 4

Figure 32 shows the themes identified in the free text comments on Street Type 4, and the number of respondents who made comments on each theme. Percentages in Figure 32 and the text below are the proportion of 155 respondents who answered one or more of the eight free text questions in the Broadmead survey.

**Figure 32: Free text themes for Street Type 4: Garden Street**



81 (52%) respondents commented on the proposals for Street Type 4: Garden Street.

### **Comments expressing support or concerns about Street Type 4 overall**

(Shown in grey in Figure 32.)

3% of respondents provided comments supporting the proposals. These included:

- Favourable impressions overall.
- Proposals will enhance trade and the local economy's growth.
- Support for introducing greenery and SUDS drainage.
- Events will improve the area.
- Appreciation for the inclusion of service vehicle provisions.

3% of respondents provided comments not supporting the proposals. These included:

- Carrying shopping to bus stops far away is impractical.
- Concern about being in the city centre in adverse weather and darkness.
- Criticism of perceived lack of community engagement.
- Dismissal of the proposals as idealistic and impractical.

### **Comments about transport issues**

(Shown in green in Figure 32.)

13% of respondents provided comments about public transport access. These included:

- Bus access should be retained.
- If bus routes are moved, ensure they are nearby.
- Public transport access is important for Disabled and older people.
- More detail needed about where buses and taxis will go.

8% of respondents provided comments in favour of pedestrianisation and removing general traffic in The Horsefair and Penn Street.

6% of respondents provided comments about cycling. These included:

- More bike parking is needed.
- Design better connections with other cycle paths/routes.
- Clear markings for cycle lanes.
- Keep pedestrians and cyclists separated.
- Include pedestrian crossings across bike paths.

6% provided comments that access for Disabled people is important. These included:

- Concerns raised over limited access for Disabled people to parking or public transport in proposed pedestrianised areas.
- The need for taxis, parking, and public transport access catering to Disabled people.
- Concern about potential inaccessibility for non-wheelchair users with Disabilities.
- Demand for full consultation with the Disabled community.
- Accessibility for bus users and those using mobility aids if buses are removed.

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6% stated opposition or concerns about restricting traffic in The Horsefair and Penn Street:

- Access is needed for business deliveries and Bristol Waste vehicles.
- Private vehicle access is needed to take shopping home.

1% commented on other traffic issues. these included:

- Illegal parking is a problem in courtyards.
- Hospital access is needed.
- Will there be charging points for electric bikes/mobility scooters?

1% asked if there will there be prohibition on travelling through on stand-up scooters.

### **Comments about other aspects of Street Type 4**

(Shown in red in Figure 32.)

10% of respondents provided comments about trees and green spaces. These included:

- In favour of greening the area.
- In favour of green roofs.
- More trees and more variety of trees is needed.
- Ensure best conditions for tree growth.

5% of respondents provided comments about business and retail. These included:

- Consultation with businesses is important.
- In favour of smaller outlets rather than larger supermarkets.
- More shops to encourage people to the city centre.

5% provided comments about design of public spaces. These included:

- Renovate the underpass.
- Include more residential accommodation.
- Design more places to stop and sit.

4% of respondents provided comments about maintenance and upkeep. These included:

- Concern about who will maintain the new spaces and the cost of upkeep.
- Green roofs require maintenance.
- Design out graffiti.

3% stated their concerns about personal safety and antisocial behaviour in this area.

2% of respondents provided comments about facilities. These included:

- Include water fountains.
- Include space for family activities.

1% made comments about building heights. These included:

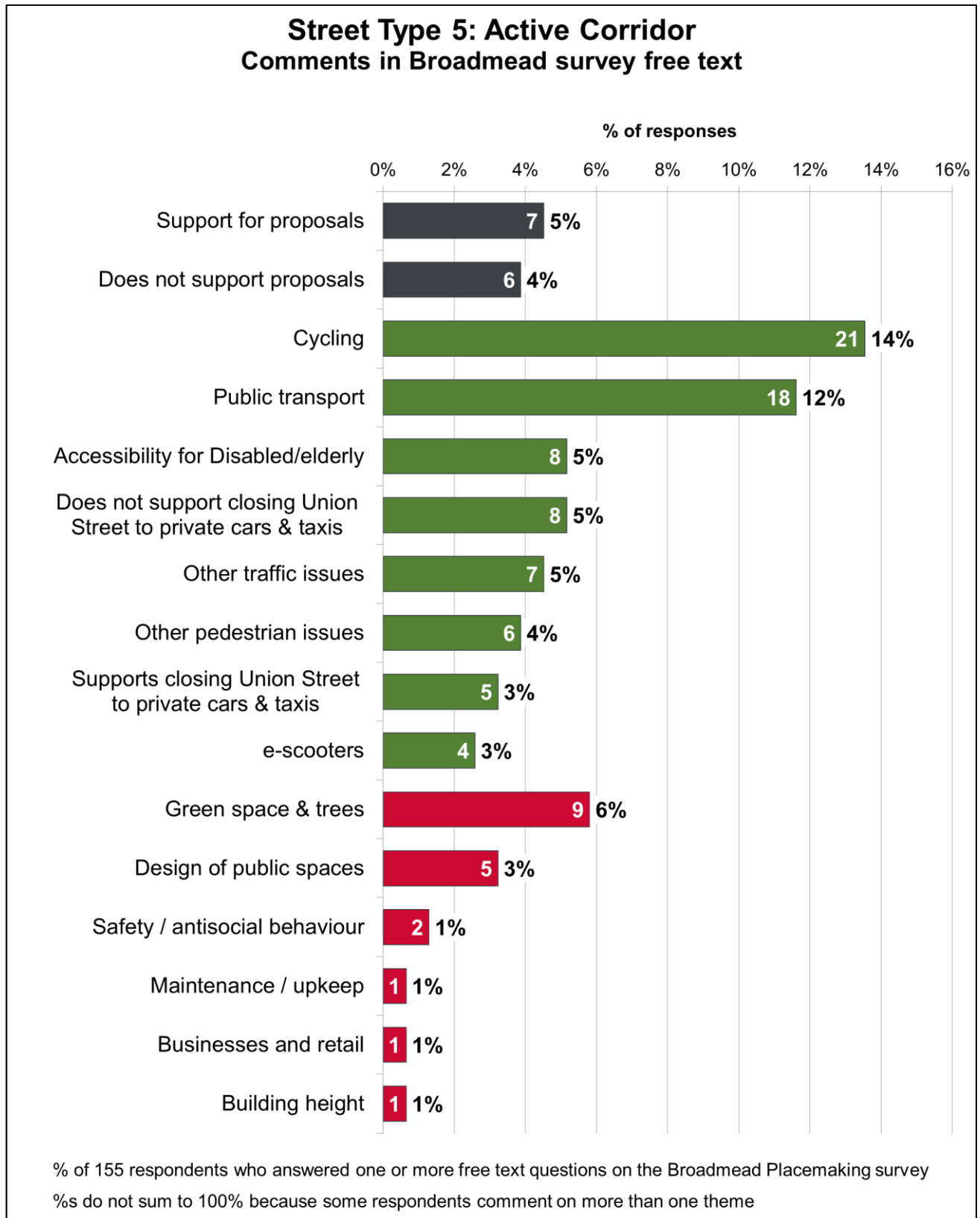
- More detail needed about height of buildings.
- Maximise the height of buildings.

1% stated that affordable housing is required.

### 5.3.6 Free text comments and suggestions on Street Type 5

Figure 33 shows the themes identified in the free text comments on Street Type 5, and the number of respondents who made comments on each theme. Percentages in Figure 33 and the text below are the proportion of 155 respondents who answered one or more of the eight free text questions in the Broadmead survey.

**Figure 33: Free text themes for Street Type 5: Active Corridor**



79 (51%) respondents commented on the proposals for Street Type 5: Active Corridor.

### **Comments expressing support or concerns about Street Type 5 overall**

(Shown in grey in Figure 33.)

5% of respondents provided comments supporting the proposals overall. These included:

- Support for reducing car dependency and promoting active travel, especially cycling.
- Positive about Union Street improvements.
- Overall assessment of plans as logical.

4% provided comments not supporting the proposals overall. These included:

- Concern about closed roads increasing traffic in other areas.
- Concern about feasibility of the proposed changes.
- Criticism regarding unaffordable flats and expensive supermarkets.
- Fewer people will visit the city centre.
- Concern about commute into city centre being more difficult.

### **Comments about transport issues**

(Shown in green in Figure 33.)

14% of respondents provided comments about cycling. These included:

- Include bi-directional cycle lanes.
- Include segregated cycle lanes.
- Include more cycle routes.
- Ensure cycle lanes are clearly marked.
- Cycle routes must be fully connected.
- Ensure cyclists are separated from buses.

12% of respondents provided comments about public transport. These included:

- Only allow buses to pass by this street.
- Allow taxis and buses to continue to use Union Street.
- Buses need to be low- or zero emission.
- Introduce a tram line.
- Design bus lay-bys.
- Public transport stops on a hill are challenging for the elderly.
- Include better signage for ferry points.

5% of respondents provided comments about Disabled access. These included:

- Allow access for disabled drivers.
- Include a blue badge route and parking.
- Buses & taxis are important for disabled access.
- Main bus stop on Union Street is not ideal for disabled people due to the slope.

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5% made comments not in favour of closing Union Street to private cars and taxis.

5% of respondents provided comments about other traffic issues. These included:

- Access for deliveries is important.
- Ease of access for waste management services is important.
- Allow taxis and buses.
- BS1 residents' access needs to be considered.
- Concern about access for workers in city centre.
- Have designated setting down areas for people getting lifts.
- Concern about access for The Galleries car park users.

4% of respondents provided comments about pedestrians and pavements. These included:

- Prioritise pedestrians in this area.
- Widen the pavements.
- Improve connection between Galleries, St Nicks Market and Castle Park.

3% provided comments in favour of closing Union Street to private cars and taxis.

3% of respondents provided comments about e-scooters. These included:

- Better policing of e-scooters is needed.
- Integrate charging points into designs.

### **Comments about other aspects of Street Type 5**

(Shown in red in Figure 33.)

6% of respondents provided comments about green space and trees. These included:

- Retain mature trees.
- Maximise number of trees and plants.
- Carefully pick tree species to avoid potential allergic reactions.
- Trees need large water permeable surfaces around them.

3% of respondents provided comments about design of public spaces. These included:

- Fewer bars in this area.
- Design large open plazas.
- Include a canopy for when it rains.

2% provided comments about personal safety and antisocial behaviour. These included:

- Tackle antisocial behaviour and homeless issues in the area.
- More action is needed to tackle graffiti.

1% stated their concerns about maintenance.

1% of respondents provided comments about businesses and retail. These included:

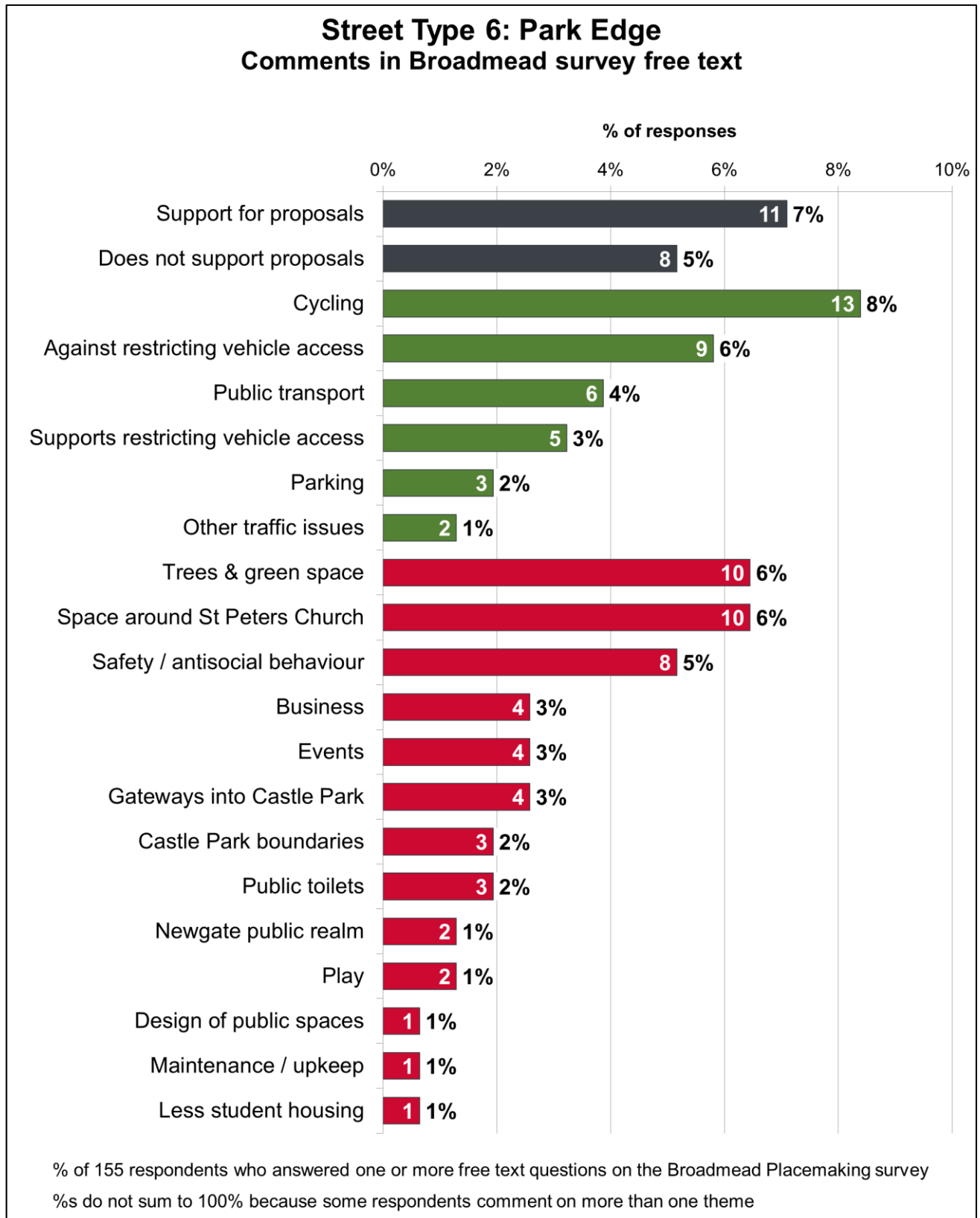
- Would like to see more supermarkets.

1% wanted to restrict building heights.

### 5.3.7 Free text comments and suggestions on Street Type 6

Figure 34 shows the themes identified in the free text comments on Street Type 6, and the number of respondents who made comments on each theme. Percentages in Figure 34 and the text below are the proportion of 155 respondents who answered one or more of the eight free text questions in the Broadmead survey.

**Figure 34: Free text themes for Street Type 6: Park Edge**



81 (52%) respondents provided comments or suggestions about the proposals for Street Type 6: Park Edge.

### **Comments expressing support or concerns about Street Type 6 overall**

(Shown in grey in Figure 34.)

7% of respondents provided comments supporting the proposals. These include:

- Supports improvements as this area is in poor condition.
- Positive response, especially towards market/stall inclusion.
- Optimism for proposed enhancements in the park and Old City.
- Recognition of benefits from reducing traffic and buses, improving air and noise pollution.
- Desire for an expanded Castle Park to increase green space.
- Increased safety and attractiveness by opening up the area.

5% of respondents provided comments not supporting the proposals. These included:

- Opinion that reducing traffic access makes the area less accessible.
- Negative impact on drivers.
- Disagreement with the removal of public transport services, highlighting impacts on commuters and future transit systems.
- Impact of bus removal on those with mobility issues.
- Plan will deter disabled people from visiting Bristol.
- Doubts about cycle lanes
- Disagreement with removing shops for green spaces, emphasising retail need.
- Concerns over shrubbery maintenance.
- Personal concern about inconvenience due to city centre pedestrianisation.

### **Comments about transport issues**

(Shown in green in Figure 34.)

8% of respondents provided comments about cycling. These included:

- Improved connections to East Bristol are needed.
- Family friendly cycling routes are needed.
- Include segregated cycle lanes.
- Ensure cycle lanes are clearly defined.
- Safe pedestrian crossings are needed.
- Concern about conflict between pedestrians and cyclists.
- Keep this area cycle free.

6% were opposed to the proposals to restrict vehicle access

4% of respondents provided comments about public transport. These included:

- Bus access should be retained.



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- Parking and public transport is important for Disabled people and people with mobility issues.
- Public transport is important for workers in city centre retail.
- Improve ferry landing signage.

3% of respondents provided comments supporting restrictions on vehicle access.

2% of respondents provided comments about parking. These included:

- Include disabled parking.
- Concern about where parking in the city centre will be.
- Consider a park and ride scheme.

1% identified other traffic issues, including:

- Ensuring that alternative provision for coaches, taxis and drop off for hotels and venues in Broad St exists from alternative routes
- Requests to mark bus lanes more clearly

### **Comments about other aspects of Street Type 6**

(Shown in red in Figure 34.)

6% of respondents provided comments about trees and green space. These included:

- Remove the old bank buildings near Wine Street.
- Reduce the amount of concrete in designs.
- Would like to see more green space and trees.
- Plant more trees and gardens in St Peter's square.
- Include more shaded areas.
- Include edible planting.

6% of respondents provided comments about the new public space around St Peter's Church. These included:

- Incorporate the church as a usable space.
- Improve pathways within the park that connect to the church.
- Policing of the square is important.
- Supports the proposed water feature.
- Concern that other water features in Bristol, such as at the Harbourside, have been neglected.
- Plant more grass.

5% provided comments about personal safety and antisocial behaviour. These included:

- This area currently feels unsafe, particularly at night.
- This is a hotspot for criminal activity.
- Active policing is required.

3% of respondents provided comments about business and retail. These included:

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- Allow space for outdoor seating for cafes.
- Include space for market stalls.
- Consider uses for derelict and empty retail units.
- Retain more shops.

3% of respondents provided comments about events. These included:

- Consider impact on park and the ground when events are held.
- Consider a permanent stone seating setup in the park for performances.
- Events in the park must be inclusive.
- Consider how people safely get to and from events without public transport.

3% of respondents provided comments about gateways into Castle Park. These included:

- In favour of more links and crossings into Castle Park.
- Supports link back to Dolphin Street

2% of respondents provided comments about Castle Park boundaries. These included:

- Include seating at the edges of the park.
- Too much concrete in proposals.
- Retain castle wall remains.

2% of respondents provided comments about toilets. These included:

- The importance of toilets for enabling people to use the area for longer.
- The need for public toilets accessible to non-customers.

1% of respondents provided comments about the Newgate public realm. These included:

- More ground level shops and restaurants.
- Design more places to stop and spend time within the streets.

1% made comments about the proposals for Play including:

- A suggestion for a castle-themed outdoor play area.
- Requests for extended indoor play facilities.

1% commented on the design of public spaces, specifically:

- the need to recognise Bristol's cultural history and the many waves of peoples, trades, cultural groups who have travelled through/ settled in Bristol.

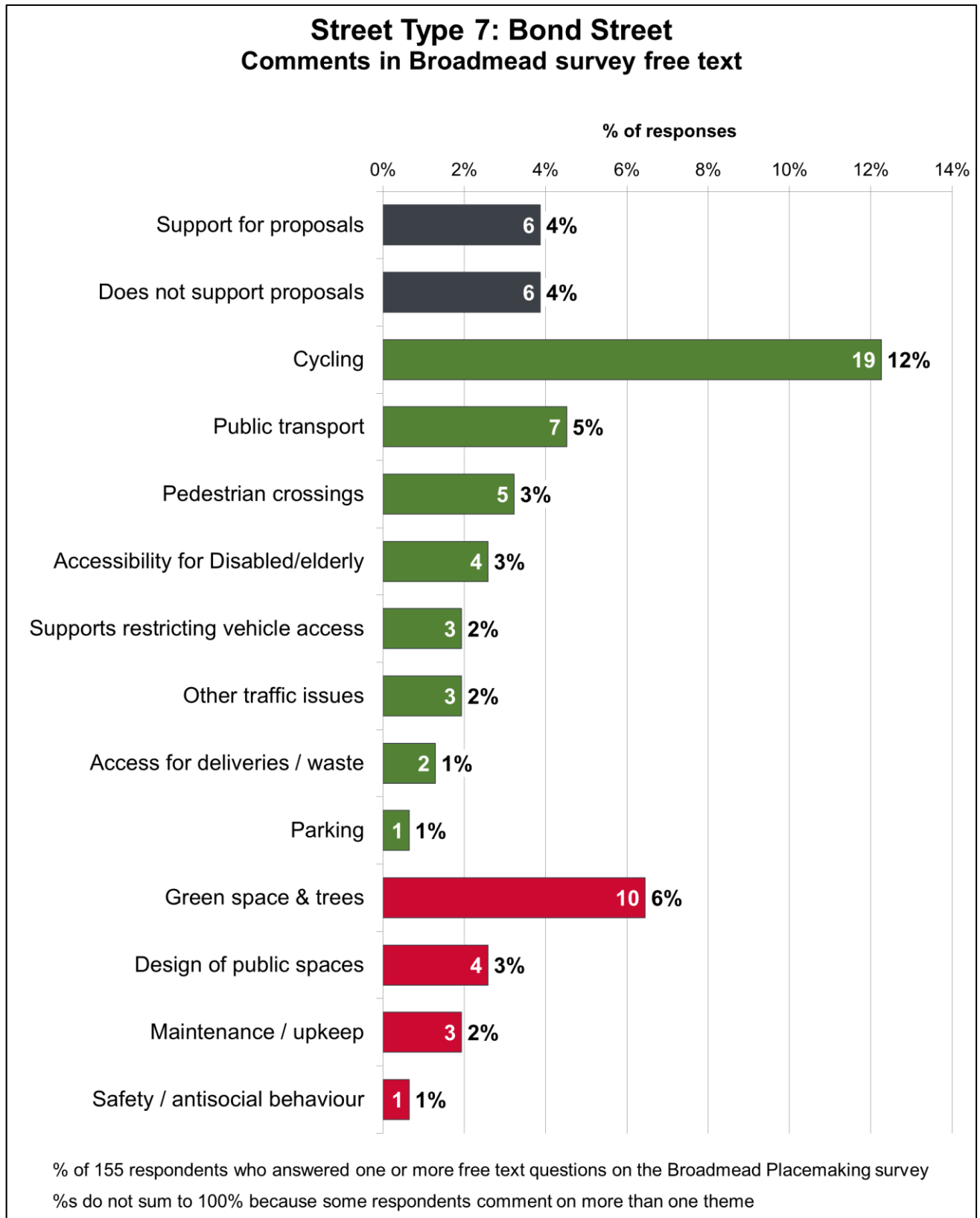
1% identified concern about the maintenance of new spaces.

1% wanted less student housing.

### 5.3.8 Free text comments and suggestions on Street Type 7

Figure 35 shows the themes identified in the free text comments on Street Type 7, and the number of respondents who made comments on each theme. Percentages in Figure 35 and the text below are the proportion of 155 respondents who answered one or more of the eight free text questions in the Broadmead survey.

**Figure 35: Free text themes for Street Type 7: Community Connector and Greener Gateway**



60 (39%) respondents provided comments or suggestions about the proposals for Street Type 7: Community Connector and Greener Gateway.

### **Comments expressing support or concerns about Street Type 7 overall**

(Shown in grey in Figure 35.)

4% of respondents provided comments supporting the proposals. These included:

- Overall positivity about proposals.
- Support for making use of the extensive space available to redevelop in this area.

4% of respondents provided comments not in favour of the proposals. These included:

- Concerns about restrictions affecting businesses, deliveries, disabled individuals, and outsiders.
- Questioning the true motives behind proposed changes and their impact on transportation.
- Necessity of cars in the city.
- Concerns about inconvenience due to pedestrianisation, especially for commuting.
- Proposed changes are unnecessary.

### **Comments about transport issues**

(Shown in green in Figure 35.)

12% of respondents provided comments about cycling. These included:

- Pedestrian and cycle priority over traffic.
- In favour of more cycle routes.
- Would prefer to see cycle paths on both sides of the road.
- A clearly marked cycle lane on Baldwin Street is required.
- Concerned about conflict between pedestrians and cyclists, and better policing of cycling and e-scooters.
- Cycle lanes must be properly segregated from pedestrians and traffic for safety.

5% of respondents provided comments about public transport. These included:

- Better public transport into city centre is essential.
- Consider a tram or underground system.
- Proposed public transport routes are too far away for passengers with reduced mobility.
- Bus lanes are required on both sides of all roads in this development.
- There is no need for proposed bus lanes.

3% of respondents provided comments about the pedestrian crossings. These included:

- Crossings at Bond Street currently take a long time and are not easy to use.
- Reduce traffic on Bond Street to make it easier to cross.
- Consider footbridges over Bond Street.

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3% of respondents provided comments about accessibility for disabled / older people.

These included:

- Concern that restrictions will affect disabled people's access.
- Allow disabled parking.
- Questioning if an equalities impact assessment has been made.

2% support restricting vehicle access, including:

- Too many lanes are provided for cars on Bond Street, and there is not enough space for cyclists and pedestrians.
- Requests to be more radical in restraining cars.

2% identified other traffic issues, including:

- Concern that additional pedestrian crossings will create congestion.
- Concern that all traffic include buses will be slowed down by proposals.

1% commented on the need for access for deliveries and refuse vehicles.

1% wanted to see more parking introduced.

### **Comments about other aspects of Street Type 7**

(Shown in red in Figure 35.)

6% of respondents provided comments about green spaces and trees. These included:

- In favour of green roofs on bus stops.
- In favour of more trees.
- Concerned about tree pit systems and viability of grass underneath planted trees.
- Concerned about maintenance of new green areas and trees.
- In favour of planting in the Bearpit.
- Recommend conducting an ecological survey before planting schemes are decided.

3% of respondents provided comments about the design of public spaces. These included:

- Opposition to electronic billboards.
- Use of paving to recognise Bristol's cultural heritage.
- Tackle graffiti by design and materials.

2% of respondents provided comments about maintenance. These included:

- Concerned about maintenance of new spaces.
- Concerns about waste management.
- Request to improve the appearance of the gateway into the city centre from the M32.

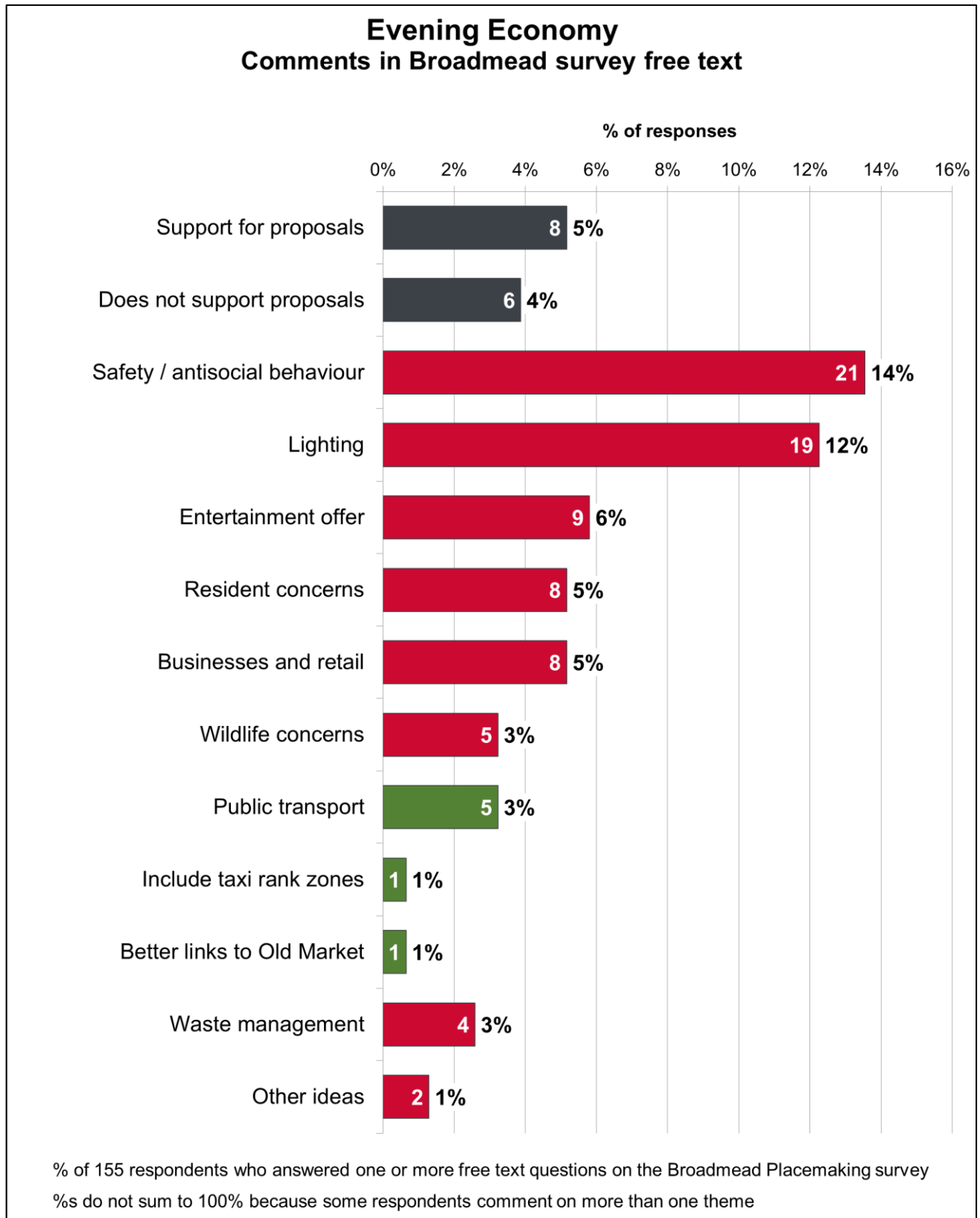
1% of respondents provided comments about safety and antisocial behaviour. These included:

- Better policing of e-scooters is needed in pedestrian-only areas.
- Does not feel safe at night in this area.

### 5.3.9 Free text comments and suggestions on the Evening Economy Strategy

Figure 36 shows the themes identified in the free text comments on the Evening Economy Strategy, and the number of respondents who made comments on each theme. Percentages in Figure 36 and the text below are the proportion of 155 respondents who answered one or more of the eight free text questions in the Broadmead survey.

**Figure 36: Free text themes for the Evening Economy Strategy**



79 (51%) respondents provided comments or suggestions about the proposals for the evening economy and after dark experience.

**Comments expressing support or concerns about the Evening Economy overall**  
(Shown in grey in Figure 36.)

5% of respondents provided comments supporting the proposals. These included:

- Proposals will revitalise the area.
- More people using the area will help safety.

4% of respondents provided comments not supporting the proposals. These included:

- Request for more detail about maintenance responsibility.
- Bristol primarily caters to students.
- Doubt regarding the plan's realism.
- Criticism about potential negative impact of bright colours on neurodivergent individuals.
- More parking is needed.

**Comments about transport issues**

(Shown in green in Figure 36.)

3% of respondents provided comments about public transport. These included:

- The importance of good public transport on the evening economy.
- The importance of being able to get home, including to the outskirts of city.
- All Bristol public transport will need to improve.

1% suggest introducing taxi-rank zones.

1% requested improving links to Old Market.

**Comments about other aspects of the Evening Economy proposals**

Shown in red in Figure 36.)

14% commented on personal safety and antisocial behaviour. These included:

- Concern about late night drinking, rubbish, vandalism and other issues which deter people from the centre.
- Concern about increased anti-social behaviour and how it will be managed.
- Concern that criminal activity and a homeless population within the park deters people from using it after dark.
- Castle Park does not feel safe after dark.
- In favour of encouraging night-time economy but only if safety is improved.
- Encourage families and children to the area to make the area feel safer.
- Improved lighting and CCTV will improve safety.
- Consider more park wardens, police and first aid stations.

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12% of respondents provided comments about lighting. These included:

- Any lighting installed should be low energy or powered by clean energy.
- In favour of creative lighting installations.
- In favour of installations similar to Bristol Light Festival.
- Concern about light pollution and impact on wildlife.
- In favour of improved lighting at nighttime.
- Extra lighting would make people feel safer.
- Concerned about cost of powering additional lighting.
- Lighting must extend beyond Castle Park to connect routes.

6% of respondents provided comments about the entertainment offer. These included:

- Need for wide range entertainment options beyond eating and drinking.
- Concern over competing with other evening entertainment in other areas of the city.
- Need to keep temporary attractions to be managed.
- Benefit of evening to wider age groups.
- Need for evening entertainment to be accessible with toilet facilities.

5% of respondents provided comments on the concerns of residents. These included:

- Concern about impact of noise on local residents.
- Night-time events should end at a reasonable time to respect local residents.
- Ensure that local residents cannot complain and stop night-time experiences.
- Concern about conflict between residential accommodation planned and night-time events.

5% of respondents provided comments about businesses and retail. These included:

- Ensure there is a diverse range of cafes, bars, restaurants.
- Will businesses be able to extend their operating hours to support proposals?
- Important that businesses attract a wide range of demographic and cultures to support nighttime economy.
- Retain mix of restaurants, bars and shops in Broadmead.

3% of respondents provided comments about concerns for wildlife. These included:

- Consider the impact of lighting on nocturnal wildlife.

3% of respondents provided comments about waste management. These included:

- Waste management is needed.
- Evening economy can create litter.
- Vehicle access is needed for waste management.

1% of respondents provided other ideas. These included:

- Potential rickshaw parking.
- Shelter for non-customers.



## **6 Survey results: Castle Park**

### **6.1 Summary of the eight strategies and three key projects for Castle Park**

The objective of the Castle Park Masterplan is to retain and revitalise Castle Park, so it is a green, safe, welcoming and inclusive leisure destination for all.

The Castle Park Masterplan sets out eight strategies to guide strategic future use, organisation, and management of the park and to provide a framework for future projects and initiatives. The strategies are:

- Strategy 1. Park Gateways
- Strategy 2. Heritage Re use
- Strategy 3. Movement – Pedestrian
- Strategy 4. Movement – Cycle
- Strategy 5. Lighting and Safety
- Strategy 6. Green Infrastructure
- Strategy 7. Play
- Strategy 8. Facilities and Events

As part of the Castle Park Masterplan, three key projects have been identified that will bring about the most significant transformation. The projects are:

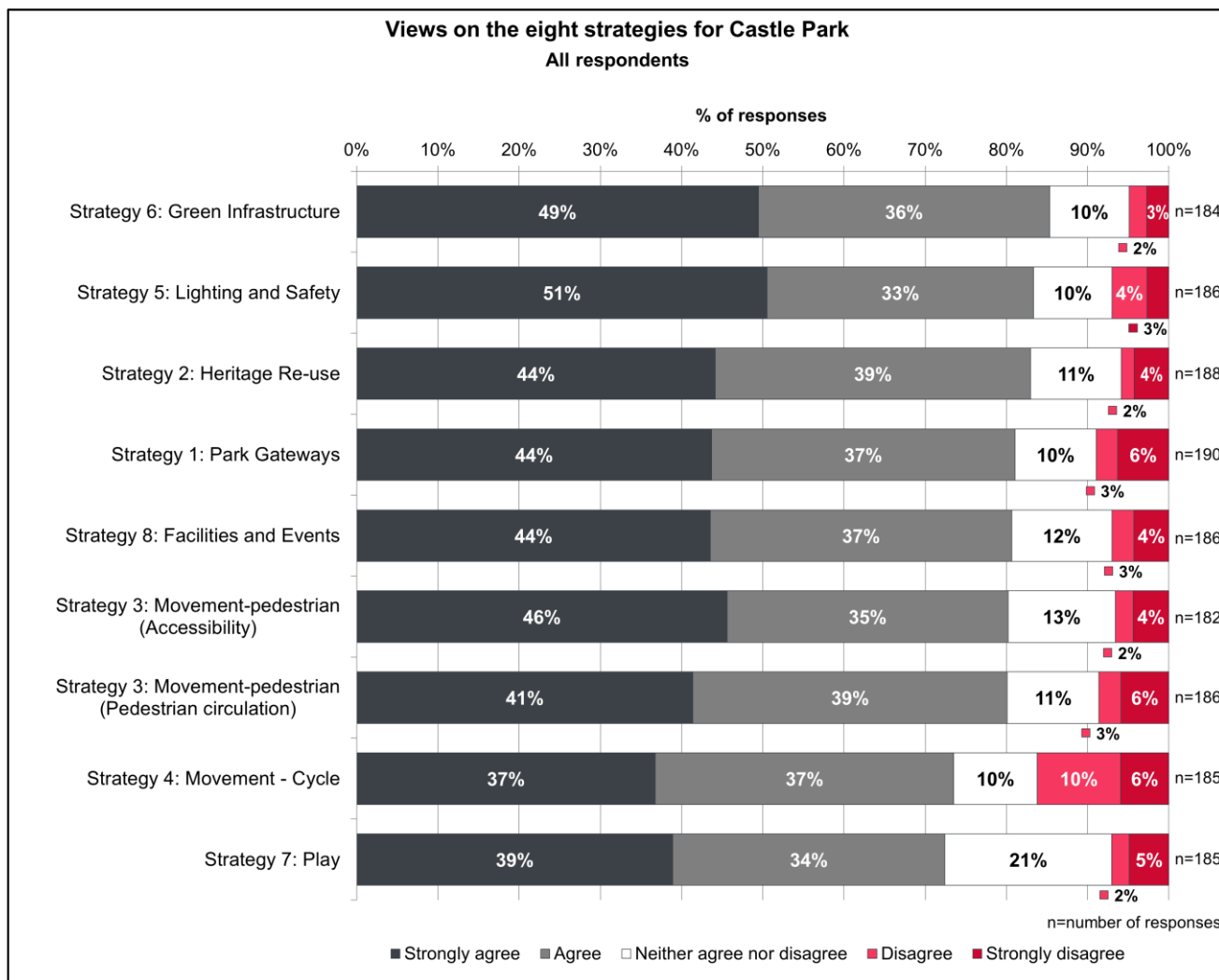
- Key project 1. A New Heart to Castle Park
- Key project 2. Eastern Gateways and Event Meadow
- Key project 3. The Floating Waterfront Edge

### **6.2 Overview of views on the eight strategies**

Respondents were asked if they agree or disagree with the proposals for each of the eight strategies. For strategy 3, respondents were asked to give their views separately on two aspects: pedestrian circulation, and accessibility.

Figure 37 shows the percentage of respondents who strongly agree, agree, neither agree nor disagree, disagree, and strongly disagree with each strategy, and the number of people who gave views on each.

**Figure 37: Views on the eight strategies for Castle Park**



There is strong support for the objective over all 8 strategies.

All of the 8 strategies have more than 73% of respondents who agree or strongly agree.

The strategy with highest support is Strategy 6: Green Infrastructure, which has 85% who agree or strongly agree and 5% who disagree or strongly disagree.

The strategy with lowest support is Strategy 7: Play, for which 73% of respondents agree or strongly agree and 7% disagree or strongly disagree.

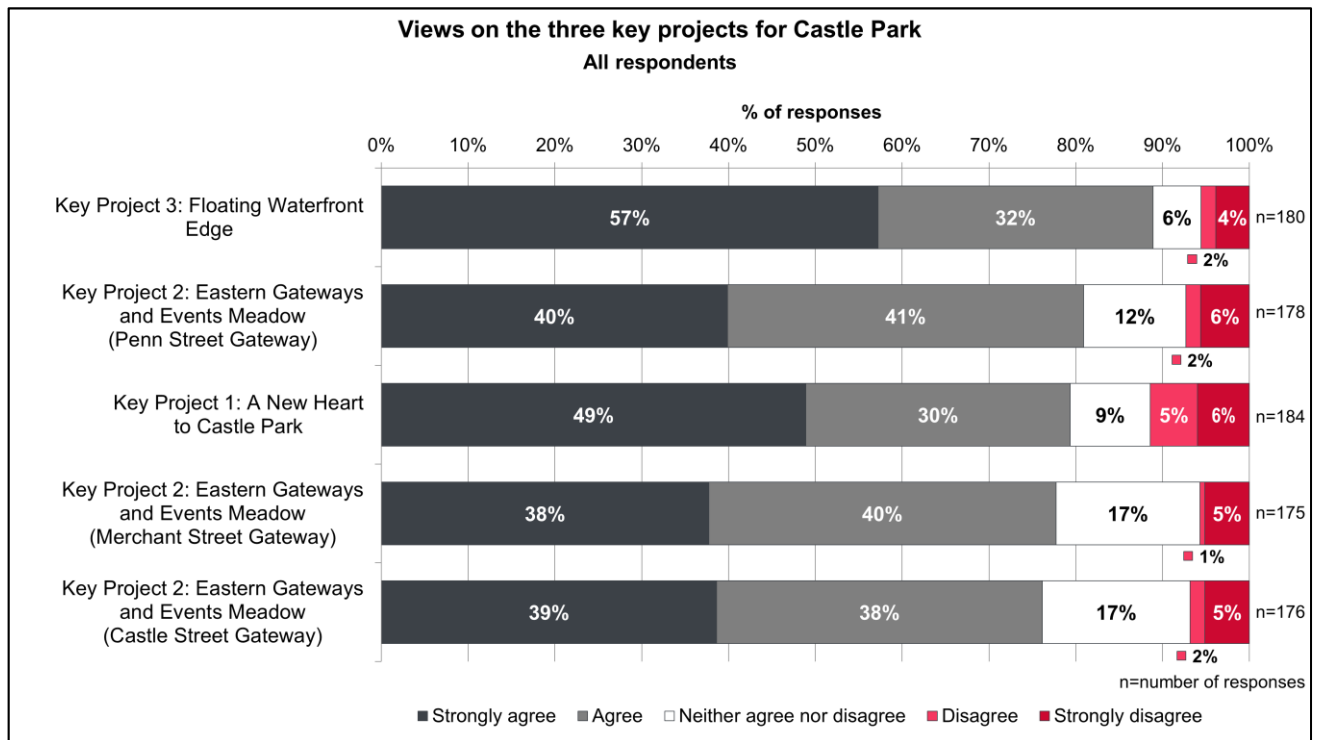
The top two strategies were approved of by at least 84% of the respondents, with a further five approved of by more than 73% of respondents.

### 6.3 Overview of views on the key projects for Castle Park

Respondents were asked if they agree or disagree with the proposals for each of the three key projects. For Key project 2, respondents were asked to give their views separately on three aspects: Penn Steet Gateway, Merchant Street Gateway, and Castle Street Gateway.

Figure 38 shows the percentage of respondents who strongly agree, agree, neither agree nor disagree, disagree, and strongly disagree with each of the three key projects, and the number of people who gave views on each.

**Figure 38: Views on the three key projects for Castle Park**



There is strong support for all three of the key projects for Castle Park.

All of the key projects have more than 77% of respondents who agree or strongly agree.

The project with highest support is Key project 3. The Floating Waterfront Edge, which has 89% who agree or strongly agree and 6% who disagree or strongly disagree.

The project with lowest support is Key project 2: Eastern Gateways and Events Meadow Castle Street Gateway, for which 77% of respondents agree or strongly agree and 7% disagree or strongly disagree.

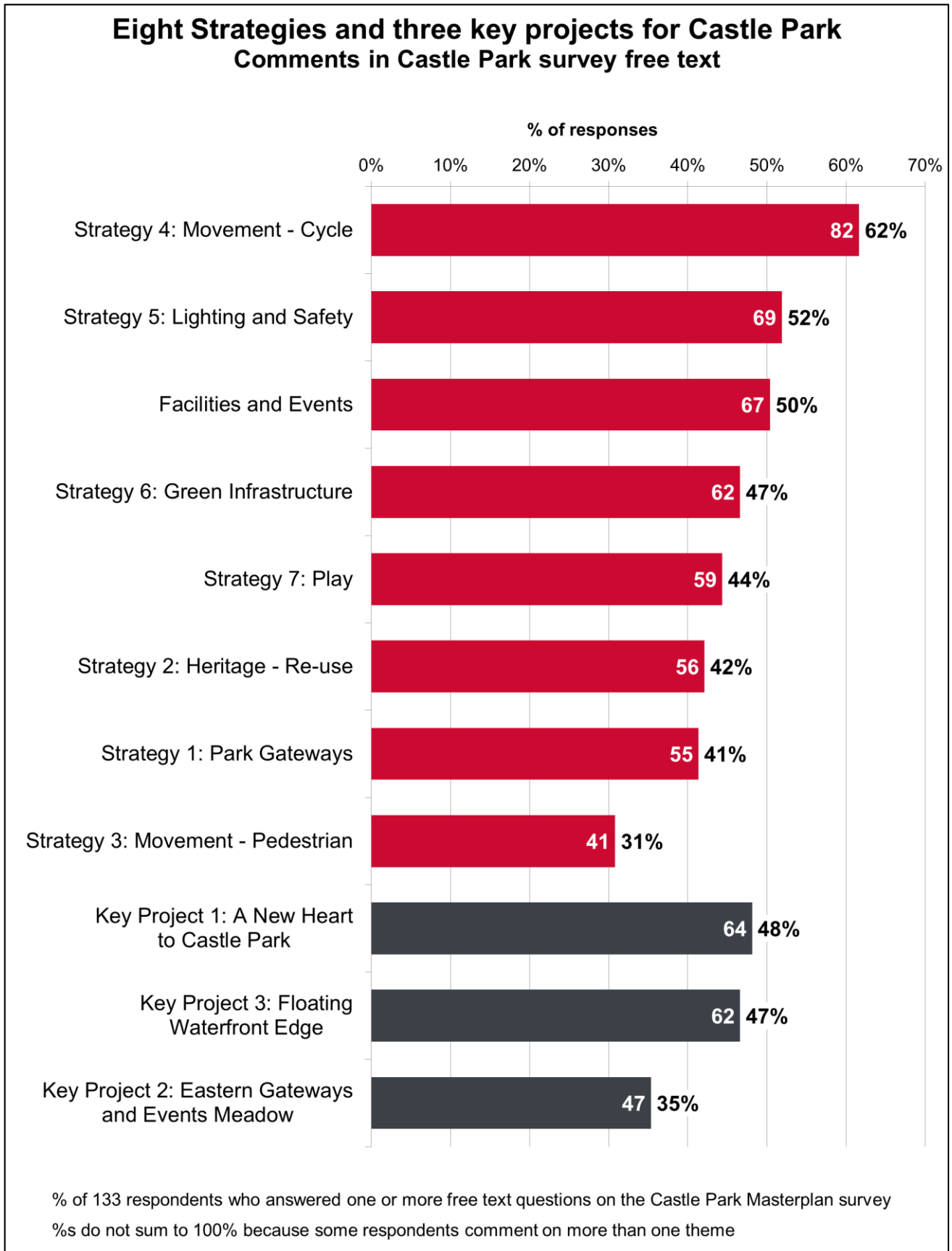
## 6.4 Free text comments on Castle Park Masterplan

### 6.4.1 Overview of the free text comments

The Castle Park survey included 11 free text questions on each of the eight strategies and the three key projects for Castle Park. 133 (69%) of the 193 respondents to the Castle Park survey provided free text comments to one or more of the 11 free text questions.

Figure 39 shows the number of respondents who commented on each of the strategies and key projects for Castle Park. A breakdown of the themes for each strategy and key project is summarised in sections 6.4.2 to 6.4.12.

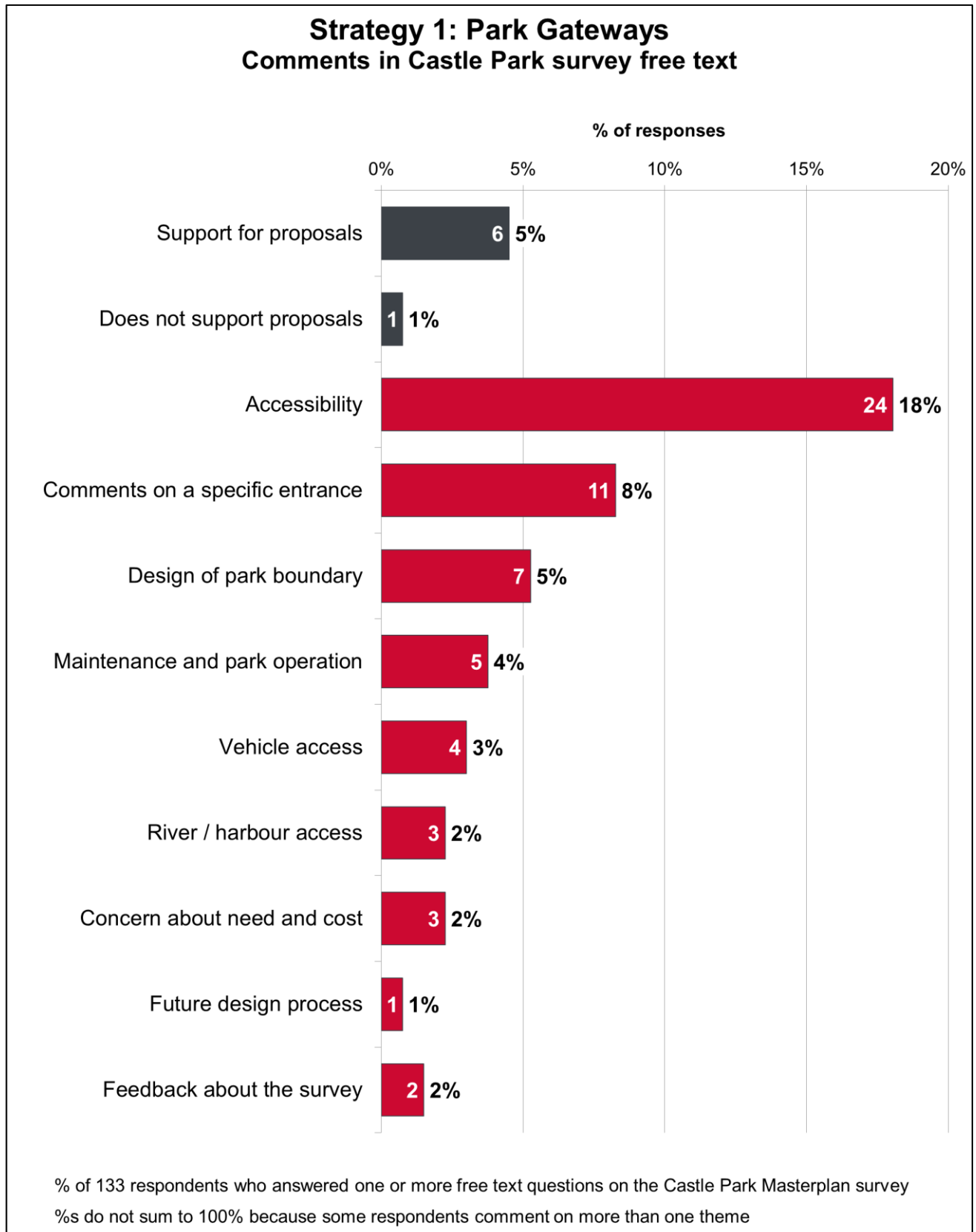
**Figure 39: Overview of comments about the strategies and key projects for Castle Park**



### 6.4.2 Free text comments and suggestions on Strategy 1: Park Gateways

Figure 40 shows the themes identified in the free text comments on Castle Park Strategy 1, and the number of respondents who made comments on each theme. Percentages in Figure 40 and the text below are the proportion of 133 respondents who answered one or more of the free text questions in the Castle Park survey.

**Figure 40: Free text themes for Strategy 1: Park Gateways**



## City Centre Development and Delivery Plan consultation report

A breakdown of the issues under each theme is provided below.

18% of respondents provided comments about accessibility. These included:

- Step-free / accessible access required at all gateways.
- In favour of stepped access designs.

8% of respondents provided comments on a specific entrance. These included:

- Remove the derelict buildings near Wine Street for a more inviting entrance.
- Improve the gateways from Cabot Circus.
- In favour of an entrance at Mary Le Port Street.
- Retain the entrance at Baldwin Street and Bristol Bridge.
- In favour of an entrance at Broadmead / Cabot Circus.
- In favour of a secondary entrance at St Nicholas market.
- Not in favour of removing the bridge to the Galleries.

5% of respondents provided comments about design of the park boundary. These included:

- In favour of an open plan style.
- Not in favour of an open plan style.
- Consider removing trees to create more space.
- Consider removing exterior walls of the park.

4% of respondents provided comments about maintenance and park operation. These included:

- Concern about maintenance.
- Waste disposal is important.

3% of respondents provided comments about vehicle access. These included:

- Allow private vehicle access.
- Emergency service access is important.

2% of respondents provided comments about river and harbour access. These included:

- Improve access to the floating harbour.
- Include River Frome in plans.
- Use waterfronts to recognise diversity.

2% of respondents provided comments concerned about need and cost. These included:

- Proposals are an unnecessary expense.

1% of respondents provided comments about the future design process. These included:

- More consultation needed on detailed designs.

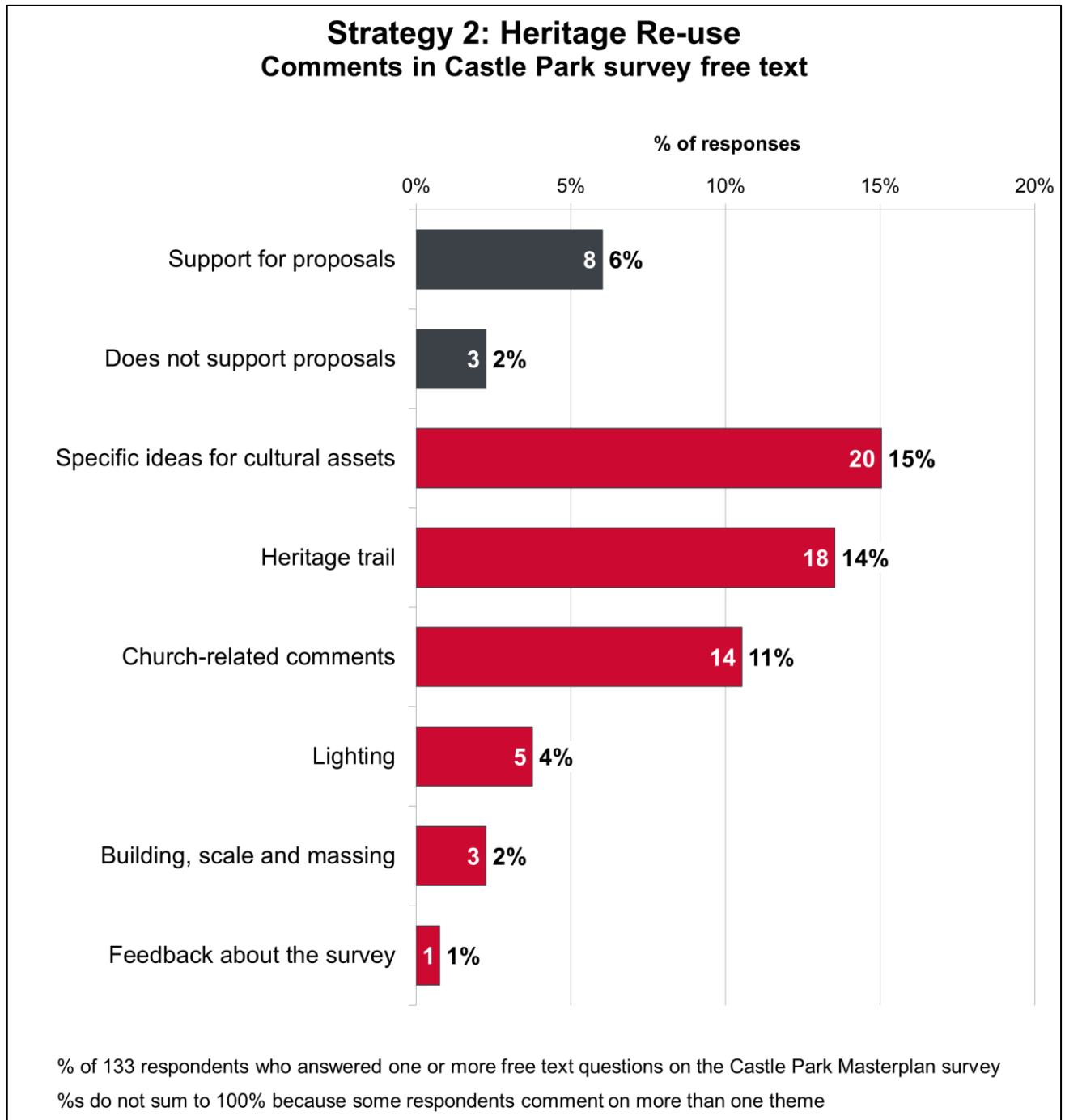
2% of respondents provided comments with feedback about the survey. These included:

- The plans are hard to understand.

### 6.4.3 Free text comments and suggestions on Strategy 2: Heritage Re-use

Figure 41 shows the themes identified in the free text comments on Castle Park Strategy 2, and the number of respondents who made comments on each theme. Percentages in Figure 41 and the text below are the proportion of 133 respondents who answered one or more of the free text questions in the Castle Park survey.

**Figure 41: Free text themes for Strategy 2: Heritage Re-use**



A breakdown of the issues under each theme is provided below.

## City Centre Development and Delivery Plan consultation report

15% of respondents provided comments about specific ideas for cultural assets. These included:

- Connect the heritage trail with the rest of the city.
- In favour of a heritage trail.
- Ensure the heritage trail is accessible to all.
- The heritage trail must flow easily.
- Use planting to signify the heritage trail.
- Look at opportunities to monetise the route.
- Maintain historic character in designs.
- Rename the path leading to the Sikh memorial.
- Consider street signs that show old city layout.

14% of respondents provided comments about the heritage trail. These included:

- Reuse and highlight the castle ruins.
- Restore historic streets and signs.
- Make cultural and historic information more accessible.
- Link heritage re-use with modern cultural values and religions.
- Use the Vaulted Chambers.
- Highlight St Edith's Well.
- Improve the war memorial.
- Riverfront should recognise the role of immigration.
- Replace the Dutch coffee house.

11% of respondents provided comments about churches. These included:

- Convert St Peter's Church into a usable space.
- St Mary Le Port church and nearby area needs revamping.
- Preserve the ruined churches as a memorial.
- Make the church a focal point.

4% of respondents provided comments about lighting. These included:

- In favour of lighting and projections.
- Not in favour of lighting and projections.

2% of respondents provided comments about building, scale, and massing. These included:

- New buildings must compliment historic ones and not obstruct them.
- Restrict height of new buildings.

1% of respondents provided comments with feedback about the survey. These included:

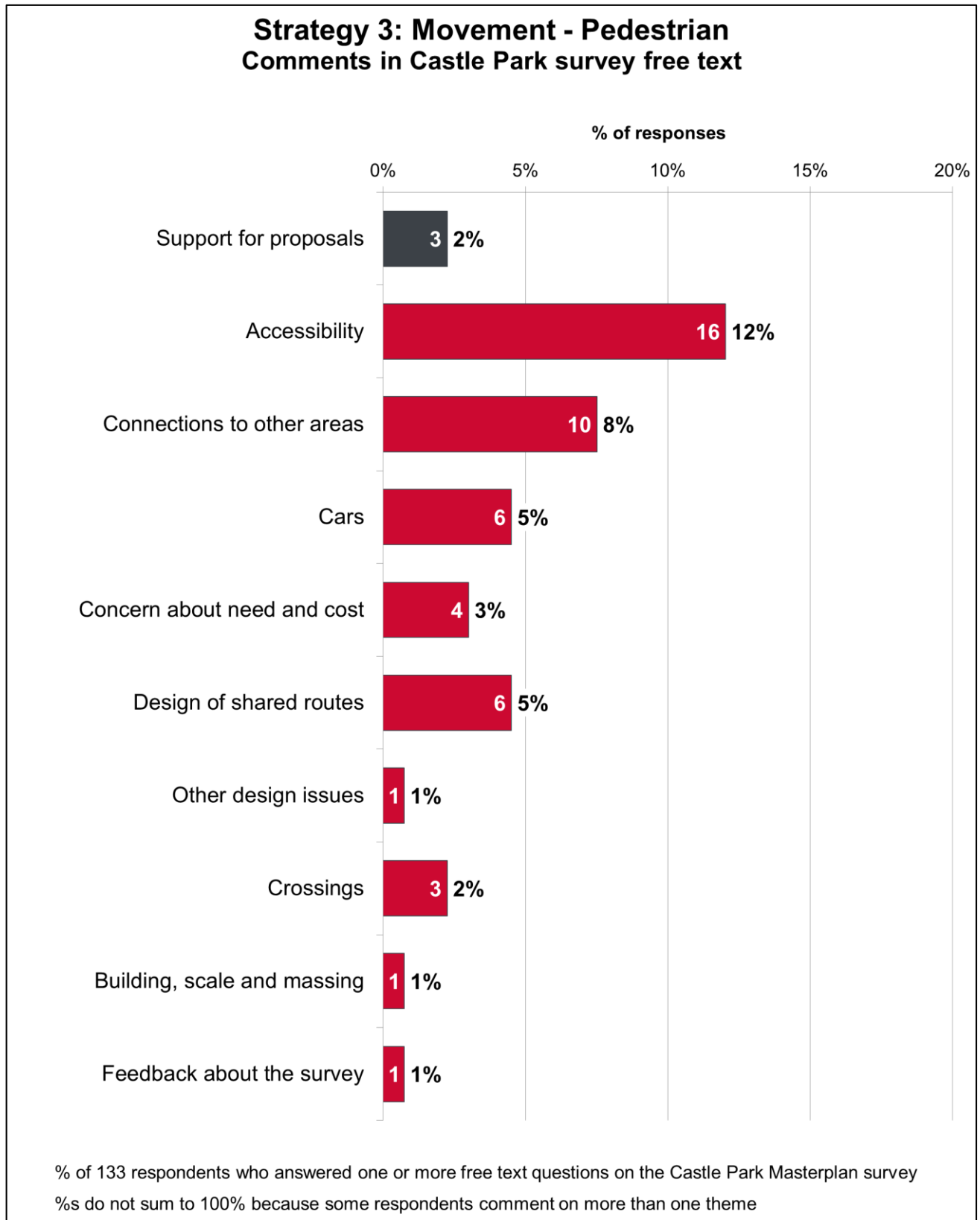
- The survey map is confusing.



### 6.4.4 Free text comments and suggestions on Strategy 3: Movement – Pedestrian

Figure 42 shows the themes identified in the free text comments on Castle Park Strategy 3, and the number of respondents who made comments on each theme. Percentages in Figure 42 and the text below are the proportion of 133 respondents who answered one or more of the free text questions in the Castle Park survey.

**Figure 42: Free text themes for Strategy 3: Movement - Pedestrian**



## City Centre Development and Delivery Plan consultation report

A breakdown of the issues under each theme is provided below.

12% of respondents provided comments about accessibility. These included:

- A lift will cost too much to build, maintain, and protect from vandalism.
- More seating is needed.
- Include railings to assist with slopes.
- Brail maps/location assistance is needed.
- Disabled access is important.
- Flatter walkways are needed.
- Have quieter spaces and routes through the park.

8% of respondents provided comments about connections to other areas. These included:

- Better connections to liveable neighbourhood in East Bristol.
- In favour of route running east to west.
- Access to the Galleries car park is essential.
- Better access to Queen Street is needed.
- The mapped tertiary routes are unnecessary.
- Open St Mary Le Port to St Nicholas market.
- Improve pedestrianisation on Nelson Street.
- Cable cars could be used to connect to Temple Meads.
- Better bus connections and stops are needed.

5% of respondents provided comments about cars. These included:

- Retain vehicle access to Castle Park.
- Reduce traffic around Castle Park.

5% of respondents provided comments about design of shared routes. These included:

- Wider walkways and entrances are needed.
- Primary pedestrian route must enable all modes of transport to get to destinations.

3% of respondents stated their concern about need and cost. These included:

- The proposed changes are not required.

2% of respondents provided comments about crossings. These included:

- Safety measures are needed at crossings of cycles and pedestrians.
- Pedestrian priority is needed at super crossings.

1% of respondents provided comments about other design issues. These included:

- Ensure space is functional for a large number of users.

1% of respondents provided comments about building, scale, and massing. These included:

- Restrict height of new buildings.

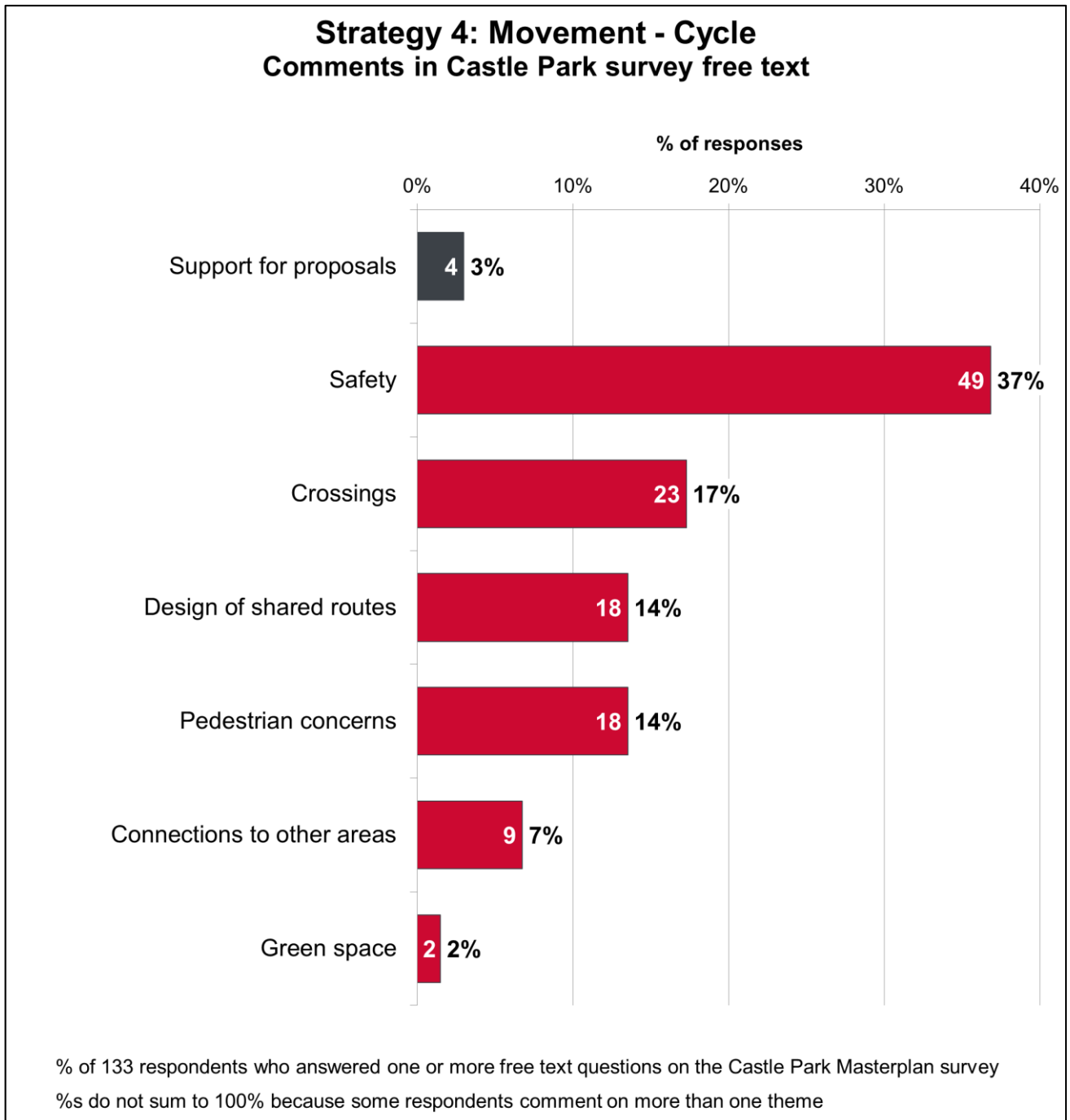
1% of respondents provided comments with feedback about the survey. These included:

- Current map of the park and routes would be useful for comparison.

### 6.4.5 Free text comments and suggestions on Strategy 4: Movement – Cycle

Figure 43 shows the themes identified in the free text comments on Castle Park Strategy 4, and the number of respondents who made comments on each theme. Percentages in Figure 43 and the text below are the proportion of 133 respondents who answered one or more of the free text questions in the Castle Park survey.

**Figure 43: Free text themes for Strategy 4: Movement - Cycle**



## City Centre Development and Delivery Plan consultation report

A breakdown of the issues under each theme is provided below.

37% of respondents provided comments about safety. These included:

- Better segregation of cycles and pedestrians is needed.
- Speed of bikes and scooters needs to be controlled and reduced.
- Secure cycle parking is required.
- Slip resistant paths are needed.
- Clarity needed over where mobility scooters can be used.

17% of respondents provided comments about crossing. These included:

- Proposed crossing points are not good enough.
- Crossing points are not needed.
- Pedestrian priority at crossings and junctions.
- Would like better signage at crossings and shared spaces.

14% of respondents provided comments about design of shared spaces. These included:

- Clearly and brightly marked cycle lane required.
- Different elevation of cyclist and pedestrian paths.
- Swap cycle path and pedestrian path alongside the riverfront.
- Install different texture paths to help visually impaired.
- Widen the cycle paths.
- Create a direct cycle route from Castle Park to Union Street.
- Provide an alternative cycle route around the park.
- Benches on bike lanes will cause conflicts.

14% of respondents provided comments about pedestrian concerns. These included:

- Castle Park should be cycle-free.
- The pedestrian path is frequently overcrowded.

7% of respondents provided comments about connections to other areas. These included:

- Castle Park should remain open to cyclists.
- Route to harbourside needs improving.
- Better connections to liveable neighbourhood in East Bristol are needed.
- Better connection to Queen Street is needed.
- Enhance Fairfax St cycle route.
- Segregated routes must continue across the city.

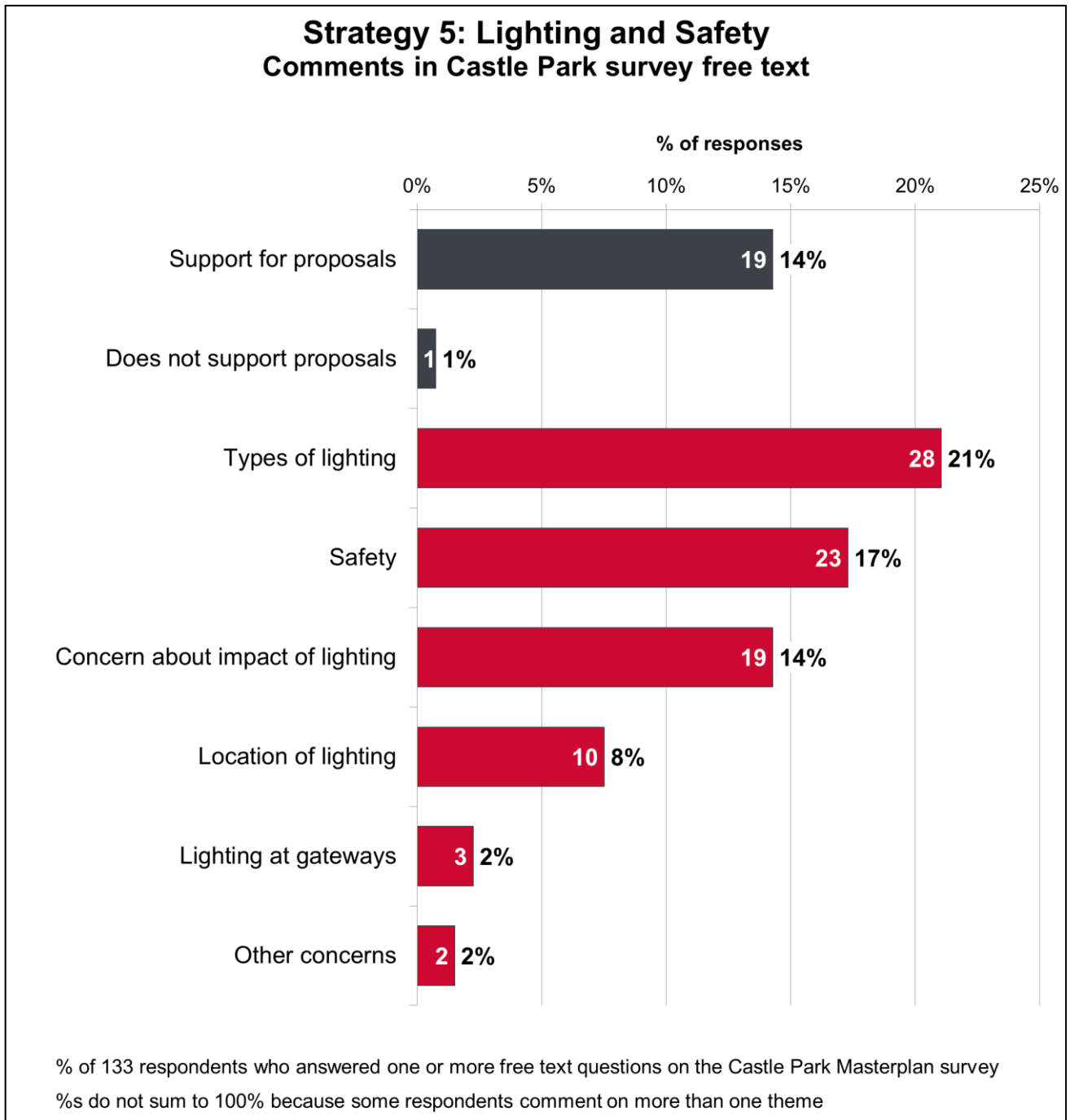
2% of respondents provided comments about green spaces. These included:

- Not in favour of widening paths at expense of green space.
- Reclaim the land near Wine Street.

### 6.4.6 Free text comments and suggestions on Strategy 5: Lighting and Safety

Figure 44 shows the themes identified in the free text comments on Castle Park Strategy 5, and the number of respondents who made comments on each theme. Percentages in Figure 44 and the text below are the proportion of 133 respondents who answered one or more of the free text questions in the Castle Park survey.

**Figure 44: Free text themes for Strategy 5: Lighting and Safety**



## City Centre Development and Delivery Plan consultation report

A breakdown of the issues under each theme is provided below.

21% of respondents provided comments about types of lighting. These included:

- Should be sensitive lighting (e.g. solar studs).
- Use creative lighting (e.g. like Bristol Light Festival).
- Consider using motion activated lighting.
- Lighting should be bright.
- Pathways should be lit from below.

17% of respondents provided comments about safety. These included:

- Park currently feels unsafe at night.
- Wardens are needed to maintain a safe environment.
- Concern about antisocial behaviour.
- Have points where people can access help or emergency services.
- Consider a curfew in the park.
- Remove some trees for safety.
- More CCTV is needed.
- Hold more events to help keep the park safe.

14% of respondents provided comments concerned about the impact of lighting. These included:

- Concern about impact on wildlife.
- Concern about energy usage.
- Concern about impact on local residents.

8% of respondents provided comments about the location of lighting. These included:

- Lighting should only be on the main footpaths.
- Light up heritage features.
- Still too many dark spots in proposals.
- Lighting needed on the hill in the east of the park.

2% of respondents provided comments about lighting at gateways. These included:

- Lighting at gateways is important.

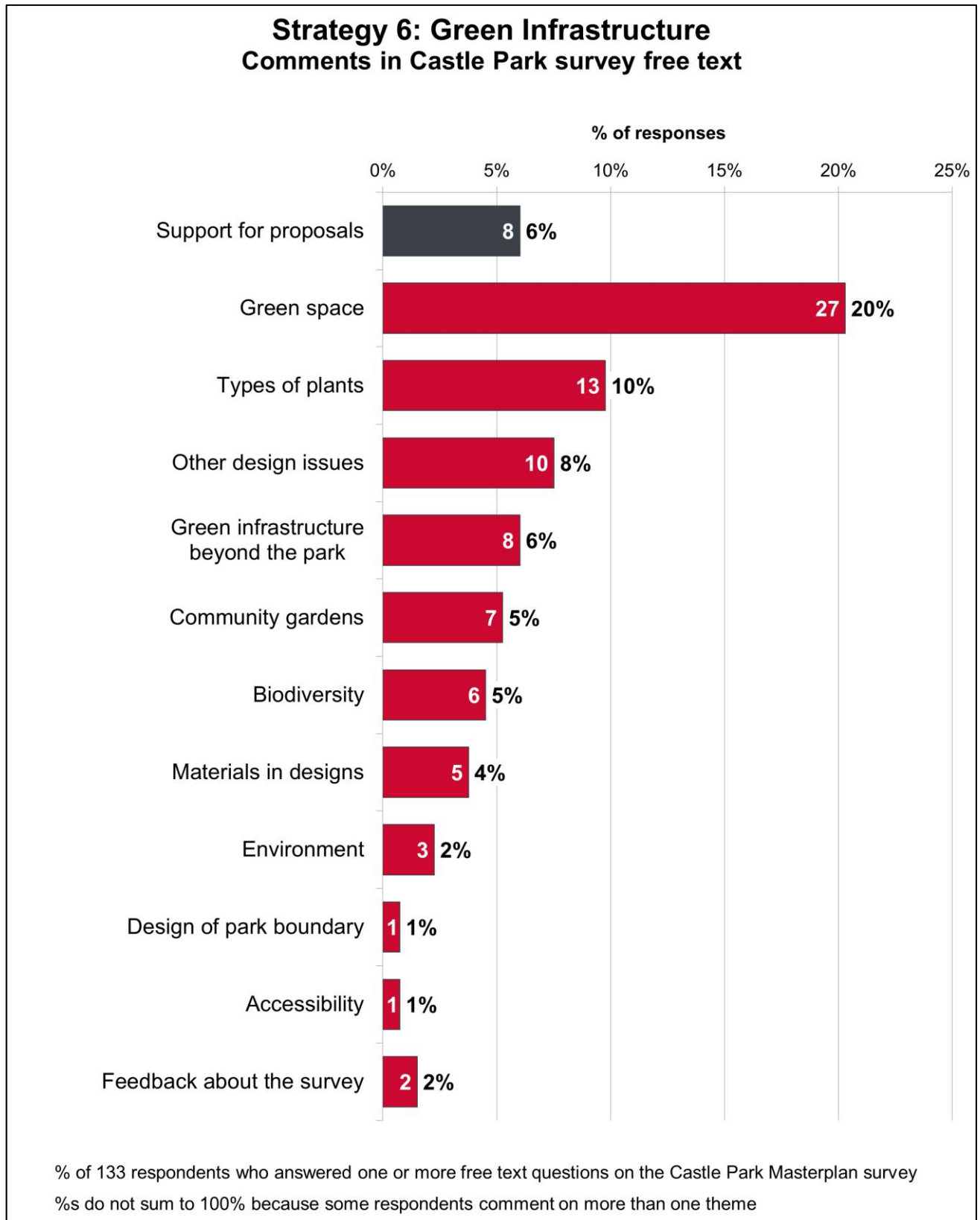
2% of respondents provided comments about other concerns. These included:

- Castle Park needs regeneration.
- Concern about noise.

### 6.4.7 Free text comments and suggestions on Strategy 6: Green Infrastructure

Figure 45 shows the themes identified in the free text comments on Castle Park Strategy 6, and the number of respondents who made comments on each theme. Percentages in Figure 45 and the text below are the proportion of 133 respondents who answered one or more of the free text questions in the Castle Park survey.

**Figure 45: Free text themes for Strategy 6: Green Infrastructure**



## City Centre Development and Delivery Plan consultation report

A breakdown of the issues under each theme is provided below.

20% of respondents provided comments about green space. These included:

- Concern about how green spaces will be maintained.
- Retain as much green space as possible.
- Turn derelict buildings near Wine Street into green space.
- Consider more natural approaches to maintenance.
- Pathways should not break green space.
- Green space preferred to more paths.

10% of respondents provided comments about types of plants. These included:

- Retain existing trees and add more.
- Leave areas of grass uncut for wildflowers.
- Add more aquatic plants in the floating harbour.
- Introduce native plants.
- Vertical greening will not work.

8% of respondents provided comments about other design issues. These included:

- Too much concrete in designs.
- Remove trees and walls to allow landscaping.
- Must include St Mary Le Port.
- Retain natural appearance.
- Consider more natural barriers around edge of park.
- A coal mining risk assessment is needed.
- Not in favour of landscaped terrace proposals.

6% of respondents provided comments about green infrastructure beyond the park. These included:

- Extend the boundaries of the park.
- Extend green infrastructure throughout Broadmead.
- Link greenery to Park Street.

5% of respondents provided comments about community gardens. These included:

- In favour of more community growing space.
- Concerned that community allotments are at risk of vandalism.

5% of respondents provided comments about biodiversity. These included:

- Wildlife corridors needed into the park.
- Consider aquatic wildlife.
- Biodiversity targets are not achievable.
- Encourage nature in the ruins.

4% of respondents provided comments about materials in the designs. These included:



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2% of respondents provided comments about the environment. These included:

- Strong commitments on air quality are needed.
- The park is important for climate mitigation.

1% of respondents provided comments about design of the park boundary. These included:

- Consider more natural barriers around the edge of park.

1% of respondents provided comments about accessibility. These included:

- Falling leaves could cause slip hazards.
- Include a sensory area for partially sighted and the blind.

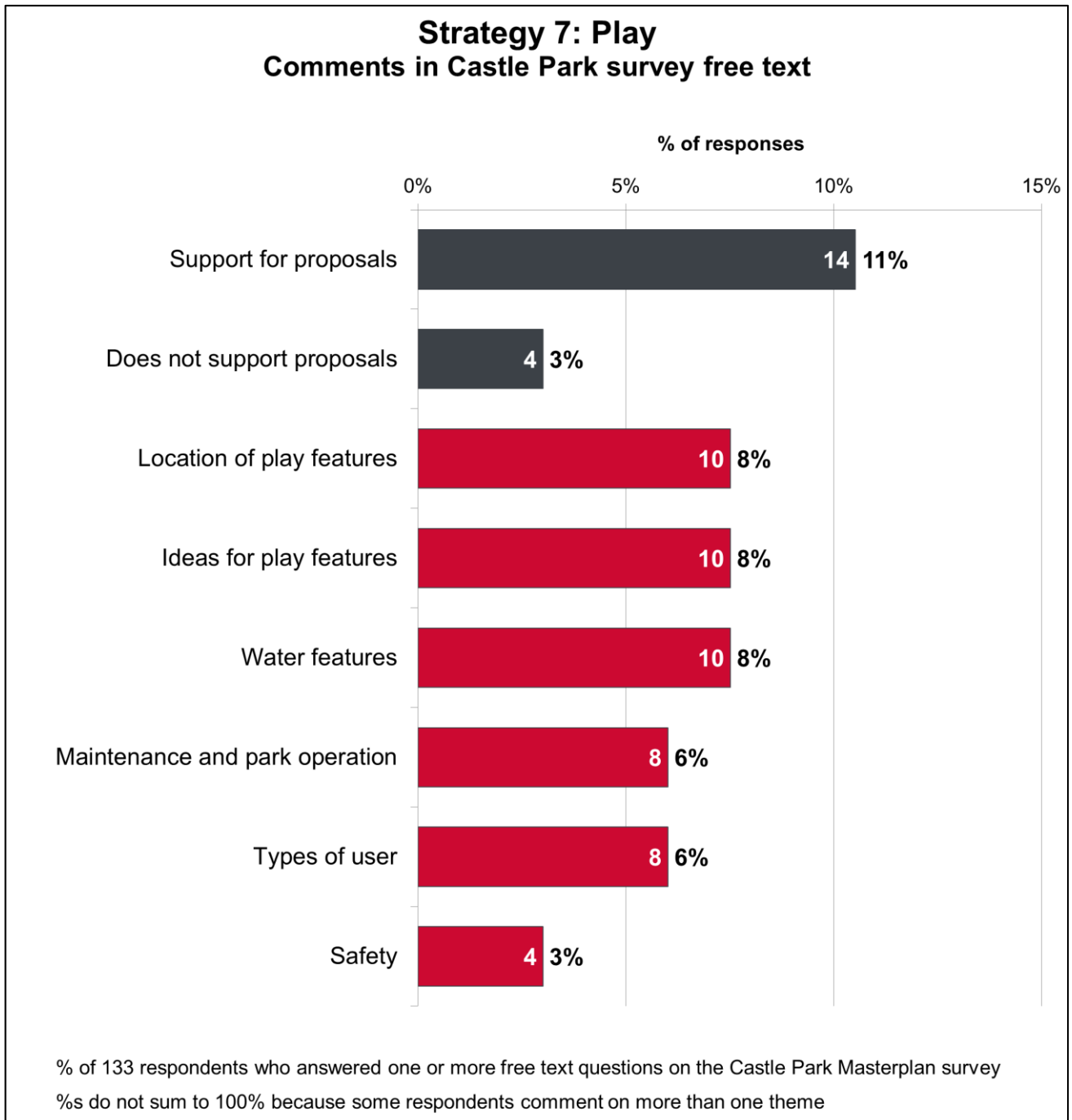
2% of respondents provided comments with feedback about the survey. These included:

- Did not understand meaning of a 'shade tolerant understory'.

### 6.4.8 Free text comments and suggestions on Strategy 7: Play

Figure 46 shows the themes identified in the free text comments on Castle Park Strategy 7, and the number of respondents who made comments on each theme. Percentages in Figure 46 and the text below are the proportion of 133 respondents who answered one or more of the free text questions in the Castle Park survey.

**Figure 46: Free text themes for Strategy 7: Play**



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A breakdown of the issues under each theme is provided below.

8% of respondents provided comments about the location of play features. These included:

- Play area should be small / discrete.
- In favour of location.
- Install a 3rd play space at east end of the park.

8% of respondents provided comments about ideas for play features. These included:

- Consider adding more gym equipment.
- Not in favour of a sand area.
- Incorporate a splash pad.
- Include performance spaces.

8% of respondents provided comments about water features. These included:

- Concern about vandalism & maintenance.
- The fact that other play areas in city are neglected.
- In favour of water fountain proposals.

6% of respondents provided comments about maintenance and park operation. These included:

- Concern that they will be neglected like some other existing city centre locations.
- Ensuring that they are fully accessible to all.

6% of respondents provided comments about types of user. These included:

- In favour of play for adults.
- To be toddler friendly.
- To be disabled friendly.
- In favour of play for girls.

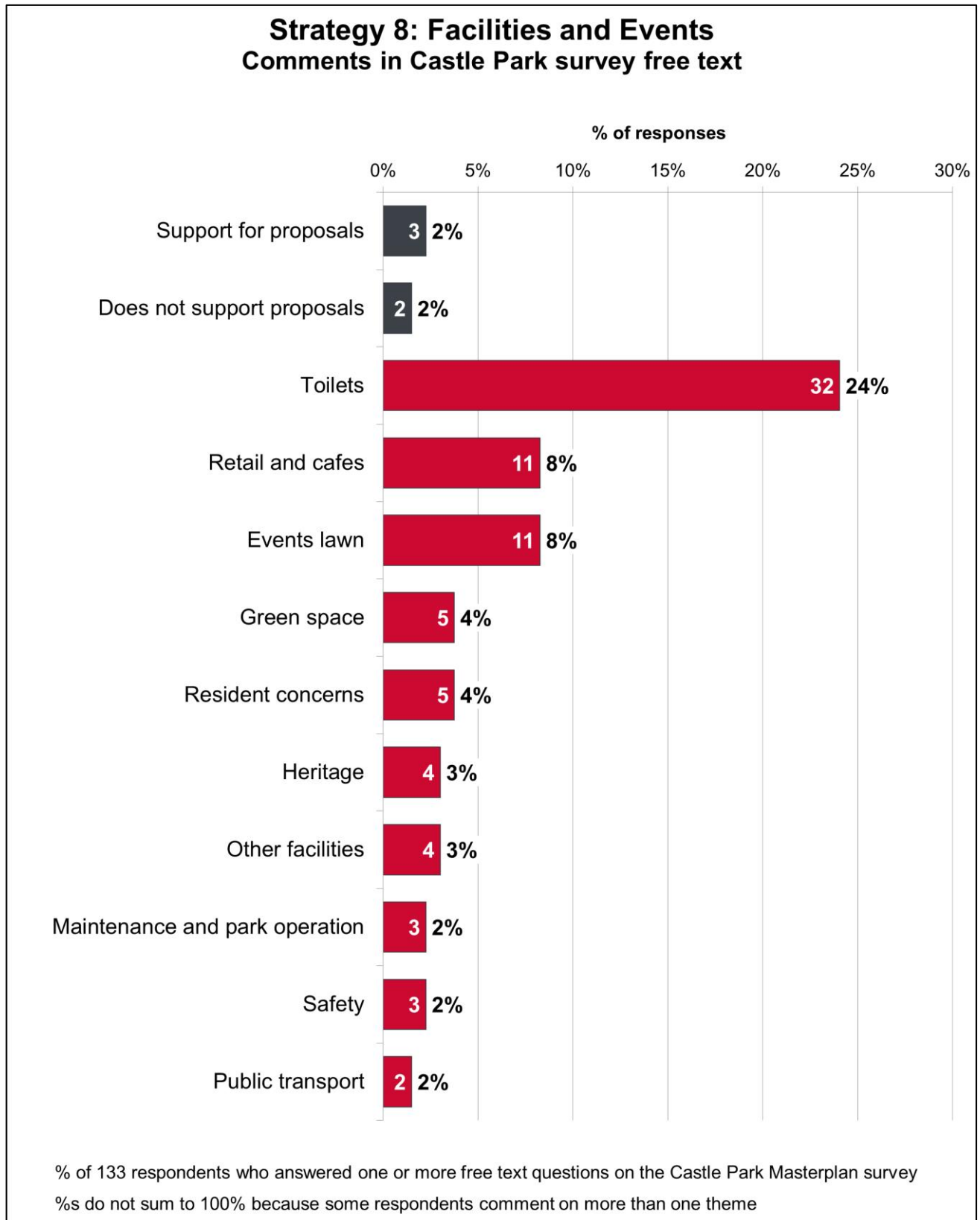
3% of respondents provided comments about safety. These included:

- The importance of safe space.
- Hire play rangers / youth workers.

### 6.4.9 Free text comments and suggestions on Strategy 8: Facilities and Events

Figure 47 shows the themes identified in the free text comments on Castle Park Strategy 8, and the number of respondents who made comments on each theme. Percentages in Figure 47 and the text below are the proportion of 133 respondents who answered one or more of the free text questions in the Castle Park survey.

**Figure 47: Free text themes for Strategy 8: Facilities and Events**



## City Centre Development and Delivery Plan consultation report

A breakdown of the issues under each theme is provided below.

24% of respondents provided comments about toilets. These included:

- Support for more toilets being installed.
- Toilets will need adequate maintenance.
- Concern about vandalism.
- Concern about safety of toilets.
- Gender neutral toilets.
- Accessible toilets.

8% of respondents provided comments about retail and cafes. These included:

- More cafes not required.
- Not in favour of building on park space.
- Independent café and food offerings.

8% of respondents provided comments about the events lawn. These included:

- Not in favour of an increase of events in the park.
- Events should be accessible to all ages.
- In favour of free events.
- Retain green space.
- Affordable space hire.
- Ensure it is used.

4% of respondents provided comments about green space. These included:

- More community growing space.
- Remove bank reserve buildings.
- Retain more green space.

4% of respondents provided comments about resident concerns. These included:

- Noise concerns.
- Events cutting off local access to park.

3% of respondents provided comments about heritage. These included:

- In favour of more seating around Sikh memorial.
- Use heritage assets as event spaces.
- Recognise diverse cultures.

3% of respondents provided comments about other facilities. These included:

- Barbecue space.
- Water fountains.
- Circus spaces.
- Cover in wet weather is needed.

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2% of respondents provided comments about maintenance and park operation. These included:

- Budget & planning for maintenance of spaces and plants.
- Waste & recycling bins.

2% of respondents provided comments about safety. These included:

- Security measures.
- Concern about antisocial behaviour.

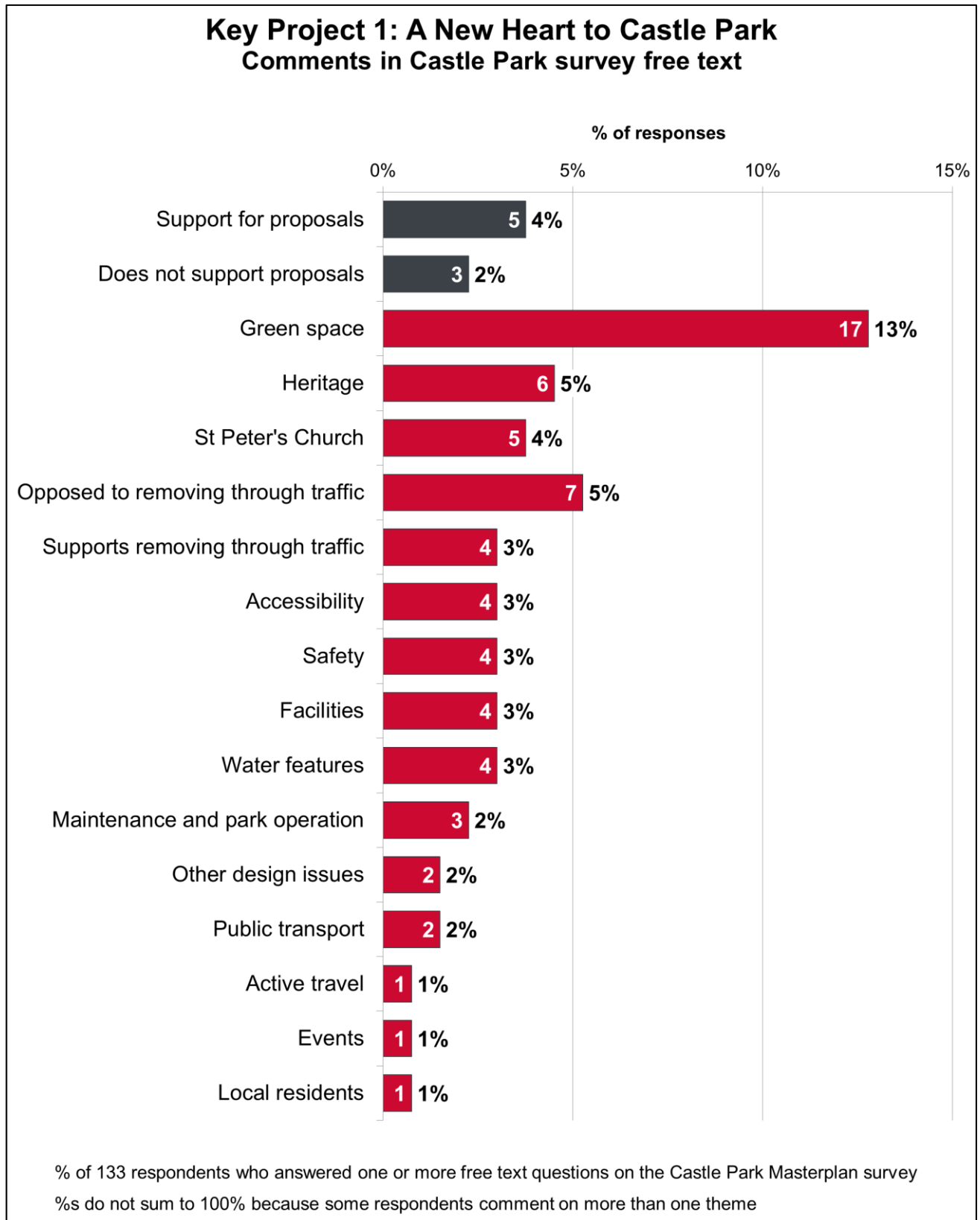
2% of respondents provided comments about public transport. These included:

- Bus access is important.
- More detail required about where will buses go.

### 6.4.10 Free text comments and suggestions on Key Project 1: A New Heart to Castle Park

Figure 48 shows the themes identified in free text comments on Castle Park Key Project 1, and the number of respondents who made comments on each theme. Percentages in Figure 48 and the text below are the proportion of 133 respondents who answered one or more of the free text questions in the Castle Park survey.

**Figure 48: Free text themes for Key Project 1: A New Heart to Castle Park**



## City Centre Development and Delivery Plan consultation report

A breakdown of the issues under each theme is provided below.

13% of respondents provided comments about green space. These included:

- Retain as much green space as possible.
- Less concrete in designs.
- Feasibility and detail on vertical greening are needed.
- Retain existing trees.
- In favour of planting wildflowers.
- In favour of more greening near St Peter's and St Mary Le Port.
- Consider more greening of key links.
- Restore the bank reserve buildings near Wine Street.

5% of respondents provided comments about heritage. These included:

- Strategy is needed for St Mary Le Port.
- Preserve heritage, including the walls.
- Preserve the church.
- Highlight and preserve St Edith's well.

4% of respondents provided comments about St. Peter's Church. These included:

- Improve the space around St Peter's Church.
- More greening around St Peter's Church.
- Repair the church and bring it into public use.
- Add more seating nearby.

5% of respondents were opposed to removing through traffic.

3% of respondents supported removing through traffic.

3% of respondents provided comments about accessibility. These included:

- Disability access.
- Accessible to all age groups.

3% of respondents provided comments about safety. These included:

- Policing & security needed.
- Safe lighting needed.
- No steep drops for children.

3% of respondents provided comments about facilities. These included:

- Keep Edna's Kitchen.
- Add more cafes.
- Add more toilets.

3% of respondents provided comments about water features. These included:

- Support for water feature.
- Will require maintenance.



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2% of respondents provided comments about maintenance and park operation. These included:

- Ensure budget for maintenance.
- Waste management.

2% of respondents provided comments about design issues. These included:

- Keep it simple.
- Consider keeping Union Street and waterfront separate.

2% of respondents provided comments about public transport. These included:

- More detail required on where buses will go.

1% of respondents provided comments about active travel. These included:

- Keep the area cycle free.

1% of respondents provided comments about events. These included:

- In favour of more opportunities for events.

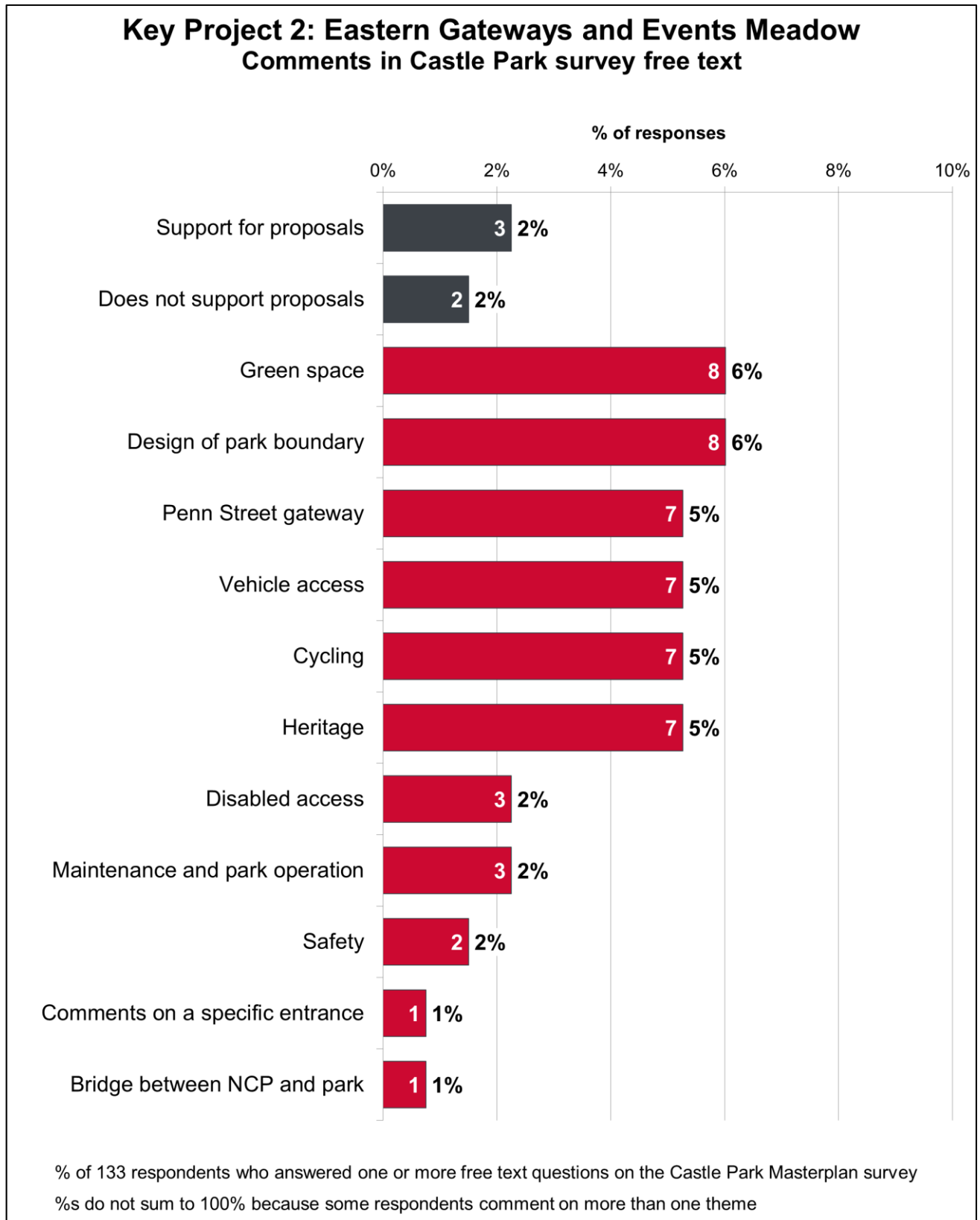
1% of respondents provided comments about residents. These included:

- Concern about impact on local residents.

### 6.4.11 Free text comments on Key Project 2: Eastern Gateways and Events Meadow

Figure 49 shows the themes identified in free text comments on Castle Park Key Project 2, and the number of respondents who made comments on each theme. Percentages in Figure 49 and the text below are the proportion of 133 respondents who answered one or more of the free text questions in the Castle Park survey.

**Figure 49: Free text themes for Key Project 2: Eastern Gateways and Events Meadow**



## City Centre Development and Delivery Plan consultation report

A breakdown of the issues under each theme is provided below.

6% of respondents provided comments about green space. These included:

- Remove trees for safety.
- Restore the bank buildings near Wine Street.
- Do not remove trees.
- In favour of more greenery.
- Too much concrete in current designs.

6% of respondents provided comments about the design of the park boundary. These included:

- Remove the 1970s walls.
- Thin out the trees.
- Greater visibility to the river is needed.
- Consider height when designing park boundaries.

5% of respondents provided comments about Penn St. Gateway. These included:

- In favour of Penn Street park entrance.
- Consider accessibility at this entrance.
- Improve the area around Penn Street.

5% of respondents provided comments about vehicle access. These included:

- Public transport access is needed.
- Would prefer fewer cars in this area.
- Private vehicle access is needed.
- Would like this area to be pedestrian priority.

5% of respondents provided comments about cycling. These included:

- In favour of uninterrupted cycle lanes.
- Segregated lanes are essential.
- Would prefer Castle Park to be cycle free.
- Better cycle routes are needed.

5% of respondents provided comments about heritage. These included:

- Retain the castle walls.
- Consider re-establishing pre-Blitz routes.

2% of respondents provided comments that disabled access is important.

2% of respondents provided comments about maintenance and park operation. These included:

- In favour of more public toilets.
- Better lighting is needed.
- Concerned about maintenance of facilities.

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2% of respondents provided comments about safety. These included:

- Layout of the park makes it feel unsafe.
- The park is unsafe at night.

1% of respondents provided comments about other a specific entrance. These included:

- In favour of the Castle Street gateway.

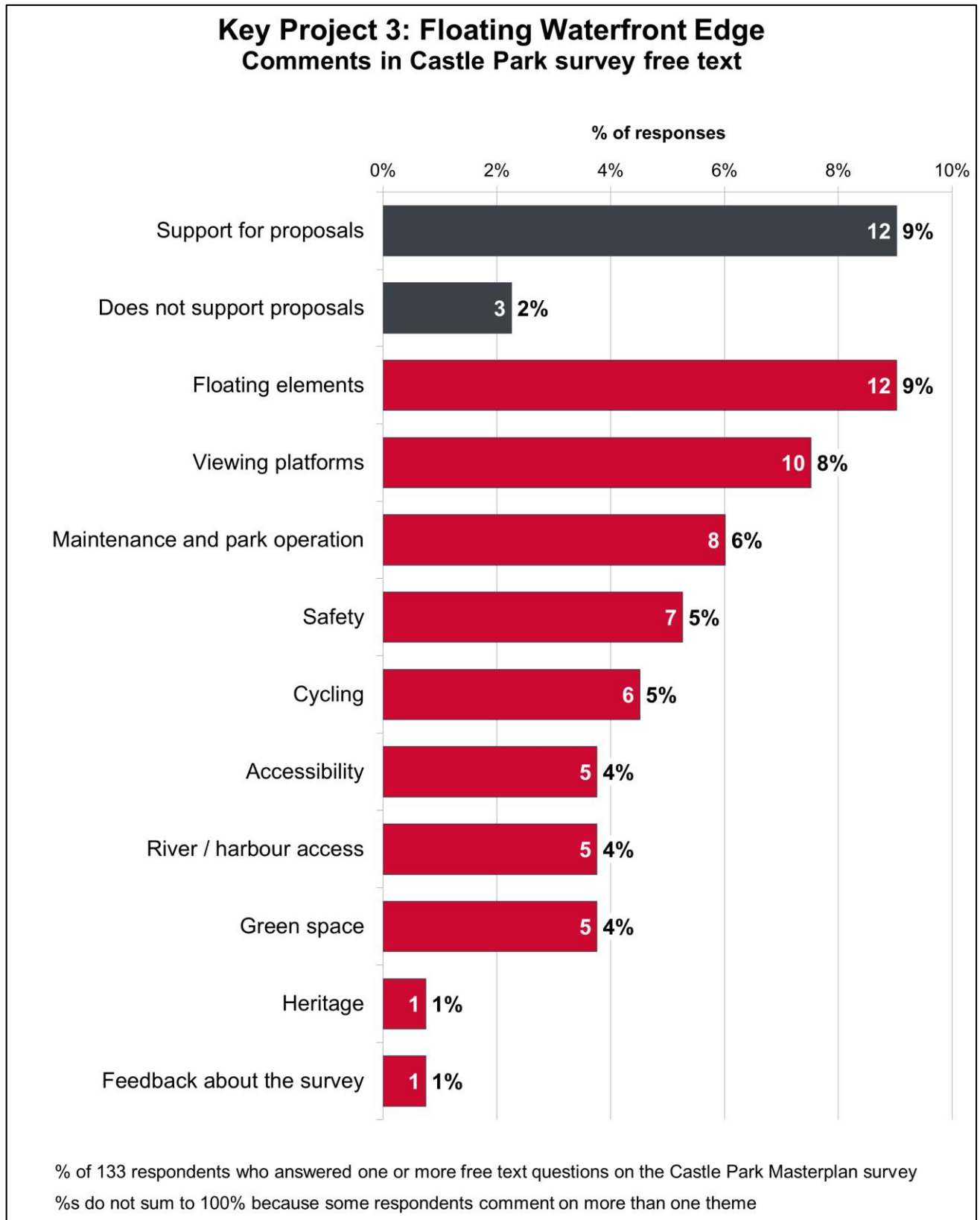
1% of respondents provided comments about the bridge between NCP and the park. These included:

- Improve the bridge between the NCP car park and park.

### 6.4.12 Free text comments and suggestions on Key Project 3: Floating Waterfront Edge

Figure 50 shows the themes identified in free text comments on Castle Park Key Project 3, and the number of respondents who made comments on each theme. Percentages in Figure 50 and the text below are the proportion of 133 respondents who answered one or more of the free text questions in the Castle Park survey.

**Figure 50: Free text themes for Key Project 3: Floating Waterfront Edge**



## City Centre Development and Delivery Plan consultation report

A breakdown of the issues under each theme is provided below.

9% of respondents provided comments about floating elements. These included:

- Floating walkway is a great idea.
- Floating element is great, especially if it has a pontoon and reedbeds.
- Include a reedbed so it is far away from the walkway to encourage a swan habitat.
- Don't like the concept of the floating walkway; it is ugly and would soon deteriorate.

8% of respondents provided comments about viewing platforms. These included:

- Strongly agree with the viewing platforms and the walkway.

6% of respondents provided comments about maintenance and park operation. These included:

- Would need regular checks for litter and waste which would have a cost, especially over the Summer.
- The focus should be on park improvements, not new walkways nr an existing path.
- Lighting would be needed to make this a safe area.

5% of respondents provided comments about safety. These included:

- Boats could be a safety risk; facilities at Underfall Yard are a better option.
- Safety and security on the reedbeds would be an issue.
- Questions about whether the pontoon be lit when it is dark and safety.
- Keep a large expanse without railings to allow access for watersports/boating use.
- Questions about lifebuoys and ways to access emergency help.

5% of respondents provided comments about cycling. These included:

- Commuter cyclists need to be moving at a high pace so pedestrians would be a dangerous obstruction in the park; make a fast cycle route along Broad Weir and Wine St.
- Build a raised pavement either side of the cycle path and make it clear which zones are for pedestrians and which for cyclists.
- Cyclists need to be slowed down in areas where they may mix with pedestrians, especially along the waterfront.

4% of respondents provided comments about accessibility. These included:

- Ensure good access for wheelchairs and the disabled.
- More than one entry and exit.
- Care needed with better harbour access as castle bridge narrows.
- Against any changes that will reduce access for private vehicles.

4% of respondents provided comments about river/harbour access. These included:

- Ideas for the water areas are good; make sure NO part of the river is inaccessible to the public.
- Include more seating by the river.

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- Will this restrict space for boats to pass.
- It needs an accessible ferry terminal.

4% of respondents provided comments about green space. These included:

- Restore the Bank Reserve buildings.
- Importance of more space for nature at the waterfront.
- No fountains or paved over areas in the park.
- Sceptical on environmental benefits. Some of the proposals seem like overreach.

1% of respondents provided comments about heritage. These included:

- Recognise different cultures of Bristol.

1% of respondents provided feedback about the survey. These included:

- Not enough detail in description of proposals.

## 7 Feedback in emails and letters

### 7.1 Introduction

Emails were received from 32 respondents. These covered a wide range of aspects of Part A (Vision and Strategies) and Part B (Broadmead Placemaking Plan, and Castle Park Masterplan) of the City Centre DDP.

Comments are summarised below following the structure used in the three surveys. Comments are grouped in three categories: support, against / concerns, and suggestions for each proposal.

### 7.2 Vision and strategies

#### 7.2.1 Overarching comments on the Vision and Strategies

**Support:** 18 respondents made overarching comments supporting the Vision and Strategies:

- General expressions of support and encouragement for the plan's ambition and aims.
- Acknowledgment of the importance of renewal and redevelopment for the city centre's sustainability.
- Broad support for the inclusive, sustainable, and reconnected vision.
- Endorsement for creating a successful, active, and safe public realm.
- Support for sustainable and active travel, emphasising an ambitious approach, including approval of the cycling infrastructure proposals.
- Positive response to the Green Infrastructure Strategy, emphasising the importance of a greener city.
- Support for appropriate residential development to foster communities and support infrastructure.
- Specific endorsements for certain development sites and alignment with organisational aims.
- Emphasis on the need for detailed information in the next consultation round.

**Against or concerns:** 9 respondents identified overarching aspects of the Vision and Strategies they were against or had concerns about. These were:

Concerns about St James's Barton roundabout:

- Disappointment over its withdrawal as an area of focus, viewed as a missed opportunity and a major challenge left unaddressed.
- Emphasis on its significance in shaping interactions with Broadmead and the Old City.

Accessibility for Disabled individuals:

- Request for clarification on proposals ensuring full access to the city centre for disabled people.



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- Concerns about potential retrofits.

### Procedural concerns and lack of justification:

- Critique of the introduction of new requirements in the DDP without clear assessment criteria.
- Lack of evidence supporting the introduced targets and considerations.
- Concern regarding unnecessary conflict in decision-making processes.

### Impact on bus network and sustainability:

- Specific concerns about proposals risking harm to the bus network.
- Potential negative impacts on journey times, congestion, and alternative routes.
- Harm to sustainability goals, especially regarding the climate crisis.

### Objections to Tall Buildings and Student Accommodation Limits:

- Critique of the lack of evidence and justification for development targets.
- Opposition to limits on purpose-built student accommodation, particularly the suggested 750-bedroom cap.
- Opposition to limits to tall buildings without a clear evidence base.

### Sequence of Plan Making and Lack of Transparency:

- Concerns about the DDP's reliance on the emerging Local Plan Review (LPR).
- Critique of premature consultation without the LPR being adopted.
- Lack of emphasis on supplementing adopted Development Plan policies.
- Calls for alignment of the DDP with the adopted plan and transparent evidence bases.

### Timing and Status of Planning Policy Document:

- Concerns about the DDP relying on the LPR's evidence base.
- Difficulty for stakeholders in understanding the relationship between the DDP and the LPR.

## **Suggestions:** 17 respondents offered suggestions for the Vision and Strategies overall:

### Residential Development Opportunities in Broadmead:

- Emphasis on explicit information regarding location, scale, and form.
- Consideration of phasing and delivery for effective regeneration.

### Clarity in Policy and Guidance:

- Call for clear, unambiguous policies complying with National Planning Policy Framework paragraph 16.
- Recommendations for explicit guidance on acceptable land uses and locations.

### Stakeholder Engagement and Prioritisation:

- Recommendation for the DDP to outline timescales and priorities.
- Advocacy for using healthy streets indicators and isochrones for planning.
- Call for a clear transport hierarchy to prioritise modes.

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### Transport Planning and Future Technologies:

- Advocacy for a vision and validate approach in detailed planning.
- Concerns about the absence of e-scooters and hire e-bikes in the movement strategy.
- Call for a comprehensive transport plan from the West of England Combined Authority.

### Green Spaces and Environmental Considerations:

- Recommendations for a positive approach to green spaces, wildlife corridors, and play areas.
- Emphasis on better design for women, girls, and support for wildlife species.
- Encouragement for collaboration to prioritise protection and maintenance of parks and green spaces.

### Urban Design and Building Heights:

- Recommendation for a progressive design approach, limiting building heights.

### Public Transportation and Bus Services:

- Advocacy for prioritising and providing more space for bus services.
- Recognition of the footfall benefits of a well-connected bus network.

### Transformational Opportunities and High-Quality Development:

- Recommendation for new green/blue spaces in spatial design.
- Call for clear requirements on developers for high-quality design.

### Housing Crisis and Student Accommodation:

- Call for exploiting the opportunity at Broadmead for high-density, high-quality development.
- Clear rationale into the derivation of the 750-student bedspace limit and suggestions for accommodating more.

### Viability and Review of DDP Content:

- Inquiry into the viability of development in challenging market conditions.
- Suggestion to place the DDP process on hold and review its content after LPR adoption.

### Sewer Protection and Infrastructure Considerations:

- Recognition of existing public sewers and restrictions on building near or over them.
- Caution about potential risks to sewers due to changes in ground level and ground instability.

## 7.2.2 Strategy 1: Destination and Identity

### Approach 1A

**Support:** 5 respondents made comments supporting Approach 1A:

- Full support for the welcoming city approach with a focus on improving the movement of people using different transport modes to revitalise and attract residents, shoppers, and visitors.
- Support for refreshing the legible city project, prioritising clear on-street signage and maps for the entire city, encouraging prompt action irrespective of other project timelines.
- Agree with aim for transformational improvements in travel to, from, and within the city centre through walking, cycling, and public transport.
- Support for the strategy balancing the needs of those with reduced mobility and private vehicles, favouring sustainable travel initiatives.

**Suggestions:** 5 respondents offered suggestions for Approach 1A:

Building Access and Servicing:

- Careful consideration needed for proposed alterations' impact on building access and servicing.
- Prioritise deliveries, waste collection, and servicing to prevent business hindrance.
- Strengthen transport connections in and out of Broadmead for successful implementation.
- Embrace an open-minded approach to development for attracting investment.

Signage Installation:

- Encourage timely installation of new signage, including immediate efforts to improve signage.

Accessibility for Disabled Individuals:

- Concerns about proposals for disabled access, including bus services and shopping areas.
- Request clarity on access for blue badge holders and those with exempt road fund licenses.
- Emphasise public realm quality for full accessibility.
- Call for additional park and ride sites in specific locations.

Community Involvement:

- Advocate involving the local community through collaborative design and engagement.
- Promote community agency and a sense of ownership in decision-making.

## Approach 1B

**Support:** 3 respondents made comments supporting Approach 1B:

- Support for the strengthening transport connections in and out of Broadmead for attracting investment.
- Open-minded approach to development opportunities in Broadmead.
- Recognition of key gateways and arrival points, particularly the importance of the bus station.
- Acknowledgment of pedestrian/cycle arrival and gateways at the Bearpit and across The Haymarket.
- Support for emphasising the integration of walking, cycling, and public transport to reduce car usage.

**Suggestions:** 1 respondent offered the following suggestion for Approach 1B:

- Advocacy for fully accessible walking and wheeling access to public transport, including stations and interchanges for disabled individuals.
- Recommendation for community involvement through collaborative co-design

## Approach 1C

**Support:** 3 respondents made comments supporting Approach 1C:

- Support for well-designed mobility hubs to facilitate cycling trips to the city centre, with emphasis on the importance of effective design.
- Advocacy for provisions catering to disabled car access and taxis in the shopping areas, specifically in Broadmead, Cabot Circus, and the new housing development.
- Support for the creation of a new mobility hub.

**Against or concerns:** 2 respondents identified aspects of Approach 1C they were against or had concerns about. These were:

- Concerns about unclear segregation of different travel modes accessing the mobility hub via Fairfax Street.
- Caution regarding the potential influx of motor vehicles, including taxis, blue badge vehicles, pick-up/drop-off, and servicing vehicles for St Peter's Square, leading to congestion in Fairfax Street.
- Noted conflict between the exit from the mobility hub on Fairfax Street and pedestrian flow along Merchant Street to Castle Park.
- Emphasis on the inadequacy of a central hub alone, calling for improved public transport access throughout.

**Suggestions:** 3 respondents offered suggestions for Approach 1C:

- Highlighted the importance of easy access for various types of cycles, including standard bicycles, e-bikes, hand cycles, cargo bikes, and tricycles.
- Importance of secure bicycle parking and segregated entry/exit routes for user confidence.
- Integration with on-street cycle parking across the city centre.
- Raised concerns about the potential hostility of the proposed cycle route via Fairfax St.
- Called for accurate forecasting to ensure sufficient capacity.
- Inquired about the modelling of traffic to prevent negative impacts on amenity and active travel routes.
- Suggested using exemplary facilities from other countries as templates.
- Encouraged the allocation of sufficient space for Disabled people, e-scooters, e-bikes, cycles, and car club cars (with EV charging).
- Importance of easy pedestrian access, particularly for disabled individuals using mobility aids.
- Requested explicit integration plans for the mobility hub in future Galleries proposals.
- Potential need for additional disabled parking bays, consulting Disability groups for decisions.
- Uncertainty about The Galleries as the best location for the mobility hub.
- Recommended involving the local community in each step through collaborative co-design and community engagement to provide a sense of agency and ownership in the decision-making process.

**Approach 1D**

**Support:** 2 respondents made comments supporting Approach 1D:

- Concern about the insufficient number of well-maintained public toilets in Bristol City Centre, particularly emphasising the impact on women and vulnerable individuals.
- Issue of limited awareness regarding the city's community toilet scheme, with a suggestion for allocating funding to businesses participating in the scheme.
- The lack of public toilets was consistently raised as an equalities issue, particularly benefiting women, children, and those with disabilities.
- The challenge of managing human waste during summer events underscored the need for public toilet provision.
- Support for the goal of enhancing visitor information in the city.

**Suggestions:** 2 respondents offered suggestions for Approach 1D:

- Emphasised the importance of signposting and wayfinding for commercial viability and attracting passing trade.
- Advocated for the integration of signage within development and alignment with the Legible City approach.
- Recommended community involvement through collaborative design and engagement in various approaches to instil a sense of agency and ownership in the local community.

### **Approach 1E**

**Support:** 3 respondents made comments supporting Approach 1E:

- Support for locating community facilities, community spaces (indoors and outdoors), and convenience retail in the city centre to meet the day-to-day needs of local people, contributing to a desirable living environment.
- Endorsement of the desire to enhance the public realm to increase overall attractiveness and dwell time in the city centre.
- Recognition of the existing active and positive café culture in areas like Broadmead and the city centre, but a concern about the lack of accessible places for sitting, resting, and recreation without the obligation to make a purchase.
- Emphasising the need for a car-free environment where essentials are within a short walking distance, promoting inclusivity and accessibility.

**Suggestions:** 1 respondent offered the following suggestion for Approach 1E:

- Advocated for local community participation.
- Highlighted the importance of collaborative (co-) design and community engagement.
- Emphasised granting the local community agency and a sense of ownership in decisions affecting their area.

### **Approach 1F**

**Support:** 3 respondents made comments supporting Approach 1F:

- Support for proposals to broaden the mix of land uses, including homes, employment, and leisure.
- Endorsement of a more diverse retail offer, emphasising affordable shopping options and promoting independent and local businesses.

**Suggestions:** 3 respondents offered suggestions for Approach 1F:

- Proposals to diversify use and support local independent businesses.
- Recommendation for clearer wording to emphasise where redevelopment would be supported in principle 'principle' Suggestion for community involvement in all approaches through collaborative (co-) design and community engagement to give the local community agency and a sense of ownership in the development process.

## Approach 1G

**Support:** 2 respondents made comments supporting Approach 1G:

- Support for the proposed flexible approach to Broadmead's retail offering, considering the dynamic market conditions and the impact of the COVID-19 pandemic.
- Recognition of the need for a flexible approach to adapt to evolving retail trends, emphasising the social and economic benefits.
- Advocacy for greater flexibility and diversity in land uses and retail offerings in Broadmead to enhance economic resilience and secure its future as a key destination in the city centre.
- Emphasis on the importance of creating a city centre where residents can thrive without relying on cars, with diverse and affordable retail options to enhance liveability for all.

**Suggestions:** 2 respondents offered suggestions for Approach 1G:

- Necessity for efficient and reliable public transport to complement constraints on car parking.
- Need for safe, convenient, and financially appealing alternative modes of transport for visitors.
- Suggestions for involving the local community in each step of the proposed approaches through collaborative design and community engagement to provide them with a sense of agency and ownership in the area.

## Approach 1H

**Support:** 4 respondents made comments supporting Approach 1H:

- Support for creating a cultural destination in Broadmead, integrating with Bristol's cultural offer, and celebrating local heritage through public art.
- Emphasis on revealing and preserving locally valued heritage assets and listed buildings during Broadmead's redevelopment.
- Recognition of the heritage value within Broadmead as an opportunity for development.
- Support for refreshing the city centre's place brand to compete with areas like Cribbs Causeway.
- Acknowledgment of the challenge in changing the public's perception of Broadmead as solely a shopping destination.
- Advocacy for the integration of Broadmead with the wider city for shopping, experiences, and visits for both local and international visitors.
- Emphasis on the need for provision for the tourism and night-time economy in central Bristol, highlighting their importance to the area.

**Suggestions:** 2 respondents offered suggestions for Approach 1H:

- Support for development proposals aligned with heritage and cultural enhancement objectives.
- Emphasis on incentivising and rewarding proposals contributing to the significance, special historic, or architectural value of Broadmead's historic environment.
- Advocacy for community involvement through collaborative design and engagement in all proposed approaches, aiming to provide the local community with agency and a sense of ownership in the decision-making process.

## **Approach 1I**

**Support:** 3 respondents made comments supporting Approach 1I:

- Commitment to delivering a diverse program of events, including support for the Bristol Light Festival.
- Emphasis on the provision for the tourism and night-time economy in central Bristol, recognising their importance.
- Importance of a liveable place with social connection, unique character celebration, and welcoming improvements such as enhanced lighting.

**Suggestions:** 2 respondents offered suggestions for Approach 1I:

- Encouraged additional and consistent signage in the city centre.
- Emphasised the use of the latest technology to communicate the history of Broadmead and highlighted the need for increased awareness of historical assets in Broadmead.
- Addressed concerns about cultural assets being overshadowed by visual clutter in the city centre.
- Advocacy for community involvement.

## **7.2.3 Strategy 2: Community and Culture**

### **Approach 2A**

**Support:** 1 respondent made comments supporting Approach 2A:

- Desire for sociable spaces promoting easy interaction.
- Valuing and enhancing the heritage of public spaces.
- Advocacy for inclusive and safe cities and towns.
- Emphasis on benefits reaching everyone.
- Support for public infrastructure investment to reduce inequality.

### **Approach 2B**

**Support:** 1 respondent made comments supporting Approach 2B:

- A general statement of support was made.



## **Approach 2C**

**Support:** 1 respondent made comments supporting Approach 2C:

- A general statement of support was made.

## **Approach 2D**

**Support:** 2 respondents made comments supporting Approach 2D:

- Endorsement for the objective of engaging with private sector partners and stakeholders.
- Emphasis on the essential nature of partnership working between the Bristol City Council and private sector partners and landowners in Broadmead.
- A general statement of support was made.

**Suggestions:** 2 respondents offered suggestions for Approach 2D:

- Developers' community engagement needs improvement, advocating for the establishment of basic standards.
- Concerns about low attendance in consultation events and sessions, with a preference for co-designing rather than presenting finished designs.
- Emphasis on involving the local community throughout the process, promoting collaborative (co-) design and community engagement for a sense of ownership.

## **Approach 2E**

**Support:** 2 respondents made comments supporting Approach 2E:

- Support for the creation of a community land trust to safeguard heritage and cultural assets.
- Themes related to Approaches 2A, 2B, 2C, 2D, 2E, 2G, 2I were endorsed.

## **Approach 2F**

**Support:** 1 respondent made comments supporting Approach 2F:

- Support for utilising vacant buildings and sites for meanwhile use, encompassing temporary art exhibitions, recreational spaces, and interim business activities.

**Against or concerns:** 2 respondents identified aspects of Approach 2F they were against or had concerns about. These were:

- Absence of evidence regarding viability testing for the proposed mix of land uses in the DDP.
- Emphasis on the necessity for collaboration between BCC, existing occupiers, and landowners to ensure plan deliverability and address vacancy rates.

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- Continued unresolved concerns about the DDP's inability to provide an evidenced response to market considerations, impacting practical deliverability.
- Concerns raised about the plan designating currently vacant frontages as key active frontages, surpassing typical expectations for a heritage assets plan.

### **Suggestions:** 3 respondents offered suggestions for Approach 2F:

- Careful consideration needed for activities supporting neighbourly environments.
- Mitigation and management of disturbance levels between different uses in Broadmead.
- Generally accepting of the 'Culture Creation Cluster' proposal with emphasis on supporting residential development.
- Recognition of residential (including student accommodation & hotel) as a viable option, especially above ground floor retail/leisure.
- Emphasis on the importance of vibrant and equitable neighbourhoods with people-friendly spaces, aligned with BCC urban living Supplementary Planning Documents (SPD).
- Call for guidance on active frontages to be strengthened to identify where improvements to existing weak frontages are required.
- Advocacy for a proactive approach to meanwhile use by landowners to prevent long periods of empty sites.
- Specific mention of Temple Quay's plot 3 as an example of a site left empty for years before development, emphasising the potential for earlier use and enjoyment.

### **Approach 2G**

#### **Support:** 1 respondent made comments supporting Approach 2G:

A general statement of support was made.

#### **Suggestions:** 1 respondent offered suggestions for Approach 2G:

- Support for adaptive re-use for community and cultural spaces.
- Emphasis on a realistic approach to long-term land use mix.
- Recognition of the need for viable and self-sufficient uses to achieve place-making objectives.
- Caution against an overprovision of Class F community units at the expense of Class E commercial units.
- Concerns that such imbalance could negatively impact Broadmead's appeal as a retail or leisure destination.

## Approach 2H

**Support:** 1 respondent made comments supporting Approach 2H:

- Support for the proposal to designate Merchant Street as a cultural corridor/cluster.
- Emphasis on cultural participation, community, and broad-appeal cultural facilities on Merchant Street.
- Advocacy for direct engagement with existing occupiers and landowners to prevent negative impacts on current and future businesses and development.

**Against or concerns:** 1 respondent identified aspects of Approach 2H they were against or had concerns about. These were:

- Concerns regarding the justification for the proposed cultural and community use in Broadmead.
- Suggested additional evidence is needed to assess the appropriateness of the current proposals and determine if amendments are necessary.

**Suggestions:** 1 respondent offered suggestions for Approach 2H:

- Direct engagement with existing occupiers and landowners is crucial to avoid negative impacts on the viable operation of businesses and future development.
- Cultural use development scale and amount should be determined based on economic viability, market demands, and community requirements to ensure appropriate demand and prevent neglect and vacancy.

## Approach 2I

**Support:** 1 respondent made comments supporting Approach 2I:

A general statement of support was made.

## Approach 2K

**Support:** 1 respondent made comments supporting Approach 2K:

- Support for the development of Nelson and Merchant Streets as cultural corridors, including the transformation of Merchant Taylors' Almshouse into a cultural destination.

## Approach 2L

**Support:** 1 respondent made comments supporting Approach 2L:

- Support for celebrating and championing heritage assets.
- Endorsement of transforming Nelson and Merchant Streets into cultural corridors.
- Approval for converting Merchant Taylors' Almshouse into a cultural destination.

## 7.2.4 Strategy 3: Movement and Connections

### Approach 3A

**Support:** 9 respondents made comments supporting Approach 3A:

- Support for Movement and Connectivity approaches, including improving accessibility, supporting sustainable travel, reducing the impact of vehicles on the public realm, providing more pedestrian priority spaces and streets, minimizing conflict on the riverside route through Castle Park, and consolidating bus stop groups.
- Support for creating pedestrian priority spaces, improving the pedestrian environment, and incorporating planting, public art, and high-quality public realm.
- Support for proposed pedestrian and cycle networks, including pedestrian priority streets, secondary pedestrian routes, super crossings for pedestrians/cyclists, segregated primary cycle routes, and a bike hub facility.
- Approval for the proposed closure of The Horsefair/Penn Street and recognition of benefits from closing Newgate/Wine Street.
- Positive response to the removal of traffic on Newgate, reducing separation between Castle Park and Broadmead.
- Support for improving pedestrian connectivity between Union Street and The Centre via Nelson Street.
- Emphasis on good integration of walking and cycling routes with buses.

**Suggestions:** 7 respondents offered suggestions for Approach 3A:

- Access for deliveries and servicing in Broadmead needs careful consideration for effective business operation.
- Maintenance and management scheme required for planting, public art, and high-quality public realm to prevent neglect.
- Further details needed on the proposed super crossing and considerations for servicing and maintenance in vehicle-deprioritised streets.
- Caution regarding conflicts between cycle and pedestrian routes across the city.
- Safety concerns for cyclists and pedestrians on Merchant Street.
- Specific concerns about e-scooter use in busy retail destinations; suggests managing closures with an ANPR system.

Closures and Impact:

- Concerns about the impact of Newgate/Wine Street closure on access for servicing, hotel guests, and businesses.
- Consideration for managing closures with an ANPR system.
- Attention to challenges posed by closures for student accommodation.

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### Cycling Provision and Infrastructure:

- Requests detailed information on cycling provision in pedestrian priority areas, emphasising connectivity.
- Absence of consideration for e-scooters and hire e-bikes.
- Advocating for fully resolved walking and wheeling infrastructure designs in a mandatory design code.

### Concerns about Broad Quay/The Centre:

- Caution regarding stop overcrowding, illegal parking/loading, and bus-on-bus congestion.
- Concerns about alternative routings and capacity issues between Union Street and the centre.
- Concern about changes to stops and road layout to accommodate increased bus traffic, especially without detailed plans.

### Specific Concerns about Broad Weir:

- Recommends reconsideration of keeping Broad Weir open to all traffic for connectivity.

### Feedback on Vehicle Impact Statement:

- Suggests a stronger statement with a target to reduce the number of motor vehicles in the city centre.
- Emphasises reallocating road space away from private car use without negatively impacting existing pedestrian facilities.

## Approach 3B

### **Support:** 6 respondents made comments supporting Approach 3B:

- Support for changes to Bond Street, including more crossing points, to enhance access to Broadmead.
- Approval for improvements to the bus and coach station and better connection to the area.
- Need for integrated walking and cycling routes with buses, and regeneration around the bus and coach station.
- Desire for direct, convenient routes and support for specific proposed networks, crossings, and cycle routes.

### **Against or concerns:** 1 respondent identified aspects of Approach 3B they were against or had concerns about. These were:

- Desire for integration of crucial initiatives (St James' Barton roundabout improvements, car parking plan, and green logistics strategy) into the DDP, emphasising their pivotal role in shaping vehicle movements, street hierarchy, and city centre design.
- No mention regarding coach drop-off or pick-up at alternative city centre locations.

**Suggestions:** 4 respondents offered suggestions for Approach 3B:

- Encouragement for the development of a vision and plan for St James Barton roundabout, including addressing barriers for pedestrians and cyclists at Temple Way, St James Barton roundabout/Bond Street, Rupert Street/Bridewell Street, and Nelson Street.
- Concerns about accommodating long-distance coach services on Bond Street and the need to enhance routes to and from the bus and coach station while preserving the historic St James's Church.
- Advocacy for fully resolved walking and wheeling infrastructure designs incorporated into a mandatory design code for planning applications, ensuring protection throughout the planning process.
- Recognition of the Bearpit as an example for separating pedestrian and vehicular traffic, with a suggestion that new underpasses should be designed as welcoming spaces with shops, community areas, and natural planting.
- Emphasis on reallocating road space from private car use to walking, wheeling, and cycling, ensuring a positive impact on existing pedestrian facilities.

**Approach 3C**

**Support:** 5 respondents made comments supporting Approach 3C:

- Endorsement of the proposed public transport priority corridor along Union Street, connecting to The Horsefair and Bond Street, improving the link between Broadmead and Cabot Circus.
- Approval of bike hub facilities.
- Request for good integration of walking and cycling routes with buses.
- Support for new active travel infrastructure for all ages and abilities, emphasising safety, comfort, accessibility, legibility, attractiveness, connectivity, and inclusivity.
- Support for proposed pedestrian and cycle networks, including a secondary pedestrian route within the Premier Inn site and super crossings on The Haymarket and Marlborough Street.
- Recognition of the scheme's efforts in creating pedestrian connections through the site.
- Agreement with creating new pedestrian priority streets, high-quality crossings, and establishing segregated cycle routes.

**Suggestions:** 4 respondents offered suggestions for Approach 3C:

- Combining cycle and pedestrian routes requires careful consideration due to conflicts widely observed across the city.
- Need for more places to sit, shelter, and rest in the city centre.
- Importance of cycle infrastructure following the principles of LTN1/20 to accommodate commuting, leisure, deliveries, and various cycle types and abilities.

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- Uncertainty about the concept of a bike hub and its potential locations, with a request for clarification in future publications.
- Recommendation to create secure cycle parking within a locked unit to address high levels of bike theft and suppressed cycling levels in the city centre, including facilities for larger cargo bikes, trailers, adaptable bikes, tricycles, and electric bicycle charging.
- Call for the development of plans for parking hire scooters and bikes, removing them from pavements and integrating them into the transport network.
- Recommendations to consult stakeholders to enhance plans for active travel and ensure best practices for walking and cycling routes.
- Emphasis on direct, continuous, and best practice design of cycle infrastructure to encourage use by individuals who currently feel unsafe or unmotivated to ride in Bristol.
- Segregated cycle lanes should be protected from motor vehicle use and parking/unloading through hard infrastructure measures to prevent abuse and maintain safety.
- A simple test proposed for cycling infrastructure: whether children, parents, or friends would confidently use it, emphasising the need for confidence in safety.
- Advocacy for designing and building routes to the highest current standards, such as LTN 1/20 Cycle Infrastructure Design, ensuring accessibility for everyone from 8 to 80 and beyond, and reallocating road space from private car use to walking, wheeling, and cycling without negatively impacting existing pedestrian facilities.

### Approach 3D

**Support:** 1 respondent made comments supporting Approach 3D:

- Improve accessibility.
- Support sustainable patterns of travel.
- Reduce the impact of vehicles on the public realm.
- Provide more pedestrian priority spaces and streets.
- Reduce severance created by busy roads.
- Implement significantly improved high-quality new crossings.
- Minimise conflict on the riverside pedestrian and cycle route through Castle Park
- Consolidate bus stop groups to accessible locations within easy walking distance.

**Suggestions:** 3 respondents offered suggestions for Approach 3D:

- Proposed cycle infrastructure should prioritise directness, continuity, and best practices for increased usage.
- Need for knowledge, expertise, and commitment from BCC for vision realisation, especially in areas requiring creative solutions.
- Proposed cycling infrastructure should be user-friendly for children, parents, or friends to promote modal shift.

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- Ensure space for future green corridor development on the riverside pedestrian and cycle route,
- Emphasis on addressing conflicts between pedestrians, cyclists, and wheelers.
- Caution against prohibiting cycling on the path through Castle Park, emphasising its importance as a key route.

### **Approach 3E**

**Support:** 4 respondents made comments supporting Approach 3E:

- Support for creating public transport priority corridors.
- Emphasis on good integration of walking, cycling routes, and buses.
- Commendation for topics under the Movement and Connectivity theme, including:
- Improved accessibility.
- Support for sustainable travel patterns.
- Reduction of vehicle impact on the public realm.
- Provision of more pedestrian priority spaces and streets.
- Reduction of severance caused by busy roads.
- Introduction of significantly improved high-quality new crossings.
- Minimisation of conflict on the riverside pedestrian and cycle route through Castle Park.
- Consolidation of bus stop groups to accessible locations within easy walking distance.
- Recognition of the accessibility of The Horsefair and Penn Street on foot.
- Acknowledgment that accessibility might be compromised if The Horsefair and Penn Street is closed to buses.
- Suggestion to improve service connectivity by enhancing the directness of services and providing alternative stops along Wine Street, Union Street, and Broad Weir.
- Understanding of the critical role of east-west access for many services bound for East Bristol.
- Recognition of the potential benefit of plans for The Horsefair and Penn Street to enhance the attractiveness and walkability of the city centre and urban realm, with comfort in the idea that an attractive bus network for Bristol can be constructed using alternative routes, balancing the needs of millions of journeys with the goal of developing and renewing the urban core of Bristol.

**Suggestions:** 3 respondents offered suggestions for Approach 3E:

- Support for the objective of creating public transport priority corridors.
- Seeking clarity on whether the proposed corridors will include access for taxis, expressing concerns about potential access issues for people with disabilities and young children.
- Concerns about access for disabled individuals and the impact on bus services.



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- Inquiry about proposals to ensure full access to the City Centre for disabled people, including bus services having access to the new shopping area.
- Anticipation of inconvenience and reduced attractiveness of the city centre for current bus users if certain sections are closed to bus access.
- Suggestion for Broad Weir as an alternative location for eastbound bus services if The Horsefair and Penn Street are closed to traffic.
- Support for maintaining bus access at Newgate to avoid overcrowding, maintain proximity to bus stops for passengers, and provide options in times of disruption.
- Recognition of buses as part of the solution for a thriving city centre.
- Concerns regarding the proposed routing of Counterslip.
- Recognition of Counterslip as a potentially useful relief route but concerns about its poor connectivity to Broadmead and Cabot Circus.
- Worries about stopping space around Bristol Bridge for the high flow of buses and potential delays.
- Concerns about the exclusive metrobus-only bus stop along Victoria Street, impacting connectivity with Broadmead.
- Caution about the potential delay of services due to the high frequency of buses sharing and crossing the new BRT corridor.
- Disadvantages of using the stop at the Old Market roundabout slip road ramp, including walking distance/accessibility and waiting environment concerns.

### Approach 3F

**Support:** 5 respondents made comments supporting Approach F:

- Support for an enhanced bus network and new mass transit routes.
- Positive response to the reorganization of bus facilities for an integrated network.
- Support for the construction of two-way access and urban realm improvements along Union Street.
- Encouragement to avoid rerouting via Temple Way, Bond Street, and St James Barton roundabout, addressing concerns about physical capacity.
- Support for the outlined approach to bus and mass transit, identifying The Haymarket and the Bearpit as a fully segregated bus and mass transit red route.
- Emphasis on the need to avoid compromising protected space for pedestrians, cyclists, and wheelers during bus and mass transit improvements.

**Against or concerns:** 2 respondents identified aspects of Approach 3F they were against or had concerns about. These were:

Concerns about Union Street designation:

- Denoting Union Street as a bus mass transit corridor accessible only to certain services is seen as problematic and may not maximise investment for bus-travelling residents.

Issues with Park & Ride Service prioritisation:

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- Questions about the fairness of giving the Long Ashton Park & Ride to M32 Park & Ride service the best priority and connectivity, especially considering its route connecting two park & ride sites with inherent car usage.

Doubts about benefit and patronage:

- Doubts about the benefit in terms of the number of bus passengers for the Long Ashton Park & Ride service.
- Concern about the patronage and number of buses per hour, particularly in comparison to other services being re-routed.

Call for more detailed information:

- Need for more detailed plans, counts, or modelling before making informed comments or suggestions.

**Suggestions:** 4 respondents offered suggestions for Approach 3F:

- Clarity needed on street design adaptation if mass transit solution changes, impacting cyclists and pedestrians.
- Concerns raised about cyclists using the proposed bus lane on Union Street northbound and potential impact of a street tram system on cyclist travel.
- Urging for consideration of arrangements during road closures to ensure smooth flow for buses and general traffic, particularly on Union Street if designated as a 'bus mass transit corridor.'
- Emphasis on the importance of improvements fostering collaboration among bus users, drivers, pedestrians, cyclists, and diverse voice representatives.

### Approach 3G

**Support:** 1 respondent made comments supporting Approach 3G:

- Appreciation for the plans concerning Bond Street.
- Recognition of progress in the proposed changes.
- Acknowledgment of efforts to minimise road hostility towards pedestrians.

**Suggestions:** 2 respondents offered suggestions for Approach 3G:

- Accessibility concerns for disabled individuals, particularly in relation to bus services and access to the new shopping area.
- Worries about proposed bus routes, potential delays, and increased journey times for users.
- Issues with the bus-only right turn at Bond Street South, highlighting capacity constraints and possible disruptions.
- Worries about lack of plans for bus priority on Bond Street South/Temple Way, leading to potential congestion.
- Estimates of additional buses per hour and potential traffic congestion if proposed bus re-routing is implemented.

- Concerns about the closure of Newgate and the re-routing of bus services, emphasising the need for maximum bus priority.

### **Approach 3H**

**Support:** 1 respondent made comments supporting Approach 3H:

- Support for sustainable opportunities for delivery and servicing vehicles in the city centre, particularly emphasising the importance of the M32 in the servicing and logistics strategy for the DDP.
- Recognition of the DDP's focus on reorganizing provision for servicing and logistics to enhance public realm and pedestrian movement on key streets.
- Agreement with the DDP's goal to reduce the number and size of vehicles entering the city centre while ensuring continued access for businesses and residents to service their premises.
- Approval of the DDP's proposal to establish an off-site freight consolidation centre, specifically mentioning the potential location at Frome Gateway, with accessible entry from the M32 and an enhanced cycleway for cargo bike or smaller electric vehicle use.

**Against or concerns:** 1 respondent identified aspects of Approach 3H they were against or had concerns about. These were:

- Concerns about the proposal to set servicing and delivery windows, particularly in relation to last-mile logistics using cargo bikes and other sustainable forms.
- Potential adverse implications for businesses operating in the city centre, especially if delivery or servicing is constrained by set time windows incompatible with modern logistics practices, such as just-in-time delivery.

**Suggestions:** 1 respondent offered suggestions for Approach 3H:

- Clarification required on the plan for delivery scooters, specifying permissible areas for access and waiting, considering the integral role in restaurant business models and the imperative of safety measures.

### **Approach 3I**

**Support:** 4 respondents made comments supporting Approach 3I:

- Support for last mile deliveries using smaller EVs and cargo bikes.
- Support for the proposed use of consolidation hubs to reduce the number and size of vehicles entering the city centre, particularly HGVs, with the potential to simplify street design and enhance the amenity.
- Support for sustainable opportunities for delivery and servicing vehicles within the city centre, emphasising the importance of the M32 for servicing and logistics.
- Strong agreement with Approach 3I, advocating for exploring alternatives and promoting last mile deliveries using smaller, zero-emission vehicles such as cargo cycles and trikes. Emphasis on creating micro distribution hubs around the city to minimize the entry of larger vehicles into the city centre.

**Against or concerns:** 1 respondent identified aspects of Approach 3I they were against or had concerns about. These were:

- Apprehensions about proposed servicing and delivery windows impacting businesses, particularly those using modern logistics like just-in-time delivery.
- Scepticism towards last-mile consolidation methods, such as cargo bikes, due to their limitations in transporting specific items.
- Reservations about the introduction of an off-site freight consolidation centre at Frome Gateway, with concerns about time-restricted access on key roads through Broadmead.
- Emphasis on crucial engagement with businesses, logistics industry, occupiers, and landowners to ensure operational viability in the city centre.

**Suggestions:** 2 respondents offered suggestions for Approach 3I:

- Request for additional evidence of Bristol City Council's engagement with the logistics and distribution industry regarding the feasibility and desirability of proposed changes.
- Proposal to replicate the Bike for Business initiative from London.

### **Approach 3J**

**Support:** 1 respondent made comments supporting Approach 3J:

- Support for the creation of a new mobility hub, but uncertainty about The Galleries as the optimal location.
- Emphasis on the need for well-designed spaces accommodating the hierarchy of road users, ensuring safe and healthy movement for pedestrians, cyclists, e-scooter riders, and taxi drivers, particularly for those with no alternative to driving.

**Suggestions:** 2 respondents offered suggestions for Approach 3J:

- Proposal for Green Delivery Strategy post-document publication, exploring last-mile hubs in Cabot Circus and the new Galleries development.
- Emphasis on actively seeking alternatives to mitigate delivery impact, advocating for last-mile deliveries using smaller, zero-emission vehicles like cargo cycles and trikes.
- Suggestions to identify opportunities for micro distribution hubs across the city to minimize the entry of larger vehicles into the city centre.

### **Approach 3K**

**Support:** 4 respondents made comments supporting Approach 3K:

- Support for the identification of the red route on Union Road for a segregated bus route and new cycle path.
- Support for consolidating car parking on perimeter roads to enhance the city centre for pedestrians, cyclists, and public transport users.

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- Support and commendation for topics under several themes, including Movement and Connectivity:
- Improvement of accessibility and sustainable travel patterns.
- Reduction of the impact of vehicles on the public realm.
- Provision of more pedestrian priority spaces and streets, including significantly improved high-quality new crossings.
- Minimisation of conflict on the riverside pedestrian and cycle route through Castle Park.
- Consolidation of bus stop groups to accessible locations within easy walking distance.

### Additional comments:

- Concerns about motor traffic negatively affecting neighbourhoods due to an organization prioritising cars over people.
- Emphasis on the need to radically reduce the volume of motor vehicles in the city centre, prioritising modes like walking, wheeling, and cycling at the top of the road user hierarchy.
- Call for improved and more accessible public transport.
- Advocacy for making all areas of the city centre accessible to everyone without relying on private motor vehicles.

### **Suggestions:** 4 respondents offered suggestions for Approach 3K:

- Importance of detailed parking strategy, including location, price, and quality influencing travel patterns.
- Addressing parking capacity reduction through improvements to public transport, emphasising Park and Ride on main approaches.
- Reference to Lambeth Council's kerbside strategy as a potential template for Bristol's review of public space use.
- Concerns about disabled access can remain as a distinct point, as it addresses a unique aspect of the survey.

### Additional comments:

- Support for the removal of private vehicles while ensuring sufficient parking space for various needs.
- Emphasising the importance of on-road parking allocations to avoid blocking pavements.

### Desired changes in traffic management policies:

- Supporting the management and restriction of access for private vehicles and taxis to prioritise pedestrian and bus areas, with a call for a clearer definition of 'appropriate access'.

### **Approach 3L**

**Support:** 1 respondent made comments supporting Approach 3L:

- Support for proposals to maintain and improve disabled parking, car club parking, and taxi ranks/access for the benefit of city centre residents and visitors.

**Suggestions:** 2 respondents offered suggestions for Approach 3L:

- Integration of disabled parking, car club parking, taxi ranks/access into the public realm with minimal impact on space, ensuring safety for pedestrians and cyclists.
- Concerns about on-road parking allocations, emphasising the need for sufficient space for disabled parking, e-scooters, e-bikes, cycles, and car club cars with EV charging. This includes addressing the potential inadequacy of the Fairfax Street mobility hub for future parking needs and the importance of avoiding pavement obstruction or the need for pavement travel for e-scooters, e-bikes, and cycles, suggesting on-road parking bays instead.

### **Timescales for Strategy 3**

One respondent requested clarification on timescales for the Movement and Connections proposals will be provided in the finalised DDP. This would help stakeholders and businesses manage their expectations.

## **7.2.5 Strategy 4: Public Realm and Open Space**

### **Approach 4A**

**Support:** 4 respondents made comments supporting Approach 4A:

- Support for the proposed street hierarchy, establishing Merchant Street as a primary pedestrianised route and Union Street as a secondary route, with super crossings on Bond Street to enhance connectivity through Broadmead.
- Endorsement of the proposed hierarchy of streets and spaces, including the creation of courtyards for seating, shade, and space away from crowds.
- Positive reception of public realm interventions, such as potential pedestrian priority streets, new civic/park spaces, proposed open space, and pocket parks.
- Agreement with the street hierarchy, supporting the establishment of a primary pedestrianised street from a super crossing on The Haymarket to the bus station, aligned with the proposed redevelopment of the Premier Inn site.

### **Approach 4B**

**Support:** 2 respondents made comments supporting Approach 4B:

- Support for the objective to establish Merchant Street as a primary pedestrianised route and Union Street as a secondary route, both providing a pedestrianised north-south link, enhanced by super crossings on Bond Street.
- Agreement with the proposed hierarchy of streets and spaces, emphasising the creation of courtyards for seating, shade, and space away from crowds.

**Suggestions:** 2 respondents offered suggestions for Approach 4B:

- Passageways, mews, and alleyways are highly dependent on adjacent developments facing inward. Surrounding development, with a focus on lighting, natural surveillance, and activity, is crucial for the success and safety of these spaces.
- Many of the current courtyards in Broadmead serve service and waste functions, necessitating a reallocation of their roles.

### **Approach 4C**

**Support:** 6 respondents made comments supporting Approach 4C:

- Support for tall buildings in the city centre, particularly in areas identified for amplified heights.
- Endorsement of a network of safe, accessible public spaces, prioritizing people over vehicles, and incorporating green streets and parks.
- Emphasis on the importance of the scale and form of new development complementing the character and street-level experience, with a focus on minimizing overshadowing and wind tunnelling.
- Call for activities for visitors and residents, play areas, and opportunities for recreation and relaxation in key public spaces.
- Enhancement of pedestrian priority green streets through increased vegetation, tree coverage, and sustainable drainage.
- Provision of new open space as an integral part of new development, with a 40% increase in open space through the creation of enhanced and new spaces.
- Proposals for two new play areas in Castle Park and incidental play spaces throughout the city centre.
- Positive response to the discussion of building heights in the document, with support for tall new buildings in the right locations and emphasis on high-quality design.
- Request for evidence and rationale to support the proposed height strategy, especially in areas designated for prevailing heights.
- Support for the encouragement of tall buildings within specific sites, backed by assessments and studies on microclimate implications.
- Agreement with Approach 4C and endorsement of the strategic planning policy consideration regarding the development of tall buildings in accessible localities.

**Against or concerns:** 8 respondents identified aspects of Approach 4C they were against or had concerns about. These were:

- Varied heights in Broadmead due to historical development.
- Support for recent taller buildings enhancing city identity and providing sustainable locations.
- Opposition to prevailing heights on Merchant Street and Union Street.
- Critique of insufficient evidence justifying views identified for protection.

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- Doubts about the positive contribution of taller buildings to the built environment.
- Concerns about the impact of tall buildings on heritage and height lines, especially around High Street and Old City Conservation Area.
- Sustainability concerns regarding tall buildings and potential conflicts with carbon-neutral goals.
- Criticism of the lack of evidence supporting the proposed height strategy in the Development Plan.
- Opposition to limiting areas for tall buildings, conflicting with adopted policies and National Planning Policy Framework.
- Call for contextual analysis and evidence from developers in planning applications for tall buildings.

### **Suggestions:** 7 respondents offered suggestions for Approach 4C:

- Approach to Broadmead: Emphasised the need for ambitious proposals, suggesting that the city's architectural ambition and approach to heights in the city centre should reflect Bristol's status.
- Coordinated height and massing: Advocated for coordinated and evidenced height and massing of future development to contribute to a high-quality environment supporting housing and commercial development.
- Requested removal of specific figures from the DDP due to concerns about the lack of evidence, rationale, or justification for proposed views, heights, and new routes.
- Protection of views and daylight levels: Reservations about the protection of views and the requirement to maintain or enhance current daylight levels, suggesting the removal of specific pages from the DDP due to insufficient evidence.
- Limiting building heights: Suggested limiting building heights to less than ten storeys for a balanced approach between development and maintaining a human-friendly urban space.
- Site-specific assessment of heights: Advocated for assessing building heights on a site-by-site basis, considering the context and specific characteristics of each location, and against blanket restrictions.
- Lack of clear evidence and 3D analysis: Concerns about the lack of clear evidence, including 3D analysis, to support proposed building heights in the DDP.
- Alignment with planning policies: Emphasised the need for alignment with adopted policy positions, such as the Urban Living Supplementary Planning Document (SPD) Draft Policy UL1, and the National Planning Policy Framework (NPPF).
- Encouraging high-density development: Highlighted the importance of encouraging high-density, high-quality development in the DDP area, considering Bristol's limited stock of strategic brownfield sites.
- Request for clarity on tall building strategy: Concerns about the lack of clarity on how the tall building strategy and design code mentioned in the document will be evidenced and implemented.



## Approach 4D

**Support:** 2 respondents made comments supporting Approach 4D:

- Support for the plan's inclusion of a network of safe, high-quality, linked, accessible public spaces, play areas, green streets, and parks.
- Emphasis on creating a climate-resilient city centre prioritizing people over vehicles, ensuring safety and welcome for all.
- Advocacy for new development to complement the character and street-level experience, with key public spaces designed to be sunny and comfortable.
- Suggestions for activities catering to both visitors and local residents, providing opportunities for play, recreation, and relaxation.
- Enhancement of pedestrian priority green streets through increased vegetation, tree coverage, and sustainable drainage.
- Integration of new open spaces as an integral part of development to meet the needs of new residents.
- Strong support for a 40% increase in open space, achieved by creating enhanced and new open spaces and transforming under-used areas.
- Specific recommendations for two new play areas in Castle Park and the incorporation of incidental play spaces throughout the city centre.

**Against or concerns:** 3 respondents identified aspects of Approach 4D they were against or had concerns about. These were:

- Concerns about potential negative impacts of new developments with excessive heights, particularly in the Broadmead area, leading to dark and windy canyons.
- Observation about the plan's emphasis on maintaining or enhancing current daylight levels in key open spaces, with daylight and sunlight impacts being assessed case by case through the planning application process.
- Criticism of the plan's approach, suggesting that aiming for sunny streets without providing shade from extreme weather conditions is deemed irresponsible.

**Suggestions:** 5 respondents offered suggestions for Approach 4D:

- Concerns about tall buildings creating shade, wind tunnels, and blocking natural light, emphasising the need for mindful planning in redevelopments.
- Strong guidance required in the tall building strategy to prevent oppressive micro-climates and hindering green infrastructure at street level.
- Calls for explicit details in the DDP regarding building mass impact on overshadowing and wind tunnelling, setting strong guidelines for development.
- Questions about Figure 37 Microclimate, particularly the identification of key open spaces that do not currently exist, requiring justification in the accompanying text.

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- Suggestions to amend the Legend for Figure 37, removing requirements for 'current daylight levels to be maintained or enhanced.'
- Comments on the plan's key stating 'current daylight levels to be maintained or enhanced' in key open spaces, with a recommendation to assess impacts on a case-by-case basis during the planning application process.
- Request for an explanation for the new routes identified within Figure 37.
- Suggestions to increase greenery to combat the urban heat island effect, providing shade in summer, rain, and green space for nature access, alongside the implementation of Sustainable Urban Drainage (SUDs) and rain gardens to enhance water retention.

### Approach 4E

**Support:** 3 respondents made comments supporting Approach 4E:

- Concerns about Castle Park overcrowding and a need for additional large green spaces in Central Bristol.
- Support for proposed improvements, emphasising the necessity for a network of safe, high-quality public spaces, green streets, and parks.
- Endorsement of a climate-resilient city centre prioritizing people over vehicles, complementing character and street-level experience.
- Emphasis on ensuring key public spaces and streets are sunny and comfortable, minimising overshadowing and wind tunnelling.
- Support for activities promoting play, recreation, and relaxation for both visitors and local residents.
- Advocacy for enhancing pedestrian priority 'green streets' through increased vegetation, tree coverage, and sustainable drainage.
- Recognition of the integral role of new open spaces in meeting the needs of residents, proposing a 40% increase through the creation of enhanced and new areas.
- Support for the addition of two new play areas in Castle Park and the incorporation of play spaces throughout the city centre.
- Agreement with Approaches 4E, 4F, 4G, and 4H.

**Against or concerns:** 1 respondent identified aspects of Approach 4E they were against or had concerns about. These were:

- Concerns about ongoing development, including areas of the park, the Underground heat pump station, and redevelopment of old Lloyd's buildings.
- Worries about the potential reduction of open grass areas due to continuous development, including the addition of more footpaths/cycle paths.

## Approach 4F

**Support:** 4 respondents made comments supporting Approach 4F:

- Importance of natural light levels and orientation for usability and desirability of green spaces (sunlight & daylight).
- Emphasis on a robust care and maintenance regime for green spaces to maintain quality and character.
- Consideration of access for deliveries and servicing in less trafficked areas around courtyards and green spaces.

The objective of successful, active, and safe public realm:

- Support for improving the quality of the public realm in the Old City.
- Desire for high-quality public realm, including demarcation of business outdoor seating areas, outdoor seating, and green infrastructure like trees and shrubs.

Themes under public realm and open space with strong support:

- Creation of a network of safe, high-quality, linked, accessible public spaces, play spaces, green streets, and parks.
- Promotion of healthy communities and a climate-resilient city centre prioritizing people over vehicles.
- Consideration of scale and form of new development to complement the character and street-level experience.
- Ensuring key public spaces and streets are sunny and comfortable by minimising overshadowing and wind tunnelling.
- Providing activities for visitors and local residents with opportunities for play, recreation, and relaxation.
- Enhancement of pedestrian priority green streets with increased vegetation, tree coverage, and sustainable drainage.
- Integration of new open space as a part of new development to meet the needs of new residents.
- Targeting a 40% increase in open space by creating enhanced and new open spaces and transforming under-utilized space.
- Addition of two new play areas in Castle Park, along with incidental play spaces throughout the city centre.
- A general statement of support was made.

**Suggestions:** 1 respondent offered suggestions for Approach 4F:

- Suggestions to emulate the tree planting example on Leavygreave Road in Sheffield for above-ground additions.
- Recognition of technological advancements which enable in-ground tree planting.
- Emphasis on the importance of identifying and safeguarding specific locations for future tree planting initiatives.

## Approach 4G

**Support:** 4 respondents made comments supporting Approach 4G:

- Support for the introduction of pocket parks, contributions to the Green Infrastructure network, and the need for public squares.
- Endorsement of the proposed Public Realm and Open Space plan, including:
- Establishing a network of safe, high-quality, linked, accessible public spaces, play areas, green streets, and parks.
- Creating a climate-resilient city centre prioritizing people over vehicles, ensuring safety and inclusivity for all.
- Ensuring new development complements the character and street-level experience, providing sunny and comfortable public spaces.
- Incorporating activities for visitors and residents, offering opportunities for play, recreation, and relaxation.
- Enhancing pedestrian priority green streets through increased vegetation, tree coverage, and sustainable drainage.
- Integrating new open spaces as an integral part of new development to meet the needs of residents.
- Increasing open space by 40%, including the creation of enhanced and new open spaces and transforming under-utilised areas.
- Supporting the establishment of two new play areas in Castle Park and incidental play spaces throughout the city centre.
- A general statement of support was made.

**Against or concerns:** 3 respondents identified aspects of Approach 4G they were against or had concerns about. These were:

- Operational implications and safety concerns related to transforming a service area and yard behind Merchant Street's buildings into a civic park.
- Anticipates anti-social behaviour in the proposed civic space, conflicting with crime prevention principles and compromising the intended pedestrian priority route on Merchant Street.
- Criticism of the outdated Parks and Green Space Strategy (PGSS) from 2008, questioning the feasibility and appropriateness of achieving the specified green space area standards.
- Discrepancies between the DDP and the Urban Living Supplementary Planning Document (SPD) regarding open space requirements for developments.

**Suggestions:** 4 respondents offered suggestions for Approach 4G:

- Concerns about the proposed conversion of a service area and yard behind Merchant Street into a civic park, with potential adverse operational implications for current occupiers.
- Suggestions for relocating the public realm southeast to better connect with The New Room's courtyard and improve pedestrian connectivity.
- Emphasis on the DDP's role in promoting higher-quality green spaces over a significant quantity of moderate-quality spaces, with a focus on enhancing existing underused and neglected areas in Broadmead and the city centre.
- The importance of well-lit and strategically located green spaces, considering input from existing businesses, communities, and landscape architects.
- Request for the creation of a new large green space in central Bristol, potentially at St. Phillips.
- Recommendation to amend the requirement for private open space in developments, suggesting flexibility in providing private balconies, gardens, or communal gardens and roof terraces to align with the DDP and SPD.

#### **Approach 4H**

**Support:** 2 respondents made comments supporting Approach 4H:

- Recognition of reduced heritage value in Broadmead, suggesting opportunities for showcasing heritage assets in the transformative evolution.
- Support for objective related to Approaches 4E, 4F, 4G, 4H for redevelopment in Horsefair/Merchant Street.

**Suggestions:** 1 respondent offered suggestions for Approach 4H:

- Advocacy for removal of legacy public art, specifically totem poles in the centre and the 'sail' feature near Primark.
- Concerns about the safety and ongoing expensive commitment related to maintaining the 'sail' feature, including the removal of glass panels.

#### **Approach 4I**

**Support:** 5 respondents made comments supporting Approach 4I:

- Support for a network of safe, accessible public spaces, green streets, and parks.
- Support for a climate-resilient city centre prioritising people.
- Advocacy for activities promoting play, recreation, and relaxation.
- Support for green streets with increased vegetation, tree coverage, and sustainable drainage.
- Support for provision of new open spaces as part of development, meeting the needs of new residents.

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- Request for 40% increase in open space, including two new play areas in Castle Park and incidental play spaces.
- Support for public realm interventions outlined on page 58.
- Support for the enhancement of existing green assets, suggesting reconsideration for other satellite parks.
- Identification of areas with existing enhanced open space for further enhancement.
- Neutral stance on Approach 4I, emphasising the need for increased open space with better access and clean air.

**Against or concerns:** 3 respondents identified aspects of Approach 4I they were against or had concerns about. These were:

- Preference for higher quality green spaces over a significant quantum of moderate quality spaces, advocating for the enhancement of existing underused and neglected green areas in Broadmead and the city centre.
- Concerns about open space requirements exceeding adopted policy and established guidance, highlighting a misalignment between the DDP and the Urban Living SPD.
- Uncertainty about the integration of a 'new civic/park space' (new St James Park) as a key transport route for private vehicles, cycling, and public buses.

**Suggestions:** 4 respondents offered suggestions for Approach 4I:

- Concerns about proposed green open space, suggesting alignment with WHO's recommendation of 9 sqm per person.
- Recommendation to amend the requirement for private open space to allow flexibility in providing balconies, gardens, or communal spaces.
- Support for the redevelopment of St James' Park, emphasising its role as a key link to Bristol Bus & Coach Station and an overlooked green/public space.
- Call to enhance greenspace access for local communities, noting under-provision and proposing the identification of opportunities for larger green spaces.

## Approach 4J

**Support:** 3 respondents made comments supporting Approach 4J:

- Support for the integration of play in Castle Park and the wider city centre, including collaboration with Make Space for Girls.
- Support for various topics under the theme of Public Realm and Open Space, such as the creation of safe, linked, and accessible public spaces, green streets, and parks.
- Emphasis on prioritising people over vehicles, ensuring comfortable and sunny public spaces, and integrating activities for play, recreation, and relaxation.
- Agreement with Approach 4J and a suggestion to collaborate with young people and families in creating new play areas and incidental play spaces.

**Against or concerns:** 3 respondents identified aspects of Approach 4J they were against or had concerns about. These were:

- Concerns about the proposed 20% allocation for 'playable public realm.'
- Opinion that this requirement exceeds the adopted Local Plan (LP) policy and lacks evidence for inclusion.
- Emphasis on the need for careful consideration of competing requirements within the public realm.

**Suggestions:** 3 respondents offered suggestions for Approach 4J:

- Proposal to remove the requirement for 20% of public realm to be 'playable.'
- Suggested alternative wording in the DDP expressing support for the introduction of play space or facilities in new or retrofitted public realm.

#### **Other suggestions for Strategy 4**

**Suggestions:** 4 respondents made the following other suggestions for Strategy 4:

- Safety
- Street experience
- Wider community impacts

### **7.2.6 Strategy 5: Green Infrastructure and Nature**

#### **Approach 5A**

**Support:** 6 respondents made comments supporting Approach 5A:

- Support for the proposed Green Infrastructure interventions.
- Backing the four objectives of the Green Infrastructure Strategy, emphasising the desire for a greener and cleaner city.
- Endorsement of the Redcliffe & Temple Green Infrastructure Plan.
- Support for topics under several themes, including creating green corridors, reallocating vehicle space for pedestrians, cyclists, and sustainable drainage.
- Approval of green infrastructure interventions, with a focus on secondary green infrastructure corridors and proposed green space.
- Support for the increase in green corridors within the Broadmead area while encouraging further connections with existing and new green infrastructure.
- Agreement with Approaches 5A-5E, emphasising the need for more green and blue infrastructure with priority on accessibility for pedestrians, cyclists, and other wheeling individuals.

**Against or concerns:** 1 respondent identified aspects of Approach 5A they were against or had concerns about. These were:

- Ambitious approach to creating wildlife and green corridors in the city centre.
- Concerns raised about the overlap between wildlife corridors and major transport corridors, specifically identified in the Movement section of the DDP.
- Uncertainty expressed about the compatibility of competing aims e.g. removing traffic lanes to accommodate tree planting and SUDs schemes.

**Suggestions:** 4 respondents offered suggestions for Approach 5A:

- Concerns about the quantity and placement of proposed developments, emphasising the need for thorough assessments and studies.
- Importance of designing new steps, walkways, and roads without compromising the structural integrity of the Bristol Frome culverts.
- Suggestions for grade separation to create traffic-free routes for accessing new greenspace.
- Encouragement to extend efforts in connecting existing and new green infrastructure, especially with neighbourhoods adjacent to Broadmead and Castle Park.
- Support for delivering a secondary green/blue infrastructure corridor connecting The Haymarket and St James Barton roundabout
- Call for clear support to development schemes aligned with the aspirations of the DDP.

## **Approach 5B**

**Support:** 4 respondents made comments supporting Approach 5B:

- Support for proposed green infrastructure interventions in principle.
- Positive reception of pocket parks and contributions to the green infrastructure network.
- Agreement with Approaches 5A-5E, emphasising the need for more green and blue infrastructure with a focus on accessibility for pedestrians, cyclists, and those with mobility aids.
- Support for additional tree planting in the city centre, acknowledging benefits such as heat resilience, shading canopies, flood mitigation, and visual appeal.

**Against or concerns:** 1 respondent identified aspects of Approach 5B they were against or had concerns about. These were:

- Emphasis on green infrastructure in urban development.
- Minimum 50% living roofs for new or retrofitted rooftops.
- Buildings around Castle Park mandated to include vertical greening, planted balconies, terraces, and living roofs.
- Extension of requirements beyond policy, emphasising green infrastructure opportunities in new buildings.



**Suggestions:** 4 respondents offered suggestions for Approach 5B:

- Support for pocket parks and contributions to the green infrastructure network.
- Emphasis on balancing practical needs for businesses, including servicing, bins, deliveries, and storage, in the strategy for access and vehicle movement.
- The importance of aligning the delivery of public spaces with emerging development timescales and the role of surrounding development in shaping aspirations for enhanced green spaces within Broadmead.
- Regarding the introduction of living roofs and vertical greening, themes included:
- Recognition of potential additional weight loads on buildings, necessitating engineering considerations for support, with associated fire safety risks and impacts on thermal insulation performance.
- Recommendation to address these factors in the evidence base for requirements, suggesting consideration in the emerging new Local Plan instead of the DDP.
- Support for introducing green infrastructure in new development through the development plan process with a thorough scrutiny of the evidence base.
- Proposal to remove the UGF metric and the minimum requirement for 50% of roofs to be living roofs from the DDP.

### **Approach 5C**

**Support:** 3 respondents made comments supporting Approach 5C:

- Support for the proposed green infrastructure interventions, particularly the extension of Castle Park into Broadmead.
- Emphasis on the need for active frontages on Newgate to activate the area and enhance safety benefits.
- Agreement with Approaches 5A-5E and supportive of more green and blue infrastructure.
- Prioritisation of access for everyone, with a focus on making it easy for people walking, wheeling, and cycling.

**Against or concerns:** 1 respondent identified aspects of Approach 5C they were against or had concerns about. These were:

- Concerns about the quantum and location of proposed changes, calling for appropriate assessments and studies.
- Noting encroachment of proposed green space into the site off Newgate.

**Suggestions:** 2 respondents offered suggestions for Approach 5C:

- Emphasis on the need for active frontages on Newgate to enhance the area and ensure safety benefits.
- Concerns about the encroachment of proposed green space into the site off Newgate.
- Recommendation to amend DDP to eliminate extension of the green space into the site.

## Approach 5D

**Support:** 4 respondents made comments supporting Approach 5D:

- Support for proposed green infrastructure interventions, including a floating walkway and floating reedbeds for ecological habitat and education.
- Support for the creation of green corridors and edge habitat, emphasising the importance of choosing adaptable native species along the floating harbour.
- Agreement with Approaches 5A-5E, expressing support for increased green and blue infrastructure with a focus on prioritising accessibility for pedestrians, cyclists, and individuals with mobility challenges.

**Against or concerns:** 1 respondent identified aspects of Approach 5D they were against or had concerns about. These were:

- Concerns about the current state of the ferry point, including graffiti, public urination, loud music, and drug use.
- Suggestion to consult with the police and nearby residents for insights on potential issues.
- Recommendation for dredging the floating harbour instead of introducing reed beds, with concerns about the rapid spread of reed beds.

**Suggestions:** 2 respondents offered suggestions for Approach 5D:

- Proposal for habitat creation under Castle Bridge.
- Relaunch of the seed barge project, emphasising its visual and educational potential.
- Concern for careful selection of native species along the floating harbour for adaptable habitat creation.
- Attention to the need for an appropriate maintenance plan for linear habitat, specifically floating reed and sedge beds.

## Approach 5E

**Support:** 2 respondents made comments supporting Approach 5E:

- Appreciation for consideration of flood risks in Flood Zone 1 and Flood Zone 2, with a positive note on increased connectivity to the Floating Harbour.
- Agreement and support for Approaches 5A-5E, emphasising the importance of prioritising green and blue infrastructure and ensuring easy access for pedestrians, cyclists, and those with mobility needs.

**Suggestions:** 3 respondents offered suggestions for Approach 5E:

- Concerns about the maintenance challenges of vertical greening on private balconies, emphasising the need for a thorough maintenance program.
- Suggestions to consider alternative approaches, such as climbing trellises, for achieving the impact of green walls.
- Recommendations to modify the key regarding opportunities for vertical greening, specifying that it should be pursued where safe, viable, practicable, and deliverable.

## **Approach 5F**

**Support:** 3 respondents made comments supporting Approach 5F:

- Support for comprehensive green infrastructure measures, encompassing minimum requirements for new developments, Bio-Diversity Net Gain, Urban Greening Factor, and ambitious targets. This includes additional tree planting, Sustainable Urban Drainage (SUDs) schemes, and rainwater capture to prevent overflows.
- Emphasis on the economic, social, and environmental value of mature trees in urban settings, outweighing establishment and maintenance costs.
- Acknowledgment of the need to incorporate further solutions for managing increased surface water volumes, particularly in the context of flash flooding.

**Suggestions:** 5 respondents offered suggestions for Approach 5F:

- Emphasis on the importance of proactive infrastructure maintenance and funding commitments to avoid project failures.
- Preference for placing trees in carriageways instead of pavements, with a call for coordinated efforts among businesses and residents for tree watering.
- Request for clarification on the rationale behind the creation of new homes and student beds, seeking more detailed explanations.
- Advocacy for a more ambitious tree planting plan within the city centre to align with environmental goals, emphasising the need for careful planning to ensure tree health and benefits realisation.
- Concerns about water management and surface water flooding, suggesting additional solutions beyond those proposed in the plan.
- Feedback on the urban greening factors for new developments, highlighting disparities with London standards and calling for evidence to justify these targets.
- Opposition to the introduction of an Urban Greening Factor (UGF) requirement.
- Recognition of the importance of strategic tree planting locations to avoid interference with underground infrastructure.

## Approach 5G

**Support:** 3 respondents made comments supporting Approach 5G:

- Support for minimum green and blue infrastructure requirements for new developments, including Bio-Diversity Net Gain and Urban Greening Factor.
- Recognition of the significance of green roofs in achieving Urban Greening Factor (UGF) target scores, with flat roofs on buildings in the area considered suitable for green roofs.
- Support for the green infrastructure targets and emphasising the importance of maintaining ambitious goals above the suggested statutory minimum. This includes improving access to green space and preparing the city for increased climate resilience.

**Against or concerns:** 3 respondents identified aspects of Approach 5G they were against or had concerns about. These were:

- The requirement for private open space in developments should be flexible, allowing for communal gardens and roof terraces, aligning with the Strategic Planning Document.
- Concerns about the mandate for on-site food growing in new residential developments.
- Challenges highlighted in delivering opportunities for food growing within new developments, citing conflicts with landscaping schemes aimed at biodiversity net gain.
- Opposition towards the introduction of living roofs and vertical greening, with concerns about added weight loads, fire safety risks, and thermal insulation impact.

**Suggestions:** 3 respondents offered suggestions for Approach 5G:

- Challenges in providing opportunities for food growing within new developments, emphasising conflicts with landscaping schemes aimed at securing long-term biodiversity net gain.
- Align with adopted policy on food production.
- Removing the Urban Greening Factor (UGF) metric and the minimum requirement for living roofs from the DDP.

## Approach 5H

**Support:** 4 respondents made comments supporting Approach 5H:

- Support for minimum green and blue infrastructure requirements for new developments, aligned with Bio-Diversity Net Gain and Urban Greening Factor.
- Support for the intention to use elements of the framework, including the Urban Greening Factor, citing evidence of cost-effectiveness and multiple benefits for strategic planning of green infrastructure in fostering thriving, healthy, and attractive neighbourhoods.

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- Recognition of the importance of Natural England's GI standards, particularly the Urban Greening Factor, in guiding development due to the proposed high density and low biodiversity baseline.
- Agreement with the objective of the Green Infrastructure & Nature strategy, emphasising the need for an ambitious target for biodiversity net gain above the suggested statutory minimum, and support for ambitious green infrastructure targets exceeding the suggested statutory minimum to enhance access to green space and build climate resilience.
- Broad support for the DDP's overarching objectives surrounding sustainability, biodiversity, and green infrastructure.

**Against or concerns:** 4 respondents identified aspects of Approach 5H they were against or had concerns about. These were:

- Concerns about the proposed Biodiversity Net Gain (BNG) target of 25%, considering it is significantly higher than the typical 10% figure used by Local Authorities across England and Wales.
- Mention of the discrepancy between the proposed urban greening factors and the standards set out in the Urban Greening Factor (UGF) London Plan Guidance (LPG).
- Reference to the lack of evidence supporting the inclusion of requirements for Urban Greening in the DDP.
- Suggestions that the percentage requirement for accessible and adaptable dwellings should explicitly reference the relevant part of building regulations.
- Concerns about the extended requirements for living roofs, vertical greening, planted balconies, and terraces around Castle Park.

**Suggestions:** 7 respondents offered suggestions for Approach 5H:

- Detailed review of BNG to ensure it doesn't hinder social, economic, and environmental benefits.
- Align BNG with national requirement or detailed explanation of requirement.
- Concerns about the introduction of the UGF requirement through the DDP, urging consideration in the new Local Plan with appropriate evidence.
- Encouragement for clarity on how UGF should be applied, proposing options for developers to contribute to green spaces adjacent to development sites.
- Recommendations to apply accessible green space and tree canopy cover standards to enhance accessible greenspace networks in the area.
- Advocacy for the use of a local design code to articulate developer expectations in the plan area, aligning with expectations from the Local Urban Regeneration Bill (LURB).

## Other suggestions for Strategy 5

**Suggestions:** 2 respondents made the following other suggestions for Strategy 5:

- Maintenance
- Access
- Flood risk

### 7.2.7 Strategy 6: Land Use and Development

#### Approach 6A

**Support:** 6 respondents made comments supporting Approach 6A:

- Respondents endorsed a mix of land uses for day and evening activities, including residential, office, employment, student accommodation, and hotels.
- Support for integrating new residential developments throughout the area to address footfall variations and contribute to the need for 2,500+ homes in the next 10-15 years.
- Backing for pedestrian-focused streets, limited vehicular traffic, and potential ground floor retail, leisure, and community uses.
- Desire to decrease segmentation of land use in different city centre areas, promoting a more even spread.
- Support for increasing residents in the city centre to enhance the economy and vibrancy during quieter times.
- Recognition and support for various themes, including increasing diversity and intensity of uses, healthy living environments, new community and cultural facilities, and diverse ground floor uses for vibrant public spaces.
- Acknowledgment and support for Bristol's strong development market, with specific demand for student accommodation.
- Support for 2,500 new homes, with opposition to a 750-student bedspace limit.

**Against or concerns:** 8 respondents identified aspects of Approach 6A they were against or had concerns about. These were:

Concerns about arbitrary student accommodation limits:

- The proposed cap of 750 student bedspaces is considered arbitrary and not justified by evidence.
- It is seen as conflicting with the National Planning Policy Framework (NPPF) requirement to meet the needs of all community members.
- There is a concern that this limit contradicts the placemaking principles of the CCDPD's vision.

Lack of evidence for bed space limit:

- The DDP's imposition of a 750-student bedspace limit lacks a clear evidence base, and no justification is provided for this figure.

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- Respondents question the origins of this limit and why exceeding it would create an unacceptable housing mix in the city centre.

### Need for additional student bed spaces:

- Undersupply of student accommodation and there is a demonstrated need for additional bed spaces.
- The student-to-bed ratio is above the national average and there is a substantial shortfall of bed spaces.
- The growth in student numbers and the city's expansion necessitate more purpose-built student accommodation.

### Impact on housing supply and city prosperity:

- Student accommodation contributes to overall housing supply, and limitations on them may hinder the city from meeting housing targets.
- Failing to address the housing crisis, including student housing, can lead to rising house prices, increased competition for market housing, and potential impacts on the city's economic and cultural prosperity.
- The lack of PBSA in the city centre may lead to increased pressure on residential suburbs and inflated rents, affecting established communities.

### Concerns about planning process:

- The DDP is criticised for not consulting directly with key stakeholders like universities [the University was in fact consulted].
- The DDP is perceived as potentially hindering planning flexibility and the ability to adapt to market changes, suggesting an alternative approach with a more flexible quantum for guidance purposes.

### Contradictions with existing policies:

- The DDP's proposed limits on student accommodation contradicts existing adopted and emerging policies supporting the growth of student numbers and purpose-built student accommodation.

### Need for comprehensive student housing assessment:

- Respondents call for a robust assessment of student housing needs, incorporating evidence from the city's educational institutions and the market.

### Impact on city centre development:

- Limiting student bed spaces may lead to underutilisation of development blocks suitable for student accommodation, potentially affecting overall housing delivery.

### Call for evidence-based approach:

- Call for an evidence-based approach to justify any limits on student bed spaces, with an emphasis on accommodating the city's growing student population.

**Suggestions:** 9 respondents offered suggestions for Approach 6A:

Land use diversity and planning clarity:

- Support for a diverse mix of land uses in Broadmead throughout the day.
- Request for detailed plans and market guidance for clarity in regeneration.

Student accommodation and housing crisis:

- Concerns about student bed control for a balanced community.
- Opposition to the 750-bed cap and emphasis on addressing the housing crisis.

Parking and safety concerns:

- Questions about disabled parking and fire-protected lifts in new buildings.

Contradictions and lack of evidence in DDP:

- Discrepancies between council acceptance and DDP on PBSA bedspaces.
- Call for the removal of the 750-bed cap due to lack of evidence.

Importance of student accommodation:

- Support for PBSA as a crucial housing form contributing to overall supply.
- Opposition to proposed limits on student accommodation.

Need for evidence and rational decision-making:

- Urgency for evidence and justification for the 750-bedspace cap in Broadmead.
- Call for a capacity study and stress test for a reasonable quantum of student bedspaces.

Consequences of housing shortage:

- Recognition of consequences of failing to deliver sufficient housing.
- Concerns about increased pressure on residential suburbs without sufficient PBSA.
- Potential negative impacts on universities and economic prosperity with the 750-bedspace cap.

## **Approach 6B**

**Support:** 4 respondents made comments supporting Approach 6B:

- Housing for local residents should be prioritised over further development of a student area.
- Emphasis on building design and quality is crucial.
- Increase the diversity and intensity of land use in the city centre to ensure it remains active and busy throughout the day and evening.
- Promote development that supports a healthy living environment with a balanced community mix of homes.
- Provide new community, cultural, and leisure facilities, open spaces, and local retail, including affordable food options.
- Broaden the range of ground floor uses to ensure public spaces are active and vibrant.



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- Prioritise housing alongside commercial/retail space but not at the expense of creating space for healthier living and addressing climate and nature priorities.
- Stronger emphasis on putting people first, including a commitment to reducing motor traffic in the city centre, is desired.
- A general statement of support was made.

### **Suggestions:** 4 respondents offered suggestions for Approach 6B:

- Design of flats and housing to meet disabled access standards, emphasising affordability.
- Stronger emphasis on prioritising people, with a commitment to reducing motor traffic in the city centre.
- Concerns about the wording used in relation to student accommodation in the Broadmead area.
- Preference for purpose-built student accommodation (PBSA) over HMOs or converted housing in Broadmead.
- Importance of professional management and onsite facilities such as cycle and refuse storage.

### **Approach 6C**

#### **Support:** 6 respondents made comments supporting Approach 6C:

- Support for the aspiration to increase the number of accessible and adaptable homes within Bristol city centre.
- Endorsement of the ambition to have a diverse resident population, emphasising the importance of attracting a range of ages and backgrounds.
- Recognition of the need for amenities such as schools, nurseries, play areas, and recreational spaces to attract diverse demographics.
- Emphasis on the design and provision of residential units of different sizes and styles to accommodate varied preferences and needs.
- Encouragement for the provision of affordable housing as a crucial element for an inclusive city, with a commitment to delivering 40% affordable housing on land controlled by Bristol City Council within the city centre.
- A general statement of support was made.

#### **Against or concerns:** 4 respondents identified aspects of Approach 6C they were against or had concerns about. These were:

- Comments regarding the absence of explicit guidance on viability assessments in the DDP.
- Concerns about the potential impact of accessible and adaptable housing on the overall number of units in schemes.

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- Respondents emphasised the lack of evidence assessing the viability and deliverability of new homes in the area with this approach.
- Noted the contrast with Policy BCS17, which sets a 40% provision target for inner Bristol developments exceeding 15 dwellings and includes a viability mechanism.
- Comments regarding the variation in affordable housing provisions within different zones, as recognised in Bristol's Affordable Housing Practice Note.

### **Suggestions:** 7 respondents offered suggestions for Approach 6C:

- Additional text outlining the role of viability assessment in managing community expectations of affordable housing.
- Requests for DDP to align with the planning policy requirement of 2% accessible or adaptable homes/
- Calls for the inclusion of a viability clause in the DDP concerning affordable housing.
- Proposals to state that all Build to Rent (BtR) developments, regardless of land ownership, can provide a minimum of 20% affordable housing provision.
- Concerns about the lack of reference to the required provision of affordable housing for developments by commercial developers, with a suggestion to confirm these requirements within the Plan.
- Emphasis on the importance of a robust viability assessment to ensure the delivery of policy-compliant levels of affordable housing.
- Recommendations for the inclusion of specific targets and commitments related to affordable housing in the plan to ensure accountability and progress.
- Support various forms of housing, such as build to rent and co-living, to promote choice for Bristol's residential needs.

### **Approach 6D**

#### **Support:** 2 respondents made comments supporting Approach 6D:

- Support for increasing the diversity and intensity of uses in the city centre to ensure activity throughout the day and evening.
- Commendation for promoting development that fosters a healthy living environment with a balanced community mix of homes.
- Approval for the provision of new community, cultural, and leisure facilities, along with open spaces and local retail, including affordable food, to support new residents.
- Agreement with broadening the range of ground floor uses to ensure public spaces are active and vibrant.
- A general statement of support was made.

## Approach 6E

**Support:** 4 respondents made comments supporting Approach 6E:

- Support for a flexible design that allows for changes, emphasising retrofitting for active ground floor uses and increased sustainability measures.
- Endorsement of the ambition to create a vibrant neighbourhood in Broadmead through the accommodation of independent lanes and courtyard-style activities.
- Agreement with specific approaches (6E-6H) outlined in the plan, expressing support for increased diversity and intensity of uses in the city centre, the promotion of development for a healthy living environment, and the provision of community, cultural, and leisure facilities along with open spaces and local retail.

**Against or concerns:** 1 respondent identified aspects of Approach 6E they were against or had concerns about. These were:

- Viability challenges in letting ground floor commercial floorspace, including affordable options.
- Lacks explicit mechanisms for securing affordable floorspace.
- Suggests leasing floorspace at market rates and subleasing at discounted rates.
- Concerns about the designation of vacant frontages as key active frontages in the Heritage Assets plan.

**Suggestions:** 2 respondents offered suggestions for Approach 6E:

- Proposal to amend the requirement for 10% of lettable ground floor space for affordable let.
- Recommendation to emphasise the need to 'rebalance and adapt the retail offer to strengthen future resilience'.
- Concerns about the approach to meanwhile use of vacant retail premises.
- Proposal to re-designate currently vacant frontages as 'existing weak frontages to be improved.'
- Recommendation to include a new plan addressing active and weak frontage.

## Approach 6F

**Support:** 2 respondents made comments supporting Approach 6F:

- Support for the approach concerning active and ground floor uses, including the identification of specific areas for retail, community, and cultural purposes.
- Emphasis on the importance of the strategy to allow for flexibility in development to contribute to viability and diversity of the city centre.
- A general statement of support was made.

**Against or concerns:** 1 respondent identified aspects of Approach 6F they were against or had concerns about. These were:

- Suggested that letting ground floor commercial floorspace, including affordable options, in Bristol city centre is acknowledged as challenging.
- Lacks clarity on potential mechanisms to secure affordable floorspace.
- Competing interests for ground floor space in mixed-use developments.

**Suggestions:** 2 respondents offered suggestions for Approach 6F:

- Concerns about the practicality and viability of allocating entire streets for specific uses.
- Emphasis on the need for flexibility in development, given the challenges of reduced income in the face of rising rents and business rates.
- Suggested an amendment to the requirement of lettable floorspace at the ground floor be designated for affordable rent.

## **Approach 6G**

**Support:** 1 respondent made comments supporting Approach 6G:

- Agreement with approach

**Against or concerns:** 3 respondents identified aspects of Approach 6G they were against or had concerns about. These were:

- Concerns about requirement for new developments to be 'net zero in operation,' exceeding existing policies.
- Questioning justification for proposed Urban Greening targets in the DDP.
- Discrepancies noted between DDP's rooftop requirements and adopted policy.

**Suggestions:** 3 respondents offered suggestions for Approach 6G:

- Remove the net zero requirement for new development and support a policy of net zero.
- Emphasis on defining net zero within the DDP.
- Concerns raised about the appropriateness of introducing UGF and living roofs requirements through the DDP.

## **Approach 6H**

**Support:** 3 respondents made comments supporting Approach 6H:

- Support for reuse of existing structures.
- Support for the approach of repurposing buildings rather than opting for demolition.
- A general statement of support was made.

**Suggestions:** 1 respondent offered suggestions for Approach 6H:

- Support for the proposed new link through the site to enhance pedestrian and cyclist access.
- Recognition of the need for the demolition of the existing building to facilitate the new connections through urban blocks.
- Suggestion to emphasise the restoration of the historic grain of the public realm and the creation of new connections through existing urban blocks, including demolition, if necessary.

### **Other suggestions for Strategy 6**

**Suggestions:** 8 respondents made the following other suggestions for Strategy 6:

- Land ownership
- Complex land ownership: a mapping exercise to determine the exact land ownership in the city centre is crucial for future plans.
- Development on BCC freehold land and projects directly by BCC should adhere to higher standards. The Council needs to assess the implications on viability and regeneration costs.
- Targets and expectations for private development on council-owned freehold sites, surpasses local plan policy requirements.
- Roles and scope of stakeholders:
- Support for the partnership working approach and BCC's leading role in bringing together stakeholders for development.
- Emphasis on a realistic approach for the private sector's contribution, considering rising build costs and reduced access to grant funding.
- Recognition of funding sources for strategic infrastructure improvements.
- Need for awareness and certainty regarding costs.
- Comments about the tall building strategy and design code and recognition of the preparation of a tall building strategy and design code to support the DDP. Expression of anticipation for contributing to the production of these documents.
- Input on the delivery strategy and concerns about targets and expectations for private development on council-owned freehold sites going beyond local plan policy requirements.
- Specific points mentioned include safeguarding ground-floor space for affordable letting, BNG, UGF, and affordable housing.
- The role of Bristol City Council as a landowner and the challenges associated with influencing development beyond planning policy.
- Importance of collaboration to ensure the protection, enhancement, and long-term maintenance of parks and green spaces.

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- Feedback on operational access to the Floating Harbour and the Bristol Frome culvert and emphasis on the need for assessments, permits, modelling and planning permission.
- Need for clear requirements on developers to deliver high-quality design that meets Bristol's needs.
- Developers:
- Need for explicit support for redevelopment principles in identified city centre sites.
- Recognition of redevelopment as an opportunity to address older combined sewer systems and advocate for the implementation of separate drainage systems in proposed design briefs.

### 7.3 Broadmead Placemaking Plan

#### 7.3.1 Views on Broadmead Placemaking Plan overall:

**Support:** 3 respondents made comments supporting Broadmead Placemaking Plan overall:

- Support for the designation of Broadmead as an area for growth and regeneration, focusing on diversifying land uses.
- Support for the principles of the Linear Street Garden and the proposed approach to lanes and courts.
- Support for ambitious plans for Broadmead, aiming to diversify experiences and enhance the public realm.
- Endorsement of transformation goals, including climate mitigation, ecological enhancement, equality of green space access, pedestrian and cycle connectivity, historic space conservation, and improved public realm quality.
- Acknowledgment of challenges faced by Broadmead, including retail vacancy rates, and outdated public realm.
- Recognition of the opportunity to create a thriving community by capitalizing on Bristol's unique characteristics.
- Emphasis on evolving Broadmead from its mid-20th century origins, rebalancing land use mix, and incorporating diverse offerings.
- Calls for interventions in the public realm, successful place-making, and collaborative partnerships among councils, stakeholders, and developers for effective urban regeneration.
- Appreciation for Bristol City Council's dedication to DDP and Broadmead's future regeneration.

**Suggestions:** 3 respondents offered suggestions for Broadmead Placemaking Plan overall:

- Concerns about the lack of robust evidence justifying prescriptive minimum standards for the public realm and streetscape, suggesting that these standards should be considered as guidelines until viability is confirmed.

- The perceived discontinuity of direct south to north dedicated cycle infrastructure was highlighted, posing a potential challenge to the ambitious proposals and emphasising the need for addressing this at the design stage to avoid future retrofit difficulties.
- Suggestions for a comprehensive mobility hub central to Broadmead, accessed via Fairfax Street, providing disabled parking, taxi rank, pick-up/drop-off areas, and e-scooter and cycle parking. The respondents expressed the importance of explicit details in the Broadmead Placemaking Plan regarding the implementation of such a facility.

### 7.3.2 Street Type 1: Linear Street Garden (Quay Street to Cabot Circus)

#### Destination and Identity

**Support:** 2 respondents made comments supporting Destination and Identity aspects of Street Type 1. These were:

- Support for the principles of the Linear Street Garden.
- Agreement with elements of the proposals for Street Type 1: Linear Street Garden, connecting Quay Street, Nelson Street, Broadmead, and Cabot Circus.

**Against or concerns:** 1 respondent identified Destination and Identity aspects of Street Type 1 they were against or had concerns about:

- The principles of the Linear Street Garden does not currently acknowledge the benefits of locating residential development adjacent to the proposed Quay Street - Nelson Street - Broadmead - Cabot Circus route

#### Green Infrastructure and Nature

**Support:** 2 respondents made comments supporting Green Infrastructure and Nature aspects of Street Type 1. These were:

- Support for the proposed raingarden on Nelson Street to Cabot Circus.
- Positive reception of enhanced street spaces, including play facilities, additional seating, and new lighting.
- Appreciation for the inclusion of generous areas of new planting and existing trees, with rain gardens contributing to texture, seasonal interest, and biodiversity in the streetscape.

**Against or concerns:** 1 respondent identified Green Infrastructure and Nature aspects of Street Type 1 they were against or had concerns about:

- Concern about the integration of various travel modes along Nelson Street, questioning the feasibility of achieving successful integration while also enhancing green infrastructure within the limited space available.

**Suggestions:** 1 respondent offered suggestions for Green Infrastructure and Nature aspects of Street Type 1:

- Support for the raingarden's concept, with a suggestion to explore possibilities for expanding its width to facilitate the full maturation of large trees, thereby maximizing ecosystem service benefits.
- Emphasis on the potential for the raingarden to play a more significant role in water management, including slowing, storing, and cleaning water.
- Advocacy for increased biodiversity enhancement and the inclusion of 'natural' play areas within the raingarden.
- Suggestion to remove the central path through the raingarden to create more space for planting and biodiversity improvements.
- Recommendation for the implementation of crossing points at intervals across the raingarden instead of a continuous path through its centre.

### **Movement and Connections**

**Support:** 4 respondents made comments supporting Movement and Connections aspects of Street Type 1. These were:

- Support for the segregated cycle lane on Nelson St, especially within the existing highway design.
- Favourable reception of passageways, mews, and alleyways, with the condition that their locations align with built development design and public realm considerations.
- Appreciation for pedestrian priority along the east-west route, coupled with suggestions that the cycle routes appear similar to the current layout.
- Support for the restriction on motor vehicles in Broadmead, emphasising the need for developments to significantly reduce motor traffic volume and enhance the overall experience for pedestrians, cyclists, and public transport users.

**Against or concerns:** 2 respondent identified Movement and Connections aspects of Street Type 1 they were against or had concerns about:

- Concerns about the integration of various travel modes along Nelson Street and questioned the feasibility of enhancing green infrastructure in the limited space available.
- Challenges related to cycling along Nelson Street, particularly in the east-west direction, were highlighted. These challenges included a closed cycle path and confusing signs and markings.



**Suggestions:** 4 respondents offered suggestions for Movement and Connections aspects of Street Type 1:

- Servicing access:
  - Importance of adequate servicing access for current and future occupiers.
  - Concerns about potential loss of servicing access due to public realm interventions.
  - Need for alternative servicing and access arrangements to meet operational requirements.
- Linear Street Garden concept:
  - Support for public realm interventions, including pedestrianisation and landscaping.
  - Emphasis on compensating for loss of servicing access through alternatives.
  - Specific mention of the segregated cycle lane with expectations for delivery.
- Nelson Street inclusion:
  - Support for Nelson Street's inclusion for connectivity.
  - Recommendations for widened pavements, pedestrian priority crossings, and segregated cycle routes.
  - Proposals for making Nelson Street pedestrian priority and concerns about integrating travel modes.
- Permeability and route legibility:
  - Calls for improved permeability and route legibility, especially to the west.
  - Attention to areas like Fairfax Street and All Saints Street for inclusion in the Placemaking Plan.
- Cycle infrastructure and security:
  - Concerns about unclear cycling areas in Broadmead.
  - Requests for a clear design language to enhance cycling visibility.
  - Emphasis on improving secure cycle parking and maintaining/increasing permeability.

## **Public Realm and Open Space**

**Support:** 3 respondents made comments supporting Public Realm and Open Space aspects of Street Type 1. These were:

- Support for the enhancements, particularly the inclusion of Urban Greening through soft landscaping and additional planting.
- Support for improvements to the public realm, aiming to increase the attractiveness of the city centre and encourage longer dwell times.
- Recognition of the active and positive café culture in areas like Broadmead and the City Centre but a desire for more places to sit, rest, and play without the obligation to purchase from associated cafes.
- Support for the planned enhancements to street spaces, including play facilities, additional seating, and new lighting.

- Appreciation for the incorporation of generous areas of new planting, alongside existing trees and rain gardens, to bring texture, seasonal interest, and biodiversity to the streetscape.

**Suggestions:** 2 respondents offered suggestions for Public Realm and Open Space aspects of Street Type 1:

- Enhancement of public realm experiences through residential development along the Linear Street Garden to introduce natural surveillance, thereby improving perceptions of security and creating a welcoming environment for visitors and vulnerable community members.
- Support for the removal of visual clutter in the location, with a note that the kiosks contribute to Visit West's annual rental income, necessitating consideration in discussions about their removal.

### Land Use and Development

**Support:** 1 respondent made comments supporting Land Use and Development aspects of Street Type 1. These were:

- Support and agreement regarding the council's emphasis on diversifying the Shopping Quarter to create a vibrant and experiential space.
- Encouragement for a broader range of ground-floor uses.
- The role of The Podium as a prominent visual landmark and a central point for visitor, retail, and leisure activity within the Broadmead shopping area was highlighted. There is a consensus on the importance of fostering a diverse mix of commercial ground-floor activities at The Podium.
- Endorsement for enhancement of cultural experiences and activities at The Podium, with a particular focus on outdoor public spaces.

**Against or concerns:** 1 respondent identified Land Use and Development aspects of Street Type 1 they were against or had concerns about:

- Acknowledged the positive aspect of encouraging a broader range of ground-floor uses in the city centre.
- Expressed concern that the Linear Street Garden concept did not address the beneficial effects of residential development in town-centre locations, particularly in fostering healthy, mixed, and balanced communities.

**Suggestions:** 2 respondents offered suggestions for Land Use and Development aspects of Street Type 1:

- Advocated for the DDP to promote effective use of airspace above ground-floor development, focusing on delivering new homes along major routes like the Linear Street Garden.

- Support for high-density residential development in the Linear Street Garden to address footfall imbalances and contribute to the evolution from consumption to experience, particularly through supporting the night-time economy.
- While endorsing The Podium, respondents advise considering the viability of existing retail, commercial, or financial occupiers in adjoining premises, recognising their social and economic roles.
- Feedback on the proposed character for the Linear Street Garden suggests a preference not to restrict development to specific uses but to encourage varied uses alongside suggested ones, acknowledging potential differences between ground floor and upper level uses.

### **Community and Culture**

**Support:** 1 respondent made comments supporting Community and Culture aspects of Street Type 1. These were:

- Support for the proposal to create spaces for smaller outdoor events within courtyards. However, this support is contingent upon well-considered management and effective engagement with current occupiers in the city centre to prevent any compromise to their operations.

### **7.3.3 Street Type 2: Lanes and Courts (Broadmead)**

#### **Destination and Identity**

**Support:** 3 respondents made comments supporting Destination and Identity aspects of Street Type 2. These were:

- Support for revitalisation of Broadmead in the city centre, emphasising the need for an ambitious approach.
- Acknowledged the area's mixed ownership and control, highlighting the focus on streets, public realm, ground floor uses, and specific community uses for cohesion.
- Recognition of Broadmead's potential to attract investment.
- Support for the proposed approach to lanes and courts.

**Suggestions:** 4 respondents offered suggestions for Destination and Identity aspects of Street Type 2:

- Concerns about the proposed transformation of lanes and courts into destinations for independent makers and businesses, emphasising the need for more detailed plans, especially in marketing and management aspects.
- Recognition of ongoing issues in Old King Street Court, including complaints related to bin storage, rough sleeping, and drug use.
- DDP should not overly restrict development to retail uses only, encouraging a broader range of appropriate uses.
- Support for diversity in the retail offer but a caution against developing an 'artisan character' that excludes individuals financially, stressing the importance of inclusivity.

## **Green Infrastructure and Nature**

**Support:** 2 respondents made comments supporting Green Infrastructure and Nature aspects of Street Type 2. These were:

- Emphasis on the growing significance of shady courtyards, especially in anticipation of warmer summers in the future.
- Support for the improvement and preservation of existing urban courtyards, with an emphasis on showcasing the historical significance of the area.
- Support for the idea of increased biodiversity through planting.
- Caution regarding the selection of plant species, with an emphasis on choosing those well-suited to the local environment to ensure their thriving.

**Suggestions:** 1 respondent offered suggestions for Green Infrastructure and Nature aspects of Street Type 2:

- Questioned and sought clarification on the entity or organisation that would be responsible for the maintenance and management of the proposed planting features, including vertical planting, trees, and other plants.
- Concerns about fire safety risks associated with vertical planting. It was noted that there is an understanding that this approach has not received support from the local government in the past.
- Need for careful consideration of the impact of tree planting and landscape features on streets, particularly concerning people with disabilities, especially those who are visually impaired. The emphasis was on ensuring accessibility and safety for this demographic group.

## **Movement and Connections**

**Support:** 1 respondent made comments supporting Movement and Connections aspects of Street Type 2. These were:

- Support for the commitment to enhancing permeability for pedestrians and improving north-south routes for walking, wheeling, and cycling in the city centre.

**Suggestions:** 3 respondents offered suggestions for Movement and Connections aspects of Street Type 2:

- Support for the proposal to enhance pedestrian permeability through lanes and courtyards, with a caution about potential reduced legibility.
- Emphasis on the need for effective signage and considerations for safety and crime prevention, with a call for collaboration with stakeholders, including the police.
- Support for the approach to lanes and courts, recognising the essential servicing functions of existing courtyards. Specific reference to the Merchant Street rear service yard, highlighting its role in refuse storage and delivery access without impacting the pedestrianised street.

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- Request for thoughtful access planning for deliveries and building servicing around courtyards and green spaces, particularly in less trafficked areas.
- Recommendation for planning access to smaller streets for deliveries by zero-emission vehicles like cargo cycles and trikes, along with a call for improved cycle parking to support shopping by cargo bike.

### Public Realm and Open Space

**Support:** 1 respondent made comments supporting Public Realm and Open Space aspects of Street Type 2. These were:

- Support for the proposal to create quieter spaces alongside the busier retail boulevard.
- Support for the proposal to have spaces for smaller scale outdoor events within courtyards.
- Endorsement of the proposal to create ambience and character through interesting lighting schemes.
- Emphasis on the importance of creating a safer environment in Broadmead and discouraging anti-social behaviour.
- Caution regarding potential light pollution impact on existing and future occupiers, particularly if more residential uses are envisioned for Broadmead.

### 7.3.4 Street Type 3: Civic Avenue (Merchant Street)

#### Destination and Identity

**Support:** 3 respondents made comments supporting Destination and Identity aspects of Street Type 3. These were:

- Concerns about potential light pollution affecting both existing and future occupants, especially with the envisioned increase in residential uses for Broadmead.
- Old King Street Court: Respondents identified this area as a secondary public space, currently serving as a service yard for retail buildings in Broadmead and Merchant Street. It was noted that the space, in its current configuration and use, lacks public value.

#### Green Infrastructure and Nature

**Support:** 5 respondents made comments supporting Green Infrastructure and Nature aspects of Street Type 3. These were:

Large specimen tree planting:

- Introduce large specimen tree planting to create a double avenue of trees for microclimate and green infrastructure benefits.
- Support for the idea, emphasising the need for careful thought on management and maintenance.

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### Vibrant civic green avenue:

- Welcoming the concept of Merchant Street as a vibrant civic-scale green avenue.
- Support for the addition of trees to this location.

### Urban greenery and wildlife support:

- Positive response to proposals integrating generous urban greenery to support wildlife.
- Emphasis on the use of large-scale trees for maximizing benefits and the importance of selecting tree species resilient to climate change.

### Civic Avenue and connectivity:

- Positive feedback on the proposed Civic Avenue along Merchant Street and its continuation towards St James Barton roundabout.
- Recognition of the opportunity to enhance north-south connections, add green infrastructure, and provide attractive civic spaces for residents and events.

### Improved green infrastructure and pedestrian crossing:

- Welcome for improved green infrastructure benefits in the area.
- Agreement with the proposal for a new pedestrian super crossing and a new gateway into the park.

### **Suggestions:** 2 respondents offered suggestions for Green Infrastructure and Nature aspects of Street Type 3:

- Support for the introduction of large specimen tree planting to create a double avenue of trees for microclimate and green infrastructure benefits.
- Emphasis on careful consideration for the management and maintenance of the proposed tree planting.
- Caution regarding the prescriptive minimum sizes, suggesting these should be treated as guidelines until further testing and study confirm their feasibility.
- Recognition of the importance of selecting tree species with climate change resilience and situating them according to specified aspects, conditions, and space restrictions.

### **Movement and Connections**

#### **Support:** 3 respondents made comments supporting Movement and Connections aspects of Street Type 3. These were:

- Support for the enhanced node and orientation at the junction with the pedestrianisation of The Horsefair, contingent on proper consideration for servicing, engagement with existing occupiers, and understanding potential impacts on businesses and operations.
- Endorsement of opening up the public pedestrian route through the former Debenhams site, creating a visual and accessible connection between St James Barton and Castle Park. This is viewed as an opportunity to enhance legibility in Broadmead by addressing safety concerns with the current pedestrian link, characterized by unsafe and poorly lit steps that need alteration.

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- Approval for connecting the street physically and visually to Castle Park across the Broadweir with a new pedestrian super crossing and a generous new gateway into Castle Park. However, respondents reiterate the need for further detail on the super crossing.
- Positive reception of the proposed Civic Avenue along Merchant Street and its continuation towards St James Barton roundabout. Emphasising its potential to improve north-south connections across Broadmead, introduce green infrastructure, and provide attractive civic spaces for new residents and cultural/community events.
- Overall support for the planned improved green infrastructure benefits in the area, including strong agreement with the proposal for a new pedestrian super crossing and a new gateway into the park.

**Against or concerns:** 2 respondents identified Movement and Connections aspects of Street Type 3 they were against or had concerns about:

- Concerns regarding the discontinuity of the proposed south-to-north dedicated cycle infrastructure, viewing it as a potential obstacle to the overall success of the ambitious proposals. The perceived lack of connectivity to Castle Park and St James Barton roundabout raised specific apprehensions about the effectiveness of the plan.

**Suggestions:** 3 respondents offered suggestions for Movement and Connections aspects of Street Type 3:

- Support for the pedestrian priority super crossing at the junction, pending detailed information on its suitability.
- Advocacy for the active involvement of local businesses in decision-making, recommending workshops to address practical concerns.
- Concerns about the potential challenges of mixing pedestrian and cyclist movement on Merchant Street.
- Critique of the perceived discontinuity in dedicated cycle infrastructure, emphasising the risk of undermining the ambitious proposals and the difficulty of future retrofit.

## Public Realm and Open Space

**Support:** 3 respondents made comments supporting Public Realm and Open Space aspects of Street Type 3. These were:

- Support for the new lighting scheme to enhance ambience and encourage evening use.
- Agreement on exploring options to relocate existing kiosk businesses to reduce visual clutter, with concerns raised about potential impacts on daylight, sunlight, visibility, and outdoor seating for ground floor uses. Emphasis on proactive collaboration with businesses to address economic and employment impacts from relocation.

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- Support for proposals for a flexible public realm to accommodate events like the Christmas market, with a call for comprehensive engagement and consultation with local businesses and occupiers to minimize operational impact.
- Endorsement of minimum space standards for the central avenue, aligning with the proposed strategy and indicating that the suggested sizes would accommodate the specified use.
- Approval of aspirations for Merchant Street to become an urban sanctuary with wellness, ecology, and community at its core, emphasising the need for a direct pedestrian link between surrounding streets, open spaces, seating areas, and connections to retail units.
- Welcoming the creation of a tree-led Civic Avenue along Merchant Street linking Castle Park to St James Barton, accompanied by a suggestion for more green space to enhance the proposed greenery.

**Suggestions:** 2 respondents offered suggestions for Public Realm and Open Space aspects of Street Type 3:

- Careful planning needed for the proposed civic route with legacy trees to prevent visual clutter.
- Concerns raised about tree and landscaping management.
- Broad support for relocating kiosks to reduce visual clutter.
- Caution about impacts on daylight, visibility, and successful businesses.
- Encouragement for proactive collaboration to address economic impacts.
- Emphasis on full engagement with local businesses for events to limit operational impact.
- Acknowledgment of support for standards with a call for flexibility until viability testing is conducted.
- Support for a proposal with a call for a thorough examination of service access needs, including width, accessibility, clearance height, safety, and turning space.
- Support for connecting public spaces, suggesting relocating green space for better urban planning.
- Benefits highlighted, including improved connectivity and a pedestrianised passageway.

## Land Use and Development

**Support:** 1 respondent made comments supporting Land Use and Development aspects of Street Type 3. These were:

- Support for the designation of Broadmead for growth and regeneration.
- Exploration of opportunities to diversify land uses to achieve optimal efficiency.
- Positive engagement with Bristol City Council's regeneration team regarding a revised mix of uses at the sites.



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- The overarching objective is to improve the residential offering in Broadmead and enhance the area's future vitality.
- Specific discussions with the council focused on the potential for active commercial uses on the ground floor and residential uses on the upper floors.
- The proposal aims to repurpose largely redundant upper floors of retail units to contribute to addressing Bristol's significant unmet local housing need.

### Community and Culture

**Support:** 5 respondents made comments supporting Community and Culture aspects of Street Type 3. These were:

- Support for the proposed Civic Avenue to enhance north-south connections, providing green infrastructure and civic spaces.
- Endorsement of using the Almshouse as a cultural asset, emphasising the addition of trees to the location.
- Support for the proposal to transform the Almshouse into an 'alternative activity anchor' with community/cultural uses, while expressing concerns about deliverability and landowner engagement.
- Support for the initiative to provide green space around the Almshouses on Merchant Street.
- Conditional support for the change of use of the Merchant Taylor's Almshouse, contingent on securing a suitable tenant for its proposed community/culture use.

**Suggestions:** 1 respondent offered suggestions for Community and Culture aspects of Street Type 3:

- Conditional support for the proposal, contingent upon feasibility and confirmation of landowner support.
- Advocacy for a diverse mix of ground floor uses, especially community and cultural activities, with a focus on practicality and viability.
- Concerns about the suitability of the proposed location for community and cultural uses.
- Recognition of the need for a higher local residential population to enhance the success of such activities.
- Suggestion to achieve a larger local population through high-density urban redevelopment at Broadmead.

### 7.3.5 Street Type 4: Garden Street (The Horsefair and Penn Street)

#### Destination and Identity

**Support:** 1 respondent made comments supporting Destiny and Identity aspects of Street Type 4. These were:

- Support for establishing The Horsefair as a destination for local communities, emphasising the need to reduce severance along Bond Street and Temple Way to achieve this goal.

#### Green Infrastructure and Nature

**Support:** 2 respondents made comments supporting Green Infrastructure and Nature aspects of Street Type 4. These were:

- Endorsement for removing motor vehicles from The Horsefair.
- Support for transforming The Horsefair into a pedestrian-friendly space with a focus on green infrastructure.

#### Movement and Connections

**Support:** 2 respondent made comments supporting Movement and Connections aspects of Street Type 4. These were:

- Support for the removal of motor vehicles from The Horsefair and Penn Street, advocating for the creation of a pedestrian-friendly environment with a focus on green infrastructure.

**Suggestions:** 2 respondents offered suggestions for Movement and Connections aspects of Street Type 4:

- Concerns about the safety of a shared surface without segregated cycle and pedestrian lanes, suggesting the need for appropriate signage and penalties to ensure a secure environment for all users.
- Recommendation to exclude general traffic and buses from the designated area, emphasising the prioritisation of pedestrian and active travel movement. The potential impact on business servicing should be carefully considered in the planning process.
- Critique of the outlined cycle access plans, highlighting existing conflicts between pedestrians, cyclists, and wheeled users in the specified area. Advocacy for a clearer design language, consistency, and potential use of colour coding to delineate spaces for different users.

## Public Realm and Open Space

**Support:** 2 respondents made comments supporting Public Realm and Open Space aspects of Street Type 4. These were:

- Support for the transformation of the public realm into an attractive, green, and inviting street conducive to sitting, meeting, and shopping.
- Agreement with a carriageway width of 5 metres, deeming it sufficient for the safe passage of two vehicles traveling in opposite directions, accommodating standard car and lorry dimensions with ample clearance.

**Against or concerns:** 1 respondent identified Public Realm and Open Space aspects of Street Type 4 they were against or had concerns about:

- Lack of robust evidence and analysis:
- Respondents expressed reservations about the DDP's insufficient evidence or analysis supporting the proposed sizes.
- Concerns were raised regarding the unclear process used to determine specific measurements.

Call for viability testing:

- Respondents emphasised the importance of conducting thorough viability tests before implementing standards.
- A consensus was observed in suggesting that standards should be regarded as guidelines until proven viable.

Need for practical investigation:

- Respondents highlighted the necessity of fully investigating the practicality of proposed standards.
- Sentiment that practical considerations should precede the enforcement of any set measurements.

**Suggestions:** 1 respondent offered suggestions for Public Realm and Open Space aspects of Street Type 4:

- Support for the proposed dimensions, contingent on thorough investigations and testing for feasibility and practicality.
- The necessity for a comprehensive assessment of how the dimensions impact traffic flow, encompassing both vehicular and pedestrian traffic, along with considerations for traffic calming measures.
- Emphasis on accessibility standards to accommodate all users, including those with mobility challenges.
- Safety considerations for pedestrians, cyclists, and motorists, with a focus on identifying and mitigating potential hazards.

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- Ensuring emergency access for vehicles without delays and assessing the functionality of parking and loading zones within the proposed dimensions, including the ability to manoeuvre in service areas for loading and unloading.
- Evaluation of potential environmental impacts, such as noise levels or pollution, and the need for effective management and mitigation strategies.

### Land Use and Development

**Support:** 1 respondent made comments supporting Land Use and Development aspects of Street Type 4. These were:

- Support for enhancing the community high street in Broadmead to boost footfall. However, they emphasised the importance of not compromising the provision of sufficient commercial floor space, aligning with Broadmead's role as a prominent shopping destination.

### Community and Culture

**Support:** 1 respondent made comments supporting Community and Culture aspects of Street Type 4. These were:

- Support for celebrating historical buildings through more sensitive and creative reuse of the city centre.

## 7.3.6 Street Type 5: Active Corridor (Union Street)

### Movement and Connections

**Support:** 3 respondents made comments supporting Movement and Connections aspects of Street Type 5. These were:

- Support for the establishment of a segregated cycle lane for uphill cycle movement, while downhill cyclists share the route with buses.
- Endorsement for the closure of Union Street to general traffic, favouring its transformation into a primary route for pedestrians, cyclists, and buses.
- Approval of the proposed uphill cycle lane and designated resting areas.
- Overall agreement with the concept of Union Street being designated as a fully segregated bus and mass transit red route, with a proposed bus gate at the Union Street and Newgate/Wine Street junction.
- Conditional support for the mass transit route, contingent on the preservation and repurposing of The Galleries' below ground structure, emphasising the importance of aligning the design with the existing building line along Union Street.

**Against or concerns:** 3 respondents identified Movement and Connections aspects of Street Type 5 they were against or had concerns about:

- Concerns about the perceived prescriptiveness of the standard requiring seating every 20 metres, suggesting that it should be applied as guidance rather than a strict requirement.
- Observations on Union Street highlighted the absence of a northbound segregated cycle lane, emphasising the importance of maintaining a continuous segregated cycle route connecting Temple Meads, Bristol Bridge, and Victoria Street. The potential interruption at Union Street was seen as inconsistent with the overall ambition of the Plan.
- A suggestion for a segregated southbound (uphill) cycle lane on Union Street, accompanied by strong opposition to the placement of bus stops alongside cycle lanes. Safety concerns were expressed regarding potential conflicts between cycle/scooter users and pedestrians accessing bus stops, particularly in the context of the busy area.

**Suggestions:** 6 respondents offered suggestions for Movement and Connections aspects of Street Type 5:

- Advocacy for a bus mass transit corridor and the removal of cars and taxis.
- Concerns about restricting taxis due to accessibility for people with disabilities or young children.
- Concerns raised about the proposed cycle lane width, referencing Manual for Streets guidelines.
- Factors considered included traffic volume, vehicle speed, cyclist comfort, parking, intersections, future growth, environmental context, and user needs.
- Specific concerns about disabled parking and intersections at Nelson Street were highlighted.
- Recommendation for clearer communication in future documents regarding buses' right turns at Union Street's top.
- Concerns about the absence of a northbound segregated cycle lane, disrupting the planned direct route.
- Opposition to placing bus stops alongside cycle lanes, emphasising safety concerns.
- Request for a detailed plan for bus stop provision ensuring pedestrian accessibility without cycle bypasses.
- Highlights of Union Street as the central public transport route, making it two-way with bus routes via Rupert Street and Wine Street.
- Concerns about potential conflicts between cyclists, pedestrians, and bus stops.
- Feedback on the proposal for a segregated uphill cycle lane on Union Street.
- Concerns about safety and comfort when cycling downhill with buses.
- Call to revisit the space for inclusivity and improved usability for diverse age groups.

## Public Realm and Open Space

**Support:** 2 respondents made comments supporting Public Realm and Open Space aspects of Street Type 5. These were:

- Support for the creation of a new public space at the corner of the redeveloped Galleries site, emphasising its connection with Castle Park. Overall, there is broad support for this initiative.
- Respondents favour the proposed dimensions for the street scene, acknowledging the constraints posed by the existing road width.

**Against or concerns:** 1 respondent identified Public Realm and Open Space aspects of Street Type 5 they were against or had concerns about:

- Concerns about prescriptive minimum standards for the public realm and streetscape in Broadmead. Key points include:
- Lack of robust evidence justifying the proposed standards.
- Suggestions to treat the standards as guidelines until they undergo viability testing to confirm achievability in the context of Broadmead.

**Suggestions:** 2 respondents offered suggestions for Public Realm and Open Space aspects of Street Type 5:

- Concerns about the suggested width of cycle lanes.
- Factors such as traffic volume, vehicle speed, cyclist comfort, parking presence, intersection design, future growth, environmental context, and user needs highlighted as crucial considerations in determining the appropriate width.
- Specific attention drawn to the need for wider lanes near disabled parking on Union Street and at intersections, particularly at Nelson Street.
- Opposition expressed to the proposed extension of a new public space into the southern part of the redeveloped Galleries site.
- Recommendation to remove reference to encroachment into the site, as it is deemed inconsistent with adopted policy aiming to maximise development on previously developed sites.

### 7.3.7 Street Type 6: Park Edge (High Street, Newgate, Broadweir)

#### Destination and Identity

**Support:** 1 respondent made comments supporting Destiny and Identity aspects of Street Type 6. These were:

- Support for connecting Broadmead to Castle Park and creating pedestrian priority space along Wine Street/Newgate. They highlighted the importance of lighting and active frontages to animate the space during the night-time.

## **Green Infrastructure and Nature**

**Suggestions:** 1 respondent offered suggestions for Green Infrastructure and Nature aspects of Street Type 6:

- Concerns about the proposed vertical greening on the southern face of the site, emphasising that it poses challenges for development. They recommend clearly specifying this as a suggestion rather than a requirement.

## **Movement and Connections**

**Support:** 2 respondents made comments supporting Movement and Connections aspects of Street Type 6. These were:

- Endorsement for pedestrian-friendly measures and the implementation of a segregated cycle route.
- Emphasis on the need for a new cycle route to alleviate congestion on the existing Castle Park route, contingent upon a super-crossing at Temple Way via Castlemead.
- Positive reception towards the Park Edge concept, especially the partial merging of Newgate with the square north of St Peter's Church in Castle Park, to enhance connectivity with Broadmead.
- Consistent approval for reducing vehicular traffic, emphasising pedestrian and active travel spaces.
- Approval for a new segregated cycle route along Wine Street, Newgate, and Broadweir, while recognising continued interest in the Castle Park waterfront cycle route.
- Support for the introduction of new crossings and gateways in the city centre.

**Suggestions:** 2 respondents offered suggestions for Movement and Connections aspects of Street Type 6:

- Importance of attention to details, specifically highlighting the need for precision in elements such as priority at crossings, accessible gradients, and directional signage.
- Positive reception towards the introduction of new crossings and gateways, with a desire for additional information on their integration with the primary commuter cycle link. Emphasis on the preference for direct and uninterrupted cycling routes was noted.

## **Public Realm and Open Space**

**Suggestions:** 1 respondent offered suggestions for Public Realm and Open Space aspects of Street Type 6:

- Reference to the public square extending into the Galleries site should be removed.

### 7.3.8 Street Type 7: Community Connector and Greener Gateway (Bond Street)

#### Destination and Identity

**Support:** 1 respondent made comments supporting Destination and Identity aspects of Street Type 7. These were:

- Support for changes to Bond Street with the aim of reducing severance and improving access to Broadmead.

#### Movement and Connections

**Support:** 1 respondent made comments supporting Movement and Connections aspects of Street Type 7. These were:

- Favourable opinion towards the addition of pedestrian and cycle crossings, particularly on Bond Street.
- Emphasis on the importance of a separate cycle track from the carriageway and pedestrian areas.
- Call for design and construction adherence to high current standards.

**Against or concerns:** 1 respondent identified Movement and Connections aspects of Street Type 7 they were against or had concerns about:

- Lack of sufficient detail in the Plan regarding the Bearpit proposals.
- The Plan indicates improvements for cyclists, including a segregated cycle lane around the north side, but lacks clarity on the connection to the proposed Bond St cycle lane and mobility hub.
- The Bearpit is considered hostile for active travel, creating a barrier between the city centre and Stokes Croft (and routes North).
- Emphasis on addressing the Bearpit's challenges now, especially with upcoming planning applications for the Premier Inn and Debenhams sites, to avoid missed opportunities before the existing configuration becomes entrenched in new developments.

**Suggestions:** 4 respondents offered suggestions for Movement and Connections aspects of Street Type 7:

- Concerns about the Bearpit proposals, specifically the lack of detail, disconnected cycling routes, and the perceived hostility as a barrier between the city centre and Stokes Croft.
- Bond Street identified as needing provisions for coach services, including Megabus, Falcon coaches, Flixbus, and wheelchair-accessible areas for tourists.
- The effectiveness of the route east from Broad Weir hinges on a supercrossing across Temple Way and segregation of cycling and walking routes along the Castlemead cut-through.
- Emphasis on designing and building infrastructure to the highest standards.



## Evening Economy and Lighting Strategy

**Support:** 2 respondents made comments supporting the Evening Economy Strategy. These were:

- Support for proposals related to the evening economy, specifically endorsing improved street lighting and enhanced bus and taxi services and connections.
- Willingness to collaborate with the council and stakeholders to develop a night-time economy strategy for Broadmead.
- Recognition of the changing trend towards experiences, such as dining, drinking, and leisure in town centres, and the potential to capitalize on this shift.
- Acknowledgment of the significant transformation from a predominantly retail-focused area to a night-time economy venue, with considerations for the physical, logistical, and public perception aspects.
- Emphasis on the careful consideration of any impact on residential amenity resulting from the proposed changes.

**Support:** 1 respondent made comments supporting the Lighting Strategy. These were:

- Support for the creation of ambience and character through interesting lighting schemes.
- Emphasis on the importance of enhancing safety in Broadmead and discouraging anti-social behaviour.
- Caution raised about potential light pollution impact on existing and future occupiers, especially if more residential uses are anticipated for Broadmead.

**Suggestions:** 3 respondents offered suggestions for the Lighting Strategy:

- Concerns about the potential impact on residential amenity.
- Offer to share experiences from events like Bristol Light Festival for the development of a comprehensive lighting strategy.
- Recognition of the plan's ambition to improve functional, sustainable, and aesthetic illumination, particularly in the After Dark experience outlined in Part B.
- Emphasis on the need for an adaptable lighting strategy considering wildlife, such as bats and otters, using the watercourse.
- Recommendation to maintain a dark corridor at night when feasible to support local wildlife.

## Other comments on themes for Broadmead

**Suggestions:** 7 respondents offered suggestions on the following themes:

### Access/Servicing:

- Linear Street Garden:
  - Broad support but emphasises the critical need for servicing access to ensure long-term viability.
  - Support for public realm interventions but highlights the importance of compensating for lost servicing access.
- Lanes and courts:
  - Broad overall support, acknowledging existing courtyards' essential servicing functions.
  - Opposes relocating service areas to the frontage, proposes a combined approach in specific areas.
- Servicing considerations:
  - Emphasises the need to carefully consider access for deliveries and servicing around green spaces.
  - Stresses the importance of balancing practical needs with the functioning of businesses.
- Evaluation criteria:
  - Supports the proposal but calls for a thorough examination of existing service access needs.
  - Criteria for evaluation include width, accessibility, clearance height, safety, and turning space.
  - Comprehensive assessment considerations: traffic flow, accessibility standards, safety, emergency access, parking, loading zones, and environmental impact.

### Location of residential development:

- Support for the principles of the Linear Street Garden. Concern however that the current approach does not recognise the advantages of placing residential development along the proposed Quay Street - Nelson Street - Broadmead - Cabot Circus route.

### Maintenance:

- Large specimen tree planting:
  - Support for a double avenue of trees for microclimate and green infrastructure benefits.
  - Emphasis on careful management and maintenance considerations.
- Care and maintenance of green spaces:
  - Concerns about the need for a robust care regime to preserve quality and character.
- Incorporation of public amenities:

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- Suggestions for recycling/waste bins in the public realm.
- Emphasis on separating commercial bins, and recognition of the importance of public toilets and improved waste management for vibrant night-time activities.

### Financial considerations for parks and green spaces:

- Request for sufficient funding in the Plan for maintenance.
- Emphasised the need for Bristol City Council to ensure long-term financial sustainability for public realm enhancements in the Linear Street Garden.
- Advised the council to maintain a realistic view of funding across short, medium, and long terms, aligning improvements with available resources.
- Cautioned against pursuing developments or interventions beyond the Council's capacity, particularly in resource-intensive landscaping and public realm improvements.

### Safety:

- Concerns about the proposed creation of lanes and courtyards in Broadmead, fearing reduced legibility and potential spaces for anti-social behaviour.
- Need for effective signage, working proactively with stakeholders, and careful consideration of safety and crime prevention in narrow alleyways and courtyards.
- Safety considerations for public courtyards were highlighted, including the risk of anti-social behaviour and the importance of surveillance, lighting, and security measures.
- Concerns about the shared surface concept without segregated cycle and pedestrian lanes raised. Calls for appropriate signage and penalties to ensure user safety.
- Public safety and security with a focus on natural surveillance, artificial lighting, and external monitoring in open spaces, particularly during quiet periods and darker hours.
- Design approaches for Broadmead should incorporate safety considerations for residents, workers, and passers-by, addressing potential risks for pedestrians and cyclists during low activity periods or in dimly lit conditions.
- Safety of Merchant Street, emphasising the need to address conflicts between cyclists and pedestrians.
- Concerns about its suitability as a mobility hub, especially if accessed via Fairfax St, described as a potentially hostile cycle route due to darkness, noise, pollution, and lack of soft margins.

### Accessibility:

- Concerns about the creation of finer grain lanes and potential reduction in area legibility.
- Emphasis on the need for effective and carefully considered signage.
- Regarding the proposed mobility hub:
  - Support for the concept of a central mobility hub in Broadmead.
  - Critique of the Broadmead Placemaking Plan for lacking specific details about the hub.

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- Request for explicit information on pedestrian access, especially for individuals with disabilities.
- Call for public consultation on mobility hub details before planning application embedding.
- Concerns about potential congestion in Fairfax Street due to the mobility hub's location.
- Issue of conflict between mobility hub exit and pedestrian flow.
- Consideration for additional disabled parking bays, with a suggestion for consultation with disability groups.

### Toilets:

- Support for additional well-maintained public toilets, addressing the needs of women and vulnerable individuals.
- Limited awareness of the existing Community Toilet Scheme, with a request for increased funding for participating businesses.
- Recognition of the lack of public toilets as an equalities issue, affecting women, children, and those with disabilities, leading to challenges for cleansing services.
- Need for public toilets in response to increased summer activities, with a reference to Bath's successful public toilet scheme.
- Calls for Bristol City Council and new developments to provide public toilets.
- Emphasis on the critical need for 24-hour accessible public toilets, expressing concerns about relying solely on businesses.
- Encouragement for the provision of free, inclusive toilets in both Castle Park and the Broadmead area, including locations near the mobility hub and central community spaces.

### St James Barton roundabout:

- Concerns about the Bearpit proposals' lack of detail, particularly regarding cycling improvements. Respondents noted a segregated cycle lane on the north side but emphasised its disconnection from the proposed Bond St cycle lane and mobility hub.
- The Bearpit was identified as a hostile area for active travel, creating a barrier between the city centre and Stokes Croft (and routes North). Respondents urged addressing this issue before finalising planning applications for the Premier Inn and Debenhams sites to avoid being locked into the existing configuration.
- A regeneration scheme around the bus and coach station, involving the removal of James Barton roundabout, was suggested. Respondents emphasised the need for new buildings and redevelopment, focusing on housing and shopping.
- Exclusion of the Bearpit from the Broadmead Placemaking Plan. Importance of considering connectivity along the new Civic Avenue in Broadmead and extending it across the St James Barton roundabout. The geographical challenge of the roundabout, with its higher road level, was seen as a complicating factor for connectivity.

## 7.4 Castle Park Masterplan

### 7.4.1 Views on Castle Park Masterplan overall

**Support:** 1 respondent made comments supporting Castle Park Masterplan overall:

- Endorsement of the proposed vision and objectives for Castle Park.
- Recognition of the park's potential to serve as an attraction for individuals of diverse ages and backgrounds.
- Acknowledgment of the historical significance highlighted by the proposed enhancements.
- Willingness to actively engage in ongoing discussions about the plans for Castle Park.

**Against or concerns:** 1 respondent identified aspects of Castle Park Masterplan they were against or had concerns about:

- Overdevelopment of park areas, the underground heat pump station, and the old Lloyds buildings.
- Increased infrastructure leading to reduced open grass spaces.
- Opposition to proposed concrete seating areas invading residents' privacy.
- Highlighted existing issues with the park being a haven for drug-related activities.
- Emphasis on the need for a curfew or full-time wardens to address antisocial behaviour.
- Criticism of the perceived focus on aesthetics and developer interests over addressing air quality concerns.
- Suggested alternative use of Clean Air Zone funds for planting trees and improving air quality.
- Advocated for the demolition of the old Lloyds building to restore parkland and address modernisation needs elsewhere.

**Suggestions:** 1 respondent offered suggestions for Castle Park Masterplan overall:

- Advocated for an explicit acknowledgment of Castle Park as a premier destination for children and young people within the proposed aims.
- This inclusion is perceived as essential to highlight the aspiration for the park's development, emphasising its appeal to the younger demographic and their parents or guardians.
- This distinction is viewed as a departure from the park's current predominant purposes.

## 7.4.2 Strategy 1: Park Gateways

### Enhanced and proposed gateways

**Support:** 5 respondents made comments supporting the proposals for enhanced and proposed gateways. These were:

- Support for a new entrance at Penn Street to enhance connectivity with Broadmead.
- Agreement with the proposed Castle Park gateway space and extension plans, including biodiverse rain gardens along the culverted River Frome.
- Concerns about uninviting entry points and poor access, particularly in the northeast, leading to a consensus for improved connections between Castle Park and Broadmead.
- Advocacy for new and improved entry points, enhanced visibility of primary and secondary gateways, resolution of level changes for accessible routes, and consistent park-wide wayfinding across the city centre.
- Concerns about conflicts at the primary gateway on the west side, with a plea for improved cycling path connections along Baldwin Street.
- Call for better linkage at the eastern gateway, emphasising improved walking and cycling facilities connecting to Old Market and the Bristol and Bath Railway Path.

**Suggestions:** 6 respondents offered suggestions for enhanced and proposed gateways:

- Concerns about the lift proposal, with a request for further development or clarification.
- Desire for a unique landmark attraction in Castle Park, potentially a photogenic feature.
- Reservations regarding the proposed extensive terracing in the north-east corner, citing potential barriers and impact on mature trees.
- Criticism for the proposed step-free routes with lifts, expressing concerns about introducing buildings and further development in the green corner of the park.
- Opposition against the extension of green space into the southern part of the site, citing inconsistency with the proposed redevelopment design and adopted policies.
- Support for the ambition to improve Castle Ditch culvert, with a request for detailed information on required investments.
- Support for the extension of the park and the creation of biodiverse rain gardens along the culverted River Frome.
- Recognition for the need to improve visual connections, with an expectation of an overall increase in canopy cover within the park.
- Emphasis on the necessity for stepped areas and terraces to be accessible for everyone.

### 7.4.3 Strategy 2: Heritage Re use

#### St Peter's Church

**Suggestions:** 1 respondent offered suggestions for St Peter's Church:

- Encroachment of the public realm area in front of St Peter's Church into the site is highlighted.
- Request to remove reference to the public square extending into the site.

#### St Mary Le Port

**Support:** 1 respondent made comments supporting the heritage proposals for St Mary Le Port. These were:

- Anticipation of further enhancements with approved plans for St Mary Le Port.
- Expectation for improved connectivity with Castle Park.

**Suggestions:** 1 respondent offered suggestions for St Mary Le Port:

- Emphasis on the need for additional information on changes to the public realm along High Street and Wine Street.
- Request for detailed plans regarding pedestrian crossings on gateway routes.

#### Heritage Trail

**Support:** 1 respondent made comments supporting the heritage trail proposals. These were:

- Support for enhancing heritage in the park and establishing a heritage trail in the city centre.

**Suggestions:** 1 respondent offered suggestions for the proposed heritage trail:

- Support for utilising modern technology to recreate historical buildings and scenes, fostering a connection with the area's history.

#### Heritage Interpretation

**Support:** 1 respondent made comments supporting the heritage interpretation proposals. These were:

- Emphasis on valuing and enhancing the heritage of places.
- Support for the retention, celebration, and improvement of access to heritage assets in Castle Park.

#### 7.4.4 Strategy 3: Movement – Pedestrian

##### **Pedestrian circulation**

**Support:** 1 respondent made comments supporting Strategy 3 proposals for pedestrian circulation. These were:

- Need for:
  - Improved network of pathways
  - Connectivity with entry points
  - Continuous walking and wheeling routes beyond park boundaries
  - Concerns about walkways leading to cul-de-sacs or hidden areas, perceived as safety risks.

**Against or concerns:** 1 respondent identified aspects of the proposals for pedestrian circulation they were against or had concerns about:

- The proposed super-crossings due to lack of details. Lack of information on proposed super-crossings raised concerns among respondents.

**Suggestions:** 1 respondent offered suggestions for pedestrian circulation:

- Concerns about proposed super-crossings lacking details, particularly highlighting hazards for cyclists at junctions.
- Emphasised need for design adherence to established best practices for active travel, prioritizing the protection of vulnerable users, considering the disproportionate number of fatalities and life-changing injuries associated with cycling.

##### **Accessibility**

**Suggestions:** 2 respondents offered suggestions for accessibility:

- Concerns about extensive new terracing in the north-east corner of the park towards Penn Street, particularly its north-facing orientation limiting attractiveness outside mid-summer.
- Potential barriers posed by the terracing for individuals unable to manage steps or steep ramps.
- Uncertainty about the introduction of terracing without significant loss of mature trees.
- Opposition to the proposed step-free routes, expressing concerns about the need for lifts and potential building development in the north-east corner of the park.
- Emphasis on the importance of minimising the use of steps in pathways, considering the topography, and advocating for the incorporation of resting places.



## 7.4.5 Strategy 4: Movement – Cycle

### Cycling and Active Travel Strategy

**Support:** 2 respondents made comments supporting Strategy 4 proposals for cycling and active travel. These were:

- Support for the improvement of visual separation on the harbourside cycle path, recognising the challenge in finding a better alignment.
- Positive reception for the introduction of a segregated cycle path around the north, east, and west perimeters, seen as a favourable development.
- Support for super-crossings at key gateways into Castle Park, emphasising the importance of improvements at both western and eastern entrances.
- Approval of additional infrastructure, such as a cycle hub pavilion and increased facilities/cycle parking at entry points to Castle Park.
- Recognition of the need to address conflicts between pedestrians and cyclists, with an acknowledgment that the riverside path through Castle Park is part of National Cycle Network route 4.
- Encouragement for better demarcation of path sections for different users and highlighting junctions, with a suggestion for collaborative design and community engagement with diverse user groups to find optimal solutions.

**Against or concerns:** 1 respondent identified aspects of the proposals for cycling and active travel they were against or had concerns about:

- Concerns about proposed super-crossings due to lack of details. Lack of information on proposed super-crossings raised uncertainties and unease among respondents.

**Suggestions:** 3 respondents offered suggestions for cycling and active travel:

- Request for a consistent colour scheme for cycle paths throughout the city, highlighting the need for clarity in distinguishing between cycle and walking paths.
- Scepticism about the likelihood of cyclists shifting from established routes, specifically the route through Castle Park, to new cycle lanes on Newgate.
- Support for reducing conflicts between pedestrians and cyclists in Castle Park.
- Request for detailed plans on encouraging cyclists to use the designated cycle route around Castle Park instead of paths along the waterfront or footways.
- Observations about the perceived ineffectiveness of defined crossing points, drawing attention to instances of non-compliance and the need for a more practical approach.
- Feedback on the misalignment of segregated routes with the natural desire lines for cycling, particularly noting routes from Bristol Bridge, Castle Bridge, and Castle St.
- Suggestion to anticipate potential conflicts on proposed footpaths that could be cycled, emphasising the need for secondary or tertiary cycling routes.

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- Requests for detailed plans regarding super-crossings, especially emphasising the importance of designing junctions in accordance with established best practices for active travel.
- Acknowledgment of the Riverside path through Castle Park as part of National Cycle Network route 4, highlighting its significance for local commuting and long-distance cycling.
- Support for additional cycling improvements around Castle Park, with an emphasis on preserving the most direct and level route for cycling.
- Cautionary remarks about the density of junction points along the proposed path, stressing the need for a solution that minimises conflict for all users.

### 7.4.6 Strategy 5: Lighting and Safety

#### After Dark Strategy

**Support:** 1 respondent made comments supporting the After Dark Strategy. These were:

- Support for lighting and safety enhancements in Castle Park, emphasising the need for appropriate sensitivity settings. Recommendation for engaging with diverse groups to ensure inclusive solutions, making the park more welcoming and improving access to green space for all.

#### Safety

**Support:** 3 respondents made comments supporting Strategy 5 proposals for safety. These were:

- Support for engagement with Make Space for Girls and efforts to create a safer space for women and girls.
- Recognition and welcome for the proposal to improve personal safety in the park, particularly after dark.
- Acknowledgment of the desire for lighting in the urban park location to enhance the sense of safety, especially along key access routes.

**Against or concerns:** 1 respondent identified concerns about safety in Castle Park:

- Antisocial behaviour/drug-taking in the park would undermine the plans.

**Suggestions:** 2 respondents offered suggestions for safety:

- A curfew or full-time wardens to control the constant antisocial behaviour.
- Lighting (colour and direction) within the park and close to the river should be wildlife friendly and should leave some areas as dark refuges for wildlife.

#### 7.4.7 Strategy 6: Green Infrastructure

**Support:** 1 respondent made comments supporting the Strategy 6 proposals for extending the influence of Castle Park and increasing biodiversity:

- Desire for enhanced connectivity of individuals to green and public spaces, emphasising inclusivity.
- Expectations include the establishment of ambitious biodiversity net gain targets, surpassing the proposed statutory minimum.
- Improving accessibility to green spaces is emphasised, with a parallel focus on enhancing the city's climate resilience for the future.

**Suggestions:** 3 respondents offered suggestions for Strategy 6:

- Concerns about the challenge of cultivating food in the city centre environment.
- Uncertainty and reservations about the proposed extensive terracing towards the north-east corner of the park, with concerns about potential loss of mature trees.
- Recognition of the need to improve visual connections between the park and surrounding areas, supporting the proposed thinning of the woodland, but emphasising the expectation for enhancements within the park to result in an overall increase in canopy cover and a net gain in biodiversity.

#### 7.4.8 Strategy 7: Play

**Support:** 2 respondents made comments supporting the Strategy 7 proposals for play spaces. These were:

- Emphasised importance of well-distributed play features, both formal and informal, across the park, including the provision of a formal playground.
- Desire for spaces in Castle Park that offer clean air and green surroundings for the community.
- Stakeholders, including families, children, and young people, should actively participate in the collaborative design process to ensure engagement and inclusivity in the development of detailed solutions.

**Suggestions:** 1 respondent offered suggestions for play spaces:

- Advocacy for an explicit mention of Castle Park as a first-class place for children and young people in the main aims.
- Desire for Castle Park to evolve and become an attraction for young people and their parents/guardians.
- Suggestion to use Pound's Park, Sheffield, as a reference for a city centre playground.
- Recommendation to consider Dyffryn Gardens National Trust as a reference point for natural play in the city centre.

#### 7.4.9 Strategy 8: Facilities and Events

**Support:** 2 respondents made comments supporting the Strategy 8 proposals for park facilities and events:

- Importance of public toilets and suggest the consideration of a nominal fee, similar to practices in Europe.
- Desire for inviting and inclusive spaces is prevalent, with a focus on improved facilities and events for community engagement.
- Specific mentions include support for physical and mental health through enhanced toilet and washing facilities, including baby changing facilities.
- Positive reception towards the idea of a cycle hub as a central focus to encourage active travel in and out of the city centre.

#### 7.4.10 Key Project 3: The Floating Waterfront Edge

**Support:** 4 respondents made comments supporting the proposals for the Floating Waterfront Edge. These were:

- Support for the addition of reed beds, floating platforms, and viewing platforms to enhance Bristol's waterfront as a key visitor attraction.
- Endorsement for the addition of reed beds on the South side of the harbour, outside Finzels Reach.
- Recognition of the positive idea of a water-level walkway along the floating harbour, especially if it offers an additional pedestrian route under Bristol Bridge to Welsh Back.
- Appreciation for considering current and future flood risks in the proposed locations, emphasising the importance of connectivity to the Floating Harbour and recognising the significance of the Bristol Frome culverts.
- Support for the ambition to enhance accessibility to the Floating Harbour, making it a crucial ecological corridor for wildlife.
- Positive response to the intention of creating floating reed beds along the entire river stretch in the plan area, suggesting boardwalks for active travel routes and nature connections.
- Zoning for reed bed areas: Request for zoning of the reed bed areas, aiming to create both easily accessible areas for people and less accessible areas as refuges for wildlife.

**Against or concerns:** 1 respondent identified aspects of the Floating Waterfront Edge proposals they were against or had concerns about:

- Concerns about anti-social behaviour at the ferry point, including graffiti, public urination, loud music, and drug-related issues.
- Suggestion to consider the impact on local residents and engage with the police for input on addressing anti-social behaviour.

- Opposition to the introduction of reed beds in the floating harbour, with a preference for dredging.

**Suggestions:** 4 respondents offered suggestions for the Floating Waterfront Edge:

- Advocate for repurposing the seed barge in the harbour as a visual and educational attraction.
- Concerns about cul-de-sac walkways due to safety and potential antisocial behaviour.
- Highlight the unique opportunity to daylight the River Frome, suggesting a phased approach and emphasising the river corridor's potential as a focal point for drawing people in and enhancing the area's value.
- Suggest exploring biodiversity enhancements on riverbanks near proposed reedbeds.
- Caution against potential impacts on surface water/combined sewer outfalls when creating floating walkways along the riverbank.

## 7.5 Other comments about the DDP

**Suggestions:** 5 respondents offered suggestions for improving legibility or formatting in the Plan:

- Feedback on colour legibility in Figure 44 and the key, indicating a need for improved document clarity.
- Consistent recommendations to enhance Figure 9, suggesting a clarification of the key by stating 'Potential development sites where the principle of redevelopment is supported' and a re-titling for better explanation of the plan.
- Critique of statistics presentation, specifically on pages 29 and 41, highlighting concerns about missing sources and insufficient contextual information for certain statistics, such as the percentage of retail space in the study area.
- Call for amendments to the DDP, emphasising the inclusion of sources for all statistics and the expansion of contextual information where necessary.
- Recommendation for future images, urging clarity regarding buses turning right at the top of Union Street, with an emphasis on the exclusion of this junction from the park edge/public square.
- Statistics on weak frontages, suggesting a re-titling of Figure 30 or the inclusion of a new plan to address active and weak frontages.

**Against or concerns:** 2 respondents identified challenges they had experienced in reviewing the DDP:

- Challenges faced by respondents due to the inability to read the new Local Plan as a whole.
- Concerns about the absence of a published review of consultation responses, hindering informed comments on the future city revitalisation strategy.
- Difficulty in understanding and commenting on the relationship between the DDP and the Regulation 19 Local Plan Review (LPR) due to the closure of the DDP consultation period before the publication of the Regulation 19 LPR.

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- Issues with the accessibility of the City Centre Framework, adopted in July 2020, as the link on the Council's planning guidance webpage is not functional.

**Suggestions:** 2 respondents offered suggestions about the status of the DDP and its relationship to the Local Plan:

- Lack of clarity regarding how applications will be assessed against new requirements, termed targets and considerations, within the DDP.
- Absence of evidence supporting the introduced requirements, raising questions about potential negative impacts on the delivery of strategic aims, including new home delivery in the city centre.
- Difficulty for stakeholders to understand and comment on the relationship between the DDP and the LPR, as the consultation period for the former closes before the publication of the Regulation 19 LPR.
- Confirmation in Chapter 9 of Part A that the DDP will be a material consideration in planning applications, not part of Bristol's adopted Development Plan, raising concerns about its weight and similarity to a Supplementary Planning Document (SPD).
- Emphasis on draft policies and targets in the emerging LPR rather than supplementing adopted Development Plan policies, creating a perception that the DDP supports the emerging plan rather than the adopted one.
- Lack of clarity and transparency in the policy content and evidence base of the draft DDP, particularly concerning housing targets derived from an LPR yet to be adopted or published at Regulation 19 stage.
- Suggestions for a more logical consultation process, with the DDP scheduled for review and adoption after the LPR has undergone examination and been adopted.
- Difficulty for stakeholders to provide meaningful consultation feedback due to the absence of a published evidence base justifying housing targets and reliance on key policy drivers from an as-yet-unadopted LPR.

## 8 Feedback received in meetings, briefings and public sessions

The following table provides a summary of comments from meetings, briefings and public sessions held during, the consultation period. Many of these comments were echoed in the survey responses.

### Summary of comments from meetings, briefings and public sessions

Document/section	Topic	Comment
Overarching	Funding	Overall proposals need to be practical and capable of funding.
	Maintenance	Long term maintenance of improvements is really important.
	Wider social issues	DDP needs to consider social problems including rough sleeping and ensure problems aren't just moved on to other areas.
	Engagement	Important that local community (including young people) are involved in further development of projects and proposals.
Destination and Identity	Visitors	Mobility hub could also act as a luggage store for visitors. City centre needs a landmark centre piece attraction or building that is a focal point for visitors
	Hotels	Some concern around pedestrian priority proposals and implications for accessing local hotels. Need to engage hoteliers further at next stage.
	Retail	Need to encourage large retailers to come back to the city centre.
	Public toilets	Important that public toilets are provided (mentioned several times).
Community and Culture	Public art	The numerous sculptures around the city are not really highlighted – more could be made of these.
	Events and activities	Support for more cultural activities/spaces.
		Use food events as a way to bring people together.
Community spaces	Provide space for faith purposes, women only spaces and spaces for young people.	
Movement and Connectivity	Connectivity	Connectivity between Broadmead and Old Market is important.
	Vehicle routes	Fairfax Street should be addressed – at present fast traffic and uninviting.
		Access to hotels, venues and local businesses needs to be maintained and clearly signed. Engagement with businesses and hoteliers will be important at the next stage.
	Create space and safe routes for the ever growing moped/scoter riders that deliver food Uber Deliveroo etc.	

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Document/section	Topic	Comment
	Servicing and access	Some concern around maintaining access and servicing for small businesses. Previous restrictions have been difficult for some.
	Coaches	Provision needs to be made for tour buses, coach drop offs, including parking for conferences (mentioned several times).
	Accessibility	Accessibility should be at the forefront of design (mentioned several times).
	Walking/cycling	Routes for shared use should have clear signage and be clearly delineated (mentioned several times).
	Mobility hub	Support for overall mobility hub concept, but some concern that this should be part of a wider strategy for accessibility. Comment that intention needs further explanation (mentioned several times).
	Bus/train station	Interconnectivity between bus and train station really important.
	St James Barton	This is a really important area, which needs big thinking to transform this space/overcome challenges.
	Parking	Provision of sufficient parking important for businesses.
Public Realm and Open Space	Tall buildings	Concern that tall buildings are not sustainable and not compatible with the principles around street structure, design and biodiversity (mentioned several times).
		General concern that discussion around taller buildings will give developers too much leeway.
		Concern about quality of previous tall buildings in city centre.
	Growing	Incorporate community growing/edible landscapes.
	Public space	Some concern about how the triangle near Primark and St James Park could become a new civic space as shown on p58 of the draft document given the volume of buses using this route.
Play	Provision of play really important.	
Green Infrastructure and Nature	Trees/green space	Retain trees wherever possible, protect roots etc. (mentioned several times).
		Retain as much green space as possible (eg in Castle Park).
	Biodiversity Net Gain	Concern that Biodiversity Net Gain target of 25% is not deliverable as exceeds Local Plan/national target.
Land Use and Development	Sustainability	New development should set highest standards for sustainability – e.g. with recycling facilities and green roofs (mentioned several times).
	Mix of uses	Keen to ensure new development includes family homes, local shopping facilities, doctors and sports facilities.



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Document/ section	Topic	Comment
	Local facilities	Ensure a doctors surgery is provided to support new mixed use neighbourhood.
	Housing	City centre homes should be affordable for local people (mentioned several times).
		Concern that new homes in the city centre will affect congestion and air quality.
		Concern city will become a housing estate and no one will shop there anymore.
		All housing should have private outdoor space.
Affordability	Concern that high rents and high business rates may undermine intention to create mixed use areas (mentioned several times).	
Broadmead	Mix of uses	Provision of space for small shops, workspaces and boutiques supported but must be affordable.
Castle Park	Gateways	Eastern gateway lower priority.
	Waterfront	Floating walkway may have limited value as a route (but may be interesting feature).
	Heritage	Heritage proposals should include a memorial to those who died in the war and the park should be a space for remembrance.
	St Peter's	Proposed square near St Peters is a key linking space.
		Keen to see the hard landscaped events space near St Peters be broken up/better designed for when not in use for events.
	Events	Important to define what events spaces would be like/how this would work/what kind of events it would hosted..
Trees	Retain trees wherever possible, protect roots etc. (mentioned several times).	

## 9 How will this report be used?

The consultation feedback in this report is taken into account by officers in developing final proposals for the City Centre DDP. The final proposals are included in a separate report (Appendix B (iii) Consultation Response Report) which, together with this consultation report, will be considered by Cabinet on 5 December 2023 when making its decisions about the Plan.

### How can I keep track?

You can find the latest consultation and engagement surveys online on the council's Consultation and Engagement Hub ([www.ask.bristol.gov.uk](http://www.ask.bristol.gov.uk)). You can also sign up to receive automated email notifications about consultations and engagement at [www.bristol.gov.uk/askbristolnewsletter](http://www.bristol.gov.uk/askbristolnewsletter)

Decisions related to the proposals in this consultation will be made publicly at the Cabinet meeting on 5 December 2023.

You can find forthcoming meetings and their agendas at [democracy.bristol.gov.uk](http://democracy.bristol.gov.uk).

Any decisions made by Full Council and Cabinet will also be shared at [democracy.bristol.gov.uk](http://democracy.bristol.gov.uk)

## Appendix A: Equalities data charts

### A1 Age

Figure A1: Age of respondents to Vision and Strategies survey

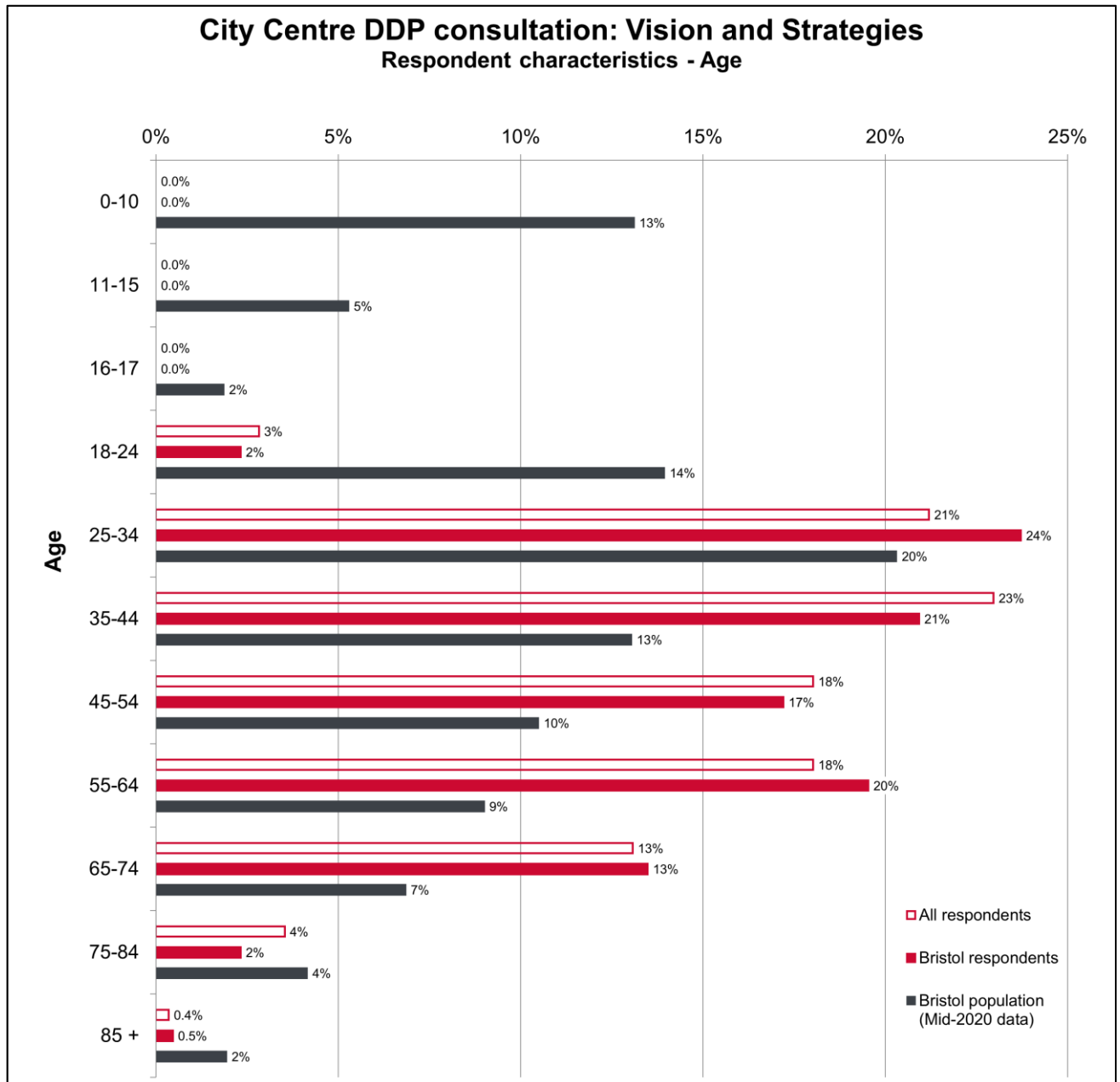


Figure A2: Age of respondents to Broadmead Placemaking Plan survey

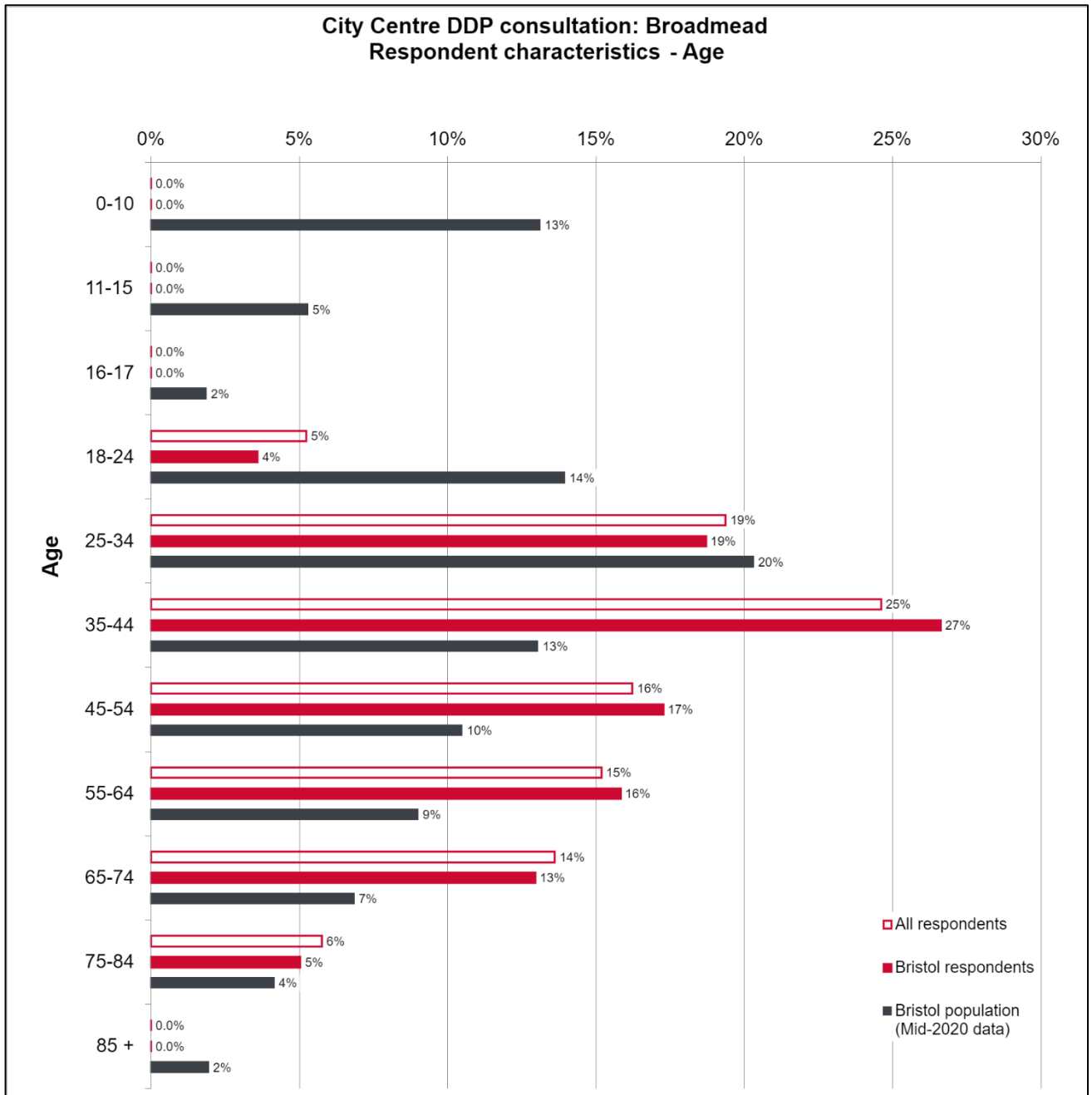
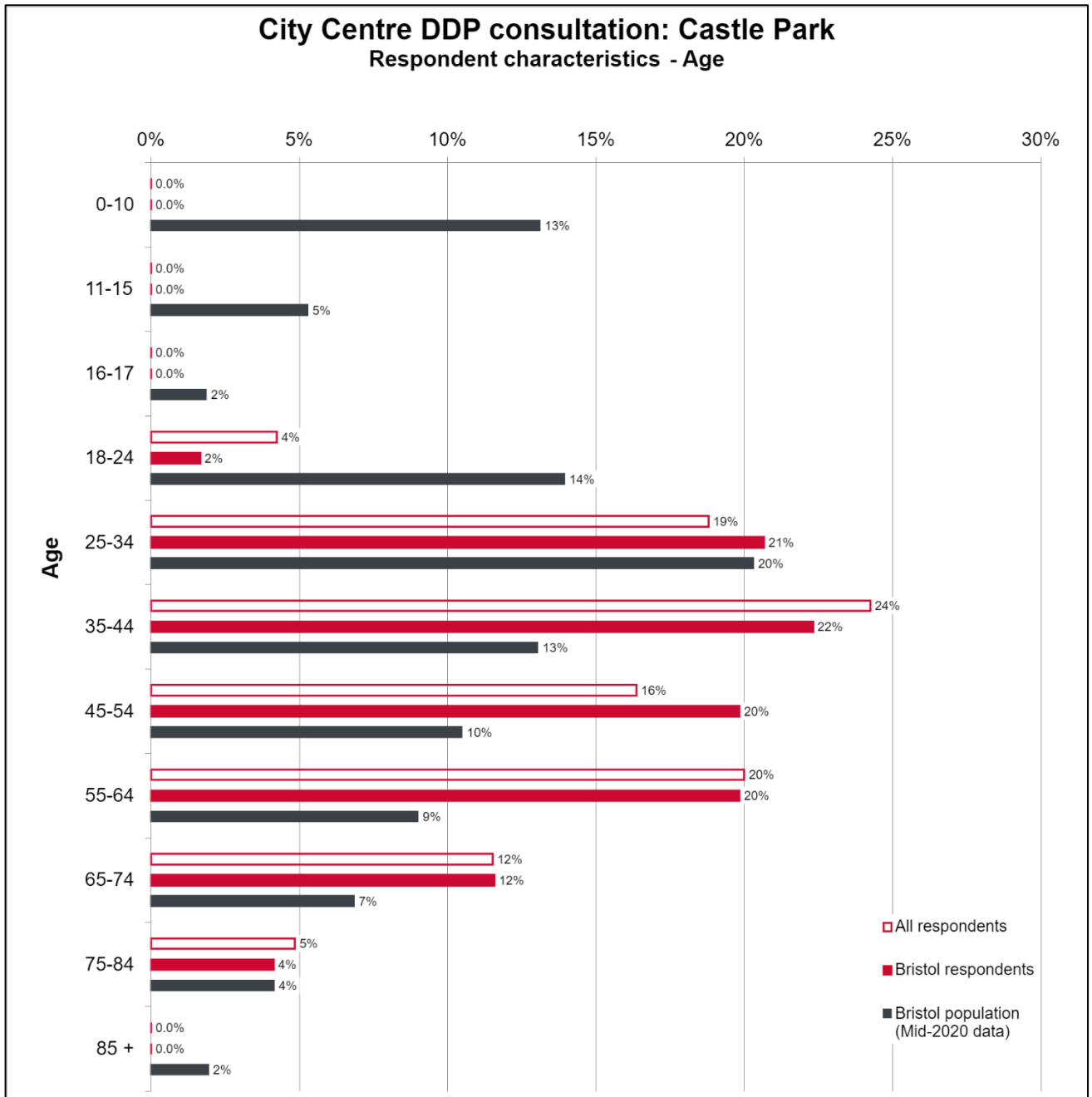


Figure A3: Age of respondents to Castle Park Masterplan survey



## A2 Sex

Figure A4: Sex of respondents to Vision and Strategies survey

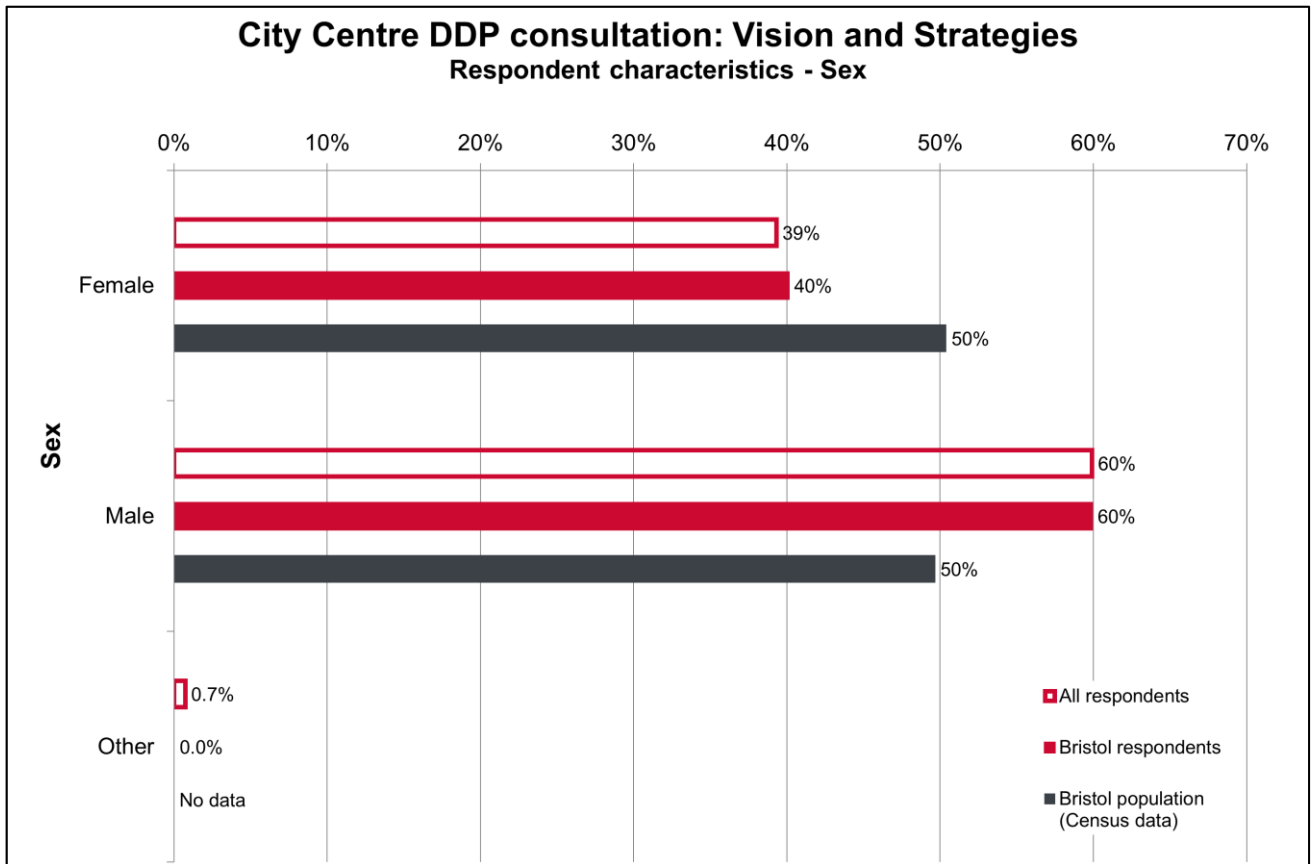


Figure A5: Sex of respondents to Broadmead Placemaking Plan survey

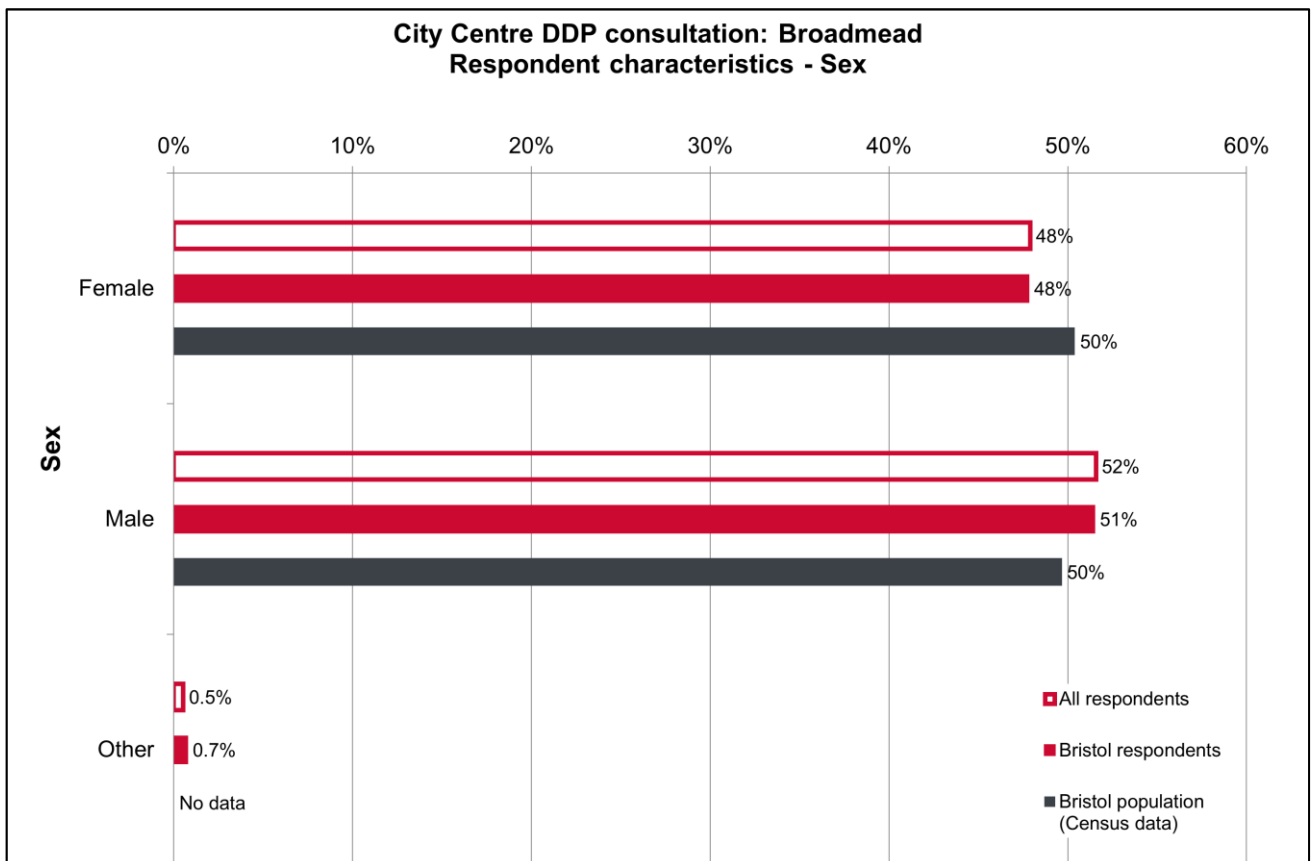
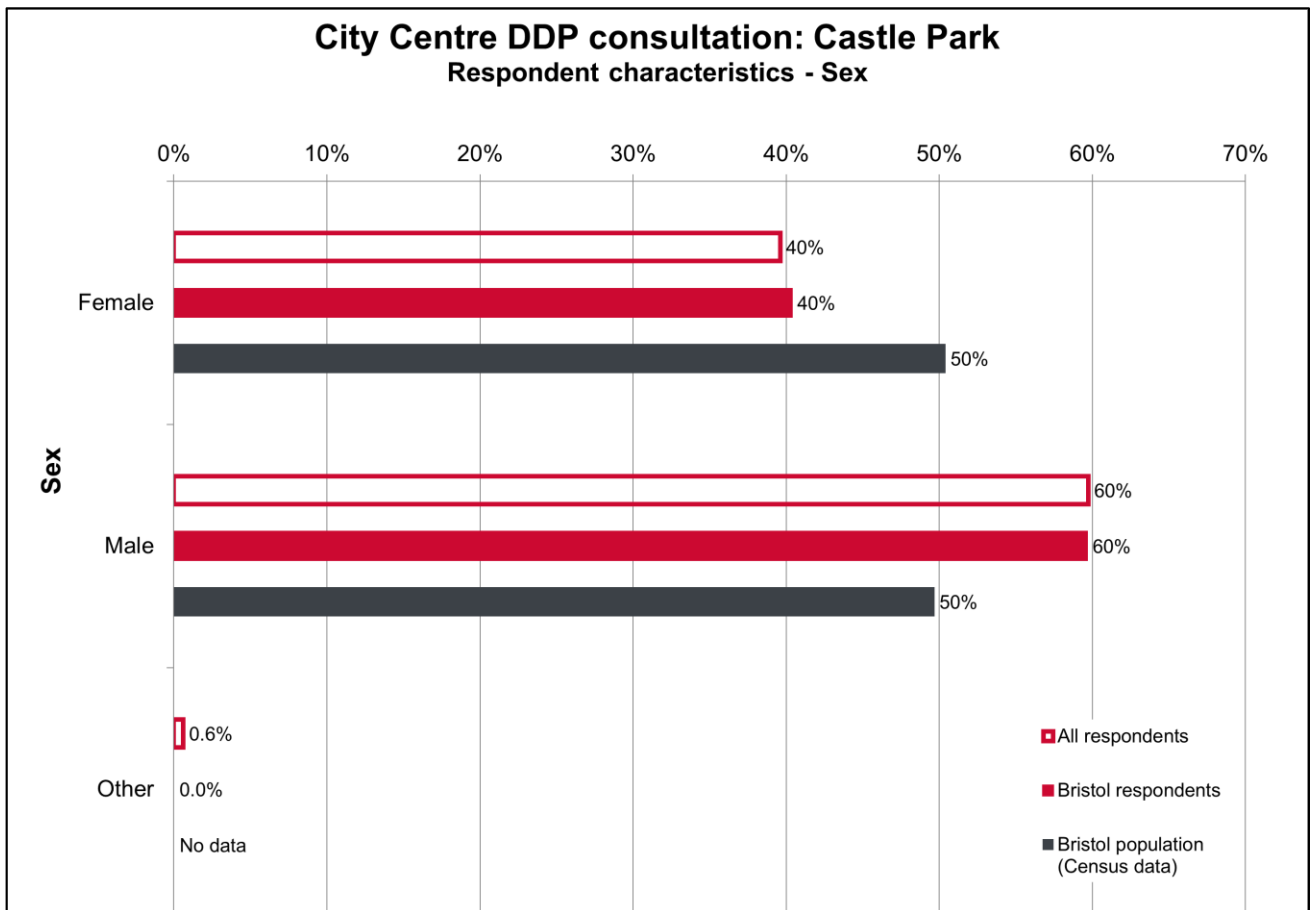


Figure A6: Sex of respondents to Castle Park Masterplan survey



### A3 Disability

Figure A7: Disability of respondents to Vision and Strategies survey

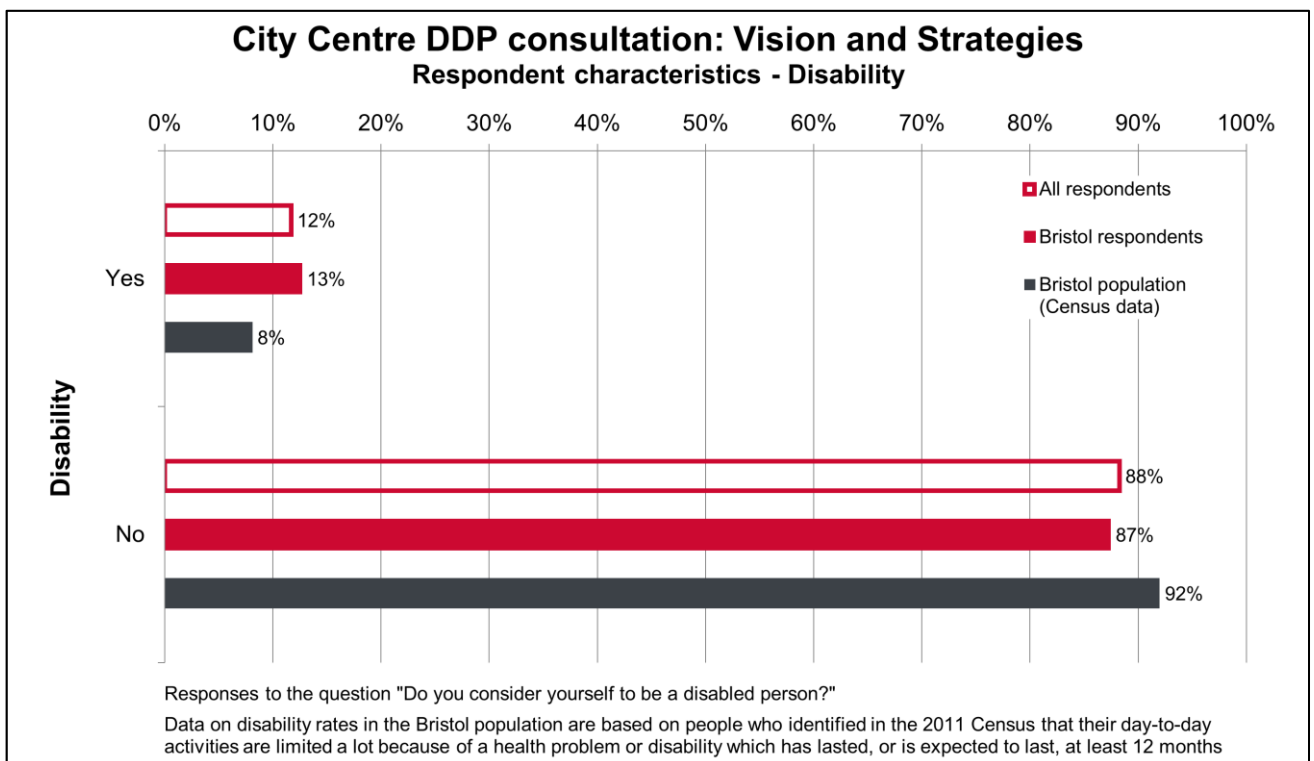


Figure A8: Disability of respondents to Broadmead Placemaking Plan survey

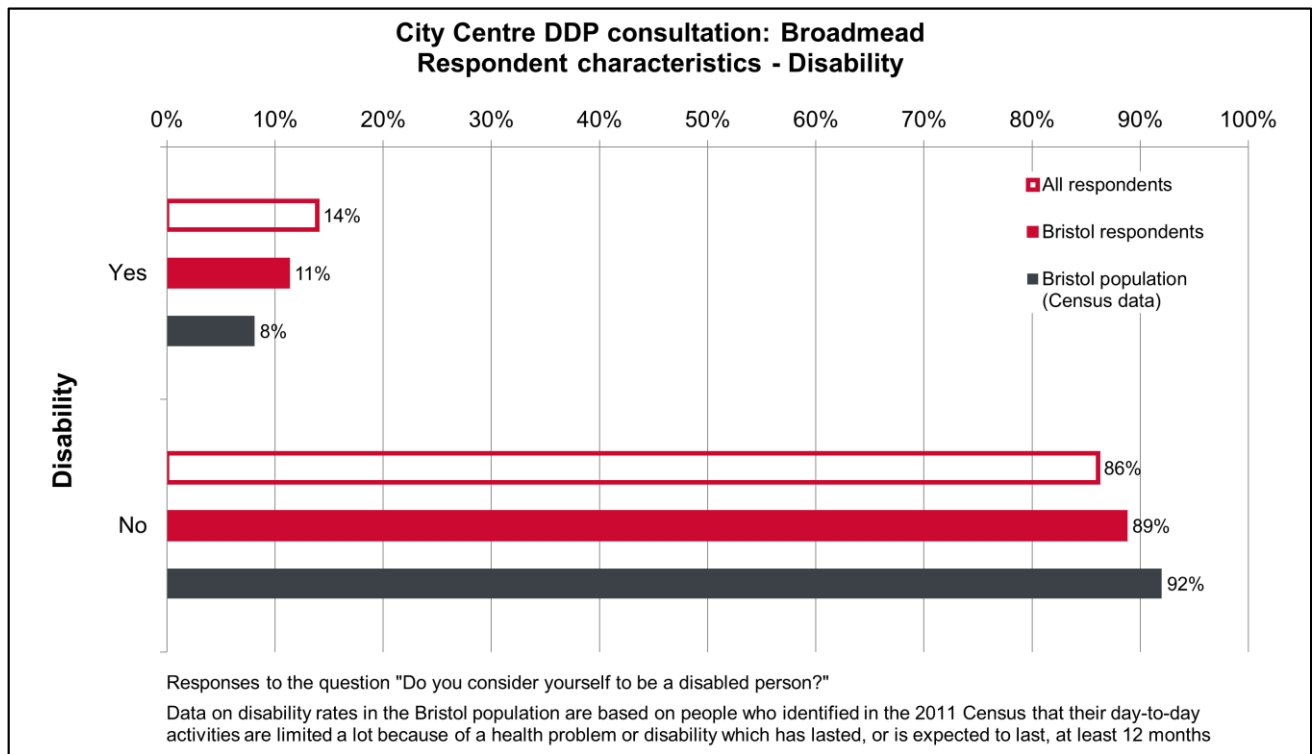
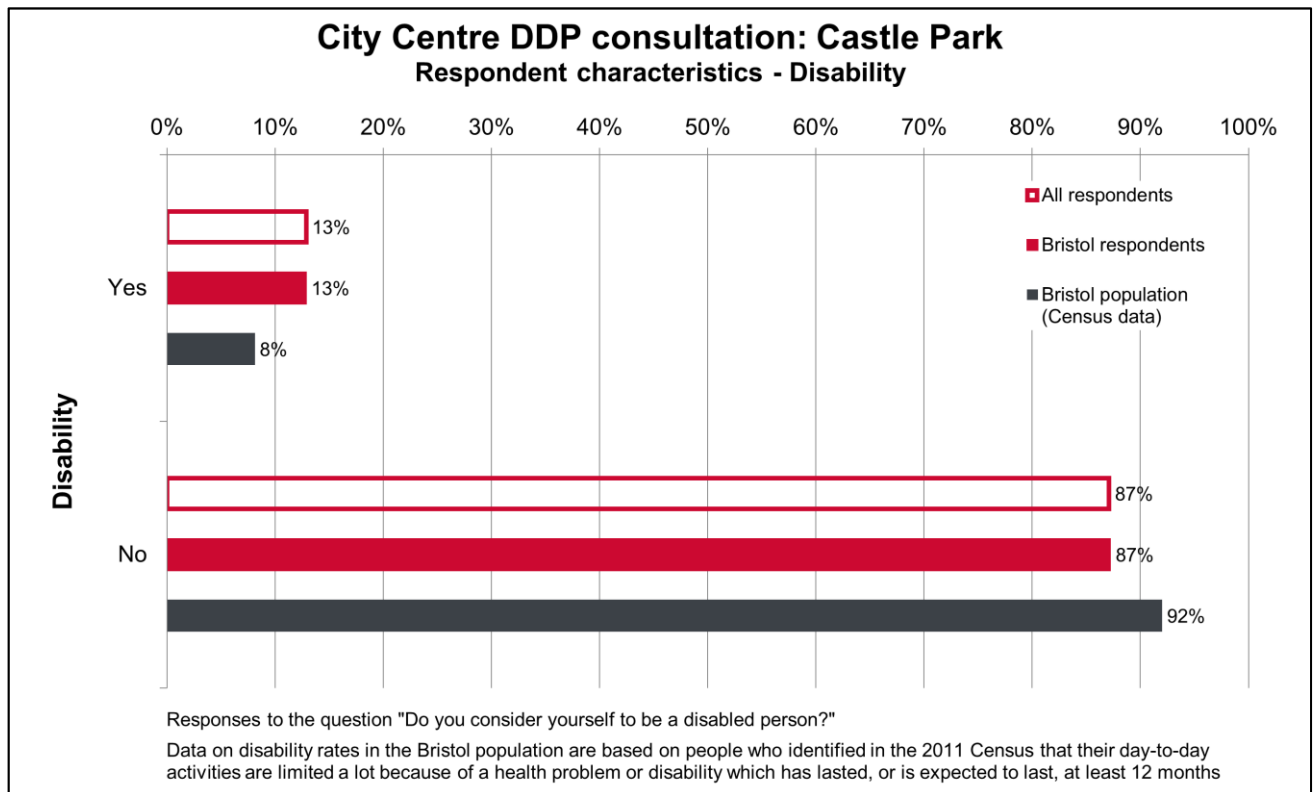


Figure A9: Disability of respondents to Castle Park Masterplan survey





## A4 Ethnicity

Figure A10: Ethnicity of respondents to Vision and Strategies survey

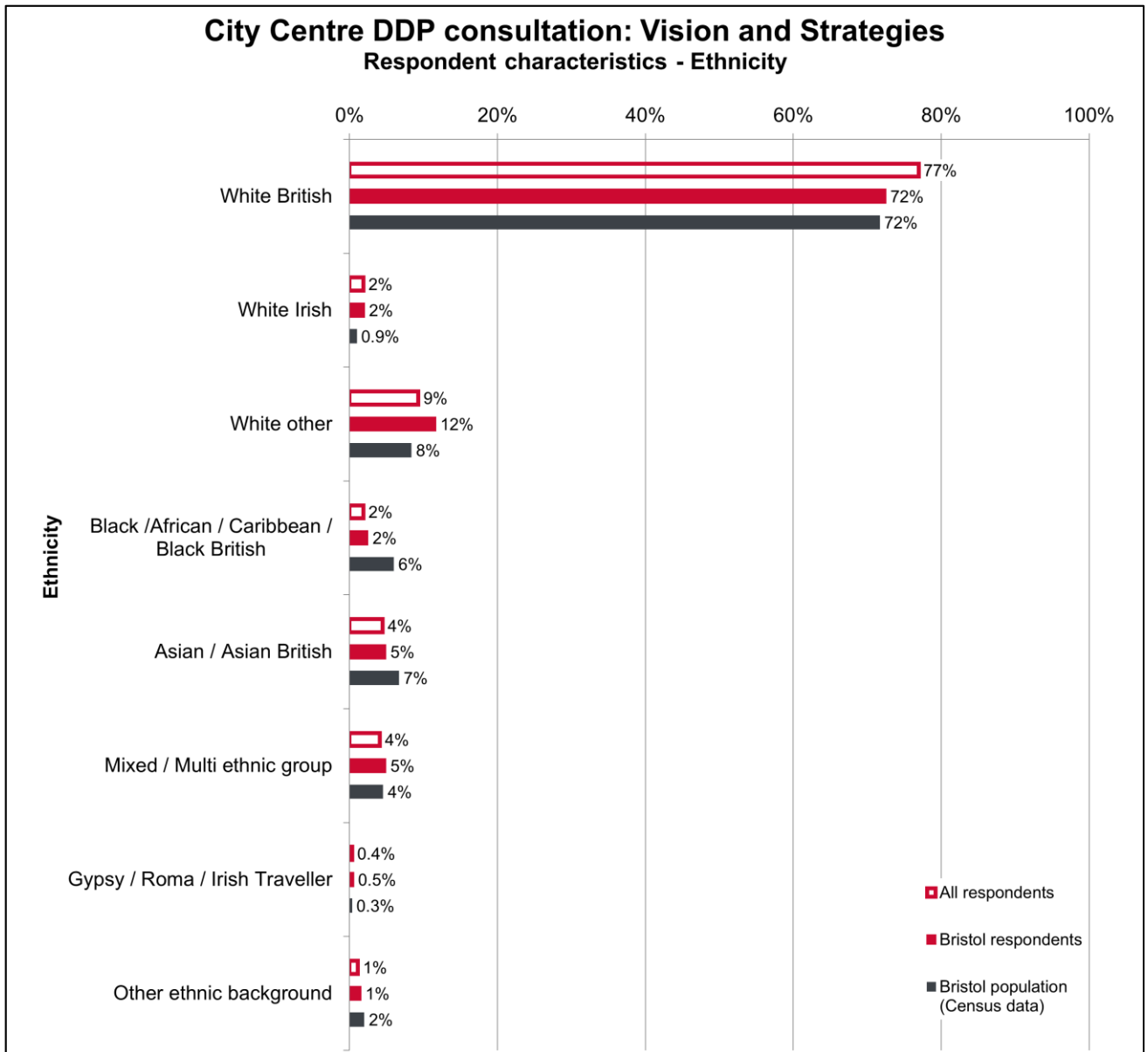


Figure A11: Ethnicity of respondents to Broadmead Placemaking Plan survey

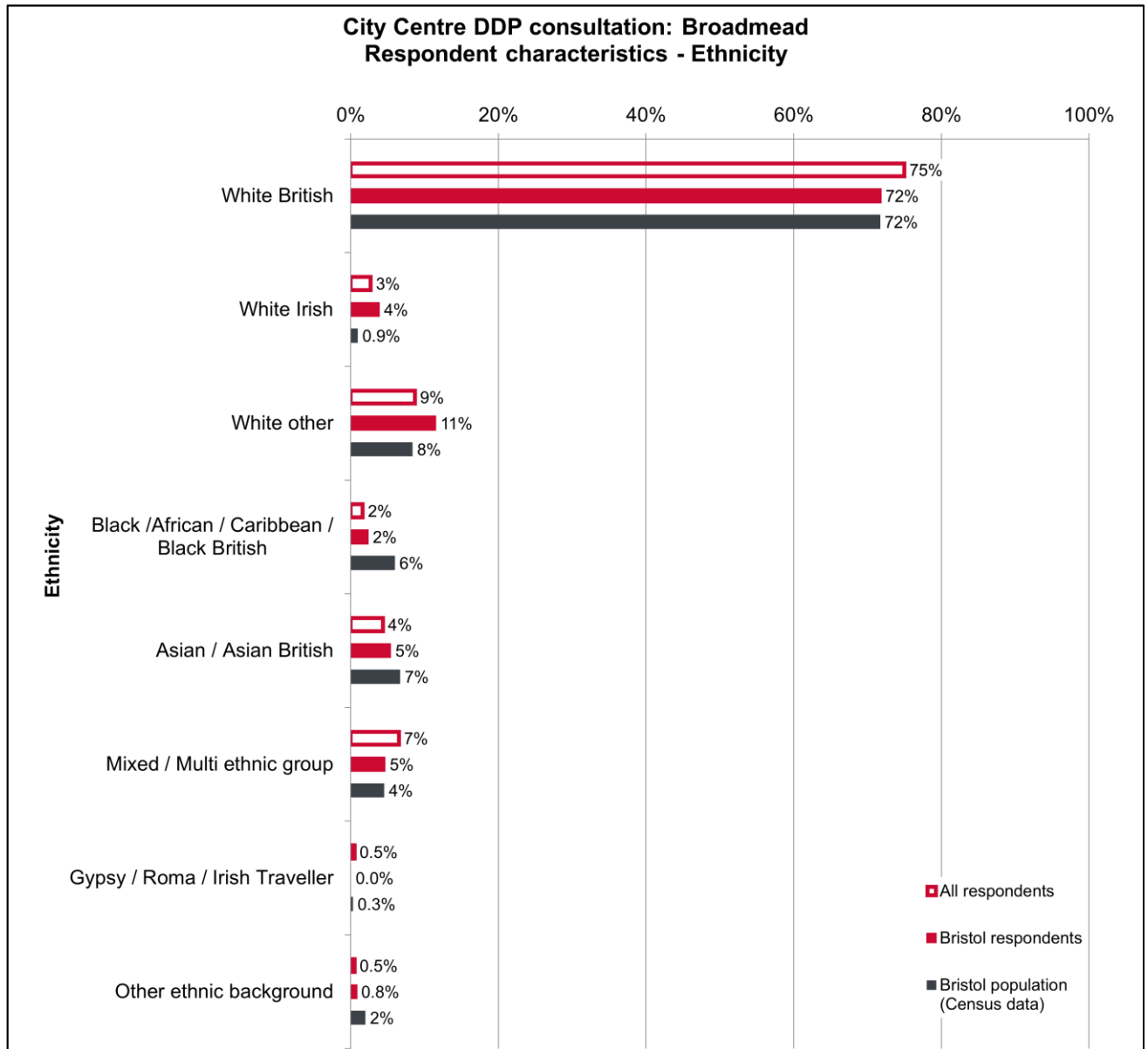
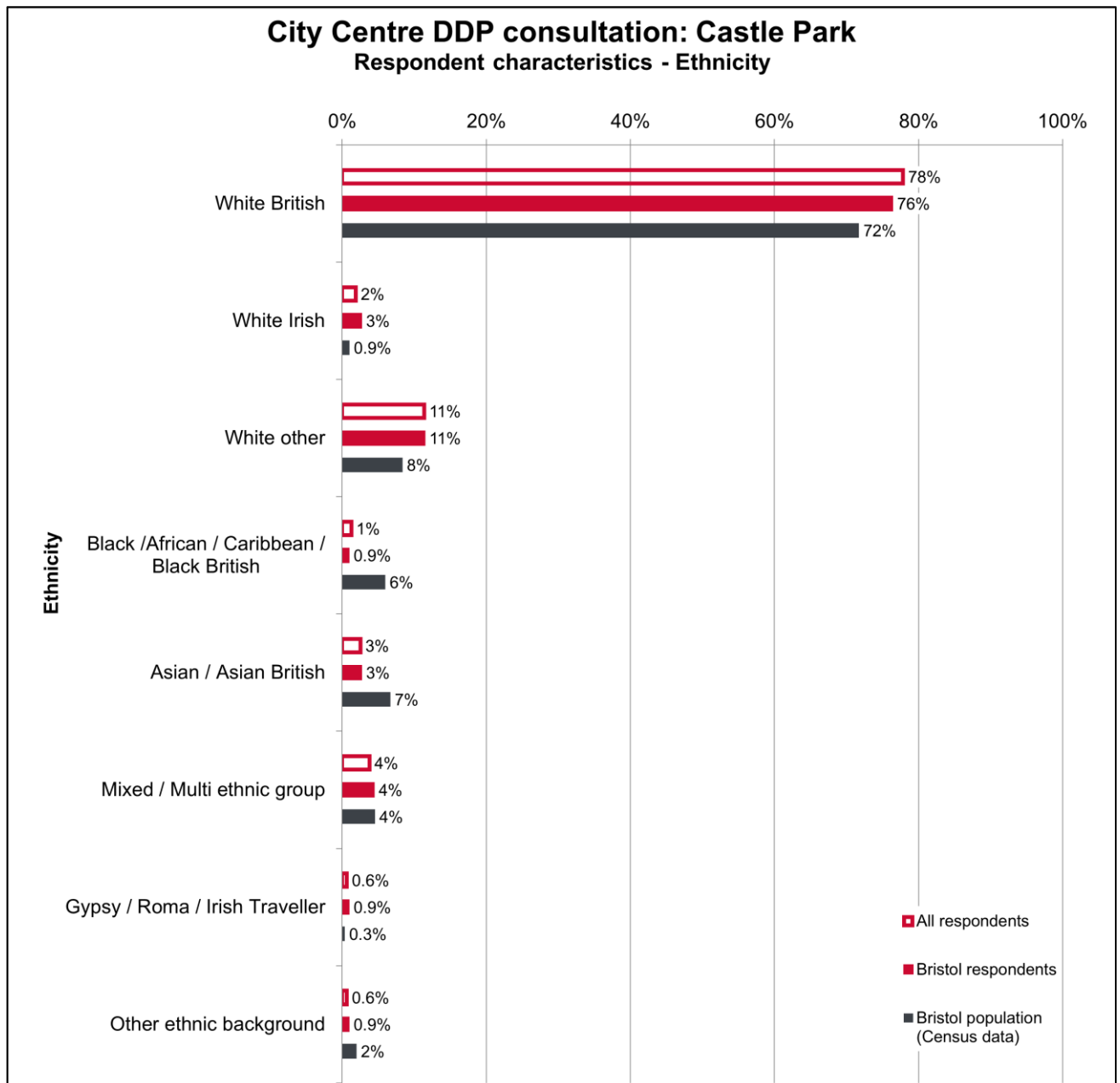


Figure A12: Ethnicity of respondents to Castle Park Masterplan survey



## A5 Religion / faith

Figure A13: Religion/ faith respondents to Vision and Strategies survey

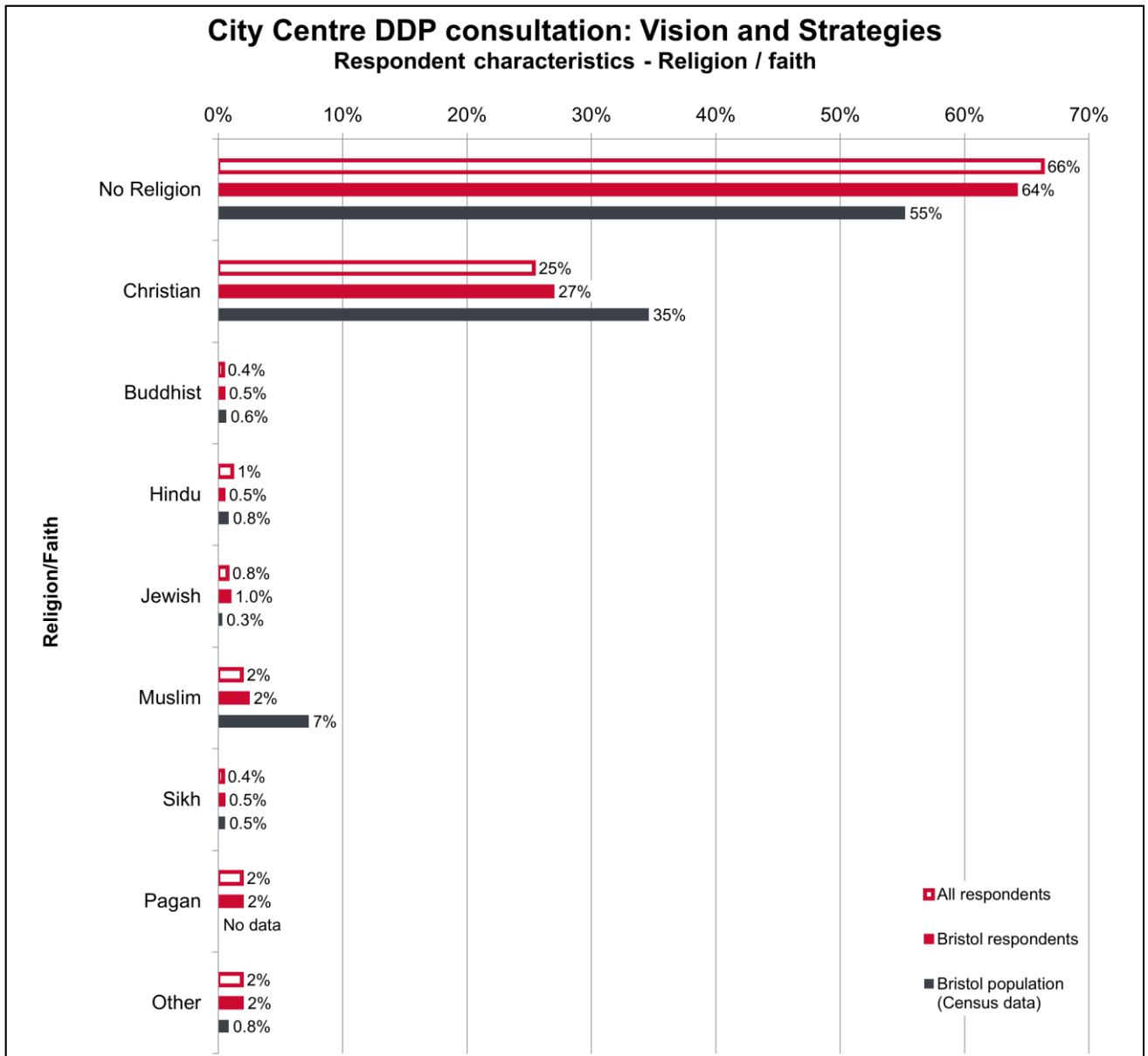


Figure A14: Religion/ faith respondents to Broadmead Placemaking Plan survey

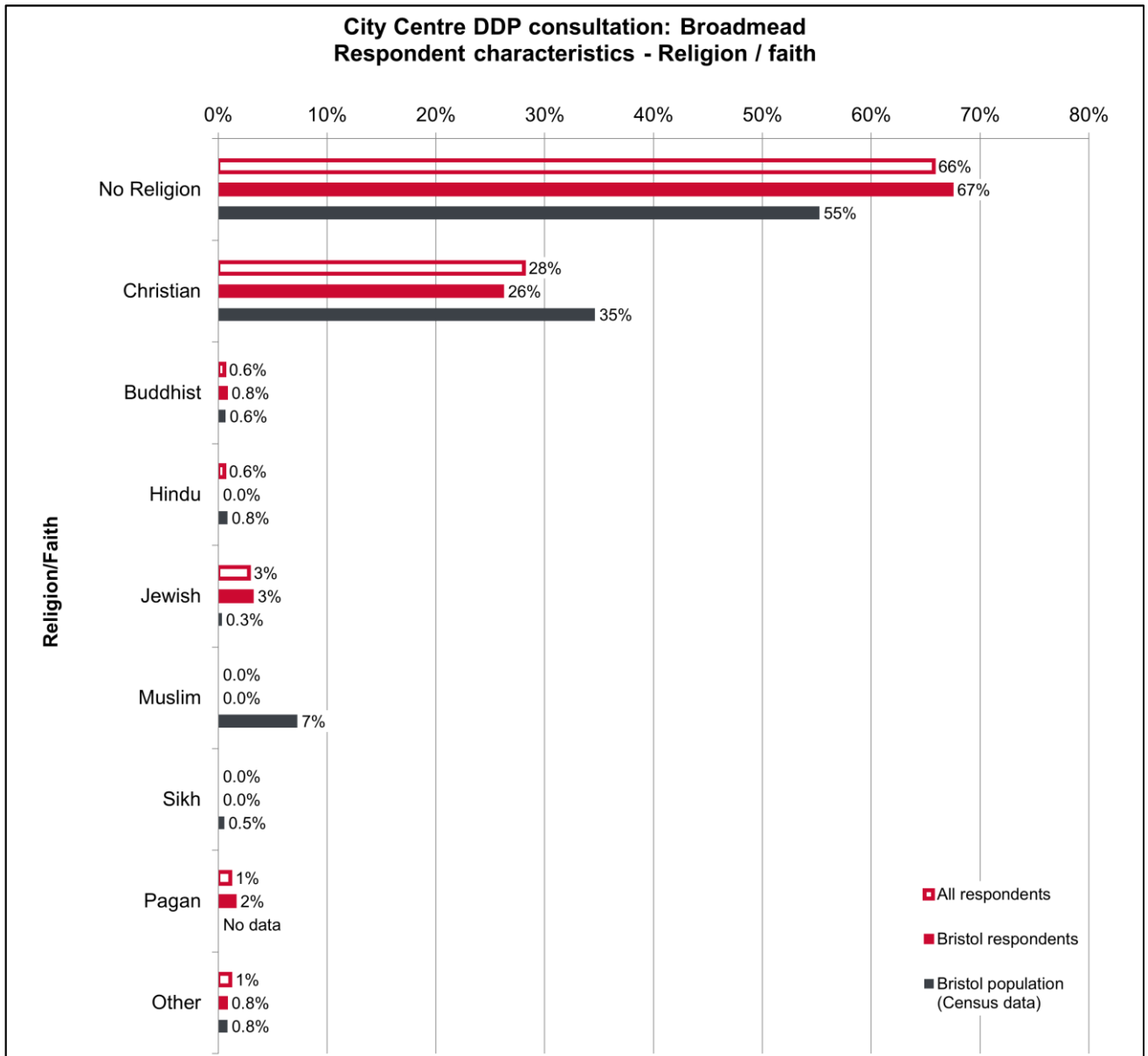
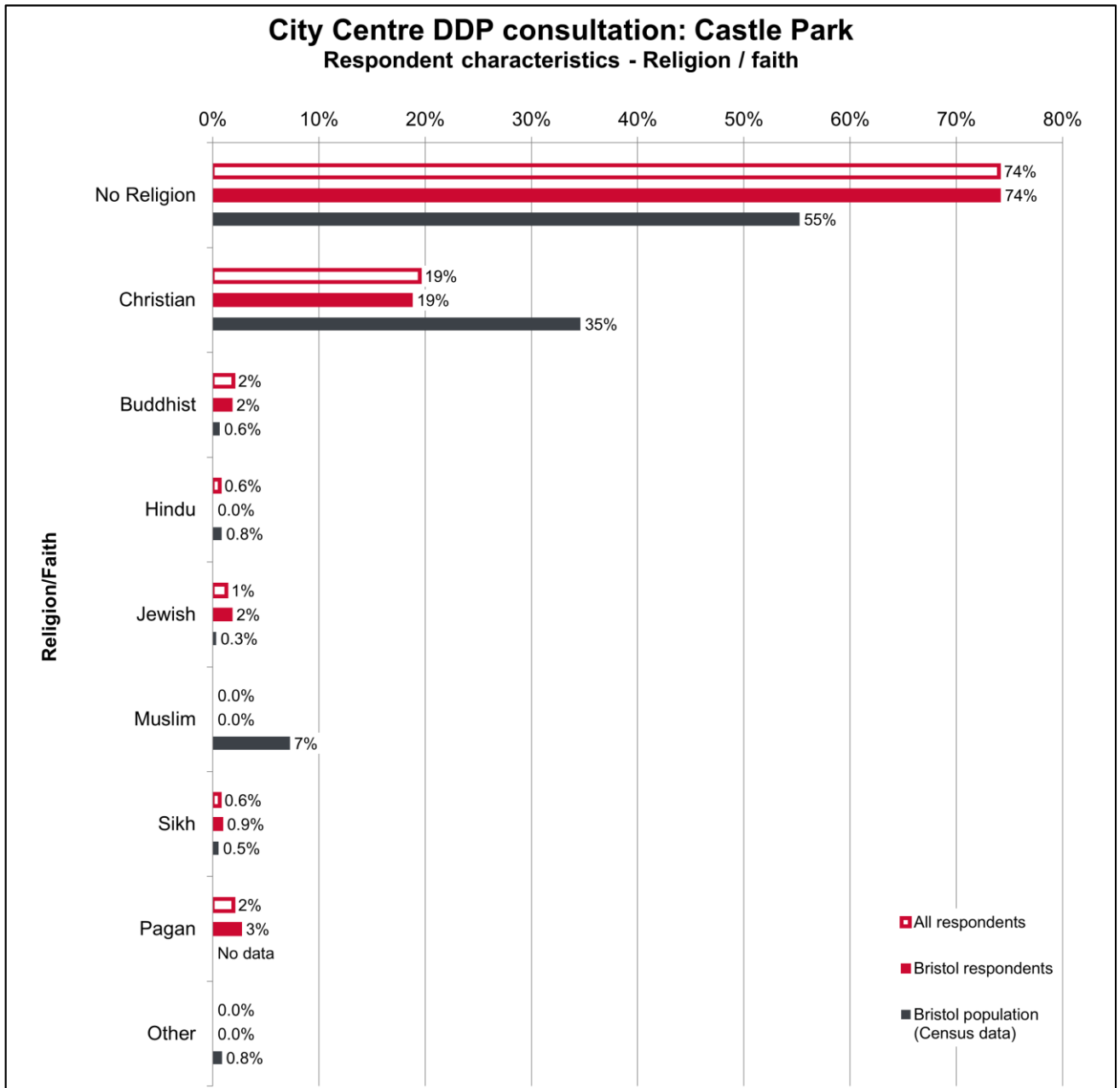


Figure A15: Religion/ faith respondents to Castle Park Masterplan survey



## A6 Sexual orientation

Figure A16: Sexual orientation respondents to Vision and Strategies survey

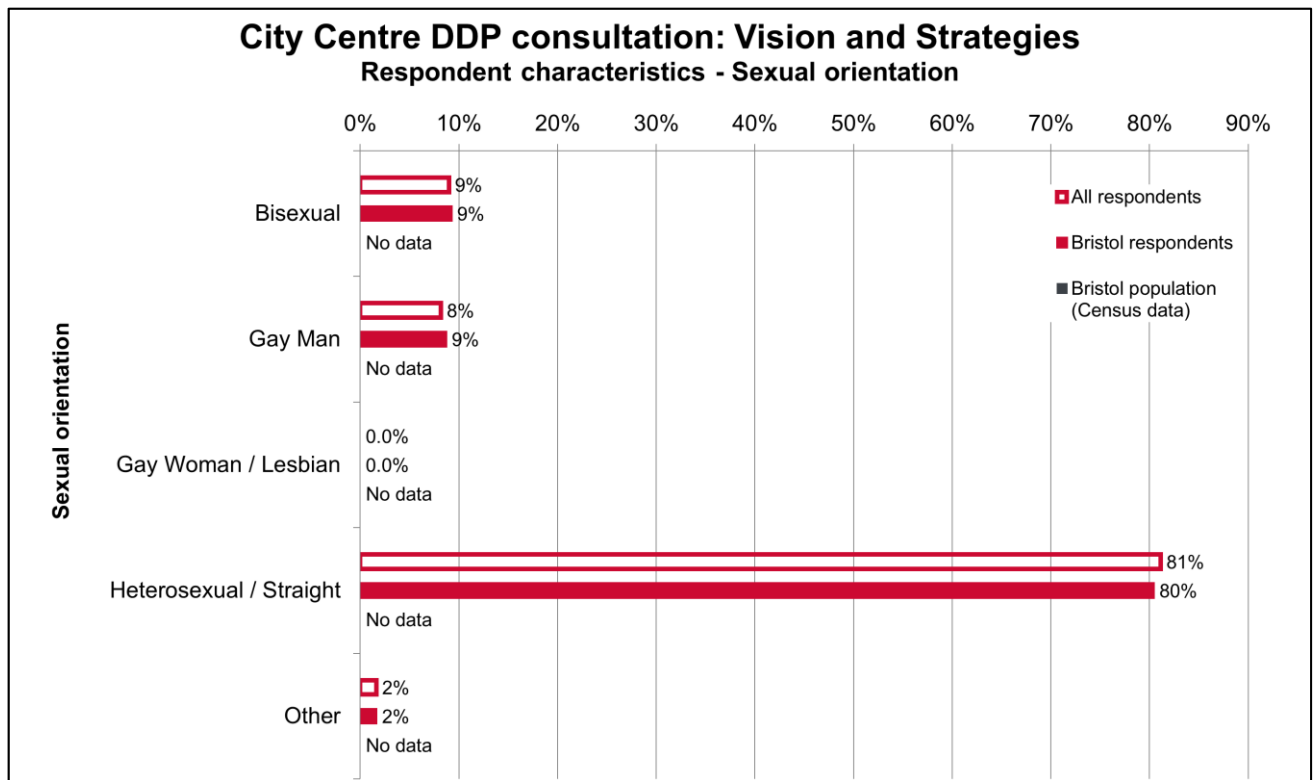


Figure A17: Sexual orientation respondents to Broadmead Placemaking Plan survey

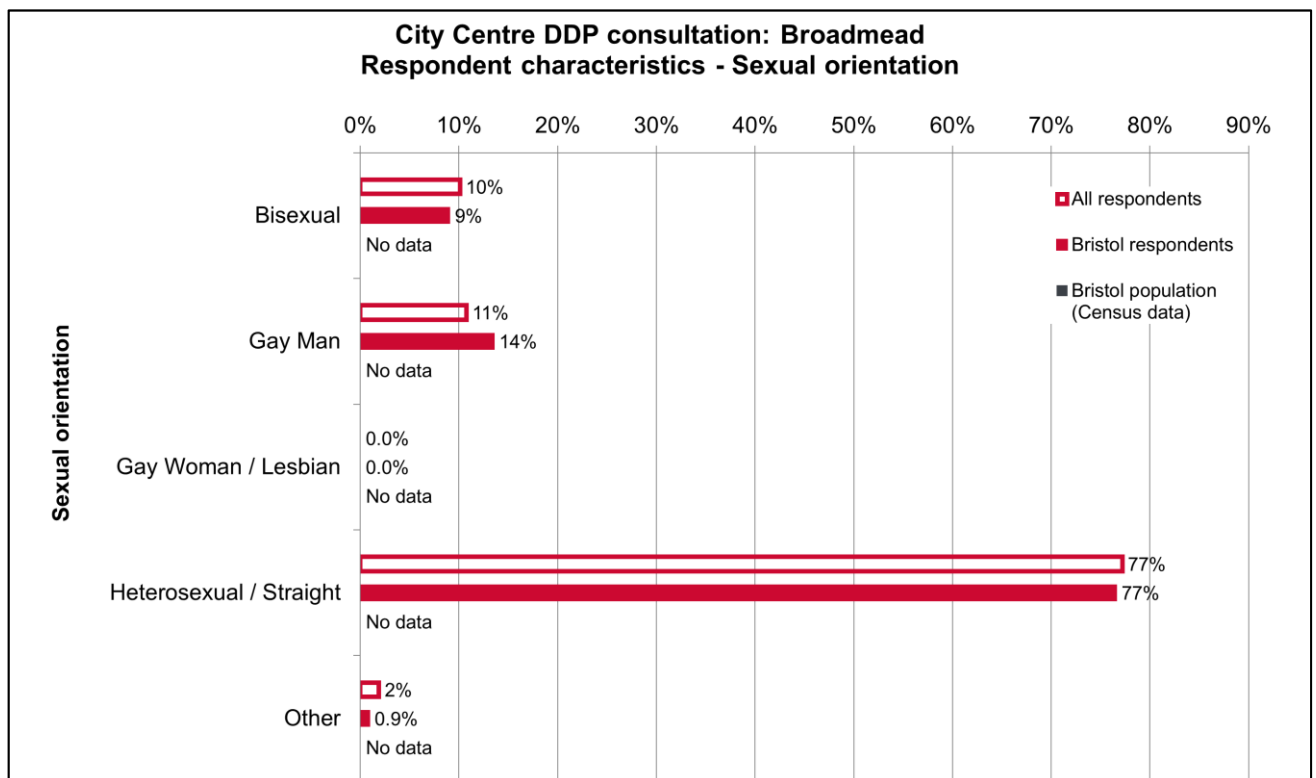
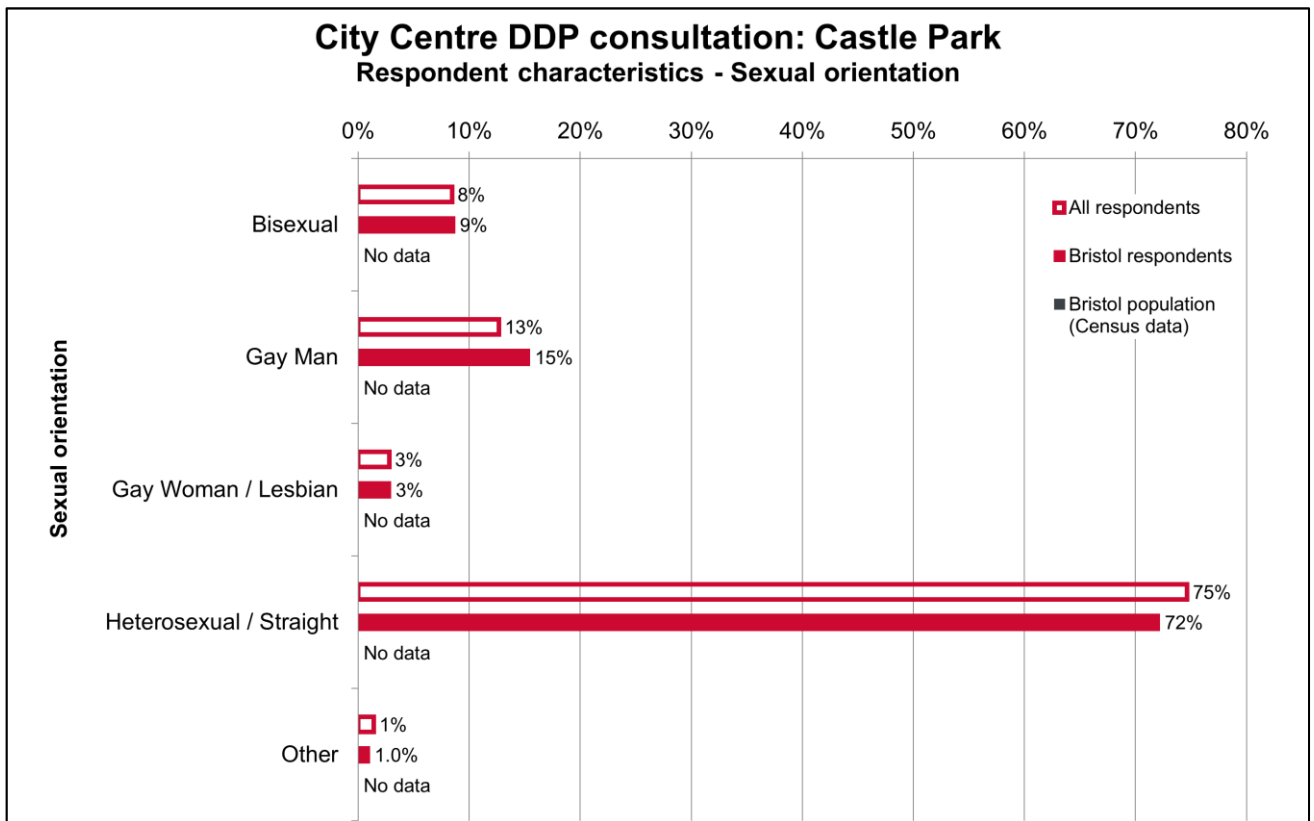
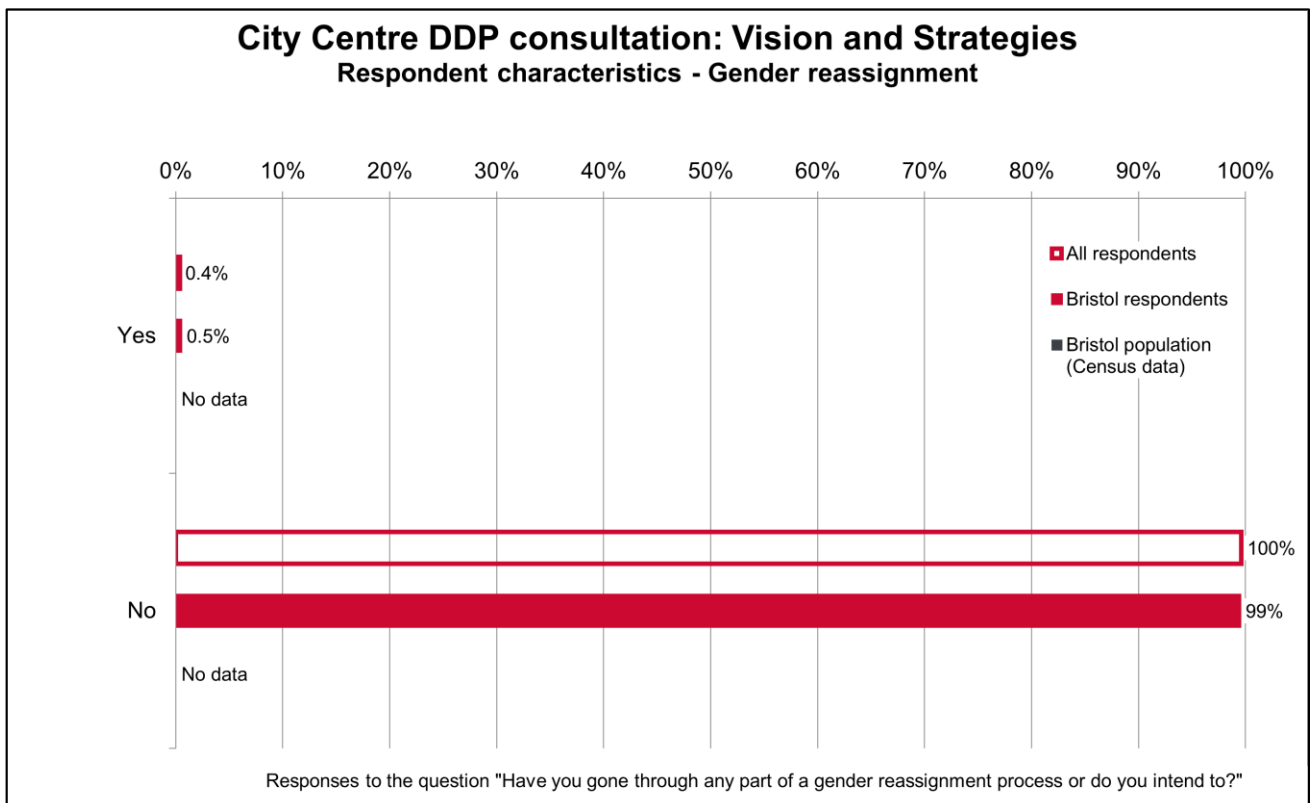


Figure A18: Sexual orientation respondents to Castle Park Masterplan survey



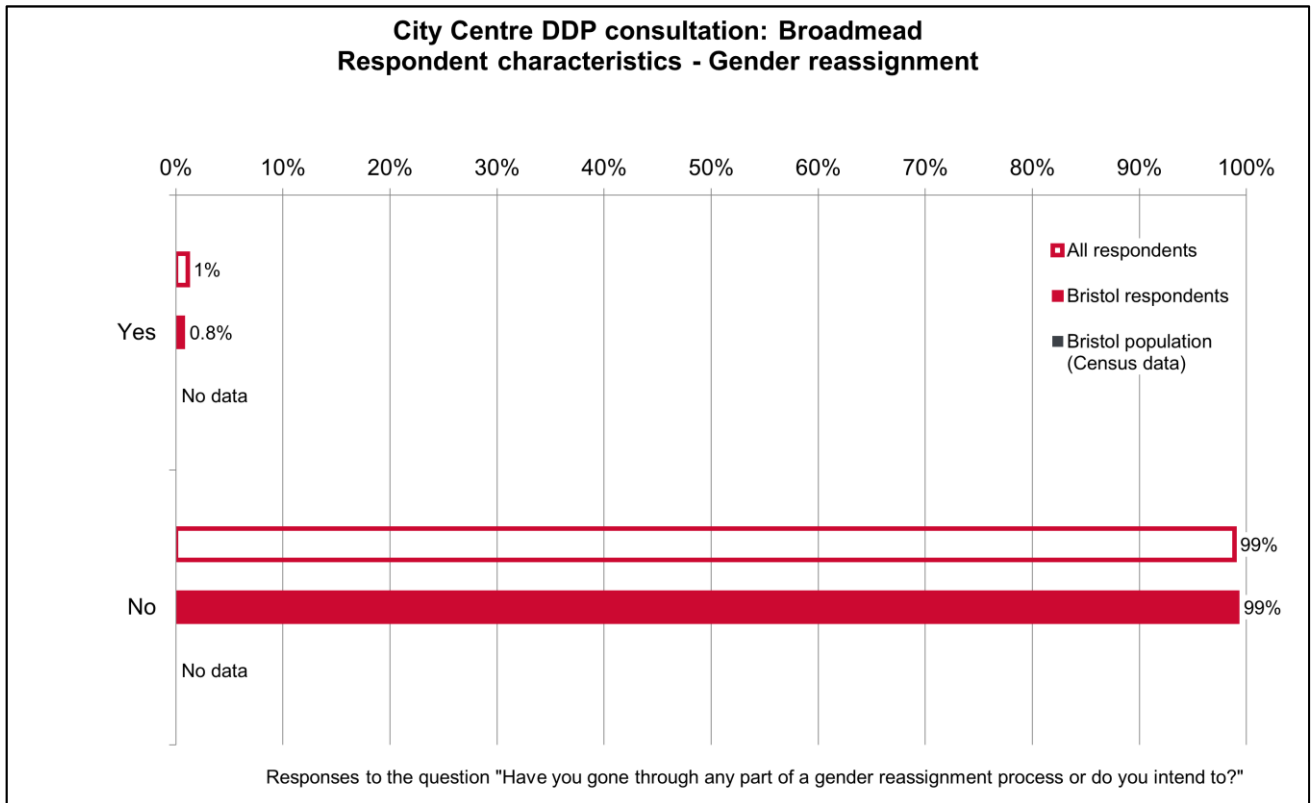
## A7 Gender reassignment

Figure A19: Gender reassignment respondents to Vision and Strategies survey

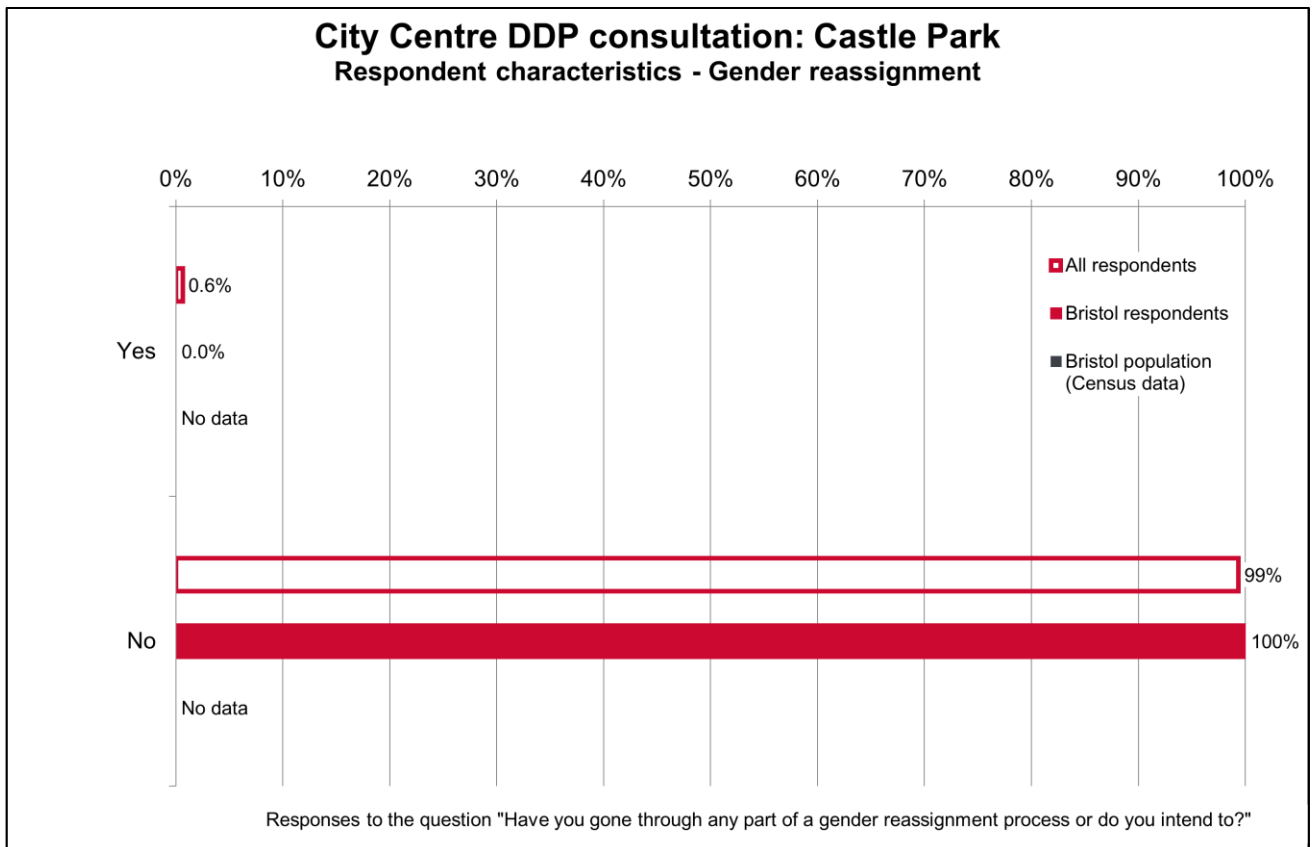




**Figure A20: Gender reassignment respondents to Broadmead Placemaking Plan survey**



**Figure A21: Gender reassignment respondents to Castle Park Masterplan survey**



## A8 Pregnancy / maternity

Figure A22: Pregnancy/ maternity respondents to Vision and Strategies survey

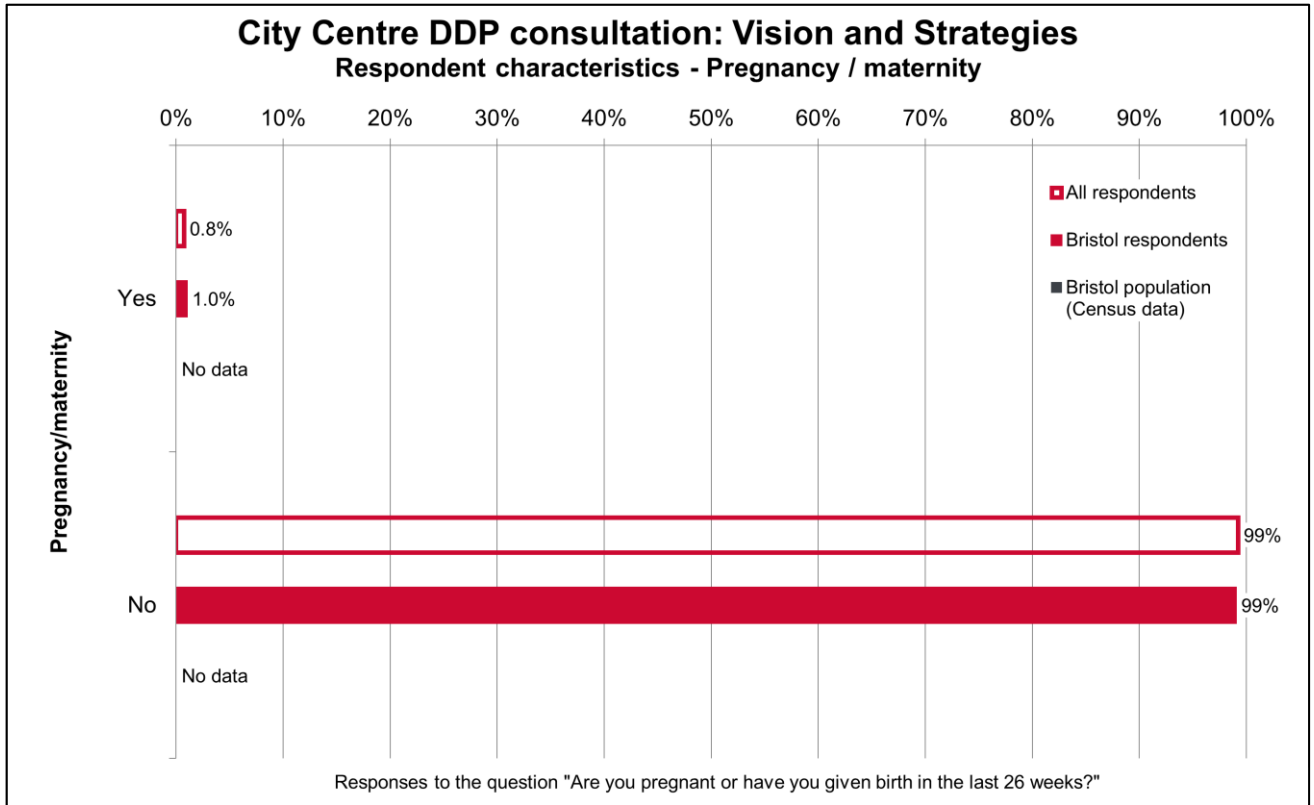


Figure A23: Pregnancy/ maternity respondents to Broadmead Placemaking Plan survey

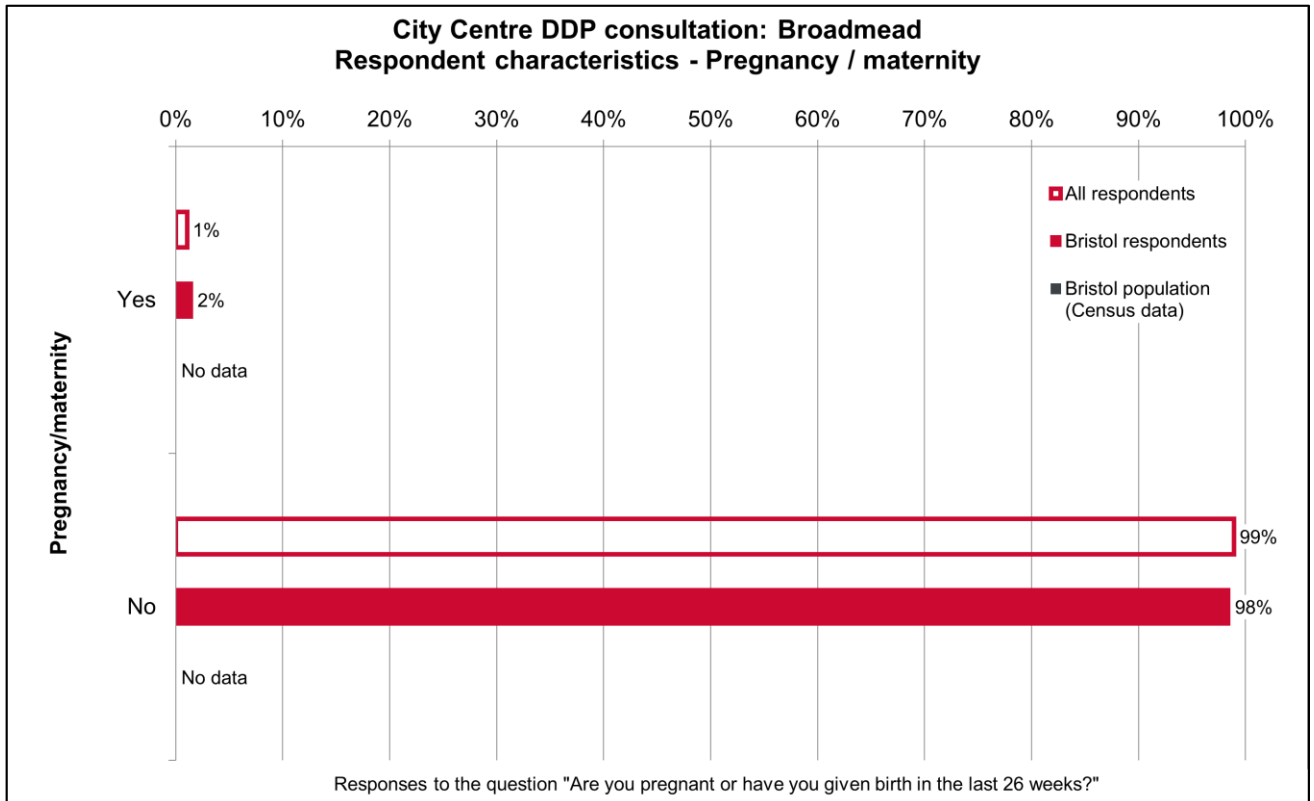
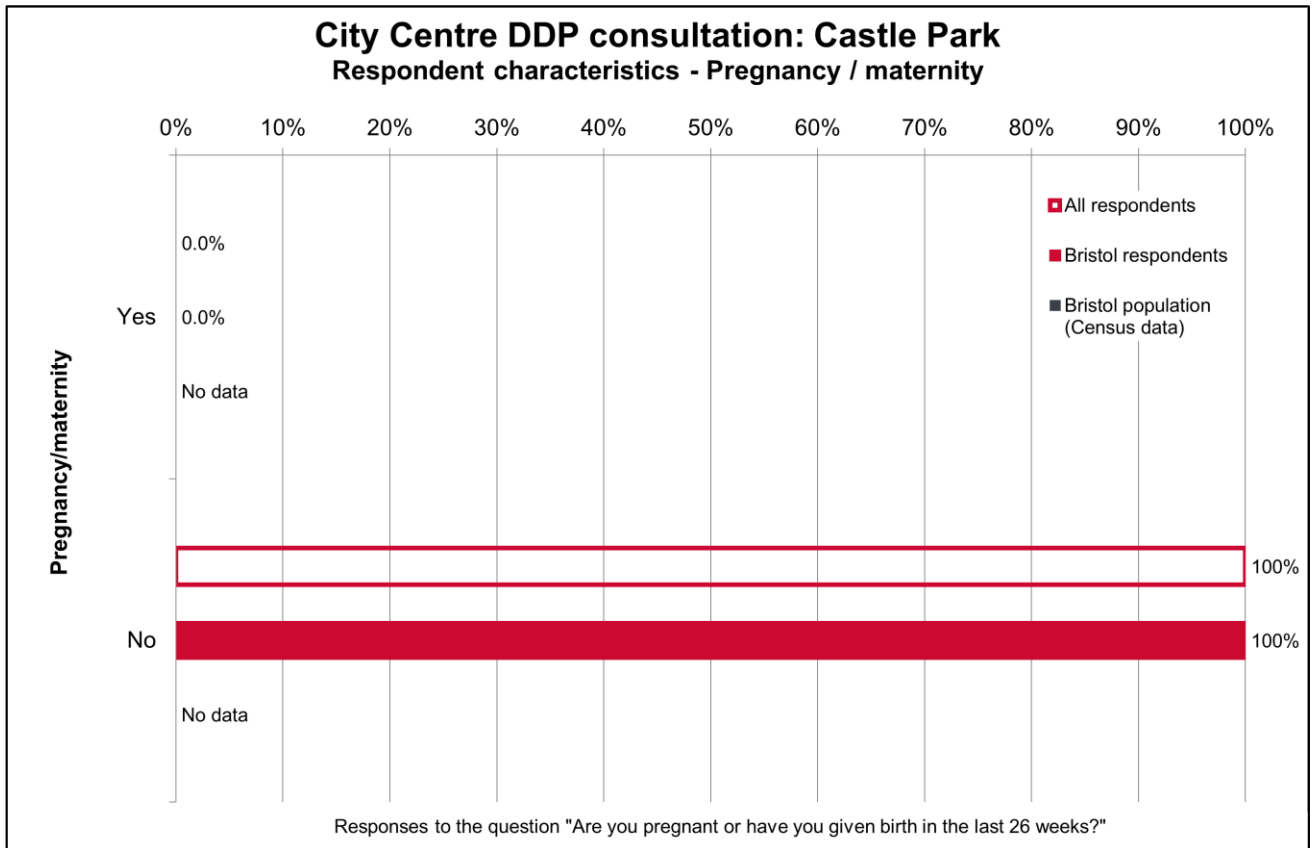


Figure A24: Pregnancy/ maternity respondents to Castle Park Masterplan survey



## A9 Refugee / asylum seeker status

Figure A25: Refugee/ asylum seeker status respondents to Vision and Strategies survey

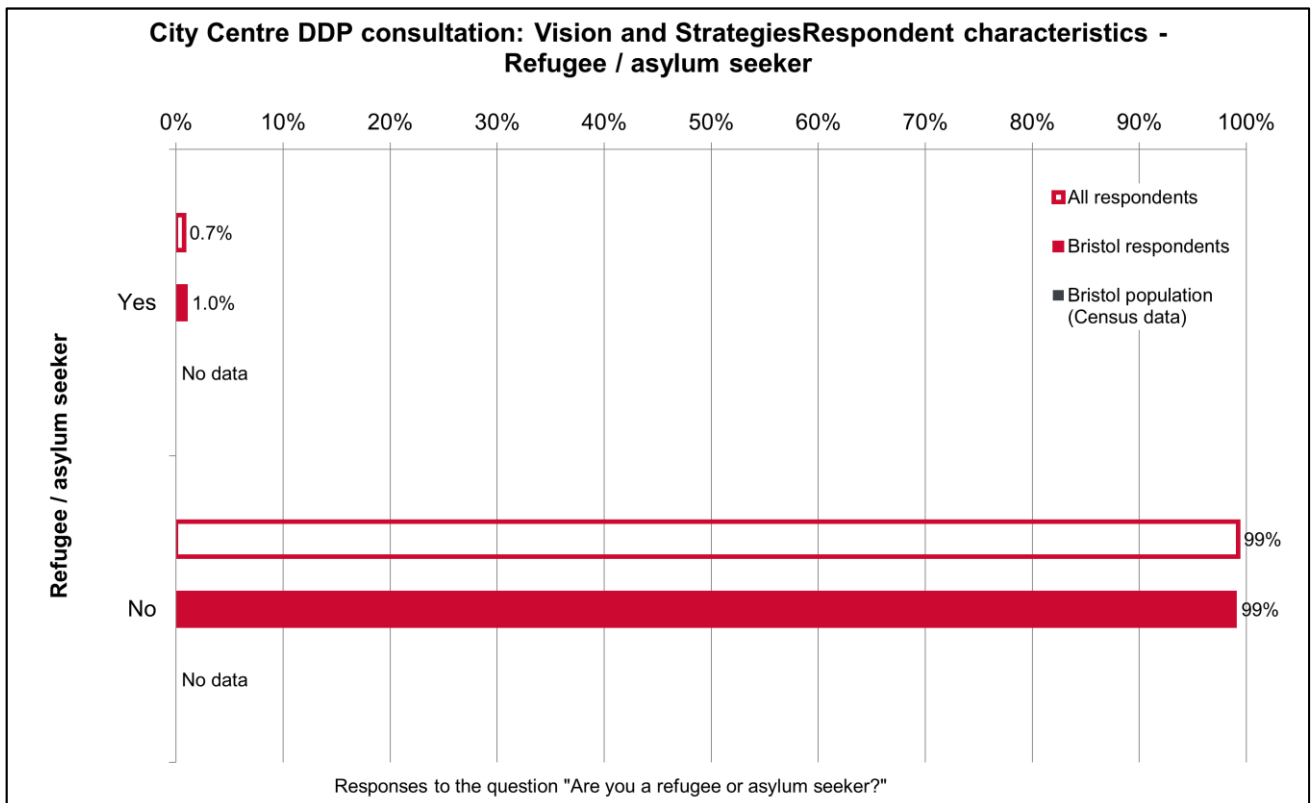


Figure A26: Refugee/ asylum seeker status respondents to Broadmead Placemaking survey

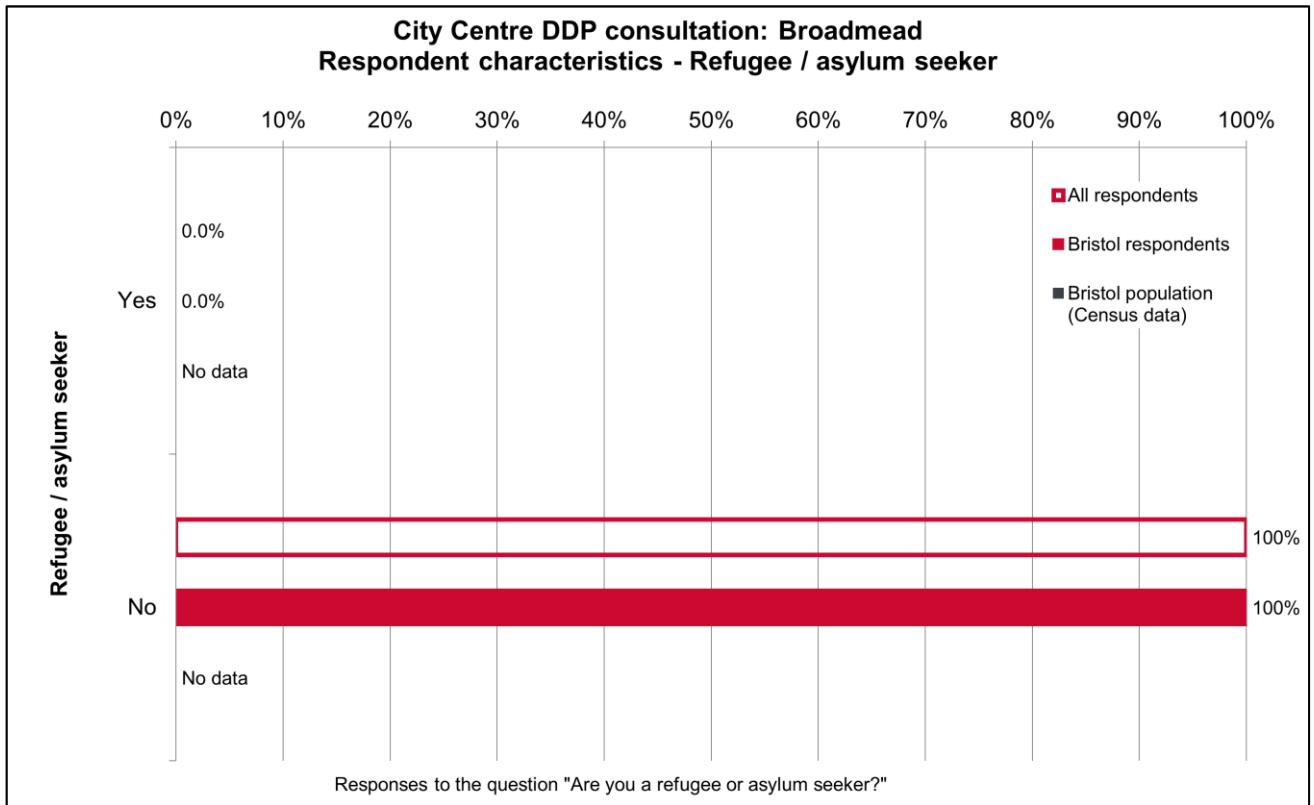


Figure A27: Refugee/ asylum seeker status respondents to Castle Park Masterplan survey

