

Bristol Business Improvement Districts – Bristol City Centre BID, Redcliffe & Temple BID and Broadmead BID – DDP Response

September 2023

What is a Business Improvement District (BID)?

A Business Improvement District (BID) is a defined geographical area where business rate payers vote on a business plan and agree to pay a levy into a fund for a fixed period to deliver it. Specific agreed initiatives are then delivered to improve the area for businesses.

Businesses vote on whether they would like to establish a BID. If a majority vote in favour, then the BID is established and in future ballots at five-year intervals, continued. (BID members qualify based on a threshold of Rateable Value, only businesses over a certain size are eligible to vote and pay the levy).

The three city centre BIDs in Bristol, Bristol City Centre BID, Redcliffe & Temple BID and Broadmead BID, are operated by Destination Bristol trading as Visit West, the Local Visitor Economy Partnership for the West of England: [About Us - Visit West](#)

Bristol City Centre BID

Bristol City Centre BID was established in September 2017 and was extended to a second term in September 2022. Since 2017 this BID has invested over £5m in the city centre delivering a range of projects for the benefit of our levy payers.

The vision is a better Bristol for all, a future-focused, resilient city where businesses can thrive, people want to live, work and visit, a city that is safe for all to enjoy whatever time of day or night, and a place that is welcoming and appealing to everyone. It operates with four strategic themes; Enhancing, Promoting, Protecting, Supporting.

The Business Plan can be read here: [Business Plan 2022-2027](#)

Redcliffe & Temple BID

The Redcliffe & Temple BID was established in June 2021. It will invest £4.5m in the Redcliffe and Temple area over the course of the first term.

The vision is for a Redcliffe and Temple area that is vibrant, thriving, sustainable, inspirational and welcoming. It operates with five strategic themes: Creating & maintaining quality spaces, Improving sustainability & the environment, Creating & promoting a vibrant place, Connecting & representing businesses, Building a safe & caring community.

The Business Plan is available here: [Business Plan - 2021 - 2025](#)

Broadmead BID

Following a ballot in September 2023, Broadmead BID will commence its fifth term on 1 November.

This will see more than £2m invested in Broadmead over the next five years.

Broadmead BID focuses on four main themes, each with its own projects and initiatives, driven overall by the vision of making Bristol Shopping Quarter everyone's favourite destination. A vibrant place to shop, work and socialise. The BID team's mission is to support all businesses, helping to drive footfall and deliver ambitious standards in all areas.

The Business Plan is available here: [Business Plan 2023 - 2028](#)

BID Engagement

To formulate this response, we organised the following sessions to gain feedback from our levy payers and relevant stakeholders with the DDP team presenting and answering questions.

6th September 2023 – Business Webinar

7th September 2023 - Consultation event with the three BID boards

26th September 2023 – Webinar with hotels on Broad Street.

We also asked levy payers to contact us with feedback following the sharing of the consultation in our newsletters circulated to circa 1500 business contacts.

Vision, Strategies and Focus Areas

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.

This vision aligns with the visions of the three BIDs which are as follows:

Broadmead BID: to make Bristol Shopping Quarter everyone's favourite destination. A vibrant place to shop, work and socialise.

Bristol City Centre BID: a future-focused city that attracts business, investment, and people to create a resilient and welcoming city for all.

Redcliffe & Temple BID: to develop Redcliffe & Temple into a vibrant, thriving, sustainable, safe and welcoming place to enjoy.

We support the vision adopted by the DDP and the six strategies that will need to be addressed and considered to achieve this vision.

We support the two areas of focus chosen as the priority issues to tackle in the area defined by the plan; Broadmead and Castle Park. We are disappointed that St James's Barton Roundabout has been withdrawn as the third area of focus during the progression of this piece of work. St James's Barton Roundabout is a key issue in this study area and shapes the way Broadmead and the Old City interacts with the rest of the city. With developments already proposed for sites directly connected to the roundabout (Premier Inn and Debenhams), this would seem the perfect time to create an ambition for this space that these developers can work with as part of their plans. Undertaking a major review of this study area without developing proposals for one of the key challenges seems a major missed opportunity and reduces the impact of this current piece of work.

Without including St James Barton at this stage, we risk a situation where its plans must be retrofitted into the DDP and the plans for these two key redevelopments as opposed to being central to the plans at this stage.

We would recommend that the DDP sets out some timescales and priorities to give context to stakeholders and the general public. We understand that many of the land use, public realm and transport proposals are linked to major redevelopment of adjacent sites however it would be useful to set out some form of prioritisation.

By way of example, the City Centre Framework identifies some key proposals but it could be argued that these have lost their sense of meaning as there were no timescales attached or attempts since to develop proposals to address the plans in the Framework.

Six Strategies

Destination & Identity

To reinforce a sense of place and experience within the city centre to help promote Bristol as an important regional retail and leisure core and a significant green destination.

We support the ambition and approaches identified in this strategy.

Some key points are as follows:

- We support the aim to refresh the legible city project – even in an era of smartphone maps and apps, we know how important clear and easy to use on-street signage and maps are, especially for visitors to the city.
We could consider this a key priority for the whole of the city and would encourage BCC not to wait for the completion of key projects such as developments within the DDP study area and Temple Meads before installing new signage. We would support efforts to improve signage now, even if amends are needed in 3/5/10 years' time.
The BIDs could support with this project financially and with advice and guidance.
- We support the desire to refresh the centre's place brand, especially given the growing competition with Cribbs Causeway and the disparate nature of what and where the 'city centre' is. The BIDs and the team at Visit West would be well placed to support this significant piece of work.
- We support the desire to improve public realm which should increase the attractiveness of the city centre to all and increase dwell time. Currently many areas of Broadmead and the City Centre have an active and positive 'café culture' with outdoor seating, but there is a lack of places to sit, rest and play without purchasing something from an associated café.
- We support the addition of more well-maintained public toilets in Bristol City Centre, we know from conversations with businesses that this is a key issue for the city, especially for women and vulnerable people. The consultation prior to the publication of the [Redcliffe & Temple Green Infrastructure Plan](#) indicated that there is limited awareness of the city's Community Toilet Scheme, especially for visitors to the city who are unlikely to go onto the Bristol City Council website to look for such a scheme – we would like to see an appropriate level of funding allocated to businesses who participate in the Community Toilet Scheme.

The lack of public toilets has been raised as an equalities issue with women, children and those with disabilities most benefiting from public toilets. Our cleansing contractor, Bristol Waste, often has to deal with human waste in the city centre due to lack of public toilets. This is a particular issue during the summer when outdoor drinking and festivals are a popular part of life in Bristol.

We would like to see Bristol City Council, as well as new developments, provide public toilets. Bath operates a successful public toilet scheme in both Victoria Park and various Car Parks.

- We support the aim for more visitor information in the city, our colleagues at Visit West would be well placed to advise on this having managed the Tourist Information Centre on Bristol's Harbourside for many years.

- We support the integration of Broadmead with the wider city and as a place to shop, experience and visit, both for local and international visitors however we note that changing the public's perception of Broadmead being almost solely a place to shop, will be a challenge.
- We support the aim to highlight the history and heritage that exists within the city centre and would be happy to support this project. We would encourage the team to consider additional and consistent signage as well as use of the latest technology to tell the story of the city centre. We know that there is relatively little awareness of the history within Broadmead and that some of our cultural assets can be 'lost' within the lights, colour and visual clutter that exists within the city centre.

Community & Culture

To embed communities and culture in a vibrant and inclusive day and evening economy by connecting with and building on Bristol's reputation and creative energy.

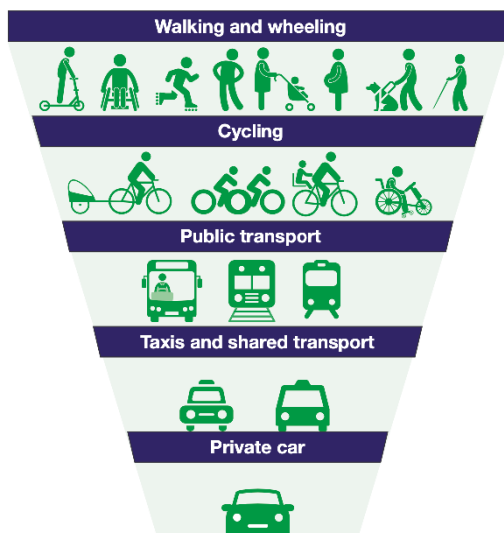
- We support the desire to diversify the use of buildings in the area to in turn diversify the communities and use and enjoy the area.,
Proposals such as the following may be worth replicating to diversify use and support local independent businesses: [Meanwhile On: Oxford Street | Westminster City Council](#)
- We support the desire to celebrate and champion the area's heritage assets to attract more visitors into the city centre and diversify the visitor base.
- The BIDs remain committed to delivering a programme of larger and smaller events, including Bristol Light Festival and will be happy to support future programming and events.
- We support the aim to develop Nelson and Merchant Streets into cultural corridors including transforming Merchant Taylors' Almshouse into a cultural destination.
- We support the proposal to create a Community Land Trust to protect our heritage and cultural assets.

Movement & Connections

To promote public transport links, including a better-connected Bus and Coach Station and establish central Bristol as a natural choice for walking and active travel from surrounding communities.

- We support the objectives to deliver transformational improvements to travel to, from and within the city centre by walking, cycling and public transport. However, we would have liked to see the complementary initiatives such as the St James' Barton roundabout improvements, car parking plan and the green logistics strategy forming part of the DDP, as these are fundamental to the pattern of vehicle movements and subsequent street hierarchy and design within the city centre.
- As noted above, we would encourage the development of a vision and plan for St James Barton Roundabout – addressing movement in this study area without proposals for arguably the largest issue, is a missed opportunity to transform this location both from a public realm and transport point of view.

- It would be beneficial to see the Transport Hierarchy displayed in this document setting a clear expectation of the prioritisation of transport modes for the city centre.

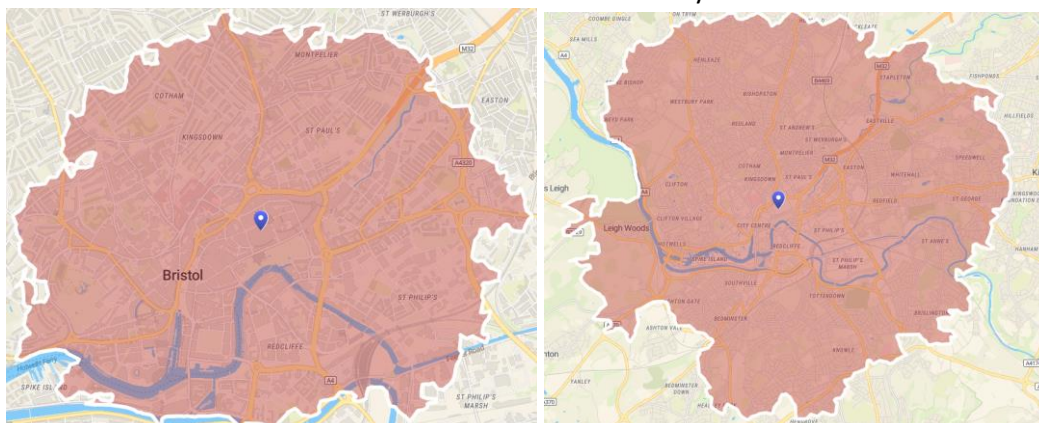


- Timescales for these planned changes will help stakeholders and businesses manage their own expectations, we hope some form of clarification can be provided in the finalised DDP. It is currently unclear to the general public whether some of these changes are more likely to be delivered in one year or ten years.
- We would recommend the use of the Healthy Streets indicators to frame this plan, especially the Movement and Public Realm strategies. The creation of 'Healthy Streets' is essential to the success of this plan and therefore we would recommend the assessment of developments and streets against these criteria, see [Healthy Streets.com](https://www.healthystreets.com).
The ten Healthy Streets Indicators are as follows:
Everyone feels welcome, Easy to cross, Shade and shelter, Places to stop and rest, Not too noisy, People choose to walk and cycle, People feel safe, Things to see and do, People feel relaxed, Clean air.
We would like to see the adoption of the Healthy Streets approach as a formal assessment of street design and transport schemes throughout the planning, design and consultation phases.

- We also suggest that this document includes some form isochrones to emphasise the relative ease of accessing the area via various modes of transport. For example: (made with [snapopen.com](https://www.snapopen.com) using The Galleries as the central pin)

25 minutes walk:

25 minutes cycle:



- We support the provision of new active travel infrastructure to provide easier and more direct access to the city centre, but this must be accessible for all ages and abilities. These should be safe (road danger and personal safety and security), comfortable, accessible, legible, attractive, well connected and inclusive for all. There should be more places to sit, shelter and rest.
- We would encourage the City Council to provide more details on how the strategy will overcome the barriers presented to pedestrians and cyclists by Temple Way, St James Barton Roundabout / Bond Street, Rupert Street / Bridewell Street and Nelson Street. We support changes to Bond Street, including more crossing points, to reduce severance and enhance access to Broadmead. We would support work in the future to create more access points into Broadmead from Bond Street and Temple Way.
- Cycle infrastructure should follow the principles of LTN1/20 to cater for commuting, leisure, deliveries and wide range of cycle types and abilities.
- We support the proposed closure of The Horsefair / Penn Street to vehicle traffic however note that some visitors may find it more challenging to access Broadmead's bus stops than previously, we hope this will be further developed in conversations with bus providers.
- We welcome improvements to the bus and coach station and improved connection to this, but there is no reference to coach drop-off or pick-up at any other location in the city centre. There are currently long distance coach services stopping on Bond Street to be accommodated and coaches accessing hotels and other facilities within the city centre also need to be considered to benefit local, national and international visitors. The bus and coach station is a key piece of Bristol's transport infrastructure, and we believe it is crucial that routes to and from the station are enhanced (whilst protecting the historic St James's Church).
- We recognise that the closure of Newgate/Wine Street will bring public realm and safety benefits but are cautious of the impact on access for servicing and for hotel guests travelling to the hotel by car. Engagement with the hotels on Broad Street has reinforced the

challenges faced by this particular street – one hotel currently has a car park with 156 spaces, a major asset for their businesses. We would encourage further discussion with the businesses (and their suppliers) in the Old City to manage this significant challenge.

- Our engagement has also established that there are a number of student accommodation blocks and individual flats within the Old City and many of these students arrive and depart each year by private vehicle, further engagement will be needed to manage this important dynamic in relation to the closure of Newgate.
- We would advise these closures are managed by a form of Automatic Number Plate Recognition (ANPR) system to avoid some of the issues currently faced in the Old City where restrictions are widely ignored and are only able to be policed by parking enforcement officers.
- We support the aspirations for bus and mass transit, but clarity is required on how the street design and use of streets by pedestrians and cyclists could be adapted should the mass transit solution change. For example, cyclists are proposed to use the bus lane on Union Street northbound, but a street tram system for instance, would impact on the ability for cyclists to travel on the carriageway.
- Clarification is needed over the plan for delivery scooters – it should be clear where they are and aren't allowed to access and wait, recognising that many restaurants now include outgoing deliveries by scooter as a key feature of their business model. However this needs to be balanced with the safety considerations needed.
- We are supportive of the desire for last mile deliveries to be done by smaller EVs and cargo bike where possible. The BIDs have proposed a partnership project to Bristol City Council to replicate the [Bike for Business](#) work being undertaken in London and are currently awaiting a response (September 23). This scheme would see the BIDs and the Council subsidise businesses that switch to receiving their goods by cargo bikes.
- We would like to see the Green Delivery Strategy follow the publication of this document, establishing whether last mile hubs can be created in Cabot Circus and in the new development replacing The Galleries.
- It is not clear what a 'Bike Hub' is, or would consist of (listed on page 45) with three potential locations identified within the study area – could this be clarified in future publications.
- We welcome the proposals to retain and enhance the provision of disabled parking, car club parking and taxi ranks / access, to cater for residents and visitors to the city centre, but it should be ensured that these are well integrated into the public realm and do not impact on the available space or safety for pedestrians and cyclists.
- The parking strategy is crucial to the success of the city centre and we would have liked to see more detail incorporated into the DDP. The location, price and quality of car parks will all have a big influence on how people travel to the city centre and the traffic patterns in and around the city centre.
- It is welcome that the proposals include for the consolidation of car parking on the perimeter roads to allow for the enhancement of the city centre for pedestrians, cyclists and public transport users. However, any reduction in capacity needs to be addressed by improvements to public transport and in particular Park and Ride provision on all main arterial approaches to the city, with provision for vehicles to park overnight. The needs of long and short term visitors needs to be considered.

- We note the recent publication of Lambeth Council’s Kerbside Strategy which may act as a useful template for Bristol to review its use of public space on the kerbside: [Lambeth’s Kerbside Strategy](#)
- We would welcome the council’s support to create secure cycle parking in the city centre i.e. within a locked unit. This is currently lacking and contributes towards high levels of bike theft in the city centre and suppressed cycling levels due to fear of theft. Data from Avon and Somerset Police found 154 bikes have been reported stolen in Broadmead in the last three years with a further 658 bikes reported stolen in the wider city centre in the last three years.
Data regarding fear of bike theft is available here: [Summary of our 2021 survey – Bristol Cycling Campaign](#).
It is noted that this is only likely to be feasible as a ‘service’ as opposed to viewing it as a business model that the council would like to attract to the city centre. Feedback from bike storage providers suggest that it is unlikely that a provider would make a profit from visitors to Bristol City Centre; i.e. despite there being demand, it is unlikely enough people would pay enough money for this service to make it profitable.
- Within secure cycle storage and bike hubs it is important there are more secure cycle parking and repair facilities, including space for larger cargo bikes, trailers, adaptable bikes, tricycles and spaces for electric bicycle charging.
- We note there is no mention of hire scooters and bikes and their storage – as above, it would be good to see a plan developed for parking for these new modes within our transport network, ideally removing them from the pavement.
- We would recommend consulting with Bristol Walking Alliance and Bristol Cycling Campaign to further develop plans for Active Travel and ensure best practice for walking and cycling routes; in a similar way to the work undertaken with Make Space for Girls and WECIL that has been referenced.

Public Realm & Open Space

To transform the streets and public spaces of the Broadmead area, to help progress the city’s identity, inclusiveness, and sustainability ambitions, and to help reconnect the city as a whole.

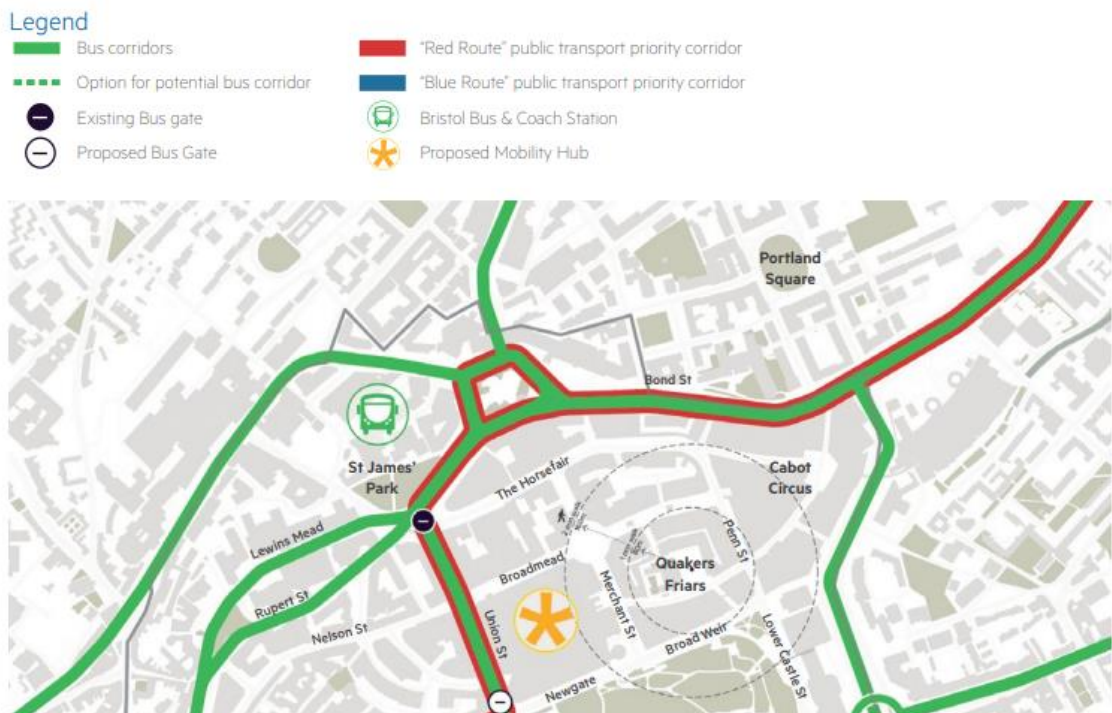
- We support the ambition to improve the quality of the public realm in the Old City, since the restrictions on vehicle access were introduced Bristol City Centre BID has been working with levy payers to engage the council in the challenges and opportunities presented by this project. We would love to see high quality public realm including demarcation of business outdoor seating areas, outdoor seating and green infrastructure including trees and shrubs. As identified on page 89 of Part B of this consultation pack, Leavygreave Road in Sheffield may provide a good example of how trees and larger bushes can be added ‘above ground’ without interfering with services, other technical expertise in the city and advances in technology may also provide opportunities for tree planting in the ground. Identifying the desired locations for tree planting at this stage may help ‘safeguard’ those locations for the future.
- We would like to advocate for the removal of some of the legacy public art that exists in Broadmead currently, namely the totem poles in the centre and the large ‘sail’ feature close to Primark. This sail feature is no longer fit for purpose and ensuring it is safe (currently removing the glass panels) is an expensive ongoing commitment for Broadmead BID.

- Whilst we are not experts on the pros and cons of taller buildings from an environmental and social perspective, we would question the extent to which they will contribute positively to the built environment or act as 'landmarks' (by virtue of simply being tall). Other than key buildings in London it is unlikely that many tall buildings in UK cities are considered 'landmarks' in an overly positive sense.
A sentence on page 72 also refers to "provision for taller buildings in appropriate locations, where taller buildings contribute positively to views and vistas"
As above, it is unlikely that views of taller buildings are likely to be considered to be a majorly positive addition, recent examples of taller buildings in Bristol such as Castle Park View or Boatyard Tower are not widely considered to have made a positive contribution to the city's built form or beauty.
- We are also conscious of the challenge of shade and wind tunnels that tall buildings can create and would encourage BCC and developers to be mindful of this when planning redevelopments.
- We support the proposed hierarchy of streets and spaces and creation of courtyards which could provide seating, shade and space away from crowds, many of the current courtyards in Broadmead provide a service and waste function so this role would need to be reallocated.
- We believe that the large number of advertising units and telephone boxes in the city centre, especially Broadmead, significantly detracts from the pedestrian and general experience of the public realm without any benefit to the community. The telephone boxes/hubs are often used by the street community to store bedding and other belongings, including quilts, cardboard, and food – this is unsightly, unhygienic, and a fire hazard. This map shows that there are currently 8 advertising units and 12 telephone boxes in Broadmead: [Phone Boxes and Advertising Units in Broadmead](#). The units generate noise and light pollution and use significant amounts of energy, contradicting the city's net-zero ambitions. Units in Broadmead have also been known to advertise Broadmead's main rival, Cribbs Causeway, much to the annoyance of the local retailers. It would be good to see advertising units specifically mentioned in the DDP.
- We support the integration of play into both Castle Park and the wider city centre, it is positive that work is already being undertaken with Make Space for Girls. It would be great to see 'incidental play' incorporated throughout the city centre.
- As above, it is a flaw of this plan that there isn't a vision and plan for redesign of St James Barton that the redevelopment of the current Premier Inn and Debenhams sites can work with. We acknowledge that this may come later but it would be best for it to proceed the development of these sites and tie in with the wider vision for the city centre.
- We note that work will need to be undertaken to balance the competing demands for space around St James' Park. We support the redevelopment of this space as a key link to Bristol Bus & Coach Station and a key piece of green and public space within the city that is currently overlooked.

See image below.



We note however that this 'new civic/park space' also forms a key transport route for private vehicles, cycling and public buses. It is unclear how these competing aims will work together particularly without any proposals as part of the DDP to remove lanes of traffic from The Haymarket. See below images:



Legend

 General access (all vehicles)	 One way street
 Time restricted access (all vehicles)	 Existing restricted access gate
 Time restricted access (servicing)	 Proposed restricted access gate
 Restricted to local access	 Proposed 'last mile' logistics hub



Green Infrastructure & Nature

To establish central Bristol as a connected place of green infrastructure with landscape streets, urban nature and improved links with Castle Park; St James' Park and the Floating Harbour.

- We support the four objectives of the Green Infrastructure Strategy; we know from our consultation with levy payers that that businesses and their staff are really keen to see the city become a greener and cleaner place to work and spend time. The Redcliffe & Temple Green Infrastructure Plan outlines 12 actions that we would like to take to improve Green Infrastructure in the Redcliffe & Temple BID area, many of which are replicated in the aims of the DDP.
- We support the desire to see minimum green and blue infrastructure requirements for new developments alongside the requirements of Bio-Diversity Net Gain and Urban Greening Factor – we would like to add that the maintenance and continuous improvement of this infrastructure needs to be arranged in advance and be crucial to the commitments itself. We have seen many projects commence with good intentions but lack funding going forward for maintenance, two examples being the planters in the Old City which the BID has now agreed to maintain moving forward and two large trees in planters in Finzels Reach which are now dead with no plans to replace them.
- We note that greening on balconies (vertical greening) would be very difficult to maintain, especially on private balconies, without a very thorough maintenance programme in place and we could caution against relying on this approach to reach biodiversity and greening targets.
- We support the desire to see additional tree planting in the city centre, we recognise the benefits additional trees will bring including heat resilience, shading canopies, flood mitigation and visual appeal.

- Where possible we would like to see trees placed in the carriageway rather than taking up valuable space on the pavement. As noted in the policy statement, the maintenance, including watering, of city centre trees will be crucial. Co-ordinating businesses and residents to water trees in summer may help survival rates, we would be happy to support with this: [Residents asked to help water new street trees \(hackney.gov.uk\)](https://www.hackney.gov.uk/news/2019/05/2019-05-16-residents-asked-to-help-water-new-street-trees)
- With regards to vertical greening, we are aware of the high levels of initial cost and ongoing watering and maintenance of Green Walls that are formed by the ‘pocket design’, and would encourage an approach using climbing trellises to create a similar impact. [Bristol City Centre BID’s Green Wall on Rupert Street](#) was installed in September 2022 and is currently thriving, the plants have trebled in size since installation.
- We note the ambitious approach laid out on page 64 of the document to creating wildlife and green corridors throughout the city centre, we would however point out that many of these corridors are also the major transport corridors as identified in the Movement section of the DDP (see maps above). It is unclear how these competing aims will work together particularly without any proposals as part of the DDP to remove lanes of traffic from The Haymarket, Rupert Street and Lewins Mead to create space for trees and SUDs schemes.
- We support the extension of Castle Park into Broadmead to connect these key areas of Bristol City Centre, active frontages on Newgate will be needed to activate this area and provide safety benefits at this location.
- We support the desire to add a floating walkway, connecting people to the water’s edge. We also support the use of floating reedbeds to add ecological habitat and an educational function to this location. We note that the area beneath Castle Bridge (in front of Left Handed Giant) would also be a good location for new habitat creation – the BIDs may be able to assist with forward funding this location.
- We have also requested that Bristol City Council work with the BIDs to relaunch the Seed Barge project. The barge has laid unused since 2017 and is a visual detachment from the area as opposed to a positive habitat and educational piece. We are currently awaiting feedback from the Harbour Master about the possibility of relaunching this project and would like to see ambitions for the Barge specifically referenced in the DDP. [Maria Thereza Alvez – Seeds of Change \(2012 – 2017\) – Public art at the University of Bristol](#)
- We support the desire to see SUDs schemes throughout the area and the specific request for new developments to include these schemes. We have seen from the SUDs programmes, ‘Grey to Green’ in Sheffield and ‘Greener Grangetown’ in Cardiff, the positive impact these schemes have on the visual environment but also on the risk of flooding. It is important that the city centre does all it can to capture rainwater runoff to prevent risk of overspills further down the network.

Land Use & Development

To diversify the uses within Broadmead and create a coherent and dynamic retail core and a neighbourhood for living. A place for everyone which supports a sequence of streets and spaces to create a richer canvas for public life.

- The BIDs support the aim to diversify use within the city centre and especially Broadmead. We often hear that Bristol continues to be a segmented city centre with areas of predominant land use; retail in Broadmead, Entertainment and Leisure centred around Park Street, Old City and Millennium Square and offices in Redcliffe & Temple. All three BIDs would like to see this segmentation decrease and land uses become spread more evenly across the city centre.

- We support the ambition to see more residents living in the city centre, this will support the wider city centre economy and bring life to the city on quieter evenings and mornings. We note that it would be good to see a range of ages and backgrounds living within the city centre as opposed to demographics being dominated by younger professionals – provision of schools, nurseries, play areas and space to rest and enjoy will be key to attracting these demographics – in addition to the design and provision of residential units of different sizes and styles.
- We encourage design to be flexible to change and we especially support buildings that can retrofit active ground floor uses and increase sustainability measures. Many city centre streets currently have too few active ground floors; active frontages playing a key role in creating streets with vibrancy and that are safe and welcoming for people to dwell and enjoy.
- We support the desire to see increased use of vacant buildings and sites for meanwhile use which may include but not limited to temporary art exhibitions, space to sit and play and meanwhile business. We would like to see a proactive approach to commencing meanwhile use by landowners to avoid useable sites sitting empty for long periods of time. A number of sites in the city centre have been left empty for several years prior to development and detract from the appeal of the surrounding area – plot 3, Temple Quay is the most notable example, this space could have been used and enjoyed for many years prior to commencement of development.
- Finally, we note that community engagement by developers could be improved, and a basic set of standards developed. We observe that many consultation events/sessions have very low attendance and are usually displaying the finished design rather than co-designing with the community. The Scottish national standards for engagement and place the standard toolkit may act as a starting reference point.

Approach

Linear Street Garden - Broadmead

We support the proposals for Broadmead and the desire to diversify the experience and improve the public realm. We support the removal of visual clutter in the location however it should be noted the kiosks provide an annual rental income for Visit West and any discussions about their removal will need to consider this.

Lanes and courtyards

We support the development of lanes and courtyards and increased permeability throughout the area. We expect that shady courtyards will be of more importance throughout hotter summers in years to come and support the enhancement and of urban courtyards that already exist, highlighting the history in the area.

Broadmead BID currently receives regular complaints and queries about Old King Street Court and have been working with Bristol City Council and the Police for many years to try to come up with a solution to the challenges of bin storage, rough sleeping and drug use.

Civic Avenue

We recognise and support the challenges on Merchant Street and the opportunities to create a nicer environment in this location. We support the desire to use the historic Almshouse as a cultural asset and landmark of focus as well as the addition of trees to this location.

(Please see above regarding Kiosks)

Garden Street

We support the removal of motor vehicles from The Horsefair and the creation of a pedestrian friendly and green infrastructure focussed street.

Active Corridor

We support the closure of Union Street to general traffic and the potential for it to become a key route for pedestrians, cyclists and buses. We support the addition of an uphill cycle lane and resting places. For future images within the DDP documents, we would recommend that it is clearer that buses will be able to turn right at the top of Union Street and that this junction is not part of the park edge/public square.

Park Edge

We support the connection of Broadmead to Castle Park and the creation of pedestrian priority space along Wine Street / Newgate. We note that lighting and active frontages will be key to animating this space once it is dark.

Bond Street

As per our comments above we support changes to Bond Street to reduce severance and enhance access to Broadmead. We would support work in the future to create more access points into Broadmead from Bond Street and Temple Way.

Evening and Lighting

We support the desire to see an enhanced nighttime economy in Broadmead and would be happy to work with the council and other stakeholders to create this strategy. Our work with other BIDs and Place Management organisations tells us that the appeal of experiences, including eating, drinking and leisure within town centres is growing and we would be keen to capitalise on this. We note that a change from an almost exclusively retail (and accompanying day-time food outlets) to a nighttime economy venue will be a significant shift for Broadmead both from a physical and logistical point of view as well as in public perception.

We would be keen to share our experiences from [Bristol Light Festival](#), [Christmas Lights](#) and our [Winter Tree Lights](#) to aid the development of a lighting strategy for the city centre.

Castle Park Masterplan

Vision

A safe and welcoming place for everyone with a range of facilities and night-time uses

A key part of the identity of the city centre and waterfront and an important leisure destination for all people of Bristol

A place which marries the park's dynamic past to an exciting future

Provides a unique experience for play, activity and events for all people

Responds to the climate emergency and plays its part in enhancing biodiversity

We support the proposed vision and above aims for the park and recognise the potential that an enhanced Castle Park can have on the city centre, creating an attraction for people of all ages and backgrounds and highlighting the historic nature of this part of the city.

We would advocate an explicit mention of Castle Park being a first-class place for children and young people should also be included in the above aims – this would give a clear reference to the desire for the park to evolve and be an attraction for young people and their parents/guardians, a differentiator from its current primary uses.

Proposed Interventions

- We support the proposed interventions and are keen to contribute to further discussions about the plans for Castle Park as they progress.
- We support the creation of a new entrance at Penn Street – this will enhance the connection with Broadmead the area to the East of the park and create a feature entrance for the park. We note the numerous challenges of the proposal for a lift and would be keen to see further work on this to develop or rule out the proposal.
- Our engagement exercises has told us that there is desire for the addition of a unique landmark attraction within Castle Park, designed to attract visitors to the area, suggestions have included something to take a photo of/feature in a photo in front of, similar to gateway pieces in cities around the world, we would be happy to help narrow this concept down further.
- We note the importance of public toilets within the city centre; this is something which is raised frequently by our stakeholders. We note the use of the word ‘free’ – perhaps payment of a very small charge – as is the case in much of Europe – may also be appropriate to manage the facility.
- We note the desire to differentiate between the cycle and walking paths and would hope that a consistent colour scheme for cycle paths can be adopted for the whole city. As noted above, for those travelling from Old Market to Bristol Bridge on bikes, the route through Castle Park will remain the most direct route and there may not be the level of shift from this route to the new cycle lanes on Newgate as is desired. We welcome the aims to reduce the conflict between pedestrians and cyclists within Castle Park, but would like to see details on how cyclists would be encouraged to use the additional cycle route around Castle Park instead of using the path along the waterfront, or using the footways across the park which may be more direct and would avoid some of the road gradients on High Street, Broad Weir and Newgate.
- We support the enhancement of the water edge and addition of reed beds, floating platforms and viewing platforms and would expect this route to become a key aspect of Bristol’s visitor attraction.
- We would support the addition of reed beds on the South side of the harbour, outside Finzels Reach (no.32 on the map) and Redcliffe & Temple BID would be happy to work with stakeholders on this as a separate project to the larger scale plans for Castle Park.
- As above, we would like to see the seed barge repurposed to act as a visual and educational attraction in this location in the harbour.
- We are pleased to see engagement is being carried out with Make Space for Girls and we would support efforts to create a safer space for women and girls to enjoy. The recently published Green Flag guide to improving access for women and girls has recently been published: [Safer Parks Executive Summary \(greenflagaward.org\)](https://www.greenflagaward.org/)
- We believe it is important that play features, both formal and informal are distributed throughout the park, as well as a more formal playground. [Pound's Park, Sheffield](#), may be a good reference point for a city centre playground while [Dyffryn Gardens National Trust](#) may be a good reference point for natural play.

- We support the desire to enhance the heritage within the park and to create a heritage trail within the city centre. We would encourage the team to explore the use of the latest technology to recreate buildings/scenes of the past to help connect people with the history in the area.
- We note the challenge of growing food in the harsh city centre environment and the question of whether people will eat it; Bristol City Centre BID initially had edible food and herbs within their planters but struggled to maintain the quality of the plants and there was no evidence that the produce was eaten.

End.

For any questions of this response please email tom@redcliffeandtemplebid.co.uk