

# **Bristol Business Improvement Districts – Bristol City Centre BID, Redcliffe & Temple BID and Broadmead BID – Harbour Strategy Consultation Response - November 2024**

## **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**

Established in 2005 and following a successful ballot in September 2023, Broadmead BID commenced its fifth term on 1 November 2023

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](#)

## **Bristol BID – November 2025**

In November 2024 we launched our consultation on the proposals for a new BID, uniting the three existing BIDs. Our consultation document is available here. [Bristol BID Consultation Document by Bristol City Centre BID - Issuu](#)

The new BID will commence in November 2025 subject to the ballot in June 2025.

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### [Vision Document](#)

We support the vision for Bristol Harbour and the three key ambitions; Active and Accessible, Resilient and Sustainable, Industrious and Creative.

We recognise the high-level ambition of the strategy to deliver against the ten aims, both considering changes in the shorter term and the longer term. We question whether the need for the harbour to be cost neutral will prevent the realisation of some of these aims, for example the need to retain car parking and create space for new commercial development may clash with the desire to create children's play and space for people to enjoy. We would urge further consideration for how some of these compromises can be managed.

We hope that further work can be undertaken with the Temple Quarter team to create a Place Plan for the area to the East of Bristol Bridge. Whilst the Temple Quarter master plan will cover some of this section of the harbour it is only a small section, to the East of Temple Way so it would be good to see the current City and Backs Place Plan expanded to cover these missing areas.

General Points:

- All references to 'Harbourside Festival' need to be changed to 'Bristol Harbour Festival'
- Please could further efforts be made to clarify all locations via a map, further research was needed to locate some of the references for example: St Augustine's Reach, Merchants Quay, Phoenix Wharf

### **Note - Funding from the Business Improvement District's**

The Business Improvement District's have funding available to fund improvements to the city centre in a variety of forms, from greening to events and festivals.

Throughout the Harbour Placemaking Strategy we have identified the following priorities which would be appropriate for BID funding and support:

- Signage and wayfinding – the welcome to the city
- Interpretation boards and signage to tell the history of the harbour
- Tree planting – in particular on Anchor Road
- Reinstatement of the garden on the Ballast Seed Barge (located on Bristol Bridge)
- Green Walls and Mural on privately owned commercial buildings

### **Active and Accessible**

We recognise the ambition for an enhanced ferry service but note that this will be reliant on it being commercially viable for ferry operators. Perhaps a lesser reliance on the ferry service could be implied in the document, especially given the limitations of the speed limit in the Harbour.

As noted above, there is less emphasis on improvements to the East of Castle Park with no areas identified for 'Priority for Public Realm Enhancement' – we would like to see improvements to this area to serve the large office community and growing residential community.

Significant opportunities are available to increase children's play around the harbour; We recommend early engagement with the organisation Make Space for Girls when planning areas and a locations for spaces designed for young people. There are lots of opportunities for 'incidental play' around the harbour, especially given the circular route that many families and young people will undertake.

[Cities for Play: Designing Child-Friendly High Density Neighbourhoods](#)

[Designing Streets for Kids - Guide - 2022](#)

[Make Space for Girls](#)

Does the strategy mention public toilets? Increased visitors and activity on the harbour will lead to further need for public toilets, can they be incorporated into new boating/watersports/commercial uses.

### **Resilient and Sustainable**

Could this section include reference to Cool Spaces – in line with the Keep Bristol Cool Strategy. Many people will think of the Harbour in summer in a positive light but we also need to consider how the Harbour can help communities on the hottest, most uncomfortable days of the summer.

The line on parking is needed – pg27 – could further information be supplied in the document as to the financial implications of parking e.g. overall annual income, annual income per space.

It's clearly very important that Bristol and the region's public transport improves to help improve connectivity and access to the harbour, as well as reducing car use in the city centre. We hope to see a new Bristol Transport Plan written in due course, aligning all the current work and plans.

We know that businesses and visitors are really keen to see improved signage around the city, including the harbour, as soon as possible. The BID would consider funding for this as part of our work to improve 'the welcome' to the city.

### **Industrious and Creative**

We support the continued ambition to tell the story of the harbour and to continue to support the various uses of space around the harbour including local produce, industry and heritage.

We support the ambition to increase the diversity of those that visit the harbour and engage with its businesses.

### **Waterspace Plan**

Increasing the number of moorings will further support harbourside businesses however provision should be encouraged of shops and facilities that supports everyday needs, for example a greengrocers, pharmacy and other healthcare provision.

We are keen to support further floating Green Infrastructure in the harbour and have previously expressed interest in the space underneath Castle Park Bridge by Left Handed Giant. We would be happy to consider opportunities to match fund these initiatives within the BID area.

We have also expressed interest in a project to refurbish the Ballast Seed Barge to create a habitat and education piece on the harbour, initial investigations have suggested it needs further work to

repair the wooden structure but this cost may be good value to use an existing asset which is currently an eyesore in a key city centre location.

We support increased provision for watersports and safe swimming which adds a unique provision to the city for both residents and visitors. We would encourage further dialogue with BCC Highways and Wessex Water to understand how we could work together to reduce surface water runoff into the harbour, including via Sustainable Drainage Solutions.

We support more seating and public space around the harbour especially in locations including Rope Walk (Temple Quay), The Grove (Princess Street Bridge) and Museum Street (Near M Shed). We urge further consideration regarding car parking and other uses on the waterfront and how compromises can be found to free up space for public space, play and seating. For example could car parking be removed from Museum Street on weekends in the summer.

We welcome the proposals for tree planting on the amphitheatre, subject to checks on underground services but would urge caution not to prevent further uses of the space, for example the popular concert programme.

The proposed Castle Park walkway would be a popular addition to the city centre and would improve connectivity and reduce pressure on the busy path which sits alongside the very popular cycle lane. The proposed seating area in this South facing location could be a really strong addition to the city centre but must be managed correctly to avoid becoming an anti-social behaviour hotspot.

As noted above, an enhanced ferry service could be beneficial for transport in the city, subject to financial viability. It would be useful to know the duration of the route proposed on page 43 to give additional context.

### [Spike Island Place Plan](#)

As noted previously, transport improvements in this location are key to improve accessibility and reduce car use. Improved signage of the pedestrian and cycling routes will be much valued in this location, especially for visitors.

It is worth noting that the pedestrian route Hannover Passage (from Gas Ferry Road onwards) is now more visible and accessible since the completion of the MacArthur's Yard development, in time, commercial units here will animate this space.

Consideration should be given to opportunities to create an entrance/exit to enable users to leave the Chocolate Path walking and cycling route outside the Spike Island Studios to make the most of this asset.

We would support enhanced ferry provision in this location in particular to connect North and South of the harbour.

We support the ambition to both animate the spaces between the buildings in this space and also to celebrate the industry and creative businesses that form a key part of this area's identity.

### [Wapping Wharf Place Plan](#)

As noted, the movements for pedestrians and cyclists are challenging in this location with moving vehicles, scooters and at times, trains, along with the range of railway lines.

Enhancements to the route connecting the Chocolate Path to Museum Street would be welcome, members of our team were not aware this path was there, it is very well hidden!

## [Museum St - Google Maps](#)



Green arrow indicates route to Cumberland Road – very hidden!

We would particularly support opportunities for public realm improvements for Museum Square and Harbourside Car Park (next to The Buttery.) We would encourage trials of different uses of these spaces throughout the year. As noted above, the 40 car parking spaces in this location dominate both the space itself and cause road danger as they enter and exist. It would be good to see temporary suspension of these car parking spaces to test out the opportunities, as well as further research to understand who is using these spaces and why.

## [Museum St - Google Maps](#)

We would like to see this location identified as an 'area for potential change' in the map on page 12 and identified as a 'Place Specific Interventions' on page 13.

Princes Street Bridge; the BIDs would need to understand the impact before making further comment. We are aware that access to Prince Street can be very challenging since the closure of Bristol Bridge and has been changeable with closure of Redcliffe Bridge and other surrounding road works.

We would support the addition of permanent water edge to reduce the temporary and scruffy feel given by the temporary fencing.

## [City and Backs Place Plan](#)

The quote on the front page is slightly confusing, it's not immediately obvious where Merchants Quay is – it's a relatively small stretch of road with no pubs on it but the quote most likely refers to the wider route and basin. Maybe a better quote or rephrasing of this quote could help.

We agree with the opportunities available at The Grove Car park, both along the waterfront and at Princes Street Bridge. We would be keen to see trials of different uses at this location [Prince St Bridge - Google Maps](#)

As noted above we would support the development of a pontoon space around Bristol Bridge, (CBC2 pg 15) subject to consideration of how to manage anti-social behaviour in this busy location.

The Harbour House Car Park site – CBC5 is managed by Harbour House so it may not be appropriate to reference development plans on this site.

We await the development of Redcliff Wharf and the opportunities that will bring for improving public realm and pedestrian routes along this section of the harbour, including the connecting through to Quaker Burial Ground.

The route from Redcliff Wharf to Bristol Bridge on this Eastern side of the harbour needs improved signage, despite not being along the harbour edge for the whole length (with stretch also closed at sunset) it is a pleasant car free route.

We would welcome improvements to the walkways and signage around Welsh Back and Bathurst Basin.

### [Canon's Marsh Place Plan](#)

We agree with the observations raised on page 7 of this Place Plan, there is a significant amount of under-utilised space in this part of the city, some of which is due to be developed on but also includes other areas that need investment and creativity.

Anchor Square lacks activity, more creative use of this square could see it used for celebration of heritage, play, relaxation and creating space for nature.

[Anchor Sq - Google Maps](#)

Canon's Road is also an area which lacks footfall with the Aquarium and the bars/restaurants backing onto the space. It feels like there may be some opportunity for public space and activity but without active frontages it is likely to struggle to work.

[Canons Road - Google Maps](#)

Hannover Quay offers significant opportunity if managed well and if delivered in partnership with the redevelopment of the Amphitheatre Building. Again, without active frontages in this location it may be a challenge to bring it to life.

[1 Hannover Quay - Google Maps](#)

Hannover Quay identified on page 12 as an opportunity for commercial development, CMC2. could this also be a location for a new city centre playground like Pounds Park in Sheffield? [Pound's Park](#)  
[Pound's Park consultation summary – Heart of the city Sheffield](#)

A new ferry crossing at this location would be beneficial, if commercially viable, and the addition of a new ferry stop.

We support the diversification of commercial uses within Millenium Square, which as noted, tends to be large chains and/or travelling trades unit for events e.g. Christmas, Summer etc.

It would be useful to have more context on the benefits of replacing the fountains with surface water jets. We understand additional power sources would enable more and a greater range of uses in this space.

The Big Screen is not mentioned in the document, whilst this is owned and managed by We The Curious, it would be beneficial to include a reference to it and its impact on the area/future events.

We welcome the development of Waterfront Place and agree that this location needs to be of a high standard of architecture, and ideally retain at least some of the existing trees. Like other locations in this area, this development will improve the neighbouring under-used public realm.

[Bordeaux Quay - Google Maps](#)

We would welcome tree planting on Anchor Road, given this work would be unrelated to wider harbour changes we hope that service checks can be done quickly and trees added, the BID would be willing to consider funding tree planting in this location.

Sustainable Drainage Solutions in the wide section of pavement next to We The Curious would make good use of this space and add to We The Curious' educational work. [Anchor Sq - Google Maps](#)

We would support improvements to Narrow Quay, including removal of vehicle access (with delivery windows) however note the challenges of improving accessibility given the historic cobbles in this location.

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**End.**

**For any questions on this response please email [tom@redcliffeandtemplebid.co.uk](mailto:tom@redcliffeandtemplebid.co.uk)**