

BRISTOL HARBOUR PLACE SHAPING STRATEGY

WATERSPACE PLAN

February 2025





CONTENTS

TODAY'S WATERSPACE	04
TOMORROW'S WATERSPACE	09
→ Moorings	11
→ Nature	18
→ Water Activity: On-Water	25
→ Water Activity: In-Water	32
→ Public Access	34
→ Water Transport	38

You can request alternative formats of this document by contacting harbourplaceshaping@bristol.gov.uk

TODAY'S WATERSPACE



*View across Bristol Harbour
(source: BCC)*

This Waterspace Plan, part of the Harbour Place Shaping Strategy (HPSS), focusses on Bristol's Floating Harbour from Junction Lock Bridge near Underfall Yard to Totterdown Basin adjacent to Temple Meads Station. This waterspace does not include the New Cut (River Avon), Feeder Canal or Cumberland Basin. It comprises 27 hectares of water.

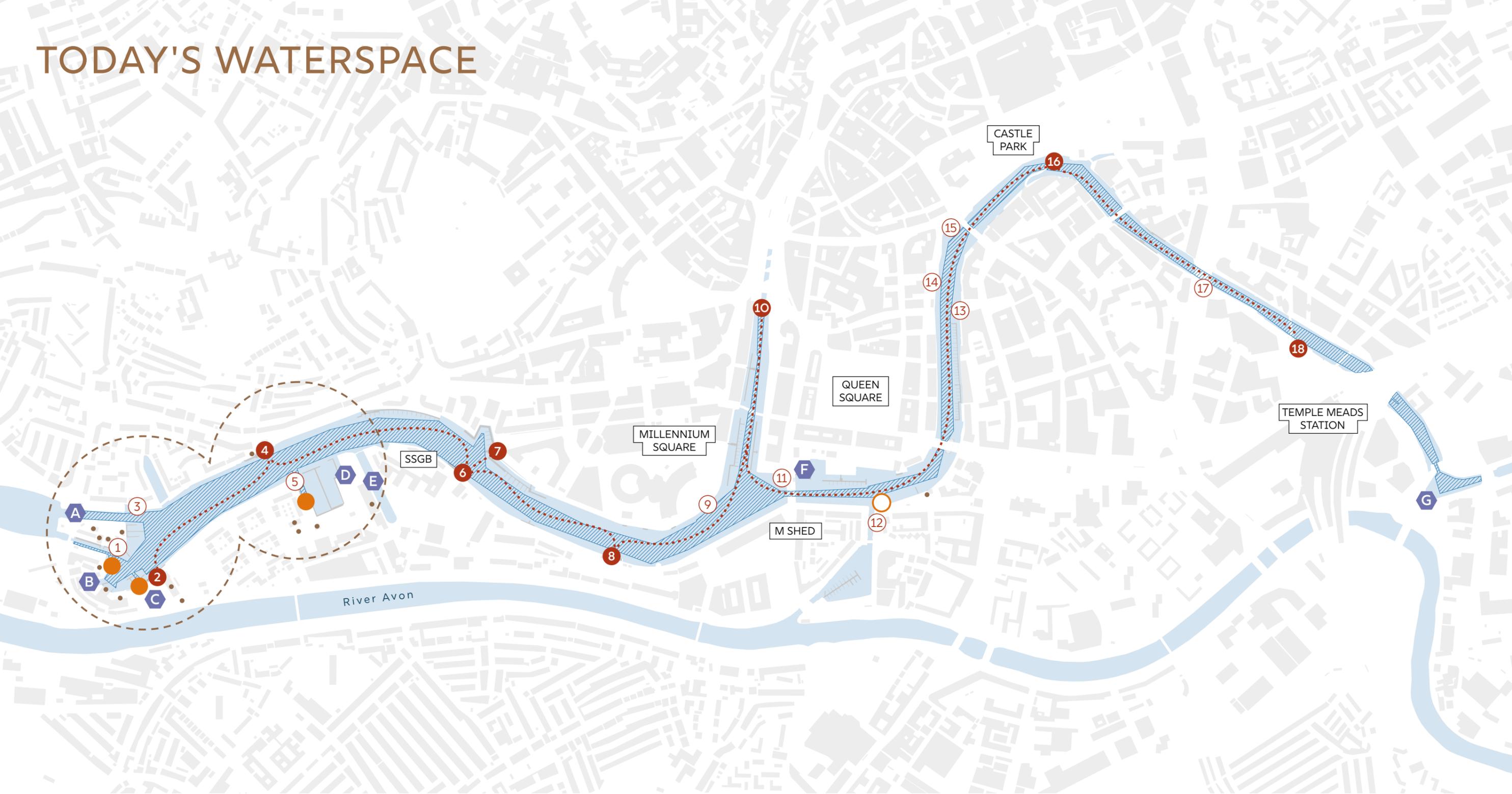
The 'waterspace' of Bristol's harbour was generated by the various waves of industrial engineering of the early to mid nineteenth century that transformed a series of natural watercourses into the Floating Harbour of today. It is often called the Floating Harbour as the water level remains constant and it is not affected by the state of the tide on the river. The Floating Harbour has a rich and fascinating history, see the HPSS Harbour Atlas for more details.

The character of the Floating Harbour today varies along its length. The western end of the Floating Harbour is a comparatively wide and open section of water, and as such has attracted water-based recreation which is focussed (although not exclusively) on Baltic Wharf. The water quality is also better in this part of the harbour. The central part of the harbour (close to the Prince Street Bridge crossing) is the most vibrant and visited part of the Harbour. Many of the city's best loved cultural destinations are located here, as are the City's key event spaces. There tends to be less activity on the eastern stretches of the harbour, with less opportunities to gain access to the water.

Bristol's Floating Harbour is part of the City's Docks Estate. It is a municipal harbour under the ownership and operation of Bristol City Council. The Floating Harbour and its connected water bodies are part of a much wider water catchment area centred upon the river Avon. Bristol City Council is part of the Waterspace Connected initiative which is seeking to create a healthy river valley that is rich in wildlife, with an improved recreational route between Bath and Bristol. From the harbour, it is possible to access both the Bristol Channel and an inland waterway system that connects via the Kennet and Avon Canal ultimately to London.

The harbour is many different things to many different people - a wildlife corridor, a space for water recreation, a day-trip destination, a residential or business neighbourhood, a heritage asset. The list is endless.

TODAY'S WATERSPACE



BCC / City Docks Owned Infrastructure

- A** Junction Lock / Stop Gates
- B** Underfall Boat Yard
- C** Underfall Sluices
- D** Marina Boat Yard
- E** Albion Dock
- F** The Grove Operations Area
- G** Feeder Dredge Discharge Point

Water Activity / Access

- Navigation Channel
- Slipway - Active
- Slipway - Inactive
- Watersports Organisation
- Hub of Water Activity

Ferry Transport

- Ferry Route
- Ferry Landing - Active
- Ferry Landing - Inactive

- 1** Nova Scotia
- 2** The Cottage
- 3** Pump House
- 4** Mardyke Wharf
- 5** Baltic Wharf Marina
- 6** SS Great Britain
- 7** Brunel Quay

- 8** Wapping Wharf
- 9** Millennium Square
- 10** Bristol City Centre
- 11** Prince Street
- 12** Bathurst Basin
- 13** Redcliffe Back
- 14** Welsh Back

- 15** Bristol Bridge
- 16** Castle Park
- 17** Temple Bridge
- 18** Temple Meads Station

MOORINGS

Many of the quaysides of the Floating Harbour are lined with moorings with additional capacity for smaller craft being provided by pontoons.

Moorings activate the water's edge and provide visual interest, especially heritage moorings. The physical make-up of the harbour provides varied conditions suited to different kinds of moorings, creating a healthy and diverse mooring ecosystem.

There are approximately:

- 300 boats in the Harbour with annual live-aboard or leisure licences
- 11-12 residential boats (Welsh Backs or Wapping Wharf) which have permission to be used as a residence.
- 11-12 Commercial Vessels that are licensed for commercial activity within the docks.
- 500 visiting vessels that come to Bristol annually with stays varying from 24 hours to 30 days maximum, with a particular peak in numbers during the Harbourside Festival when additional temporary moorings are provided
- A small number of vessels owned and managed by charitable organisations
- In addition, a number of smaller craft are stored within the Dinghy Park and Dutch Barn at Underfall Yard (approximately 100)
- A handful of historic vessels including the SS Great Britain, Matthew, Tower Bell, Pyronaut, Mayflower, John King, John Sebastian, Balmoral, Dunleary, Volunteer

Mooring facilities include toilet and shower blocks, water taps, electricity points, elsan disposal, refuse disposal, and pump out facilities.

The range and quality of services varies across different locations in the harbour.

In some places groups of mooring pontoons are allocated to and managed by leisure cruising clubs and at Albion Dockyard, Bristol Marina provides privately managed berths.

Frequently, the provision of additional mooring pontoons is secured through development of waterfront sites. Despite this ongoing provision, there are waiting lists for moorings.

With the demise of all the maritime trade there has been a loss of great ships moored along the wharfs. With only a few historic vessels afloat in the harbour this can in time dilute the value of the harbour as magnet for tourism and business locating to the City.

Essential to maintaining quality of craft is the continuing presence of infrastructure, facilities and skills to supply maintenance services, generating much needed income.



John Sebastian lightship in Bathurst Basin - one of only two Victorian lightships, and nearly as old as the SS Great Britain. (Source: Jack D)

NATURE

The Harbour is a key element of Bristol's Ecological network linking the natural green spaces to the west of the city centre (Ashton Court, Leigh Woods and beyond) with Bristol's watercourses (The Avon, Frome, Malago). Very little new ecologically rich space has been delivered over the last 40 years, a notable exception being the reed beds alongside the quay wall at Canon's Marsh. It also sits on the confluence of multiple water sources and tackling its environmental and ecological quality is necessarily a complex and collaborative one.

Until recently there has been little focus on the value that the harbour provides or its potential, to provide for nature. However, in 2020, Bristol declared an Ecological Emergency and published its One City Ecological Emergency Strategy (OCCEES). This includes a goal to make space for nature and improving water quality to support healthy wildlife. The harbour is identified as a priority area for enhancement and creation of new habitats. Pollinator planting areas and extending coverage of floating reed beds are possible for example provided these acknowledge operational and navigation priorities within the harbour.

There is an ambition from the Harbour Authority to create a new post for a maritime ecological officer.

ACTIVITY & PUBLIC ACCESS

Unusually for a city harbour, Bristol's harbour is located at the heart of the city and has a high degree of connectivity. A 40 year strategy of opening up public access has meant that around 90% of the quayside is now accessible.

Ferry services currently operate along the harbour linking Temple Meads Station with the city and Hotwells (Bristol Ferries) and across the harbour, linking the SS Great Britain and Capricorn Quay (run by No7 Ferries). Most services have always operated on a commercial basis aimed at the tourism and leisure market. Services are not considered frequent enough or sufficiently fast to be a viable commuter service, although with increases in the residential population of the city centre, this may change. There is potential to better integrate ferry connections with wider public transport links.

There are a number of ferry landings, that are not thought to meet accessibility guidance. A priority for improvement in this regard is Castle Park (it is understood that operators do not want to use it as it is the target of anti-social behaviour).

Increases in public programming of the waterspace, as they come, will require greater curation and management of the waterspace as a whole to avoid conflicts, as well as more robust water safety management systems.

Bristol City Council has in recent years undertaken successful pilots for swimming in the harbour and there is an ambition to strengthen and enhance this agenda.

TOMORROW'S WATERSPACE

The Waterspace will accommodate a diversified array of uses tuned to the needs of Bristolians and visitors, including a population of water users, with amenities and services provided to a good standard throughout. Uses will vary a great deal, from areas dedicated to sport and leisure through to peaceful wildlife habitats. These will have been added to the waterspace in a way that achieves a harmonious and productive balance between uses whilst respecting the industrial heritage of the floating harbour.

The Key Words



The Concerns



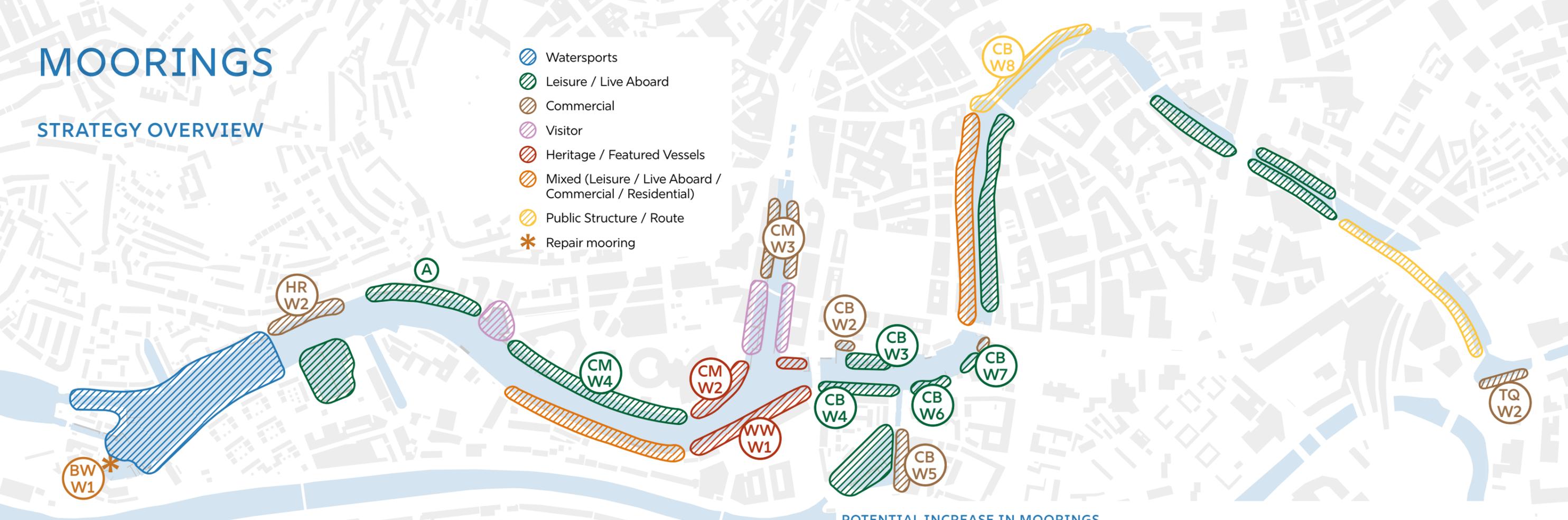
A successful waterspace will provide:

- An open and accessible navigation route for the full range of marine users – water leisure, water-based events, ferries, moored and visiting vessels...
- Well-designed, and well-maintained moorings and facilities, with new moorings being introduced to further animate the harbour.
- Good quality safety infrastructure that is appropriate to localised conditions and takes into account increasing numbers of water users.
- A frequent and affordable ferry service with accessible landings to support wider connections.
- An enhanced environment, rich in wildlife, where people can access and experience nature first-hand, and water quality is improved.
- A positive response to climate change
- More opportunities and better facilities for people to enjoy and try a range of activities such as watersports, swimming and fishing.
- Improved public access to the waterfront with walkways, and public spaces that link to the wider movement network.
- Support of the many long term tenants and organisations that use the waterspace, whilst also welcoming new users to further enrich and enjoy the harbour.
- In-water activities and uses that are compatible with adjacent land uses.
- A range of commercial opportunities generating income that can be used to manage and maintain the harbour.
- Well maintained infrastructure such as the docks walls, sluices, locks, bridges etc.

MOORINGS

STRATEGY OVERVIEW

- Watersports
- Leisure / Live Aboard
- Commercial
- Visitor
- Heritage / Featured Vessels
- Mixed (Leisure / Live Aboard / Commercial / Residential)
- Public Structure / Route
- Repair mooring



POTENTIAL INCREASE IN MOORINGS

Potential increase in moorings

+ 114 moorings / 2265 linear meters of mooring

+17
Commercial
Moorings
(510m)

+97
Live Aboard
/ Leisure
(1755m)

*Note that this includes 48 moorings which are already being delivered (Capricorn Quay) or have planning permission (Redcliffe Wharf)

	LOCATION	POTENTIAL SCOPE FOR ADDITIONAL MOORINGS	NOTES
A	Capricorn Quay	+36 Live Aboard / Leisure (360m)	To be delivered 2024. Leisure licenses to be relocated here from St. Augustine's Reach.
HRW2	Mardyke	+ 3 Commercial (90m)	
CMW3	St Augustine's Reach	+5 Commercial (150m) - 15 Existing leisure moorings relocated	15 Live Aboard / Leisure moorings re-located to Capricorn Quay
CMW4	Hannover Quay	+44 Live Aboard / Leisure (660m)	Replacing wall moorings with pontoon moorings
CBW2	Mud Dock	+2 Commercial (60m)	
CBW3	The Grove	+ 0 Live Aboard / Leisure (480m)	No net increase but larger moorings (15m each)
CBW4	Merchants Quay	+4 Live Aboard / Leisure (60m)	Replacing wall moorings with pontoon moorings
CBW5	Bathurst Basin	+3 Commercial (90m)	Potential for marina-type operation with opportunities for complementary commercial moorings
CBW6	Phoenix Wharf	+16 Live Aboard / Leisure (240m)	
CBW7	Redcliffe Wharf	+12 Live Aboard / Leisure (180m)	
CBW8	Castle Park	+1 Commercial (30m)	Part of delivering new public access to waters edge
TQW2	Totterdown Basin	+3 Commercial (90m)	Thinking on the Totterdown Basin area will evolve further through the Bristol Temple Quarter masterplan being prepared by Prior + Partners from 2024

MOORING PROVISION

The HPSS is proposing an estimated 110-120 additional moorings in the harbour.

- Some of these are commercial moorings. This could allow more floating restaurants in the harbour – as well as floating hotels, spas or shops.
- Some of these are Live Aboard or Leisure moorings. This would meet the growing demand from people wanting to live on the water or spend their leisure time on a boat.

Boats can bring a number of benefits to the harbour:

- They help make the harbour more lively, which in turn can attract more visitors and help support businesses.
- They generate important income for the Harbour Authority which can then be reinvested in the harbour.
- If delivered in conjunction with new floating ecospace (like the proposed new moorings at Capricorn Quay), they can help make the harbour a better place for nature.

The estimate for new moorings that could be created in the harbour is based upon the following assumptions: a live-aboard / leisure average (Live / Leisure) craft length of 15m and a commercial average craft length of 30m.

Different types of moorings have been located in a way that aligns with wider strategic objectives and with context, rather than in a way that maximises numbers, and 'mixed' indicates locations where a mix of mooring types is desirable. This model requires some moorings, predominantly wall moorings, to be relocated to accommodate pontoon structures.

This model does not include or account for:

- Historic ships (though space is left for these)
- Temporary vessels e.g. for Harbourside Festival
- Presence of small (e.g. 7m) leisure craft, these would significantly boost figures
- Commercial moorings along Temple Quay due to access issues

The existing navigation channel is not breached by these proposals.



1.



2.



3.



4.

1: Temporary Floating Market, Birmingham (source: Canal and River Hub)

2: The Cheese Barge, London (source: thisispaddington)

3: CPH Floating Hotel, Copenhagen (source: CPH)

4: Residential Moorings, London (source: Land & Water)



St Augustines Reach during Harbourside Festival (source: BCC)

POTENTIAL MOORING PROJECTS

COMMERCIAL MOORINGS

CMW3: St Augustine's Reach Commercial Moorings

Increased commercial harbour wall moorings to diversify uses and activity within Augustine's Reach area e.g. hotels, wellbeing. Opportunity to connect in-water commercial activity with waterside commercial activity along Narrow Quay.

CMW1: Harbour Inlet Floating Market

Retention of visitor moorings and disabled moorings but with allowance for commercial visiting vessels to animate the space and generate additional income.

HRW2: Mardyke Commercial Moorings

Increased commercial moorings to diversify uses and support new activity in Mardyke Car Park.

CBW3: Mud Dock Commercial Moorings

New commercial moorings to diversify uses and support new activity in The Grove Car Park.

CBW5: Bathurst Basin Commercial Moorings

New commercial moorings along harbour wall to diversify offering and provide luxury commercial e.g. hotel, well-being. Ambition for further feasibility to explore the potential for Bathurst Basin to become a marina, if delivered, commercial moorings to be managed by marina management.

CBW8: Castle Park Walkway Commercial Mooring

Commercial mooring integrated into the proposed Castle Park Walkway.

TQW2: Totterdown Basin Commercial Moorings

New commercial moorings along harbour wall to complement adjacent university campus and increased ferry services. Consideration of nearby dock infrastructure and site of nature conservation.

OTHER MOORING PROJECTS

GW2: Mooring Restrictions

Restrictions on moorings to the perimeter of Baltic Wharf to increase width of navigation channel to accommodate more water sports, events and activities. Opportunity to host temporary and flexible moorings e.g. for Harbour Festival.

HRW3: Temporary Mooring Infrastructure

Infrastructure installed including water and power connections to allow temporary moorings e.g. during the Harbour festival. Mooring location and design subject to navigation channel and impacts on watersports in otherwise restricted mooring zone.

CBW9: Potential New Secure Moorings

Secure moorings along Redcliffe Bridge with potential office on Redcliffe Bridge structure.

LIVE / LEISURE MOORINGS

CMW4: Hannover Quay Live / Leisure Moorings

New live / leisure pontoon moorings and facilities along Hannover Quay. Opportunity to include in-water greening as part of new pontoon structures. Existing moorings to be relocated on new pontoon moorings either in-situ or elsewhere on the harbour. Noble Mast boats to be relocated to nearby wall mooring.

CBW2: The Grove Live / Leisure Moorings

New pontoon and facilities to provide intensified live / leisure moorings near The Grove. Opportunity to include in-water greening as part of new pontoon structures.

CBW4: Merchant's Quay Live / Leisure Moorings

New pontoon and facilities to provide intensified live / leisure moorings along Merchant's Quay. Opportunity to include in-water greening as part of new pontoon structures.

CBW6: Phoenix Wharf Live / Leisure Moorings

New pontoon and facilities to provide intensified live / leisure moorings to the west of Benjamin Perry. Opportunity to include in-water greening as part of new pontoon structures.

CBW7: Redcliffe Wharf Live / Leisure Moorings

New pontoon and facilities to provide intensified live / leisure moorings to the west of Benjamin Perry. Opportunity to include in-water greening as part of new pontoon structures. Ambition for additional moorings to be delivered as part of future development on adjacent allocated development site (Local Plan).

HERITAGE MOORINGS

Alongside new commercial, leisure and live-aboard moorings, there should be a particular focus on attracting the larger, more historic vessels such as replica 18th century frigates, tall-ships and modern naval vessels, which add interest to the harbour and attract visitors

WWW1: Princes Wharf Heritage Moorings

Dedicated heritage moorings for tall ships and special visiting vessels along Princes Wharf between Fairbairn Steam Crane and Princes Street Bridge to add to historic interest.

CMW2: Amphitheatre Heritage Moorings

Dedicated heritage moorings for tall ships and special visiting vessels along the perimeter of Lloyd's Amphitheatre to add to historic interest. Integration of moorings around Amphitheatre Quayside Walkway and proposed new Amphitheatre ferry landing.

REPAIR MOORING

BWW1: Underfall Yard Repair Mooring

Explore the option of creating a dedicated repair mooring along the low quay wall next to the Underfall Yard café, close to the existing boat repair and manufacturing area. This would enable small boat owners to undertake simple repairs and maintenance themselves.

MOORING DESIGN GUIDANCE

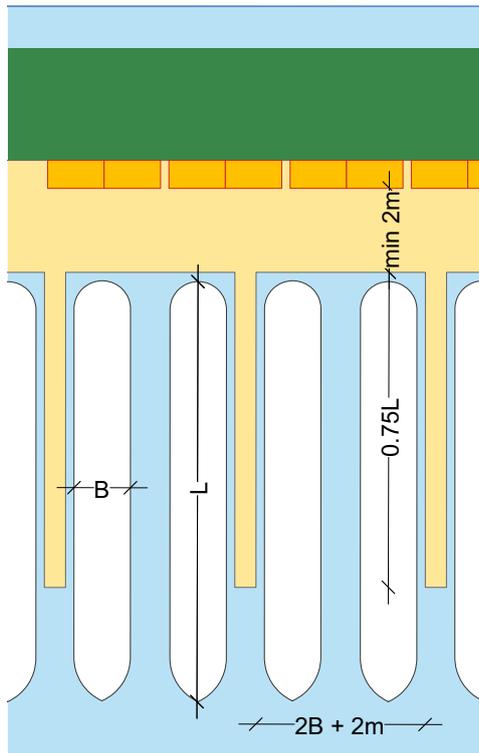


Diagram of mooring design (source: DK-CM)

The harbour has a number of allocated deep water moorings to accommodate large visiting vessels, historic ships and navy boats. These deep water locations are located along Princes Wharf, the Amphitheatre and near Prince Street Bridge, all prime locations within the harbour. Whilst there is an aspiration to increase the number of historic visiting vessels to activate the harbour edge and attract more footfall, the number of visits are relatively small resulting in empty mooring space for a large proportion of the year. There is an opportunity to create flexible mooring space / structures which can accommodate smaller boats and be easily relocated to give space for larger boats to manoeuvre. Consideration will need to be given to the notice given for large vessels and the duration of their stay, particularly in relation to harbour-wide events such as Harbour Festival.

The diagram adjacent shows the mooring dimensions utilised when calculating the baseline provision of new moorings. Designs should ensure accessible access provision as well as ensuring necessary turning circles and access distances for boats moving in to and out of moorings safely have been incorporated.

For simplification, two sizes of boat have been used to calculate mooring provision. As a result if there is demand for smaller boats this will increase the number of new mooring opportunities and if the demand is for larger boats this will reduce the number of new moorings:

- Live-aboard / Leisure: 15m (L) x 3.5m (B)
- Commercial: 30m (L) x 7m (B)

New moorings are likely to need planning permission, approval by the Marine Maritime Organisation and a FRAP from the Environment Agency. The Environment Agency advise that water and sewerage services would need to be designed to allow a boat to move up and down to the design flood level and that in channel structures would need to be strongly tethered to avoid them breaking free during a flood.



Above, left and right: Photographs of St Augustine's Reach, Harbour Inlet and Hannover Quay moorings (source: DK-CM)

MOORING FACILITIES

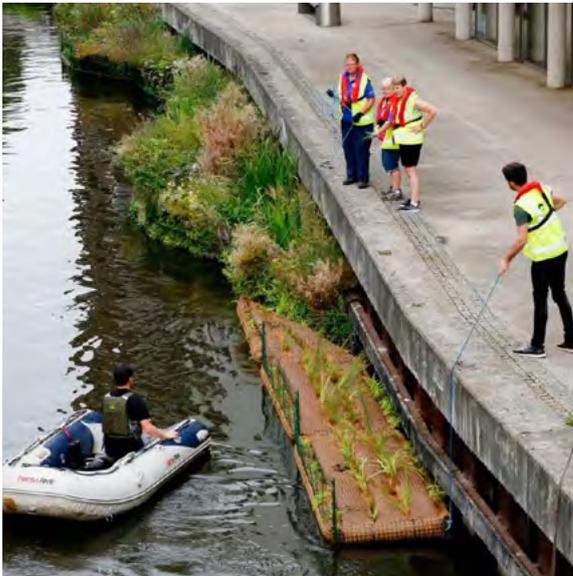
A range of mooring facilities exists across the harbour with a variation in provision, quality and access. All new moorings should be provided with electricity, water, elsan disposal, showers and toilets, and should be located within a reasonable distance from the moorings. If moorings are on a pontoon, secure access points must be installed with attractive gates, cowls, post boxes and utility connection points. Beyond the standard requirements there could be opportunities to improve moorings by integrating floating ecospace or floating allotment space. This would improve the biodiversity net gain of the harbour and create more valuable moorings for increased income generation.

There are two existing marinas within the harbour, Bristol Marina and Pooles Wharf Marina. There is an opportunity for Bathurst Basin to become a marina with complimentary commercial moorings along the eastern harbour wall (adjacent to the General Hospital), however this would have to be implemented sensitively with consideration of the surrounding residential neighbours and existing uses. The greenery and quiet of Bathurst Basin is highly desirable and appreciated by boaters, residents, and the nearby scouts who visit the Basin by canoe and other small vessels. It's important that these characteristics are retained. Any changes will require planning permission and this will provide further opportunity for consultation.



NATURE

Bristol Harbour is part of a larger water network called the Bristol Avon Catchment which spans across the River Avon corridor. The Floating Harbour is a key corridor through Bristol which supports and connects the green and blue infrastructure of the city. As stated in the 2022 'Biodiversity in Bristol's Floating Harbour' report by Arup, more nature within and around the harbour could help to address global and local biodiversity declines, climate change, city cooling requirements, poor water quality and the impacts of flooding. It can also support placemaking in the Harbour by making it a more attractive, comfortable and accessible place, providing opportunities for education, increased water activity and access to nature. There is a huge opportunity to improve the natural environment of the Harbour and better connect it to the surrounding green areas such as the Avon Gorge and the New Cut.



1.



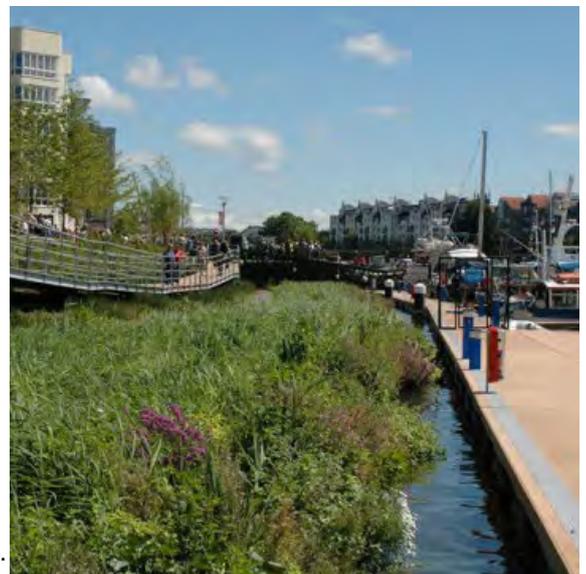
1. Canal greening, Nottingham
(source: Biomatrix)
2. Festival of Nature, planting floating structures for Capricorn Quay
(source: BCC)

3. Floating Garden, Royal Docks, London
(source: Biomatrix)



3.

4. Porto Quay Moorings, Bristol
(source: Bristol 247)



4.

GREENING

There are numerous types of greening which could be implemented across the harbour, this report looks at floating ecospace, integrated pontoon greening, and living structures. These types have been informed by the 2022 'Biodiversity in Bristol's Floating Harbour' report by Arup and have been utilised in other waterspaces across the UK.

FLOATING ECOSPACE (GW3)

Many other cities in the UK have increased greening along their waterways with floating ecospace, which is an interlocking floating planter system that can be configured to suit the site and provides habitat creation, urban waterscaping, softening of hard landscapes, water quality management, waste water treatment and increased waterfront value. The interlocking systems are made up of a floating planter with integrated substrate to plant a wide range of plant types and sizes - this increases waterfront value and creates habitats for birds. Beneath this a submerged ecosystem can be installed to enhance the root system and provide fish habitats, and water purifying processes.

The eastern waterspace, from Bristol Bridge to Totterdown Basin, is narrow with development abutting either side of the water. These constraints limit the mooring opportunities due to access restrictions, however there is the opportunity to introduce more greening, particularly in this part of the harbour to create a green link down the otherwise hard and built-up part of the Harbour as well as elsewhere in the harbour. The location of these systems needs to be informed by a specialist to understand the environmental requirements

e.g. sunlight, as well as the maintenance and access requirements. Due to their impact on water quality, they could be located nearby the harbour swimming to provide a more consistent and improved water quality. There is the opportunity to integrate other greening and nature initiatives alongside the floating ecosystem such as a classroom and sitting area, or a floating sculpture park/garden. This would add interest in places which otherwise have little water activation such as the waterspace between St Philip's Bridge and Totterdown Basin.

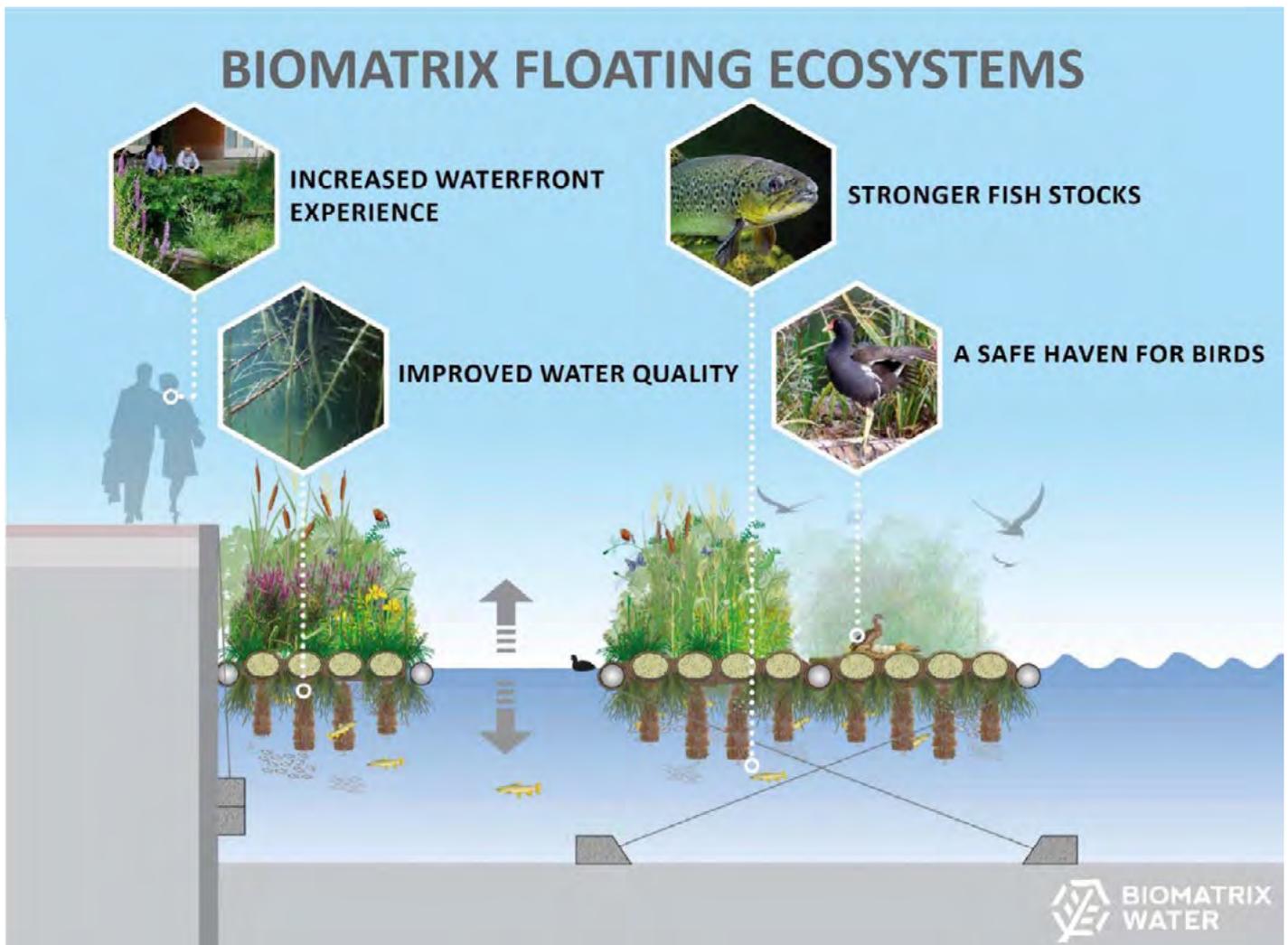
INTEGRATED PONTOON GREENING

As per the exemplar moorings and floating ecospace at Hannover Quay in Bristol, there is an opportunity to integrate greening into future pontoon mooring structures. The reed beds at Hannover Quay act as a sustainable drainage system, have reintroduced native biodiversity and provide a visually attractive soft edge to the harbour. The challenges of this space are vandalism, litter and maintenance (reliant upon volunteers from Friends of Harbourside Reedbed). Learning from these lessons could include floating ecospace, or floating allotments which make use of hydroponics. The delivery of these new moorings and integrated ecospace could be delivered as part of adjacent land development sites e.g. Redcliffe Wharf or the Baltic Wharf Caravan Park.

LIVING STRUCTURES

The perimeter of the harbour is predominantly made up of hard concrete edges, steps and bridge abutments. In places there are plant species that have colonised these spaces, such as the fig trees along the Castle Park wall and the dock walls around the SSGB, however there are further opportunities to integrate additional greening on south facing dock walls, bridges and structures. This type of greening provides texture and colour to soften and add interest to a hard landscape; supports communities of invertebrates such as wild bees to add to the

biodiversity of the city; creates habitats with vegetation and nest boxes; and provides people with easier access to green spaces. Some potential locations for harbour wall greening are: Baltic Wharf, Hotwell Road, Redcliffe Bascule Bridge, Bristol Bridge, Castle Park Wall, Temple Meads Bridge, Totterdown Basin. Consideration should be given to the species and maintenance required, as the harbour can experience extreme conditions with fluctuations in temperature and water availability.



Floating Ecospace section (source: Biomatrix)

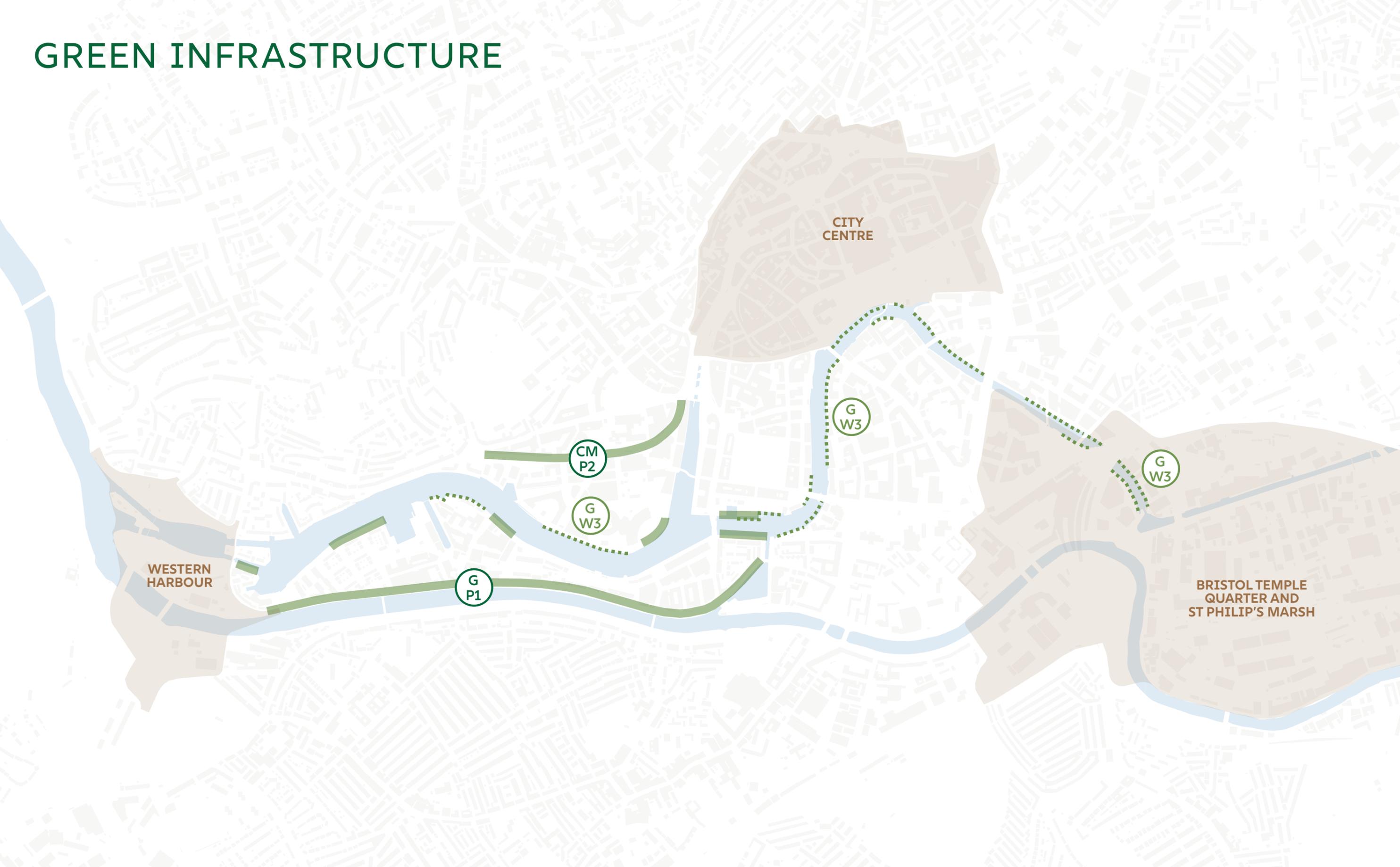
EXISTING IN-WATER GREENING

PROJECT CODE	LOCATION	AREA OF FLOATING ECOSPACE	AREA OF INTEGRATED GREENING
-	Porto Quay	-	525 sqm
-	Capricorn Quay	535 sqm	280 sqm
TOTAL EXISTING IN-WATER GREENING		535 sqm	805 sqm

PROPOSED IN-WATER GREENING

PROJECT CODE	LOCATION	AREA OF FLOATING ECOSPACE	AREA OF INTEGRATED GREENING
GW3	SSGB	620 sqm	-
	Redcliffe Bridge	460 sqm	-
	Redcliffe Backs	1070 sqm	-
	Castle Park	595 sqm	-
	Eastern Reaches	1895 sqm	-
	Temple Quay	1210 sqm	-
CMW4, CBW2, CBW6, CBW7	Proposed Moorings	-	830 sqm
TOTAL PROPOSED IN-WATER GREENING		+ 5850 sqm	+ 830 sqm

GREEN INFRASTRUCTURE



- Opportunities for Green Infrastructure - Land (Refer to relevant Place Plan documents)
- ⋯ Opportunities for Green Infrastructure - Water (Project GW3: Floating Ecospace)

WATER QUALITY

As part of Bristol's One City Ecological Emergency Strategy, there is an ambition that 100% of Bristol's waterways will have excellent water quality to support healthy wildlife by 2030. To achieve this goal Bristol City Council aim to utilise Sustainable Urban Drainage Systems (SuDS), the design of flood defence schemes and collaboration with established water-focussed partnerships.

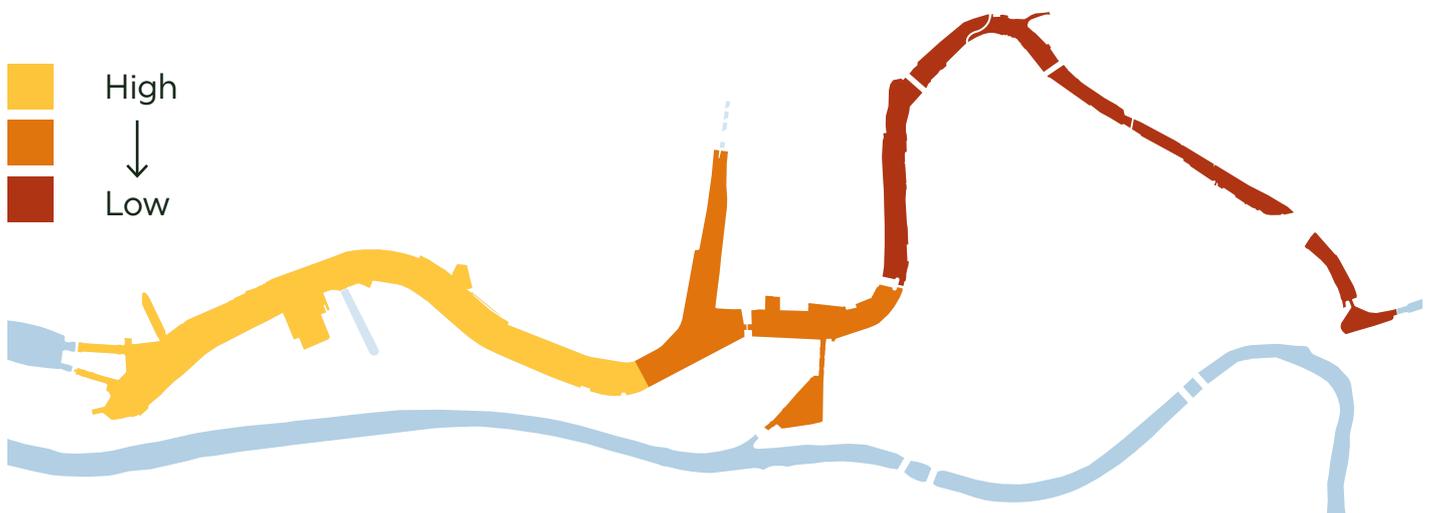
Within the harbour the ambition is to achieve consistently good quality water throughout the harbour. Good quality water could bring significant amenity and recreational value, support biodiversity improvements, and reduce environmental impacts. There are a number of elements which contribute to poor water quality in the harbour including: pollution (road run-off, harbour operations, water activity); physical changes in the immediate area (new developments); extreme weather events (flooding and heavy rainfall); and sewage discharge.

As stated in Arup's 'Promoting Biodiversity in Bristol's Floating Harbour' report, there are a number of opportunities to improve water quality, enhance biodiversity and where possible control flooding within the harbour:

- Floating habitats: Modular systems that can be deployed throughout the harbour.
- Pollinator pockets: Permanent wildflower and grassland planting as part of SuDS.
- Living Structures: Integrated greening on structures, bridges and dock walls.
- Connected habitats: Planting to improve green connectivity through the city including street planting and SuDS.

In addition to the above there are further opportunities to improve water quality through:

- BCC Highways interventions to reduce road water run-off into the water system.
- Introduction of more electric water vessels (potential for electric ferries).
- Sufficient and well located pump out facilities for boaters and other water users.
- Enhanced and improved testing and evaluation to best inform and monitor future water quality.



Water quality (Source: DK-CM with information from BCC)

BIODIVERSITY

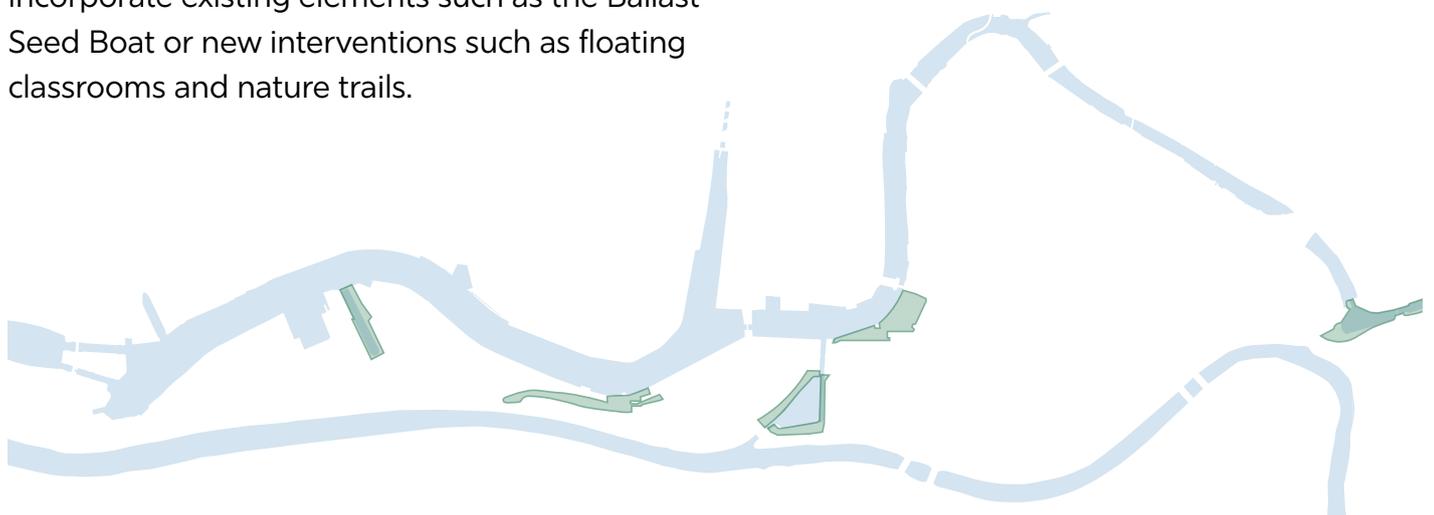
Whilst slightly outdated, in 2009 an Ecology Report was undertaken which highlighted the plant and animal species within the Harbour and adjacent River Avon. The species recorded include:

- Plants: Mix of native and alien species including ferns, grassland, woodland / scrub, and alien flora.
- Fish: Range of species including Roach, Bream, Perch, Eel, Dace and Carp which, with the exception of Eels, would be expected in an environment like the Floating Harbour.
- Birds: Taking into account the constraints of the survey, a snapshot of the bird species present recorded House Martins and Sand Martins (breeding birds); Swans, Mallards, Cormorants and Moorhens (waterbirds).
- Mammals: Few mammals were recorded during the survey, however a notable exception was Otters along the Feeder Canal. Bats and rats were also recorded throughout the Harbour.

There is an opportunity to enhance people's understanding and access to the various biodiversity of the Harbour by providing educational interventions. These could incorporate existing elements such as the Ballast Seed Boat or new interventions such as floating classrooms and nature trails.

To improve biodiversity it is important that both the green and blue infrastructure of the harbour is protected, rehabilitated and improved by:

- Protecting key sites: Wapping Railway Sidings, Totterdown Basin Wet Woodland and Bathurst Basin.
- Allowing wall flora to develop by reducing herbicide treatment to dock walls where practicable.
- Increasing the number of sheltered nesting sites for birds through more waterside trees, shrubs and vegetation.
- Mitigating the development impacts on habitats such as scrub clearance and loss of brownfield habitats.
- Sensitively managing existing habitats.
- Supporting the fish population of the Harbour to improve water quality and support the natural food chain.
- Creating new habitats through wildlife pontoons, nest holes and boxes, bird perches, and Otter holts.



Areas of Biodiversity Interest (Source: DK-CM with information from Arup's Biodiversity Report)

WATER ACTIVITY

Bristol Harbour has a range of successful water spaces and activities but lacks connectivity. Increasing outdoor activities and watersport in Bristol Harbour offers numerous benefits including health and wellbeing, placemaking, economic growth, environmental stewardship, public engagement, education, safety, cultural experiences, and tourism. The benefits derived from these activities provide ample justification for investment in the infrastructure needed to support the whole constellation of existing and new water activity, and to provide the opportunity and incentive to grow.

In this section the categories of water activity are split into 'on-water' and 'in-water'.

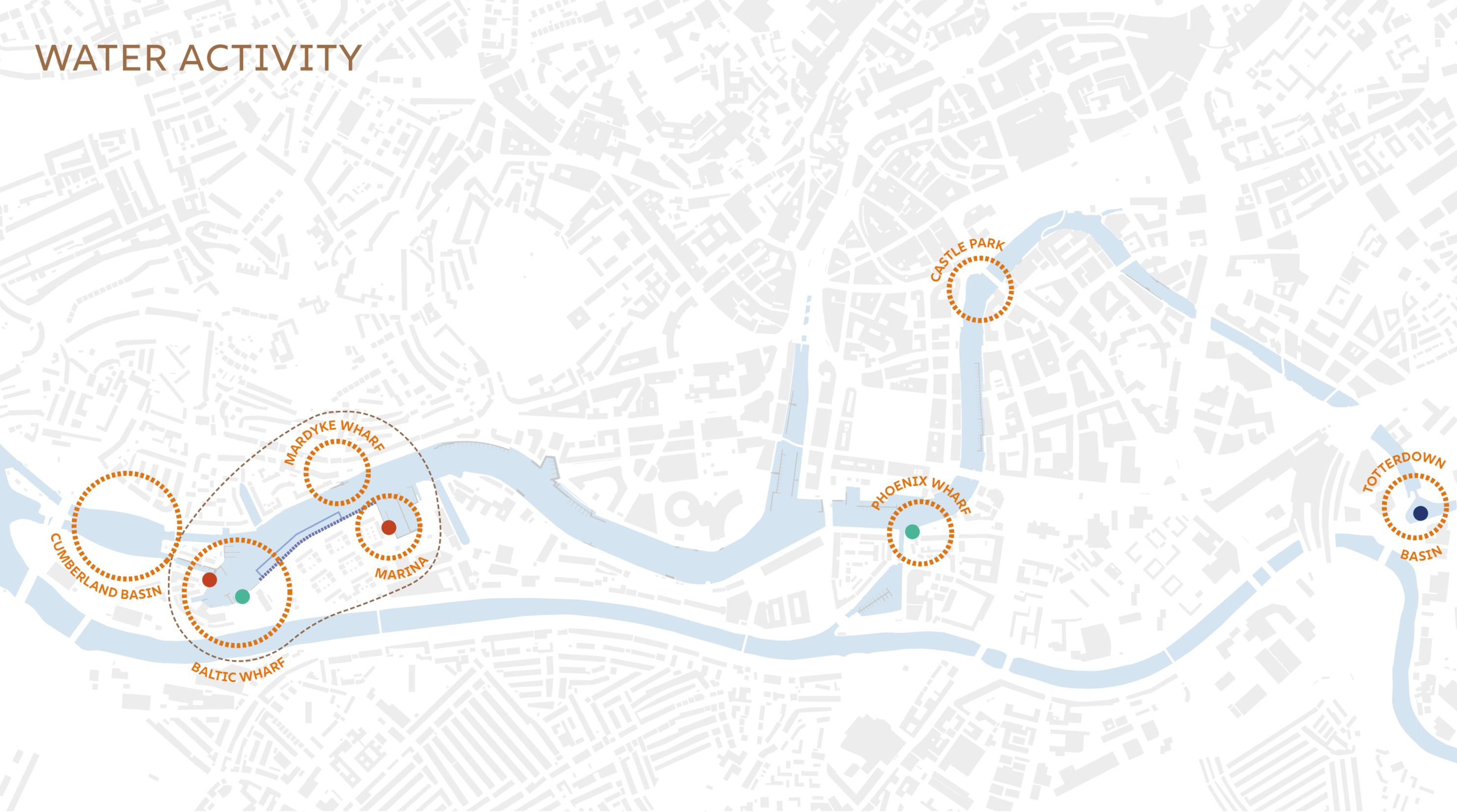
The following objectives for water activity improvements are based upon an understanding of the local context, engagement outcomes, wider Place Shaping work, and a review of comparable water sport centres:

- Health & wellbeing: Promote physical fitness, active lifestyles and mental health through outdoor activity.
- Sporting opportunity: Grow public participation in outdoor activity and watersports. Delivery training and education programmes and facilities, catering to all skill levels, from beginners to competitive athletes.
- Accessibility: Encourage the widest breath of participation across different ethnicities, gender, social class and physical abilities. Targeted outreach to disadvantaged or under-represented groups, and measures to erode physical and financial barriers to access.
- Activation: Encourage an enable active water use through the day, week and year. Hot local, regional and national events and competitions (both elite and mass participation).
- Visitor Economy: Promote use of water and waterfronts by tourists and day visitors. Collaborate with local businesses, clubs, charities and other stakeholders to create a creative, active and attractive waterfront.
- Financial resilience and sustainability: Develop diverse revenue streams and a robust business model through memberships, events, retail, catering and partnerships. Implement rigorous financial management, including regular monitoring and transparent reporting.
- Governance and management: Implement best practice governance and management systems that are robust, representative and fit-for-purpose.

*Could Bristol Harbour
be reinforced as a world
class destination for urban
watersports? How could
a new watersports centre
and watersports network
support this?*



WATER ACTIVITY



In-water Activity

○ Harbour Swimming

On-Water Activity

● Slipway - Existing

● Slipway - New

● Slipway - Improved

▬ Fishing Area

Bristol Watersports Network

○ Watersports Activity Focus Area

⊗ Watersports Network

Thinking on the Cumberland Basin will evolve further through the Western Harbour masterplan being prepared by LDS.

Thinking on the Totterdown Basin area will evolve further through the Bristol Temple Quarter masterplan and the related Bristol Avon Flood Strategy work.

ON-WATER

'On-water' activities include any activity that takes place on the water within the harbour. There are many existing on-water activities such as sailing, kayaking, and rowing etc, however there is an opportunity to expand this provision for new activities such as inflatable obstacle courses. The main challenge to increasing on-water activity is the coordination and demand for waterspace from the various watersports and activities taking place. A number of proposals have been identified to improve the on-water activity in Bristol Harbour.

BRISTOL URBAN WATERSPORTS NETWORK

The Bristol Urban Watersports Network is conceived of as a way of capitalising upon the harbour's urban location to offer a uniquely integrated watersports offer to Bristolians and visitors. Whilst the waterspace between Baltic Wharf and Hotwell Road/Mardyke Wharf is conceived of as the 'hub' of watersports provision (a status it already has but which will be enhanced and consolidated following the HPSS), the close integration of the Floating Harbour and the wider city means that, for

example, kayak or paddle-board users can undertake journeys in the city stopping off and clocking-in/out and multiple city centre locations, with potential expansion east and west beyond the Floating Harbour in the future. Whilst outside of the scope of the HPSS, Cumberland Basin offers significant opportunities for expanding the harbour's watersport offer. It is currently used by water polo groups, canoeists, SUPs and power boat training when Baltic Wharf is busy with sailing dinghies. With the provision of a couple of floating pontoons and access, more effective use could be made of this water space. Longer term improvements as part of the Western Harbour project could include more significant watersport infrastructure (subject to feasibility) e.g. a new slipway, or a controlled lido'.

Amenities and facilities are concentrated at Baltic Wharf with a suite of subsidiary amenities located at key points in the wider city. This programme is made possible by the consolidation of watersports activities/user groups envisioned in the Baltic Wharf Place Plan and includes the following proposed projects:



Paddle-boarding in today's harbour, near Baltic Wharf. (Source: BCC/Bristol Design)

BWC1: Baltic Wharf Watersports Centre (refer to Baltic Wharf Place Plan)

As the heart of the Bristol Watersports Network, a new watersports centre in Baltic Wharf would make Bristol an exemplar urban watersports location with satellite watersport locations proposed at Mardyke Wharf, Phoenix Wharf, Castle Park and Totterdown Basin

HRC1: Mardyke Wharf (refer to Hotwell Road Place Plan)

Utilised as part of the Bristol Watersports Network by creating a satellite watersports location. Retrofit and reconfiguration of existing buildings, currently in use by Young Bristol, to accommodate consolidated watersport provision and ancillary commercial use e.g. cafe or watersports shop with an active frontage onto the new public realm. Public realm enhanced for pedestrian priority, whilst still providing mini-bus drop-off and disabled parking, to allow programme of outdoor events and space to dwell / observe the watersport activity. Opportunity to integrate storage and other watersport facilities onto the reconfigured Mardyke Wharf pontoon / ferry landing.

CBC2: Castle Park Waterside and Walkway (Refer to City and Backs Place Plan)

New waterside public realm for the city centre capitalising upon regeneration in the adjacent Castle Park and City Centre and creating a better connection to the Floating Harbour. Water-level boardwalk structure to provide free space for the public to spend time, sit, and play on the water level. Boardwalk to provide water access and egress as part of the wider watersport network.

CBC6: Phoenix Wharf (Refer to City and Backs Place Plan)

Utilised as part of the Bristol Watersports Network by creating a satellite watersports location with a focus on paddle sports. Provision of secure and accessible paddle equipment store and hire facilities located along Phoenix Wharf in proximity to the reopened slipway for near the Ostrich pub. Opportunity to relocate and utilise the City of Bristol Rowing Club boat house building from the Marina once development has completed for the new combined boat and club house.

TQW1: Totterdown Basin

Utilised as part of the Bristol Watersports Network by creating a satellite watersports location for paddlesports adjacent to the future University development. New ferry landing and slipway to support extended ferry route and watersport access. Ferry landing to be accessible with seating, shelter and signage. Located along the southern wall of Totterdown Basin with consideration of nearby dock infrastructure and site of nature conservation.

In addition to the above, Bristol Marina and the Nova Scotia slipway will also form a key part of the urban watersports network, however infrastructure and water access is already in place here and no further improvements are proposed.

SLIPWAYS & WATER ACCESS

New and improved slipways are required to meet increasing demand from various watersports and to support the wider urban watersports network by providing nodes along the Harbour. The existing slipway at Bristol Marina would be retained as a key point of access for larger visiting vessels as well as the rowing and gig clubs. Similarly, the existing slipway near to the Nova Scotia will also be retained as this provides a well-used point of access to the Scouts, Sea Cadets, canoeists and kayakers. See also under *Water Transport*.

BWW3: Cottage Inn Slipway

Improve the existing slipway access, size and facilities to support increased water leisure demand. Option to consider a new slipway adjacent to the existing for larger boats.

HRW1: Mardyke Pontoon Reconfiguration

Reconfiguration of existing pontoon to allow more watersports storage and a safer access by watersports organisations, ferry services and the public.

CBW1: Ostrich Slipway

Existing slipway reopened, particularly for paddle craft e.g. kayaks and SUP. Paddle equipment storage located on adjacent Redcliffe Wharf.

TQW1: Totterdown Basin

Utilised as part of the Bristol Watersports Network by creating a satellite watersports location for paddlesports adjacent to the future University development. New ferry landing and slipway to support extended ferry route and watersport access. Ferry landing to be accessible with seating, shelter and signage.

Located along the southern wall of Totterdown Basin with consideration of nearby dock infrastructure and site of nature conservation.

ANCILLARY COMMERCIAL

As discussed in the Baltic Wharf and Hotwell Road Place Plans, to retain the affordability of watersports organisations that provide significant social value to Bristol, ancillary commercial opportunities should be explored. These commercial uses should compliment the watersports provision and could provide health and well-being facilities such as a spa or massage centre, retail space for sports equipment, or independent food and beverage space.

WELLNESS PROVISION

In alignment with the vision, there is an ambition for Bristol Harbour to support the wellbeing of residents and visitors. There is an opportunity to deliver unique wellness focused provisions both on land and in the water, with interest from potential operators already evident. There are various locations around the harbour which have different qualities to support various wellness uses from floating saunas to a spa boat. Notable locations are adjacent to the Harbour Swimming, Mardyke, Harbour Inlet, Mud Dock, Bathurst Basin and Totterdown Basin as they all have the potential to provide commercial mooring space adjacent to already activated land / water.

OPERATIONS & PUBLIC SAFETY

The Harbour is governed by individual watersports regulations and local harbour legislation resulting in a number of operational and safety requirements and processes that need to be retained and reviewed as water activity likely increases in the future.

There is an overarching need to focus on the safety of the public in and around the water with opportunities to promote safety around positive formalised use. All proposals and changes to the harbour activity, water and built surroundings will need to be considered against relevant safety guidance and requirements. As stated in the 'Managing Safety at Inland Waters' report by RoSPA, risk needs to be managed by reviewing hidden dangers, key groups at risk, physical and design measures, policies and standards, and campaigns and key messaging. Potential hazards could be classified as built (slipways to unknown currents, unprotected drops, or slippery paths); nature of the water (temperature, depth, underwater objects, current, water quality); and activity and people (footfall and crowding, powered boats, adjacent activities, vandalism). In 2021 Bristol Water Safety Partnership launched a new harbourside safety awareness campaign with signage installed across the Harbour to educate and inform people about the risks associated with the Harbour. In terms of place making there is an opportunity to create attractive and educational safety measures such as colourful ladders and call boxes.

Harbour Operations to remove a boat at the Grove waterside (source: BCC)

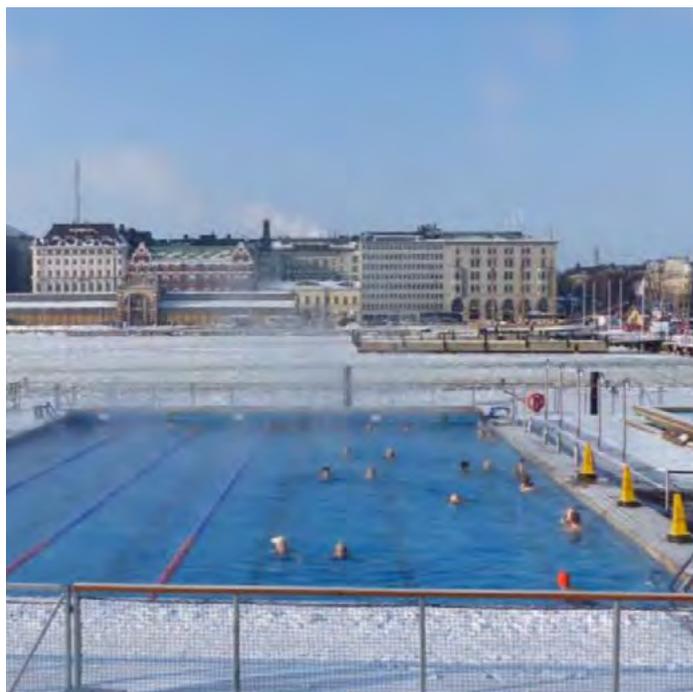
ACTIVITIES

ACTIVITY	LOCATION
Harbour Maintenance	Underfall Yard, Cumberland Basin, Tongue Head, The Grove, Netham
Boatyards	Marina boat yard, Albion Dock boat yard, Rolt's boat yard, Underfall Yard boat yard, Avon Quay (All Aboard)
Sluice / Lock Gate Workings	Underfall Yard, Tongue Head
Management of water during extreme tidal and river flooding events	Avon Quay and the Junction Lock / Stop Gates
Dredging	Totterdown Basin, all over the harbour
Emergency Boat Extraction	The Grove, Redcliffe Wharf



IN-WATER

In this instance 'in-water' activity refers to outdoor swimming. Outdoor swimming facilities are becoming more commonplace across European cities taking the form of a lido, an open water swimming area, or something in between. Generally a lido provides a controlled swimming environment with ancillary facilities, whereas an open water facility generally provides a demarcated area of open water that is monitored by lifeguards. A lido is a permanent structure which can be on land or in a larger body of water e.g. sea or lake where the swimming area is separated from the surrounding water to provide a clean and calm environment for swimmers of all ages and abilities. In comparison an open water swimming area is temporary, and is generally located in a river, lake or harbour. Due to the nature of open water swimming the conditions and water quality are not as controllable as a lido and so are generally only suitable for experienced swimmers. It is unlikely that outdoor swimming facilities will generate a large profit, however, from case studies they are fundamental to drive visitors and income to the 1. surrounding area.



1. *Allas Sea Pool, Helsinki, Finland*

(source: *Allas Sea Pool*)

2. *L'Oasis, Quebec City, Canada*

(source: *L'Oasis*)

3. *Bristol Harbour swimming pilot*

(Source: *Swim Bristol Harbour*)

4. *Bristol Harbour swimming pilot*

(Source: *BCC*)

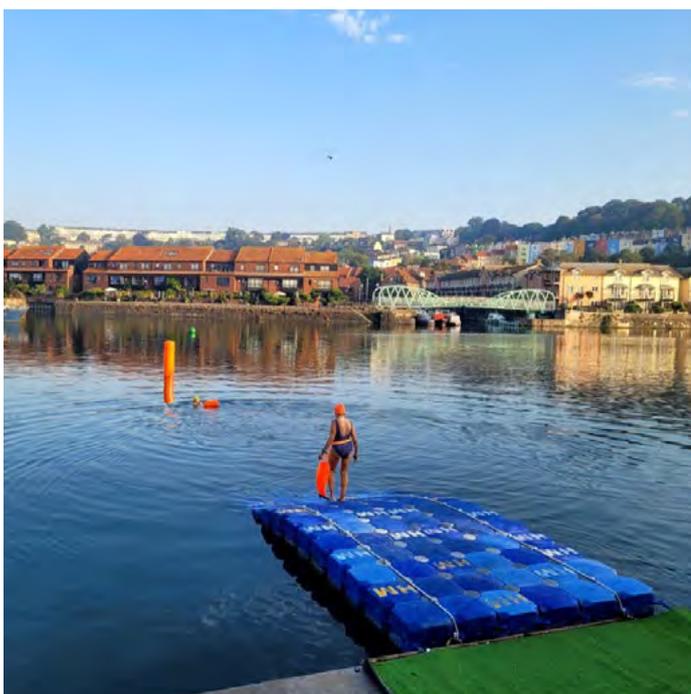
2.

BWW1: HARBOUR SWIMMING

Following the successful harbour swimming pilot, a dedicated area for open water swimming has been established at Baltic Wharf, with bookable sessions being held between 8-10am on Saturdays and Sundays. A 200m long course is demarcated by buoys every 50m. Access is via a floating ramp in front of The Cottage with changing rooms and showers located in the Underfall Yard facilities block. In terms of safety, lifeguards and safety boats are on site during the sessions, water sampling is carried out in advance to ensure the water meets bathing standards; high vis swim caps and a safety tow float must be worn; and swimmers must be competent.

Any swimming area in the Harbour needs to compliment other watersports activity through programme and coordination. This makes expansion of the existing swimming offer at Baltic Wharf challenging as it is already a well-used area for other watersports. It is particularly challenging to accommodate swimming alongside sailing for example.

That said, there is clearly an ambition to expand the swimming offer in the harbour. In terms of broadening participation to include children and people learning or improving their swimming skills, this is likely to require a purpose built, controlled facility such as a lido. Further work is required to test the feasibility of such a solution, and identify a suitable location. Ideally a location is required that would enable quayside facilities to be delivered such as changing rooms, alongside complimentary commercial uses that could generate income to subsidise the costs of operating and maintaining the swimming facilities e.g. health and wellbeing businesses, food and drink businesses..



3.

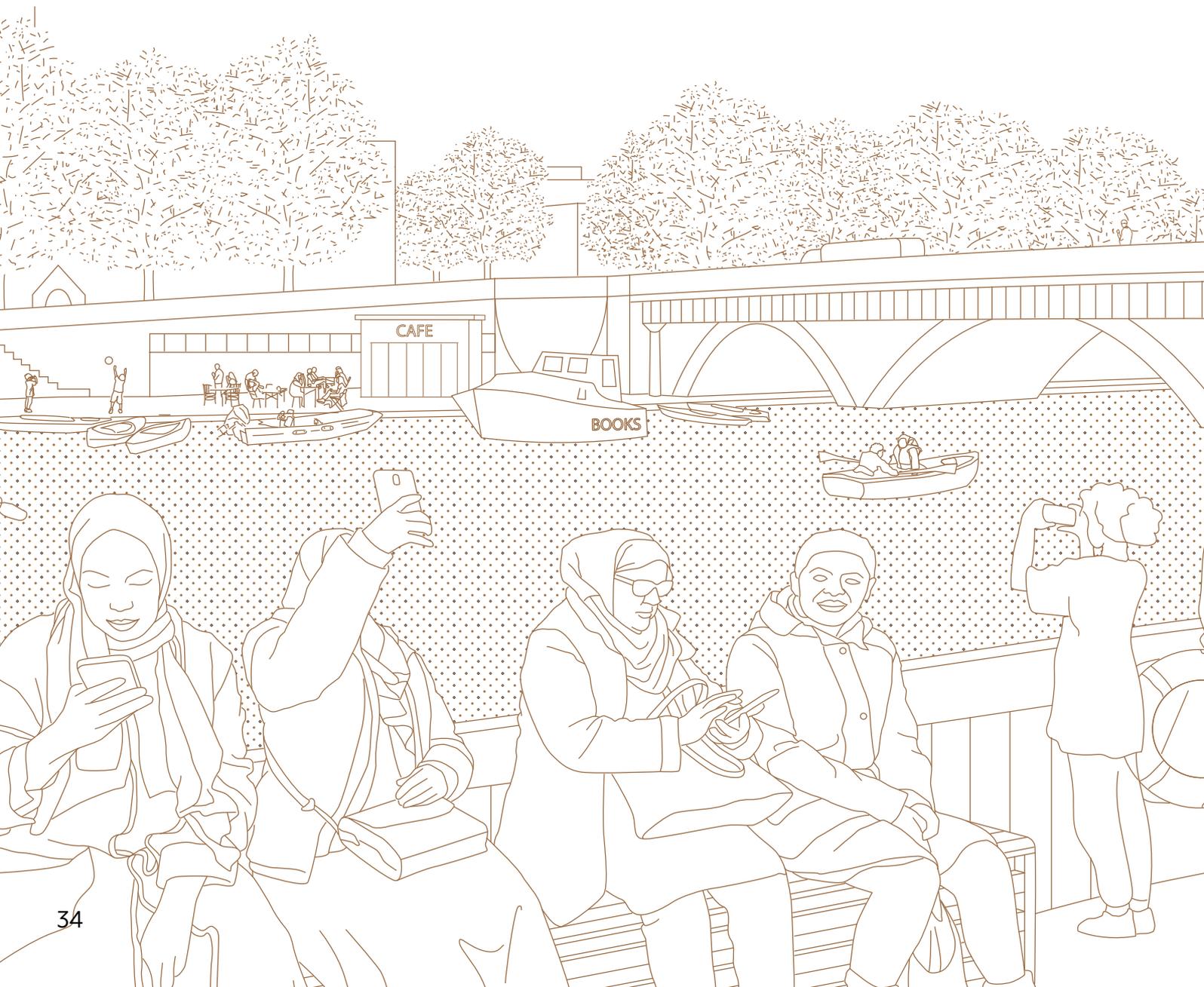


4.

PUBLIC ACCESS

There is an ambition to improve public access to the waters edge in a safe way to improve people's experience of the Harbour which runs through the centre of Bristol and provides an important urban blue space. On a summer's day people line the harbour walls to sit in the sun and socialise. Whilst this is valued and should be retained it isn't the most accessible way to connect and be close to the water. In addition to sitting on the harbour walls, people get close to the water through watersports activities and by travelling along Quayside Walkways. Whilst the existing Quayside Walkway has good coverage across the harbour, the connection between the walkway and the water is restricted by hard landscaping, vertical harbour walls and restricted access to pontoons. A number of projects have been identified to improve public access to the water's edge (Ampitheatre, Totterdown Basin, Castle Park, SSGB, Baltic Wharf, Avon Quay).

*How can space for sitting, reclining and socialising be created closer to the water?
How can this space connect the city centre to Castle Park and the harbour?*





Coal Drops Yard Canalside Amphitheatre, London (source: Conde Nast Traveller)

Where possible, improvements should be made on the quayside rather than on the water itself as on-water structures are more costly to maintain in the long-term. That is not always possible however. On-water walkways need to consider the navigation channel and any impacts on vessel movement and harbour operations. There should be ambitions to integrate greening, water access, and provision for adjacent commercial activity. These should not be fixed structures but be designed to rise up to the design flood level with capped mooring piles.

CMC4: Amphitheatre

Establish a tree-lined waterside walkway around the perimeter of the amphitheatre with a structure around the weathervane to provide public access routes, space to sit, recline, shelter and get closer to the heritage moorings. Walkway to provide access during amphitheatre



Wild Mile Footpath and Greening, Chicago (source: Wild Mile)

events but with option to temporarily close at each end if required. Integration of new ferry landing adjacent to walkway to connect to Wapping Wharf.

Amphitheatre to provide a diversified programme to include seasonal, affordable and inclusive events and uses. Programming and interventions to allow for movement sports, other recreational activities and daily public life when not in use for events.

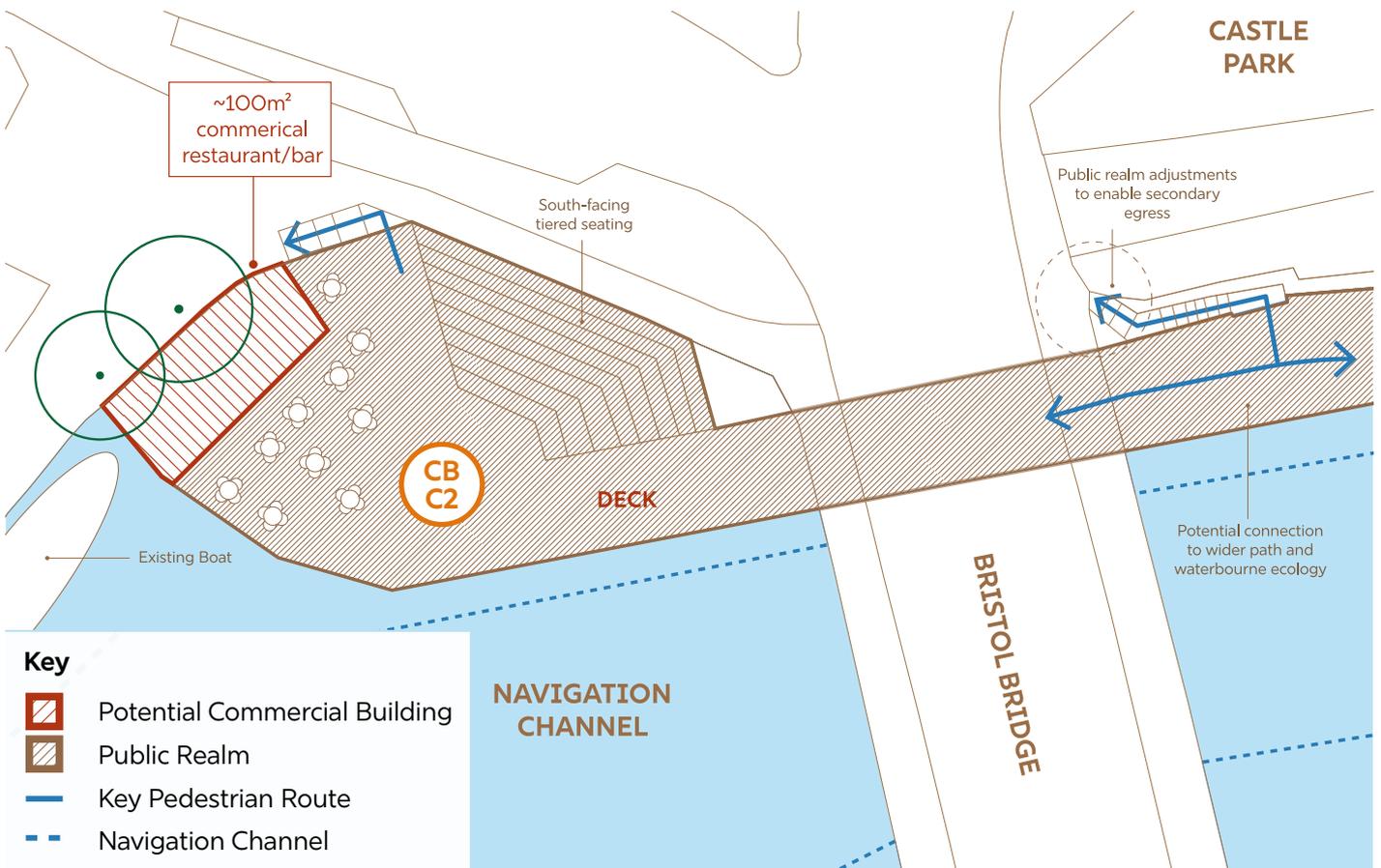
TQW3: Floating Harbour Walkway

New walkway installed on the water to connect Temple Meads ferry landing to Totterdown Basin via the Temple Quarter Enterprise Campus development. Aspiration to have a bridge connecting the Temple Quarter Enterprise Campus to Avon Street, if delivered the Walkway and bridge should provide an accessible and integrated connection point.

CBC2: Castle Park Waterside and Walkway

New waterside public realm for the city centre capitalising upon regeneration in the adjacent Castle Park and City Centre and creating a better connection to the Floating Harbour. Water-level boardwalk structure to provide free space for the public to spend time, sit, and play on the water level. Access provided from the junction of Baldwin Street and Welsh Back, as well as along the Castle Park Walkway - a new pedestrian route at water level, linking Castle Park Waterside to the Castle Park ferry landing along the perimeter of the Castle Park wall.

Walkway to have controlled access points at each end and passive surveillance from Castle Park above. Opportunity for new ancillary commercial opportunities along the perimeter of the boardwalk structure and alongside Castle Park wall as well as educational and greening opportunities e.g. floating classroom on the Ballast Seed Barge, information about the historic wall and how it was used. Activity to focus on family, community, educational and cultural activities.



Bringing Castle Park and the historic city centre back into contact with the water, through a south-facing sundeck and restaurant facility, also providing a safe city centre water ingress for users of the Bristol Watersports Network.

*Bristol Bridge and Bristol Harbour
with the City Centre in the
background (source: DK-CM)*



WATER TRANSPORT

There are currently two ferry services which are in operation across Bristol Harbour:

- The Cross Ferry Service operated by No7 Boats between the SS Great Britain and the Harbour Inlet. This is a year round service, which operates on demand (7.30am-6.15pm Monday-Friday and 10.30am-5.30pm at the weekend)
- The Day Ferry service operated by Bristol Ferry Boats, between Bristol Temple Meads Station, City Centre and Underfall Yard. This operates all year round, but on a reduced service during the winter months when demand is lower. There are plans to extend their service to 5:40pm (Hotwells loop) and 6:30pm on the Bristol Temple Meads Station route. Services currently cater primarily for the leisure / tourism market. However, the company has recently trialled a new commuter route, running outbound service from Netham to Bristol Temple Meads Station and the City Centre.

Whilst these services have historically had BCC subsidy to encourage commuters, this was not deemed feasible and so since 2011 BCC subsidies have since stopped.

Alongside ferry services, boat tours are provided by the Bristol Packet, No7 Boats and Bristol Ferry Boats.

There is an ambition to invest and expand the ferry services and provide a better connection between different public transport modes. There are a number of key context changes since 2011 which support the case for an enhanced ferry service and include: the increase in the city centre population, the introduction of the Clean Air Zone, provision of MetroBus and Park & Ride services, and associated vehicular restrictions in the city. Whilst there are challenges to the expansion of ferry services in terms of patronage, investment required and speed limits on the harbour (boats restricted to 6 knots on the Harbour), to support the wider regeneration goals at Temple Quarter, City Centre and Western Harbour investment in the ferry service is fundamental.

In simple terms the ferry service should be financially self sufficient, accessible (both in terms of landing stages and fleet), affordable, sustainable (with opportunities for electric ferries being explored) and integrated with wider transport systems (with opportunities for joint ticketing being explored for bus and ferry travel, as has been achieved in other UK cities).

FERRY SERVICE ROUTES

This section explores three potential ferry services which could be implemented across Bristol Harbour to serve different audiences and needs. Taking into account the requirements for financial self-sufficiency, the services will not be deemed viable if they require subsidy from BCC. Therefore the proposal for the waterspace is to consider and regularly review short, medium and long term proposals for ferry services as the context may change again in the future to better support ferry service expansion.

Short Term: Cross Harbour Connections

The short term proposal is to build upon the successful cross harbour ferry service between SS Great Britain and Brunel Quay. The need for more north-south connections was raised multiple times during public and stakeholder engagement and as such improvements to the existing SS Great Britain - Brunel Quay route; and a new route between Museum Square - Amphitheatre have been proposed. Further feasibility is required to determine the best connection type e.g. chain link crossing, skippered ferry, automatic ferry, electric ferry. Consideration is also required to avoid impacting upon harbour operations and water leisure in terms of coordination of waterspace usage and frequency of crossings.

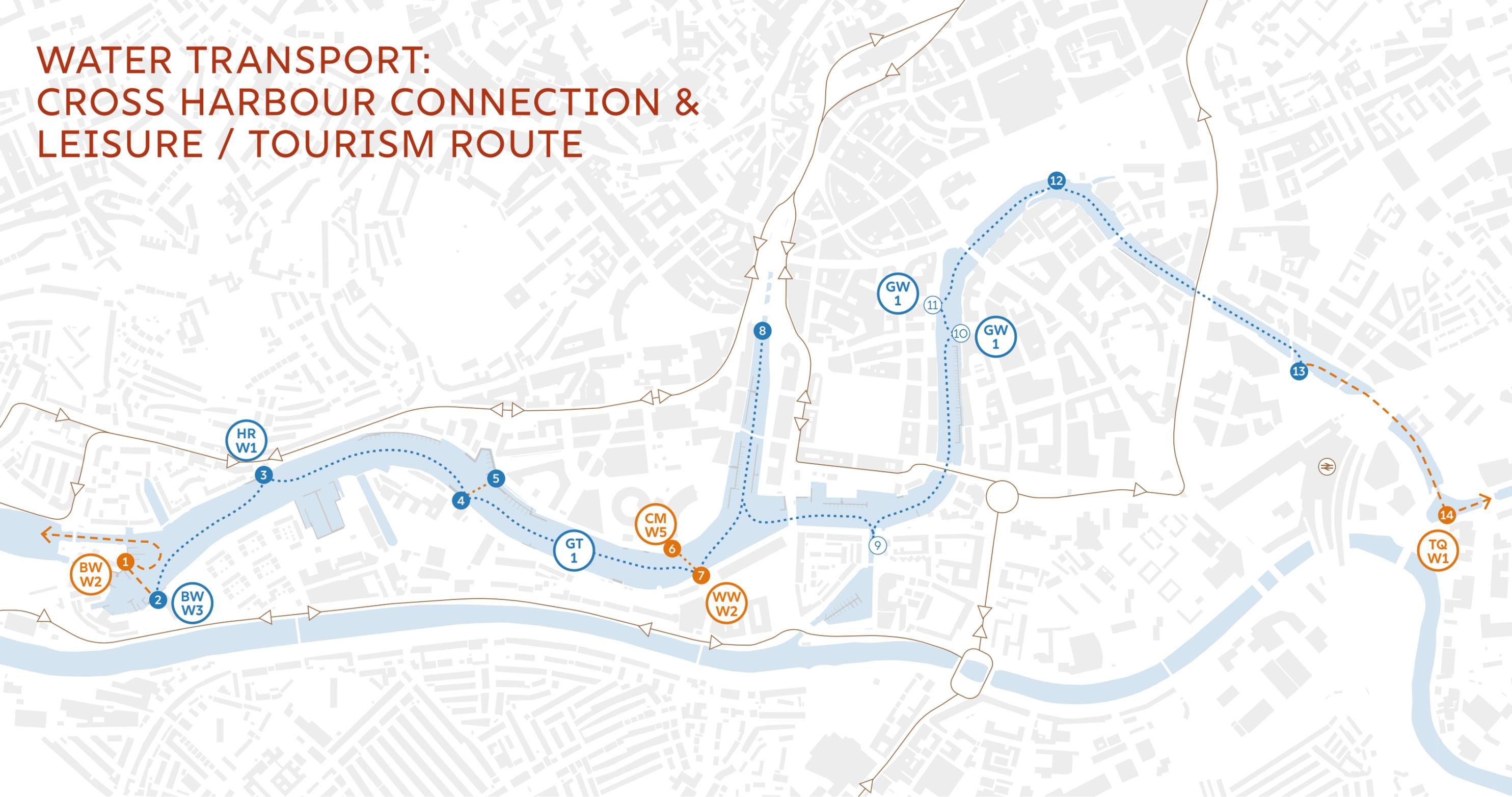
Medium Term: Leisure / Tourism Route

In the medium term there is an ambition to enhance the leisure and tourism ferry service which connects from Temple Meads through to Underfall Yard. It is proposed that, subject to the outcomes of the temporary service expansion to Netham and Silverthorne Road, the ferry service can be permanently extended eastwards down the Feeder Canal, and westwards to Cumberland Basin, to service the upcoming regeneration areas.

Long Term: Express Commuter Route

In the long-term, demand for a commuter ferry service is expected to grow following the completion of major regeneration schemes at Western Harbour, City Centre and Bristol Temple Quarter. There is an opportunity to create a west-east commuter route through the city which would target commuters by connecting key city centre locations with key transport interchanges like Bristol Temple Meads Station, and surrounding neighbourhoods. To improve journey time efficiency the service would only stop at selected places with minimal stops to provide an 'express' route. The service would be in place during the morning and evening rush hour to meet the demand of commuters.

WATER TRANSPORT: CROSS HARBOUR CONNECTION & LEISURE / TOURISM ROUTE



Key

- ⋯ Consolidated Ferry Service (GT1)
- ⋯ Cross Harbour Connection (GT3)
- Potential Ferry Service Expansion
- Ferry Landing - Existing
- Ferry Landing - Re-opened (GW1)
- Ferry Landing - New

- Key Bus Routes - Existing
- ▴ Key Bus Stops - Existing
- ⚓ Train Station

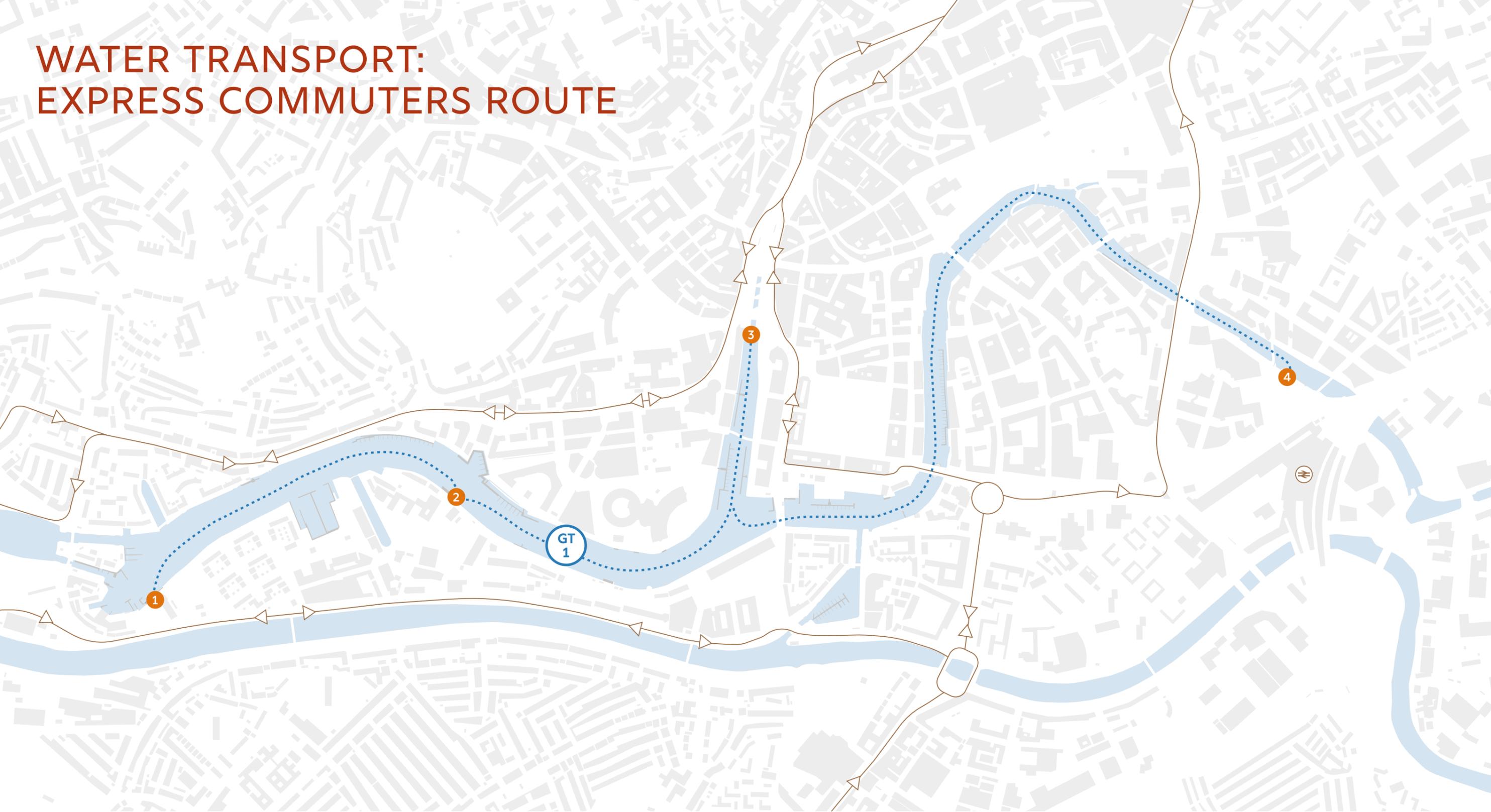
Ferry Landings

- 1 Avon Quay
- 2 The Cottage
- 3 Mardyje Wharf
- 4 SS Great Britain
- 5 Harbour Inlet
- 6 Amphitheatre (relocated)
- 7 Museum Square
- 8 Bristol City Centre
- 9 Bathurst Basin
- 10 Redcliffe Back
- 11 Welsh Back
- 12 Castle Park

- 13 Temple Meads Station
- 14 Totterdown Basin

Thinking on the Totterdown Basin area will evolve further through the Bristol Temple Quarter masterplan being prepared by Prior + Partners from 2024.

WATER TRANSPORT: EXPRESS COMMUTERS ROUTE



Key

- Consolidated Ferry Service (GT1)
- Ferry Landing - Existing
- Key Bus Routes - Existing
- Key Bus Stops - Existing
- Train Station
- 1 The Cottage
- 2 SS Great Britain
- 3 Bristol City Centre
- 4 Temple Meads Station

FERRY LANDINGS

There are a number of existing ferry landings some of which are in use and other's which are not. To provide an accessible service, all ferry landings (existing and proposed) should be DDA compliant with incorporated seating, signage, shelter and greening. Other transport systems should be integrated or well connected to the ferry service and ferry landings e.g. bus stop location and wayfinding, or mobility hub location. Any HPSS-recommended projects taking place adjacent to existing or new landings should explore the potential of access improvements through their delivery. Below is a summary of existing, re-opened, and new ferry landings to support the proposed ferry service expansion.

EXISTING FERRY LANDINGS

- The Cottage
- Mardyke Wharf
- SS Great Britain
- Brunel Quay (Harbour Inlet)
- Bristol City Centre
- Castle Park
- Temple Meads Station

RE-OPENED FERRY LANDINGS

GW1: Ferry Landing Reopened

Ferry landing re-opened to support increased ferry service and improve connections around the harbour. Ferry landing to be accessible with seating, shelter and signage.

- Redcliffe Back
- Welsh Back

NEW FERRY LANDINGS

BWW2: Avon Quay

New ferry landing to encourage more footfall to Avon Quay as a destination and create a stepping stone to the future development in Western Harbour.

CMW5: Amphitheatre

Relocation of existing ferry landing to the west of the Amphitheatre and integrated with new perimeter Quayside Walkway to support harbour-wide ferry service and cross harbour connection between Museum Square and the Amphitheatre. Landing to be safe and accessible with seating, shelter and signage.

WWW2: Museum Square

New ferry landing to support harbour-wide ferry service and cross harbour connection between Museum Square and the Amphitheatre. Landing to be safe and accessible with seating, shelter and signage. Incorporation of landing into the mooring for The Matthew of Bristol to provide heritage interest and a unique welcome to Wapping Wharf. Existing Wapping Wharf ferry landing to be closed and used for harbour wall moorings.

TQW1: Totterdown Basin

Utilised as part of the Bristol Watersports Network by creating a satellite watersports location for paddlesports adjacent to the future University development. New ferry landing and slipway to support extended ferry route and watersport access. Ferry landing to be accessible with seating, shelter and signage. Located along the southern wall of Totterdown Basin with consideration of nearby dock infrastructure and site of nature conservation.

FERRY OPERATIONS

To provide an accessible and convenient service, all of the services should provide year round connections. Day to day the operational hours may vary between services, for example the leisure related services can begin after rush hour and continue into the evening, however the commuter service would need to start earlier during the morning rush hour and end after the evening rush hour.

In terms of ticketing there is an ambition to provide a combined travel ticket for bus and ferry services to improve connection between different modes of public transport and provide better access to and within the harbour. This would have to be a city-wide approach.



Bristol Ferry boats moored along The Grove car park (Source: Bristol Ferry)

This document is part of the Harbour Place Shaping Strategy (HPSS) prepared by DK-CM for Bristol City Council, 2023-24.

Funded by the West of England Combined Authority through the Investment Fund, administered by the West of England Combined Authority.



For further information, please email harbourplaceshaping@bristol.gov.uk