

# St Philip's Marsh masterplan

## Public engagement 23 June – 31st July 2025

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## Executive Summary

Bristol Temple Quarter LLP is in the process of producing a masterplan for St Philip's Marsh. A key aim of this work is to inform a Supplementary Planning Document for St Philip's Marsh that will guide the Local Planning Authority in its decisions on planning applications in the area, and developers as they bring plans forward.

As part of this process, engagement took place in June and July 2025 on some emerging ideas around spatial elements of the plan. This engagement focussed on possible travel and transport routes, and where local centres, open space and pedestrianisation of roads could be.

The report below summarises the feedback we received.

### Promotion

The BTQ LLP team ran public engagement on three early scenarios for change at St Philip's Marsh from 23 June to 31 July 2025. Promotional activities took place across a range of locations and channels. A detailed summary of these activities is included in the main report below.

- Activities were promoted through a mix of channels, including direct door-knocking in nearby communities, social media, a dedicated BTQ newsletter, the BTQ website, emails to local councillors, stakeholders and community groups, and local media coverage.
- The BTQ LLP engagement team held six in person events and pop-ups across BTQ and the surrounding area, speaking to approximately 250 people across the events.
- Other activity included history tours of St Philip's Marsh with BCC's Head of Urban Design, Peter Insole, 'open days' at the BTQ hub where members of the public and community groups could drop-in to meet the team and find out more information, and two online stakeholder briefings on the proposals.
- In addition, an in-person and an online roundtable for businesses operating in the BTQ area were held, and members of the team door-knocked businesses in St Philip's Marsh to raise awareness of the proposals and offer 1-1 sessions with businesses.
- Noting the importance of inclusive design, the team held two meetings with the West of England Centre for Inclusive Living (WECIL) and a further two sessions with the Temple Quarter Accessibility Advisory Group (TQAAG), all of which sought to get feedback from those with lived experience of disability.

### Feedback

Through the online survey and in-person events, respondents were asked to review three scenarios for change and answer questions as to their preferred

scenarios for the location of a local centre, type and location of open space, and movement through the area.

**Local centre:** respondents were asked which location was the best for a local centre. Scenario one, where the local centre is located along the Feeder Canal was the most popular, with more people citing appeal of the waterfront, and connectivity and centrality, for their choice. 44% of respondents in the online survey chose this scenario.

**Open space:** respondents were asked how best to use land for outdoor spaces that benefit both people and nature. The location of open space received a closer response. 33% of respondents in the online survey opted for scenario one, where open space was focused on the River Avon corridor, while 30% opted for scenario three, where open space was focused on a green loop around the centre of St Philip's Marsh. The most cited reasons in the online survey for choosing scenario one were the ecological benefits of the natural corridor of the River Avon, the proximity to the water, and being the best scenario for flood defence. The most cited reason for choosing scenario three was that it showed a good distribution of green space throughout the area.

**Movement:** respondents were asked which of the three scenarios would work best for movement in the area. Scenario one, which included the pedestrianisation of part of Feeder Road, new public transport and a new HGV access was the most popular scenario. 41% of respondents in the online survey preferred this scenario. The most cited reason was that pedestrianisation would be nicest by Feeder Canal, best for active travel and for placemaking.

### **Amalgamated results**

As part of engagement events, attendees could also vote for the local centre, open space and road layout they liked best. Stakeholders could vote online using Slido, and at in-person events attendees could use feedback frames to vote. The table image below shows the amalgamated results from in-person, online and the digital hub. It should be noted that people completing the online survey were more likely to complete answer this question, than those at in-person events. However the response is broadly the same across all methods. In these amalgamated results 37% selected an ecological corridor with 32% opting for a green loop. 45% thought the local centre should be on Feeder Road, and 45% opted for pedestrianisation of Feeder Road.

Asked which three uses were most important for open space; ecology, play and relaxation were the most important. Details of the online responses can be found in the main report.

## Executive summary

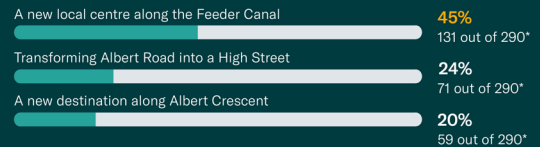
How should we best use our limited land to create outdoor spaces that will benefit both people and nature for generations to come?



As part of planning for the future of open spaces at St Philip's Marsh, which three uses do you consider most important? (Select the 3 most important to you)



Where do you think a new local centre would work best for daily life and long-term success?



Which street should be transformed into a car-free space to become a new lively destination in St Philip's Marsh?



\*Some respondents to the Digital Hub questionnaire selected 'None of the above' in response to the suggested options, which accounts for the discrepancy in the numbers

The team also received written and verbal comments at in-person events, in email submissions and at online events. Key emerging themes include:

### Connectivity

Connectivity including cycling, walking routes and continued access for cars and HGV traffic. How people travel through St Philip's Marsh to get to other locations was raised at nearly all events. It was one of the most significant areas for discussion with individuals talking about their journeys and how they currently cross the Marsh to get to different places.

### Centrality of services

Centrality of services (e.g. healthcare) was considered a positive, in many cases linked to how accessible and how connected they would be.

### Open space

Providing open space was universally supported and many people referenced the need for this to be green space, to benefit health and wellbeing. This was also reflected in several of the submissions received from organisations. There was a mixture of support for different scenarios with many people stressing the importance of ecology, but also the need to provide recreational space for people. Many suggested combining the types of green space illustrated in the different scenarios. A number of organisations called for a big park, often saying that the proposed new park in scenario two was not large enough.

There was significant support for enhancing the waterways with different possible ways of delivering a cycle and walking route along the River Avon.

## **Businesses**

For many, but particularly for existing businesses, more clarity was sought on timescales and what the changes would mean for their business. The operational aspects of existing businesses were regularly commented on – ensuring road access, the need for HGVs and servicing vehicles to service businesses, supporting affordable workspace and the variety of workspace currently available, and that businesses that currently exist in St Philip's Marsh support the local workforce. Businesses also raised concerns about a student population who would leave for a significant part of the year, and the impact this might have on them.

## **Housing**

In terms of housing there was significant concern about the quantity of student accommodation already coming forward, and the ability for a community to be established at St Philip's Marsh if students dominated the area. There was also concern about where the housing for local people would be, the amount of build-to-rent, and the amount of housing that would be high-rise flats. There were a couple of suggestions for community-based housing.

## **Local Centres/community infrastructure**

Local centres were welcomed and all scenarios received some support. The most supported appeared to be along the Feeder Canal – linked to considerations of the best road to pedestrianise and the centrality and connectivity of this location.

## **Transport**

There was support for public transport, active travel routes and ensuring that routes are designed to connect places together – ensuring connections to wider transport routes. There were a couple of observations that single decker buses shouldn't be a constraint as there are examples elsewhere of this working well.

Other comments included getting the infrastructure for active travel in first, ensuring wide enough pavements and segregated cycling and walking, and ensuring navigation through spaces is designed with access needs in mind (access referring to the needs of disabled people including for those in wheelchairs or with sight loss).

The railway depot was discussed by a number of people, who wanted to know what the future of the depot was.

A number of people mentioned opportunities for water transport.

## **Heritage**

The importance of building on the existing heritage and assets in the area, including local listed buildings and those aspects of the area that reflect its industrial roots, was stated by several organisations and individuals.

### **Affordability**

Comments were made about the need for affordable homes and workspace, and how local people and businesses will be supported to make use of new spaces as the area changes.

### **Community infrastructure**

The need for health and primary care provision; community facilities and open and green space was raised repeatedly across the engagement.

The main report below provides more detail of the feedback received.

## **St Philip's Marsh public engagement – full report**

Engagement took place between 23<sup>rd</sup> June and 31<sup>st</sup> July which sought feedback on St Philip's Marsh and emerging plans. The online survey was kept open for an additional seven days at the request of stakeholders to enable them to submit feedback.

There was a particular focus in the engagement on spatial elements within the emerging plan, including:

- the possible location of local centres
- the possible location of pedestrianised streets
- the possible location of public open space

In addition, the engagement asked for feedback on possible bus routes, active travel routes and HGV access. It also asked for feedback on the types of public open spaces that should be provided.

The engagement set out an indication of land use across the St Philip's area and whilst questions were not specifically asked regarding this, there were many conversations at events about the different land uses identified.

### **Summary of how we engaged.**

The information below shows the engagement activities that took place during the engagement period, and the participation for each of the activities.

Some activities which took place during the engagement period are part of a longer-term process of engagement, particularly for businesses and stakeholder organisations. The aim is for ongoing discussions to continue with these groups.

What	Where (if applicable)	Response rate
Online survey and interactive maps.	BTQ website.	217 responses.
Submissions via email.	To the <a href="mailto:hello@bristoltemplequarter.com">hello@bristoltemplequarter.com</a> email address.	29 responses including businesses, developers, organisations, statutory consultees.
Public events.	Screenology.	12 people.
	Easton Community Centre.	10 people.
Public drop-ins.	The Dings 'Safe 'Ouse'.	Approx. 50 people.
	Sainsburys Avonmeads.	Approx. 60 people.
	Asda Bedminster.	Approx. 60 people.
	Tesco Totterdown.	Approx. 55 people.
	The Bristol Temple Quarter hub x 5 days.	Approx. 24 people including councillors, public, developers, businesses, stakeholders.
History tour of St Philips starting at the Bristol Temple Quarter hub.	3 events.	15 people attended.
Business engagement.	In person at Screenology with Mayor and Leader of Bristol City Council.	5 businesses.
	Online.	6 businesses.
	Economic Development colleagues door knocked businesses in St Philips with flyers advertising the events, promoting the online survey and offering 1:1s.	116 leaflets dropped. 9 doorstep conversations.
	Businesses taking up 1:1s or further conversations.	3 follow-up 1:1s with additional 1:1s being organised. 1 group of businesses.

Stakeholder meetings.	Online x 2 dates.	11 Attendees but some stakeholders also attended the events.
Access groups.	2 x WECIL Disability Inc design review meetings organised to provide feedback through a formal design review by those with lived experience.	
	Feedback from disability and access groups at two Temple Quarter Accessibility Advisory Group meetings.	
Internal BCC/MCA/Partners.	Engaged through regular contact, email and meetings.	
Statutory stakeholders	Engaged through regular contact, email and meetings – see summary below.	

## Promotion

The engagement was promoted widely including through face-to-face activities, digital and local media. The table below shows how the engagement was promoted.

Type of Activity.	Detail of activity.	Data.
Door Knocking.	Targeted door knocking in Brislington and The Dings.	840 doors knocked 30 flyers left at nursery and school in St Annes.
Leaflet door drop.	Targeted door drop of leaflets in The Dings prior to event at the 'Safe 'Ouse'.	60 flyers dropped through doors.
Social Media.	LinkedIn.	8 posts. 35k impressions, 958 reactions and 46 shares.
	X	16 posts.
	Facebook – newly created facebook page.	1 post.
	Instagram.	1 x grid post in collaboration with Mayor Helen Godwin.  14 Instagram stories – 993 views.



Newsletters.	Dedicated SPM e-newsletter. <a href="https://campaign.emailblaster.cloud/MjA2MTQ/15.html">https://campaign.emailblaster.cloud/MjA2MTQ/15.html</a>	202 people opened. 100% click rate. (everyone that opened clicked on something to do with the engagement).
Information shared by others.	<ul style="list-style-type: none"> <li>• Ask Bristol newsletter.</li> <li>• Eastside newsletter and socials .</li> <li>• BCC internal comms.</li> <li>• WECA internal comms.</li> <li>• WECA external comms.</li> <li>• Mayor socials.</li> <li>• Shared by local cllrs.</li> <li>• shared by Business West.</li> <li>• Local Facebook groups such as Brislington resident groups.</li> </ul>	
Website.	<ul style="list-style-type: none"> <li>• Completed by 217 people.</li> <li>• Page viewed 24,558 times.</li> <li>• Active (people who have flicked through or stayed for prolonged amount of time) 5,040.</li> </ul>	
News Coverage.	<ul style="list-style-type: none"> <li>• Local news including Bristol Live, 24/7, Business Live, Business Desk, Insider Media.</li> </ul>	

## Online survey emerging trends

### Local centre

Question: Which scenario do you think shows the best location for a local centre?

Scenario 1 with the local centre along the feeder canal was the most popular (44%) with more people citing appeal of the waterfront/canal (23%), and connectivity and centrality (21%), for their choice. There were few concerns, but the main concern cited was the negative impact of road closures (8%).

Those that preferred scenario 2 (22%) most often cited the reason for this choice as that local communities were underserved by high street and shops (10%) and the Albert Road placemaking opportunity (5%), the most cited concern being that it was not close enough to the centre (3%).

Those that preferred scenario 3 (20%) most often cited better connectivity and centrality (10%), and pedestrianisation and public realm (6%) for their choice. The most cited concern was proximity to industrial site (3%).

14% of those responding to this question selected 'none of the above'.

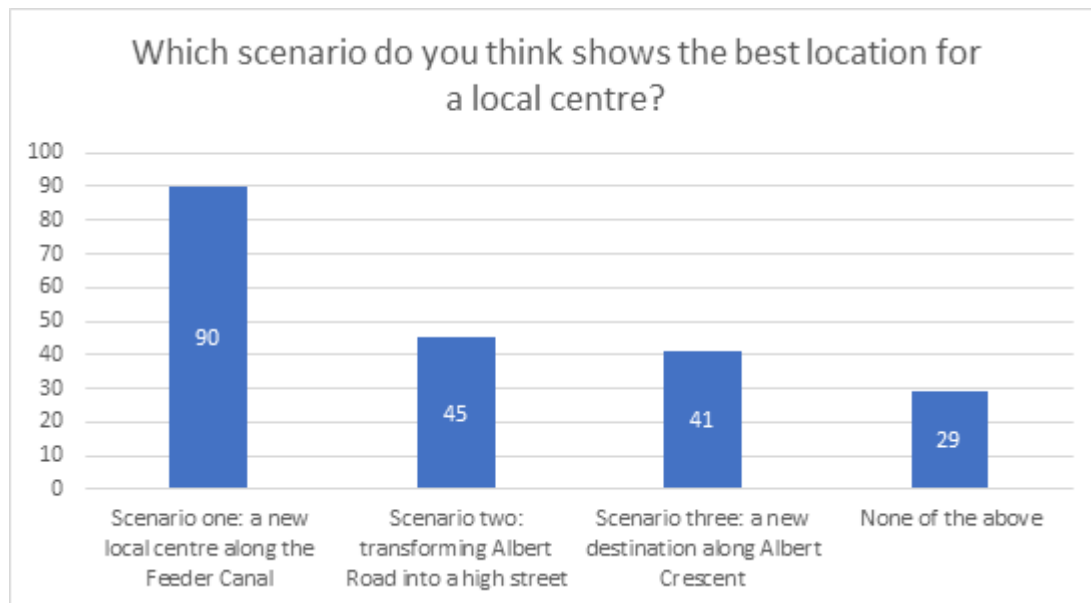


Table showing the percentages/number of responses for best location of a local centre.

Scenario	Percentage	Number of responses
Scenario one: a new local centre along the Feeder Canal.	43.9%	90
Scenario two: transforming Albert Road into a high street.	21.9%	45
Scenario three; a new destination along Albert Crescent.	20.2%	41
None of the above.	14%	29

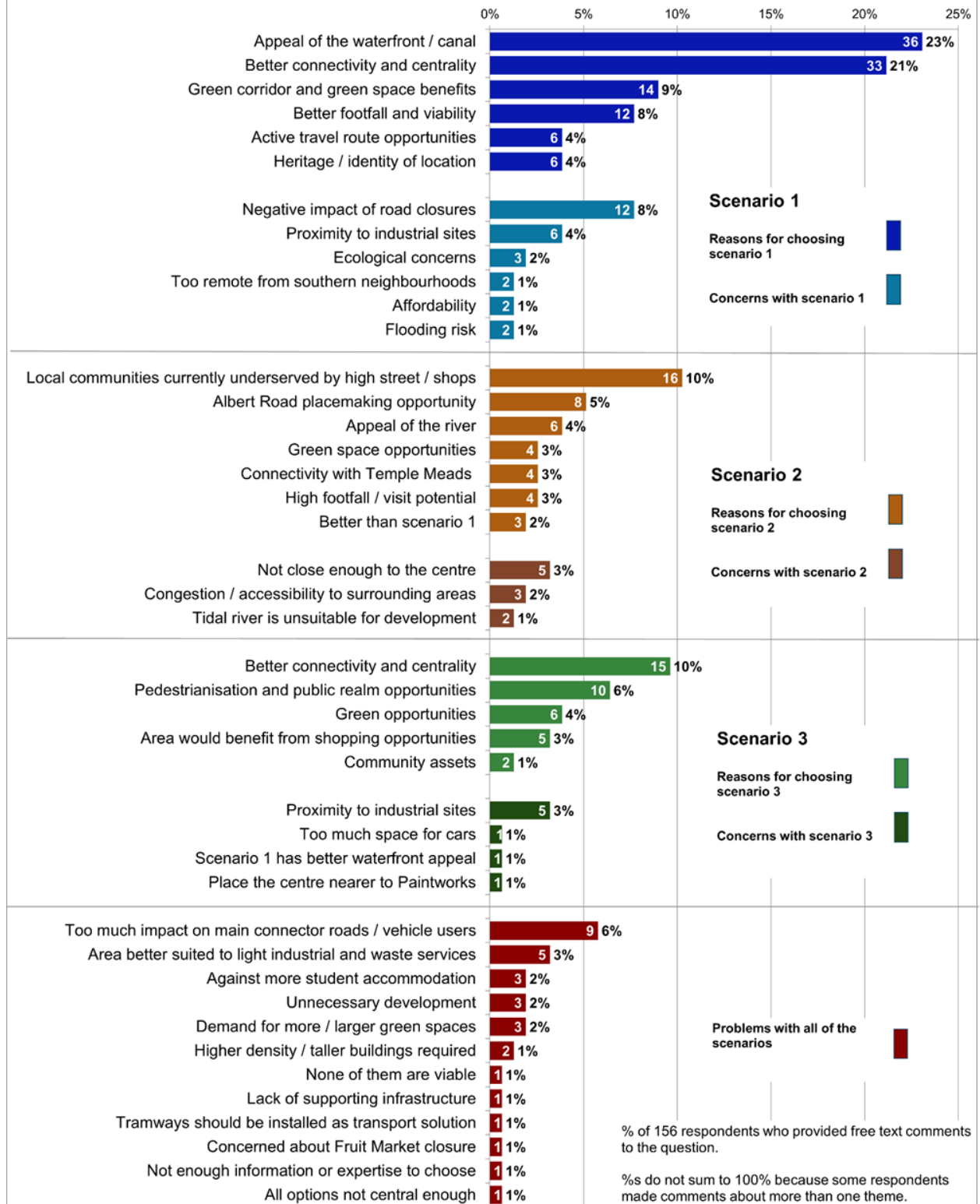
### Reasons for choice of Local Centre

A free text question was asked about the reason for their choice of local centre. The responses have been analysed and categorised under themes. The main reasons are summarised in the text above. The table below illustrates the responses.

Note: Percentages are based on 156 respondents who provided freetext responses to this question. Percentages do not sum up to 100% because some people made comments about more than one theme.

## Best location for a local centre - free text comments explaining preferred scenario

% of responses

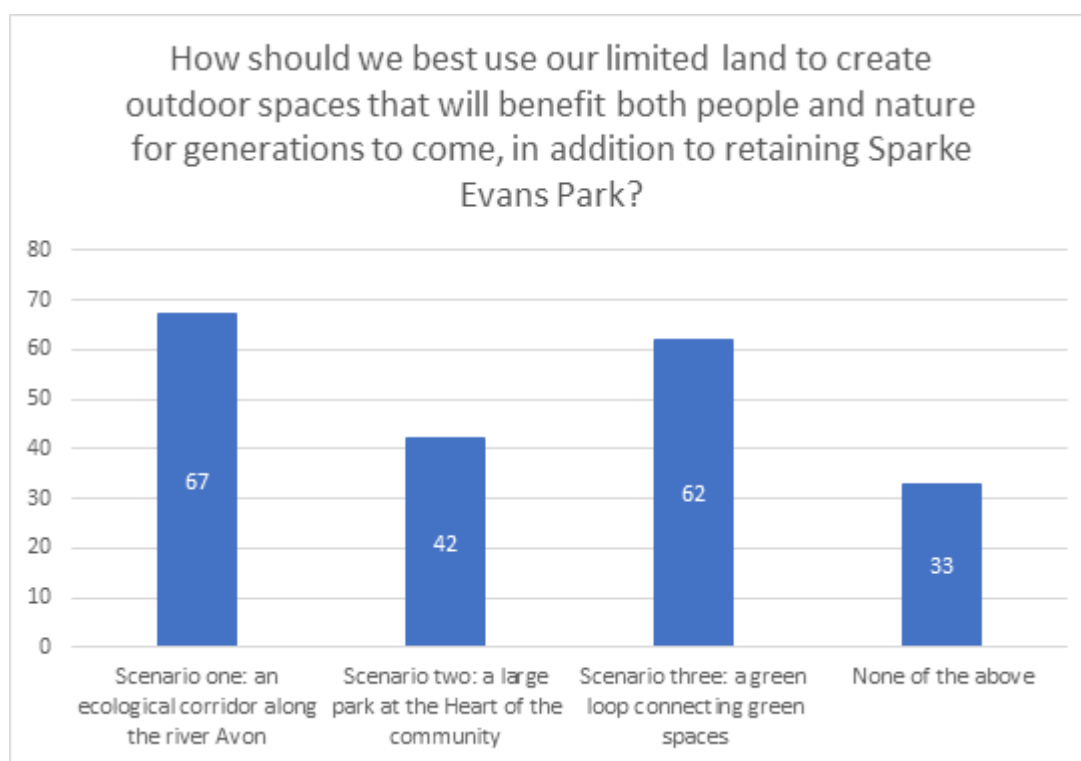


## Open Space

How should we best use our limited land to create outdoor spaces that will benefit both people and nature for generations to come, in addition to retaining Sparke Evans Park?

Scenarios one (33%) and three (30%) seemed to be preferred by those responding to the online survey.

- Most cited reasons for choosing scenario one were the ecological benefits of the natural corridor along the River Avon (23%), proximity to waterspace (16%), best for flood defence (13%), and encouragement of walking and cycling along the river (8%). Only a small number of concerns were mentioned. These cited riverbanks being less accessible (2%), and that it should be combined with open space for northern neighbours (2%).
- Most cited reason for choosing scenario three was that it showed the best distribution of green space across the area (16%), and was best for active travel (8%).
- A smaller percentage of people (21%) selected scenario 2 with the large green space but of those that did, they said this was due to a large green space being a benefit over other scenarios (17%) and being best for active travel (8%).
- 16% of those responding selected 'none of the above', with comments such as preferring no interference on the area (3%), and that sufficient green space already exists (3%).
- Additional suggestions included combining different scenarios – a range of suggestions were made – the most commonly cited was to combine scenario one and three (8%).
- Other suggestions were to include more tree planting (6%), and have more green space in all scenarios (6%).



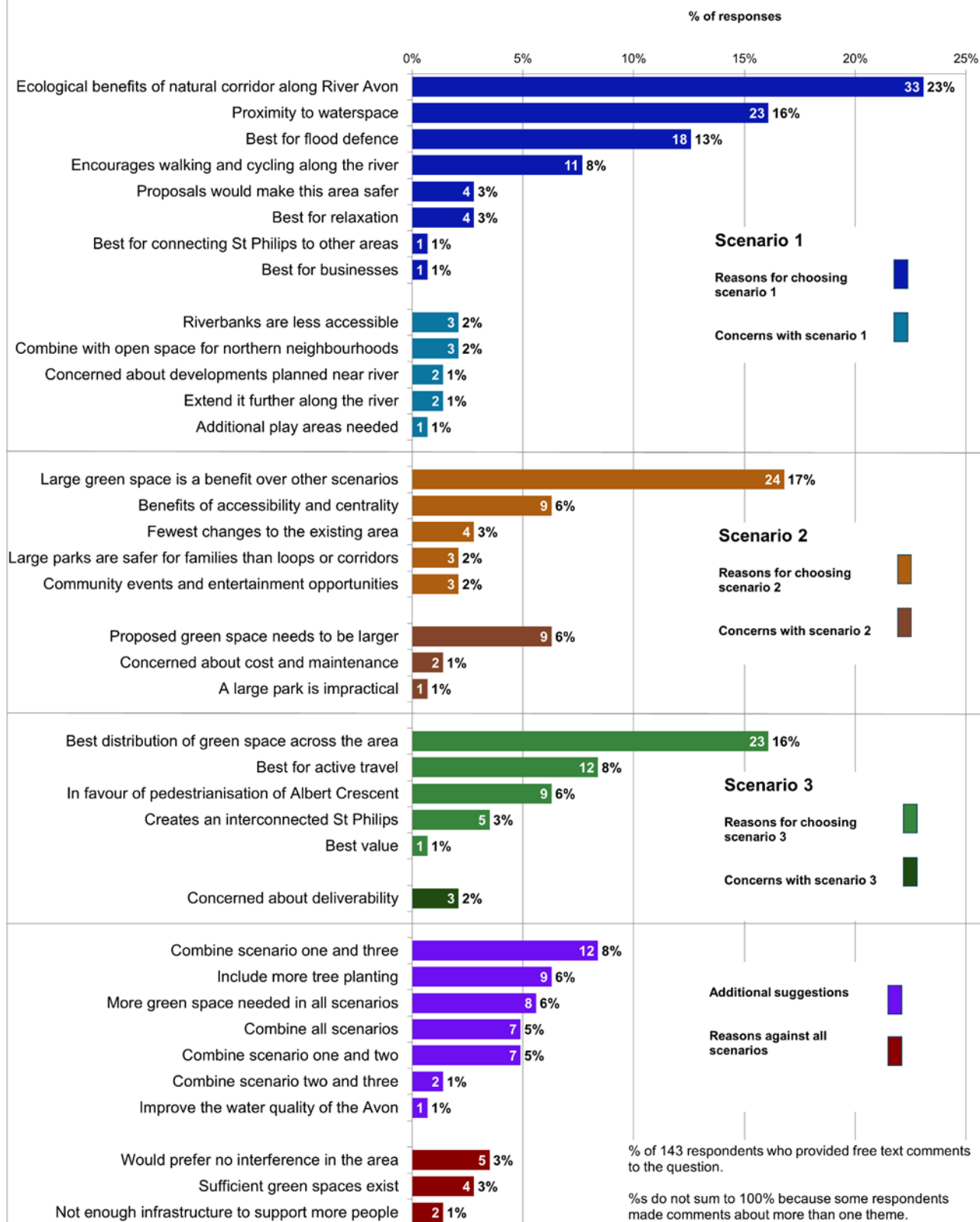
Scenario	Percentage of responses	Number of responses
Scenario one: an ecological corridor along the river Avon	32.84%	67
Scenario two: a large park at the Heart of the community	20.58%	42
Scenario three: a green loop connecting green spaces	30.39%	62
None of the above	16.17%	33

### Reasons for choice of open space

A free text question was asked about the reason for their choice of open space. The responses have been analysed and categorised under themes. The main reasons are summarised in the text above. The table below illustrates the responses.

Note: Percentages are based on 143 respondents who provided freetext responses to this question. Percentages do not sum up to 100% because some people made comments about more than one theme.

## Best location for outdoor space - free text comments explaining preferred scenario

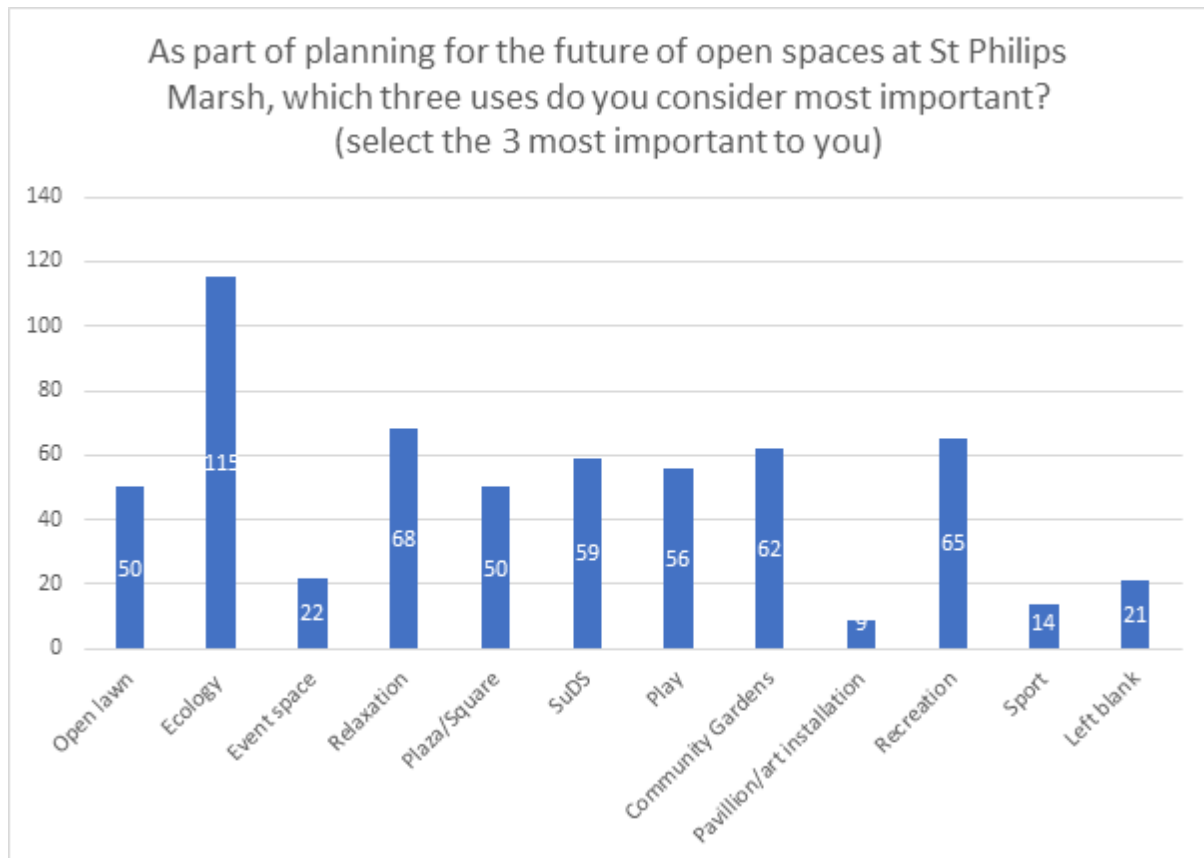




### Most important types of open space

Asked about the three most important uses of open space, respondents to the online survey most cited: ecology (19%), relaxation (12%), recreation (11%), community gardens (10%).

The least cited was pavilion/art installation. (1.52% 9 respondents) and sport (2.3%, 14 respondents).



Types of use of open space	Percentage of responses	Number of responses
Open lawn	8.45%	50
Ecology	19.45%	115
Event space	3.72%	22
Relaxation	11.5%	68
Plaza/Square	8.45%	50
SuDS	9.98%	59
Play	9.47%	56

Community Gardens	10.49%	62
Pavillion/art installation	1.52	9
Recreation	10.99	65
Sport	2.3%	14
Left blank	3.55%	21

## Movement

Respondents were asked which of the three scenarios they thought would work best for the area in terms of movement.

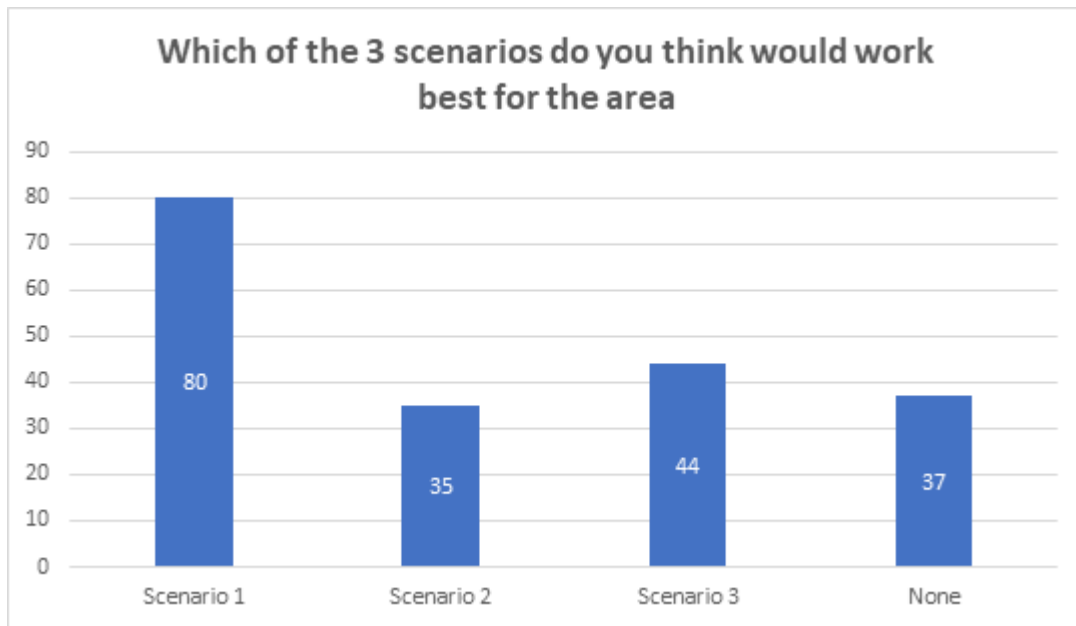
- Scenario one– includes pedestrianisation of part of Feeder Road, public transport and new HGV access
- Scenario two – includes pedestrianisation of part of Albert Road, public transport and new HGV access
- Scenario three – includes pedestrianisation of Albert Crescent, public transport and new HGV access

Scenario one was preferred by more people (41%). Reasons given for choosing scenario one were: pedestrianisation would be nicest by the Feeder Canal (19%) and that it would be best for active travel (10%), and best for placemaking (8%). 12% of comments highlighted the negative impact on local residents and traffic from road closures (12%).

Those who preferred scenario two (18%) most often cited that it had the least impact on vehicle access for residents and businesses (7%) and offered the best pedestrianisation proposals (5%).

Those who preferred scenario 3 (22%) most often cited the reason as being best pedestrianisation proposals (11%) and best option for connecting St Philips (5%).

19% stated that they preferred 'none of the above' scenario choices. Those that identified concerns with all proposals most commonly cited 'against road closures/pedestrian-only access (14%), and specific design suggestions (6%).'.



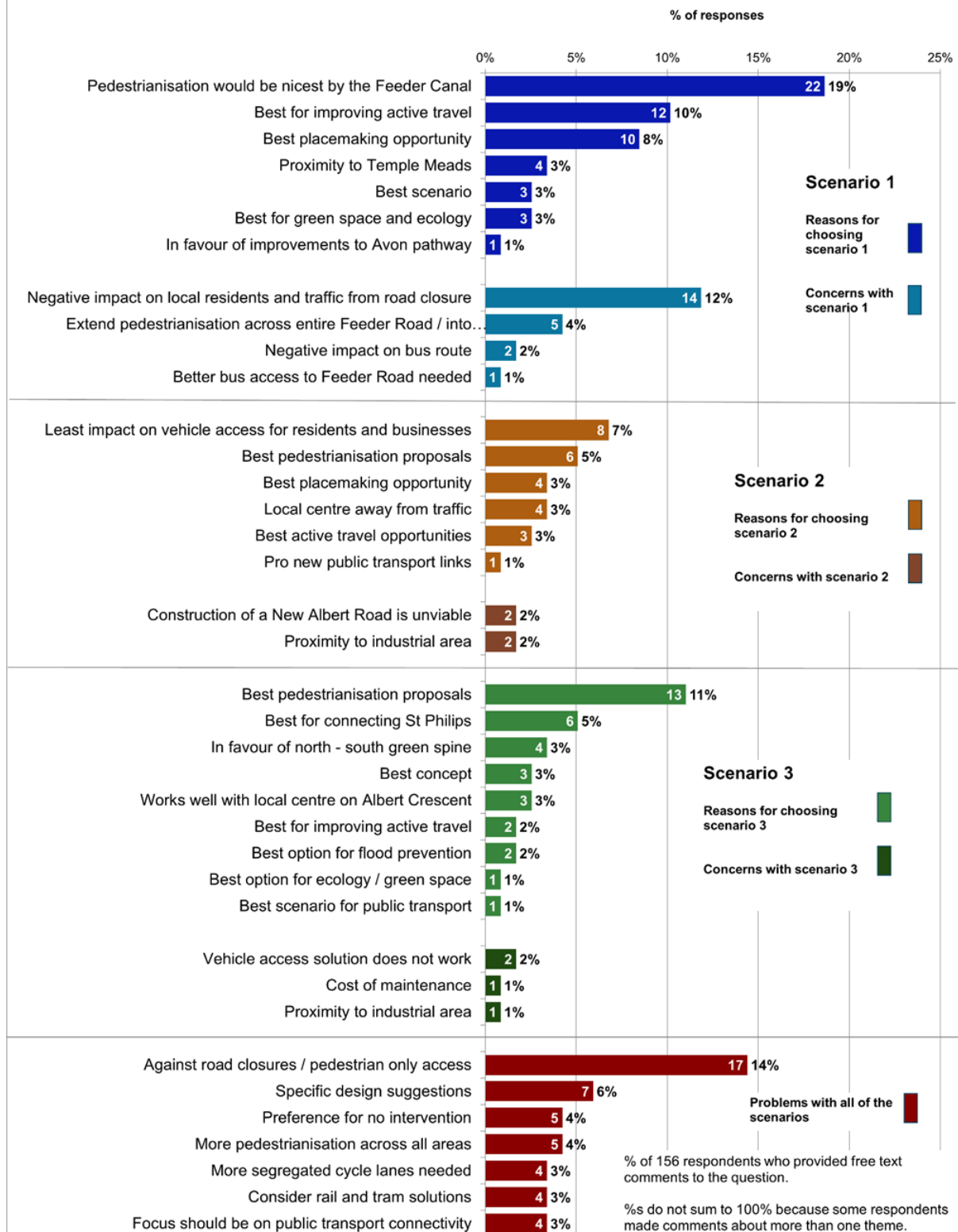
Scenario	Percentage of responses	Number of responses
Scenario 1	40.81%	80
Scenario 2	17.85%	35
Scenario 3	22.44%	44
None	18.87%	37

### Reasons for choice for pedestrianisation

A free text question was asked about the reason for their choice of pedestrianisation. The responses have been analysed and categorised under themes. The main reasons are summarised in the text above. The table below illustrates the responses.

*Note: Percentages are based on 156 respondents who provided freetext responses to this question. Percentages do not sum up to 100% because some people made comments about more than one theme.*

## Best scenario for movement - free text comments explaining preferred scenario

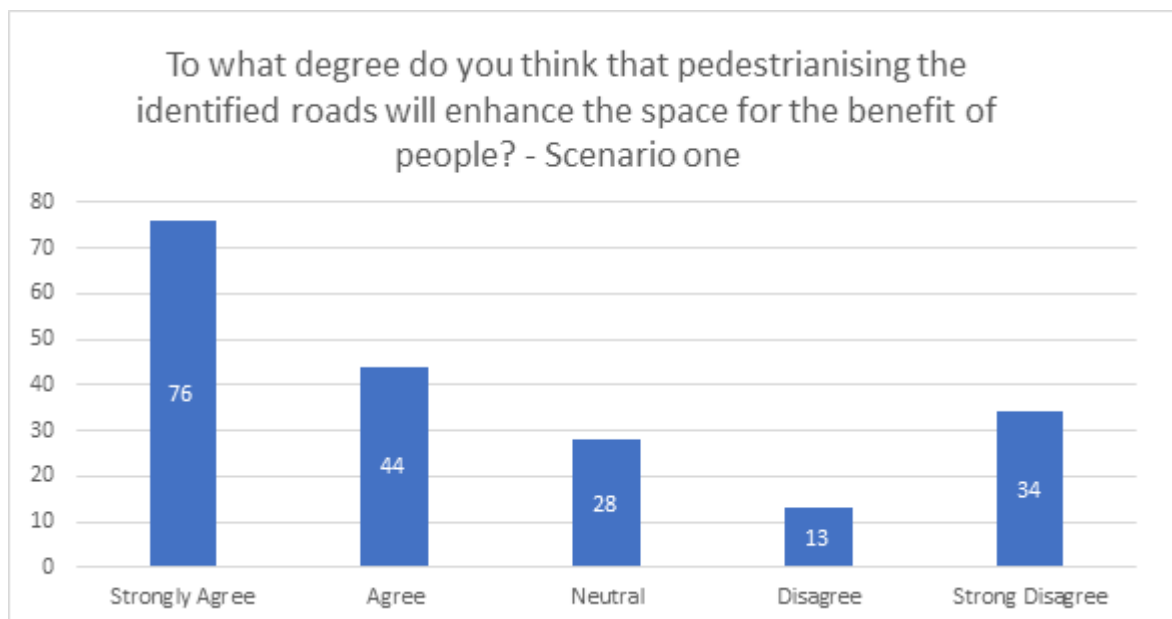


## Role of Pedestrianisation

Respondents were asked to what degree they thought that pedestrianising the identified roads would enhance the space for the benefit of people?

Generally, it was agreed by more people that pedestrianisation in all scenarios would benefit people – with slightly more people saying this about Feeder Road in Scenario 1 (62% either agreeing or strongly agreeing, with 24% either disagreeing or strongly disagreeing). 54% either agreed or strongly agreed that Scenario 2 would with 24% disagreeing or strongly disagreeing, and 55% either agreed or strongly agreed that Scenario 3 would, with 27% disagreeing or strongly disagreeing.

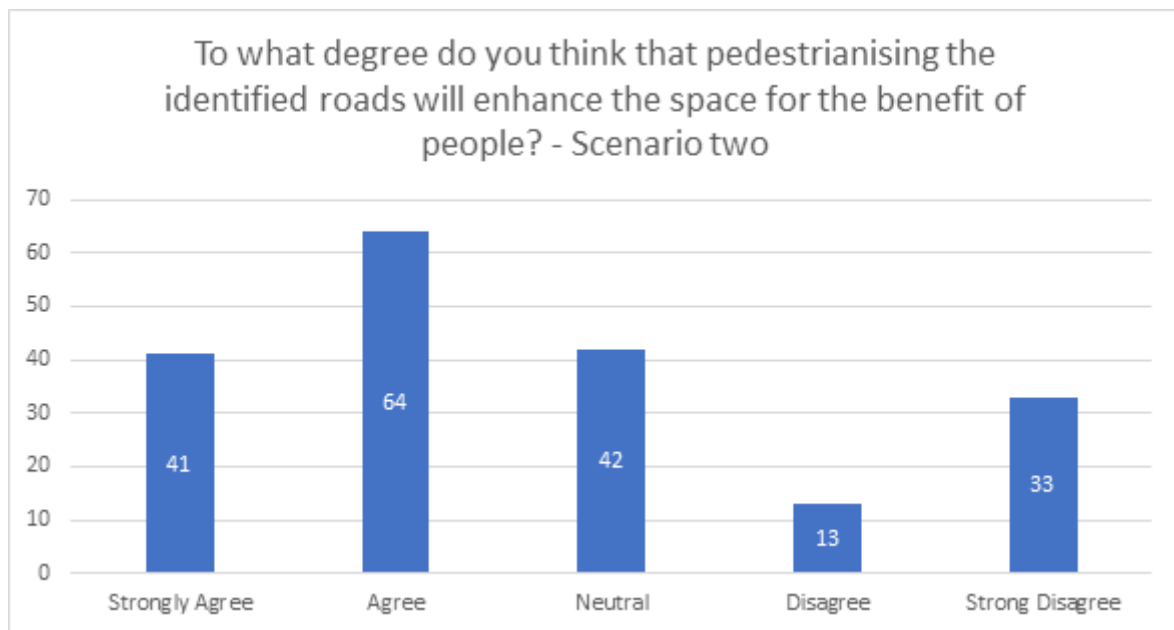
**Scenario one:** includes pedestrianisation of part of Feeder Road, public transport and new HGV access



Level of agreement	Percentage of respondents	Number of respondents
Strongly Agree	38.97%	76
Agree	22.56%	44
Neutral	14.35%	28

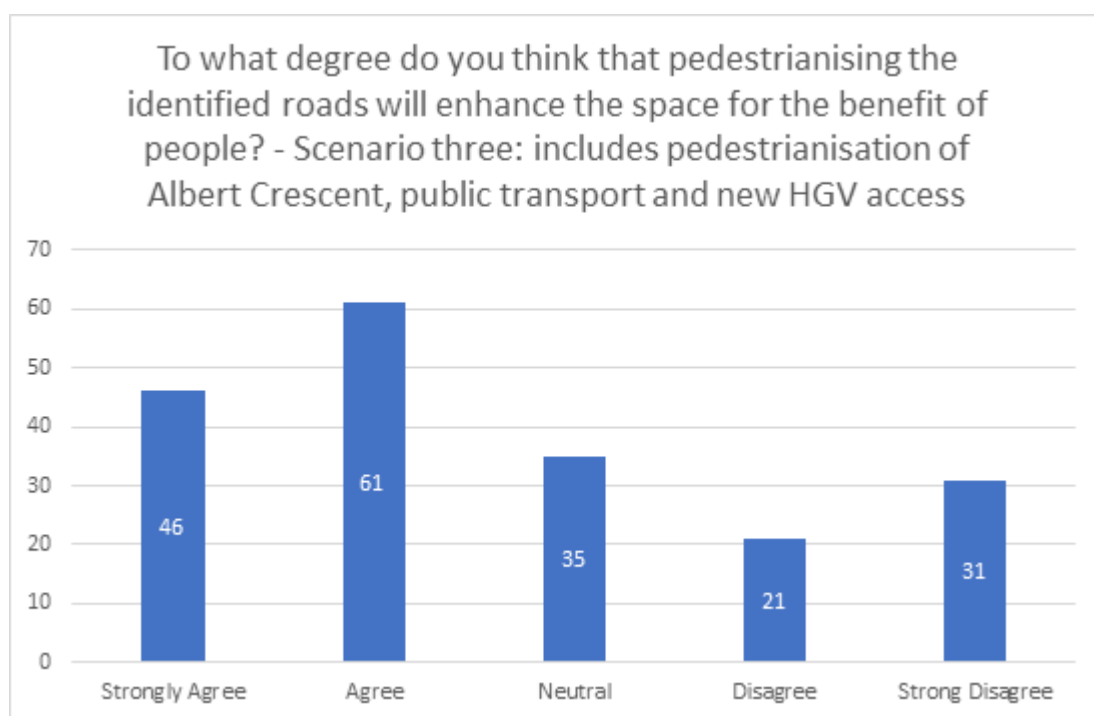
Disagree	6.66%	13
Strongly Disagree	17.43%	34

**Scenario two:** includes pedestrianisation of Albert Road, public transport and new HGV access



Level of agreement	Percentage of responses	Number of responses
Strongly Agree	21.24%	41
Agree	33.16%	64
Neutral	21.76%	42
Disagree	6.7%	13
Strongly Disagree	17.09%	33

**Scenario three:** includes pedestrianisation of Albert Road, public transport and new HGV access

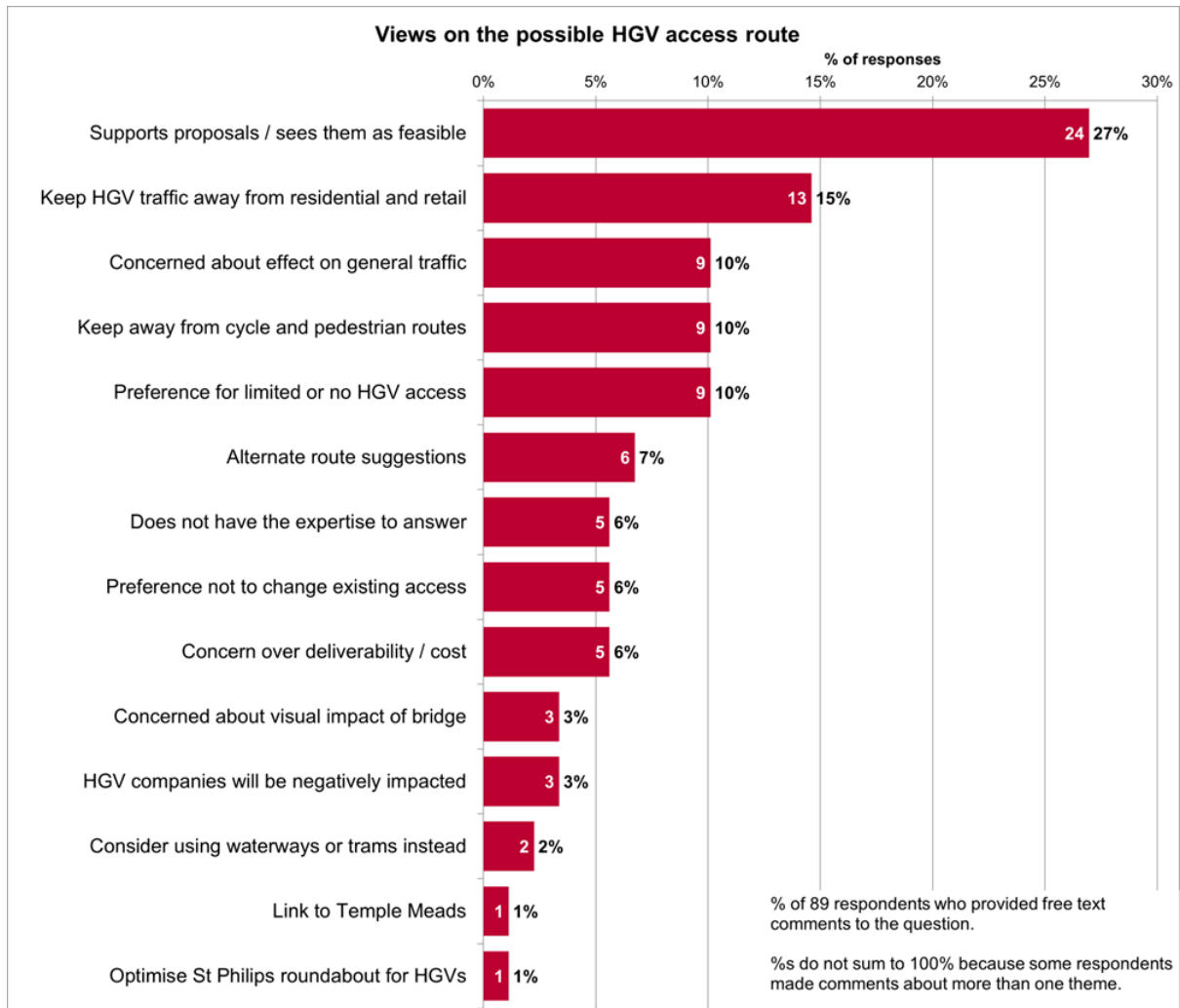


Level of agreement	Percentage of responses	Number of responses
Strongly Agree	23.71%	46
Agree	31.44%	61
Neutral	18.04%	35
Disagree	10.82%	21
Strongly Disagree	15.97%	31

### HGV access

Respondents were asked to give their views about the suggested HGV access route. This was a freetext question with 89 people responding to it. This has been analysed and put into themes. The most commonly cited comments were that it 'supports plans/sees them as feasible (27%), and that it 'keeps HGV traffic away from residential and retail (15%). 10% (9 people) were concerned about the effect it would have on general traffic, 10% cited that it would keep away from cycle and pedestrian routes, and 10% preferred limited or no HGV access.

A number of alternative routes and suggestions were made.

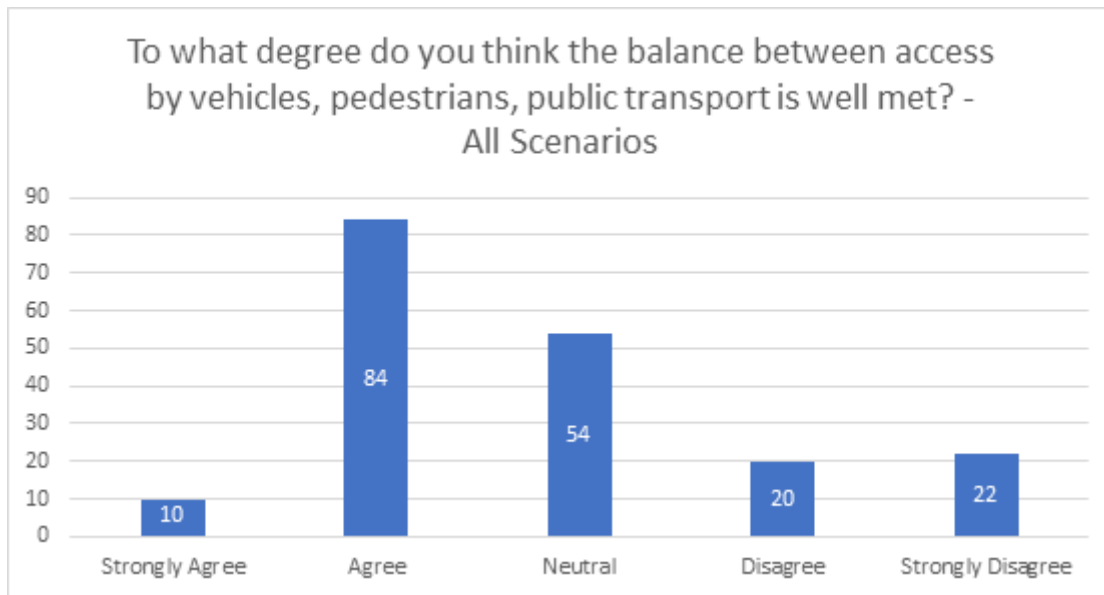


## Balance between access by vehicles, pedestrians, public transport is well met? – All Scenarios

Respondents were asked about whether they believed a balance was being struck in the proposals between different modes of travel and transport.

49% agreed or strongly agreed with the balance in the scenarios, with 22% either disagreeing or strongly disagreeing.





Level of agreement	Percentage of responses	Number of responses
Strongly Agree	5.26%	10
Agree	44.21%	84
Neutral	28.42%	54
Disagree	10.52%	20
Strongly Disagree	11.57%	22

### Comments about the suggested public transport route, or where buses should go to and from

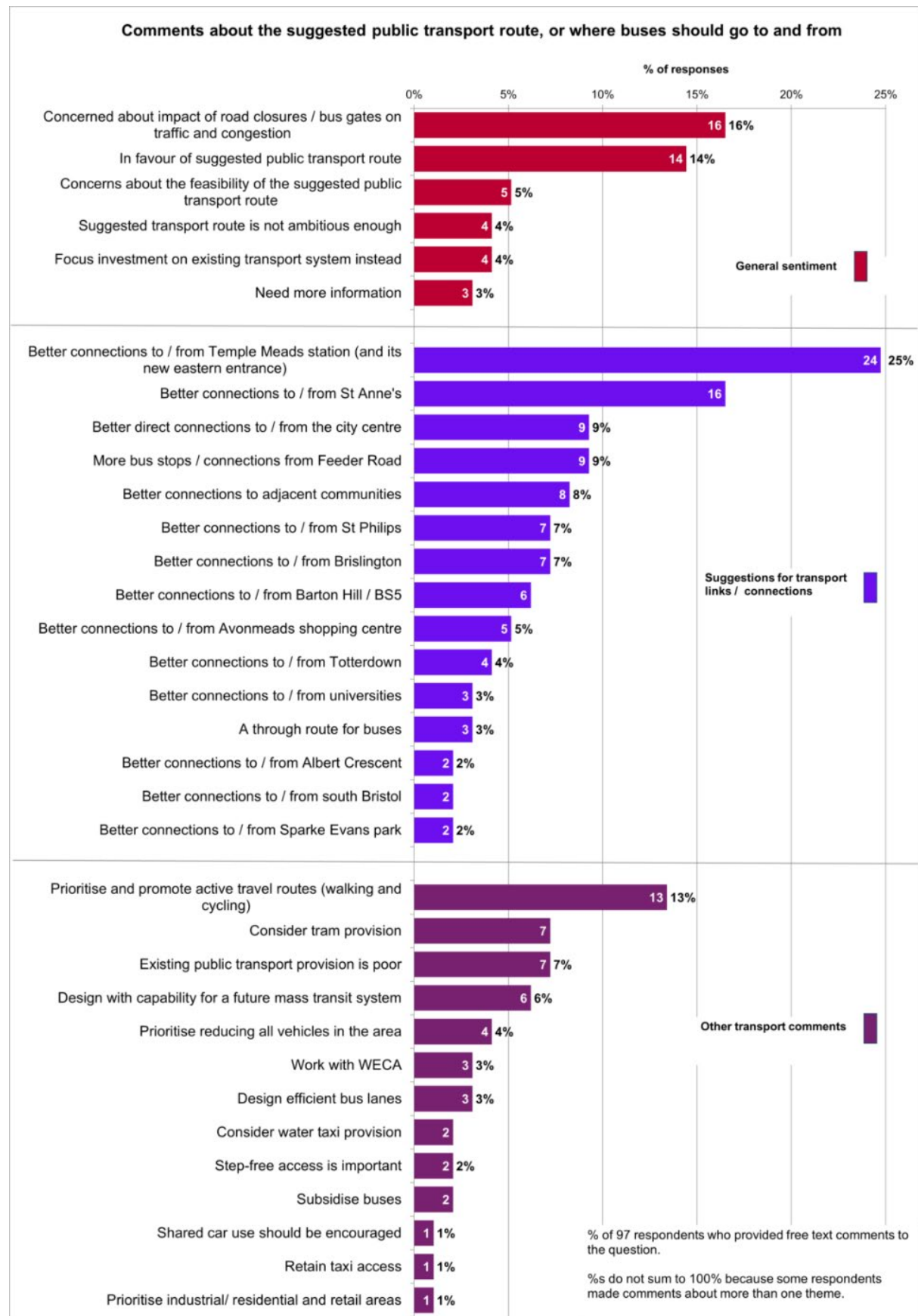
Respondents were asked a freetext question about the public transport route. There were 97 respondents to this question.

Of those responding 16% of respondents cited a concern about the impact of road closures/bus gates on traffic and congestion, whilst 14% commented that they were in support of the suggested public transport route.

There were a number of suggestions for transport links and connections. The most commonly cited were better links to and from Temple Meads and its new Eastern Entrance (25%), better connections to and from the city centre (9%), more bus stops/connections from Feeder Road. (9%).

13% of respondents said that we should prioritise and promote active travel routes (walking and cycling)., with a number of comments mentioning consideration of

tram and mass transit.



### Additional comments

Respondents were asked to provide additional comments on the scenarios. They could either do this through a comment box or via an interactive map of each scenario. On the interactive map respondents were able to like/dislike other people's comments – in analysing these results the likes and dislikes have been considered and a net value has been reached – in most cases it reflects a positive value. Where it reflects a negative value this is shown in the charts as a minus value.

The charts below show an amalgamation of the results from these two ways of providing comments.

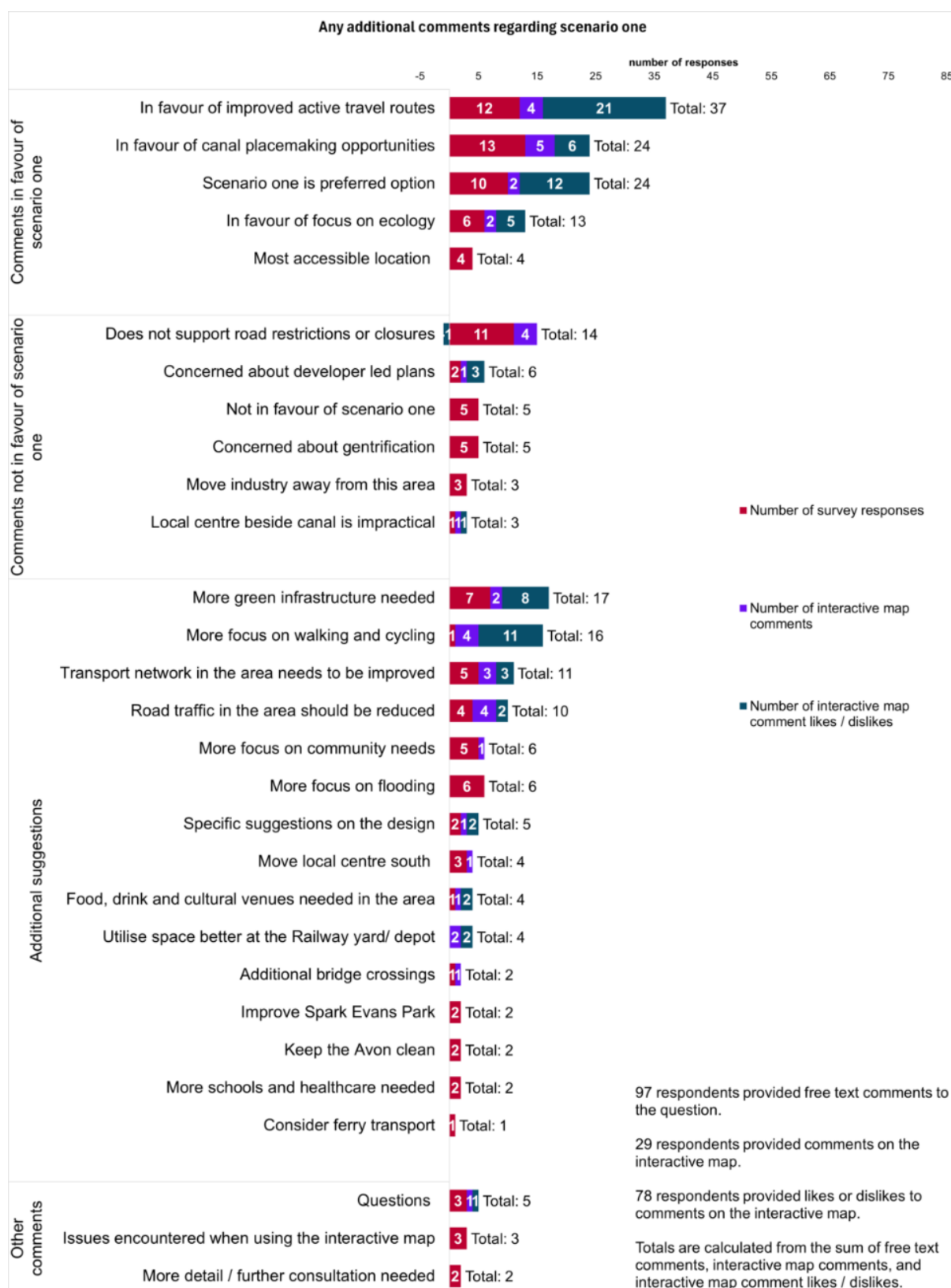
### Additional comments on scenario one

97 respondents provided free text comments, 29 respondents provided comments on the interactive map and 78 respondents provided likes/dislikes to the comments on the map.

The most commonly cited reasons for being in favour of scenario one included being 'in favour of active travel routes (12 survey responses, 4 responses on the interactive map, and 21 likes on the interactive map), and being in favour of canal place-making opportunities (13 survey responses, 5 responses on the interactive map, and 6 likes).

Of the most commonly cited reasons for not being in favour of scenario one 'does not support road restrictions or closures' was the most commonly cited (11 survey response, 4 comments on the interactive map and -1 like comments *[the -1 refers to the net value when you consider the likes and dislikes so the value of people supporting this has been calculated at 14]*).

Additional suggestions included: more green infrastructure needed (7 survey responses, 2 comments on the interactive map and 8 likes); more focus on walking and cycling (1 survey response, 4 comments on the interactive map and 11 likes/dislikes).



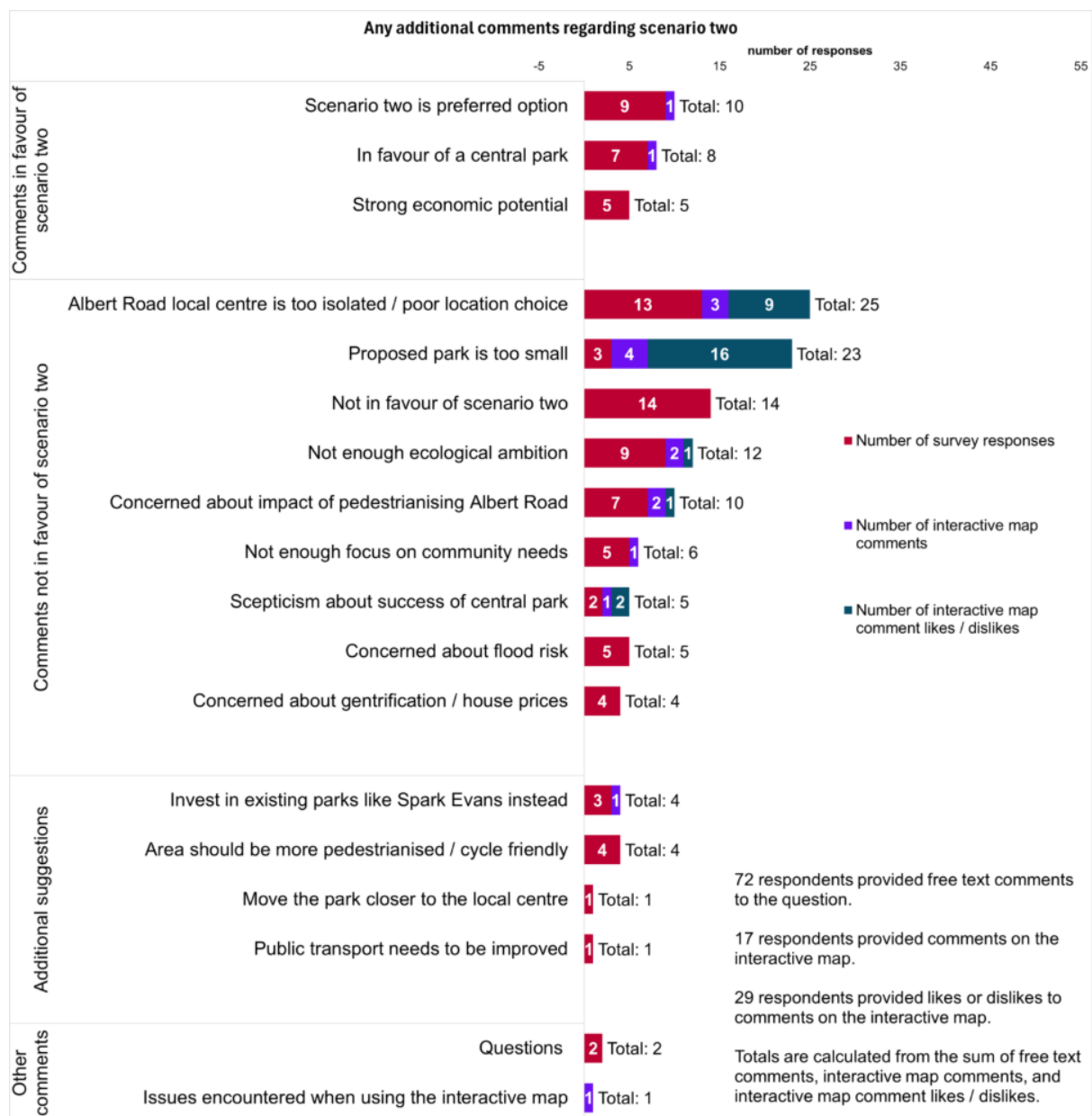
### Additional comments on scenario two

72 respondents provided free text comments, 17 respondents provided comments on the interactive map and 29 respondents provided likes/dislikes to the comments on the map.

There were more comments that weren't in favour of scenario one than in favour.

The most commonly cited reasons for being in favour of scenario two included respondents stating scenario 2 was their preferred option (9 survey responses, 1 comment on the interactive map) and that they were in favour of a central park (7 survey responses and 1 comment on the interactive map).

The most commonly cited reasons for not being in favour were Albert Road local centre being too isolated/poor location choice (12 survey responses, 3 interactive map comments and 9 likes), and that the proposed park is too small (3 survey responses, 4 comments on the interactive map, and 16 likes).



### Additional comments on scenario three

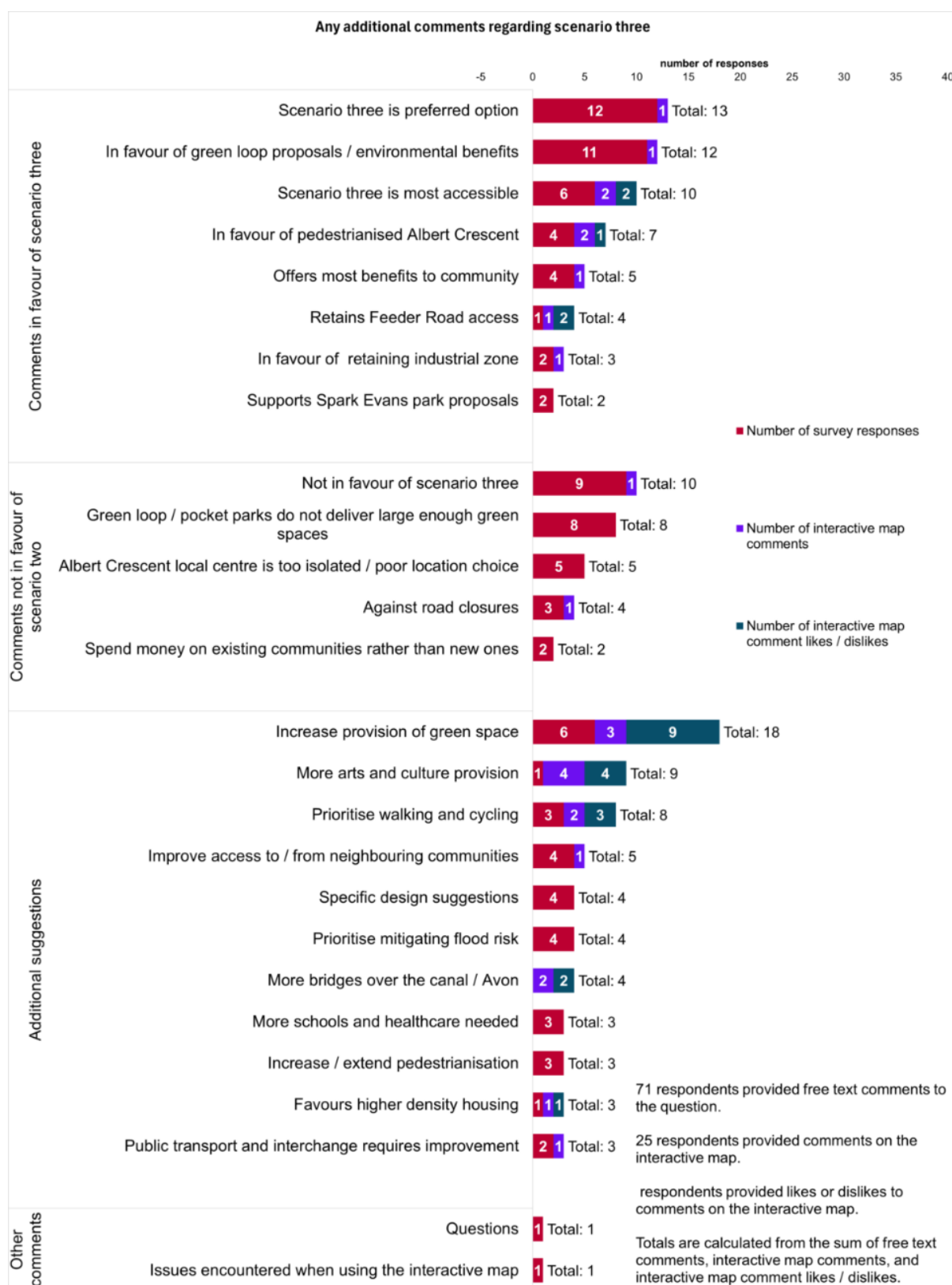
71 respondents provided free text comments, 25 respondents provided comments on the interactive map and xx respondents provided likes/dislikes to the comments on the map.

The most commonly cited reason for being in favour of scenario three was that it was their preferred option (12 survey responses, one comment on interactive map), and that they were in favour of the green loop proposals/ environmental benefits (11 survey responses, 1 interactive map comment), and that scenario three is most accessible (6 survey responses, 2 interactive map comments and 2 likes)

The most commonly cited reason for not being in favour is simply not in favour (9 survey responses, 1 comment on interactive map) and the green loop/pocket parks do not deliver large enough green spaces (8 survey responses).

Additional comments included to increase the provision of green space (6 survey responses, 3 comments on the interactive map and 9 likes).





## Public events and drop-ins

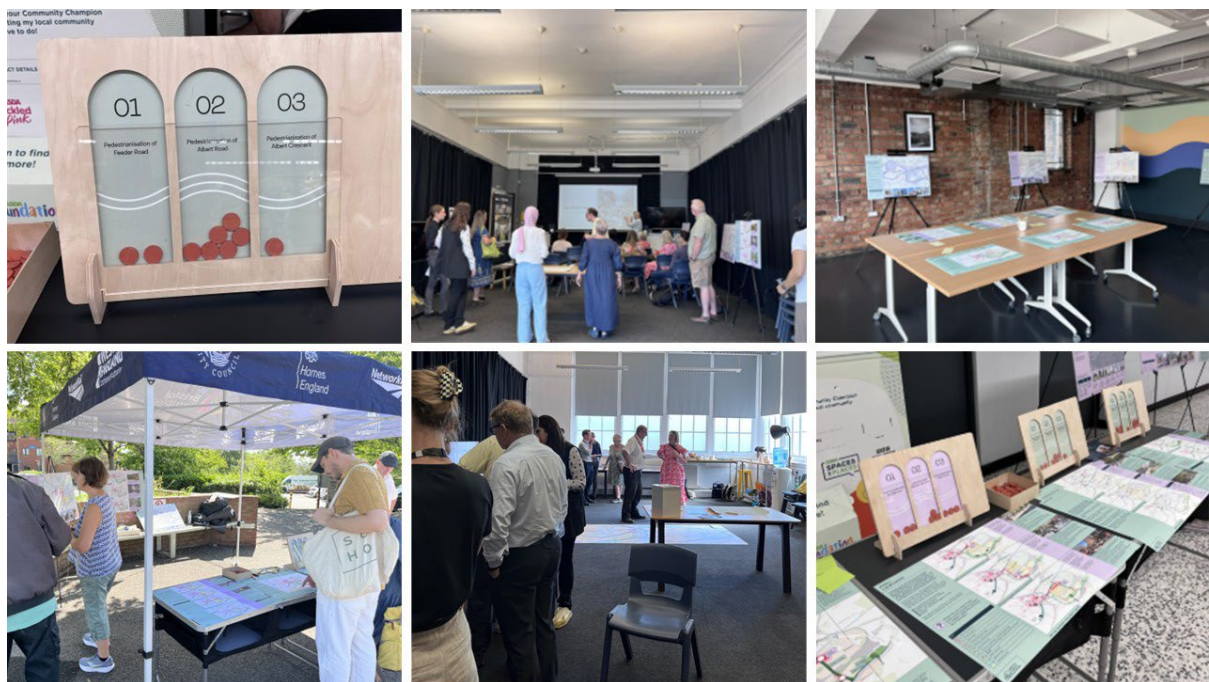
A total of eight in person events and drop-ins were held which were open to all. These were:

- four sessions at the Bristol Temple Quarter hub
- Sainsbury's Avonmeads
- Tesco Totterdown
- Asda Brislington
- The Dings 'Safe 'Ouse'

In addition, there were:

- two business specific events – one in person and one online.
- two online stakeholder meetings.

At public events and drop-ins we recorded over 150 comments and participants voted on feedback frames for their choice of local centre, open space and pedestrianisation. Feedback has also been recorded from the door-knocking conducted to promote the engagement in Brislington and St Annes, although the aim of the door-knocking was primarily aimed to raise awareness of the engagement and invite people to participate.



*\*Top left clockwise: feedback frames, Screenology event, display at the BTQ hub, Sainsbury's pop-up display, Screenology event, Totterdown pop-up.*

Themes from these discussions include:

### Connectivity

Connectivity represented one of the most significant areas of conversation:

- cycling, walking, public transport and driving were all discussed.
- discussions on how people use the network now: examples include travelling by bike down the River Avon path to get from one area of Bristol to another; the road they take to cross St Philip's; how they get to work, and dropping children off at the St Philip's nursery.
- how they might want to traverse St Philips to get to other places in the future: including wanting to retain use of Totterdown Bridge to get in, out and through St Philip's, and there was support for a new bridge across the Feeder Canal and the River Avon.
- the connections to the possible local centres from neighbouring communities – in a number of cases the location of the local centre reflected the location of the event; people at the event in Totterdown were more likely to think favourably about the local centre being on Albert Road due to easier access to a high street and services.
- how people get to schools across St Philips, and how they will do so safely in future – an example was someone who cycled their primary school children from The Dings to Totterdown.
- how business operations will be supported through any changes to the travel and transport network, both vehicle and active travel.
- account needing to be taken into how workers, and those using the current services will be affected, and how their journeys can be improved.
- Wayfinding and navigation were mentioned as a current issue within the Temple Quarter area, and something that needed to be considered in any designs – to note that a wider definition of wayfinding and navigation was raised by WECIL to include how the built environment can create landmarks to help orientation – in its building and different design features.

### Movement

In addition to the above comments:

- Several comments related to opportunity for an increased ferry service along Feeder Canal, building in landing places to support future opportunities for ferry travel.
- HGV route was considered a possibility which would keep the HGVs away from the residential areas whilst still support the industrial uses. But there were queries on how this would work given that local centres and services would still need to be served by vehicles/HGVs.

- A couple of comments suggested the possibility of a new train station in St Philips.
- Although some attendees talked positively about the cycle route along the river, others also pointed to St Philip's not being cycle friendly – pointing to the underpass and narrow tunnels. Queries on how these would be made cycle and pedestrian friendly, allowing for segregation of modes of transport.
- Cattle Market Road difficult to navigate
- Quite a number of comments about liveable neighbourhoods – some people confused our events with promoting the liveable neighbourhood schemes – those people generally wanted to ensure St Philips would allow traffic through it.
- Consider impact on surrounding roads such as Bath Road, when looking at plans for St Philips.

### Centrality of service provision

There was significant discussion about access to the local centres and open space from surrounding neighbourhoods.

- Centrality was a key reason for preferences, particularly for local centres but also for open space.
- There was support for both the residential and industrial areas being served by centrally located services and facilities.

### Affordability

- Of workspaces – examples given of affordable and centrally located business premises which people don't want to lose.
- Of homes – questions around how much affordable housing there would be and whether the planning system would support this.
- Concern over possible gentrification was raised at several events.

### Businesses

- Concern over what will happen to existing businesses and where they will go.
- How the industrial area will function – will all the businesses be able to be accommodated.
- There were questions about whether compulsory purchase was being considered.

- The timescale was raised and requests for greater clarity on what change, when was needed.

## Housing

- Significant concern over number of student blocks – particular concerns raised include:
  - that this won't help build a community or support businesses due to the transient nature of students, and the fact that they leave for up to 4 months of the year.
  - This has an impact on animation of the area as well as safety.
- Student blocks tend to be high-rise and there is a concern about number of high-rises being built in the area.
- Risk to loss of identity.
- Planners will keep approving the student housing.
- The area along Avon Street where student accommodation is being built needs to be considered as a separate area within St Philip's Marsh with a specific identity.
- Concern over height and density – general feeling that we're going to build high and a significant number of people at events thought that this shouldn't happen. Several people supported mid-rise.
- Comments included that social housing was needed and that there should be control of right-to-buy and resale of homes.
- Queries about why most of the blocks of homes being built in the wider Bristol Temple Quarter area were build-to-rent.
- Consideration needs to be given to the people that still live within St Philip's Marsh and the impact on their homes and their day-to-day lives with all the construction noise.

## Accessibility

- In terms of connectivity as detailed above.
- In terms of homes being built – need to ensure that there are homes for all stages of life and needs, (noting previous feedback via accessibility groups that minimum design standards are not enough).
- The built environment and how you design for good access including how spaces are navigated by disabled and low mobility people.

## Open Space

- Importance of open space was emphasised by most people who attended.
- The importance that this open space was green not just concrete or paved, to benefit people as well as wildlife.
- A number of comments, particularly from people in Brislington, talked about the role of Sparke Evans Park – what it used to be like with football pitches and rose gardens.

- Support for the retention and enhancement of Sparke Evans Park, but a range of views on whether this should be made into an ecological hub or brought back to recreational use. One person commented that the success of Sparke Evans as an ecological hub depends on what else is built around it.
- There was a mixture of support for the different scenarios for green space with many people saying that an amalgamation of the types of space would be best.
- Enhancing both the waterways for people and wildlife was well supported.
- There was significant support for ecology with open space provision.

### Local Centres

- Most people saw a key link to local centres and the pedestrianised roads – so the discussions often considered both together.
- As detailed under connectivity, preference for location of a local centre was impacted by the place where the event was being held with more people likely to think favourably about local centres which were more accessible from where they lived.
- Centrality of centres– as detailed above was supported to serve more people.
- Specific comments about Albert Road included what type of shops would be on the high street – large branded shops or smaller stores, how HGVs would service those shops if they were being diverted elsewhere, and the fact that a key route across Totterdown Bridge dissected the pedestrianised road.
- Quite a few questions were raised about what a local centre actually was.
- The question of where local services would be and whether healthcare, community, and education services were being considered came up regularly in discussions.

### Pedestrianisation

- As detailed under local centres, conversations were often linked.
- Generally, people were supportive of pedestrianisation when linked to a local centre.
- There was less confidence that Albert Crescent would work due to this being a key vehicle route across the Marsh.
- Pedestrianisation of Feeder Canal was generally considered a good suggestion which would provide effective placemaking, but there were also a few concerns about how Chapel Street could effectively be used as an alternative vehicle and bus route.
- There were queries about Albert Road being pedestrianised but many of the concerns were alleviated when it was realised that a new Albert Road was proposed for vehicle traffic. People felt this was not obvious from the



information provided.

### Young People

- Plan young people's needs into park spaces.
- Where are young people being considered in these plans?
- Travel to school – concerns raised on how young people will get to the secondary school from Brislington – not any easy or safe route.

### Placemaking

- Remember Bristol's identity when building.
- Consider the old industries that existed – archaeological interest throughout the area.
- Protect the historical assets that exist.
- There are important features and activities in St Philip's Marsh – we should build on what's there not dismiss it as something unimportant. Need to change the narrative to show appreciation for what's already there.
- Comments that introducing the local centre, pedestrianisation and access to the water presents a placemaking opportunity.
- Some comments that there isn't a feel that placemaking is a key consideration.
- Would like area to retain some industrial character.

### General comments

- A few organisations have requested to see more detail or felt detail was lacking.
- Comments that strategies and plans don't mean much – ineffective against developers and a planning system that doesn't follow any of the frameworks currently in place.
- Questions about how BTQ is going to support local people with skills and jobs and housing.
- Questions raised about where the funding was coming from, for development but also for infrastructure such as the bridge over the feeder canal.
- Bridge across to university doesn't exist but is on maps.
- Human cost of construction should be considered. The Dings example with noise and lights into homes. Albert Road construction affecting the few people that live there for years. Lack of ability to cycle safely with children to primary school due to works and road closures.

### Feedback from businesses

Two events took place specifically for businesses. This followed door knocking and doorstep conversations throughout the St Philip's Marsh area to raise awareness of the masterplan and the engagement events. Businesses were also offered 1:1s and several businesses attended public events.

Some of the discussions are not included in this report as many of the comments are specific to individual businesses and their future plans. However, several comments can be shared below. These include comments made at the forums, in writing and in conversations at events.

- Any central high street will need HGV access and parking.
- Businesses will need good HGV access to avoid impact on operations – some businesses have significant concern about how any restrictions will impact their ability to run their business.
- To support businesses the customer base can't be reliant on students, otherwise they won't survive.
- Support for better infrastructure both vehicle and active travel, to support workers and to support smaller businesses who may rely on transport such as electric cargo bikes.
- Appetite for retention of heritage and existing buildings.
- Retention of businesses is important; workforce is often local.
- Restrictions to access routes already affects businesses.
- Really poor and illegal parking in the St Philip's area provides significant challenges for businesses. Concern that students will add to this existing problem.
- Concern that businesses will be forced out by developers.
- Concern about impact of regeneration on operations.
- Good affordable workspaces in St Philip's Marsh – don't want to lose this. New purpose-built workspaces will price small, diverse, independent businesses out, and finding locations elsewhere at an affordable rent which meet operational needs is difficult.
- Difficult to find other locations close enough to Bristol
- Questions about possible CPO.
- Lots of questions about timeframe and wanting to have a clearer idea of when change might happen.

## Feedback from access organisations

Bristol Temple Quarter LLP ran through the scenarios with the Temple Quarter Accessibility Advisory Group (TQAAG) and received feedback. The West of England Centre for Inclusive Living (WECIL) was also commissioned to carry out a paid design review.



The full design review from WECIL is in [Appendix C](#) of this report.  
Some key points from the meetings with TQAAG and WECIL include:

- In terms of public space there was a recommendation from WECIL to blend scenarios one and three with accessible routes, biodiversity features and distributed inclusive play space.
- Recommendations for a local centre: scenario 2 was preferred by members of the WECIL team, noting further consideration is required. This was due to the separation of retail activity from traffic and prioritising a pedestrian friendly environment.
- Recommendations for transport included integrating inclusive transport hubs, mobility scooters and e-scooter parking. In terms of pedestrianisation there was a recommendation to prioritise continuous, well-lit, step-free routes with logical wayfinding.
- Continued engagement with Disabled People's organisations on accessible wayfinding is needed as proposals developed.
- Consideration of safety on routes such as the River Avon and in green spaces, enabling those with sight impairments to access the spaces safely.
- Ensuring bus stops are designed well and segregated cycle lines are painting in a different colour.
- Ensuring that navigation is enhanced not just through signage but through the physical design of spaces and buildings to enable better orientation.

## Submissions by email

The BTQ LLP received 29 written submissions via email.

This includes submissions from statutory stakeholders, developers, businesses in and around St Philip's Marsh and organisations including the West of England Nature Partnership, Bristol Cycling Campaign, Bristol Walking Alliance and Avon and Somerset Police. A full list of submissions received is in [Appendix A](#).

In addition two further submissions were received around 6 weeks after the deadline for comments – whilst these are not reflected in the report they will be taken into account in considering the emerging masterplan.

The comments below reflect submissions from organisations and groups. There is a separate section on statutory stakeholders, and business feedback is captured in the section above.

The most common themes were as follows:

### General comments

- Masterplan should identify the location of schools.

- Strategic background that has informed the scenarios should be presented (Bristol Civic Society, Old Market Community Association).
- The masterplan needs to show a greater understanding of current road layout. Would also like to see more detail on utilities.
- Recent SPDs have been too schematic and lacking in overall vision which allows generic development. Hope SPM SPD will go further detailing scale, height and massing as well as placemaking (Kingsdown Conservation Group).
- Proposals feel like they are economically driven, not driven by placemaking.
- Land use – hard edge between industrial and mixed use could be more nuanced due to modern industrial units that exist.
- High-rise buildings aren't 'brilliant buildings' so not in line with the Vision for Place.
- Any development should encourage a vibrant high-time economy including pubs, restaurants and entertainment venues.
- Proposal received to develop an urban market garden (Greenfuture).
- Proposals received to develop a civic hub supporting a meanwhile use on a site in St Philip's – based on community rooted-regenerative systems – circular economy and regenerative design (Factory X).
- Images in engagement document are not aspirational enough (Kingsdown Conservation Group).

#### General stakeholder comments on scenarios

- Choice of facilities/infrastructure should reflect the goals of 'locality, sustainability, accessibility, healthy environment. (Bristol Walking Alliance)
- Scenario one is best of the three scenarios (Kingsdown Conservation Group).

#### Stakeholder comments on open space

- The West of England Nature Partnership would like to see a centrally located green space with a network of smaller, connected pocket parks and street greening. BWA also supports a significant green space for central area of Bristol, but also would like to see green destinations and green corridors. Bristol Civic Society (BCS) also approves of the central open space with mix of uses, as well as the green loop in scenario three. Bristol Conservation Advisory Panel (BCAP) indicated that a central park in scenario two was the better option. CAMRA referred to a large open space as helping to create a sense of Wellbeing.
- Old Market Community Association suggests a park twice the size of Sparke Evans is needed as well as a well landscaped riverside walk.

- Scale and ambition for accessible open space is insufficient (WENP).
- Bristol Parks Forum want open space to be green space. BCS also refers to more green space being needed.
- Bristol Parks Forum advocate for a 'big' park. They reference the park in scenario two which BPF consider a small park. Determination of amount of space should be based on the city council park provision standards which suggest an area more like 18.8ha park space for 10,000 homes. It needs to be large enough to support health and wellbeing benefits for people and wildlife. (Bristol Parks Forum)
- Concerned about risk of dense urban areas with private amenity space and planters (WENP)
- Important not to lose the connection to nature.
- The open space should benefit residents of surrounding areas, not just new residents of St Philip's Marsh
- Main open space shouldn't be at the riverside (BCS), should be within St Philip's not at the edge so more people can access it.
- Embed nature and biodiversity net gain as fundamental infrastructure (WENP)
- Bring environmental expertise into plans early and clarify responsibilities for delivery and maintenance of green infrastructure (WENP)
- St Philip's should stand out for its commitments to nature (WENP)

#### Stakeholder comments on type of open space

- Lots of calls for the provision of both recreational parks and green corridors/walking routes.
- Green space ideally would have space for recreation if only one large space.

#### Stakeholder comments on the riverfront and ecological asset

- Enhance the river and river path:
  - Should be enhanced to be more of a destination.
  - The areas already have lots of wildlife & nature connections. Enhancing river would be beneficial for ecology.
  - Look to European cities like Copenhagen & Amsterdam for examples of this being well done.
  - Opportunity to enhance the riverfront as a green version of harbourside should not be missed.

#### Stakeholder comments on the local centre

### Location of Local Centre

- No overwhelming majority for any option.
- Centrally located slightly preferred for maximum accessibility. Bristol Civic Society suggests it should be in central northern area – Feeder Road or Albert Crescent.
- Should be local centre either side of railway due to the divide (BWA).
- A suggestion is that local centres should be reachable within 400m to encourage walking, 800m to healthcare and cultural venues.
- Might be desirable to have a local centre at both Feeder Road and close to the riverfront.

### Local centre should:

- Retain heritage/character of the area.
- Provide community facilities:
  - Includes health facilities.
  - Corner shops.
- Include social/dwelling spaces.

### Stakeholder comments on movement

#### Pedestrianisation

- Support of pedestrianisation of areas around the local centre

#### Public transport

- A focus on public transport connectivity.
- Importance of the railway depot in St Philips for jobs and operations, but also highlighted as a potential opportunity should railway services be provided differently in future. Two submissions specifically referenced safeguarding the depot.
- Query about why single decker buses can't be used, they are widely used elsewhere (BCS). This has also been mentioned at events.
- Destinations for buses should feature in the masterplan
- Ensure proper public transport infrastructure gets put in place:
  - Coach station/bus station
  - Bus stops
  - Consider train access for future
  - Consider emerging modes of travel electric cargo bikes, electric vans, trams, freight, last minute logistics (BCyC).

## Active travel

- Strong support for encouraging active travel including cycling, walking and wheeling and reducing car dependency. (BWA)  
Scenarios one and two lack significant walking routes with greenery. (BWA)
- Positive that scenario three focusses on green travel corridor.
- Opportunity for strong commitment to LTN 1/20. Whilst the proposals have a strong vision, they currently lack a full strategy for cycle routes or clear commitment to high-quality LTN 1/20 street design for active travel. (Bristol Cycling Campaign (BCyC)).
- Support for proposed typology of streets (BCyC).
- St Philip's Marsh could play a key role in meeting Joint Local Transport Plan 4 commitment to create a 'high quality cycling network and infrastructure to support increases in cycling levels to 20% mode share comparable to Amsterdam' (BCyC).
- Restricting car access is key (BCyC).
- St Philip's Marsh re-development should be an exemplar for all.
- Pavements need to be widened to be efficient.
- Cycling routes (BCyC):
  - Should be embedded before new houses or businesses move in
  - Need to be continuous.
  - Need to mirror the walking routes so people can cycle full journey safely (e.g. getting to work safely, getting to school safely)
  - Wide cycling route by river. Also needs to be improved as unattractive for potential users due to lack of passive surveillance, escape routes and poor lighting.
  - Should connect to routes outside of the St Philip's Marsh area.

## Connectivity

- Area needs to be well connected to the rest of the city, including to surrounding communities, Avonmeads, and connecting to citywide routes.
- Should consider opportunities for increased water transport.
- Suggestions for new bridges over Feeder Canal, University to Avon Street, over River Avon to the western end of Paintworks connecting to Albert Crescent. (BWA).
- Suggestion for a north/south walk route under railway line (BWA and BCS).
- Want to see high quality public transport (Buses and Trams) on Feeder Road serving Temple Meads Station, St Anne's and Brislington (CAMRA).

## Roads/HGV

- General support for minimising HGV impact on residential areas.
  - Some concern it will disrupt the businesses around the HGV access area (Starbucks, KFC and Kenneth Steele House), and also highlighting the need for HGV access for existing businesses.
  - Some concern of it being disruptive to the transformation overall.
- A couple of comments queried the need for an HGV access road. Another comment suggested HGVs should use the spine road to access the area avoiding Feeder Road.
- The area needs to have high amount of parking – current issues with parking were highlighted and concern that with students bringing cars they will be seeking spaces in the surrounding roads.

## Business

- SPD should make sure there is flexible commercial floorspace.
- Should avoid displacing businesses to clear sites, in order to retain jobs in the area.
- See also business section above.

## Housing

- Too much student accommodation, mentioned by several organisations.
- More residential housing should be associated with better transport, local services and green space.
- General concern over height of buildings, with responses including concerns over establishing community and implications for mental health.
- Provide family homes.
- Concern raised about 'back-peddalling' by developers once planning has been granted leading to less affordable housing due to viability.
- Proposal to look at different ways of providing housing including community-led housing as either a meanwhile or permanent use of land (Tiny Homes).
- 

## Heritage

- Important to safeguard some of the historic assets, locally listed assets and industrial roots. BCAP has listed a number of assets that they have concerns about.
- Protect essential habitats such as the waterways (SNCI).
- Conduct detailed surveys of existing industrial and archaeological assets to identify any structures with historical significance.

## Built environment

- Should conduct detailed surveys of existing industrial and archaeological assets to identify any structures with historical significance.

## Developer comments

Two submissions were received by agents representing developers with interest in St Philip's Marsh. These submissions are not summarized in detail here as some comments are made in relation to the land holding and adjacent facilities, which will be reviewed by the project team.

Comments include:

- Support for a local centre with comments that scenario one has the benefit of a waterside location, whilst in three it would provide more connection to the residential communities. Local centres should be welcoming with a strong sense of ownership.
- Other comments include ensuring co-location of residential uses above active ground floor uses particularly in central and well-connected areas such as Feeder Road.
- Some objection to HGV routes from one agent.
- Clarification on open space provision was sought particularly along Albert Road. A suggestion was made that open space should be delivered along the linear routes and water courses, but to also soften routes through the centre.
- There is support for many aspects of the proposals. One developer has suggested that the ambition for number of homes should be greater.

## Statutory Stakeholders

Several conversations have taken place with statutory stakeholders, particularly where those stakeholders are partners within the Bristol Temple Quarter project such as Network Rail. In addition several written responses were received and some of the comments are detailed below.

### Network Rail

Bristol Temple Quarter LLP (BTQ LLP) is in ongoing discussions with Network Rail, over the infrastructure requirements and future of the rail line and care depot.

### Avon and Somerset Police

Avon and Somerset Police submitted comments in relation to their land with St Philip's Marsh.

### The Coal Authority

The Coal Authority has identified a mine entry and coal outcrop within St Philip's Marsh, which may present risks to public safety.

They advise that development should avoid building directly over or near mine entries.

BTQ LLP acknowledges that all new development will require a Coal Mining Risk Assessment.

#### Natural England

Natural England recognises the opportunity for new green space but considers the current proposals do not fully meet the city's aspirations or community needs.

They recommend combining the strongest green infrastructure elements from all scenarios to form a cohesive, multifunctional network that enhances sustainability, biodiversity, and climate resilience. Natural England has stressed the importance of:

- Developing a strategic green infrastructure plan
- Applying greenspace standards
- Aligning with the Local Nature Recovery Strategy

#### National Highways

National Highways has informed the BTQ LLP that it has no comments at this stage.

#### The NHS Bristol, North Somerset and South Gloucestershire Integrated Care Board

The NHS BNSSG ICB has highlighted the need for clarity on development timescales, noting that 10,000 new homes across BTQ would create significant demand/impact on health services.

It recommends that new facilities are delivered early in the development cycle. It welcomes the opportunity to talk about embedded, whole system approaches and new models of care.

Key priorities include ensuring that the SPD provides for flexible commercial floorspace to accommodate pharmacies and dentists, ideally co-located with GP practices.

#### Historic England

Historic England advises that the masterplan should retain and refurbish buildings with industrial heritage where viable to preserve character and avoid erasure of local history.

It emphasises that new development should:

- Respect existing building heights, density, and massing
- Ensure a smooth transition between historic and new architecture



- Be guided by a masterplan rather than piecemeal applications
- Consider views into and out of the area as part of design

### Environment Agency (EA)

The Environment Agency is willing to support any SPD or master planning which better details funding requirements for developments benefiting from Bristol Avon Flood Strategy (BAFS). It emphasised how vital the provision for future maintenance would be.

EA has referred BTQ LLP to Natural England for further information on incorporating blue and green infrastructure into the master-planning process. It also emphasised the importance of integrating biodiversity and habitats within masterplanning.

The EA prefers scenario 1. Relocating inland of Albert Road could enable the BAFS flood defence – this would be cheaper and meet biodiversity and public amenity goals.

EA preference is for flood defences to be incorporated into the landscape, provide public amenity and a green corridor. Where not possible, it wouldn't object to a harder engineered solution such as the minimal viable solution proposed by BAFS. EA would object to walkways over the defence crest and up to the edge of the River Avon.

Cattle Market Road is a key gateway to St Philip's Marsh but faces long-term flood risks despite potential improvements, making alternative access routes—especially the elevated Temple Island Bridge with its connection to Bath Road—crucial for emergency access and future connectivity to areas like Mead Street.

### Equalities data

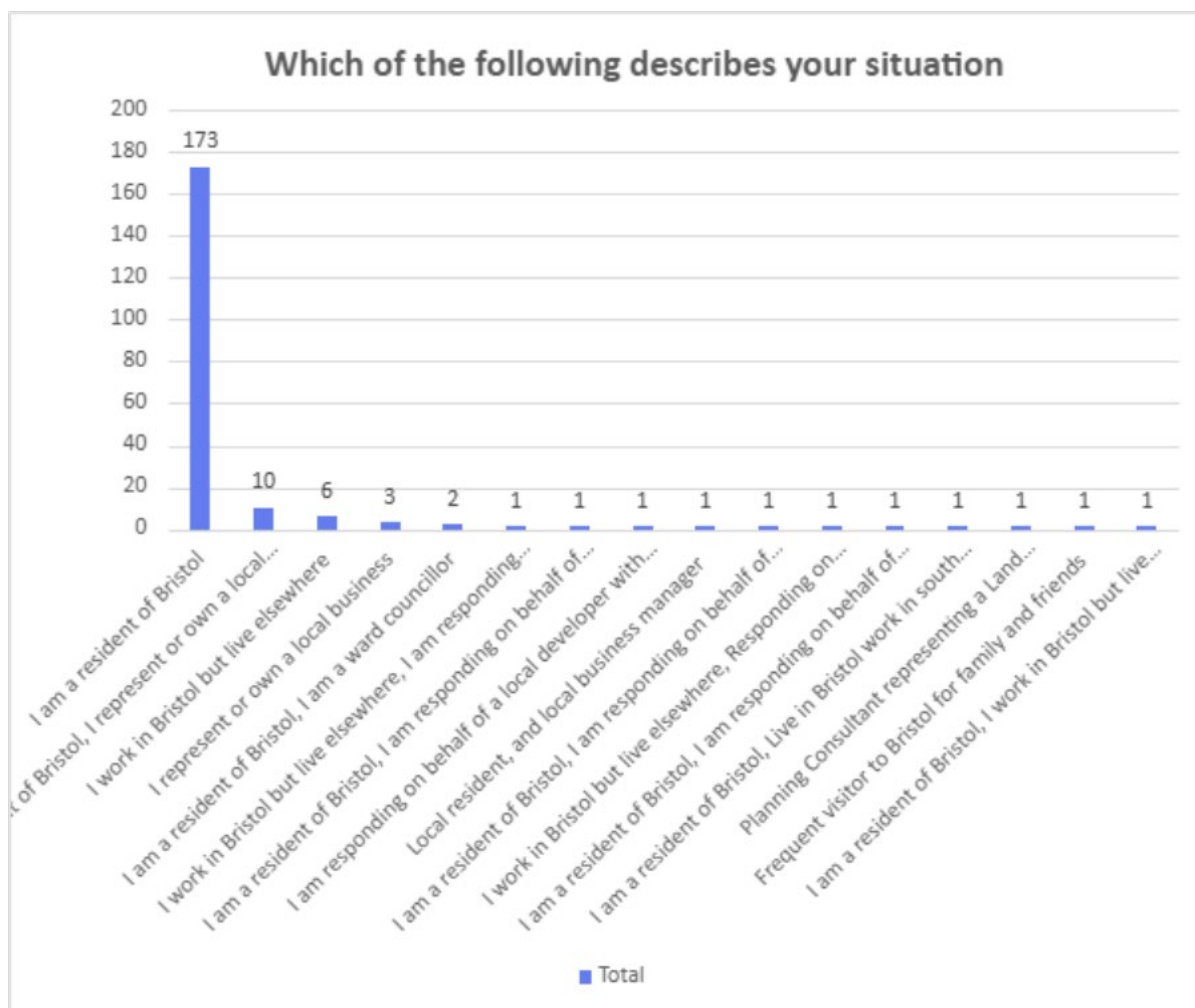
Equalities data was collected as part of the online survey. This detail can be found in appendix B. The majority of those responding to the online survey were residents of Bristol, but respondents also included some business owners.

## Appendix A – organisations and businesses that the BTQ LLP received email responses/written feedback from as part of the engagement.

List of organisations we've received feedback from:

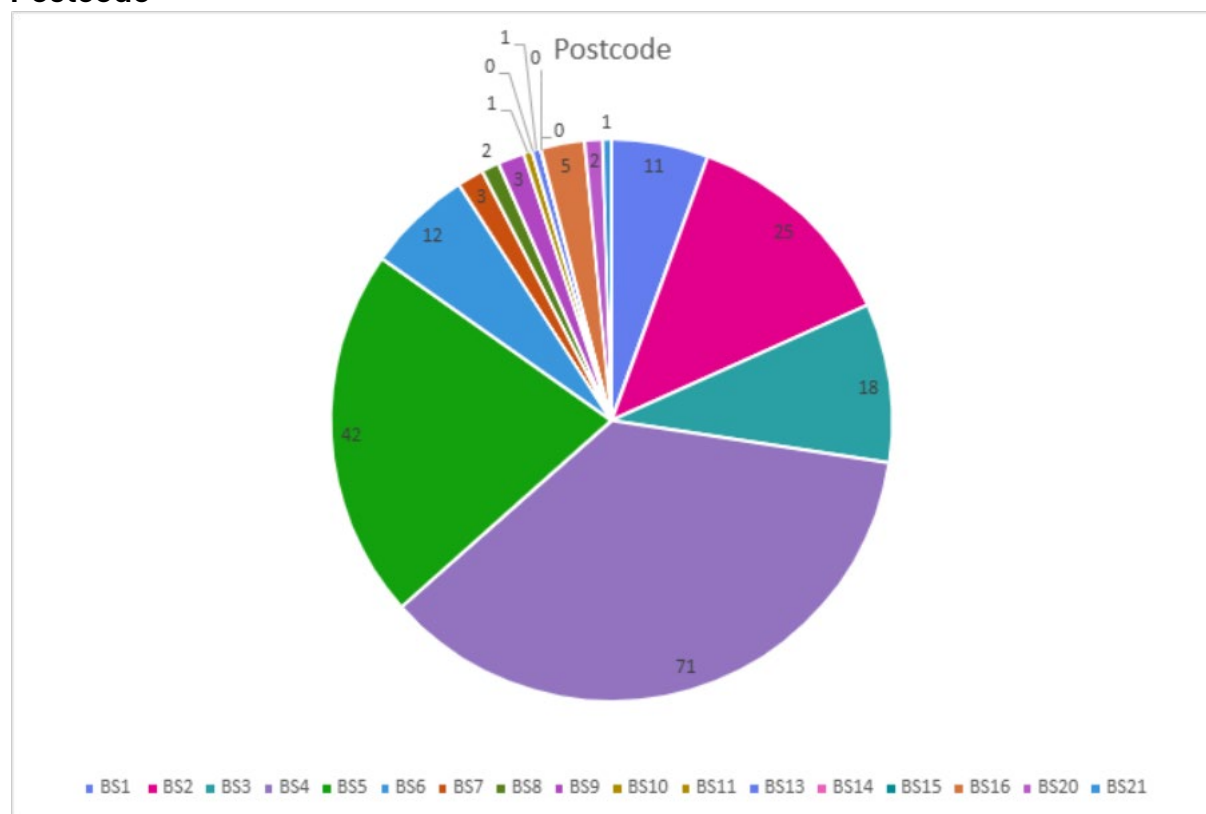
- Bristol Cycling Campaign.
- Bristol BID.
- The Coal Authority.
- Natural England.
- Historic England.
- West of England Nature Partnership (WENP).
- Bristol Walking Alliance.
- National Highways – no comment at this time.
- Bristol Civic Society.
- NHS, NNSSG, ICB joint response.
- Old Market Community Association.
- Avon and Somerset Police.
- Pearce Planning.
- Savills on behalf of Mortimer RE Limited.
- Kingsdown Conservation Group.
- Greenfuture.
- Tiny Homes.
- Factory X – proposal and email.
- Avison Young on behalf of Yara Capital.
- Bristol Conservation Advisory Panel (BCAP).
- Gormet Poke (business at Meriton Foundry).
- Meriton Foundry.
- Grundon.
- Matthew Montague-Pollock.
- Eatchu – (business at Meriton Foundry).
- Environment Agency.
- Bristol Parks Forum.
- South West Transport Network & Railfuture Severnside.
- Campaign for Real Ale Bristol Pubs Group (CAMRA).

## Appendix B – equalities data



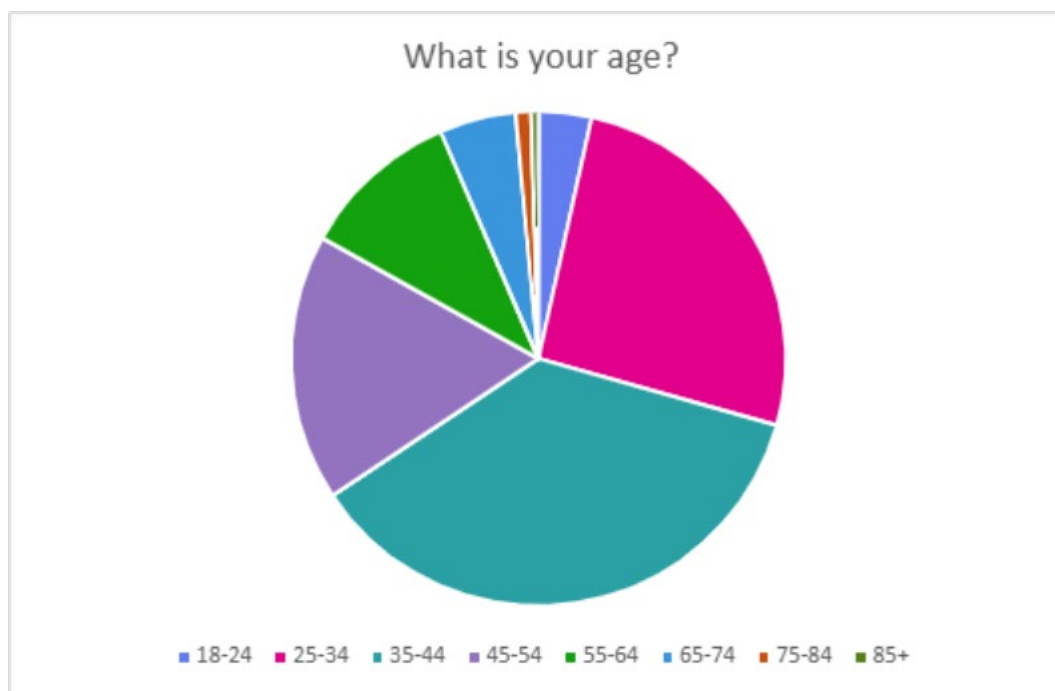
Response	Number of respondents
I am a resident of Bristol	173
I am a resident of Bristol, I represent or own a local business	10
I work in Bristol but live elsewhere	6
I represent or own a local business	3
I am a resident of Bristol, I am a ward councillor	2
I work in Bristol but live elsewhere, I am responding on behalf of a voluntary or community or social enterprise	1
I am a resident of Bristol, I am responding on behalf of a school or education provider	1
I am responding on behalf of a local developer with land interests.	1
Local resident, and local business manager	1
I am a resident of Bristol, I am responding on behalf of a voluntary or community or social enterprise	1
I work in Bristol but live elsewhere, Responding on behalf of landowners	1

I am a resident of Bristol, I am responding on behalf of a voluntary or community or social enterprise, Responding on behalf of Lawrence hill neighbourhood forum and East Bristol Disability Association.	1
I am a resident of Bristol, Live in Bristol work in south glos	1
Planning Consultant representing a Land Owner/Developer	1
Frequent visitor to Bristol for family and friends	1
I am a resident of Bristol, I work in Bristol but live elsewhere, Avon and Somerset Police DOCO	1



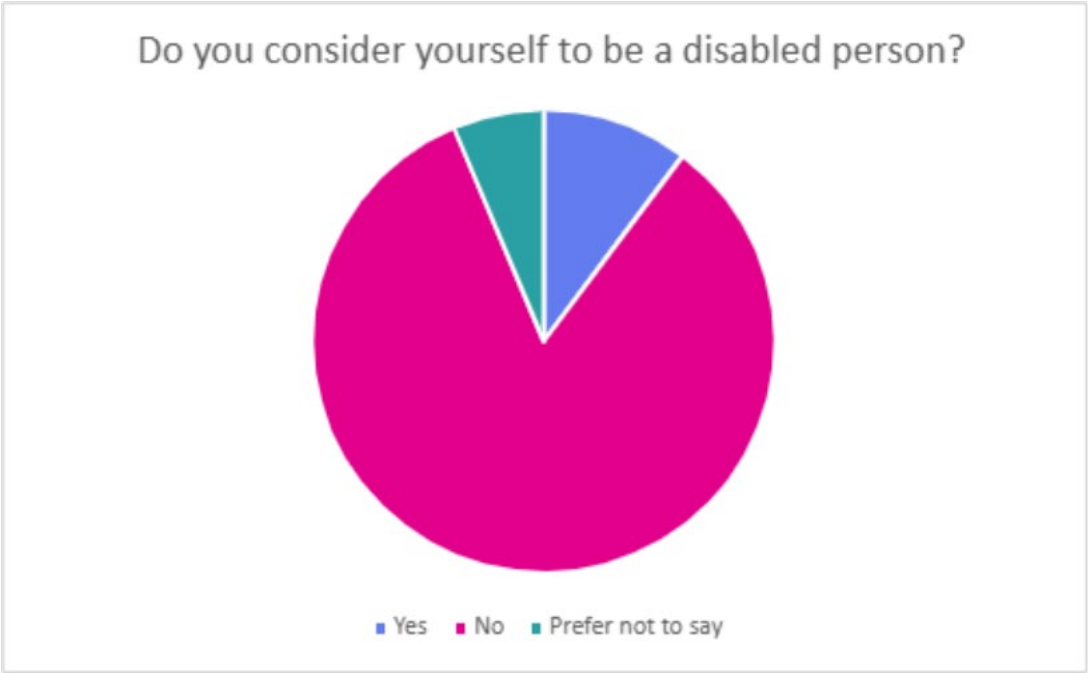
BS13	1
BS14	0
BS15	0
BS16	5
BS20	2
BS21	1

## Age



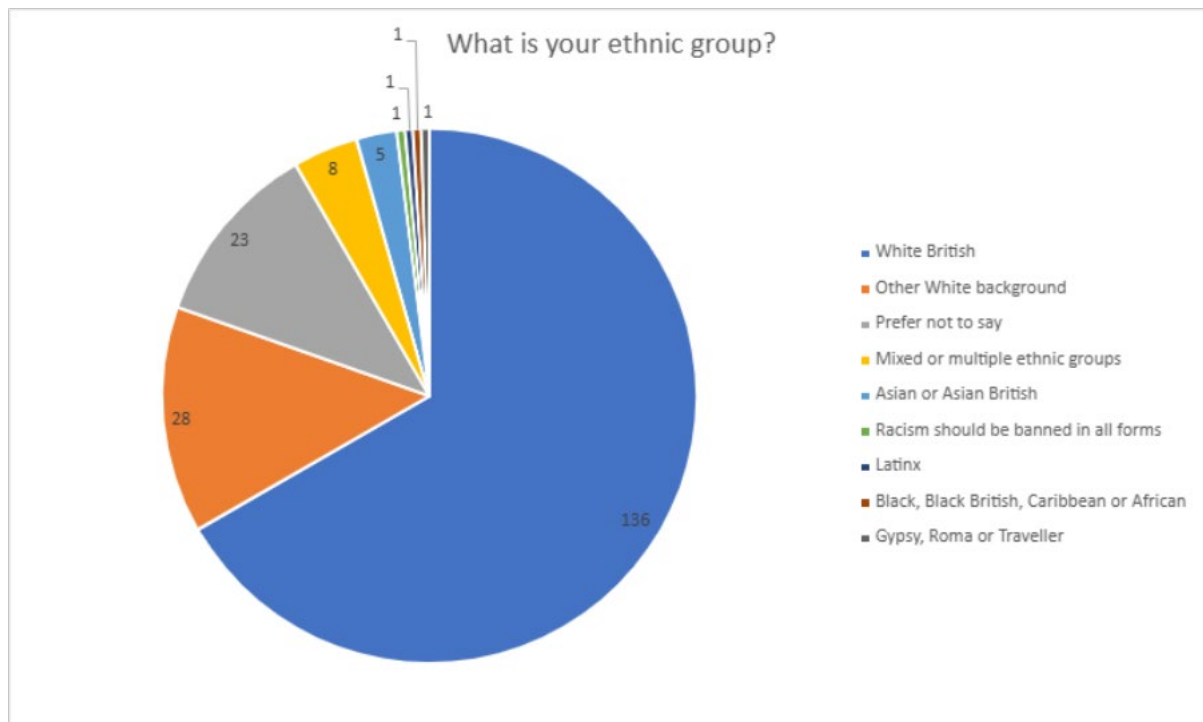
Age range	Number of respondents
18-24	7
25-34	52
35-44	73
45-54	35
55-64	21
65-74	10
75-84	2
85+	1

**Do you consider yourself to be a disabled person?**



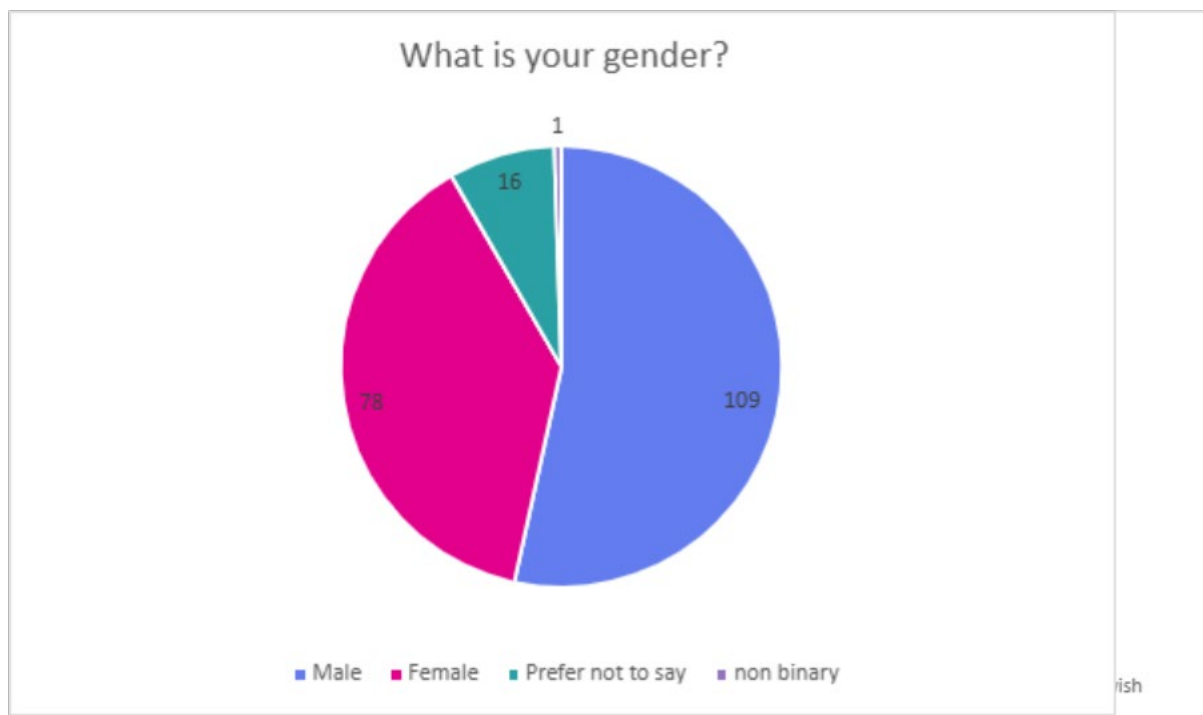
Response to do you consider yourself to be disabled	Number of respondents
Yes	21
No	171
Prefer not to say	13

What is your ethnic group?



Ethnic origin	Number of respondents
White British	136
Other White background	28
Prefer not to say	23
Mixed or multiple ethnic groups	8
Asian or Asian British	5
Racism should be banned in all forms	1
Latinx	1
Black, Black British, Caribbean or African	1
Gypsy, Roma or Traveller	1

**What is your religion?**



Religion specified	Number of respondents
No religion	137
Christian	32
Prefer not to say	23
Other (please specify):	2
Muslim	2
Buddhist	2
Bahai	1
Atheist	1
Jewish	1

### What is your gender?

Gender	Number of respondents
Male	109
Female	78
Prefer not to say	16
non binary	1

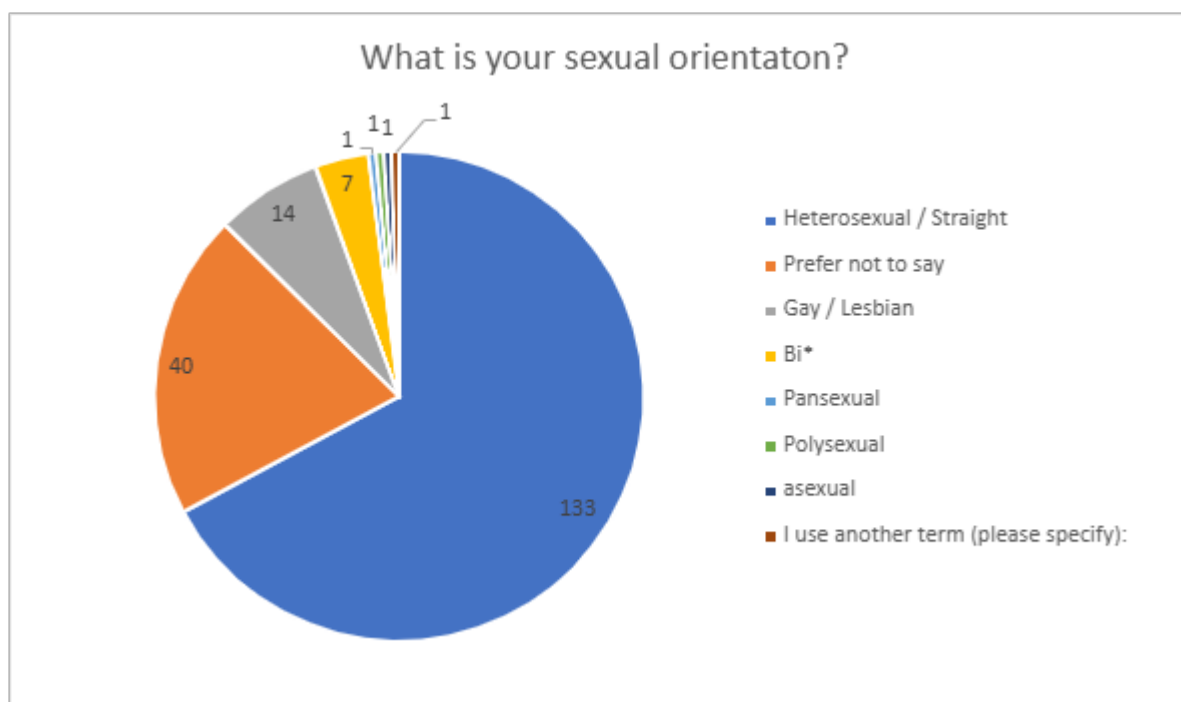


Do you consider yourself to have a gender identity different from your sex recorded at birth?



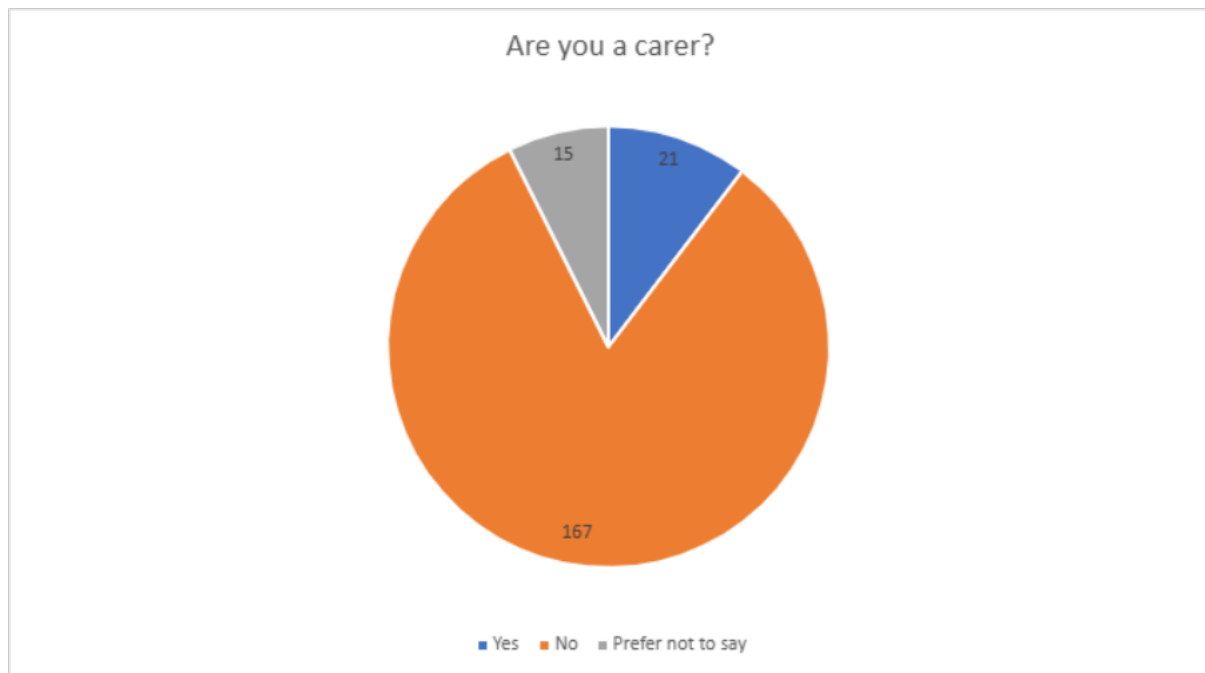
Those specifying a gender difference	Number of responses
No	182
Prefer not to say	22
Yes (e.g. trans or non-binary)	1

What is your sexual orientation?



Sexual orientation	Number
Heterosexual / Straight	133
Prefer not to say	40
Gay / Lesbian	14
Bi*	7
Polysexual	1
Pansexual	1
asexual	1
I use another term (please specify):	1

**Are you a carer?**



Are you a carer?	Number of respondents
Yes	21
No	167
Prefer not to say	15