

Bedminster Green Consultation Report

River Restoration Project

2021



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1. Consultation Summary

This report has been written by Bristol City Council (BCC) to provide an overview of the public consultation process and feedback from the public consultation on the proposed river restoration as part of the regeneration of Bedminster Green. The public consultation also sought public feedback on the proposed highway improvement works; the analysis of which is covered in a [separate report](#). The aim of this report is to set out the approach used to capture the views of the local community and to communicate the key findings from the feedback. These findings will then seek to inform the final designs for the river restoration within Bedminster Green.

The structure of this report starts with providing a headline summary of the consultation, including highlighting the methods used to engage with the public and key stakeholders and providing a background summary of previous engagement undertaken. The main results from the survey are then illustrated alongside a snapshot of the qualitative feedback from local stakeholders.

Headline Summary

Public consultation on proposed river restoration works and transport improvements was undertaken between the 21 January 2021 and the 4 March 2021; a period of six weeks.

This sought to build on the feedback generated through an early engagement process in February 2020 on the initial concept designs for the river restoration works and the preliminary designs for transport improvements in Bedminster Green.

The public consultation consisted of the following:

- 393 responses from individuals and organisations to the survey
- 242 local businesses being contacted about the proposals and
- 8 individual briefings held with 18 key stakeholders and stakeholder groups during the consultation period.



Figure 1. Bedminster Green River Restoration Timeline

Consultation Methodology

The consultation took place during the COVID-19 pandemic and there were certain restrictions that applied to the way that the public was engaged. As this was during the third lockdown period that began at the start of 2021, the face to face consultation had to be suspended. This limited the scale and breadth of the approaches that could be used in order to avoid physical contact; with a heavier reliance placed on communicating and raising awareness of the consultation via alternative methods, such as virtual meetings, phone appointments, emails and social media.

The mixture of consultation methods included:

- The development of an online survey (with compatible word reader software) available via Bristol Citizen Space, which is the council's 'hub' for consultation. This was heavily signposted throughout the consultation with physical 'hard copy' surveys also available on request.
- Comprehensive email distribution across local resident and businesses by the Engagement team within a 1km radius of Bedminster Green. This was followed up by phone conversations and further email correspondence (if required).
- 5500 postcards were sent out to people within a 10-minute walk of Bedminster Green to make them aware of the consultation.
- Promotion of the public consultation via a multitude of social media channels; ranging from BCC through to individual groups and residents (through requests to cascade/share posts during the consultation period). This included promoted advertising via Facebook.
- A press release was issued at the start of the consultation, resulting in coverage in local media outlets.
- The offer of virtual briefings, via Zoom, with key identified stakeholders to enable them to find out about more about the proposals, pose questions and provide feedback.

The team also provided different ways for the public to get in touch if anyone had a comment or required a survey in a different format. They could contact the Transport Engagement team via email at transport.engagement@bristol.gov.uk, by phone 0117 9036449, or by writing to Bedminster Green, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol, BS1 9NE.

Stakeholders

The following stakeholders were contacted early in the process:

- **Local Businesses;** email distribution and phone call follow up
- **Local Interest Groups;** ranging from Bedminster Business Improvement Groups (BID) to Windmill Hill and Malago Community Planning Group (WHAM)
- **Local Councillors:** those representing the constituencies of Southville and Windmill Hill as well as the Cabinet Member for Spatial Planning & City Design and Flood Strategy and the Cabinet Member for Climate, Ecology & Sustainable Growth

A Communication Toolkit was developed before consultation activities commenced which consisted of detailed information on the proposed changes to Bedminster Green. This was with the view to fully equipping stakeholders with the relevant information and to also encourage them to cascade this through to other contacts within their respective community. A dedicated webpage was also created to help promote the proposals and to provide further details on the regeneration proposals across Bedminster Green. This would be updated periodically with additional information.

The team also engaged in detail with city wide institutions and organisations with expertise and interest in specific proposal elements, namely:

- Bristol Cycle Campaign: Offered technical advice and feedback on local connectivity and design features to be incorporated into detailed design.
- Bristol Walking Alliance: Vocal on the illustration of key active travel routes and connections to key local trip attractors, including access to Bedminster Station.
- Bristol Physical Access Chain: Offered design advice to improve the accessibility of proposed designs to be incorporated into the detailed design.

The engagement approach was designed to cover all communication channels and offered a personalised approach that was valued by stakeholders.

Background Data

Early Engagement - February 2020 Results

As previously indicated, this public consultation and design proposals followed on from a previous engagement about the proposed river restoration works (and associated highway improvements) in February/March 2020. The feedback from this engagement heavily informed the design, through providing an understanding of:

- How people use the green currently; *as a place to: walk through (34.5%), enjoy nature (16.6%), get somewhere else (18%), walk the dog (7.5%), jog (5%), sit and relax (3.6%), hold community events (3.6%), play (2.2%), other (2.8%).*
- Factors responsible for the green's lack of use currently; *feel unsafe at night (30.7%), lack of amenities (28%), feel unsafe in the day (9.7%), no reason to visit (8.6%), other (8.6%), poor road safety (7.4%), already use it as much as want to currently (7%).*
- How people want to use the green in the future; *as a place to: walk through (19.7%), enjoy nature (19.2%), sit and relax (18.1%), hold community events (12.3%), get somewhere else (8.5%), jog (7.5%), play (6.8%), walk the dog (6%), other (1.1%), no changes/won't visit (0.9%).*

There was strong support to:

- Open up the river through the green and produce a flood storage area *(89% agree/strongly agree).*
- Create an area for people to relax *(91% agree/strongly agree).*
- Install play equipment in the green *(72% agree/strongly agree).*
- Ensure access for all through gentle slopes and accessible paths *(93% agree/strongly agree).*
- Have community planting *(86% agree/strongly agree).*
- Realign the existing footpath to fit in with the proposed flood storage area *(76% agree/strongly agree).*
- Remove the current vertical wall on some of the open sections of the river and replace with shallow sloping, well vegetated banks *(85% agree/strongly agree).*
- Retain and restore the penstock and current stone walls on the eastern bank of Dalby Avenue car park *(61% agree/strongly agree).*
- Return the river bed throughout the whole stretch back to that of a more natural river *(96% agree/strongly agree).*

2. Context: Bedminster Green

Bedminster Green is an opportunity to create a thriving new urban community, with new homes, better transport connections and enhanced public spaces. It forms part of the plans to future proof the city for a growing population and climate change.

Bedminster Green is the area surrounded by the local service centre and high street of East Street and the distinctive terraced residential neighbourhood of Windmill Hill. It is characterised by a mix of low density commercial units and brownfield sites located along a major arterial route, the A38 (Malago Road & Dalby Avenue) and a parallel route via Hereford Street and Whitehouse Lane (with links to Clarke Street, Windmill Hill and Phillip Street).

The green is maintained as an open public space between Bedminster Station to the east, which is accessed underneath a railway bridge from Windmill Hill and the A38 Dalby Avenue/Malago Road. The River Malago runs through development plots (1, 3 and 5) and in a culvert under the green with the Malago Road running along the course of a historic watercourse.

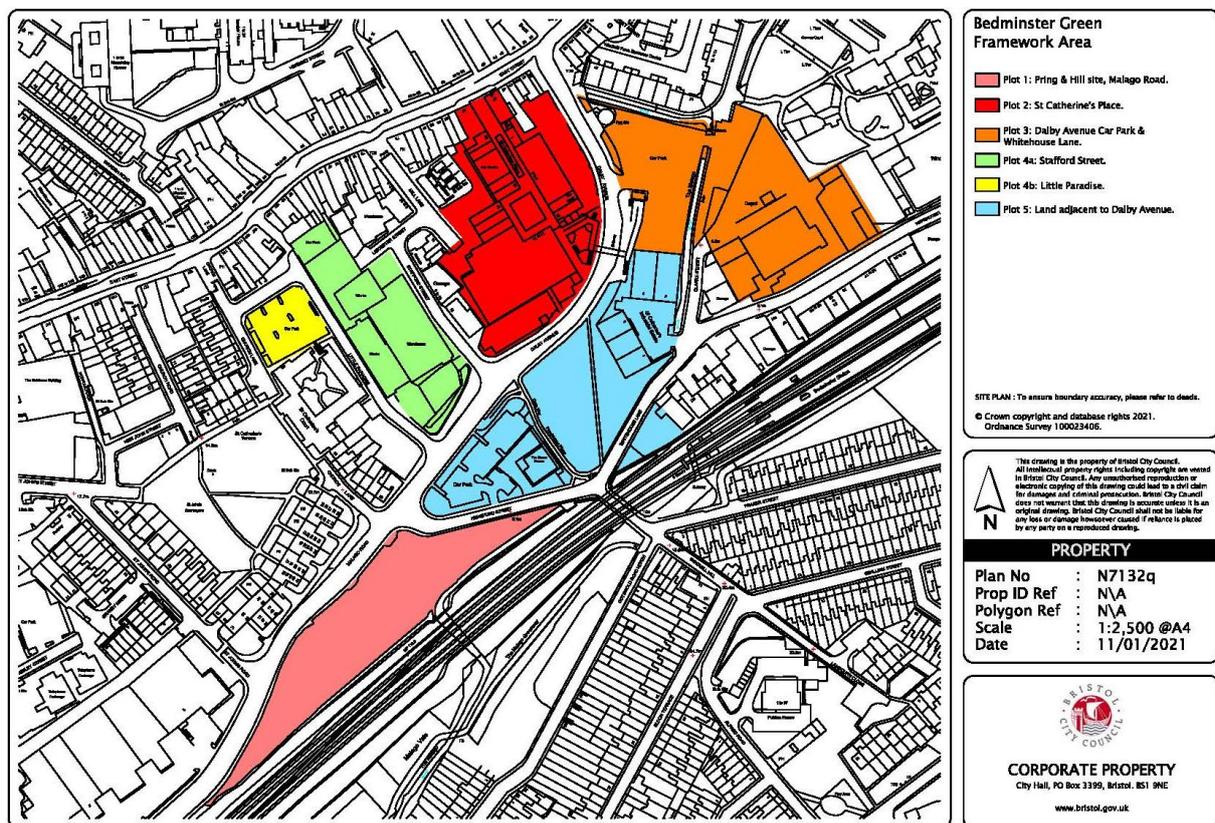


Figure 2. Bedminster Green Framework Area

The whole area is strategically placed to accommodate proposals for approximately 3,500 new inhabitants through forthcoming regeneration proposals. These are spread across five individual development plots. Proposed river restoration works and transport improvements will also coincide with a new District Heating Network (DHN), a new Multi Storey Car Park (MSCP), public realm improvements and other interdependent components.

The proposals follow the vision of the Malago Green Community Planning Brief and Bedminster Green Framework, which both outline aspirations to improve the river as it flows through the regeneration area and for improving public transport, connectivity, and safety. The emergence of the East Street vision and a masterplan to rejuvenate the high street, has placed further emphasis on pulling together disparate parts of the local area and creating a cohesive, complementary scheme.

River Restoration Proposals

The River Malago has been important to the communities that have lived and worked in Bedminster in the past. Like many urban rivers across the UK, the industrial legacy of the area has resulted in a river that is far from its natural condition.

The Malago Green Community Planning Brief and Bedminster Green Framework outline aspirations for improving the river as it flows through this area of the city as part of wider plans to regenerate the area. In order to make our proposals a reality, Bristol City Council (BCC) is working closely with developers on plans to:

- Open the river out in the existing Green by removing it from a culvert (pipe).
- Reduce some ground levels to create a submergible area in the event of flooding; this would reduce the flood risk to the surrounding area.
- Naturalise the watercourse by removing channel walls and replacing with a vegetated bank to enhance biodiversity and create new habitats.

At present, the river flows alongside the currently vacant land to the north of the railway line, west of Hereford Street (Bedminster Green Plot 1), before flowing into a pipe (a culvert) under Hereford Street and the existing Green (public green space by Whitehouse Lane) (Plot 5). The river emerges above ground alongside Clarke Street and flows along the boundary to Dalby Street Car Park (Plot 3) before entering another underground pipe beneath Dalby Avenue.

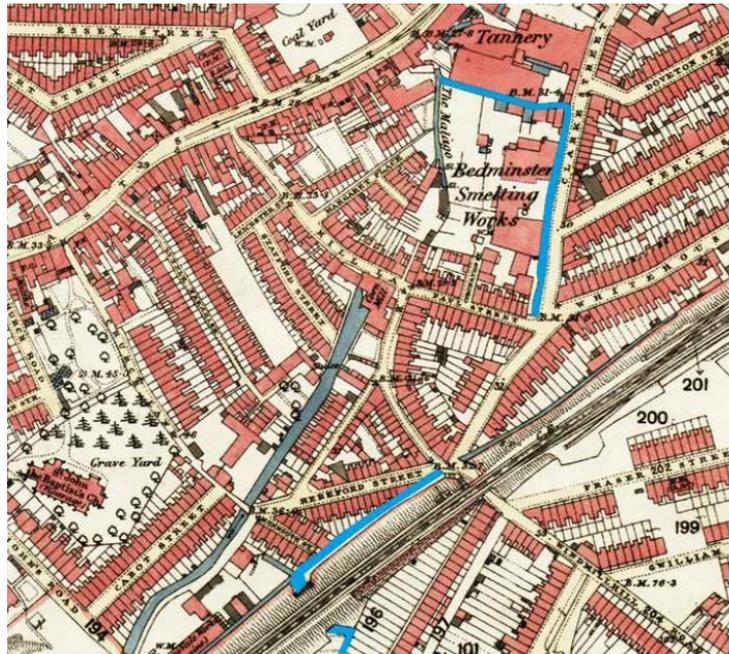


Figure 3. Map of the river's location in the 1880's; the highlighted brighter blue river sections remain today.

The open sections of river are characterised by straight masonry walls; some in a poor state of repair. The river is largely out of sight and of poor quality. There is also an old metal gate (a penstock) within the river, which has fallen into disrepair.

Objectives and Aims

Improvements to the environment of the River Malago and the nearby Green would provide a better place for the community to use and visit, improve biodiversity, benefit local wildlife and re-instate a better, healthier river.

- **Wellbeing** - Bedminster is a largely urbanised area, so enhancements to the natural environment would provide better green space where people can relax, exercise or socialise.
- **Wildlife** - The re-naturalisation of the river and increased flow speeds will improve the habitat for a range of fish and aquatic invertebrates and the increase in vegetation within the water and on the banks will provide new habitat for additional species. The removal of the culvert will contribute to wildlife being better able to move up the river.
- **Flood Risk** - This project aims to provide a comprehensive landscape scheme for the Green to create a multi-use area, as both a public space and an area to store excess water during times of flood. This will allow the local area to be more resilient to our changing climate.
- **Cultural/Historical** - The river is historically significant and a part of Bedminster's heritage, contributing to its industrial and cultural history. The opportunity to bring the river back above ground, through the Green and to replace some of the river walls with gently sloping riverbanks would help to bring the connection to the river back to the area. The river has important historic features, such as the river walls and a penstock; this project provides an opportunity to restore, enhance and preserve them.

Constraints

As with any project, there are several existing conditions or features that we cannot change or move and therefore must work around. Some of the key constraints include:

- **Existing roads** - Whilst the road network will be improved, their alignments are mostly staying where they are, which limits the scale of river improvements we can achieve.
- **Available space** – We want to retain as much of the Green and its existing trees as possible, which limits the space we have available to fit the improvements in, without the need for very steep banks or slopes.
- **Heritage** - The river works will ensure they respect the industrial history of the area by retaining and restoring some of the historic features like stone walls and the penstock.
- **Proposed developments** - We need to ensure the river and green fit in and complement the proposed developments, so we can create a great place for people and wildlife. We have been working with developers to produce proposed designs which enable this to happen.

Funding

The proposed transport improvements and river restoration works are being funded through the Community Infrastructure Levy (CIL); £6 million of funding has been agreed by cabinet on the 5th March 2019. Further funding has been approved by Cabinet on the 2nd November 2021 for £14.3 million to fund the proposed transport and river restoration works. The river restoration works will also be funded by Local Levy (secured). Other funding options are also being considered including Flood Defence Grant in Aid and Heritage Lottery Funding.

3. Consultation Objectives

The main aim of the engagement exercise and public consultation on the proposals was to generate feedback from a representative cross section of the local resident and business community, as well as visitors, on the latest designs for the river restoration works and transport improvements. This is with a view to informing the detailed designs.

The river restoration consultation sought to:

- **Present** the next iteration of proposals for the area and gain feedback from the public and stakeholders on design elements and overarching principles.
- **Highlight** key headline themes and to communicate the rationale behind design decisions to businesses and residents; with a view to obtaining feedback on the detail. This will help with informing next steps detailed design changes.
- **Seek** advice and expertise on subject matters based on conversations with stakeholders. This is a useful exercise to help fill knowledge gaps, including the benefits and detrimental components of the proposals on residents and businesses.

The core, overarching messages for the proposals were as follows:

- The public consultation was to be focused on proposed transport improvements and river restoration works and that separate engagements/consultations will be taking place regarding proposals for individual development plots through the planning application process. Further contact will also be made in due course on proposals for parking management in and around Windmill Hill.
- The Bedminster framework, which was developed in 2015 to help steer the vision for the area, was used as the basis for the proposals and BCC have attempted to closely follow the design principles.

Engagement Tools

The consultation was more digitally focussed (due to lockdown measures in place), which aimed to clearly set the scene for the proposals and communicate the designs and benefits of the transport improvements and river restoration works. A survey, as in many cases, was decided upon as the most familiar and rewarding method for collating the views of the community. This would be supported by other engagement methods.

The survey featured on the main page of the Bedminster Green Transport Improvements and River Restoration page of the Bristol Citizen Space site. A short amount of text was included on the webpage to focus efforts on clicking the link through to the survey. Several hard copy surveys were also printed and distributed on a request basis for those unable to access the online survey. This included a freepost envelope and a copy of the consultation material. The online survey ran from the 21 January to the 4 March 2021 with additional time granted for receiving back hard copy surveys (16 March).



Figure 4. Consultation Brochure and Content

With face to face consultations being suspended, this limited the chance to undertake personal roadshows and organised walkabouts with residents, businesses, and visitors. A roadshow would have provided the public with the opportunity to speak face to face with the project team to ask questions and receive information directly on the proposals whilst organised walkabouts, typically booked in advance, and would have provided further opportunity to raise questions and queries whilst moving through different parts of the regeneration area.

Due to the circumstances, the team developed an approach to build awareness amongst the local community by:

- Posting surveys to local properties (upon request) to raise awareness of the proposals.
- 5500 postcards were sent out to people within a 10-minute walk of Bedminster Green to make them aware of the consultation.
- Offering virtual briefings and personal email and phone call-backs to interested parties.
- Launching survey promotion via organic and paid for social media advertising on Facebook and Instagram.
- Requesting awareness building to be cascaded through key stakeholder contacts.
- A press release and media interviews about the consultation and proposals.

A particular effective technique involved the Transport Engagement team forwarding questions and queries from interested members of the public to the project team for follow up conversations. The public could get in touch directly if they had a comment or required a survey in a different format (including the option of translation into twelve other languages) by reaching out to the Transport Engagement team on transport.engagement@bristol.gov.uk or calling 0117 9036449. Alternatively, people could write to:

Bedminster Green, Transport Engagement Team, PO BOX 3399, 100 Temple Street, Bristol. BS1 9NE.

Advertisement One



Figure 5. Social Media (Facebook) Post (Advertisement One)

This was targeted at those that lived within a 1km radius of the Bedminster Green development plots to build awareness amongst those most likely to benefit from the proposals. This achieved

- 2,090 link clicks (those selecting to view the materials)
- 24,328 reach (the number of individual people who saw the advertisement)
- 71,438 impressions (the number of times the advertisement was shown/displayed)

The click feedback illustrated that 18-24s were underrepresented in the consultation, but that the spread of clicks across other age groups (male & women) was consistent across the board. More men tended to engage across all the younger age categories whilst more women were engaged across the 55-64 and 65+ groups. Overall, men represented 50% of clicks (1,049) with women making up 48% (1,006).

Advertisement Two

This was targeted at those who lived slightly further afield but within a relevant catchment area of Bedminster Green, extending further into Bedminster. This achieved:

- 743 link clicks (those selecting to view the materials)
- 14,894 reach (the number of people who saw the advertisement)
- 44,250 impressions (the number of times the advertisement was shown/displayed)

The demographic distribution of clicks was relatively even although 18-24s were slightly underrepresented. The 25-35 age group responded most to the advertisement with around 200 clicks. Men represented 46% of clicks (345) per click with women making up 53% (391).

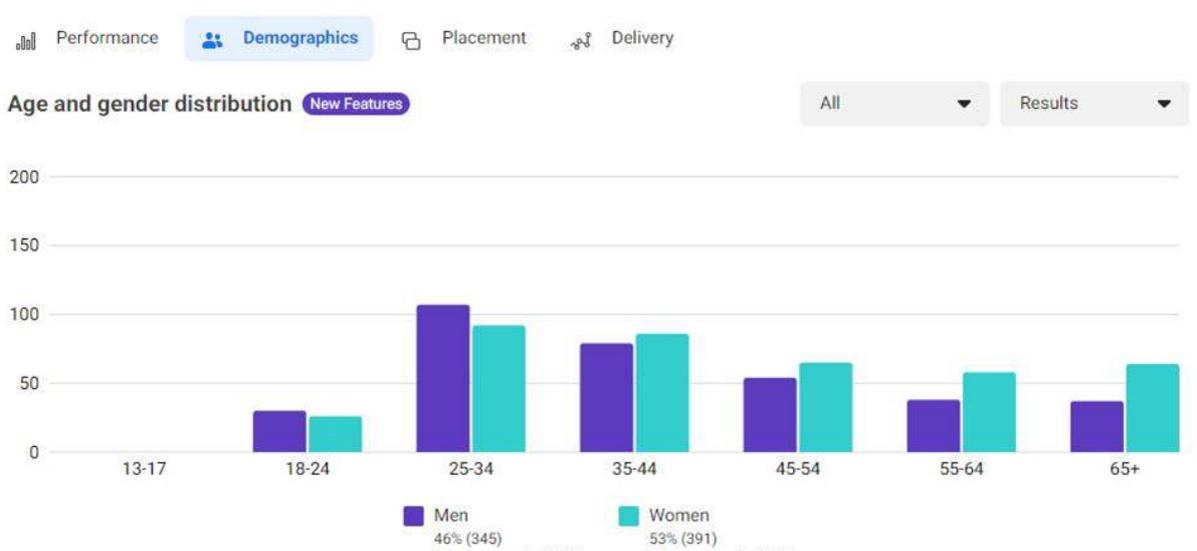


Figure 6. Social Media (Facebook) Post (Advertisement Two)

Newspaper Articles

The council published a press release to promote the consultation and the main proposals in the scheme. This was reported on Bristol Live on 22 January (<https://www.bristolpost.co.uk/news/bristol-news/river-hidden-underground-bristol-could-4917153>), helping to raise the profile of the consultation. It was also reported in the South Bristol Voice, a print publication delivered free of charge to homes in South Bristol.

Survey Content

A survey was produced for circulation and distributed to all audiences. This simplified the consultation process as one survey capturing the views of residents, businesses, and visitors (including those who work in the area). The survey format separated the information and questions on the river restoration and the transport improvements for ease of reading. Cross reference was repeatedly made to the partnership work with developers of the five plots of land.

Emphasis was also placed on developing visuals and imagery to help illustrate the aspirations of the proposals and ‘greening’ of the area. It was stressed that feedback on the individual development plots could be submitted through the Planning Application portal. A fly through video was also created for visualising the river restoration proposal to capture the imagination of the reader.

The survey format for the river restoration consultation was as follows:

- Setting out the historic context of the River Malago, the vision proposed through the planning framework and three headline design elements; including naturalising the watercourse, un-culverting the river channel and creating a submergible area to mitigate flood risk in the surrounding area.
- This was followed by defined sections to enable people to view:
 - The River Today
 - Benefits of Green Space and River Improvements
 - Community Engagement
 - Constraints Considered
- The last section moved onto the proposed design, which featured CGI imagery, fly through video and legible map graphics with sections on:
 - Overview map for proposed changes
 - Why is the river proposed to be smaller than it is currently
 - Funding
 - What happens next?
- The proposed design was then clearly broken down into the individual features before respondents were then given the opportunity to answer questions on:
 - Preferred design option (from two choices) for the amphitheatre to help determine which one would be taken through to next step detailed design. This would be a key takeaway from the consultation.
 - The level of agreement with proposed features and restoration works on the local green and historic environments and its contribution to the area. This would help to inform future communications about the proposals.
- About You
 - This section sought to gather baseline data on respondents completing the survey. All these questions were optional with reference made to BCC General Data Protection Act (GDPR) for ensuring the information provided would be used solely for the purpose of equalities monitoring. Respondents could also access our Privacy Policy. Responses to questions could be later filtered:
 - Relationship to Bedminster Green (i.e. visitor, resident etc.)
 - Travel dynamics within Bedminster Green
 - Information of Protected Characteristics (i.e age, sexuality, disability etc)

4. Survey Results

A total of **393 completed responses** to the survey have been captured over the consultation period. This comprised of:

- 388 online responses
- 5 hard copy responses

Figure 7 below shows the distribution of responses to the survey on a map. The map shows the overwhelming number of responses were close to the project area either side of the A38 and near Whitehouse Lane, with many responses coming from within the Windmill Hill area of the city. The survey collected postcodes only, so the dot sizes show the number of responses per postcode.

The following pages attempt to apply a commentary to the analysis of the survey feedback for each question under the river restoration proposals sections. The analysis is not exhaustive and aims to capture the key themes and most relevant feedback that can be used to inform next steps for detailed design and lessons learnt for the engagement/consultation process to aid future efforts. Data presented in the graphs below, shows the results for each question based on respondents who answered the question (respondents who did not answer the question have been excluded from the analysis).

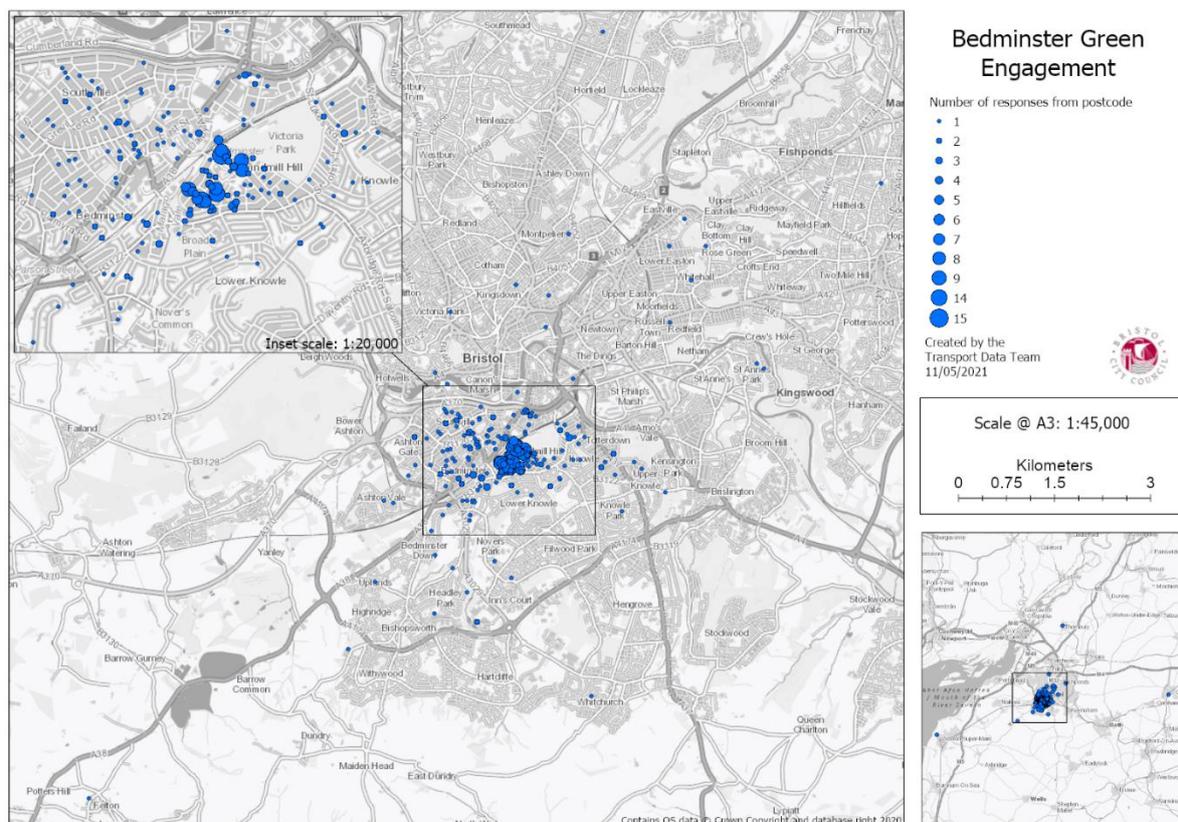


Figure 7. Map showing number of responses per postcode

River Restoration Survey Results: Quantitative Feedback

Proposed Green Design Options

No preference in the proposed design option for the Green was held by the majority of respondents (38%). However, for respondents who did have a preference, the majority preferred design option 1 (straight sloped path down to the rivers edge in the green) (36%), as opposed to only 26% preferring design option 2 (zig zag path along the ampitheature levels down to the rivers edge in the green).

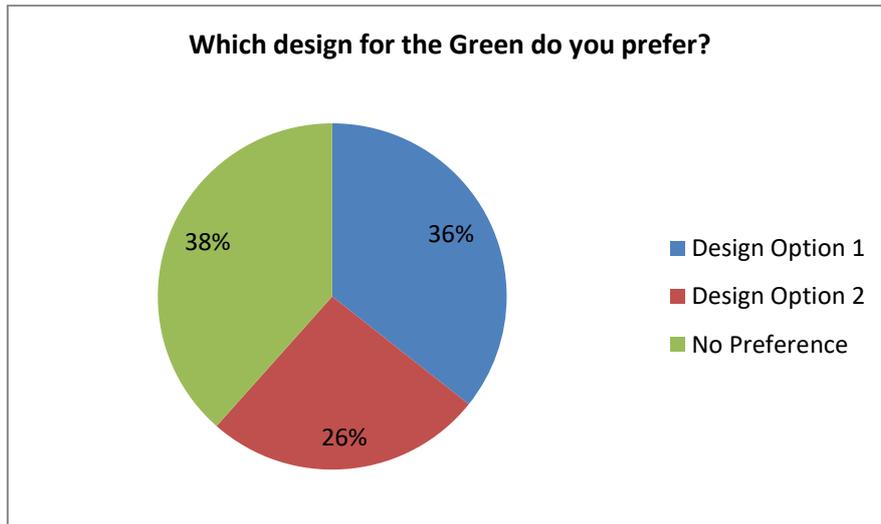


Figure 8. Survey results showing respondent preference for proposed design options in the Green.

Accessibility of Proposed Design Options

The majority of respondents felt that design option 1 would be the most accessible design option for all, with 51% of respondents choosing this option as opposed to 31% supporting design option 2 as most accessible design option for all. There were 18% of respondents who felt that neither design of the two options proposed would make the space accessible for all.

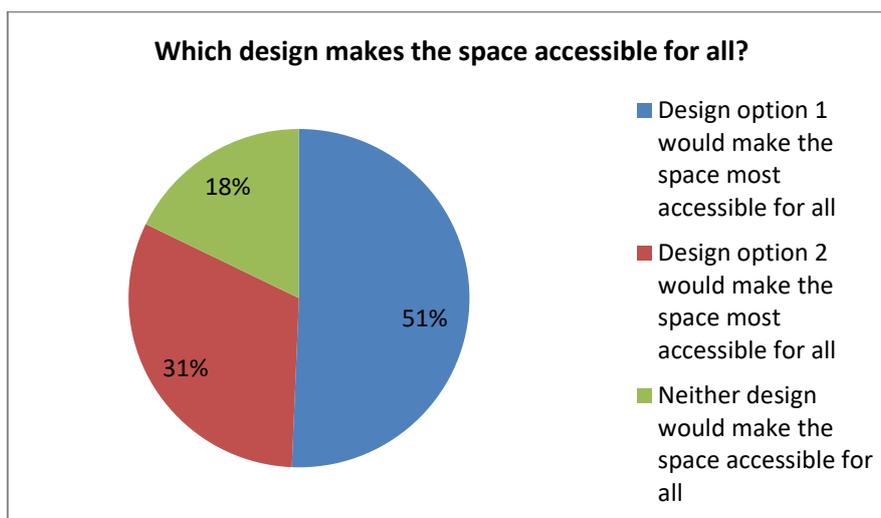


Figure 9. Survey results showing respondent opinions on accessibility of each proposed design option.

Amenities within the Green and Natural Surveillance

The majority of respondents either agreed or strongly agreed (56%) with improving the amenities within the Green and retaining the views from existing roads. 13% of respondents disagreed or strongly disagreed with improving the amenities and retaining views from existing roads (13%), whilst 31% of respondents had no preference on amenities in the Green and surveillance.

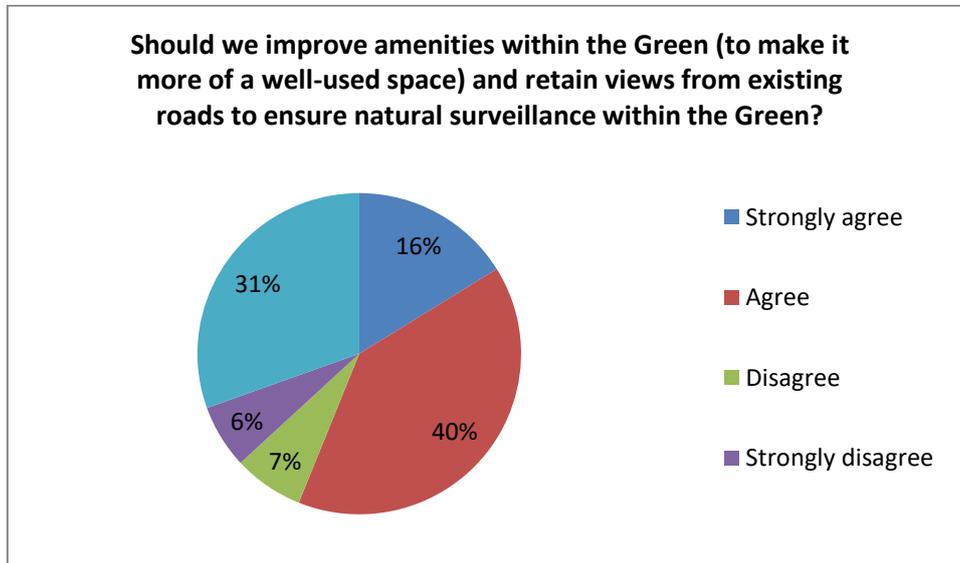


Figure 10. Survey results showing respondent opinions on proposals to improve amenities in the Green and retaining views and natural surveillance in the Green.

Amphitheatre Seating

Respondents largely supported the proposal to provide amphitheatre type seating leading down towards the river, with (78%) of respondents either agreeing or strongly agreeing to the proposal. 13% of respondents had no preference and therefore neither agreed nor disagreed to the proposal. 9% of respondents either disagreed or strongly disagreed with providing amphitheatre seating.

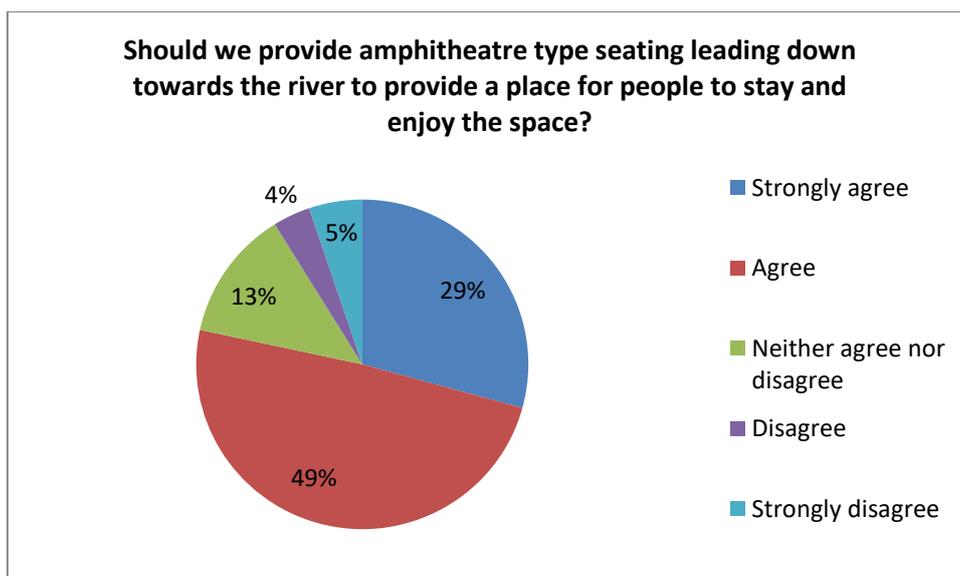


Figure 11. Survey results showing respondent opinion on proposals to provide amphitheatre seating in the Green.

Tree Removal/Opening up the River

The majority of respondents agreed to removing some trees to allow for opening up the river in the Green (37%), with a further 9% strongly agreeing to this. A total of 46% of respondents were supportive of removing trees within the green to allow for the river to be brought back above ground. A slightly smaller percentage of respondents either disagree or strongly disagree with removing trees (31%). Nearly a quarter (23%) of respondents had no preference.

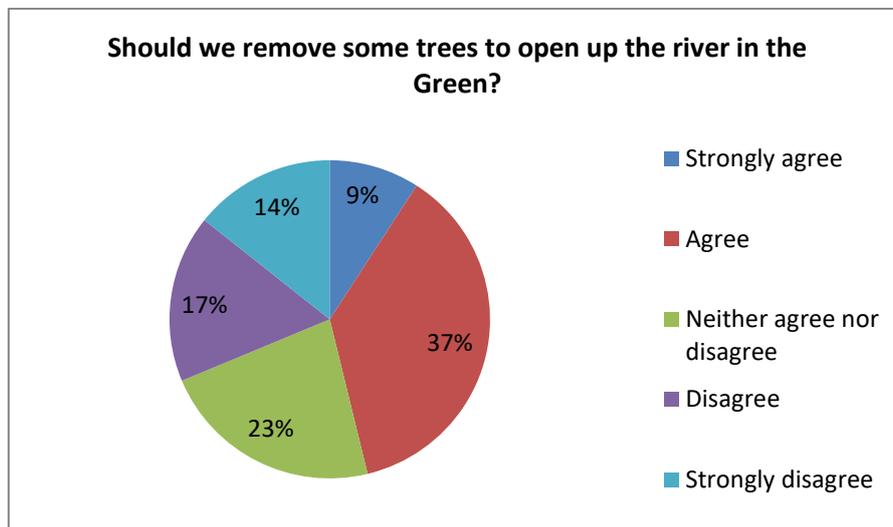


Figure 12. Survey results showing respondent views on removing trees for the river to be opened up within the Green.

Access within the Green

There was strong support for the proposal to provide both a stepped pathway and a sloped ramp from the Green down to the edge of the river, with 81% of respondents either agreeing or strongly agreeing to the proposal. 7% of respondents did not support the inclusion of a stepped pathway and a sloped ramp by either disagreeing or strongly disagreeing. 12% of respondents had no preference.

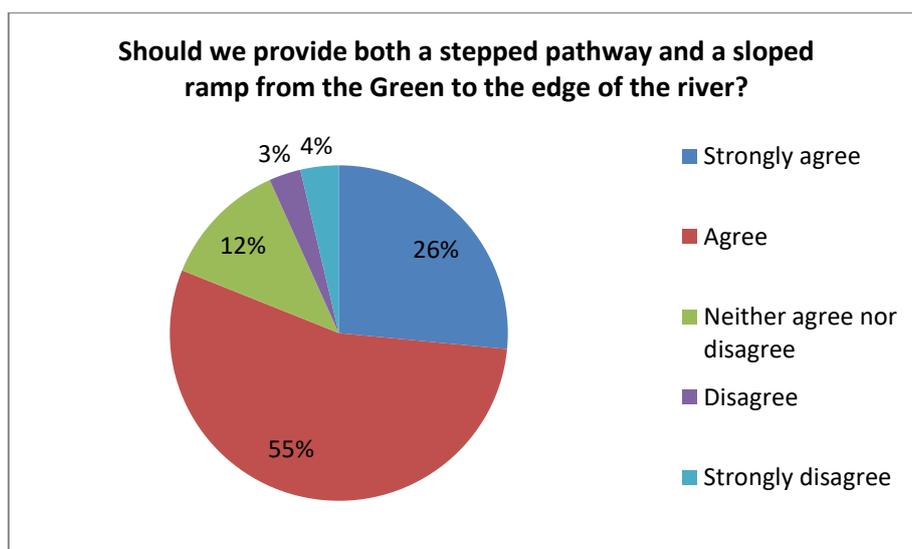


Figure 13. Survey results showing respondent opinions on including both a stepped pathway and a sloped ramp down to the river's edge in the Green.

Proposals for the River Restoration in Plot 1

The majority of respondents either agreed or strongly agreed with the proposed improvement to the river in Plot 1 (70%). 12% of respondents either disagreed or strongly disagreed with the river's improvements proposed for Plot 1. 18% of respondents neither agreed nor disagreed to the river restoration proposals for Plot 1.

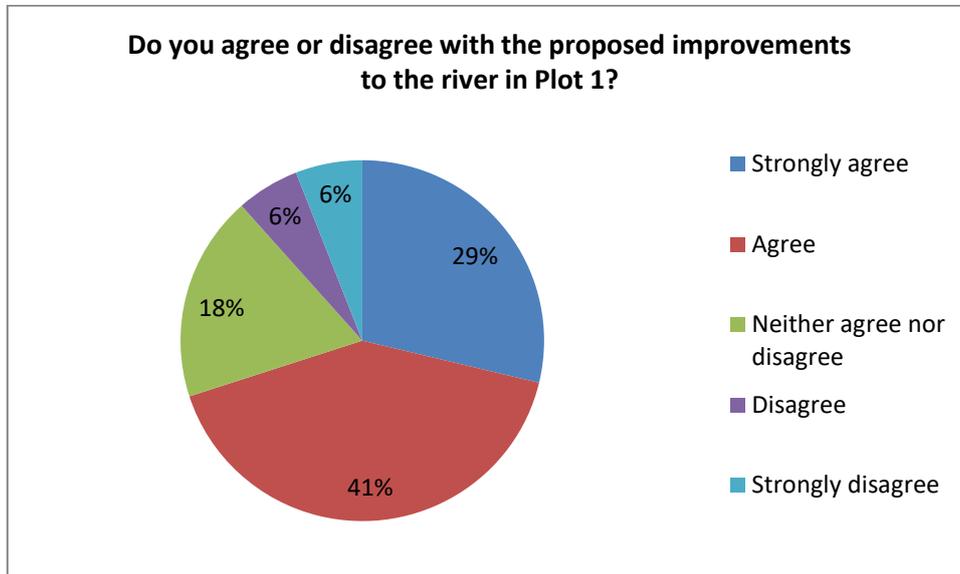


Figure 14. Survey results showing respondent opinions for the proposed improvements to the river in Plot 1.

Proposals for the River Restoration in Plot 3

There was strong support for the river improvements within Plot 3, with 79% of respondents either agreeing or strongly agreeing with the improvements proposed. 14% of respondents neither agreed nor disagreed with the proposals. 7% of respondents either disagreed or strongly disagreed to proposals as part of the river restoration within Plot 3.

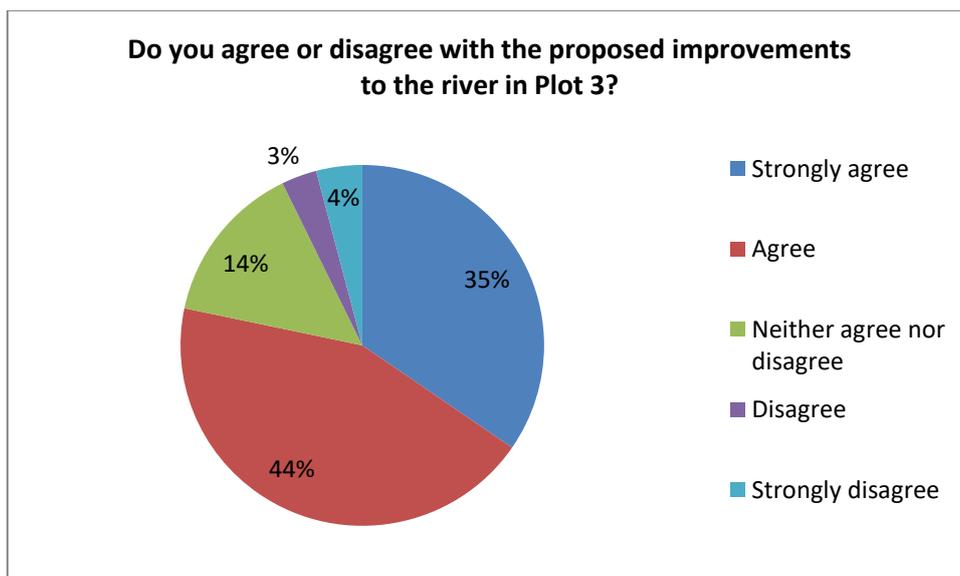


Figure 15. Survey results showing respondent opinions for the proposed improvements to the river in Plot 1.

Proposals for the Penstock Restoration

There was strong support for the proposed improvements to the penstock, with 78% of respondents either agreeing or strongly agreeing to the proposal. A small percentage of respondents did not support the improvements (6%), by either disagreeing or strongly disagreeing to the proposals. 16% of respondents did not agree or disagree to the proposed improvements to the penstock.

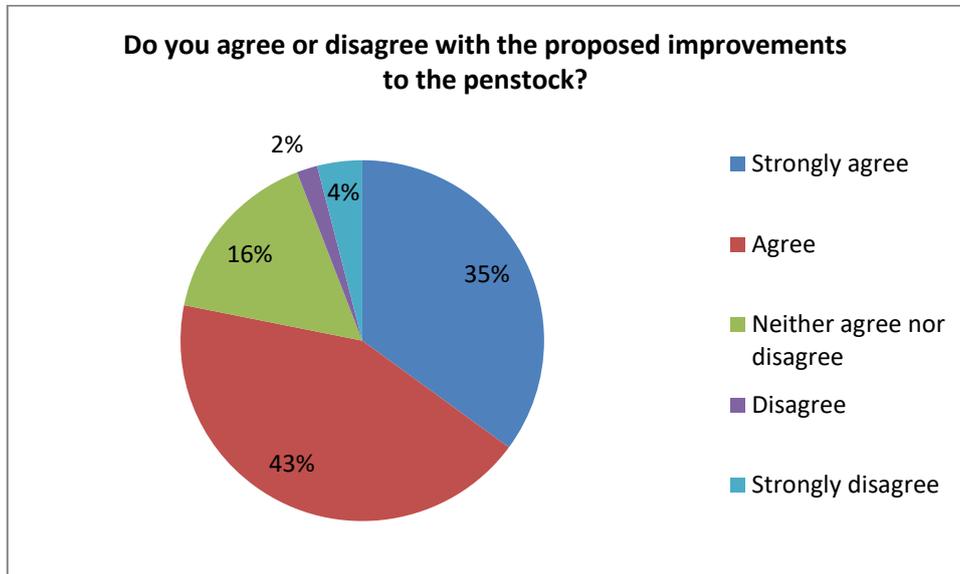


Figure 16. Survey results showing respondent opinions to the proposed penstock restoration.

Overall River Restoration Proposals

A large majority of respondents supported the overall plans for the river restoration with 86% of respondents either agreeing or strongly agreeing to proposals. 6% of respondents either disagree or strongly disagree with the overall proposals and 8% of respondents neither agree or disagree with the proposals.

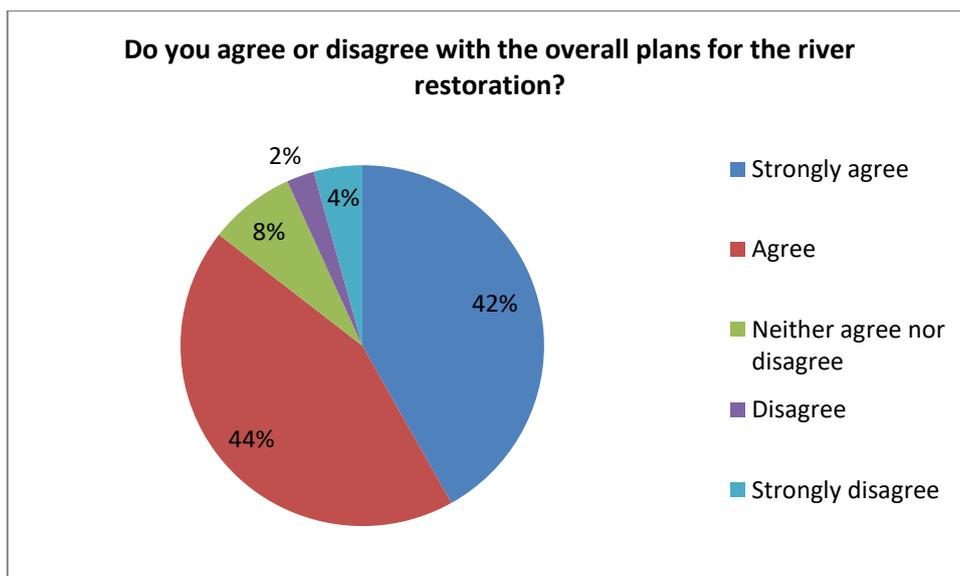


Figure 17. Survey results showing respondent opinions to the overall river restoration proposals.

Open the River up in the Green/Remove Channel Walls

The proposal to open up the river in the Green and remove channel walls in Plots 1 and 3 was supported by the majority, with 46% of respondents agreeing to the proposal and 42% of respondents strongly agreeing to the proposal. 8% of respondents neither agreed nor disagreed to the proposal. No respondents disagreed with the proposal, however 4% did strongly disagree.

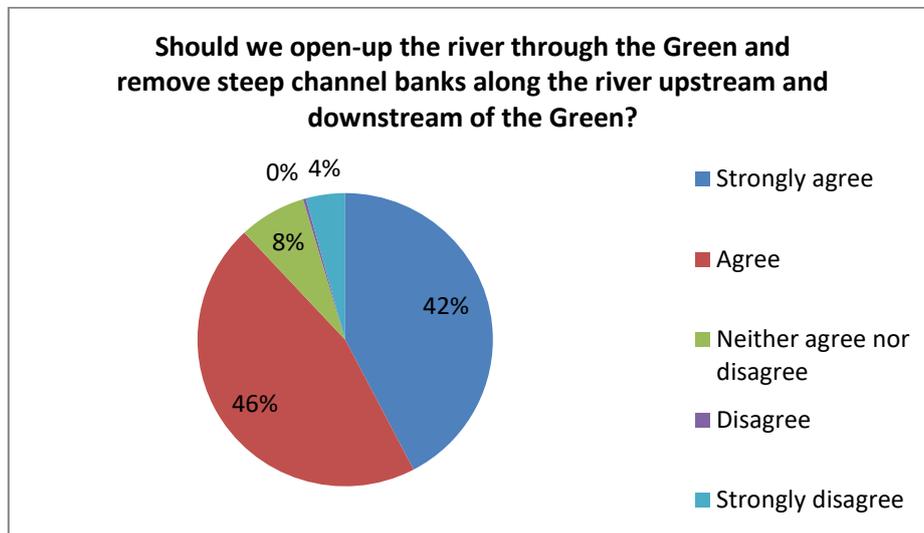


Figure 18. Survey results showing respondent opinions on opening the river up in the Green and removing channel walls in Plots 1 and 3.

Proposed Vegetated Banks and Railings

Respondents supported the proposal for vegetated banks within the Green and railings on the edge of banks in the development plots, with 84% of respondents either agreeing or strongly agreeing with the proposals. Only 7% of respondents were opposed to the proposals, either disagreeing or strongly disagreeing with including vegetated banks in the Green and railings along the banks in development plots. 9% of respondents neither agreed, nor disagreed to the proposal.

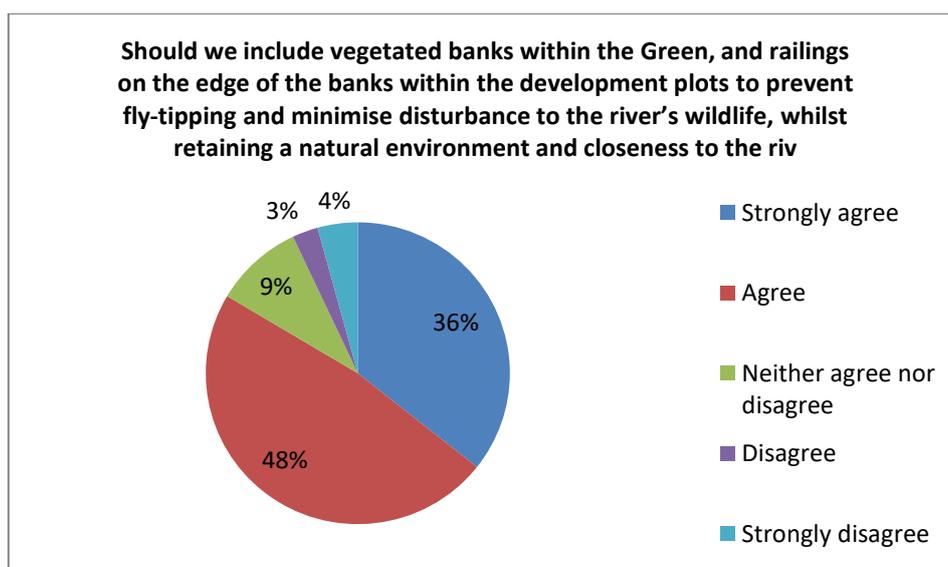


Figure 19. Survey results showing respondent opinions on proposed vegetated banks and railings along the river's edge.

Lighting Proposals

The inclusion of unlit areas along the river channel to benefit nocturnal wildlife was supported by the majority of respondents, with 74% of respondents either agreeing or strongly agreeing to unlit areas. 14% of respondents do not agree with the proposed unlit areas, either disagreeing or strongly disagreeing to them. 12% of respondents had no preference for or against including unlit areas.

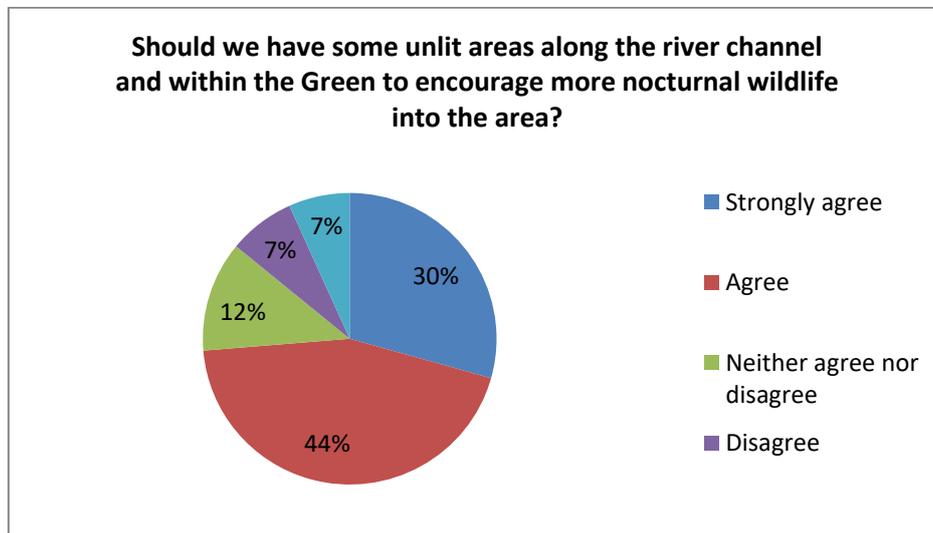


Figure 20. Survey results showing respondent opinions on unlit areas for the purpose of encouraging nocturnal wildlife.

Tree Removal/Opening up the River/Biodiversity

The majority of respondents (42%) agreed to removing trees to allow the river to be opened up and allow for improved biodiversity in the area. The second most common response was that respondents strongly agreed to removing trees, given the proposed benefits. The third most held view was that respondents did not agree, nor disagree with the removal of trees (14%). The least most held view was strongly disagreeing with proposals to remove trees (5%). Only 13% of respondents were opposed to tree removal.

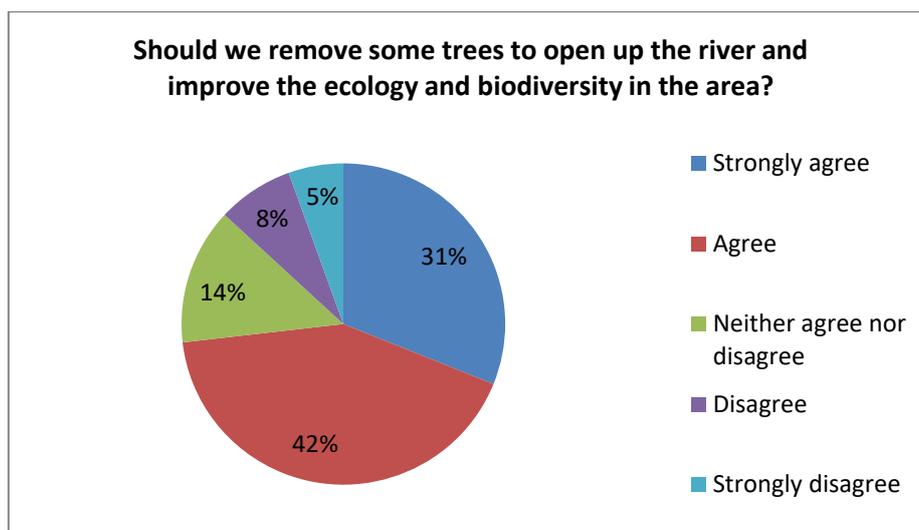


Figure 21. Survey results showing respondents views on tree removal to allow for the river to be opened up within the Green and ecology benefits.

Proposals Impact on Walking and Connection with Nature

79% of respondents thought that the proposed improvements to the river would increase the time people spend walking locally and connecting with nature. 13% of respondents did not agree or disagree with how the proposals would impact walking and people’s connection with nature. 8% of respondents either disagreed or strongly disagreed that the river restoration proposals would improve the time people spend walking locally and connecting with nature.

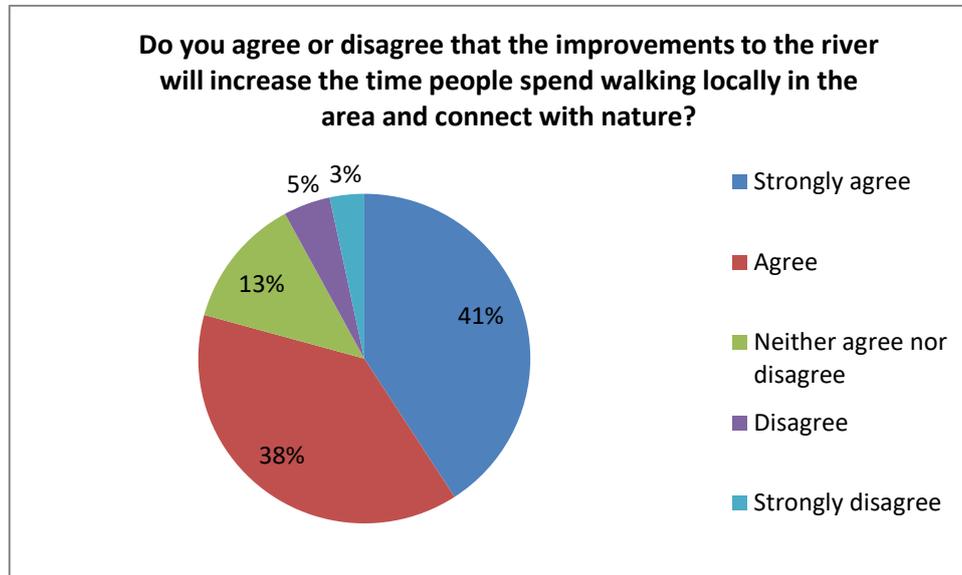


Figure 22. Survey results from respondents showing opinions on how river restoration proposals will impact local walking and connection with nature.

Qualitative Feedback: River Restoration Proposals

Reasoning for Supporting Design Option 1

After respondents gave their opinion to the question 'Which design option of the Green do you prefer?' (results shown above in Figure 8), they were asked 'If applicable, please explain why you've chosen the design you have chosen'.

In total 116 respondents selected design option 1 as their preferred option (straight path down to the rivers edge in the Green) and of these respondents 68 provided free text reasoning for choosing design option 1. The comments received were downloaded and grouped into key themes as shown in Figure 23.

From the respondents who preferred design option 1, the path design being the most spacious, direct and following a key desire line was the main reasoning respondents gave for supporting the design (27 respondents mentioned this in their free text answer). The second most common answer (from 21 respondents) was that design option 1 has the best accessibility for all users. The third most common response was that design option 1 will not cause over crowding of the amphitheatre (due to the sloped path being located alongside the river, rather than zigzagged within the amphitheatre steps).

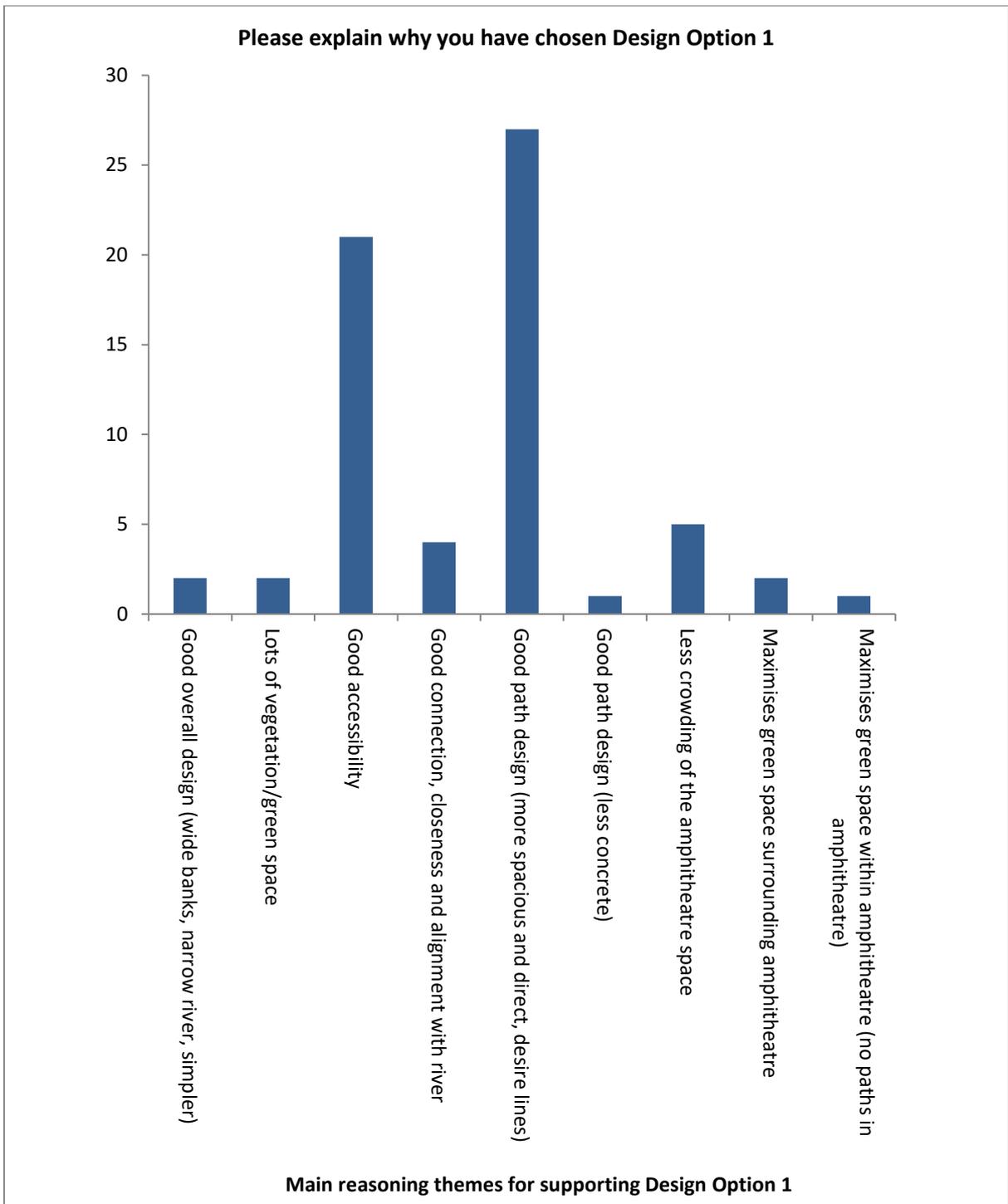


Figure 23. Survey results showing key themes for supporting Design Option 1.

Reasoning for Supporting Design Option 2

After respondents gave their opinion to the question 'Which design option of the Green do you prefer?' (results shown above in Figure 8), they were asked 'If applicable, please explain why you've chosen the design you have chosen'.

In total 84 respondents selected design option 2 as their preferred option (zigzagged path down to the rivers edge in the Green) and of these respondents 43 provided free text reasoning for choosing design option 2. The comments received were downloaded and grouped into key themes as shown in Figure 234.

The most common reasoning (given by 24 respondents) for preferring design option 2 was that it leaves more green space as it is suggested that it is a neater design and therefore reduces the amount of green space lost. The second most common reasoning was that it follows a key desire line (specifically from East Street). Good accessibility, more aesthetically pleasing and a more resilient design, were further reasons given to support design option 2 being the most preferred option.

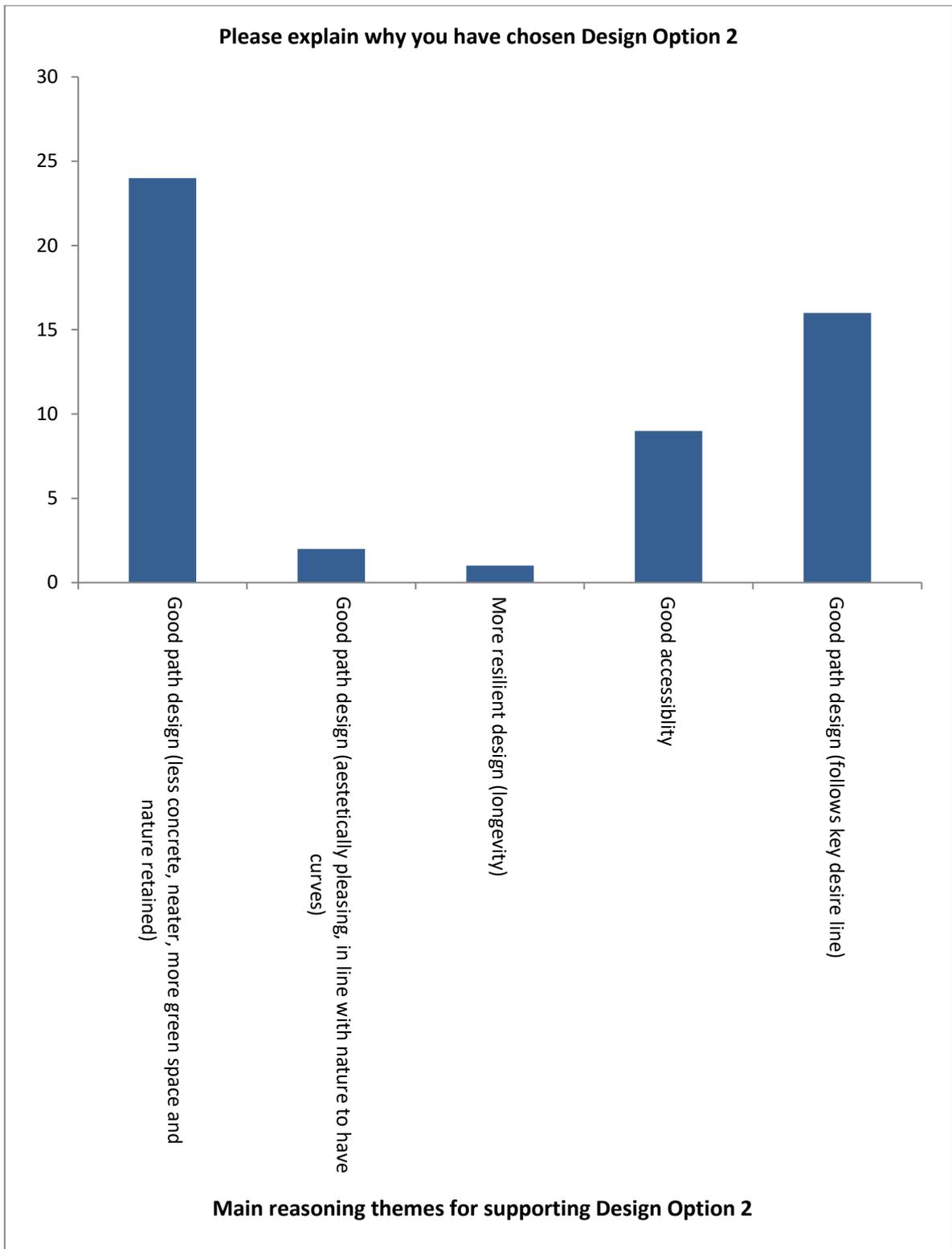


Figure 24. Survey results showing key themes for supporting Design Option 2.

Overall Views on River Restoration Proposals

The survey asked for respondents to provide free text feedback on the overall river restoration proposals; from the respondents who completed the survey, 181 provided free text responses.

The comments received were downloaded and the key subject matters extracted into the table below.

- **Positive:** References that commended the proposal and specific scheme elements
- **Negative:** Criticisms that were recorded relating to specific scheme elements
- **Design Advice:** Suggestions for improvements to the proposals that have been suggested/raised.

It is important to caveat that responses can be skewed and not necessarily representative of a consensus, but do highlight interest in particular proposal features. Several succinct points have been provided to summarise the responses received under each subject matter.

Frequency	River Restoration Proposals Key Design Elements	Positive / Supported	Negative / Unsupportive	Design Advice
78	Overall River Restoration Scheme	69	8	1
	Overall comments on the scheme as a whole suggested that respondents thought the works would be beneficial for the area for biodiversity, flood risk, and the overall regeneration of the area. Overall respondents thought it would be an improvement to the current river environment. Comments which were classified as negative and therefore did not support the proposals were mainly due to feelings that because the area currently suffers with high levels of antisocial behaviour and flytipping, that proposed river restoration works will quickly be spoilt if not maintained appropriately. Also respondents felt that as the river restoration works were adjacent to the proposed developments (which was perceived to bring negative effects to the area), that even if the river restoration brings benefits for the area, they will be negated by the negatives of the impacts of the surrounding proposed developments.			
1	Penstock	1	0	0
	There was support for the proposals to restore the penstock and other heritage features as part of the scheme.			
15	Channel & Walls	0	6	9
	Negative comments were given with regards to the proposed wall in Plot 1; given its length and height it can be imposing given the size of the river in relation. Respondents also suggested that the engineered smaller channel is not natural and that they would prefer a more natural bank with a channel with both more water and wider flow than proposed.			
10	Amphitheatre	1	5	4
	The amphitheatre was considered to be an area that would be useful for outdoor performances and other community events. Design suggestions for improvements were that the provision of mains provision and WiFi would support community events in this location. Some concern was expressed for providing a space for members of the public to dwell, which may encourage antisocial behaviour which is already considered to be an issue in the area.			
65	Ecology and Nature (Trees, Wildlife, Biodiversity, Open Space)	32	13	20
	Those who supported current proposals with regards to ecology and nature, recognised that some tree loss would be needed to make room to bring the river back above ground in the Green. They recognised that although there would be some tree			

	<p>loss, there would be ecology and biodiversity benefits created by the restoration of the river. Support was also given to the approach to bring people closer to the river, whilst still preventing them access into the river itself; this approach was considered beneficial for wildlife and creating spaces for nature to thrive.</p> <p>Concerns were raised with the tree loss, specifically the mature trees, required to make room for the river restoration works to be undertaken.</p> <p>Tree replacement was considered to be essential, if tree removal is necessary and it was suggested that this should be done on site, or as close as possible.</p> <p>It was suggested by a range of respondents that the current crocuses in the Green should be retained or replanted, as the Green is known for having a good display in the Spring.</p>			
2	Seating	0	1	1
	The choice of seating material in the proposals (concrete and plastic) was not considered to be aesthetically pleasing.			
29	Lighting and CCTV	2	10	17
	Support was given to limiting light within the area, specifically in and immediately next to the river to benefit nocturnal species. However concern was given to the safety of the area at night and therefore respondents suggested that there was a need to ensure that the area (or at least the paths) are lit and CCTV is used.			
24	Channel Access Arrangements	5	11	8
	<p>Respondents who supported the proposals to prevent access to the channel, did so as they recognised the environmental and ecological benefits this would have on the channel.</p> <p>Respondents who were unsupportive of current proposals to have no in-channel access suggested that although railings/vegetation may physically stop people entering the channel to flytip, they may actually cause an increase in flytipping. It was suggested that access allows people to take ownership over the area and make them less likely to litter and flytip. Respondents also felt that in-channel access would be beneficial for features such as stepping stones and interactive water play for children, which would encourage the public to interact and reconnect with the river and appreciate the ecological benefits it contributes to the area.</p>			
27	Litter, Flytipping and Water Quality	6	9	12
	<p>There was support that the current proposals would reduce litter and fly tipping in the area, through reconnecting people with the river and creating a place of value to which the community will want to take ownership and keep tidy.</p> <p>Responses that weren't supportive of the proposals with regards to litter and flytipping, suggested that given the current issues in the area they were not supportive of spending money to create further areas which are likely to create spaces to encourage dwelling in the area and subsequent littering/fly tipping.</p> <p>Suggestions to reduce the impact of littering and fly tipping included the introduction of bins to the proposals, a regular maintenance and clearance programme to remove rubbish within the channel and the Green and signage warning of the implications of flytipping.</p>			
12	Anti-Social Behaviour (Graffiti, Drinking)	2	8	2
	Concerns were raised on the current levels of anti-social behaviour in the area and how these proposals will impact levels. Respondents identified antisocial behaviour as a key issue that the proposals need to address in order for the area to benefit, however many also identified that changing the area physically can only go so far into			

	changing the demographic of people that make use of the space and ensuring that they are not undertaking antisocial/criminal behaviour.			
2	Desire Lines	0	1	1
	There was a suggestion that lines should be considered further to avoid erosion problems across the green and into the amphitheatre space.			
1	Information Provision/Heritage	0	0	1
	It was suggested that proposals could benefit from the inclusion of information boards advising on the history of the Malago and the ecological benefits it provides.			
2	Public Art	0	0	2
	It was suggested that the proposals could benefit from art and statement installations to make the place more interesting and of a destination in its own right to visit.			
1	Play/Gym Equipment	0	0	1
	It was suggested that both gym and play equipment would encourage members of the public to use the green space.			
3	Cycle Provision	0	0	3
	Repondents suggested that any paths should be designed to ensure that cyclists are safe and do not endanger pedestrians.			
7	Flood Risk	7	0	0
	There was appreciation that the scheme would provide flood risk benefits and this was considered to be important given the increased risk posed with climate change.			
27	Maintenance	0	1	26
	Suggestions were given that the proposed works will need to be appropriately maintained in the long term and consideration should be given to regular channel clearances (flytipping) and street cleaning; it was considered that the current flytipping and rubbish issues in the area will not improve despite the physical improvements to the area.			
35	Surrounding Developments	2	25	8
	Support was given to the scheme as it was seen to complement the surrounding developments and the wider regeneration of the area.			
	There were concerns over the interrelation of the river restoration proposals with the surrounding proposed developments, specifically with regards to the development's impact on shading, layout, nature, air quality, flooding and the construction length.			

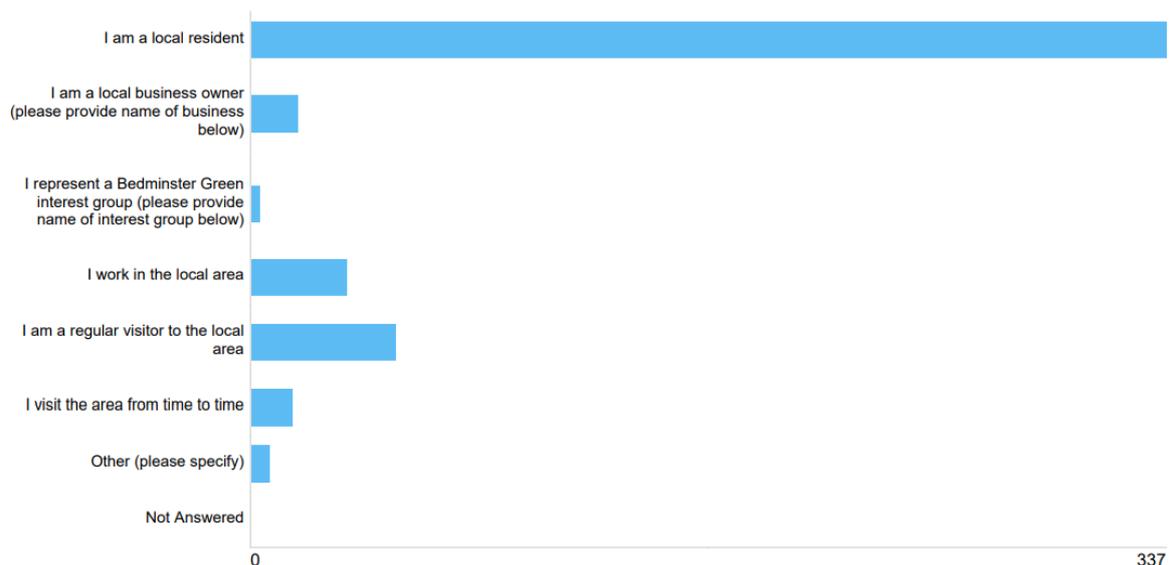
About You

These are the baseline, standalone results to help capture the representation of communities and people who answered the online survey.

Relationship with Bedminster Green Area (Multiple Choices)

Most respondents reported living in the local area (86% - 337) with the next largest group being those visiting the area regularly (13.6% - 53). Only a small fraction, 3 in total (0.7%) were acting as a representative of a local interest group and 4.3% (17) being a business owner. This suggests that results from the survey generally are reflective of local views. The slight underrepresentation of businesses would have been addressed through direct feedback via the business engagement exercise and virtual briefings.

Which of the following best describes you? (tick all that apply)



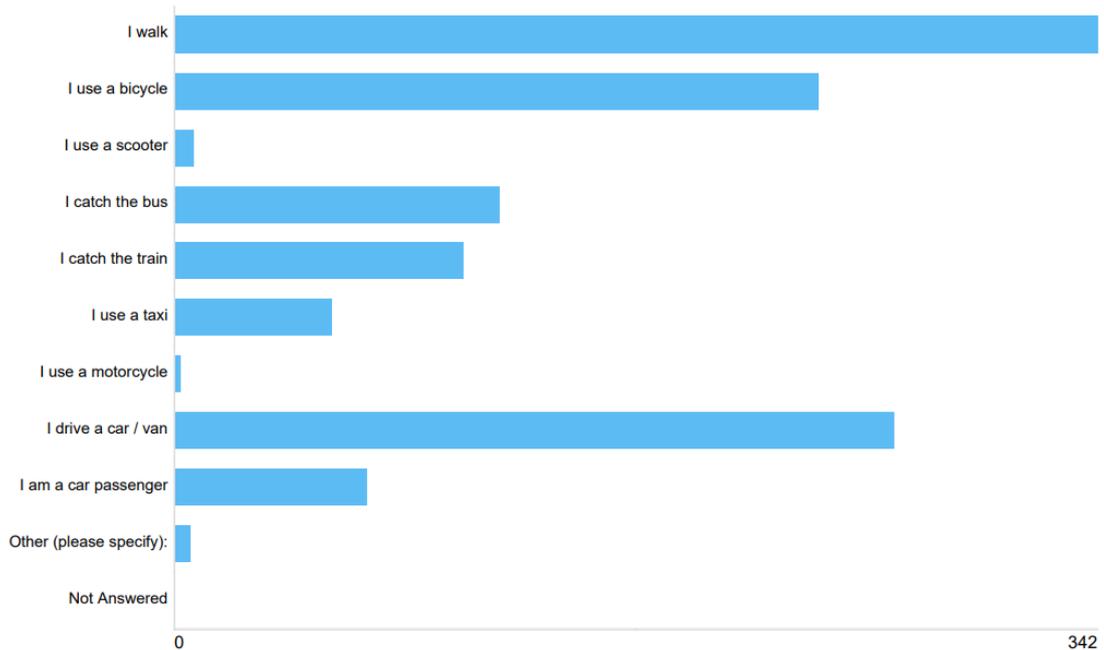
Option	Total	Percent
I am a local resident	337	86.86%
I am a local business owner (please provide name of business below)	17	4.38%
I represent a Bedminster Green interest group (please provide name of interest group below)	3	0.77%
I work in the local area	35	9.02%
I am a regular visitor to the local area	53	13.66%
I visit the area from time to time	15	3.87%
Other (please specify)	7	1.80%
Not Answered	0	0.00%

Figure 25. Survey results showing respondent relationship to Bedminster Green area

Travel Behaviour Within Bedminster (Multiple Choices)

An overwhelming number of respondents stated that they walked (88.1% - 342) but with 68% (266) opting to drive and a similar number also cycling within the area (61% - 238). The perspective of public transport users travelling by bus (30% - 120) and rail (27% - 107) were also represented, albeit to a lesser degree. Passengers normally travelling in a car were also represented (18.3% - 71).

How do you travel to, around or from Bedminster? (tick all that apply)



Option	Total	Percent
I walk	342	88.14%
I use a bicycle	238	61.34%
I use a scooter	7	1.80%
I catch the bus	120	30.93%
I catch the train	107	27.58%
I use a taxi	58	14.95%
I use a motorcycle	2	0.52%
I drive a car / van	266	68.56%
I am a car passenger	71	18.30%
Other (please specify):	6	1.55%
Not Answered	0	0.00%

Figure 26. Survey results showing how respondents travel to, from or around Bedminster

Age

Younger people below the age of 25 were underrepresented in the survey, with only four responses. The largest response group by age was from 35-44 years (30.4%-118), followed by 25-34 (25% – 97) with just under a fifth of responses back from 45-55s (17.5%-68) and 55-64s (15.7%-61) respectively.

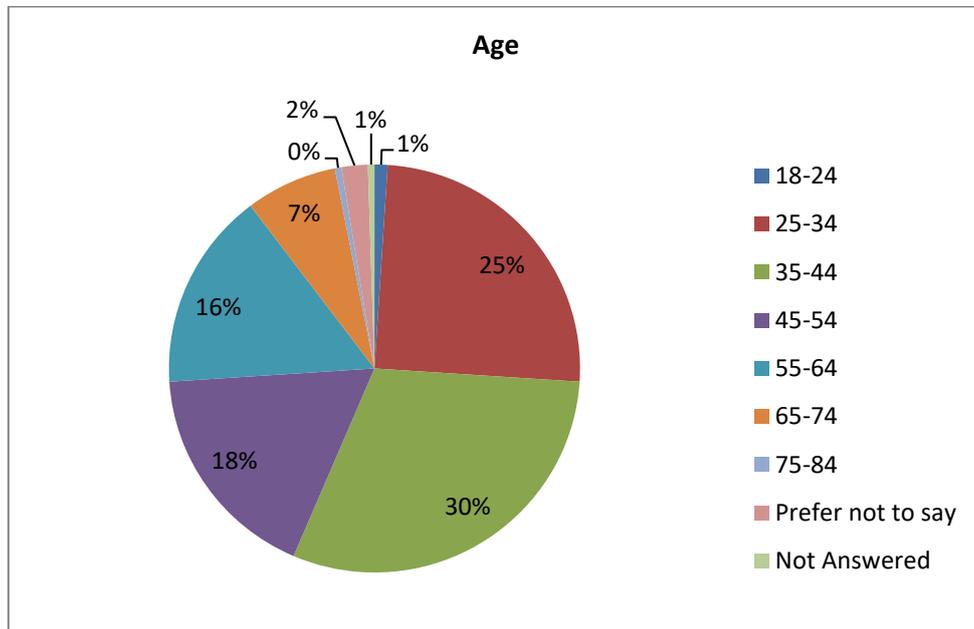


Figure 27. Survey respondent's age spread.

Disability

Whilst most respondents didn't associate with a disability (89%-347), the survey was completed by 26 people (6.7%) who were disabled. A fraction of people preferred not to say. This is comparable with the disability rate for the city which is 8%.

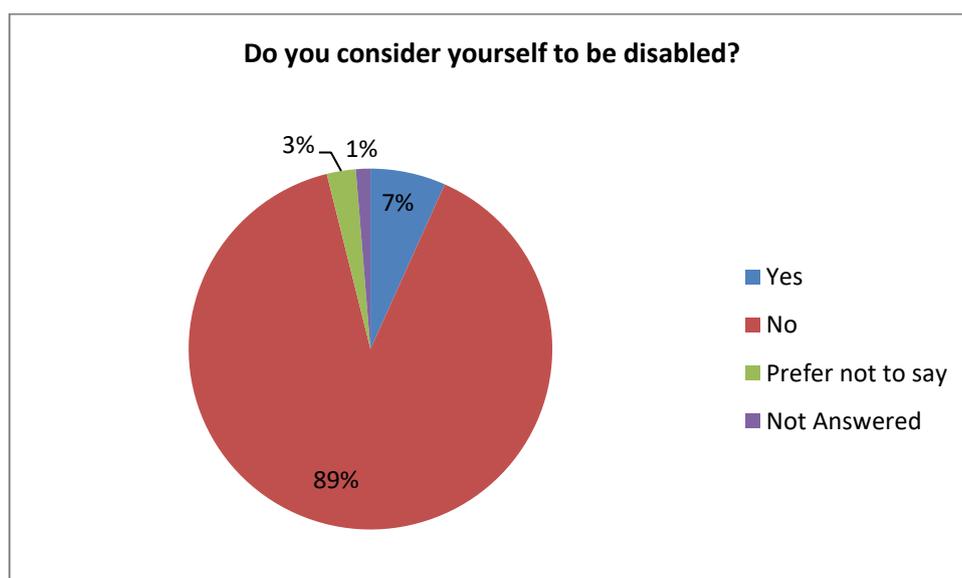


Figure 28. Survey respondent's presence of a disability.

Sex

There was a relatively even split in the responses back from those whose sex was male (47%) or female (45%). This provides some reassurances as to the representation of such groups through the feedback on design elements. 6% preferred not to say (25).

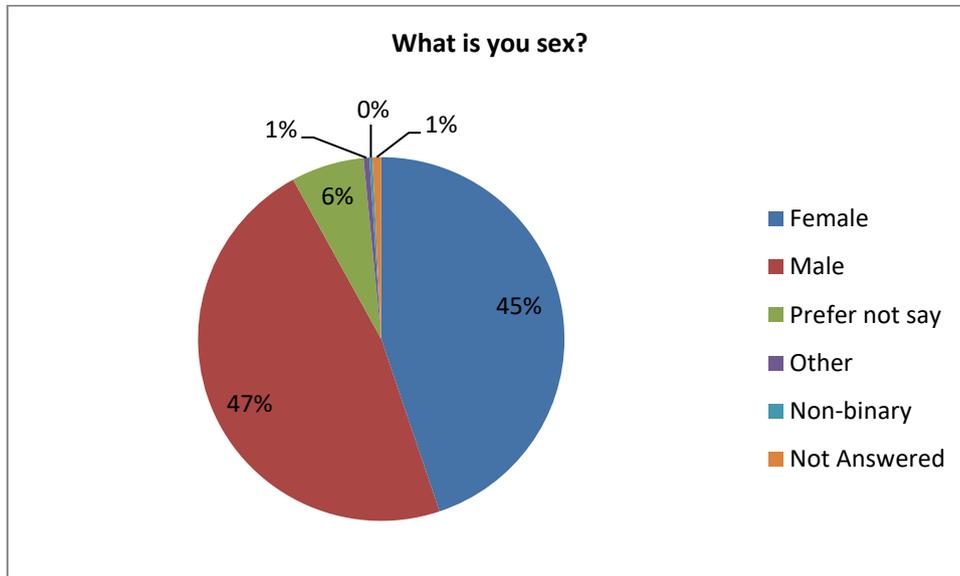


Figure 29. Survey respondent's sex.

Gender Reassignment

The majority were not going through a gender reassignment (89% - 345) but 34 (9%) people preferred not to say.

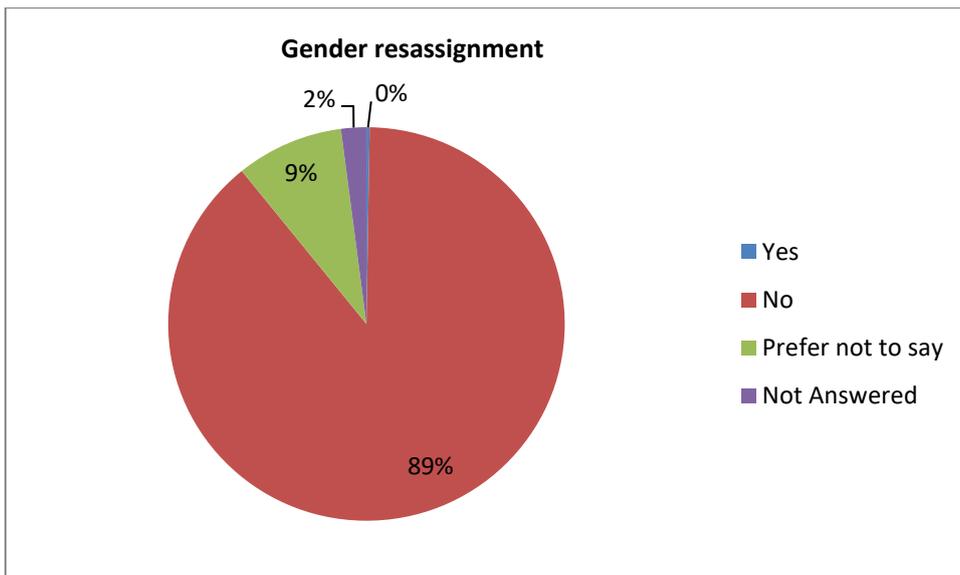


Figure 30. Survey respondent's who have had gender reassignment.

Ethnicity

Most people completing the survey were of White British Ethnicity (81% - 316) or White Other (5% - 22) with a larger proportion of those preferring not to say (7% - 28). The latter alone is more than other ethnicities combined. BAME communities, as a percentage, were underrepresented compared to the ward profiles for Windmill Hill and Southville (2020).

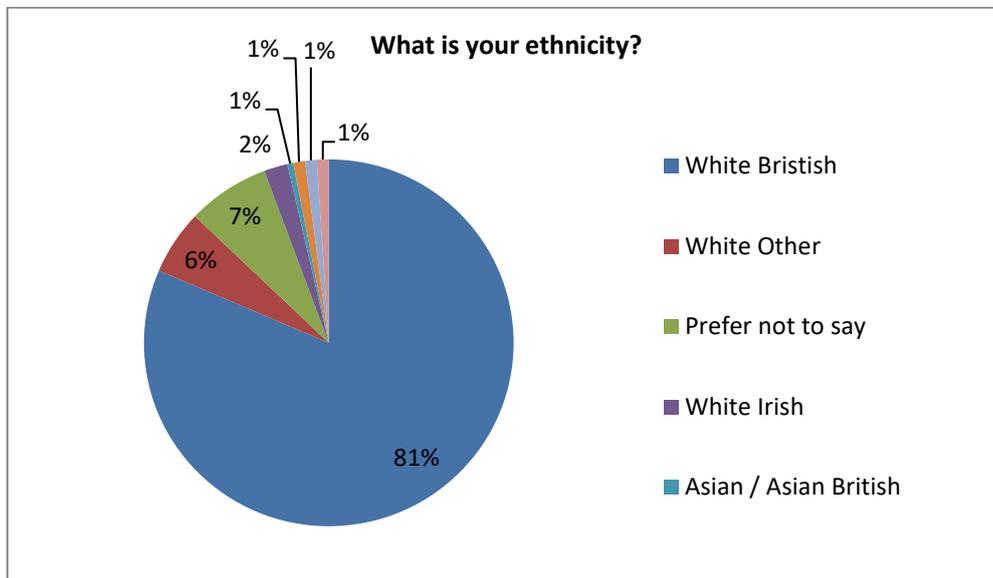


Figure 31. Survey respondent's ethnicity.

Religion

Just over two thirds of respondents didn't associate with a religion (67% - 260). Christianity was the religion with most responses (17% - 69), with responses also from those associated with being Jewish, Buddhist, or Paganism. Hindu, Muslim and Sikh faiths were not represented and 11% (44) respondents preferred not to disclose their faith.

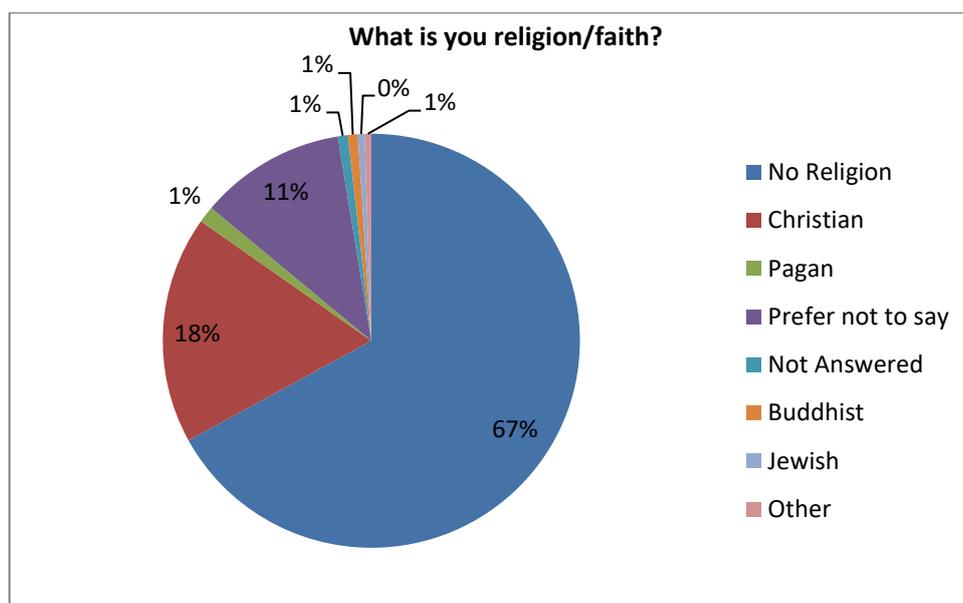


Figure 32. Survey respondent's religion/faith.

Sexual Orientation

The survey was completed by more Heterosexual/straight respondents (70% - 275) than other options with almost a fifth (17% - 67) preferring not to say. Other sexual orientations were bisexual (4% - 16), a gay man (4% - 15), or a lesbian (0.8% - 3).

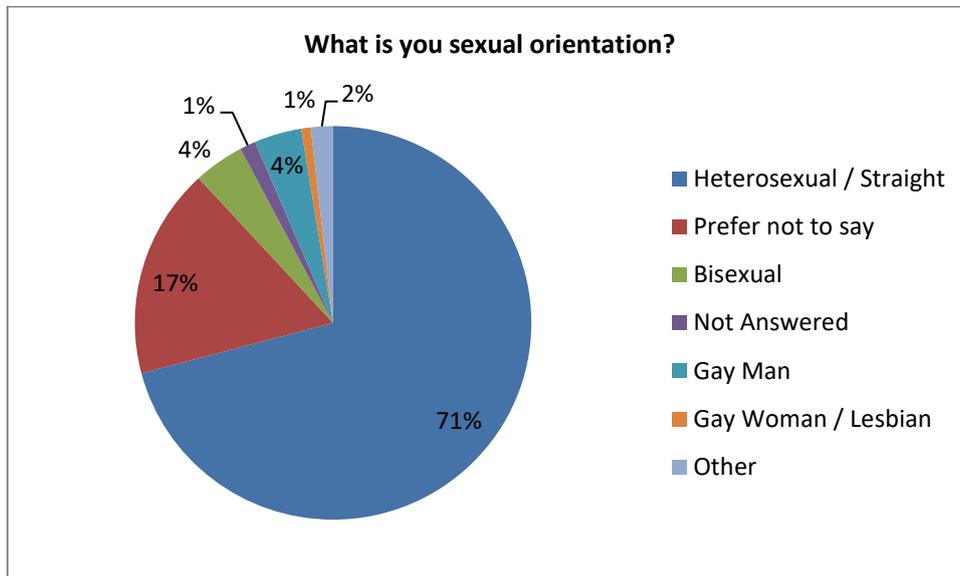


Figure 33. Survey respondent sexual orientation.

Pregnant or Given Birth in Past 26 Weeks

Most people, (90% - 349) were not in this position but 28 respondents (7%) preferred not to say. The views of people who opted for 'yes' (2% - 7) was marginally higher than those who didn't answer the question.

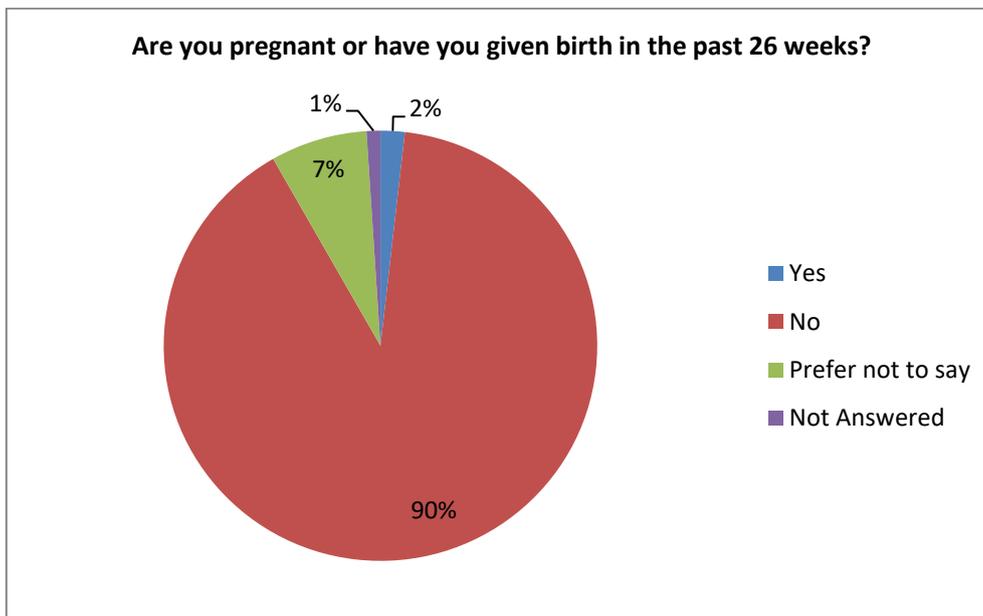


Figure 34. Survey respondent's who are pregnant or have given birth in the last 26 weeks.

Asylum Seekers

No respondent explicitly referred to themselves as an asylum seeker and 93% (363) stated that this was not the case.

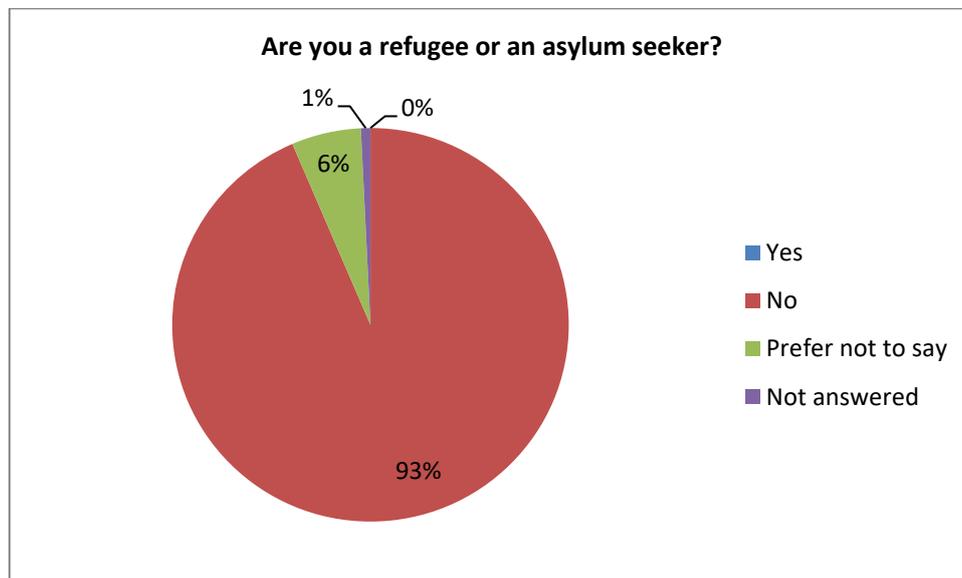


Figure 35. Survey respondents who referred to themselves as asulum seekers.

5. Virtual Briefings

A particularly effective approach, especially whilst social distancing measures were in effect, was to conduct personalised virtual briefing sessions via zoom. These enabled key stakeholders identified early in the consultation, to be contacted and offered the opportunity to journey through the proposals and ask questions.

A range of stakeholder groups were briefed through individual virtual meetings. This was complemented by email correspondence throughout the consultation period with both these groups and other interested parties who wished to receive some clarification on elements of the proposals.

Every key stakeholder was contacted by the Transport Engagement team twice before a final message was communicated by the project team closer to the end of the public consultation. A briefing session typically lasted an hour, but others exceeded this duration. The format of a briefing session was as follows:

- Introduction to the consultation, its aims and objectives and key project dates. This included personal welcomes.
- Journeying through the proposed river restoration works and presenting design options and rationale for the nature of the developments with further questions posed concurrently.
- Conclusion and round up of further questions before a breakdown of next steps and take away actions for the respective groups and the project team.

The stakeholder list was consistently updated to reflect the status of engagements and revised contact details were also uploaded. The majority who responded back to invitations were locally based councillors, interest groups and businesses, some of whom also submitted formal responses to the project team on the proposals. Other groups declined an invitation, but were happy to complete a survey and to cascade this to members of their institutions.

The following key stakeholders were briefed and provided feedback to the proposals. A snapshot of their feedback has been provided below with some groups providing detailed consultation feedback in separate documents:

- Councillor Whittle (Labour Councillor for Windmill Hill)
 - o Engaged on one occasion to provide an overview of the proposals and the changes that would impact access in and around Windmill Hill. Generally supportive of the transport improvements and river restoration works whilst stressing the need for weaving in green, soft landscaping throughout the whole public realm (and ensuing this is reflected in the design of the consultation material).
- Councillor Wellington (Labour Councillor for Windmill Hill)
 - o Supportive of the river restoration proposals in general, but was displeased at not being consulted in advance of the public launch.
- Councillor Clarke (Green Councillor for Southville)
 - o Engaged late on in the process having not attended earlier planned councillor meetings.

- Very supportive of the proposals with concerns reserved for the planned developments across the five plots. Was reassured by improvements to the public realm to help mitigate turbulence/wind implications. Expressed that design option 2 would be the most preferable, given that it leaves the most amount of green space. Supportive of reconnecting residents with the river and bringing back lost heritage in the area; suggested information boards would be a good way of providing this information to locals in the final scheme design.
- Councillor Bolton (Green Councillor for Southville)
 - Engaged on one occasion to provide an overview of the proposals. Generally supportive with few remarks on the details.
- Councillor Beech (Cabinet Member for Spatial Planning)
 - Cabinet lead for the regeneration of the area and present in a number of briefings with key stakeholders to gain first-hand experience of concerns. Positive feedback received on the proposals, specifically the benefits (reduced flood risk, improved public realm and ecology benefits) but expressed concern about how the consultation material does not show the 'full picture' for how the whole regeneration area will look once constructed, so it may be hard for members of the public to visualise a completed scheme.
- Bristol Physical Access Chain (BPAC), West of England Centre for Inclusive Living (WECIL), Pocklington Trust, Bristol Disability Forum, Centre for Deaf and Hard of Hearing People, Bristol Older People's Forum

Feedback on designs was given to be fed into detailed designs, such as:

 - Design option 1 is preferred, due to it being a wider path, which is better for access and allows disabled people to pass each other more comfortably. Designs could be improved by increasing path width, 1.5m isn't wide enough, ideally should be wider than 2m for better access/allowing disabled people to pass each other more comfortably.
 - Adequate measures need to be put into place to prevent people cutting across the grass in design option 1 up towards the new bridge (e.g. slopes or vegetation).
 - For seating to be accessible, it needs to have backs and armrests, so BCC need to look at the seating proposed in the amphitheatre with this in mind.
- Windmill Hill and Malago Community Planning Group (WHAM)
 - A very proactive and engaged group of residents who were engaged via briefings and individual email correspondence during the consultation.
 - Generally positive comments received about the river restoration proposals, but key areas of concern raised by the group were as follows:
 - Rubbish/flytipping and how this will be managed going forward to ensure the river restoration works are beneficial.
 - Surrounding developments and shading on the green.
 - Tree loss to make way for the river restoration.

- Dunkerry Hill Residents Group
 - Overall positive comments were made about the river restoration. Key aspects they want included in the detailed designs are lighting along the paths within the Green and bins to prevent rubbish issues in the Green.

- Bedminster BID
 - Expressed support for the regeneration of Bedminster Green, but reiterated the desire to see funding and support for realising the East Street vision. Questioned the requirement for bus lane infrastructure and river restoration elements (Plot 1 and 3) and shared a small survey undertaken across businesses/residents along East Street which illustrated the priority attached to East Street investment over other schemes/priorities.
 - No preference for the two proposed design options in the Green.

- Bristol Walking Alliance (BWA), Lets Walk Bedminster (LWB), Bristol Civic Society (BCS)
 - Overall positive comments received on the river restoration proposals.
 - Supportive of retaining key desire line across the Green and the new bridge over the river/new path.

- Bristol Cycling Campaign (BCyC)
 - Generally interested in the highway improvements, given the river restoration/Green does not interact significantly with the cycle network.
 - Gave some detailed design advice advising that railings separating the southern edge of the Green with the cycleway (along Whitehouse Lane), should be set back and not curved in shape to prevent issues with cyclists safety and handlebar to railing interactions.

Business Engagement (Whitehouse Lane)

Our business engagement approach was thorough because of the short and longer-term implications of the proposals within the Bedminster Green Regeneration area. This was an intensive process led by the Transport Engagement team that firstly required establishing a comprehensive database of contact information for businesses across a local catchment area (approximately 1km); and secondly reaching out to each contact by phone and by email to communicate the proposals. Three rounds of engagement were necessary to ensure contact could be made in every case. This personalised approach was valued by businesses as it provided an opportunity for BCC to explain the design and fully understand feedback from local businesses. In total, 242 businesses were contacted with 238 calls made and 128 emails sent over the consultation period. The process was invaluable towards prompting businesses towards completing the online survey alongside capturing anecdotal feedback on the proposals.

6. Next Steps

The feedback collected and collated during the consultation period will be further examined to derive next step actions for the detailed design of the river restoration improvements for Bedminster Green. The first step beyond relaying back the feedback from the public consultation, is confirming the preferred design option for Green. This will take place over the course of 2021 and will involve further discussions with key stakeholders.

Communication on the impact of construction activity derived from future highway, river restoration, heat district network and development plots across Bedminster Green will also be undertaken.