



Harbour Place Shaping Strategy

Formal Consultation Report

January 2025

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1.0 Executive Summary

Bristol City Council have developed the Harbour Place Shaping Strategy (HPSS), working in partnership with stakeholders across the city and beyond to guide and shape the on-going regeneration of the harbour. The HPSS builds on the regeneration successes over the past 40 years in this area and establishes an ambitious and compelling vision which encourages landowners and other stakeholders to work together to make the harbour an even better place for residents, businesses and visitors.



Figure 1: Harbour Place Shaping Strategy Study Area

The area the HPSS focuses on extends from Junction Lock Bridge (near Underfall Yard) to Totterdown Basin (behind Temple Meads Station) and links the City's three main regeneration areas: Western Harbour, City Centre and Temple Quarter. The area does not include the New Cut (River Avon), Feeder Canal or Cumberland Basin. The HPSS considers both the water space, and the land immediately adjacent to it.

The HPSS has been created with extensive input from various stakeholders. Engagement began in 2022 and full details of the engagement programme to date can be found within the [Stage 1 and Stage 2 Engagement Reports](#).

The formal consultation on the draft HPSS ran for six weeks from Monday 23rd September 2024 until Monday 4th November 2024. A series of open to all, drop-in sessions were held at the M-shed, together with a number of bespoke targeted stakeholder events.

The consultation survey was the primary means of data collection and asked the public for the extent of their agreement across key aspects of the draft HPSS Vision, Waterspace and Places Plans. The survey also provided opportunities for comments via free text. 1542 free text responses were received, and have been summarised in Appendix B.

365 survey responses were received along with 18 formal representations by letter from a variety of organisations. A full breakdown of consultation participants is found in section 5 of this report.

The consultation findings showed substantial and broad support for all key elements within the strategy:

- 42% of survey responses in strong agreement and 40% in agreement with the Vision
- The vision objectives all received equal to or over 40% of responses in strong agreement and 33% in agreement
- 48% of responses in strong agreement and 42% in agreement with the Waterspace Vision
- The 'Nature', 'Access', 'Water activities', and 'Transport' Waterspace principles were all supported, with over 45% of responses in strong agreement, and over 25% in agreement.
- The 'Moorings' Principle was supported to a lesser degree, with 28% strong agreement, 32% agreement.
- All 6 Place Plan visions were supported, with all above 39% in strong agreement, and 33% in agreement.
- All Public realm, transport and Areas of change interventions were supported, although the Areas of Change interventions for Baltic Wharf Place Plan to a lesser degree, with 13% disagreeing and 11% strongly disagreeing.

While the consultation analysis demonstrates broad support for the strategy, a number of recommendations are made to update the Strategy document in response to the consultation feedback. This will be presented in a Consultation Response Report.

2.0 About the Harbour Place Shaping Strategy

Bristol City Council has been working in partnership with stakeholders across the city and beyond to guide and shape the on-going regeneration of the harbour. Together we've produced a Harbour Place Shaping Strategy which describes the harbour our city wants. This strategy also explains how we will achieve this.

The Harbour Place Shaping Strategy (HPSS) builds on regeneration successes over the past 40 years in this area and establishes an ambitious and compelling vision which encourages landowners and other stakeholders to work together to make the harbour an even better place. Core to this will be the creation of a high-quality quayside and water space that can better support Bristol's growing population and comfortably cope with an increasing number of visitors. Change is always happening in the harbour, this is part of its vitality and richness - the role of the HPSS will be to provide a strategy for the next 20 years which will ensure that these changes are harnessed in ways that deliver on the priorities of residents, businesses and visitors.

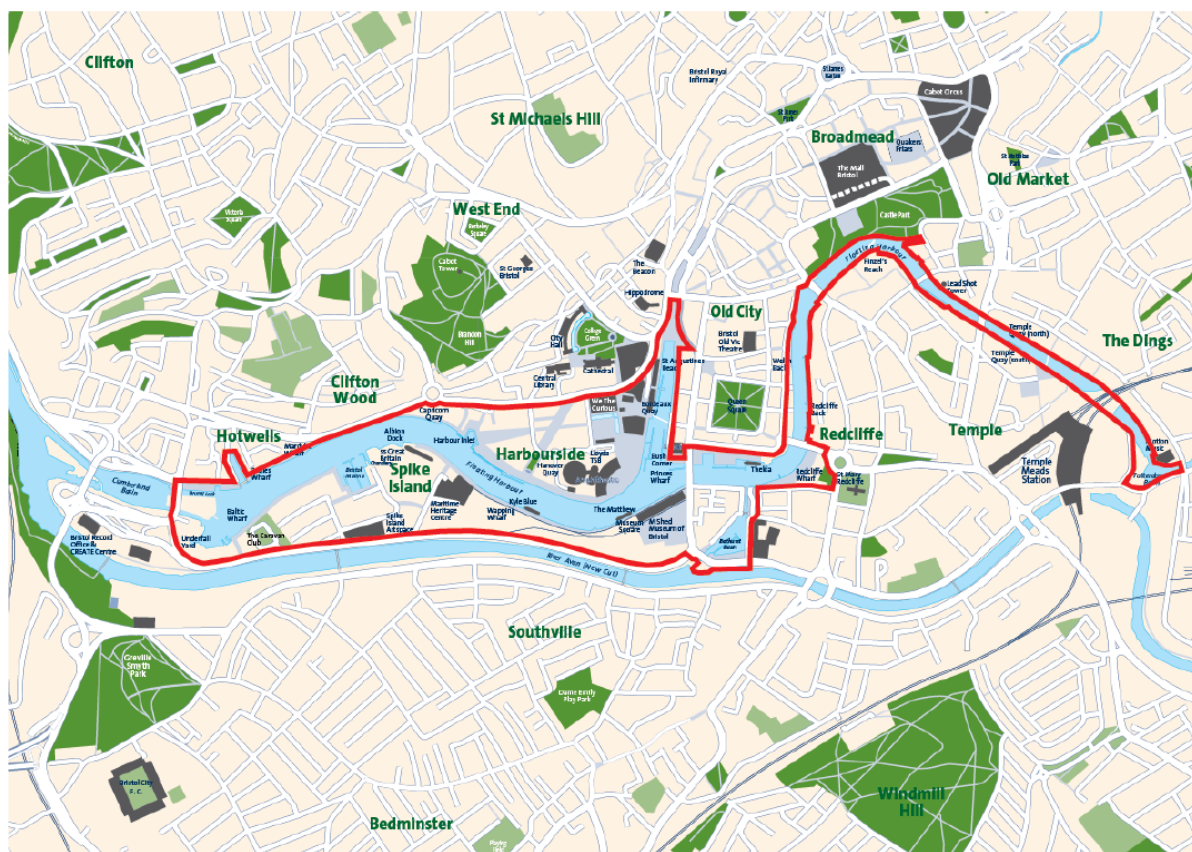


Figure 2: Harbour Place Shaping Strategy Study Area

The area the HPSS focuses on extends from Junction Lock Bridge (near Underfall Yard) to Totterdown Basin (behind Temple Meads Station) and links the City's three main regeneration areas: Western Harbour, City Centre and Temple Quarter. The area does not include the New Cut (River Avon), Feeder Canal or Cumberland Basin. The HPSS considers both the water space, and the land immediately adjacent to it.

The Strategy is set out in three parts:



WHAT IS: THE *ATLAS*

WHAT SHOULD BE: THE *VISION*

HOW WE GET THERE: *PLACE PLANS*

The Atlas sets out a detailed picture of the harbour as it is today, created through an expansive and far-reaching engagement programme. For this first stage of engagement, which took place throughout 2022-2023, we worked with a variety of stakeholders who work, use, visit and live in the area to develop this evidence. From this, we have gathered a good sense of the strengths, weaknesses, opportunities, and threats of the Harbour.

The Vision sets out an overarching direction of travel and ambition for the harbour, developed from the second stage of engagement, which asked, “what should the harbour be?” and was consulted on in December 2023. There are three overarching themes running through the Vision that set out the core characteristics driving change. Each theme is underpinned by a series of guiding principles.

The Waterspace and Place Plans- a set of six area-focused plans plus a plan for the water space itself. These set out how each distinct area of the harbour, with its own qualities, opportunities and challenges, could play its part in delivering the Vision. This document, together with the updated Vision formed the basis of the September consultation, seeking views on these more detailed proposals and interventions.

Within the Waterspace and Place Plans there are over 100 recommended interventions, ranging from large capital projects, through to smaller placemaking and public realm projects. All these projects require further work to develop, test and refine proposals, and this will involve further engagement and consultation with the public and key stakeholders.

3.0 About the Harbour Place Shaping Strategy formal consultation

The formal consultation on the draft Frome Gateway Regeneration Framework ran for six weeks from Monday 23rd September 2024 until Monday 4th November 2024. A consultation survey was used to ask the public for the extent of their agreement across key aspects of the draft HPSS Vision, Waterspace and Place Plans. The survey also provided opportunities for comments via free text. The survey was available online on Bristol City Council's Consultation Hub and via the project website (<http://www.bristol.gov.uk/hpss>). Paper versions of the survey, with incorporated summary document, and free post envelopes were available at Central Library, M-Shed and Bristol Harbour Office. Paper surveys were also taken to consultation events and available via post upon request. In addition to survey responses, 17 representations were received via formal letter.

A fully accessible summary version of the draft HPSS was made available via the online survey, and in print format alongside the full HPSS Vision, Water Space and Place Plan documents. The HPSS Atlas and Engagement Reports were also available online as supporting documents.

The consultation was widely publicised across a variety of media and formats to communicate to the public and key stakeholders that their views were sought on the Strategy. Full details of consultation marketing and promotion are found in Appendix A of this report.

Four 'open to all' events for the public were held at M-Shed and run at various times to maximise opportunities for participation. In addition, bespoke events with targeted stakeholders, including politicians were also conducted.

Public drop-in sessions

The full suite of HPSS documents and survey pamphlets were on display at M-Shed, First floor foyer space during open hours between 23rd September and 4th November. Council officers from Regeneration team and City Docks were present during 4 drop-in sessions to talk through the proposals and meet with members of the public and wider stakeholders.

Tuesday 1st October, 2pm - 5pm

Wednesday 9th October, 10am - 1pm

Saturday 19th October, 2pm - 5pm

Thursday 24th October, 10am - 1pm

Approximately 60 people attended across the four sessions.

Harbour Committee

A workshop was held for members of the Harbour Committee. There was a presentation of the HPSS taking them through the document and providing an opportunity for questions and feedback.

15th October 2024

Harbourside Forum

A bespoke meeting was convened in which council officers presented to members of the forum, taking them through the document and providing an opportunity for questions and feedback.

26th September 2024 (10-11am).

20 attendees.

Webinar- Business Improvement Districts (BIDs)

An online webinar was held with representative of the BIDs and businesses to present the draft HPSS, answer questions and encourage those present to participate in the consultation survey.

17th October 2024 (11-12.30pm).

35 attendees.

4.0 Data collection and analysis

The primary means of data collection was via a consultation survey with secondary means being representation via formal letter. The consultation survey was structured across eight sections relating to the core components of the strategy:

- Vision and 3 themes
- Waterspace Plan and 5 sub sections
- Baltic wharf Place Plan
- Spike Island Place Plan
- Wapping Wharf Place Plan
- City and Backs Place Plan
- Canons Marsh Place Plan
- Hotwell Road Place Plan

The survey asked to what extent participants agreed or disagreed with key aspects within each section. Where relevant and necessary, diagrams were presented, and respondents were also signposted to pages within the strategy for full details on each aspect they were being asked about (e.g specific place plan interventions etc). These questions provided quantitative data and the degree of agreement or disagreement for each question was then totalled and converted into percentages with all blank answers removed.

The survey also included a free-text box for each of the 16 sections above. The replies to each question were downloaded into a spreadsheet. This was coded, using the interventions numbered in the Strategy as a guide where applicable (e.g. 'WWP2: Buttery Park'), and grouping similar themes where it was not (e.g. 'Accessibility'). Each collection of codes was summarised (see Appendix B). A high-level summary of these summaries have been provided in the results below.

To understand how effective and useful the survey was, we asked specific questions about the level of information provided, the question structure to allow people to give their views, and how well we met people's accessibility needs.

312 people responded to the question "there is enough information for me to answer the questions", with 22% Strongly agreeing, and 51% agreeing. 13% of respondents neither agreed or disagreed, while 9% disagreed and 6% strongly disagreed.

307 people responded to "the question makes it easy for me to give my views", with 20% strongly agreeing, and 46% agreeing. 18% of respondents neither agreed or disagreed, while 9% disagreed and 6% strongly disagreed.

305 people responded to the question "the survey meets my accessibility needs", with 26% strongly agreeing, 44% agreeing. 26% neither agreed or disagreed, while 2% disagreed and 2% strongly disagreed.

5.0 Consultation participants

365 completed survey responses were received along with 18 formal representations by letter including from the following organisations: Friends of Bathurst Basin, All Aboard, Arc Global, Avon Scouts County Sailing Section, BIDs, Civic Society, Coal Authority, National Highways and Natural England (For full list see section xx).

The majority of respondents were Bristol residents (84%), with 34% of residents reporting to come from the Hotwells & Harbourside and Central Ward, but only 2% from the Lawrence Hill ward and 64% from other postcodes (21% of respondents did not provide postcode information).

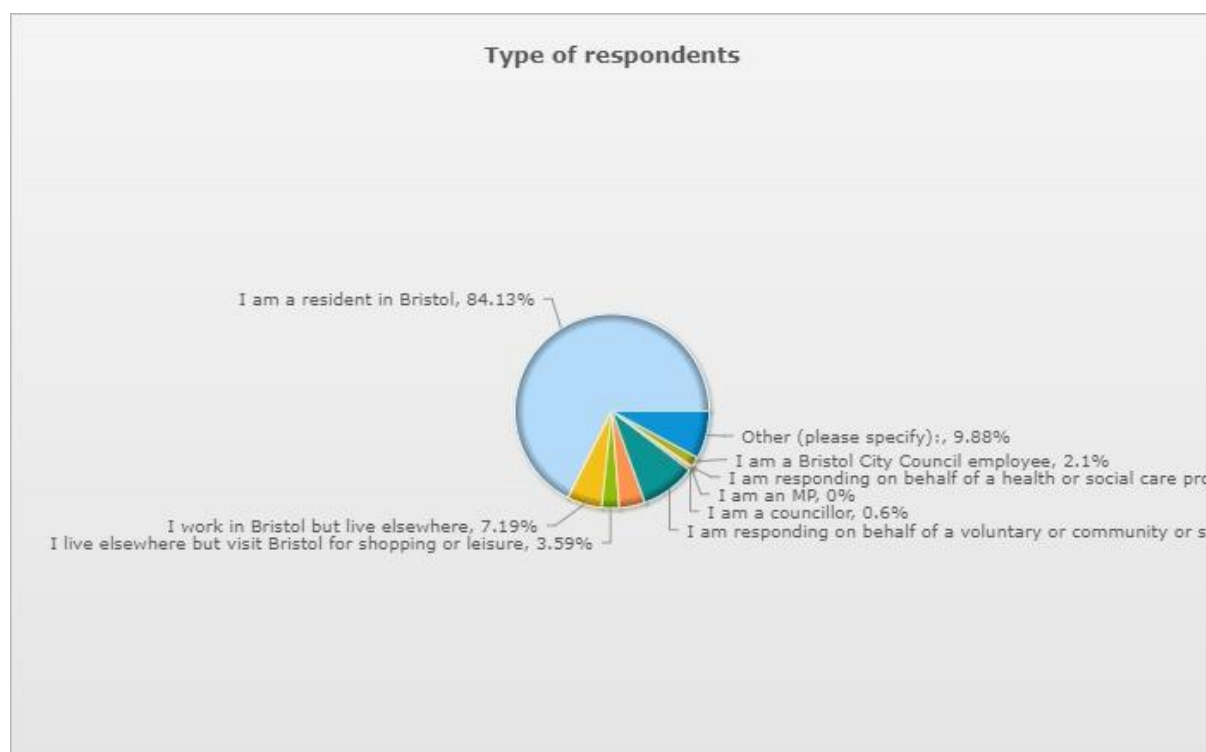


Figure 3: Type of respondents

5.1 Age

Of those respondents who provided their age, the largest groups were aged 55-64 (20%), 65-74 (20%) and 25-34 (19%), followed by 35-44 (14%) and 45-54 (14%).

The survey received below the Bristol average for ages 0-24, with only 2 (0.6%) respondents under 18, and 8 under 25 (2.4%). Survey responses corresponded to the Bristol average for the 25-34 (19%) and 35-44 (14%) age groups. Responses from those aged between 45-84% exceeded the Bristol average, particularly from those aged 55-64 (20%), where the Bristol average is 10%.

The age profile of the LSOAs¹ project area is young with far more people aged 15 to 34 (60.4%) than the Bristol Average (35.1%). This suggests an under representation of young people responding to the survey in the local area, despite targeted early engagement.

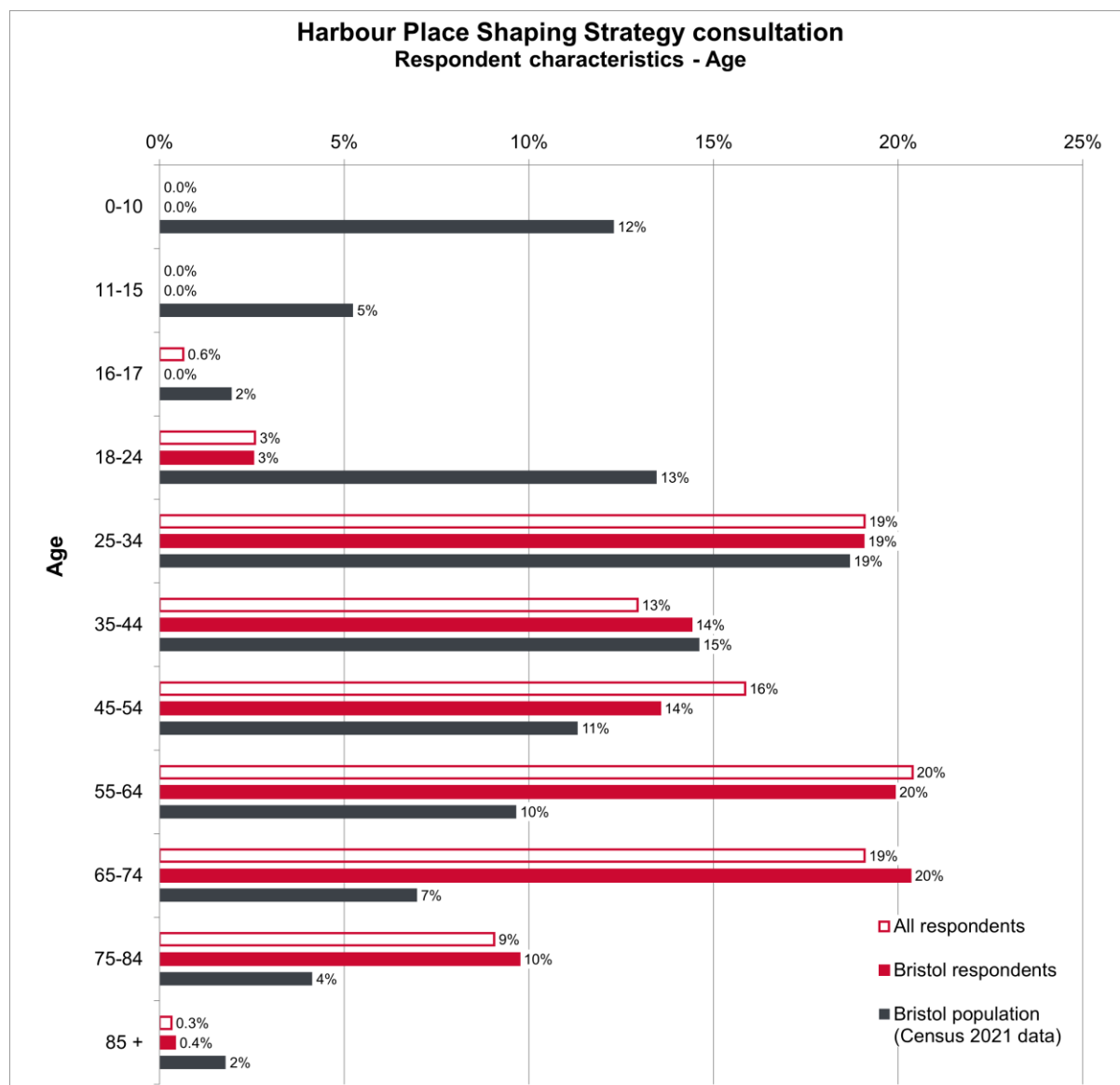


Figure 4: Age of survey respondents

5.2 Disability

11% of survey respondents identified as disabled which is higher than the Bristol average (17%) and lower than the local area (14%), however 11% did not provide a response to this question and 6% chose 'prefer not to say'.

¹ LSOAs are Lower layer Super Output Areas and are made up of groups of OAs (output areas). They comprise between 400 and 1,200 households and usually have a resident population between 1,000 and 3,000 persons. For the HPSS, a combination of LSOAs have been used to provide a local demographic baseline, referred to as 'the local area', which include the areas that intersect the HPSS boundary.

5.3 Sex

Of those respondents who provided their sex 59% of respondents identified as male and 41% as female.

5.4 Gender reassignment

Of those respondents who chose answer, 0.4% of respondents reported having a gender identity different from their sex recorded at birth. This is similar to Bristol overall, as reported in the 2021 census (0.8%).

5.5 Sexual orientation

18% of those who responded identified as LGBT+, which is above the Bristol average of 6.1%.

5.6 Ethnicity

87% of respondents identified as White British. This is higher than both the Bristol (72%) and local area (76%).

Overall in the local area, the 2021 census identified the largest ethnic groups as White British followed by Asian or Asian British, 11%, Mixed or Multiple ethnic groups, 5%, and Black, Black British, Caribbean or African, 4%.

3% of respondents identified as Asian or Asian British, which is below the local area, and 0% identified as Black, Black British, Caribbean or African, demonstrating an under representation from these groups.

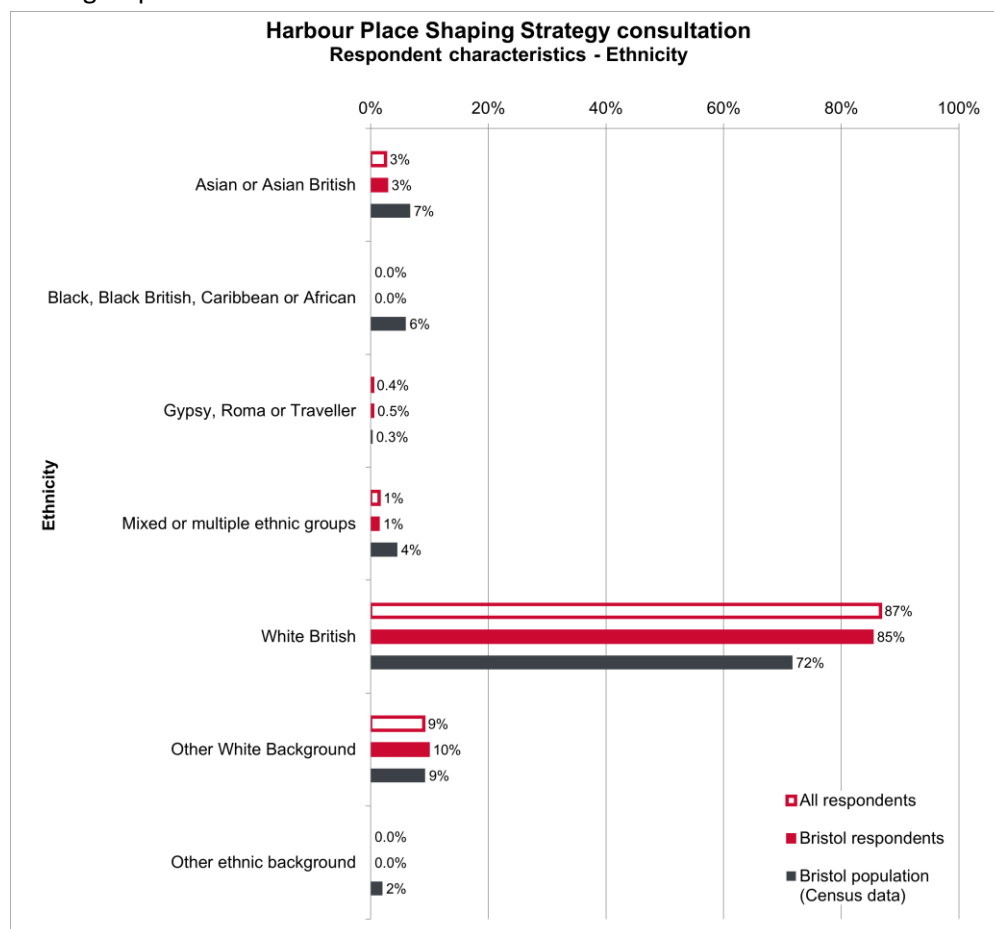


Figure 5: Ethnicity of survey respondents

5.7 Religion/faith

68% of respondents identified as having No Religion and 26% as Christian. This is similar to the population in the Local Area, where 58% of people are No Religion and 24% Christian. The next largest Religion/ Faith in the Local Area is Muslin a 5 %, while only 0.4% of respondents identified as Muslim.

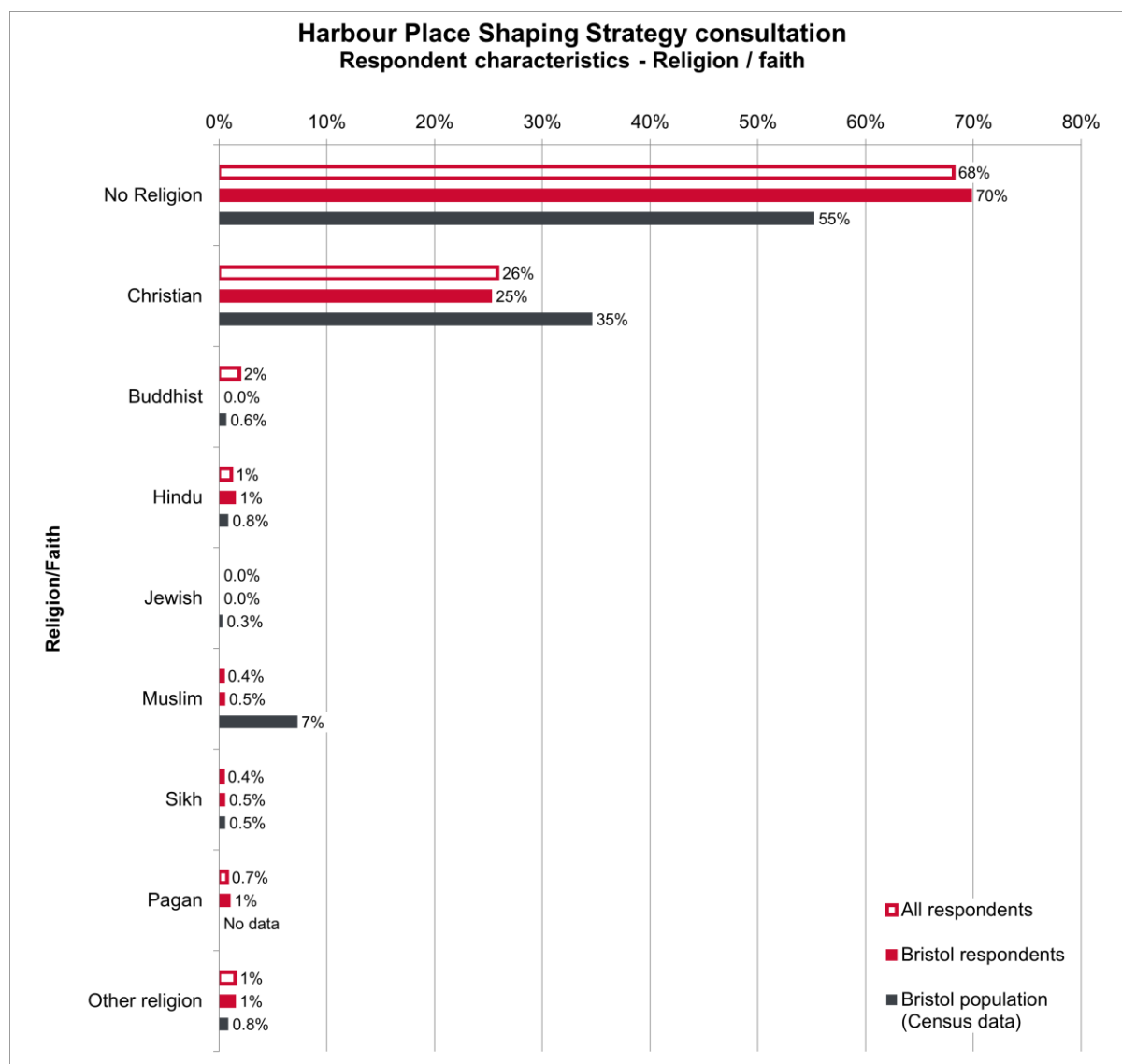


Figure 6: Religion of survey respondents

5.8 Pregnant or given birth in the last 26 weeks

No respondents reported being pregnant or gave birth within 26 weeks of completing the consultation survey.

5.9 Refugee or asylum seeker

No respondents reported being a refugee or asylum seeker.

5.10 Carer

6% reported being a carer.

5.11 Deprivation

Based on the 246 respondents who provided a full Bristol Postcode, the majority of respondents came from the least deprived areas (79% from Bristol Decile 10-6), significantly higher than 44% Bristol deprivation baseline.

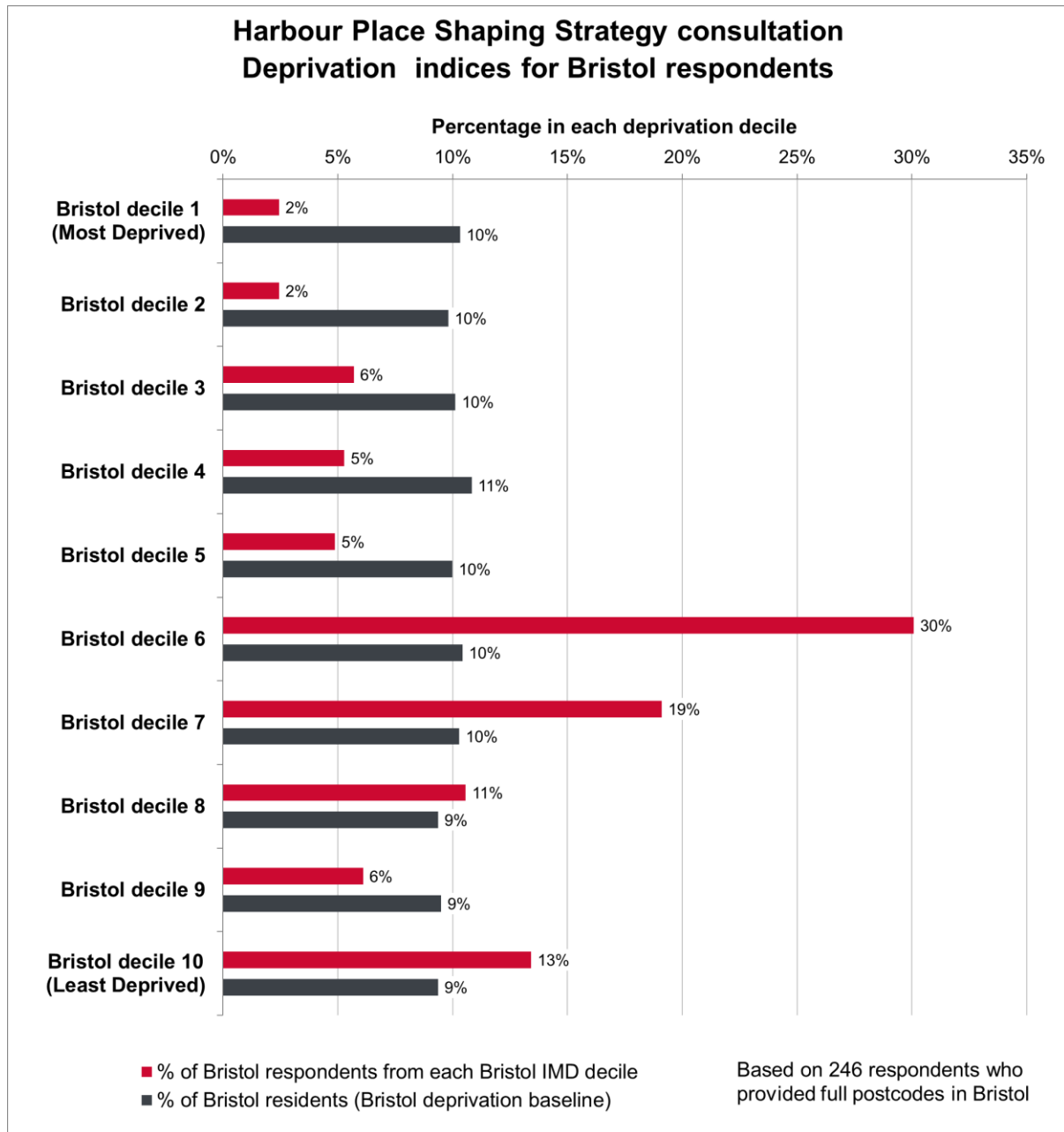


Figure 7: Responses by deprivation

5.12 Effect proposals may have on protected characteristics

Of those that responded, 71% did not think that the proposals would have any effect on their protected characteristics. 12% thought they may have negative effects and 18% thought they may have positive effects.

6.0 Consultation findings: Survey

6.1 Vision and themes

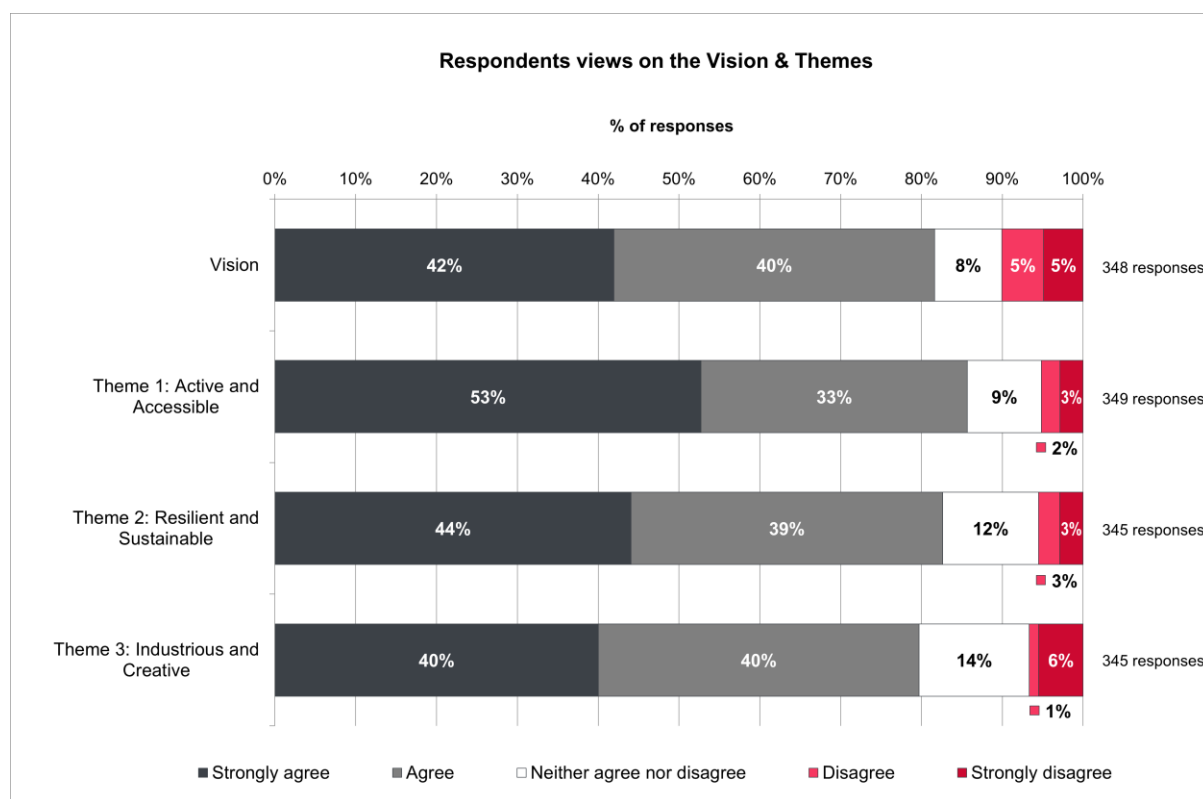


Figure 8: Agreement/disagreement with the vision and themes

6.1.2 Vision

95% of respondents chose to answer the Vision question.

The majority of respondents agreed with the proposals, with 42% 'strongly agree', and 40% 'agree', while 5% 'disagree' and 5% 'strongly disagree'.

192 free text responses were received, with most comments referencing omissions from or disagreement with the Vision. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

Vision

- That BCC should recognise, preserve and restore the maritime heritage and industrial ambiance of the Harbour; there were calls to protect creative industries, charities, and organizations in the area, especially from displacement through rent increases and residential developments
- Support for improving public realm
- Calls to prioritise environmental sustainability, water quality, and biodiversity
- Opposition to high-rise residential buildings that could create over-crowding, disrupt open space / views or disrupt the character of the area

- Comments noted that the vision should speak more to how the Harbour can be improved for residents, with calls to better acknowledge and prioritise the boating community / those living on boats; that infrastructure gaps should be addressed
- There was support for an accessibility focus
- Geographic considerations - that the strategy could be better linked with the New Cut, the River Avon, Cumberland Basin and the Harbour Head. Calls for a parallel strategy to manage the estate extending to Hanham Lock.
- Comments requested greater recognition of the contributions of charities and watersports organisations, with calls for further investment.

6.1.3 Active and Accessible

96% of respondents chose to answer the Active and Accessible question.

The majority of respondents agreed with the proposals, with 53% 'strongly agree', and 33% 'agree', while 2% 'disagree' and 3% 'strongly disagree'.

169 free text responses were received. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

- **Principle 1:** There was support for better accessibility for disabled people and also that greater accessibility in turn facilitates the wide range of volunteering that happens in the Harbour. Notes that the water channel needs to be accessible. There were concerns that the Harbour will become inaccessible to those on a low/average incomes with suggestions to address economic barriers to the area. That it should be easy to visit the Harbour for free. Calls for improvements to travel in terms of bus/mass transit, active travel, but also for those visiting by car. There were requests for more amenities for visitors, residents and boaters.
- **Principle 2:** Comments on improving safety in the public realm and in the water itself. Support for making the area feel safer. Support for green measures and improving air and water quality.
- **Principle 3:** Comments encouraged a balance in terms of buildings in the Harbour – that it should not all be housing and requested the buildings be well designed. There was concern about over development and high rise. Also calls to improve facilities for boat dwellers.
- **Principle 4:** Support for play spaces, with objections around compatibility with safety and the water's edge and also the Harbour needing to be a place for everyone, not just children. Enthusiasm for expanding watersports and child-friendly water activities, provided safety measures are in place, with particular concerns over clashes due to space constraints. That Cumberland Basin should also be used for watersports

6.1.4 Resilient and Sustainable

95% of respondents chose to answer the Resilient and Sustainable question.

The majority of respondents agreed with the proposals, with 44% 'strongly agree', and 39% 'agree', while 3% 'disagree' and 3% 'strongly disagree'.

135 free text responses were received. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

- **Principle 1:** Perception that BCC should reassess the push for financial self-sustainability and should avoid over-commercialisation; that there was a risk that the area would become

overly focused on wealthy users over the broader community and organisations, especially if fees and charges were overly onerous, making activities in the Harbour unaffordable / unsustainable to run. Calls for funding commitments and plans for delivery

- **Principle 2:** That environmental measures in the Harbour should be prioritized, but implemented with a sensitivity to accessibility and also maintained. Particular attention was given to improvements to public transport. Disagreement around the priority that should be given to cars and parking. Disagreement over the utility of ferries
- **Principle 3:** That the existing communities, whether boaters, water sports orgs, residents etc. should be fostered and appreciated in the Vision. Respondents called for affordable amenities and speedy implementation of better facilities for boat owners. There were concerns over rising rents and fees that risk displacing creative and community organisations.
- **Principle 4:** That tourism and local community needs need to be balanced, avoiding over-commercialisation and preserving the Harbour's character. That crime and litter need to be addressed for this to be a success. There were concerns about events that restrict local access.

6.1.5 Industrious and Creative

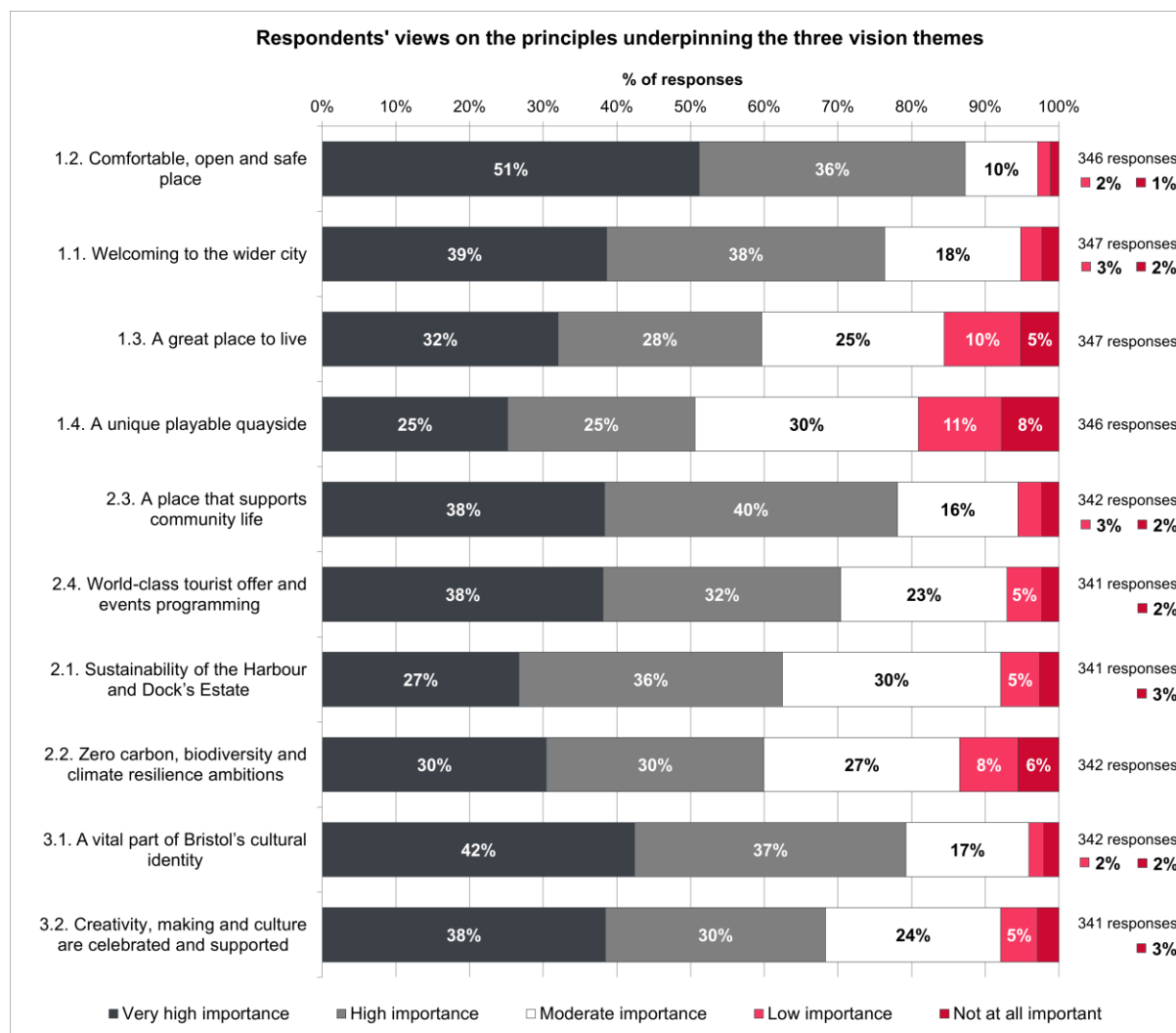
95% of respondents chose to answer the Industrious and Creative question.

The majority of respondents agreed with the proposals, with 40% 'strongly agree', and 40% 'agree', while 1% 'disagree' and 6% 'strongly disagree'.

110 free text responses were received. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

- **Principle 1:** Calls to support, preserve and enhance Bristol's maritime industry and heritage. Concern that a focus on tourism, commercialisation, and residential developments could undermine the Harbour's identity as a working maritime hub.
- **Principle 2:** Praise for the Strategy's aims to promote arts and creativity, with calls for there to be specific recognition of the value of film making in the harbour. That the operations of organisations should come before increased tourism. Creative businesses around the Harbour may not want to be public facing. Disagreement around businesses, nightlife and events – with differing priorities for visitors vs residents

6.1.6 Principles underpinning the three vision themes



Active and Accessible:

95% of respondents provided feedback on how important they felt each principle was.

51% of respondents felt 'Comfortable, open and safe place' was of very high importance, with 36% high importance, 10% moderate importance and only 3% Low importance or not at all important.

39% of respondents felt 'Welcoming to the wider city' was of very high importance, with 38% high importance, 18% moderate importance and only 5% Low importance or not at all important.

32% of respondents felt 'A great place to live' was of very high importance, with 28% high importance, 25% moderate importance and 15% Low importance or not at all important.

25% of respondents felt 'A Unique playable quayside' was of very high importance, with 25% high importance, 30% moderate importance and 19% Low importance or not at all important.

Resilient and Sustainable:

94% of respondents provided feedback on how important they felt each principle was.

38% of respondents felt 'A place that supports community life' was of very high importance, with 32% high importance, 23% moderate importance and only 7% Low importance or not at all important.

38% of respondents felt 'World-class tourist offer and events programming' was of very high importance, with 32% high importance, 23% moderate importance and only 7% Low importance or not at all important.

27% of respondents felt 'Sustainability of the Harbour and Dock's Estate' was of very high importance, with 36% high importance, 30% moderate importance and 8% Low importance or not at all important.

30% of respondents felt 'Zero carbon, biodiversity and climate resilience ambitions' was of very high importance, with 30% high importance, 27% moderate importance and 14% Low importance or not at all important.

Industrious and creative:

94% of respondents provided feedback on how important they felt each principle was.

42% of respondents felt 'A vital part of Bristol's cultural identity' was of very high importance, with 37% high importance, 17% moderate importance and only 4% Low importance or not at all important.

38% of respondents felt 'Creativity, making and culture are celebrated and supported' was of very high importance, with 30% high importance, 24% moderate importance and only 8% Low importance or not at all important.

6.2 Waterspace Plan

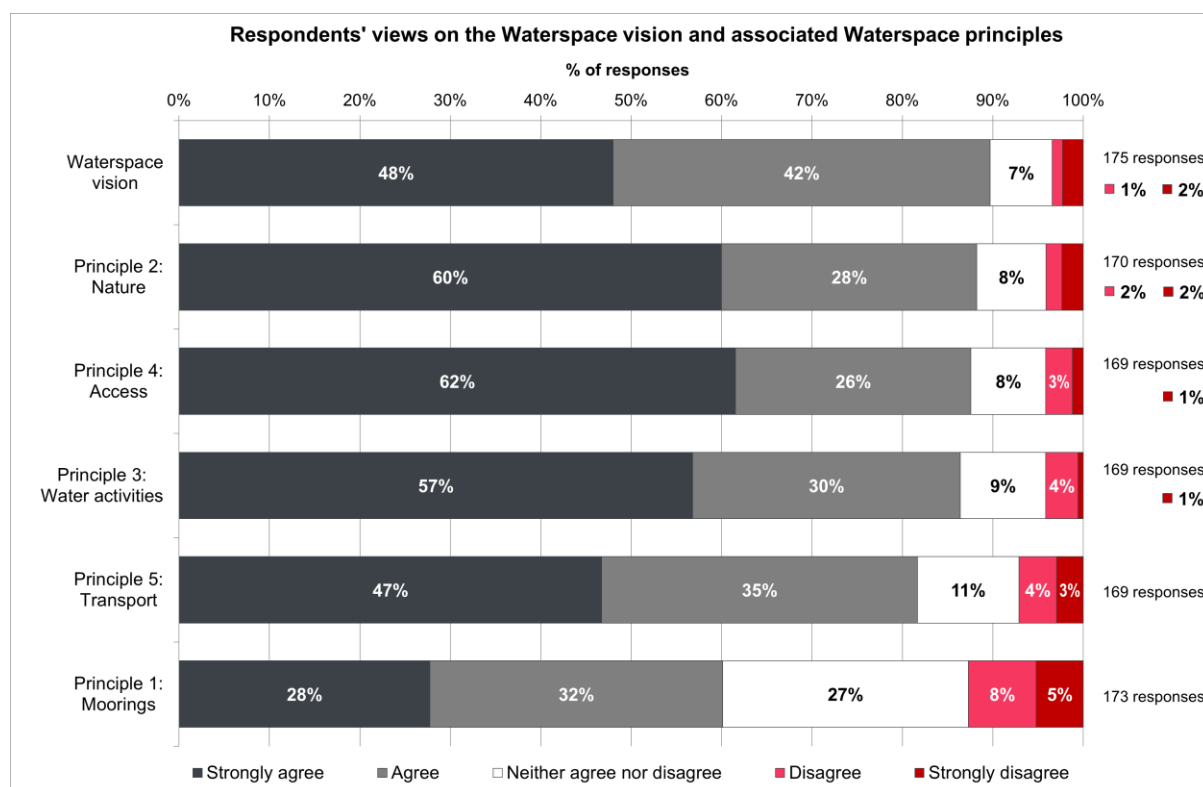


Figure 9: Respondents views on the Waterspace vision and associated waterspace principles

6.2.1 Waterspace: Vision

48% of respondents chose to answer the Waterspace Vision question.

Of these, 48% 'strongly agreed', and 42% 'agreed' with the only 3% disagreeing.

92 free text responses were received, with most comments referencing omissions from the Vision, and water activities. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

Vision

- General support for the criteria listed relating to a successful water space with opportunities identified for strengthening further relating to the maintenance of Harbour infrastructure; maintenance of boater facilities; celebration of existing historic assets and the attraction of more historic vessels/creation of a maritime museum; and more ambitious environmental aspirations. More detail required on how this will be funded. Calls for Cumberland Basin to be considered within the plan.

6.2.2 Waterspace: Moorings

47% of respondents chose to answer the Waterspace Moorings question.

The majority of respondents agreed with the proposals, with 28% 'strongly agree', and 32% 'agree', while 8% 'disagree' and 5% 'strongly disagree'.

87 free text responses were received, with most comments referencing concerns about increased moorings the type provided and cost. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

Moorings:

- Those in favour of increasing moorings highlight: the available space; demand for live-aboard; demand for on-water boat storage for watersports organisations; the role of boats in animating the Harbour; the potential to generate income to help the Harbour become more financially self-sufficient.
- Those against increasing moorings highlight: overcrowding and a sense of the Harbour being less calm; lack of demand; reduction in space for water sports and navigation; a proliferation of unmaintained boats becoming an eyesore; increased pollution; congestion on the quay wall; displacement of existing boaters; that public access should be prioritized over private moorings.
- In terms of existing moorings, the current facilities are considered inadequate for certain groups of boat owners relative to the fees charged. Concerns that existing facilities are brought up to an acceptable standard before expanding or adding moorings. Risk of losing boaters to other harbours.
- Considerations when creating new moorings: provision of amenities appropriate to different mooring types; appropriately located to avoid creating nuisance (noise, navigation); reduced environmental impacts through provision of composting toilet facilities, integration of floating habitats; provision for a variety of boat types including the larger Dutch barges; affordability; longer leases; accessible moorings for disabled people.
- In terms of commercial moorings: These should be confined to designated areas, preserving tranquility in other parts of the Harbour. Aspirations for floating hotels, restaurants, market, spas, and shops to maintain the harbour's vibrancy.
- A range of views on administration / cost of moorings

6.2.3 Waterspace: Nature

47% of respondents chose to answer the Waterspace Nature question.

The majority of respondents agreed with the proposals, with 60% 'strongly agree', and 28% 'agree', while 2% 'disagree' and 2% 'strongly disagree'.

75 free text responses were received, with most comments in favour of more floating ecospace. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

Nature

- Those that support the expansion of floating ecospace in the Harbour, highlight their aesthetic, ecological, and health and well-being value; their role in enhancing water quality; and the added value through increased visitors. It's suggested that the focus for new floating eco spaces should be on under used parts of the Harbour. Bathurst Basin also identified as a possible location. Calls for creating public seating nearby and involving volunteers in their maintenance.

- Those with concerns about floating ecospace highlight issues such as conflicting with water activities, undermining the harbours navigability, compromising the security of boats in the Harbour, ensuring their maintenance and detracting from the harbour's industrial character. Areas like Baltic Wharf not considered appropriate.
- Other suggestions to support nature include: reducing marine traffic; the reduction in environmental harm from boats; the reduction of discharges of raw sewerage and pollution; retaining trees on land; preserving existing habitats.

6.2.4 Waterspace: Water Activities

46% of respondents chose to answer the Waterspace Water Activities question.

The majority of respondents agreed with the proposals, with 57% 'strongly agree', and 30% 'agree', while 4% 'disagree' and 1% 'strongly disagree'.

81 free text responses were received, with most comments in favour of more water activities, followed by concerns about overcrowding and conflict and safety and water quality. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

Water activities

- Those who expressed support for expanding water activities highlight: health, economic and community benefits. Promoting water activities will need plenty of access points, easy ways to pay, discounts and outreach programmes to ensure inclusivity.
- Those with concerns about expanding water activities highlight issues such as: overcrowding; conflict of between uses; safety; and water quality
- A range of views have been expressed by those in favour of expanding swimming in the harbour, with support for both expanded in-water swimming opportunities (increased space and frequency of access) and a lido-type swimming offer. Respondents highlight successful examples in Europe and the need to make swimming available to children.
- Those with concerns about expanding swimming in the harbour tend to highlight its incompatibility with other water sports, particularly sailing and a concern that regulated swimming in the harbour will encourage people to swim generally which is unsafe. It was suggested that swimming areas should potentially moved to less congested parts of the harbour (e.g. Cumberland Basin) to reduce interference with other activities such as sailing,
- There was support for the Bristol Urban Watersports Network concept, and the idea of a consolidated watersports centre at Baltic Wharf and a network of other places to get on and off the water as a way of distributing uses throughout the harbour and easing congestion. Nova Scotia slipway highlighted as missing. Queries raised about the accessibility of the Phoenix Wharf slipway. There was a suggestion that Avon Quay would make a better location for the watersports centre, and that Cumberland Basin should be included within the concept. Questions about how it would be funded.
- Other suggestions included: school programmes; designated water sports zones; disabled facilities; repair and maintenance facilities; races/competitions; easier process to purchase licenses for paddleboarding and kayaking; sufficient temporary moorings to allow vessels to explore; car parking; better public transport; adequate boat storage.

6.2.5 Waterspace: Public Access

46% of respondents chose to answer the Waterspace Public Access question.

The majority of respondents agreed with the proposals, with 62% 'strongly agree', and 26% 'agree', while 3% 'disagree' and 1% 'strongly disagree'.

72 free text responses were received, with most comments in favour of greater access, followed by concerns about safety. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

- Support for pontoons and boardwalks being publicly accessible as they are a pleasant way of experiencing the Harbour. Concerns that waterside walkways and increased moorings do not become a barrier to water access for vessels.
- SSGB has highlighted the potential of creating a waterside boardwalk past the site of the SSGB.
- Concerns raised about the on-going maintenance costs associated with on-water boardwalks. EA has provided specific design guidance about such structures.
- Calls to improve the rocky edge of the Harbour between Baltic Wharf and SS Great Britain so that people can access the edge more easily.
- Request for more pedestrian/cycle bridges across the Harbour.

6.2.6 Waterspace: Water Transport

46% of respondents chose to answer the Waterspace Water Transport question.

The majority of respondents agreed with the proposals, with 47% 'strongly agree', and 35% 'agree', while 4% 'disagree' and 3% 'strongly disagree'.

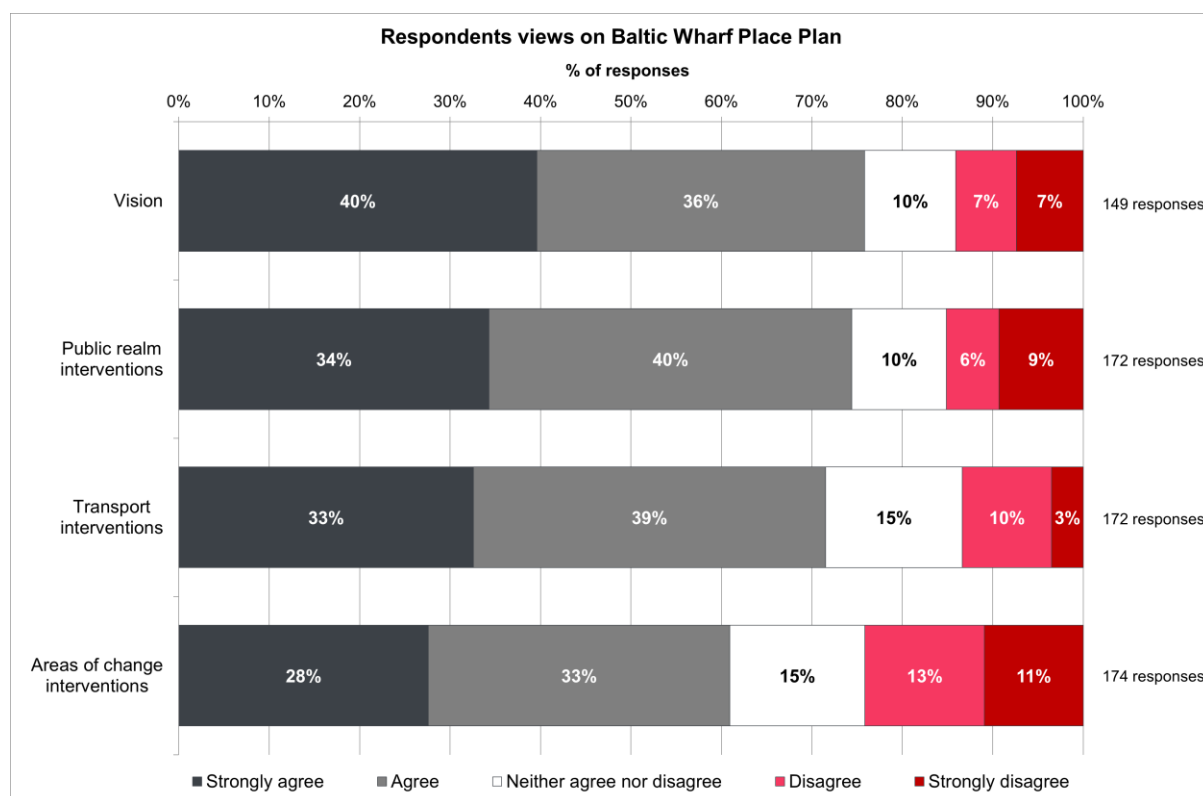
77 free text responses were received, with most comments referencing the cost to users and operators of ferry services, and concerns about investing in ferry services. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

Water Transport

- Support for increased ferry crossings with clearer signage, improved accessibility, affordable services and greater frequency (10-15 minute peak headways). Suggestions included electrifying ferries, tap-to-pay systems, locating ferry stops on land rather than pontoons wherever possible and ensuring they accommodate wheelchairs, pushchairs, and bikes. Calls for more ferry stops (along the north side of the harbour, at Plimsol Bridge and at various points along the route to Netham Lock) and integration with a broader transport network.
- Some scepticism over the viability of extending ferry services and the need for a new cross harbour service (M-Shed to Ampitheatre) and to Avon Quay. Some queried whether the existing cross harbour ferry (SSGB to the Harbour Inlet) would be better replaced with a bridge. Some consider ferries noisy and polluting and highlight conflicts with other water users (particularly in the Baltic Wharf area).

6.3 Place Plans

6.3.1 Baltic Wharf



41% of respondents chose to answer the Baltic Wharf Vision question, while 47% responded to the Public Realm and Transport Interventions questions, and 47% to the Areas and Change.

Of these, the majority 'strongly agreed', or 'agreed' with the vision and proposed interventions. The Areas of Change projects attracted the most 'disagree' or 'strongly disagree' responses.

107 free text responses were received, with most comments referencing Area of Change interventions. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

Baltic Wharf Free text responses high-level summary:

Areas of Change

- BWC1 Watersports Centre:** Broad support for the development of a consolidated Watersports Centre. However, concern about congestion on land, on slipways and on the water itself if concentrating too many organisations in this area. Likely to be difficult to share storage space. Concern that clubs would be forced to be moved to the Hub when they thought this unsuitable.
- BWC2 Avon Quay:** Desire from existing businesses for Avon Quay to retain its boat building and water-related activities. Concerns that there will not be enough space to consolidate activities at Baltic Wharf. Potential safety concerns of intensifying public access to Avon Quay while maintaining safe operations for boat maintenance, water sports and youth programmes/work with vulnerable people.

- **BWC3 Caravan Park Redevelopment:** Concern about the scale and nature of proposed residential developments, in particular concerns about new developments disrupting wind for sailing. Resistance to the removal of trees and green spaces.
- **BWP5 Underfall Waterside:** Opportunity to open up waterside for commercial activities/events by relocating Scouts boat yard not welcomed by some water users or Underfall Yard. Boat yard considered to be well located to use the nearby Nova Scotia slip

Public realm:

- General support for public realm interventions. Support for improvements to the Baltic Wharf Harbour edge with respondents highlighting the importance of accessibility. Concerns from existing businesses about opening public access to Avon Quay water's edge. Calls for the 2016 Metrobus plans to be implemented to the Avon Crescent Walkway (pedestrianisation with better cycling provision) with similar responses being made to the Western Harbour consultation. Watersports organisations have highlighted the importance of the Nova Scotia slipway to prevent overcrowding at Baltic Wharf, with advantages of having a space that can be segregated from the public being highlighted.

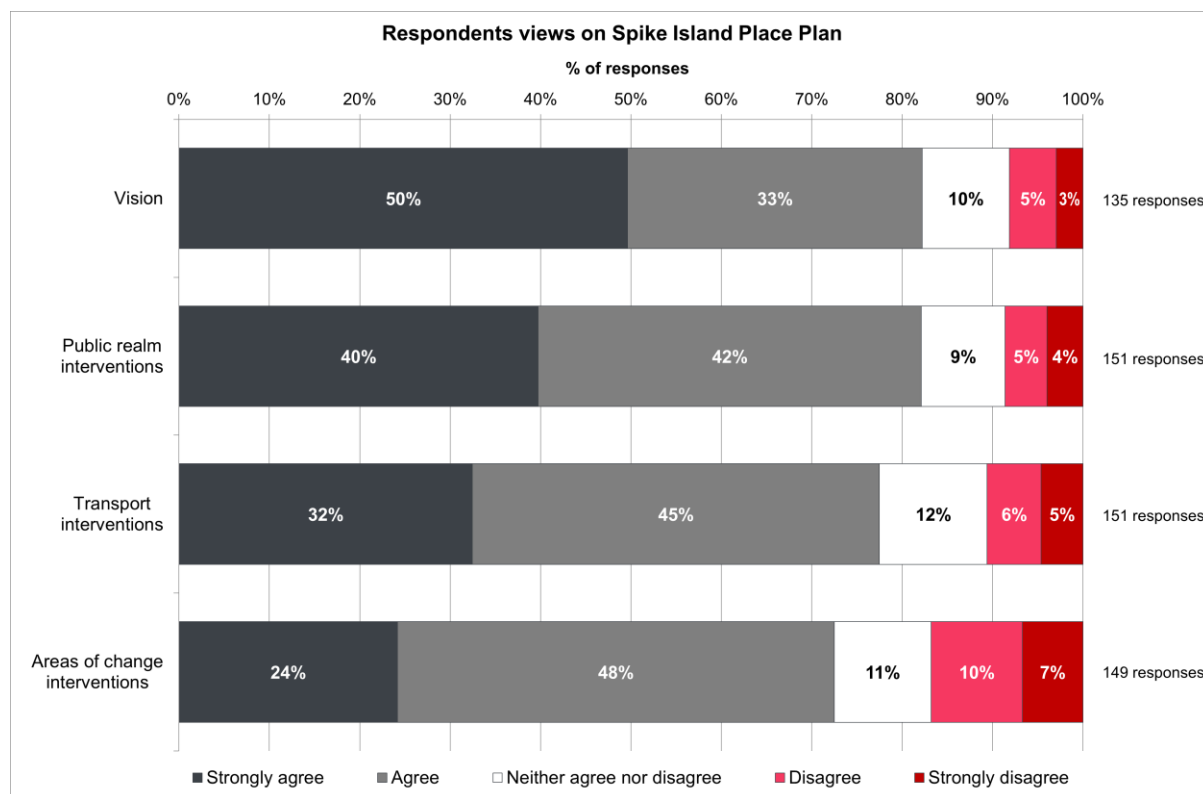
Transport:

- General support for transport interventions. Support for enhanced Metrobus provision with calls too for other local bus services connecting key sites like Baltic Wharf for commuters and watersport participants who may not find Metrobus convenient. Need for adequate parking stressed, particularly for residents, visitors, and water users requiring vehicle access for maintenance and transportation of equipment. Concern that plans may reduce the available boat storage and that stacking boats on racks makes access more challenging and can compromise safety.

Waterspace:

- Whilst there was general support for promoting swimming opportunities in the harbour, concerns expressed about water quality, the safety of swimming, the potential conflict/risk of collision with watersports (in Baltic Wharf), and the noise generated.

6.3.2 Spike Island



37% of respondents chose to answer the Spike Island Vision question, while 41% responded to the Areas of Change, Public Realm and Transport Interventions questions.

Of these, the majority ‘strongly agreed’, or ‘agreed’ with the vision and proposed interventions. The Areas of Change projects attracted the most ‘disagree’ or ‘strongly disagree’ responses.

81 free text responses were received, with most comments referencing Area of Change interventions. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

Areas of Change

- **SIC1a & b Albion Yard/Unit 15**– Creative intensification – support for creative growth and the preservation of Puppet Place. Concerns about displacement of businesses, changes to transport and access for existing businesses, and opening up the estate to the public.
- **SIC4: Maritime Car Park**-Concerns about residential development (affordability, overdevelopment, stress on facilities, loss of open space and views, impact on exiting industry) and the impact of losing parking (tourists and water users). Creative and community-oriented alternatives to residential suggested.

Public realm

- Support for improvements to Brunel Square, Gas Ferry Road and the passage behind the Albion Dock. However, concerns that the public realm should not be sanitized, and historical assets should be protected and enhanced.

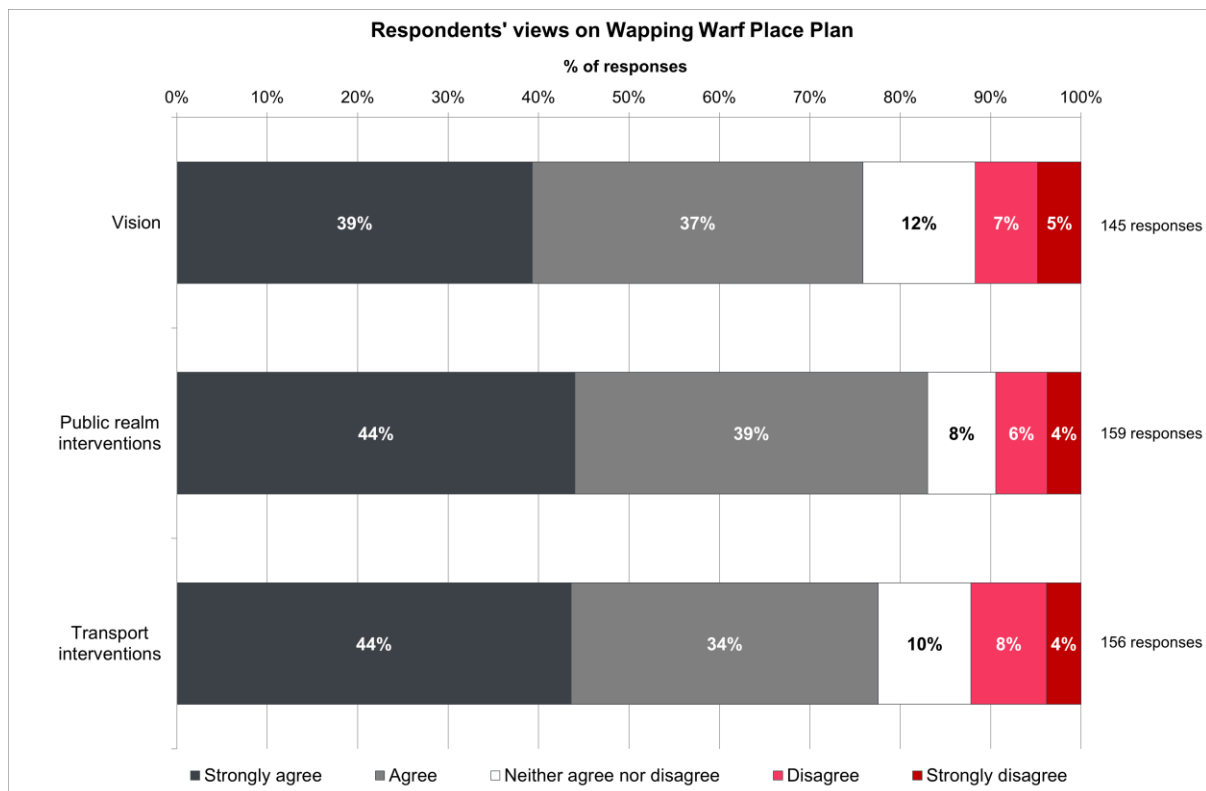
Transport

- Support for a Mobility Hub (although reservations from some over what facilities it would provide); support for enhanced ferry services (frequency/accessibility/vessel) and bus services (particularly frequency of service/routing) as a pre-requisite to any plans to reduce parking in the area. Vehicular access/parking needs retaining for some businesses, SSGB visitors and watersports organisations and that active travel is not an option for elderly/disabled/families. That coach parking should be relocated. That the Cumberland Road bus gate continues to create accessibility problems for residents. Ideas include a new bridge across the harbour and use of the water for freight/green shipping.

Waterspace

- Aspiration to create a new waterside route past the SSGB if possible.

6.3.3 Wapping Wharf



40% of respondents chose to answer the Wapping Wharf Vision question, while 45% responded to the Public realm and 43% responded to Transport Interventions questions.

Of these, the majority ‘strongly agreed’, or ‘agreed’ with the vision and proposed interventions. The Transport interventions attracted the most ‘disagree’ or ‘strongly disagree’ responses.

89 free text responses were received, with most comments referencing Transport interventions. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

Wapping Wharf Free text responses high-level summary:

Vision:

- Support for making the area a cultural hub but concerns that changes may gentrify the area. Caution against attempts to emulate London’s South Bank, emphasizing the need to

celebrate Bristol's cultural diversity unique identity. Whilst Wapping Wharf/Cargo widely considered a success, need to also think about residents' needs (e.g. late-night licensing restrictions)

Public Realm:

- **WWP1: Museum Square:** Support for enhancing space (more seating; removal of fences/gates/barriers; shelter; space for sunbathing). Potential conflicts also highlighted (e.g. industrial character could be undermined by greening/events; a new cross harbour ferry could get in the way of other vessels; attracting more people may undermine the safety of rail operations; anti-social behaviour). Suggestions included: terminating the historic railway further to the west so that it does not interfere with the pedestrian route via Gaol Ferry Steps.
- **WWP2: Buttery Park:** Support for enhancing the space close to The Buttery, with some safety concerns about encouraging children to play area near to the railway tracks. Retention of the area's gritty and historic character is considered key, with concerns expressed that greening will be a detriment to the railway tracks. Similar comments about
- **WWP5 Railway tracks:** Some view them positively (playable/great to sit on/ give area charm) and some view them negatively (difficult to cross for people in wheelchairs or if visually impaired).
- **Other public realm interventions:** General support for public realm interventions albeit with concerns expressed about the potential to undermine the aesthetic, operational, and historical significance of the dock area . Some say this area should be a priority for investment given the high numbers of visitors whilst some say that funds should be allocated to more deprived parts of the city. Those seeking improvements focus on accessibility; greening; seating; and respecting the historic character. More inclusive indoor spaces are also suggested (for play, skate park, chill-out, seating and toilets). Concerns expressed about over-development in the area, including tall buildings.

Transport:

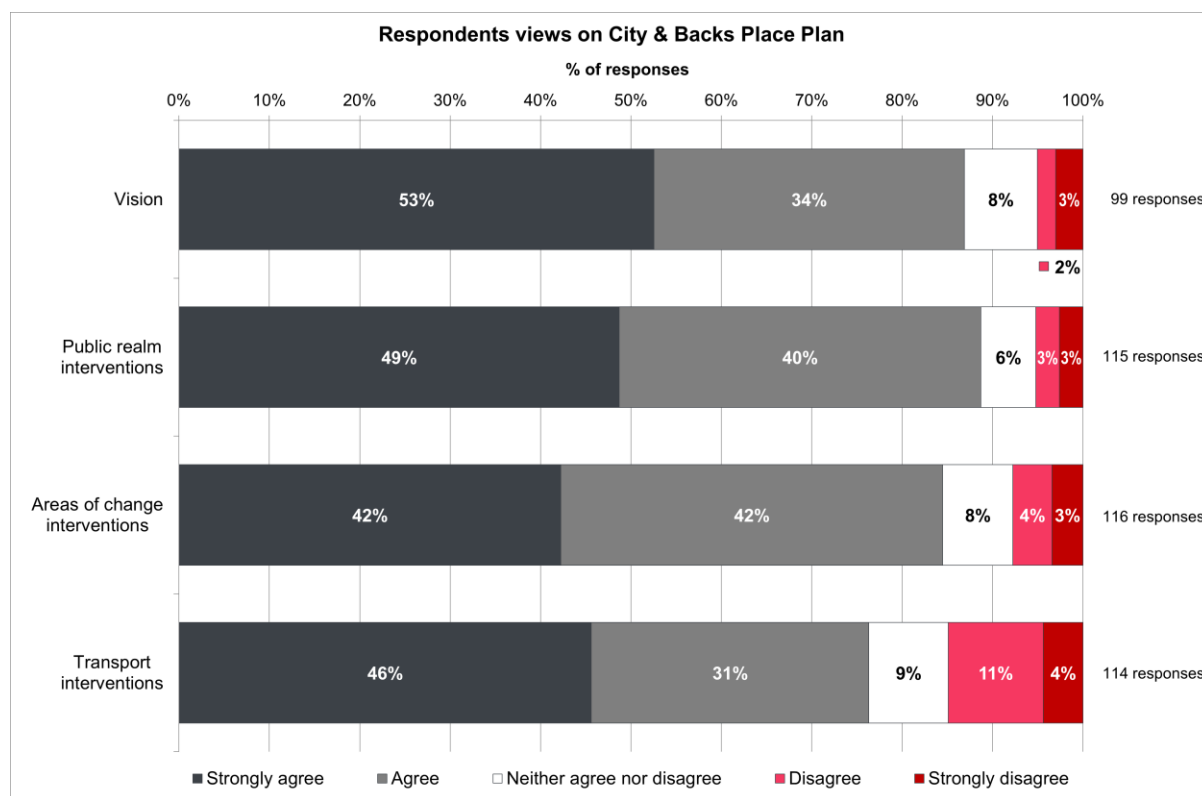
- **WWT3: Prince Street Bridge:** Whilst there was support for the closure of Prince Street Bridge to vehicular traffic, those against sited impacts it would have on local residents/elderly/those with mobility issues/South Bristol residents, and that it could lead to environmentally inefficient longer routes.
- **Other transport Interventions:** Support generally for measures, although tensions have emerged between those wanting car parking retained as public transport is not considered good enough v those who feel less parking would create opportunities to enhance the public realm. Support that the area should be accessible to elderly and those with mobility impairments. Concerns were expressed about potential conflicts between coaches and pedestrians – suggestions included encouraging visitors to use Park and Ride instead and designing the area so that coaches don't have to do difficult turning manoeuvres. Concerns that vehicular access to the Buttery is maintained. There were suggestions that a new bridge crossing near Gaol Ferry Bridge was needed to meet demand from pedestrians and cyclists. There was general support for reopening the Harbour railway spur that runs along the Chocolate Path; enhancing Metrobus and ferry services (the need for a tram being highlighted); and creating a new cross harbour ferry service between M-Shed and the Amphitheatre - although there were also respondents

who did not view these interventions as priorities. Concerns were expressed about the safety of pedestrians on shared walkways due to fast cyclists and electric scooters. The need for cycle parking was highlighted

Waterspace:

- Feedback from residential boat owners requesting improved facilities and ensuring their needs are considered in future planning.

6.3.4 City and Backs



27% of respondents chose to answer the City and Backs Vision question, while 32% responded to the Areas of Change, Public Realm Intervention questions and 31% responded to the Transport Interventions questions.

Of these, the majority ‘strongly agreed’, or ‘agreed’ with the vision and proposed interventions. The Transport Interventions attracted the most ‘disagree’ or ‘strongly disagree’ responses.

67 free text responses were received, with most comments referencing Transport interventions. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

City & Backs Free text responses high-level summary:

Vision

- That any changes should ensure that the area doesn’t become too noisy or busy for residents

Areas of Change

- **CBC1: The Grove:** Concerns raised about the potential impact of new housing on established venues like Thekla and Mud Dock (loss of parking, compatibility); lack of affordable homes; losing the openness, waterside views e.g. to St. Mary Redcliffe, and the area's unique ambience; and high-rise or insensitive development. Suggestions included the creation of a waterside park and the need for a masterplan to guide development. It was flagged that people become fond of meanwhile uses and object when space used for this is turned into something bland.
- **CBC2: Castle Park Waterside and Walkway:** Support, with a call for it to be fully accessible and a quality design. However, safety concerns about bringing people to the water's edge, and a concern the pontoon would reduce width of the watercourse
- **Other Area of Change proposals:** Calls for Redcliffe Wharf to be used for something pending development. Query whether development of the site next to Harbour House would impact the adjacent moorings?

Public realm interventions

- Support for proposals, with calls for greater emphasis on better lighting; retention of the historic fabric; more regular seating and more opportunities for greening/nature in this part of the harbour. Some feel more could be done to create a continuous waterside walkway e.g. along Welsh Back. The Redcliffe railway tunnel and cutting were flagged as historic features that require greater acknowledgement. Quayside improvements need to allow for continued access to vessels, sensitively incorporating mooring chains e.g. to the Lightship. It was flagged that events such as the Bristol Harbourside Festival can make the harbour less accessible for a period.

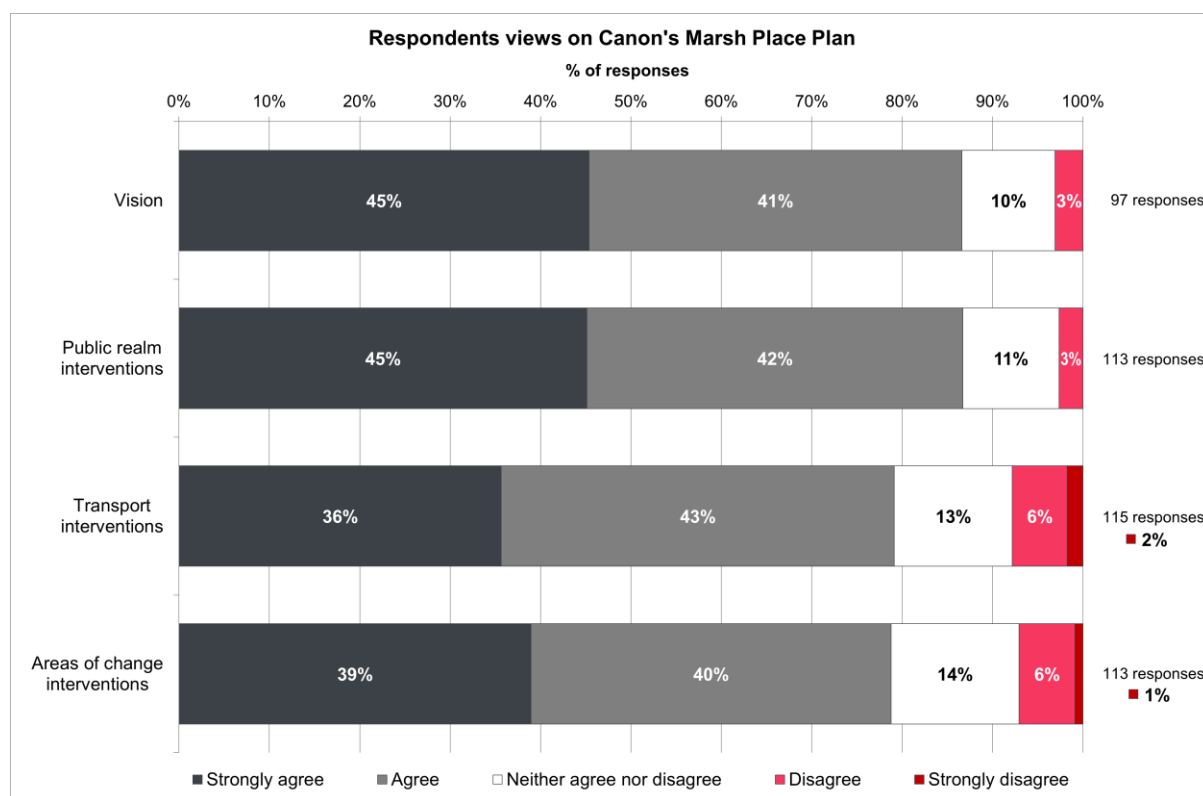
Transport interventions

- Support generally for measures, although tensions have emerged between those wanting car parking retained (for disabled people and those coming from outlying areas) v those who feel less parking would create opportunities for new development, public spaces, boating activities, or alternative transport options. Quayside car parks could benefit from improved lighting, removal of fencing and bollards, and better demarcation of spaces. An enhanced Metrobus service is supported with calls for a stop on Commercial Road by Bathurst Basin. Support for better cycle integration; an enhanced ferry service, particularly for commuters; better visitor information and facilities.

Waterspace interventions

- Objections to the proposals for commercial moorings in Bathurst Basin (unsympathetic to surrounding residential areas; waterspace needed for children's water activities and boat manoeuvring). A call for greater appreciation for the John Sebastian lightship.

6.3.5 Canon's Marsh



27% of respondents chose to answer the City and Backs Vision question, while 31% responded to the Areas of Change, Public Realm Intervention questions and 32% responded to the Transport Interventions questions.

Of these, the majority 'strongly agreed', or 'agreed' with the vision and proposed interventions. The Transport and Areas of Change Interventions attracted the most 'disagree' or 'strongly disagree' responses.

58 free text responses were received, which referenced Public realm, Areas of Change and Transport interventions. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

Vision

- Calls to improve the evening economy in this area, creating family friendly evening events / activities which also increase the diversity of visitors to this area. Calls for good complementary modern design. Increased greening (on land and on water).

Areas of Change

- **CMC1 Narrow Quay Commercial:** Narrow Quay highlighted as particularly challenging for those with accessibility needs. Plans were highlighted to improve Broad Quay House's activation and relationship with the public realm which aligns well with proposals.
- **CMC2: Hannover Quay Commercial:** Support for increasing visitors here, but questions over how expanded event space in the area will sit alongside any permanent structures associated with play.
- **CMC3 Millennium Square diversification:** Suggestions included greening; shelter; family-friendly features; bike storage; toilets; and EV charging points; inclusive and affordable

events; and avoiding chain establishments. Support for retaining the existing water features, which are popular with children, with a concern that new fountains will never be switched on.

- **CMC4 Ampitheatre:** Support for proposals. Issues highlighted include: closure of space during events; lack of animation from the adjacent Canon's House; hard surfaces; lack of shade; and insufficient seating.
- **CMC5 Waterfront Place:** Some feel the site should not be developed as it has value as a public space. Any building should be beautiful and enhance waterside views. Question why it is being promoted for offices rather than housing?

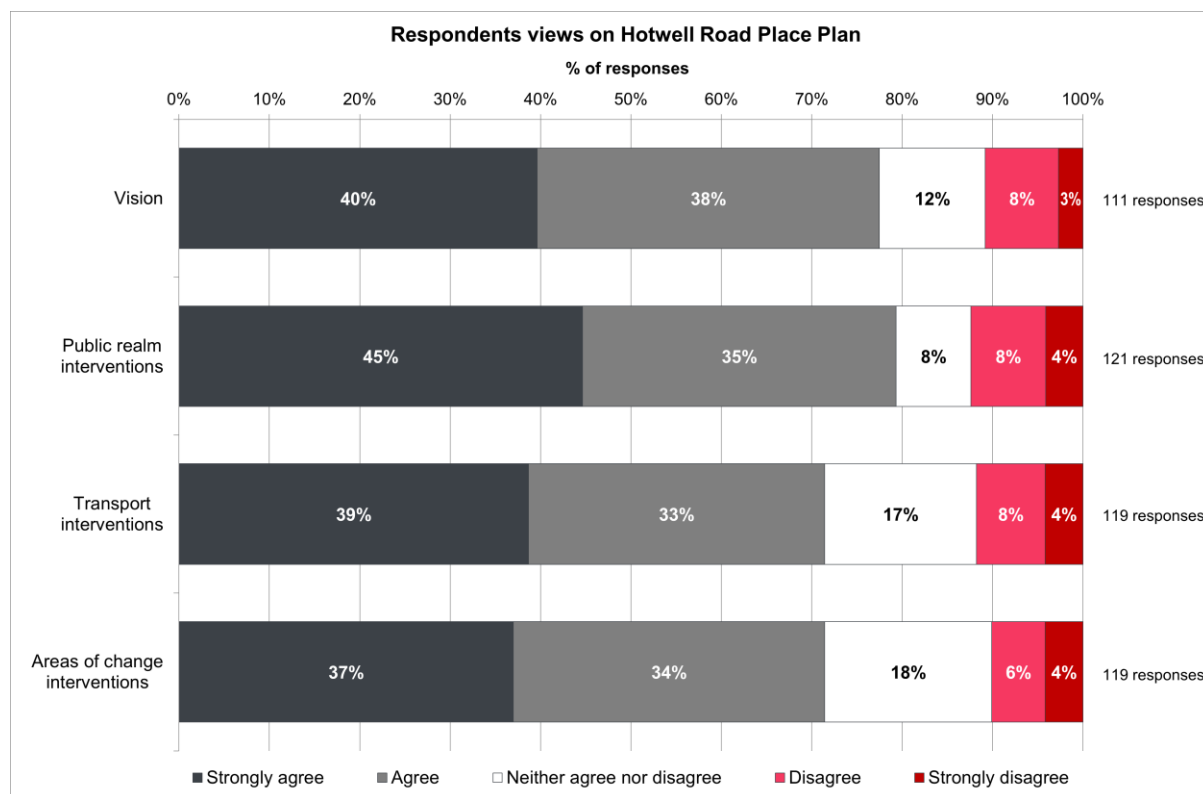
Public realm interventions

- Calls for more seating; lighting; destination play areas; better waste management; incorporation of sustainable urban drainage systems/rainwater harvesting; and more greening (trees, bushes, vertical greening, floating etc). Use of planters suggested to prevent tree damage to pavements. Also some concerns expressed about proposals for tree planting along Anchor Road. Criticism of current reliance on commercial venues for amenities such as toilets. Better linkages required between Ampitheatre and Millennium Square.

Transport interventions

- Key local stakeholders need to be consulted with as transport proposals are further developed. Concerns that any changes to Narrow Quay would impact servicing of the existing office buildings, and access for street vendors. Proposals to remove on-street parking in the vicinity of Canon's House generated both positive and negative feedback. Suggested improvements to Canon's Road shouldn't incorporate coach parking but should reinstate disabled car parking. Support for a new cross harbour ferry service as it would link cultural sites around the harbour but concerns about whether there would be sufficient patronage and whether a chain link ferry would impact navigation. Calls for better public transport and coach access.
- **CMT4 Pero's Bridge:** Bridge is considered too narrow, with congestion being exacerbated by pedestrians sharing with cyclists/e-scooters, and buskers creating bottlenecks. Suggestions included widening the bridge, considering an additional bridge nearby, or exploring alternative transport methods such as a cable car!

6.3.6 Hotwell Road



30% of respondents chose to answer the Hotwell Road Vision question, while 33% responded to the Areas of Change and Transport and Public realm intervention questions.

Of these, the majority ‘strongly agreed’, or ‘agreed’ with the vision and proposed interventions. The Vision, Public realm and Transport interventions attracted the most ‘disagree’ or ‘strongly disagree’ responses.

52 free text responses were received, with most comments referencing Public realm and Transport interventions. A high-level summary of the comments received is set out below, with a more detailed write up provided in Appendix B.

Areas of change

- Comment in support for Mardyke Wharf proposals tempered by confusion as to why watersports are proposed here given the proposal for a consolidated centre at Baltic Wharf and calls for integration of the approach to the two areas to avoid any confusion. Hotwell Road highlighted as needing significant uplift for local shops, restaurants and facilities (although the main shopping area is outside of study scope)

Public realm

- Concern about conflict between cyclists, scooters, pedestrians and cars (including car parking). Proposed solutions include widening the walkway, creating segregated cycleways, along Hotwells Road, or creating a water-level footpath along certain stretches to enhance accessibility and visual appeal. A particular need was identified to widen the path at the inlet pinch point next to Rownham Mead. Maintenance of existing paths was emphasised, particularly in relation to tree damage. Whilst there was support for sheltered seating areas, concerns were raised about there being sufficient space.

Transport

- Concerns that excessive traffic on Hotwell Road detracts from the Harbour with suggestions of 20mph speed limit and enhancing public transport. Like elsewhere in the harbour, opinion was divided about reducing car parking. Whilst support for prioritising parking needs of disabled and watersports at the Mardyke Car Park, concerns were also expressed about the impact on other struggling businesses. Pedestrian priority was a key aspiration for Merchant's Road Bridge (aka Junction Lock bridge).

Waterspace

- Concerns that increased moorings opposite the SS Great Britain will impinge on space for watersports, as will proposals to create temporary moorings here during the Bristol Harbour Festival. It was highlighted that many moorings are currently underused.

7.0 Consultation findings and recommendations: Written representations

Written responses were received from the following organisations:

All Aboard
Arc Global
Avon Scouts County Sailing Section
Bristol Improvement District (Bristol City Centre BID, Redcliffe & Temple BID and Broadmead BID)
Brandon Yard
Bristol Ferry Boats
Bristol Walking Alliance
Civic Society
Coal Authority
Environment Agency
Jagprops Limited
Friends of Bathurst Basin
National Highways
Natural England
Sport England
Stand Up Paddleboard
Underfall Yard
A number of private individuals

Much of the feedback mirrored that of feedback received through the surveys, often with greater detail being provided. Organisations shared other policy documents and design guidance that were considered relevant to the document including:

- Natural England's Green Infrastructure Standards Framework
- The Bristol Walking Alliance's 50 Ways to Better Walking
- A new vision for Bristol's Floating Harbour (Arne Ringer, 2014)
- Bristol BID Consultation Document

Feedback also dealt with general over-arching themes as set out below:

Trade Offs – The HPSS does not sufficiently highlight the trade-offs that will need to be struck between different factors. For example, the tension between commercial and non-commercial activity, and between increasing “animation” of the public realm and the equally important need for tranquil public spaces, and underlying everything is the need for the Harbour Authority to seek more income.

Delivery - The HPSS does not cover the feasibility or delivery of the aims and interventions, especially what comes first and how that will be delivered. Whilst it's helpful to get agreement on the aspirations first, this needs to be accompanied by delivery plan which gives a sense of what the early priorities will be. Eliminating the Harbour Authority revenue deficit will need to be an early driver.

Capital investment – The HPSS fails to address/highlight the key infrastructure which will require capital expenditure to make a sustained difference for the long-term future supported by an adequate operating expenditure to maintain and operate the asset

Harbour finances/wider benefits - Concerns about the HPSS's aim to make the harbour ‘...Thrive economically so that the docks become financially self-sufficient...’ There is a belief that there is no amount of development or economic activity that would make the harbour financially self-sufficient

without risking altering the harbour's character and diminishing the asset and its essential attraction to the people of Bristol and visitors. There needs to be a recognition of the wider benefits of the harbour to the City's economy and its citizens health, wellbeing and happiness reflected in the Council's funding priorities and its mechanisms for leveraging funds from regional and national agencies

Geographic scope – There was criticism of the HPSS for not including the New Cut, the eastern reaches of the Harbour as far as Hanham Lock and Cumberland Basin within its scope. *The New Cut*: Need to interconnect the 'Harbour Strategy' with a new strategy for the 'The Cut' as both are the two largest water assets of the city - interlinked and both require massive capital investment and maintenance support programmes. *Eastern Reaches*: Aspiration to create a Place Plan for the area to the East of Bristol Bridge and to extend the plan to Hanham Lock. *Cumberland Basin*: Aspiration for the scope of the Waterspace Plan to include Cumberland Basin

Consultation: Whilst 75% of respondents provided positive feedback on the survey, some criticised the consultation material/process: there was a sense that the consultation document was rather full of leading questions and platitudes that it is hard to object to; that local residents have not been consulted sufficiently and that the length of the document would have been off-putting to many. It was felt that the document lacked a detailed map with all the place names that would help with the understanding of what is being proposed

Harbour Safety On one hand the strategy wants more people to come to the location but says nothing to protect and enhance their safety (e.g. allocating a permanent space to allow Rescue Ribs & support equipment to be permanently based within the harbour; increasing CCTV coverage; enhanced lighting; consistent harbour edge treatment; conflict between pedestrians and bikes/scooters, raw sewage discharges)

Moorings Concern that there are contradictions between the consultation document and the recent planning permission that has been given regarding the moorings proposed outside Capricorn Place in terms of the size of the craft and the type of moorings.

8.0 Consultation findings and recommendations: Event feedback

8.1 Open to all public drop in sessions

While the focus of the consultation was receiving feedback on the strategy via the survey, four 'open to all' events for the public were held at M-Shed to allow people to review printed copies of the documents and speak to members of the project team to provide feedback and ask questions. These were run at various times to maximise opportunities for participation.

Across the four sessions, approximately 60 people attended, and 25 conversations were noted. Attendees represented a range of interests and groups including residents, boaters, businesses and community organisations. A summary of the feedback, organised by most commented-on theme, is set out below.

Boating Community and Facilities

- **Representation:** Concerns that current boating communities are not well represented in the HPSS.
- **Facilities:** Disappointment about the lack of commitments to upgrade current boater facilities, especially in the east harbour. Boaters need better facilities and vehicular access to their boats.
- **Mooring Fees:** Feeling that boaters in areas with fewer facilities, like Temple Quay, should pay less. Questions about the demand for new moorings when many remain unused.
- **Heritage:** Questions about why the Jon Sebastian vessel is not listed as heritage asset.

Environmental and Natural Systems

- **Harbour as an Ecosystem:** Emphasis on enhancing the harbour as a natural system and seeing it as a 'commons' for the city.
- **Urban Greening:** Preference for raised beds, seating, and planters over more Plane Trees due to root issues.

Recreational Activities

- **Swimming:** Mixed feelings about open water swimming; preference for temporary cordoned-off areas rather than permanent structures.
- **Water Sports:** Interest in hiring canoes, paddle boards, and pedalos. Concerns about ferry traffic conflicting with swimmers and other water sports users.
- **Playable Quaysides:** Positive feedback on the idea of playable quaysides.

Transportation and Access

- **Ferry Service:** Desire for a frequent, affordable ferry service with stops at the Harbour Inlet. Current ferry costs and bus/road access issues highlighted.
- **Bus Gate:** Frustration with the bus gate on Cumberland Road; suggestion for a number-plate recognition system for local residents.
- **Cycling and Walking:** Support for improved walking routes and a widened cycle route through Hotwells Rd.

Commercial Moorings and Water Animation

- **Ideas for Animation:** Enthusiasm for creating more commercial moorings and greater animation of the water. Suggestions include:
 - Investing in a theatre ship currently moored in Canada and bringing it to Bristol.
 - Reintroducing the sale ship that brought goods from around the world into the harbour.
 - Using the Bea vessel for theatre as designed.
 - Using the quayside next to the Kyle Blue for commercial activity.

Infrastructure and Maintenance

- **Pontoons:** Questions about whether new pontoons will be enabled for small vessel use and whether temporary pontoons used during the Harbourside Festival can be reused throughout the year.
- **Phoenix Wharf:** Concerns about how ideas for Phoenix Wharf will affect existing operations and vehicle access.
- **Poole's Wharf Bridge:** Concerns about the maintenance and use of Poole's Wharf Bridge, which was sold to the council with an obligation to ensure vessel access.

General Harbour Management

- **Sanitization Concerns:** Concerns about the harbour becoming overly sanitized and the management approach being too cautious.
- **Governance and Resourcing:** Suggestions to give more emphasis to governance and resourcing rather than economic objectives.

Miscellaneous

- **Communication:** Feedback that the plans are too jargon-heavy and need more plain English.
- **Parking:** Concerns about maintaining adequate vehicular access and parking.
- **Local Involvement:** Interest in being involved in clean-up and maintenance efforts.

8.2 Harbour Committee

A presentation was given to the newly formed Harbour Committee, taking members through the main strategy document and providing an opportunity for questions and feedback. 6 members of the committee attended the session.

A Summary of Feedback and discussion is set out below:

Visitor Destination/Economy: Visitor destinations in Bristol harbour, including Wapping Wharf, are struggling with low footfall. There is a need for more and better signage, ideally integrated with public art. Proposals to improve the public realm and enable better access to the water, such as the Castle Park boardwalk and playable landscapes, are supported. However, caution is advised against creating permanent structures in the amphitheatre space, as it is important for event income. A new boutique hotel is suggested as a welcome addition. The heritage railway is valued but raises air quality concerns, especially near flats. Heritage vessels like the SSGB are rare and require significant financial backing for maintenance and operation. There is also a lack of widespread awareness about the harbour's visitor destinations, such as the Spike Island arts venue.

Transport: Public transport, particularly the bus service from Temple Meads to the harbour, is considered inadequate. Significant investment in integrated transport solutions, including ferries, is needed. There is concern that closing Prince Street bridge to general traffic could isolate Queen Square and exacerbate vehicular restrictions for residents and businesses on Spike Island. Improvements to public transport should precede such changes. There is support for more crossings across the harbour.

Industrious and Creative Theme: Issues faced by Puppet Place highlight the need to protect waterfront sites for maritime industries, as seen in the Cornwall Strategy. There is concern about the co-location of homes and industry.

Public Realm: Shared spaces in the city are problematic, especially for those with visual impairments. Ongoing maintenance costs, particularly for new playspaces and on-water walkways versus quayside walkways, are a concern. Improvements to the public realm in Narrow Quay could lead to tree felling, which is a concern. There is support for proposals to make Mardyke Car Park more pedestrian-friendly. Questions were raised about funding for public realm improvements.

Waterspace: There are mixed views on creating new liveaboard moorings in the harbour. While some support enabling more people to live on the water, provided it is affordable, others caution that this decision needs careful consideration by BCC as it cannot be easily reversed. The proposed moorings policy is seen as important in addressing this issue. Concerns were raised about the biodiversity value of floating ecospace and their potential impact on harbour navigation.

Purpose/Role of the HPSS: There is a need for the Western Harbour and Harbour Place Shaping Strategy (HPSS) to fully align and integrate. The proposed status of the HPSS was questioned, with a suggestion to make it a Supplementary Planning Document. It was emphasized that the HPSS should clarify that the harbour is a statutory undertaking run as an independent harbour body. The importance of retaining the individual identity of different parts of the harbour was also highlighted, with concerns about adopting generic approaches.

8.3 Harbourside Forum

A bespoke meeting was convened in which council officers presented to members of the forum, taking them through the main HPSS document and providing an opportunity for questions and feedback. 20 people attended the session.

A summary of the feedback received is set out below:

- **Codes:** Difficulty in keeping track of codes in each place plan document.
- **Cumberland Basin:** Suggested as ideal for watersports and could be included in the waterspace plan.
- **Western Harbour Proposals:** Consideration needed to ensure alignment with HPSS.
- **Watersports Centre:** Interest in the Watersports Centre but concerns about moving businesses from Avon Quay and whether a Baltic Wharf centre could support their needs. Further consultation with Avon Quay is necessary.
- **Avon Quay Businesses:** Potential for businesses to be reaccommodated within development there, with the key principle being to free up the quayside. Further consultation is needed.
- **Funding Opportunities:** Long leases are needed to ensure successful bids and ringfencing areas that can proceed to secure funding.

- **Long-Term Security:** Aim to provide long-term security to businesses and the harbour. The Harbour Revision Order will enable granting longer-term leases, providing shared security for both business and harbour.
- **Cabot Cruising Club:** The club home is part of the harbour's heritage, not just the club's home. The purpose of the club is the maintenance of the vessel. There is a suggestion to add the John Sebastian to the heritage section.
- **Canoe Club:** Missing from maps and needs to be included.
- **Flexible Mindset:** Recognition of the value of long leases and freeing up space to create value. Some organizations, like Spike Island, create cultural and land value. There is an opportunity to celebrate unique and highly creative assets in Bristol.
- **Spike Island:** Seen as a valuable asset that can drive value to other spaces created on the estate. Space is at a premium in the city, presenting an opportunity for intensification and creating more.
- **Ferries:** Discussion about additional stops and new routes. Input from ferry operators is sought.
- **Vision and Ambition:** Positive feedback on the breadth and bravery of the vision.
- **Documentation:** Difficulty in locating the map of the harbour within the documentation. The consultation consists of three parts.
- **Creative Thinking:** Desire for more creative solutions for business needs, transport, logistics, public realm, access, and loading to enable footfall to inhabit space.
- **Child-Friendly Access:** Many mentions of the need for child-friendly access and play areas around the harbour.

8.4 Business Improvement Districts (BIDs) Webinar

An online webinar was held with representative of the BIDs and businesses to present the draft HPSS, answer questions and encourage those present to participate in the consultation survey. 35 people attended the session.

Participants at the session sought clarification on a range of different points, and a summary of the questions raised, and answers provided are set out below:

Ferry Services: Are the ferries on board with the proposals? Conversations with ferry companies will be held to understand the commercial requirements for delivering enhanced or new services.

Bridges: Are there any other bridges proposed? No additional bridges are proposed in this study. The focus has been on improving north-south connections across the Harbour via an enhanced ferry service.

Financial Self-Sustainability: Does the financial self-sustainability take account of visitor income generation? The financial self-sustainability calculations exclude visitor income generation, counting only income through the Harbour Estate commercial generation.

Increased Footfall from New Developments: How will increased footfall from new developments be combatted? The strategy seeks to limit negative impacts of intensified usage by considering use strategy, public realm, and transport interventions comprehensively.

Risk of Diluting Successful Elements: Is there a risk of diluting the elements that currently work so well, such as retail and leisure use? The strategy aims to encourage complementary uses, support

existing provisions, and diversify the offer where there is demand, such as health and well-being uses, or where the market detects a need.

Funding and Priorities for Delivery: How does the strategy get funded? What are the priorities for delivery? The strategy's funding and priorities for delivery will be driven by the analysis of consultation responses, the availability of funding, and the ability to deliver the project or improvement.

Protected Status for Waterfront Areas: Are there any plans to give protected status to specific areas of the waterfront to maintain or increase visitor numbers? Currently, there are no plans to give protected status to specific areas of the waterfront to maintain or increase visitor numbers.

9.0 How will this report be used?

The consultation feedback in this report is taken into account by officers in developing the final Harbour Place Shaping Strategy. A Consultation Response Report will be produced to clearly document how this feedback has been used to finalise the strategy.

The Harbour Place Shaping Strategy, together with this consultation report and other supporting documentation, will be considered by Bristol City Council's Economy and Skills Policy Committee on 17 February 2025.

If the Committee endorse the final strategy, it will become a core document to help guide decision making in the harbour over the next 20 years and will be a material consideration for planning decisions.

10.0 How can I keep track?

Visit the project website ([Harbour Place Shaping Strategy | Ask Bristol Consultation and Engagement Hub](#)) for further information about the Harbour Place Shaping Strategy and sign up to our email list to be kept informed and engaged.

You can find the latest consultation and engagement surveys online on the council's Consultation and Engagement Hub (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.

Decisions related to the proposals in this consultation will be made publicly at the February Economy and Skills Policy Committee meeting on 17 February 2025. You can find forthcoming meetings and their agendas at <https://democracy.bristol.gov.uk/ieListMeetings.aspx?CId=662&Year=0>

11.0 Appendix

A - Marketing and promotion

The consultation was widely publicised across a variety of media and formats as detailed below.

| Item | Format | Delivery |
|-------------------------------|--|--|
| Website publication | Project website | <u>Harbour Place Shaping Strategy Consultation Ask Bristol Consultation and Engagement Hub</u> |
| Website Publication | Bristol City Council website | http://www.bristol.gov.uk/hpss |
| News release | Bristol City Council newsroom | <u>Developing a long term vision for Bristol Harbour</u> |
| Posters | A4 paper posers | 50 paper posters distributed |
| Newsletters | We are Bristol (Citizens newsletter) Ask Bristol (consultation newsletter) Business newsletter Bristol City Council internal newsletter | Over 9,000 recipients in total |
| Project mailing list | Regular email notifications | Over 100 recipients on list |
| Social media | Bristol City Council Facebook, X (Twitter), LinkedIn, Nextdoor, Instagram | 32 posts in total |
| Video | Millenium Square Big Screen | Played multiple times throughout the day 23 rd Sept- 4 th Nov. |
| Paid for social media adverts | Facebook | Ran for two weeks from 25 th October |
| Media coverage | Bristol Post Monthly Visits: 2,134,661 | <u>Major plans to transform Bristol Harbour include commuter ferries and watersports centre - Bristol Live</u> Sentiment: Very positive |
| | Gloucestershire Live Monthly Visits: 10,298,738 | <u>Huge plans to transform Bristol Harbour and Spike Island over 20 years - Gloucestershire Live</u> Sentiment: Very positive |
| | BBC news online Monthly Visits: 590,957,234 | <u>Watersport centre and lido amongst Bristol harbourside proposals - BBC News</u> Sentiment: Very positive |
| | The Business Desk Monthly Visits: 306,863 | <u>Consultation on plans for Bristol Harbour launches - South West</u> Sentiment: Very positive |

B – Free Text response summary

Separate document

C – Lower Super Output Areas forming the ‘Local Area’

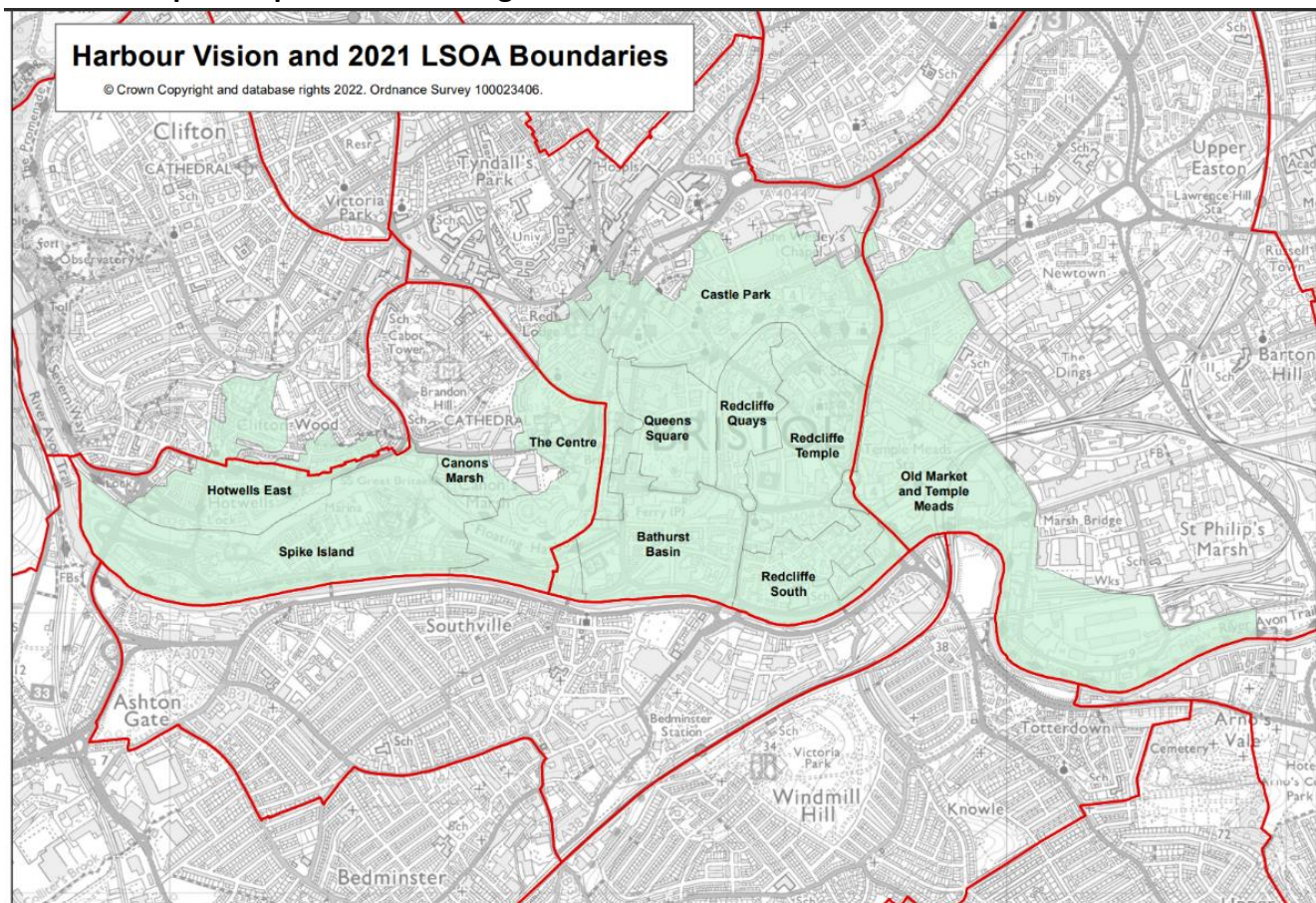


Figure 10: Map of central Bristol showing the Lower Super Output Areas that intersect with the HPSS project boundary.

This plan shows the Lower Super Output Areas that intersect with the HPSS project boundary.

The project boundary takes in the whole of the Floating Harbour from the lock gates in Hotwells to Netham Lock in St Phillips (shown in Figure 1).

The Lower Super Output Areas that intersect with the HPSS project boundary are:

- Hotwells East
- Spike Island
- Cannons Marsh
- The Centre
- Bathurst Basin
- Queen's Square
- Castle Park
- Redcliffe Quays
- Redcliffe Temple
- Redcliff South and,
- Old Market and Temple Meads.

The 2021 Census data from these areas was used to provide a baseline comparison referred to as 'the local area' in the analysis of Consultation participants in section 5.