

city: **Bristol**

Integrated Action Plan for Urban Resilience

1. Introduction

Bristol is a city, unitary authority area and county in South West England. It is England's sixth and the United Kingdom's eighth most populous city and the most populous city in Southern England after London. Bristol is one of the eight largest regional English cities that make up the Core Cities Group, and is ranked as a gamma world city by the Globalization and World Cities Research Network, the fourth highest ranked English city. It borders the counties of Somerset and Gloucestershire, with the historic cities of Bath and Gloucester to the southeast and northeast, respectively. The city has a short coastline on the Severn Estuary (which flows into the Bristol Channel).

Not satisfied with being the most efficient major city in the UK, this city is pushing best practices forward in urban sustainability. Bristol was successful in its bid to join the first wave of 'Rockefeller Resilient cities' along with four other European cities: Glasgow, Vejle, Rotterdam and Rome. The 100RC initiative is particularly exciting for Bristol as it will help build on the success of the city's year as 2015 European Green Capital. Joining the 100RC Network will consolidate the city's ambition to be a world leader in resilient and sustainable city development.

100RC provided funding for Bristol City Council to appoint a Chief Resilience Officer (CRO) in February 2015. The CRO was responsible for coordinating the development and implementation of the Resilience Strategy for Bristol, working closely with Strategy Partner Arup and a wide range of stakeholders across the city.

In parallel, the city of Bristol, led by Bristol City Council (BCC) and a group of 50 Founders, embarked on an exciting shared endeavor to articulate a 50 year trajectory for the city. This work has been purposefully integrated with the resilience strategy development process and so Bristol's resilience strategy will be developed with three time frames in mind: short term (to 2017), medium term (to end of statutory planning in 2036) and long term (2065, to provide a 50 year frame in line with Government Office of Science Foresight Future Cities work).

Bristol is the United Kingdom's fastest growing city. To support this growth, the city is investing more than £2.7 billion in new and renewed infrastructure, particularly in transport, energy, housing, and business. The city has plans to create resilient systems—more decentralized, less prone to cascade failure—and will future-proof investment decisions. Bristol is already the most energy and waste-efficient major UK city, and they plan to meet future needs by managing resources even more efficiently. The city aims to empower individuals and communities to help themselves, support

capacity building and local-decision making, and protect local amenities. Much of the building stock is old, but the city is working to enable owners to future-proof these buildings, which will support and protect human life and enable commerce. The city is using a systems-led approach to build in capacity, flexibility, safe failure, and constant learning. Bristol aims to be future-proofed by 2020.

Bristol has a fast growing population, with a 21% rise predicted by 2037. With a current population of approximately 454,200, it sits at the heart of the West of England (population 1.1 million), which reaches from Bath to Weston-Super-Mare to Yate. Since 2003, the population is estimated to have risen by 46,000 people (12%), higher than the England and Wales average. This large increase can be attributed to a number of factors. The city attracts many young people come to study and its “stickiness” means that a high proportion choose to stay and start families (seen in the significant rise in births). The other noticeable trends are a significant increase in net-international migration, and an ageing population.

The population of Bristol has also become increasingly diverse in recent decades as shown and some local communities have changed significantly. There are now at least 45 religions, at least 180 countries of birth represented and at least 91 main languages spoken by people living in Bristol.

The age profile of the BAME population is much younger than the age profile of the Bristol population as a whole. The proportion of children (aged 0-15) who belong to a BAME group is 28%, the proportion of people of working age (aged 16-64) who belong to a BAME group is 15% and the proportion of older people (aged 65 and over) who belong to a BAME group is just 5%.

The BAME population varies significantly across the city - in Lawrence Hill ward 55% of all people belong to a BAME group compared to 4% in Whitchurch Park. This difference is emphasised even more when looking at areas smaller than wards (see Figure 16) – in ‘St Pauls Grosvenor Road’ 80% of all people belong to a BAME group whilst just 1.4% are BAME in ‘The Coots’ in Stockwood.

Since 2001, the distribution of the BAME population of Bristol has changed considerably (Figure 17). Whilst in 2001 the BAME population largely lived in the inner city wards of Ashley, Easton, Lawrence Hill and Eastville, with all other wards having a BAME population of below 14%, in 2011 the distribution of the BAME population had extended out to the north east of the city. Now wards with a BAME population of above 14% include Lawrence Hill, Easton, Ashley, Eastville, Lockleaze, Cabot, Hillfields, St George West, Frome Vale, Horfield and Southmead.

For the Resilient Europe project, the area of Easton and Lawrence Hill was chosen for the Urban Living Lab area. This area was chosen for a number of reasons including that a number of other projects are taking place in this area. The Urban Living Lab area is also covered by both the a smart city Horizon 2020 project called REPLICATE, CLAIR Cities which is clean air European funded project and also through a University

of Bristol led project looking at shared space usage of the railway path that goes through this area called URBAN ID. The work of the Resilient Europe project builds upon the work that is being carried out in this area and through the work of this project Bristol City Council is ensuring that the work is not carried out in isolation.

The project, co-ordination and support as local experts has been provided by Up Our Street. Up Our Street is a resident led charity based in the Easton and Lawrence Hill neighbourhood with over 15 years' experience in engaging with residents to find solutions to the issues they face. As an organisation it is well regarded for its ability to bring diverse voices to a conversation, defining local issues and coproducing projects with residents, so it made a natural partner for delivering the URBACT project.

Lawrence Hill is a large and complicated neighbourhood with huge amounts of creativity and energy and a population that has proven itself to be resilient to change following rapid migration and growth. However there is limited representative data about how people experience life in the neighbourhood which could be used to identify and determine the key challenges.

As a response, in August 2016, Up Our Street conducted its own research. It recruited a community research team from the local area to co-design and deliver a research programme about local residents' views on wellbeing. All researchers came from minority ethnic backgrounds and brought their lived experience to the project, which helped make the research more inclusive in its design and delivery, reaching ethnic and religious minority groups who often have low participation rates in this type of research. While the project utilised the language skills and expertise of the team members, it also empowered them as researchers through comprehensive training in social research methods delivered by the University of Bristol.

Recruiting members of the community as researchers also meant that the project was action-oriented and driven by a strong commitment to identifying areas for social change that could be effected locally. Upon completing the research programme, Up Our Street worked with local partners to develop and deliver a Festival of Solutions, which was delivered as the third local project group meeting. The event brought together community members to learn about key findings from the research then work together to share inspiration and ideas of how to respond and develop solutions to these concerns which would make the neighbourhood more resilient. A number of projects were taken forward as a result of this event.

2. Current Situation

Stresses are chronic conditions which weaken the fabric of a city on a daily or cyclical basis; examples include high unemployment, health inequalities, inefficient public transport systems, endemic violence, and chronic food or water shortages. Acute shocks are sudden, sharp events such as terrorist attacks, fires, floods, earthquakes, and disease outbreaks.

By addressing both the shocks and the stresses, a city becomes more able to respond to adverse events, and is overall better able to deliver basic functions in both good times and bad, to all communities.

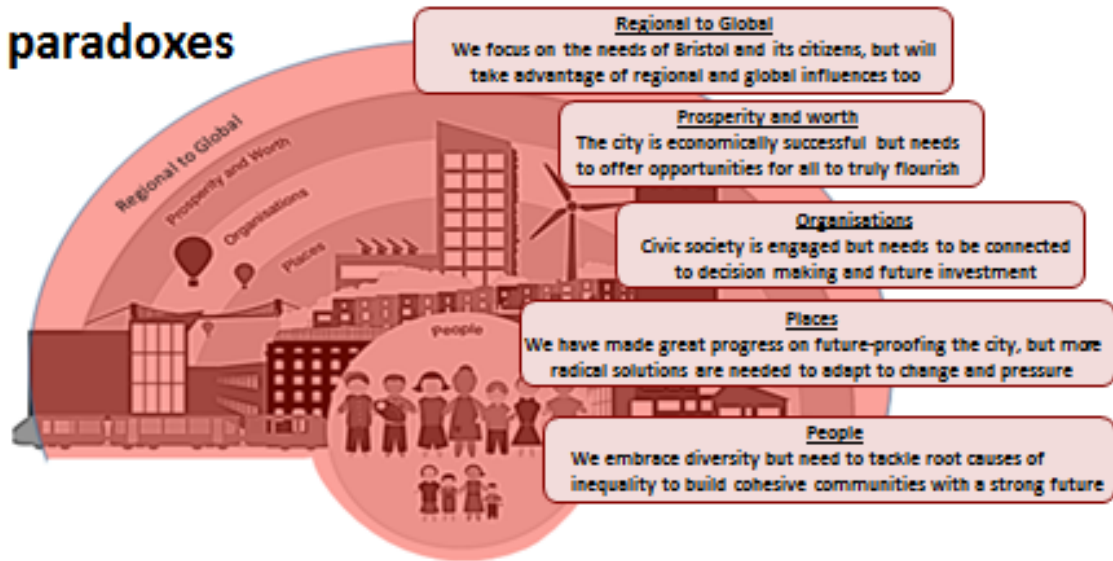
Bristol has taken the broadest possible view of resilience to help understand how the city can continue to flourish in the face of rapid change. Our focus is on ensuring that resilience helps to break away from “business as usual” to take the city towards a flourishing future by securing multiple, cross-sectoral benefits from every (resilience-related) initiative undertaken.

The list of shocks and stresses for the city (see diagram below) is rather generic and similar to those for many other cities:



In the Resilience Strategy for the city we developed these into a series of paradoxes or challenges that the city needs to address in order to build resilience. These are shown in the diagram below:

Five resilience paradoxes



When considering shocks and stresses at a city level, we can see many of these as prevalent in the area of the Urban Living Lab. The value of developing a Local Integrated Action Plan is that specific actions relating to these paradoxes can then be developed that respond to local need.

Stresses are cumulative, often long term, issues that weaken and degrade the fabric of the city on a daily or cyclical basis. Stresses can be physical stresses on the natural or built environment, such as environmental degradation or ageing infrastructure. Stresses also include social stresses on the population for example on economic or health issues.

The stress that stakeholders perceive as being the greatest threat to Bristol is transport congestion, between 2001 and 2011 car-ownership in the city increased by 13% despite a doubling of cycle use and a 40% increase in walking over that period. It has been estimated traffic congestion could cost the local economy some £600 million a year.

Ageing infrastructure is also an important stress. This includes systems such as transport, energy and water systems, which were often not built to accommodate the increasing population of the city. Most of these urban systems are highly interdependent and if one is disrupted a cascading disruption can be seen across the infrastructure; particularly if the infrastructure is working at capacity with no system redundancy.

Health inequality was identified as a key stress at two workshops. Although life expectancy in the city is generally increasing, residents in the most deprived areas

live on average 7.75 years less than the least deprived areas. Many perceive that an ageing population will be a stress on the city. Between 2010 and 2020, Bristol's estimated growth in population for older people (65 and over) is 9.3%. On average, older people use health and social care services more; for example adult Social Care predict a 13% increase (in the 10 years 2012-22) in the number of older people in Bristol using services.

Population growth more broadly may be a greater issue, which risks putting pressure on a range of city systems, from the need to provide housing, to wider physical and social infrastructure provision. Based on current trends, Bristol is also expected to have a more diverse demographic profile in the future.

Growing unemployment was considered as a stress for Bristol. Levels of unemployment link directly to health inequality, as set out in Bristol's Health and Wellbeing Strategy. There is also a clear link between unemployment and economic downturn. Growing unemployment will impact on individuals' abilities to meet their basic needs, as well as on the wider socio-economic assets described above.

In addition to the challenges outlines above under 'stresses', one of the key barriers to social inclusion is the access of migrant communities to training in learning English. English as a second or foreign language (ESOL) is normally provided to migrants or those from ethnic minority communities where English is not usually the primary language spoken at home. ESOL is considered a basic skill provided, failure to support local language needs amongst BAME and migrant communities in Bristol will have an increasingly negative impact on community cohesion through, social and economic exclusion of vulnerable families and communities.

In 2011 the Government announced a reduction in funding for ESOL, previously access from the community was much easier. Citizens will now be required to abide by the following criteria to enrol; be a British Citizen (hold a British passport), be an Asylum seekers (have the right to be here and have their claims for Asylum to be considered), be a Refugee (have been granted settled status by the Home Office), or have been granted Leave to Enter or Leave to Remain by the Home Office Students from the EU or be a migrant workers from the EEA years. This criterion removes the access to these courses from economic migrants, or communities waiting for their official papers for example. According to the 2011 census, Polish and Somali communities have the highest migration in Bristol and both had high attendance figures. With the Somali community experiencing the most hate crime and prevalent integration issues.

At a local level, in August 2016 Up Our Street conducted a six month coproduced community research project using focus groups and a survey to look at health and wellbeing in the area of the Urban Living Lab. In total 122 residents were involved in focus groups and 467 residents completed a survey. The responses were an accurate demographic profile of the population.

The research was planned as a three-stage process whereby researchers decided to first interview residents in public locations across the two wards, asking open questions about their views on wellbeing in the local area. Their responses were then analysed thematically, and developed into the research themes of Services, Environment, Livelihoods, Connections and Emotions. At the second stage, and based on interview responses, the research team coproduced a survey questionnaire.

The results were interestingly and notably indicated a strong concern around the quality of parks and green spaces. In total 56% of respondents listed parks and green spaces as the second most important service for their wellbeing (second only to GP surgeries) and 45% people felt living in a good environment was the most important factor for their health. What was key was that many people expressed concern about the quality of the spaces and 56% of people felt that problems arose due to people disrespecting the spaces.

Up Our Street had been engaged in community dialogue over a number of years about conflict arising from high density use of the Bristol to Bath Railway Path, a popular walking and cycling route for commuting and leisure. This small part of the city had become a victim of its own success with the increasing number of cyclists meaning that altercations between different users was becoming an issue. The wellbeing research also highlighted this, with every resident who mentioned the path citing it as a problem. Further detailed research was conducted around the path under the umbrella of the University of Bristol's Urban ID project and together this informed the development of the Urban Living Lab experiment.

3. Working for urban resilience in urban living labs

This action plan will look at resilience in the community of Lawrence Hill and Easton and consider how the resilience can be strengthened at a local level using the work to date of the Bristol resilience strategy as well as local interventions and work through the local community and the work of Up Our Street. This plan has been produced in conjunction with Up Our Street who are working with the local community to help both define and look for locally led solutions to issues faced by the Urban Living Lab. Through this work Up Our Street are looking to enable local actors to develop and implement ideas to support local resilience against the backdrop of council cuts and to encourage local ownership and problem solving.

Easton and Lawrence Hill is made up of a number of smaller neighbourhoods with a population totaling 32,500 individuals. It is a highly diverse community - the 2011 Census records the BAME population of Lawrence Hill as 55.2%, although, when White Irish, Gypsy and Traveller, and White Other are included as minority ethnic groups the figure rises to 62.3%. The same calculation gives Easton a BAME population as 47.5%. Linguistically, 28% of the population of Lawrence Hill do not have English as their primary language, and in Easton it is 17% of the population. The

area has a significant Muslim population, which stands at 30% in Lawrence Hill and 15% in Easton.

The people living here experience high levels of disadvantage with Lawrence Hill being in the worst 1% nationally in the Indices of Multiple Deprivation, and there are serious concerns around education, employment, health, opportunities for young people, access to housing, poverty and the environment. However, Lawrence Hill and Easton are independent with a strong entrepreneurial spirit. Creativity, arts and activism provide an edge to the area both in terms of creative industries, entertainments, and alternatives to mainstream thought. In keeping with a history of civic participation the area is somewhat politically feisty and well known throughout the city for our grassroots activism. This combination of traits makes the community a natural fit for testing new ideas like that of the Urban Living Lab.

To work with the local community, Bristol City Council spent the first two local group meetings understanding the work being currently delivered in the local community, mapping the stakeholders involved and understanding what the key local issues around resilience are. The culmination of this work was to build towards a larger third local ULG meeting that would involve larger numbers of the public.

For the third ULG meeting, in March 2017, Up Our Street held a community conference entitled the Festival of Solutions at which to present the findings of its wellbeing research as well as the work of the projects taking place in the local community. It also acted as a platform for citizen problem solving and a place to discuss ideas and innovations to tackle some of the resilience issues in the neighbourhood and identify a local experiment for the Urban Living Lab.

Over the course of a day, 110 residents attended workshops held around the five themes of the research (Services, Environment, Livelihoods, Connections and Emotions) hosted by researchers and activists. These produced a number of ideas and discussion points that Up Our Street could take away to work on with others.

One particular idea was the development of a Green Space Network, a collaboration of citizens and organisations that could take on a stewardship role for parks and green spaces with practical action and strategic oversight.

The fourth ULG, a follow up meeting in July looked at this idea in more detail, identifying actual areas within the neighbourhood that were a priority for action and the Railway Path was one of those. The overall objective here is to build a network of people that will look at the local environment against the back drop of local authority cuts and consider whether local actors can pick up work where the local authority are unable to do so.

A fifth and final ULG meeting is planned for March 2018 at which the group will review what has been achieved to date and continue to develop the work around improving the local environment and behaviours on the Bristol-Bath Railway Path.

4. The vision of Urban Resilience

“All parties should work together with individuals and local citizens towards creating a safe, clean and cohesive community, where citizens have access to better employment opportunities and relevant services. The various projects should recognise differences between the three areas in the district and not raise expectations of a quick fix for long-term issues.

The projects should not shy away from dealing with chronic problems such as poor housing, energy poverty and the immediate effects of spending cuts. They should build on existing initiatives and find the best ways of generating real and immediate change, rather than development of another strategic plan. Any vision for the area should be shaped organically by the residents themselves as the projects progress (!)”

Following the third ULG/Festival of Solutions, Up Our Street has been convening a network of 40+ inner city organisations to discuss collaboration and identify lead agencies working on different themes raised in the research. As a result, one clear objective going forward is Up Our Street’s leadership role around two themes: the environment and connectivity. As a result, the organisation’s next 12 month work programme will be shaped around delivering projects together with residents around these two themes. They will continue to support the development of a Green Space Network and an emergent Railway Path Stewardship Group once the Urban Living Lab is complete. They also have two further ULGs planned, one in December on connectivity and one in March 2018 on environment where findings from the Urban Living Lab will be disseminated.

5. Pathways to Urban Resilience (actions for people, places, institutions)

From our work in the ULL, to achieve actions that will have an impact, we will need to work across both people places and institutions.

Our first pathway of action is the institutions, specifically the role of the local authority in delivering public services. As a result of austerity and budget cuts, local authorities have not been able to deliver the same services as they have traditionally. For the area covered by the ULL to be more resilient to these changes, like the rest of the city, there are areas of work that if the community would like to see continue that they will have to deliver or support the delivery themselves.

The second area of focus is about engagement of people. This is where our local experts understanding and involvement within the local community is of use and links to the first pathway.

Our third pathway is about the importance of the local environment to the community of the ULL. Up Our Streets research into local health and wellbeing has

highlighted the importance of the local environment to the community, and the development of a green space network is seen as key to support the ongoing work in this area.

The local experiment which is looked at through this project will involve all three of these pathways to various degrees, understanding the role that both people and institutions have in relation to the local environment.

6. Monitoring and assessing the progress towards urban resilience

The following indicators have been developed by Up Our Street to reflect their ongoing engagement with the local community following the conclusion of the Resilient Europe project.

Objective: Increase urban resilience by creating a local green space network

Baseline: This will be a new network

Result indicators:

Attendance at meetings with attendees representing a broad range of green spaces in Easton and Lawrence Hill

Increased citizen activity in parks and green spaces

Sharing of skills, knowledge and resources between green space groups in Easton and Lawrence Hill

Quarterly meetings

What to share/relevance:

Parks and green spaces in Bristol face new threats as cuts to maintenance budgets will see reduction in maintenance, planting and upkeep of spaces. Potential for investment in parks is limited and may create competition for investment across the city through budgets associated with development (for example Community Infrastructure Levy). The idea of the green space network is to build resilience in the face of these challenges through sharing knowledge, skills and setting priorities for investment across the community.

Measuring:

Number of attendees at meetings

Representation of people from different parks and green space groups at meetings

Citizen participation in parks

Involvement in citywide Parks Forum from Easton area

Targets:

Green Space Network holds 4 x activities in year 1 (meetings, events, skillshare)

Relationship between Bristol City Council Parks Department and local parks groups improves

Monitoring/evaluation and milestones: A 'health check' for East Bristol parks is completed with citizen involvement which will feed in to decisions made about priorities for localised funding

Objective: Creation of a Stewardship Group for Bristol & Bath Railway Path

Baseline: historically there has been a small group of stakeholders and residents in communication about key decisions affecting the Railway Path in East Bristol

Result indicators:

Increased participation in decisions about the Railway Path from a range of users (cyclists, walkers, amenity users)

Increased participation in decisions about the Railway Path from different geographical areas

Involvement in stewardship group from key stakeholders (Sustrans, Bristol City Council)

What to share/relevance:

Developing a stewardship group for Bristol & Bath Railway Path offers a unique opportunity to place the users of a major urban greenway at the heart of its future development. Sustrans, a national sustainable transport charity, are fundraising to radically change the layout and design of the Railway Path in the next five years. Civic participation in this process through a Railway Path stewardship group would help guide this process, and also act as a legacy to ensure the future of the Railway Path against competing urban demands on the space (for example a mass transit route).

Measuring:

Attendance at stewardship group meetings

Quarterly stewardship group meeting

Engagement from key city stakeholders

Targets: Agreement of terms of reference and membership of stewardship group

Agreed process for citizens to engage with stewardship group

Agreed priorities and actions for stewardship group

Monitoring/evaluation and milestones:

Terms of reference developed and agreed

Process and agreed priorities developed

Breadth of attendance – are key stakeholders represented

Objective: Seek funding with local partners

Baseline: Investment in the Railway Path has been through local authority highways budgets for small scale improvements to specific problem areas or ‘pinch points’.

Result indicators: Funding secured for long term investment in the Railway Path with a design approach considering the whole length of the path

What to share/relevance:

With local authority budgets reduced, funding for long term investment in the path must be found elsewhere. Through successful partnership working, investment secured by partners (such as Sustrans) can ensure the future of the Railway Path.

Measuring:

Funding secured through partners

Targets: Programme of deliverable funded interventions in place

Monitoring/evaluation and milestones: At least one pinch point railway path approved or addressed through funding

Objective: Develop a code of conduct for the railway path

Baseline: A dormant code of conduct on an unmaintained website

Result indicators:

Improved clarity for users on expected behaviour on the path

An improvement in behaviour of users of the path

What to share/relevance:

Our engagement and research showed that one of the issues impacting the experience of users of the Railway Path is confusion about expected behaviour. There is an absence of clear signage and direction, and the path falling in a 'regulatory gap' between a park and highway exacerbates instances of conflict. A code of conduct could provide a cost effective means to clarify expected behaviour on the path, and repeat messaging about positive and 'polite' space.

Measuring:

Proposal is to trial a code of conduct for a few weeks and back this up with an evaluation framework which can measure a change in perception and experiences.

Targets: New code of conduct trialled and found to be effective

Monitoring/evaluation and milestones:

A four week 'trial' of a code of conduct using temporary signage

Baseline and trial interviews conducted to measure success

Feedback to stewardship group to inform future activity

Objective: Use the community engagement approach in other areas

Baseline: No current baseline

Result indicators: IAP evolves with new themes and areas of work led by the community

What to share/relevance:

Learning from the URBACT approach, how can temporary urban experiments challenge citizens to engage with and think differently about urban space? Up Our Street continues to use a community led approach to improving the neighbourhood. Our 'Festival of Solutions' event in March 2018 will involve a series of workshops engaging the community in improving the built environment, including topics such as the prevalence of billboard advertising, the dominance of road infrastructure and citizen involvement in green spaces.

Measuring: Through future community engagement and local data collection

Targets: 4 x events to engage community in Bristol in issues relating to the built environment

Monitoring/evaluation and milestones:

Series of thematic workstreams delivering on the pathways as defined and owned by the local community

7. Experimenting for urban resilience

Up Our Street were approached to manage the delivery of an experiment on a small section of the Bristol to Bath Railway Path to explore whether encouraging different uses of space could change behaviour. The idea focused on highlighting the path as important for multiple uses by introducing some playful interventions on the path near City Academy school. These were in place for four weeks in Autumn 2017 and included:

- Two giant xylophones
- A large chalkboard used for engagement and interaction
- Painting on the path of stars
- Art installation created with local families
- Cutting back of overgrowth to reduce encroachment on the path
- Removing overgrowth from an area known for antisocial behaviour – this has triggered interest in a community gardening group to transform this space over the coming months

A community work day was held to involve people in the construction of the experiment and to communicate the aims and intended outcomes.

The experiment involved community organisation Up Our Street, local residents, University of Bristol researchers who had used the experiment and BBRP as a case study for their Urban ID programme, Sustrans, Easton Community Centre, Acoustic Arts, GoodGym and Bristol City Council.

The vision of urban resilience

Bristol is a city with a population that is growing without an adequate and responsive improvement to infrastructure to cope with this. Tensions, conflict and general competition for space among different users travelling around our city are likely to rise unless action is taken. This experiment gave us significant concerns about the ability of the city council to innovate and implement the scale of change that is needed given the huge financial pressures it is under. However, this leads us to believe that the answers lie outside of the council with communities and local organisations who have the will and expertise. The role of the council therefore is to enable and get out of the way and to be a facilitator.

What needs to change – low hanging fruit

This experiment did an excellent job in galvanising action and bringing an issue to the forefront which had been rumbling in the background for years. It successfully motivated some key players outside of the council (Sustrans and the University) to bring their skills, resources and energy to bear on creating longer term solutions. Most importantly the desire among these established organisations is to work with community partners and residents to build on the good work that has been done and viewing the local community as an essential part of the solution. Through the

experiment those living in the Urban Living Lab area realised that others felt concerned about the issue and that people were taking notice and importantly action that things needed to change. Going forward there is a will to continue working in a collaborative way to co-design solutions to the path's challenges and develop community stewardship over the space overseeing the development and implementation of a two year management plan.

What needs to change – longer term

In our experience from this experiment, the change lies firmly within the council to better develop policies and procedures to truly enable and assist resident and community interventions. Our experience in trying to involve the local authority in this experiment was initially negative and lacked any imagination on the part of the parks department. They did not encourage and welcome citizen action due to concerns over possible risks and the community involvement in the experiment was not as much as we would have liked as a result.

This also raises questions about the need for longer term strategy oversight into key transport routes into the city. The path is one of a number of increasingly busy shared routes and lessons learnt can be applied elsewhere. It also needs to be considered in the context of necessary changes to the transport network at large rather than being seen in isolation.

There were some key learning points from the comments and feedback captured by users of the path during the experiment and from the execution of the project:

- The management of the path by the Parks Department may make interventions on the path problematic. The austerity measures impacting the department has developed a culture of resistance to any intervention because of a caution of increasing maintenance costs for the department. It was extremely difficult to be creative, innovative and experimental in a culture of such risk aversion.
- The URBACT project supported an experimental approach to tackling issues in the community. Levels of engagement with the project were positive, and this over-spilled in to social media, especially amongst cycling forums which Up Our Street have not found it as easy to reach previously.
- Feedback and comments from the experiment reflected conflict between different users, with comments regularly targeting the behaviour of 'others'
- The issues and values raised through this project reflect those identified through the East Bristol Urban ID case study, including support for code of conduct to support more predictable behaviour on the path.
- During the 'experiment' time frame, a serious accident occurred on the path where a cyclist was injured in a collision with another cyclist moving at significant speed. The accident gained some traction with local media and on social media, and this project was highlighted as a space where solutions were

being thought about. This helped further widen the range of voices involved in the project and has created a sense of urgency around resolving issues on the BBRP.

Results

As a result of the experiment a number of things are happening:

- Sustrans has engaged in problem solving at a senior level allocated staff resource to being part of the solution including fundraising and design
- Stakeholders are working together on the formation of a stewardship group and a two year management plan
- The culture of experimentation will continue - a code of conduct will be trialled for two months in early 2018 and evaluated
- The University of Bristol is seeking funding to continue its involvement to ensure robust research and evaluation which will mean learning can be applied citywide
- Up Our Street will continue its community engagement work to ensure communication and involvement of local people
- The success of the pop up experiment approach will be applied to other issues and areas by Up Our Street and used as a tool for engagement and learning
- The council will seek to learn from this and explore ways that it can play a more positive and enabling role where citizens have ideas and want to take action in their local area.

8. Conclusion

The development of the Urban Resilience Integrated Action Plan has provided a strong grass roots counter-balance to the relatively top-down approach taken to develop the city-wide Bristol Resilience Strategy. This is an approach which can inform and strengthen the development of future city strategies and plans.

The learning from this experiment is of value to both the community, the local agency Up Our Street and the city council. The results will be used to help change the way we collaborate and provides a focus for seeking future funding.

The learning will also need to be embedded in the Mayor's One City Plan which aims to bring together the strategic thinking and planning not just of the local authority but other key actors and agents across the city to plan for 2050.