



BRISTOL PARKS FORUM

20 March 2022

Second consultation on the Direction of the Forum's Information Pack on Cycling and Walking Infrastructure

This is a consultation about the direction of a new Pack which could help find a way forward through the issues around providing new and improved cycling and walking infrastructure through parks.

Please read the document and **reply by 29th April 2022 to**
Email: info@bristolparksforum.org.uk



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1 INTRODUCTION:

The Bristol Parks Forum represents groups and individuals involved in the publicly accessible parks and green spaces in Bristol City Council's boundary (known from here on as "Parks").

Parks can be formal or informal; and used by a wide range of people and wildlife. Areas can be extensive or relatively small. Many are designated for wildlife, heritage and landscape reasons.

During the COVID pandemic, the importance to people of accessing and enjoying Parks; and of walking and cycling increased significantly.

With the City Council and other organisations, declaring a Climate, and an Ecological Emergency the importance of parks and of walking and cycling as measures to help to deal either directly or indirectly with the emergencies has also increased.

The City Council, as part of the West of England Combined Authority with North Somerset, have ambitious plans for improving the cycling and walking network, set out the Local Cycling and Walking Infrastructure Plan (LCWIP - [Local cycling and walking infrastructure plan - West of England Combined Authority \(westofengland-ca.gov.uk\)](https://www.westofengland-ca.gov.uk/local-cycling-and-walking-infrastructure-plan))

The term "new and improved infrastructure" in this document covers proposals such as to put a new cycle track/footpath across a park; or to install new lighting to increase safety; or change existing paths/cycleways; or install signposts to help people navigate.

Following the publication of the new Forum Vision in 2019 ([Vision – Bristol Parks Forum](#)) it was agreed that the Forum would produce six position statements relating to issues which may need further work to ensure that the Vision is delivered in a way that the Forum intended.

Cycling and Walking infrastructure was one of those position statements.

While aimed at Parks groups, it is hoped that other organisations and individuals will also find the final Information Pack useful.

1.1 What is open to comments?

The whole of this document is open for comments, and therefore comments are both encouraged and welcomed. A number of Feedback Questions have been asked where there is a need to received detailed feedback that could help prepare the final Pack.

A Microsoft Word document has been created with all of the questions raised on it, so respondents can cut and paste to their own responses. This can be found on the Forum website at:

<http://www.bristolparksforum.org.uk/BPFCyclingWalkingConsultationMarch2022Questions.docx>

1.2 Why is this important?

Over a long period of time the Forum has found that the subject of providing new and improved cycling and walking infrastructure in Parks can be controversial, to the point that projects are delayed; "us and them" conflict situations arise; and there is a breakdown of trust and understanding between the parties involved.

This work is designed to help people better understand what is behind proposals and the sensitivities involved. It is not a "magic wand" seeking to remove all potential areas of debate/conflict around proposals.

1.3 Who has been consulted?

Copies of the consultation document have been sent, with the intention that they can be circulated widely, to:

- Bristol Aging Better/Age UK
- Bristol City Council Cabinet Members for Parks and for Transport
- Bristol City Council Parks Department
- Bristol City Council Transport Department
- Bristol City Youth Council
- Bristol Cycling Forum
- Bristol Cycling Campaign
- Bristol Disability Equality Forum
- Bristol Physical Access Chain
- Bristol Parks Forum
- Bristol Ramblers

- Bristol Walking Alliance
- Lifecycle
- Sustrans South
- Your Park - Bristol and Bath Parks Foundation

1.4 What is in this document?

This document consists of:

- a brief overview of consultations so far (Page 5 - 7)
- a “jargon buster” section designed to help people understand what is meant by some of the terminology; (Page 7 - 8)
- a draft of the contents of the Information Pack (Page 9 - 20) – covering sources of legislation and policy, design guidance, and a “ways of working” approach; and
- Conclusions (Page 20).

The draft contents are the “building blocks” to help organise and prepare the Information Pack.

1.5 Engagement with others during the consultation period

During the period of the consultation, it may be possible, depending on resources, to arrange for someone from the Bristol Parks Forum to come and talk and listen to groups.

People are encouraged to raise questions before replying using the email info@bristolparksforum.org.uk, so that if there are things which can be clarified these can be considered by respondents in their replies.

1.6 What happens once the responses have been received?

All responses will be carefully considered by the Bristol Parks Forum, and changes made to this document. The document will then become the basis for the final Information Pack.

A report on the consultation responses received and what has happened to them will be prepared and published on the Bristol Parks Forum website.

1.7 Preparation of the Information Pack

There will be a large amount of work to do to prepare a draft of the Information Pack, another consultation arranged, and then a final document produced.

It is estimated that it could take six months to review all the potential information which could be available, and another three months to prepare a draft Pack. Consultation would then follow, probably over 12 weeks; and a final Pack produced.

If you would like to be involved in this work, please contact us.

2 CONSULTATIONS SO FAR

Originally, the Forum had considered producing a position statement.

As work progressed on the first consultation the Forum Committee found that a clear statement of the requirements of the Parks Forum was interpreted in a number of ways – from “absolute statements” to “option statements” which became increasingly complex when considering the situations of individual parks. It was therefore decided to move from the position statement idea, to either an information pack, a protocol or a framework.

While the above options may not be as direct as a position statement, during early discussions views were expressed that not having a position statement is more helpful for dealing with the issues and opportunities that come along in the future.

When asking people what was a “good example” of infrastructure, the response varied, even about the same cycleway/footpath (eg: Castle Park delineated path next to the river – see front cover). Similarly, there was a range of views as to what is acceptable published design advice.

The majority of published advice suggested for the 2021 consultation concentrated on the requirements of the infrastructure.

During initial discussions before the consultation the existing context of that park (it’s designations, purpose, functions etc) came across as a critical factor to be considered in taking forward new and improved infrastructure.

Some parties also wished to see consistent designs for walking and cycling across locations/areas; while others are seeking a flexibility to respond to individual situations.

An initial consultation (Feb 2021) was aimed at Bristol Parks Forum members with other groups informed of what was going on.

A report on the responses received and how they have been treated is on:

<http://www.bristolparksforum.org.uk/BPFCyclingWalkingConsultationFeb2021Report.pdf>

The responses to the 2021 Consultation, other than detailed comments on individual points, can be summarised as follows:

- There was support for a change from the proposed Position Statement to something else, either an information pack or protocol.
- The support for an Information Pack for Parks Groups and others to use, was slightly higher than for a protocol for the same purpose.
- There was an acknowledgement that walking and cycling are going to be increasingly important as transport modes in the future.
- There was an acknowledgement that the development and improvement of walking and cycling infrastructure brings benefits.
- There is a need to consider a "hierarchy of users" who should be considered in how infrastructure is taken forward – and this should include "wildlife". Pedestrians should be the priority.
- Some of the terminology and phrasing used was not familiar to respondents which made understanding the document difficult.
- There is a need to review the implications of the COVID pandemic on the draft principles and the rest of the document
- The checklist of design issues to consider is appreciated as it helps people think about things more.
- There are likely to be increased use of less-polluting modes of transport; and new types of transport in the future. The role of Motorised Assisted Vehicles (MAVs) such as E-scooters/E-bike is also likely to increase.
- There is a need to safeguard children and vulnerable adults
- A number of comments were made about the need to carefully consider how to manage the potential for conflicts between parks users, including those using quiet modes of transport.
- Different types of transport – including scooters, skateboards, roller-skates/blades, wheelchairs, prams and buggies – need separate considerations. There was a view that cycling is being given too much priority at the moment compared to those other types.

- A number of responses emphasised the problems of conflict between different users in parks, especially those that travel fast through parks and those that are slower.

The findings were presented at the May 2021 Park Forum meeting, which agreed that a 2nd consultation should take place using an updated document.

Following on from those comments, alterations have been made to this document.

The most important change is that it is proposed that the Purpose of the Pack could be defined as:

“To provide information for Parks Groups and others which enables proposals for new or improved cycling and walking infrastructure to be considered carefully in the context of the park involved.”

FEEDBACK QUESTION A: Do you agree that the final document should be an information pack for Parks Groups which can be used by others if they wish?

FEEDBACK QUESTION B: Do you agree with the draft Purpose of the pack?

3 Before you read the document.....

This document is talking across a number of disciplines/approaches (eg: engineering design, project management, transport policy, green infrastructure, nature conservation, heritage, landscapes and public space management etc), each with its own language and approach. The document refers to policy and legislation, design guidance and community engagement techniques.

To help people understand what is being said, the following definitions are provided.

Active Travel - making journeys by physically active means, like walking or cycling.

Benefit to Cost Ratio (BCR) - is an indicator, used in cost-benefit analysis, that attempts to summarize the overall value for money of a project or proposal. A BCR is the ratio of the benefits of a project or proposal, expressed in monetary terms, relative to its costs, also expressed in monetary terms. It is one method of assessing a proposal.

Character Analysis – a process where the character of a park is analysed so that its features and functions can be identified; and recorded/presented in way that makes the information available to all parties.

Co-creation/Co-Delivery/Co-Design – a process where people from different backgrounds create/deliver/design something together as equal partners.

Co-funding – when funds are sought to fund both the infrastructure and benefits to the park, either as one project, or a number of projects over an agreed timescale.

Context – the existing economic, social, environmental and cultural aspects of the setting in which the infrastructure is proposed to be located. This can be categorised under headings such as purpose, function, designations, features etc.

Function – the actual use of any existing infrastructure; or whole or part of a park

Hierarchy of Measures – a process of applying types of measures to a situation, starting with the most beneficial. See Page 14.

Hierarchy of Users – a process of how the benefits or disbenefits of a proposal can be considered and managed, starting with a type of user. See Page 13.

Information Pack – an informal document which sets out information which could be used in the consideration of a situation.

Infrastructure – new or improved physical measures for cycling and walking.

Liaison group - a group of people who meet to learn how a proposal is being taken forward, and feedback their views.

Mitigation Hierarchy – a stepped process to be used, if a proposal has negative effects on the environment. See Page 14.

Motorised Assisted Vehicles (MAV's) – vehicles used by individuals powered by electric or other types of energy (eg: e-bikes; e-scooters). It does not include motorised wheelchairs or mobility scooters used by vulnerable users. (see below).

Open access to all information – the principle that all information from all parties relating to a proposal is available to all other parties, except for information which is financially or personally sensitive.

Protocol – a formal document or process which sets out how parties have agreed to act.

Purpose – the intended use of the proposed infrastructure; or whole or part of a park.

Standards – in infrastructure design, designs or specific details of designs which are a norm or a requirement. Some standards can be guidance, which need to be considered in the light of the situation in which it is to be employed.

Steering group - a group of people who are chosen to direct the way something is dealt with.

Value for Money (VfM) - a method for assessing how a proposal, uses public resources in a way that creates and maximises public value. It is one way of assessing a proposal.

Vulnerable users – individuals or groups of users of the existing/proposed infrastructure or park which have ‘protected characteristics’ (as defined in the Equality Act 2010) or need to be safeguarded. Examples of groups to be safeguarded include children, young people and women.

Working group - a small group of people that studies a particular problem or situation and then reports on what it has discovered and gives suggestions.

FEEDBACK QUESTION C: Do you have any comments on the definitions above?

4 PROPOSED CONTENTS OF THE INFORMATION PACK:

The statement/framework is divided into four sections:

- Introduction
- Principles
- Design issues
- Ways of working.

At this stage there are no examples of the actual type of text to be included in the document which people can respond to. The reason for this is to allow people to consider the overall approach, rather than have to respond to detailed text, without knowing what is behind it.

The intention would be to make the Pack as easy-to-read as possible, with pictures, graphics/infographics/statistics supporting important points; an easy-to-read summary at the start of each section; and minimum technical or other jargon.

4.1 Outline of the proposed sections of the statement/Framework

4.1.1 Introduction

This section would set out:

What the document is seeking to do. Its purpose (see above).

What is meant by terms such as publically accessible parks, new and improved infrastructure.

Describe the current situation and background about parks, cycling and walking.

Descriptions of the importance of parks, cycling and walking – economically, social, environmentally and culturally.

Description of importance to individuals and groups – active travel, sense of pride, feelings of ownership, sense of place, sense of tranquillity, sense of health and well-being, sense of contributing to a better world

Implications of COVID; and a post COVID situation.

The importance of funding for parks, cycling and walking infrastructure bringing positive benefits to all parties.

Implications of future changes to modes of transport or power sources.

Date for review of statement/framework.

Feedback to "email address".

4.1.2 Review of relevant legislation, policy and plans

A description of the relevant legislation, policy and plans relating to parks, and to cycling and walking.

If necessary, an Appendix to summarise the relevant points of each would be provided. Please note that weblinks may change over time.

The list of potential legislation etc to be reviewed is:

- Bristol City Council Parks Bylaws (ongoing)
[What you can do in our parks and green spaces - bristol.gov.uk](https://www.bristol.gov.uk/what-you-can-do-in-our-parks-and-green-spaces)
- Bristol City Council Parks Strategy (2008)
[Bristol parks and green space strategy - bristol.gov.uk](https://www.bristol.gov.uk/bristol-parks-and-green-space-strategy)
- Bristol Equality Charter (2016)
[Bristol Equality Charter - bristol.gov.uk](https://www.bristol.gov.uk/bristol-equality-charter)
- Bristol Local Plan (2011-2014)
[Local Plan - bristol.gov.uk](https://www.bristol.gov.uk/local-plan)
- Bristol Local Plan Review (2018 ongoing)
[Local plan review - bristol.gov.uk](https://www.bristol.gov.uk/local-plan-review)
- Bristol Parks Forum Vision (2019)
[Vision – Bristol Parks Forum](https://www.bristol.gov.uk/vision-bristol-parks-forum)
- Bristol Cycling Strategy (2015)
[Bristol-Cycle-Strategy-Jan2015.pdf \(bristolcycling.org.uk\)](https://www.bristolcycling.org.uk/bristol-cycle-strategy-jan2015.pdf)
- Bristol Transport Strategy (2019)
[Bristol Transport Strategy - bristol.gov.uk](https://www.bristol.gov.uk/bristol-transport-strategy)
- Bristol Walking Strategy (2011)
[https://www.bristol.gov.uk/documents/20182/33688/WALKING+STRATEGY+-+FINAL+VERSION+-+JAN11.pdf#:](https://www.bristol.gov.uk/documents/20182/33688/WALKING+STRATEGY+-+FINAL+VERSION+-+JAN11.pdf#:~:)
- Bristol Women's Cycling Charter (2019)
- Countryside and Rights of Way Act 2000
[Countryside and Rights of Way Act 2000 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2000/85)
- Cycling and walking investment strategy (2017)
[Cycling and walking investment strategy - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/624422/cycling-and-walking-investment-strategy-2017.pdf)
- Environment Act 2021
[Environment Act 2021 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2021/23)
- Gear Change: a bold vision for cycling and walking (2020)
[Cycling and walking plan for England - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/624422/cycling-and-walking-plan-for-england-2020.pdf)
- Highways Act 1980 (Section 329)
[Highways Act 1980 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/1980/66)
- Highways Act 1835 (Sections 72 and 78)
[Highway Act 1835 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/1835/1)
- National Parks and Access to the Countryside Act 1949 – Section 21
[National Parks and Access to the Countryside Act 1949 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/1949/51)
- One City Plan (2019 onwards)
[The One City Approach - Bristol One City](https://www.bristol.gov.uk/the-one-city-approach)

- One City Plan strategies (2019 onwards)
[One City Strategies - Bristol One City](#)
- Public Rights of Way Act 1990
[Rights of Way Act 1990 \(legislation.gov.uk\)](#)
- UK Clean Air Strategy 2019
[Clean Air Strategy 2019 - GOV.UK \(www.gov.uk\)](#)
- WECA and North Somerset - Joint Local Transport Plan 4 (2020)
[Joint Local Transport Plan - Combined Authority \(westofengland-ca.gov.uk\)](#)
- WECA and North Somerset - Local Cycling and Walking Infrastructure Plan (2020)
[Local cycling and walking infrastructure plan - West of England Combined Authority \(westofengland-ca.gov.uk\)](#)
- West of England Green Infrastructure Strategy and Plan (2020)
[Joint-Green-Infrastructure-Strategy-June-2020-spreads.pdf \(westofengland-ca.gov.uk\)](#)

A statement will be added that this list is likely to change over time, and the most up to date information should be used.

In the first consultation Bristol Shared Users Routes Policy was included, but that has been superseded by LTN 1/20 above.

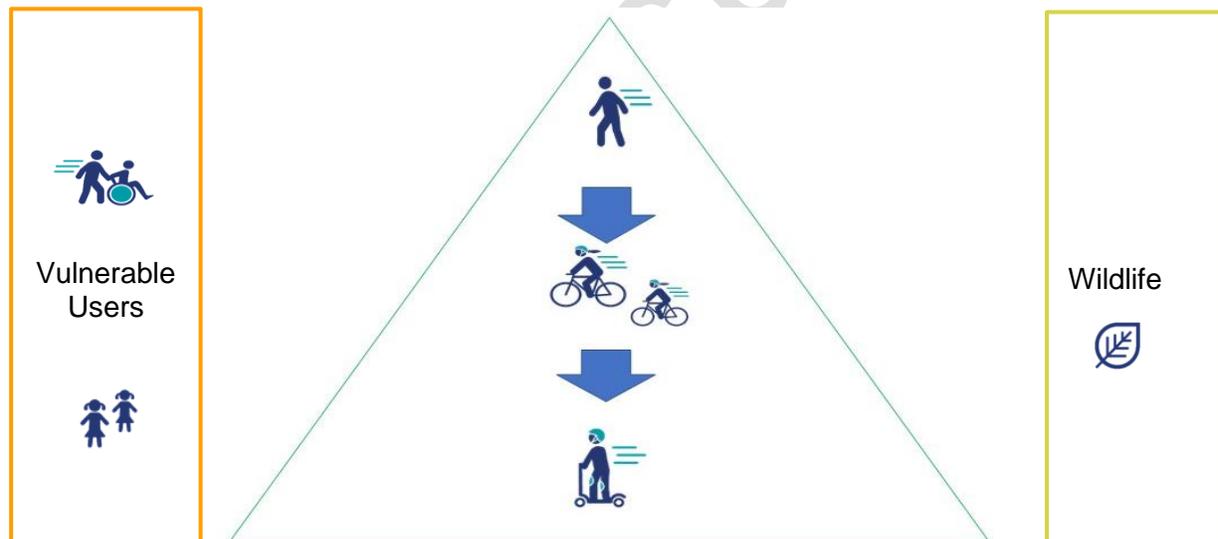
FEEDBACK QUESTION D: Is this list right – are there things which need to be deleted, changed or added?

4.1.2 Principles

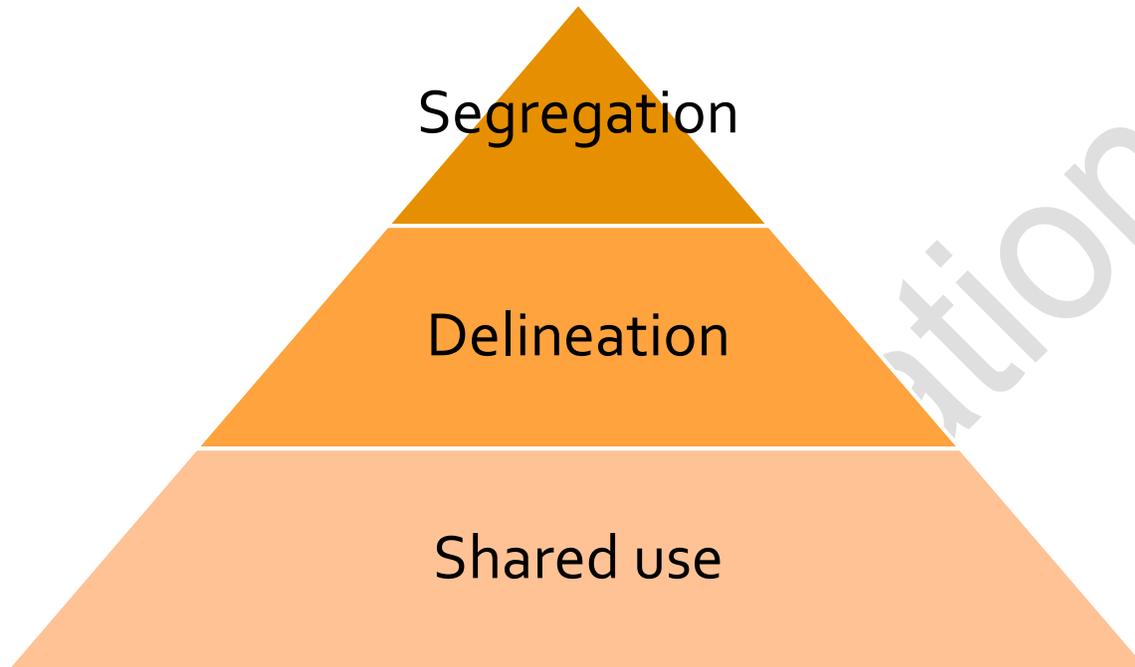
The following principles could be used to inform the processes involved in design the infrastructure:

- Consider each situation as an individual case. Eg: design standards or previous practice may be useful in some circumstances; other situations may need sensitive refinement of those standards.
- In some circumstances new infrastructure may not be the solution or create new issues which need to be dealt with. Alternatives, including using existing infrastructure must be considered appropriately.
- Examine the context for the infrastructure, the park, cycling and walking – within a geographical area and over time. (eg: along the route and beyond – now and in the future). The context should cover the economic, social, environmental and cultural background.

- Examination of current and future usage of the park and infrastructure (eg: both within a geographical area and over time).
- Identify where and how parks, wildlife, cycling and walking interact – are there potential conflicts or benefits?
- Is the infrastructure just a matter of getting from A to B, or are there other ways the proposals could be used by people?
- Consider the Hierarchy of Users – what will be the effects (both positive and negative) on the users. With walking at the top of the hierarchy to be considered first, followed by cycling, and then motorised assisted vehicles. Whichever part of the hierarchy is being used – vulnerable users (including those with protected characteristics and where safeguarding applies) and wildlife will need to be considered.



- Consider the Hierarchy of Measures – considering first the physical segregation of cyclists from other users, then delineation of where different users should be, and finally shared use etc.



- Take into account the sensitivity of the park to change using an assessment of the characteristics and functions/purpose of the park from environmental, social, economic and cultural perspectives.
- Take into account the needs of those with protected characteristics or requiring specific measures to access the Park or use their mode of transport.
- Mitigation of negative effects on features in parks using the Mitigation Hierarchy – moving from avoidance of negative effects, through to mitigation of those effects, to compensation and on to enhancement/net gain.

Biodiversity Net Gain is now a legal requirement for projects resulting from the Environment Act 2021, the details of which are due to be confirmed by 2023.



- While Value for Money and Benefit Costs Ratios are important, due weight must be given to other “softer” issues and benefits such as tranquillity; and health and well-being.
- Opportunities for joint benefits of proposals to be explored and identified; and carried forward if agreed. See also Ways of Working below.
- Take into account the ease of which the infrastructure can be maintained in the future.

FEEDBACK QUESTION E: Is this the right list? Are there principles that should be deleted, changed or added?

FEEDBACK QUESTION F: Is a hierarchy of Users a useful principle to have?

FEEDBACK QUESTION G: Is a hierarchy of Measures a useful principle to have?

4.1.3 Design Issues

Following a review of the following documents, design issues relevant to the Parks situation will be identified. It is not intended that the Information Pack will be a detailed design guide, but will point to issues (see list below) and possible solutions. Please note weblinks may change over time.

- Bristol Parks Strategy – proposals for improving Parks and Green Spaces (2008)
<https://www.bristol.gov.uk/policies-plans-strategies/bristol-parks-and-green-space-strategy>
- Local Transport Note – 1/20 – (July 2020)
[Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/531212/cycle_infrastructure_design_ltn_1_20.pdf)
- Royal Parks Walking and Cycling Technical Design Guidance (2016)
[Walking-and-Cycling-Technical-Design-Guidance-2016.pdf \(royalparks.org.uk\)](https://royalparksofbristol.org.uk/media/1000/Walking-and-Cycling-Technical-Design-Guidance-2016.pdf)
- Design Manual for Roads and Bridges (DMRB) – CD 143 (May 2020)
[CD 143 - Designing for walking, cycling and horse-riding - DMRB \(standardsforhighways.co.uk\)](https://standardsforhighways.co.uk/CD143-Designing-for-walking-cycling-and-horse-riding/)
- Design Manual for Roads and Bridges – CD 195 Design for Cycle Traffic (May 2020)
[CD 195 - Designing for cycle traffic - DMRB \(standardsforhighways.co.uk\)](https://standardsforhighways.co.uk/CD195-Designing-for-cycle-traffic/)
- Manual for Streets 1 and 2 (2007 and 2010)
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdf
<https://tsrgd.co.uk/pdf/mfs/mfs2.pdf>

- BCC shared pedestrian and cycle space review
[Bristol-Shared-Ped-Cyc-Space-Main-Report-March2015.pdf](#)
[\(bristolcycling.org.uk\)](#)
- BS5: One route objectives and designs (2019 onwards).
[Making the Bristol and Bath Railway Path better for all - Sustrans.org.uk](#)
- Legislation, Policy and Plan documents listed above
- Local Cycling and Walking Infrastructure Plan (LCWIP) (2020)
[Local cycling and walking infrastructure plan - West of England Combined Authority \(westofengland-ca.gov.uk\)](#)
- Correspondence on initiatives from organisations – eg: replies to proposals such as LCWIP and BS5: One Plan Bristol and Bath Railway Path, if they can be made available.
- Milton Keynes Council – Cycle Routes and Redways. A consultation document on designs of Redways was issued in 2020. No direct weblink is available – please use a Search Engine.
- Welsh Government Active Travel Act guidance (2021) – Chapters 9,11,12 and 15 and Appendix G.
[Active Travel Act guidance | GOV.WALES](#)

An appendix would be provided to summarise what guidance in the above documents says about infrastructure in parks and the context in which it was produced (eg: LTN – relates to xxxxx; DMRB relates to xxxxxx).

It is possible that there is very little published design guidance directly relating to how parks and cycling and walking infrastructure should interact.

FEEDBACK QUESTION H: Is this the right list or should items be deleted, changed or others added?

So far, the following design related issues have been identified:

- Future use of the route – numbers and types of users
- Requirements of people with “protected characteristics” or who are vulnerable users.
- Route design – types
- Route design - sizes
- Transitions/Entrances between outside the Park and inside.
- Changes to the context, functions, purpose, features, characteristics and use of the Park
- Potential for conflicts due to speed or type of user

- Potential for conflicts at crossing points.
- Visibility requirements along the route
- Unexpected users – are some groups likely to use the infrastructure more than before, or use it for purposes which were not intended?
- Role, design and location of surfacing, finishes and textures of the infrastructure (eg: use of colour, surfaces, speed humps, drainage channels)
- Role, design and location of seating, stopping points and social areas
- Role, design and location of signage – both on the ground or at eye level for instructions, includes behaviour advice and identification of areas or features etc.
- Role, design and location of lighting, including effects on wildlife and other designations (eg: dark skies sites, heritage features), as well as people generally.
- Role, design and location of drainage, including keeping routes and the surrounding areas safe and able to fulfil their functions/purposes
- Role of mitigation hierarchy when considering negative environmental effects of infrastructure
- Opportunities to communicate about the benefits of the infrastructure after completion and the park, either on site or elsewhere – welcoming, informing etc.
- Implications of the construction stage on the park and infrastructure
- Implications of designs on the maintenance of the park and infrastructure
- Implications of the design on user's behaviour, and if there are issues, on enforcement action.
- Opportunities for improving the understanding of the park by users
- Opportunities for enhancements in the area around the infrastructure – art, wildlife/landscape/heritage-based improvements, or to help management of the park.

Not all issues would be relevant to all situations, however the items should be checked to ensure that they are properly considered.

FEEDBACK QUESTION 1: Is this the right list – should items be deleted, changed or others added?

2.1.5 Ways of Working

This part of the Pack would involve setting out how engagement and collaboration could be carried out.

It is proposed to use the process outlined in the City Council's Transport Strategy (see diagram below). Copyright Bristol City Council – used with permission.

1. Schemes and projects identified in Bristol Transport Strategy (or for schemes affecting the West of England as a whole, the Joint Local Transport Plan, as informed by the Joint Transport Study)
2. Plan is adopted by senior management, Members and Mayor
3. Work with community, residents and stakeholders to shape initial plans, gaining valuable insight on existing local transport situation
4. Further detailed work is carried out in the form of feasibility studies or detailed strategies to identify the deliverability of projects
5. Funding required for options and concept preliminary design work to develop a robust business case
6. Relevant funding sources identified to bid for funding
7. Gain approval to bid for funding through internal decision making process
8. Win funding- draft up detail of the project
9. Consult on the detail of the project
10. Make any changes as a result of consultation
11. Deliver project
12. Monitor outcomes of the project, refining schemes and learning lessons for the future

Step 3 could be amended to cover an “insight into individual parks situations” as well as local transport situations.

There would be a statement in the Pack of the ideal situation which “ways of working” could achieve:

- Proactive relationships – keep all parties involved in the work
- Listening and understanding – listening to and acknowledging positions
- Positive inclusion of parties – enabling parties to be involved equally
- Maintaining dialogue – even when things go wrong.
- Apologising where necessary (yes, things go wrong, people sound off, people get the wrong end of the stick)
- Seeking long term solutions to issues that arise.
- Working collaboratively
- Being transparent with information (have open access to all information), especially about how decisions have made.
- Try to involve a wide range of individuals and organisations affected
- Seek a sense of ownership of the process, delivery of the measures and the ongoing maintenance of the measures from all parties.

During the development of proposals ask if there are opportunities for all parties to:

- Co-create the project aims and objectives which drive the infrastructure
- Co-Create/Co-design the infrastructure
- Enable Co-funding/Co-delivery of improvements to the infrastructure and the Park – eg: if funding for park related improvements are available at the same time as those for the infrastructure could they be delivered together by the same contractor etc.

Possible models for the mechanism which would allow working collaboratively could include:

- Steering groups
- Working groups
- Liaison groups

Not all of the ways of working mentioned will be necessary in all circumstances, or even possible to deliver.

FEEDBACK QUESTION J: Is this “ways of working” approach the right way forward?

FEEDBACK QUESTION K: Should things be deleted or added from any of the lists above?

FEEDBACK QUESTION L: Is the Bristol Transport Strategy model, the best model/process to use for this purpose?

FEEDBACK QUESTION M: Is amending Step 3 as proposed the best way of achieving earlier consideration of park related issues? If not, what is the alternative?

5 Conclusions

We hope that this document will stimulate a debate about the best way forward to deal with issues relating to parks; and walking and cycling infrastructure through the proposed Information Pack.

If you have any questions, please do not hesitate to contact us using the email on the front of the document.

Finally, can we thank all of those involved in parks, cycling and walking; both individuals and groups who have offered their time to provide guidance and thoughts this far.

Special thanks to Bristol City Council Transport Department and Sustrans South for permission to use their graphics.

We look forward to hearing from you.

Bristol Parks Forum Committee
20 March 2022