

**BRISTOL CITY COUNCIL**

**DOWNS COMMITTEE**

**6 September 2010**

**Report of:** *Strategic Director for City Development*

**Title:** **Greater Bristol Bus Network (GBBN) proposals for Blackboy Hill**

**Ward:** N/A

**Officer Presenting Report:** Steve Riley, GBBN Project Manager

**Contact Telephone Number:** (0117) 903 6715

**RECOMMENDATION**

*That the Committee approve the proposed land transfer that would create 460m<sup>2</sup> of footpath and 290m<sup>2</sup> of vehicle access on the Downs for which the Downs Committee would have maintenance responsibilities.*

*Excluding these areas, there is a net gain of 620m<sup>2</sup> Downs/common land from highway through the GBBN proposals.*

## Summary

*The A4018 Whiteladies Road-Westbury Road is one of eight BCC corridors in the GBBN project, and the next to start non-statutory public consultation (due to start in the middle of September). Part of the proposal is a remodelling of the Blackboy Hill gyratory, with traffic signals installed to improve the reliability of journey times for buses and all traffic. The proposed changes for this junction, along with minor revisions near White Tree roundabout and Parry's Lane, require a transfer of land between highway and Downs/ common land, with the Downs seeing a net gain of 620m<sup>2</sup>.*

### **The significant issues in the report are:**

- *That the GBBN proposals for the A4018 corridor include the Blackboy Hill gyratory, White Tree roundabout, and Parry's Lane designs as included as a plan in Appendix A1 to A3.*
- *That this design requires a land transfer between highways and Downs of 620m<sup>2</sup> in favour of the Downs.*
- *That 460m<sup>2</sup> of footpath and 290m<sup>2</sup> of vehicle access on the Downs are also part of the design, the maintenance responsibility for which would sit with the Downs Committee.*

## Policy

1. The GBBN project is a major scheme to create 10 'showcase' bus corridors across Bristol and the sub-region as part of the Joint Local Transport Plan.

## Consultation

### 2. Internal:

These proposals have been discussed and approved in principle by the cross-departmental GBBN Project Team and Project Board. A meeting has also been held with the Downs Ranger, from which a number of suggestions have been incorporated into the project's designs.

### 3. External:

First, as project partners, sit on the Project Board and approve of measures to improve bus reliability at such a key location.

## Context

4. Tackling one of two key pinch points on the A4018 Whiteladies Road-Westbury Road corridor (the other being the Triangle), a remodelling of the Blackboy Hill gyratory is proposed as part of the GBBN project. The proposal is for all three corners of the junction to be signalised, this will allow better control of traffic movements to improve journey time reliability and provide safer pedestrian crossings (see Appendix A1).
5. This scheme will provide average peak-hour travel time savings of 80 seconds per car and 30 seconds per bus.
6. Further minor improvements are proposed for White Tree roundabout and Parry's Lane, also adjacent to Downs land (see Appendix A3). To accommodate these proposals, small areas of Downs land are required to become highway (marked in pale blue on the plans, 'proposed carriageway construction' in the key). These are:
  - Land adjacent to White Tree roundabout, for widening the roundabout to improve capacity: 172m<sup>2</sup>.
  - Land behind the bus stops south of White Tree roundabout, to provide a high quality bus shelter and waiting environment: 88m<sup>2</sup>.
  - A loss of 260m<sup>2</sup> of Downs land.
7. On the other hand, the proposals result in some highway land being

given over to the Downs (marked in mid green on the plans, 'verge/landscaping' in the key). These are:

- Removal of most of the unnamed road leading from close to the water tower to the junction of Westbury Road and Redland Hill (a 3m wide cycle and pedestrian route will remain): 717m<sup>2</sup>.
- Re-seeding of the partial closure of Parry's Lane achieved by reversing the one-way movement: 116m<sup>2</sup>.
- Re-seeding of the former pavement behind the outbound bus stop lay-by north of White Tree roundabout, which is being removed: 49m<sup>2</sup>.
- A gain of 882m<sup>2</sup> of Downs land.
- **A net gain of 620m<sup>2</sup> of Downs land.**

8. In addition to these exchanged areas of land, there are two areas of land whose maintenance is intended to rest with the Downs Committee (see Appendix A1 and A2 where they are marked in orange, 'footpath/build out construction' in the key). These are:

- New footpaths on the Downs, replacing the current pavements along Stoke Road and Westbury Road: 461m<sup>2</sup>.
- New accesses to Downs land, one either side of the café/water tower area, as requested by the Downs Ranger (replacing the former grasscrete turning circle off the unnamed road): 290m<sup>2</sup>.
- A total of 751m<sup>2</sup>.

9. The next stage for the GBBN A4018 corridor proposals is non-statutory public consultation, due to start in the middle of September. When I last spoke to the Downs Committee, in September 2008, I was given permission to undertake the necessary consultation to apply for ministerial consent for the land transfer (original report attached as Appendix B, minutes of the meeting as Appendix C). The consultation required for ministerial consent will be carried out as part of the public consultation on the overall GBBN proposals for the A4018 corridor.

10. The consultation process will run till the end of October, and is expected to produce a vast number of responses. I propose to return to the Committee in November to report back both on the overall results but, more pertinently, on the response to the consultation regarding the transfer of common land.

## **Proposal**

11. The additional highway capacity required on Stoke Road and Westbury Road has been met by removing the pavement, rather than more direct road widening. This has meant that new footpaths are required to maintain pedestrian access through this important part of the city.
12. The council's Place Shaping Team (formerly Landscape Design), in discussions with the Downs Ranger, have come up with the proposals shown in Appendix A2. These show meandering/natural paths that are in keeping with the setting. The proposed material would be Breedon gravel, the same as that in use on the footpaths across Queen Square.
13. The maintenance of these paths would rest with the Downs. The annual maintenance budget for the paths on Queen Square is around £25k. It should be noted that this budget is for paths that receive significantly higher levels of use than on the Downs, allow cyclists, and sometimes host highly damaging events (such as the World Cup screen); the maintenance costs for such paths on the Downs would be expected to be significantly less than this. More detailed information will only be available the day of report despatch, so I will bring a verbal update to the meeting.
14. Formalised access for events is another requirement of the Downs.
15. The council's Place Shaping Team and the Downs Ranger have proposed that this be provided via a short length of highway either side of the café/water tower area (also shown in Appendix A2). As these would need to take HGVs, they would be of full highway construction.
16. The maintenance of these short roads resting with the Downs would not provide any additional burden, as a maintenance allocation could be written into every event permission. Maintenance is also unlikely to be an issue that will arise for many decades – full highway construction is built to last for around 20-30 years of daily use, while these roads will be used only four or five times a year.

## **Other Options Considered**

17. Concerns were initially expressed about a traffic signal solution in this location. An alternative solution was sought, and only one was viable enough to be taken to detailed modelling by transport consultants Mott MacDonald: this was the option of a roundabout at the Westbury Road-Redland Hill junction.
18. The micro-simulation modelling showed that the roundabout scheme did not provide equal improvements to traffic flows, and required more

land to be taken from the Downs. This scheme was not chosen to be taken forward and the traffic signal scheme has been approved by the Project Board as the plan to go through to the consultation stage.

19. An additional benefit of the modelling process was that it showed that the proposed bus lane on Stoke Road is not required, taking away some of the additional land take from the Downs in the original scheme.

## **Risk Assessment**

20. A risk register exists for the project as a whole. With reference to this specific element, failure to agree to the proposed course of action could result in delays to the project in Bristol, damaging our reputation with the Department for Transport and our partners. More pertinently, a delay or failure to implement these measures could see Bristol City Council fail to meet our spending profile and lose approved central government funding.

## **Equalities Impact Assessment**

21. A draft Equalities Impact Assessment Screening Report for the whole project has been prepared, and is attached as Appendix D.

## **Legal and Resource Implications**

### **Legal:**

The Commons Act 2006, section 16, provides that owners of registered common land must apply for ministerial consent to deregistration and exchange of such land.

Subject to obtaining the requisite statutory approval referred to above, in order to achieve the various traffic management and highways measures referred to in this report, it will be necessary for the City Council to initiate certain prescribed procedures including traffic regulation orders (TROs) under the Road Traffic Regulation Act 1984. This will entail statutory advertisement of TRO proposals and consideration of any objections that may be received before any decision is made by the relevant decision maker.

As highways and traffic authority for the area, the Council also has powers under the Highways Act 1980 to vary the relative widths of carriageway and footway/pavement without the need for an order. However, where a new highway (eg a new footpath) is to be created, this will need to be by way of formal express dedication by the relevant freeholder sub-soil owner. Where a highway is to cease to be a highway, this will require extinguishment by administrative order promoted by the Council or order of the Magistrates' Court.

Pending Ministerial approval, it is open for the council to undertake non-statutory consultation on traffic proposals to assist in the technical design stage.

**Legal advice given by:** Frances Horner (Senior Solicitor: Leisure) and Peter Malarby (Senior Solicitor: Highways)

**Financial:**

**(a) Revenue**            *The figure of £25 pa provided in paragraph 13 is the only information currently available to suggest the maintenance requirement for the new paths on the Downs. A more accurate estimate of how much this figure can be lowered for the Downs location rather than Queen Square will be verbally reported at the meeting.*

**(b) Capital**            *No impact, the construction costs are covered by the approved capital funding from the Department for Transport and the agreed 'top-up' funding from BCC's transport capital programme.*

**Financial advice given by:** Tony Whitlock, Principal Accountant

**Land**

As detailed above.

**Personnel**

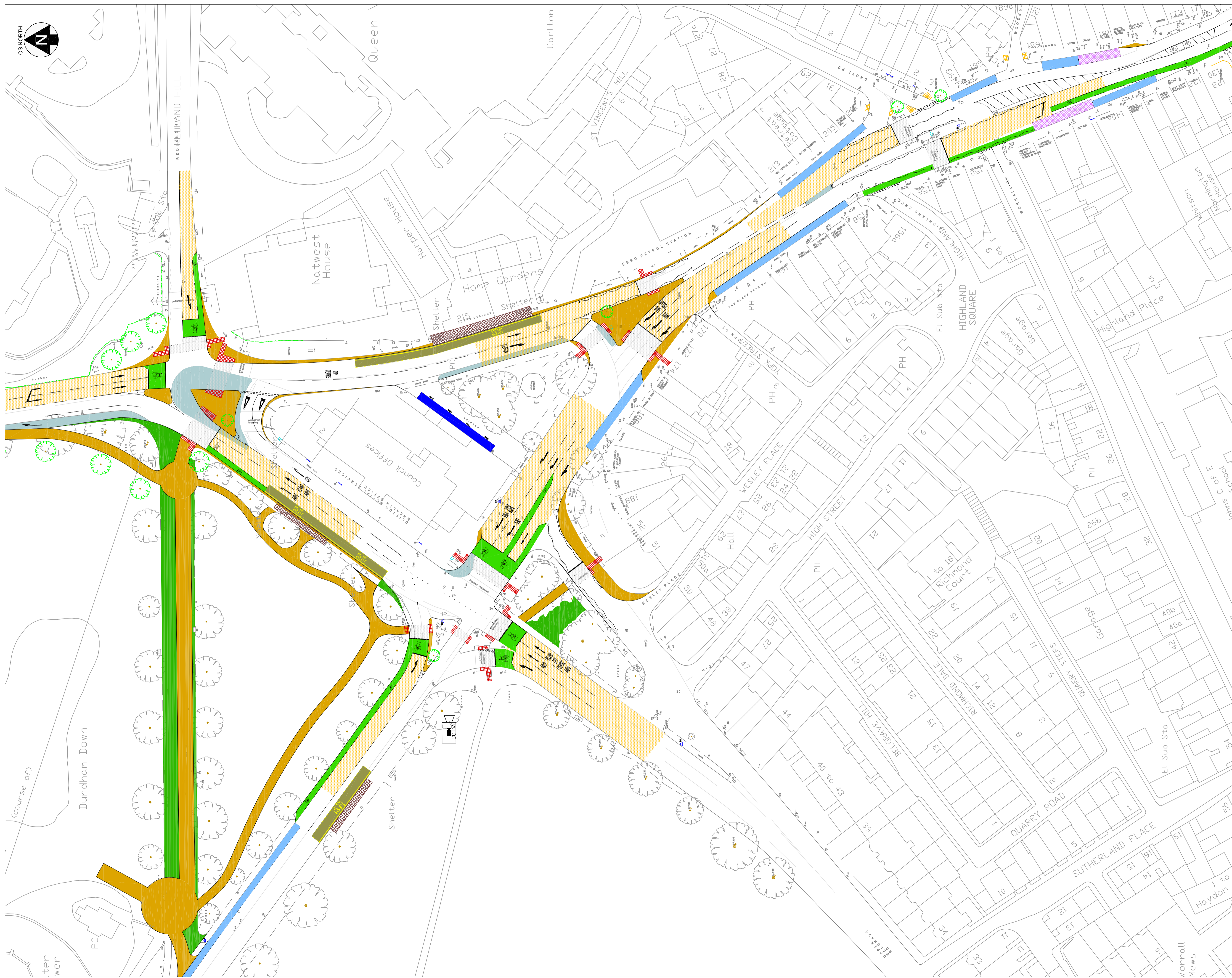
None.

**Appendices:**

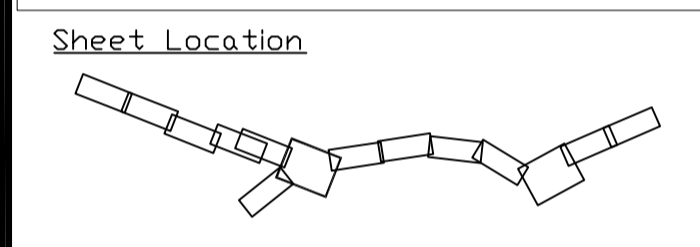
- Appendix A            Plans for the GBBN proposals around Blackboy Hill, White Tree roundabout, and Parry's Lane
- Appendix B            GBBN report presented to the Downs Committee 1 September 2008
- Appendix C            Minutes of the Downs Committee 1 September 2008
- Appendix D            Draft Equalities Impact Assessment Screening Report

**LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

**Background Papers:**            None



- PROPOSED DESIGN**
- 200 x 133 x 65mm buff tactile slabs
  - 200 x 133 x 65mm red tactile slabs
  - Proposed 24 hour Bus Lanes
  - Proposed Peak Hour Bus Lanes
  - Revision of Existing bus lane
  - Proposed carriageway construction
  - Footpath/Build-out construction
  - Cycle lane / cage
  - Bus stop
  - Bus stop safe haven
  - Grey high friction surfacing
  - Buff high friction surfacing
  - Parking
  - Loading bay
  - Verge / Landscaping
  - Proposed Trees
  - Trees to be taken down
  - Proposed banned movement/prohibition
  - Existing banned movement/prohibition



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 Brunel House, St Georges Road, Bristol BS1 5UY  
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 E-mail: engineering\_consultancy@bristol-city.gov.uk

Rev.	Date	Description	By

Project  
**GREATER BRISTOL BUS NETWORK**

Title  
**A401 ROUTE PLAN**

DRAWING 4 of 8

Client  
**City Dev - Major Projects - Steve Riley**

Project Manager  
**Jon Sawyer** Scale  
**1:500 @A1**

Telephone Number  
**01179 223478** Checked by  
**JDS**

Drawn by  
**SCW** Date Issued

Date Drawn  
**Dec-09** Issued by  
**JDS**

**STATUS**

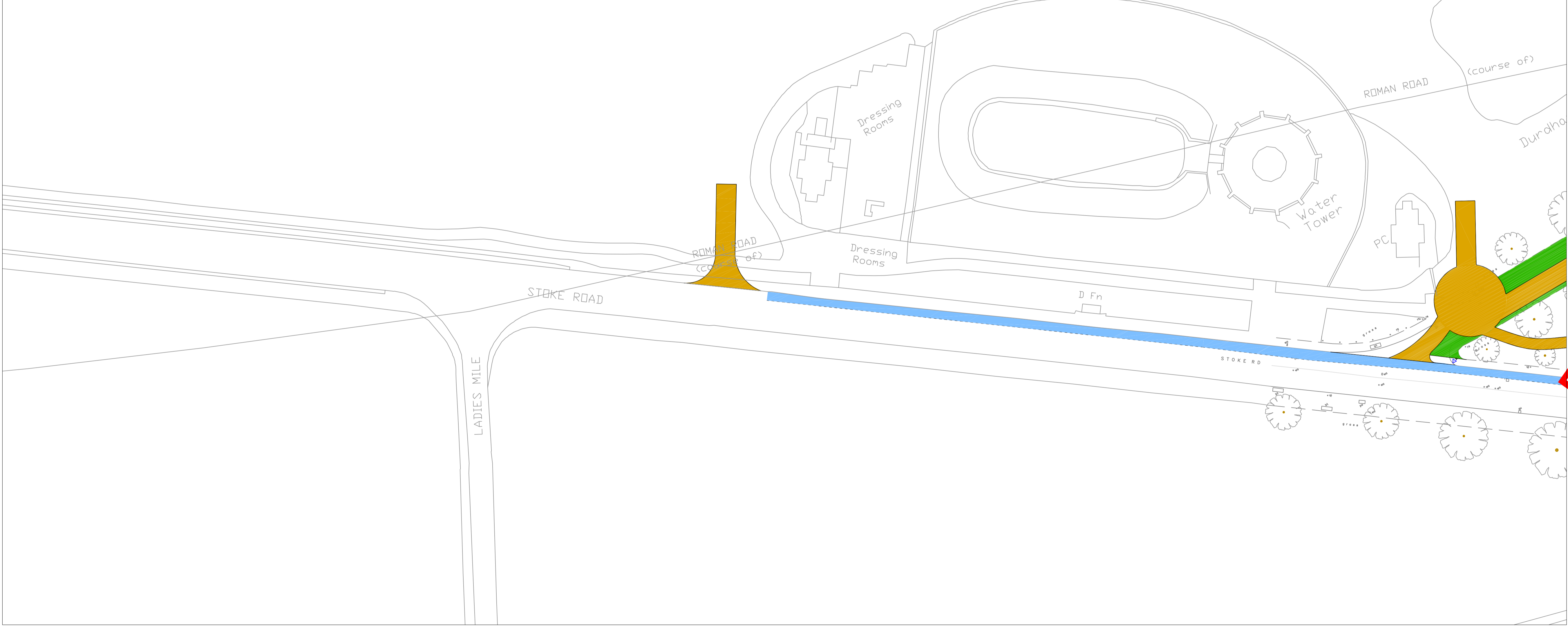
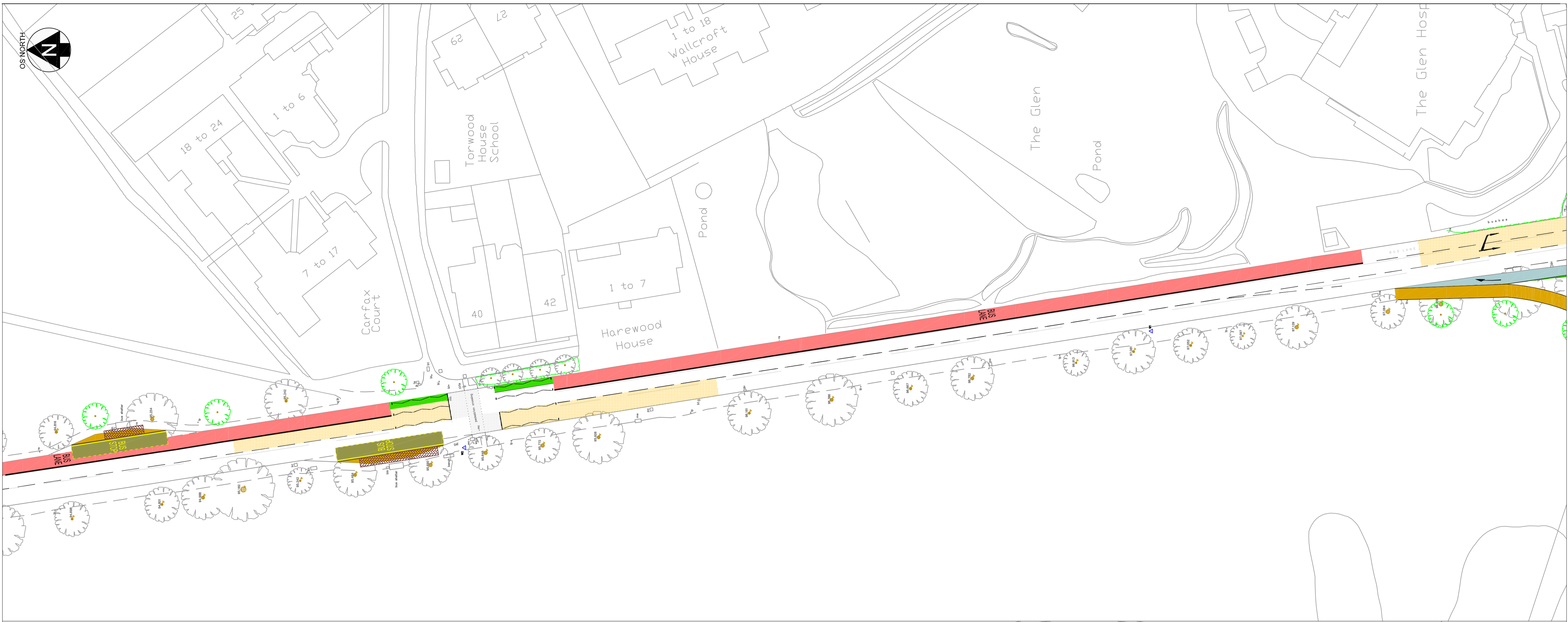
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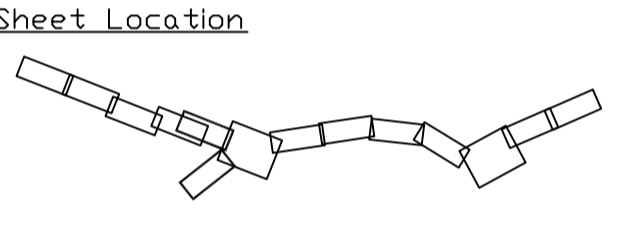
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Rev.	Date	Description	By

Project  
**GREATER BRISTOL  
BUS NETWORK**

THE  
**A4018 ROUTE PLAN**  
DRAWING 3 of 8

Client  
**City Dev - Major Projects - Steve Riley**

Project Manager  
**Jon Sawyer** Scale  
**1:500 @A1**

Telephone Number  
**01179 223478** Checked by  
**JDS**

Drawn by  
**SCW** Date Issued

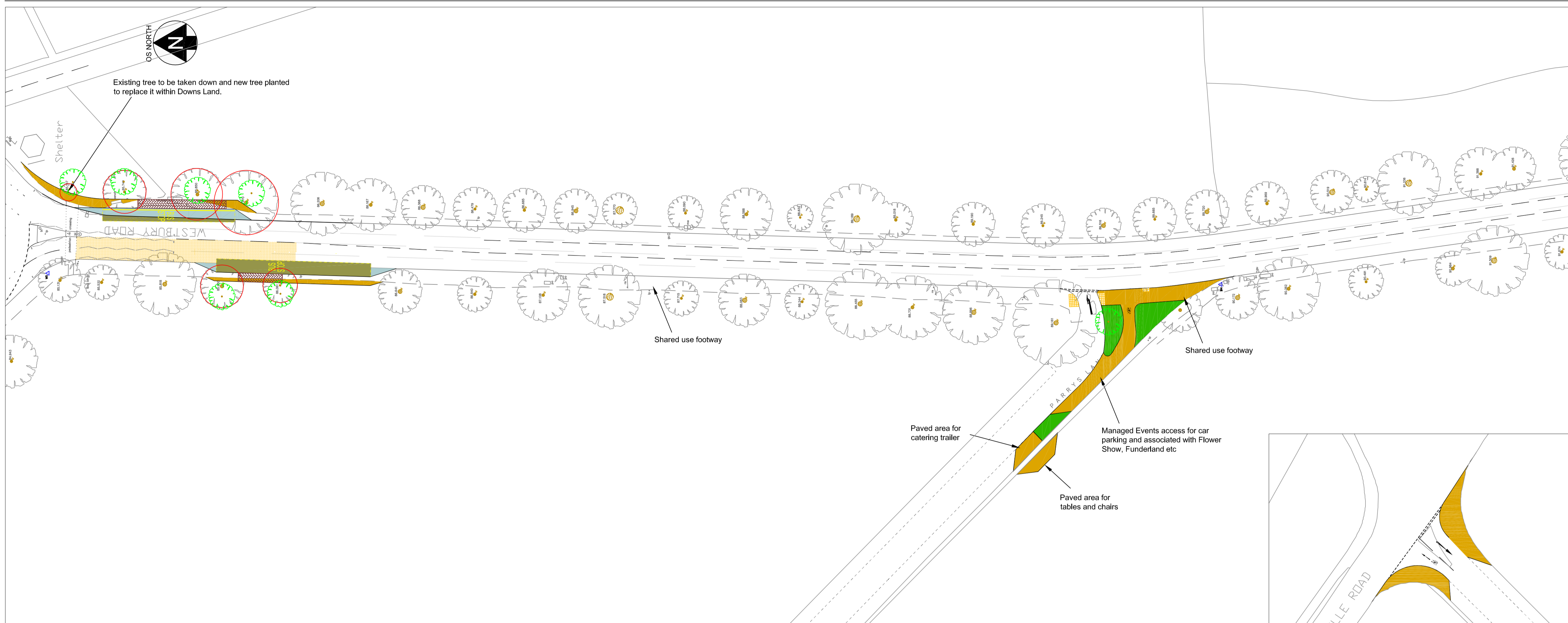
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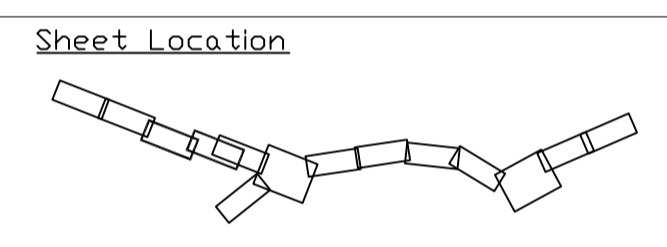
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**DH0236-00- 209 -**



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Rev.	Date	Description	By
Project <b>GREATER BRISTOL BUS NETWORK</b>			
Title <b>A4018 ROUTE PLAN</b>			
Drawing <b>DRAWING 2 of 3</b>			
Client <b>City Dev - Major Projects - Steve Riley</b>			
Project Manager <b>Jon Sawyer</b>		Scale <b>1:500 @A1</b>	
Telephone Number <b>01179 223478</b>		Checked by <b>JDS</b>	
Drawn by <b>SCW</b>		Date Issued	
Date Drawn <b>Dec-09</b>		Issued by <b>JDS</b>	

**STATUS**

Preliminary  Tender  Construction  As Built

**DRAWING NUMBER**

Project Number Drawing Revision  
**DH0236-00- 208 -**

DRAFT 20810

**DOWNS COMMITTEE**

**1 September 2008**

**Report of: Director of Planning, Transport, and Sustainable Dev.**

**Title: GBBN bus improvement at Blackboy Hill**

**Ward:** Clifton East,  
Cotham,  
Stoke Bishop

**Officer presenting report:** Steve Riley, Project Manager  
Department of Planning, Transport and  
Sustainable Development

**Contact telephone number:** (0117) 903 6715

**RECOMMENDATION**

That permission be given for the GBBN team to make an application for ministerial consent for the proposed new highway construction and removal of highway on Downs Committee land.

**Summary**

The background to this report is set out in the July 7th report to the Downs Committee (attached as Appendix B). This report clarifies the legal issues raised at that meeting and seeks approval for the use of Downs Committee land at Blackboy Hill for highway improvements while the unnamed link road between Stoke Road and Redland Hill/Westbury Road is returned to grass or such use as suggested by the Downs Ranger/Committee.

**The significant issues in the report are:**

- Legal precedence appears to allow for some Downs Committee land to be used for the construction of highway, so long as there is a net gain of public open space.
- There is a net gain of public open space of **280.4m<sup>2</sup>**.

## **Policy**

1. The Greater Bristol Bus Network (GBBN) is a major scheme to create a network of 10 'showcase' bus routes across Bristol and the sub-region as set out in the Joint Local Transport Plan. This contributes to "Ambitious Together" (effective transport system), and also to "Safer and Healthier" and "Better Neighbourhoods".

## **Consultation**

### **Internal**

2. These proposals have been discussed and agreed in principle at the Project Board and Project Team. There are representatives in these groups from Transport Operations, Strategic Development, Planning Services, Legal Services, Parks Services, and Corporate Communication. The scheme has also been discussed with local Members.

### **External**

3. First in Bristol bus company sit on the Project Team and Project Board. They are supportive of measures to improve bus journey reliability.

## **Context**

4. The GBBN bid was given programme entry by the Department for Transport in August 2006, and full approval in May 2008. It is a joint programme with Bristol City Council, Bath and North East Somerset, North Somerset, South Gloucestershire, and First. The A4018 corridor, on which Blackboy Hill is located, is one of the 10 GBBN corridors.

## **Proposal**

5. Further to the proposal discussed in the previous meeting, it is proposed to widen Stoke Road all the way from the unnamed road to Upper Belgrave Road, with a southbound bus lane gained to maintain priority for this mode. The amount of widening could be limited by moving the footway to the east side of the trees.

The results of the airspade survey have shown that the nine trees adjacent to Stoke Road have a large number of small roots close to the surface. The horse chestnut trees are in a poor condition. The full report has been provided to Parks Services.

The net increase in public open space, owned by the Downs Committee as Common Land, is **280.4m<sup>2</sup>**.

### **Other Options Considered**

6. A number of alternative designs for the Blackboy Hill junction are currently being considered. The most appropriate scheme (or schemes) will be subject to public consultation in due course. All future scheme proposals will take account of suggestions put forward by the Downs Committee, such as the use of grasscrete on part of the unnamed link road.

### **Risk Assessment**

7. A risk assessment has been completed for this project and a summary of the major risks is detailed below.
8. The main risks of not agreeing to this course of action are as follows:-

Extensive scheme modification leading to delays to the GBBN construction programme in Bristol, including damage to BCC's image in the eyes of our partners; failure to meet the spending profile we gave to the Department for Transport (which could lead to funding being withheld from all partners).

9. The main risks of agreeing to this course of action are as follows:-

Public concern over works on the Downs; delays caused by roadworks; delays in legal procedures (TROs); unforeseen ground conditions disturbed by works.

10. The action taken to mitigate these risks is:-

Thorough review of design options; engagement with local ward members; large-scale public awareness raising and consultation; roadworks only carried out outside peak hours; involvement of all key staff at an early stage; detailed surveys and assessments carried out before works start.

### **Equalities Impact Assessment**

11. A draft Equalities Impact Assessment for GBBN as a whole was an Appendix to the previous report.

## **Legal and Resource Implications:**

**Legal** An outline of the process to be followed in order to apply for ministerial consent to deregistration of common land is appended to the report, and there is a similar procedure when applying for consent for construction on common land.

An application was made during 1969 for ministerial consent to the appropriation of 2.5 acres of common land forming part of Durdham Down, in order to construct a roundabout. Another 2.5 acres of land adjoining another part of the Downs, which was public open space, but not common land, was offered in exchange. Consent was refused on the basis that the exchange proposal would not increase the area of open space on the Downs.

***Legal advice given by: Frances Horner, Senior Solicitor***

**Legal** Any stopping up of the unnamed road for vehicular user (made on a successful application to the Magistrates' Court by the highway authority on the grounds it is unnecessary as a vehicular highway) will mean that the area in question is no longer be public highway at least for vehicles. Accordingly, the public will no longer be entitled to drive vehicles along the route in question.

The creation of any new highway will require its formal dedication to the public by the relevant freehold owners. Once dedicated, the public will acquire a right to pass and repass along its length. A highway may be dedicated subject to its future maintenance at the highway authority's expense.

***Legal advice given by: Peter Malarby, Senior Solicitor (Highways and Transport)***

**Financial** Significant opposition to the Downs works proposed could cause delays to the scheme. This in turn may impact on the Department of Transport grant of £42.3m made available to the Unitary Authorities for the scheme. Additionally

further professional fees and costs could be incurred in order to gain approval for the works proposed.

***Financial advice given by: Mike Harding,  
Financial Services & Business Planning  
Manager, PTSD Finance***

**Land** As detailed in section 5

**Personnel** None

**Appendices:** Appendix A - Outline of process to de-register and exchange common land  
Appendix B - 7 July 2008 report  
Appendix C - Plan of proposal

## **ACCESS TO INFORMATION Background Papers**

Type Background Papers here

**Appendix (7) C**

**BRISTOL CITY COUNCIL**

**MINUTES OF THE MEETING OF THE  
DOWNS COMMITTEE  
HELD ON 1ST SEPTEMBER 2008 AT 4.00 P.M.**

P The Rt. Hon. The Lord Mayor  
Councillor C. Davies (Chair)

P Councillor P. Abraham )  
A Councillor S. Cook )  
A Councillor R. Griffey ) 6 City Councillors  
P Councillor B. Hugill )  
P Councillor D. Brown )  
P Councillor S. Townsend )

P Nick Hood (Master)

P Anthony Brown )  
P Francis Greenacre )  
A Tony Kenny ) 6 Merchant Venturers  
P Peter Rilett )  
P Trevor Smallwood )  
P Andrew Yates )

**DWN**

**51.09/08 APOLOGIES FOR ABSENCE AND INTRODUCTIONS**

Apologies were received from Councillors Cook and Griffey and Tony Kenny from the Merchant Venturers.

**DWN**

**52.9/08 MINUTES – DOWNS COMMITTEE – 7TH JULY 2008**

It was agreed that the additional note on page three (bullet point two) should be presented in square brackets.

**RESOLVED - that the minutes of the meeting of the Downs Committee held on 7<sup>th</sup> July 2008 be confirmed as a correct record and signed by the Chair.**



**DWN**

**53.9/08**

## **PUBLIC FORUM**

A statement was received from Mr. Warwick Hulme regarding the impact of road closures upon users of the Downs.

The Committee noted the contents of the statement.

**DWN**

**54.9/08**

## **REPORT OF THE DOWNS RANGER**

The Committee considered a report of the Director of Culture and Leisure Services (agenda item no. 4), which updated Members on works and developments carried out since the last meeting.

### **Parking**

The report gave further details of security patrols on the Downs and presented information about the clamping scheme in operation on Horfield Common with a view to using a similar arrangement to tackle illegal parking on the Downs.

Members of the Committee heard the following information:

- The company (Bristol Security Group) that was contracted to operate the clamping scheme on Horfield Common were responsible for the whole process including dealing with any appeals.
- The scheme for Horfield Common was cost neutral to the city council and had proved effective.
- The cost to the Downs Committee would be the cost of the signs and installation.
- A number of signs would be required to fulfil legal obligations for a clamping zone, an example of which was shown to the Committee.
- Each sign would cost up to £50 plus an installation cost. The Downs Ranger suggested that a minimum of 38 signs would be required.
- How far people could park on the grass before it could be clamped needed to be clarified.
- Such as scheme would show positive action regarding the problem and people would respond accordingly.

It was agreed that officers would bring a proposal regarding a clamping scheme to the next meeting.

### **Removal of Scrub**

Councillor Hugill reported that she was to attend a meeting with the Police and would be happy to take on board any comments members would like to convey.

**RESOLVED - that the report be noted.**

**DWN  
55.9/08**

### **DELEGATING AND UPCOMING EVENTS PROPOSED ON THE DOWNS**

The Committee considered a report of the Director of Culture and Leisure Services (agenda item no. 5) outlining the events and filming due to take place under Delegated Powers.

In addition, it was reported that the Circus would take place from the 23<sup>rd</sup> September 2008 to the 12<sup>th</sup> October 2008 with an event in aid of St. Peter's Hospice on the opening night.

It was also reported that although an application for the Fireworks Fiesta had not yet been received, the 1<sup>st</sup> November 2008 had been proposed as the date of the event and this would be handled under agreed delegations.

Members requested that organisers of events on the Downs be reminded that signs should not be fly-posted around the city and would be removed. Ideally this should also be added to the events licence.

**RESOLVED - that the report be noted.**

**DWN  
56.9/08**

### **GREATER BRISTOL BUS NETWORK BUS IMPROVEMENT AT BLACKBOY HILL**

The Committee considered a report of the Director of Planning, Transport and Sustainable Development (agenda item no. 6) to consider in principle Downs Committee land being used for highway purposes, subject to there being no overall net loss of common land for public amenity.

Officers reported the following information:

- The current proposal was significantly smaller than that of the proposed roundabout in 1969 and would result in a gain of 280m<sup>2</sup> of useable green space to the Downs Committee.
- As per the legal requirements, no more land would be lost than would be returned to grassland.
- The plan now included an access and turning circle for event traffic.
- The airspace survey had concluded that there would be no risk to the roots of trees from the proposed widening of Stoke Road.
- Other options were still being considered for the improvements to the road system.

During the ensuing discussion the following points were made:

- Any exchange of Downs land was wrong at any time and should be resisted so that a precedent was not set for the future.
- The loss of the unnamed road would displace vehicles to park elsewhere.
- A lot of drivers found the unnamed road very useful, others reported finding difficulty in exiting the road.
- To close the unnamed road and remove the cars on it would make the Downs more attractive. It was also in keeping with moves of the Committee to stop parking on the Downs.
- It was beneficial to retrieve the corner of green space and return it to the main body of the Downs. This would make it more accessible.
- If the road had no value it should be removed regardless of the proposal under discussion.
- Measures would be used to prohibit parking on the events entrance and turning circle.

The recommendation was proposed, seconded and carried with Cllr Abraham voting against.

**RESOLVED - that permission be given for the GBBN team to make an application for ministerial consent for the proposed new highway construction and removal of highway on Downs Committee**

## **land.**

Officers confirmed that if the Downs Committee agreed in principle to the exchange, consultation would then take place as part of the next stage of application to the Secretary of State. Consultation would include advertisements in the local press and those consultees listed within appendix A to the report. The Master suggested that the Committee should reserve the right to withdraw consent if consultation proved that the majority were against the proposals. There were no objections.

**DWN**

**57.9/08**

### **BRISTOL FLOWER SHOW 2009**

The Committee considered a report of the Director of Culture and Leisure Services (agenda item no. 7) which set out the proposals for the development and re-launch of the Bristol Flower Show and in principle agree to the Downs remaining one of a number of potential future venues for the event.

The Parks Services Manager summarised the report, which had been drawn from discussion at meetings of the Downs Committee and the Flower Show Sub Committee. It was suggested that the Downs Committee could not remain the main sponsor and hold the full financial risk for the event.

In order to develop the event it was proposed that it became a peripatetic event from 2009 onwards. Ashton Court was the suggested venue for 2009 as part of the 50<sup>th</sup> anniversary of being owned by the City Of Bristol.

It was suggested that the Flower Show take place in July to attract the involvement of schools during term time. It was believed important to engage with children and young people in order to look to the future.

Councillor Abraham objected to the proposals and made the following points:

- The proposals were not a reflection of any decision of the Sub Committee but were merely a part of a fuller debate.
- Ashton Court was in North Somerset rather than the City of Bristol and North Somerset already held a variety of Flower Shows during the summer.

- The Downs was owned by the people of Bristol which made it the most ideal venue for the event.
- Traders could find it difficult to support the event each year if they did not know where it was to be held.
- When the City Council ran the Flower Show in the past, it was cut due to budget constraints. The ownership of the show needed to remain with the Downs Committee to ensure its future.

Councillor Abraham suggested that the Flower Show Sub Committee met with a view to continuing discussions and listen to public opinion. It was suggested that more members were added to the Sub Committee.

During the following discussion the following points were made:

- The financial loss of 2007 could not be repeated and solely borne by the Downs Committee.
- The City Council would have access to other avenues that could be explored.
- Officers confirmed that the RHS were not interested in running the Bristol Flower Show, although they were interested in working in Bristol on other projects.
- It was confirmed that the Royal Bath and West Society were keen on the approach outlined in the report and could be interested in a new relationship. They acknowledged that the event was important for the city.
- A new style of flower show could attract the support to make it financially viable.
- If the flower show spread throughout the city there was the potential of reaching people and other areas of the City.
- A further Sub Committee meeting would delay the organisation of the 2009 event to after November, which may be too late.
- The budget for 2009 could potentially be established partly from Parks Services and partly from the Events Team - although the budget for the next municipal year had not yet been set.
- As weather was an important factor, Members questioned whether a different venue would make a difference.
- If the Downs Committee did not have the financial

capacity to host the flower show, to delay handing control to the City Council would be unnecessary.

After a vote, the recommendation was carried. Councillor Abraham voted against.

A report was requested detailing how officers and the executive member react to the handing back of the flower show and plans for the future.

**RESOLVED -**

- (1) that the proposals for the development and re-launch of the Bristol Flower Show be endorsed;**
- (2) that it be agreed in principle that the Downs remain one of a number of potential future venues for the event; and**
- (3) That a report on progress with the 2009 Flower Show be reported back to Committee in November 2008.**

**DWN**

**58.9/08**

**THE DRAFT DOWNS EVENT POLICY**

The Committee considered a report of the Director of Culture and Leisure Services (agenda item no. 8) seeking approval of a draft Guidance Notes and Protocols document to be distributed to all future applicants wishing to hold an event on the Downs.

The report proposed that the Committee agree the policy in draft format. The policy and guidelines would then go out for wider consultation before a final draft was presented for approval to the Downs Committee at their November meeting.

With reference to the policy the following suggestions were made:

- Officers were asked to take into account the affect of the small number of road closures, as requested

through the public forum statement received. In particular it was important to ensure that all relevant parties were notified of any closures.

- It was suggested that as a practical document, perhaps wider consultation was not necessary. Officers confirmed that although the consultation was more of a courtesy to some stakeholders, it was hoped that others would provide some useful feedback to improve the final draft. General public consultation would not be undertaken as with the management plan.
- The paragraph regarding 'Additional Licences' would be re-worded and made clearer. The Licensing Team would be consulted to ensure all information was correct.
- One of the consultees would be the 'Friends of the Downs' support group.

**RESOLVED - that the draft Policy for Events held on the Downs be approved for consultation.**

**DWN**

**59.9/08 ANNUAL ACCOUNTS 2007-2008**

The Committee considered a report of the Director of Central Support Services (agenda item no. 9) noting the accounts for 2007-08, subject to audit.

**RESOLVED - that the accounts for 2007-08 be noted, subject to audit.**

**DWN**

**60.9/08 FINANCIAL OUTTURN 2008-09**

The Committee considered a report of the Director of Central Support Services (agenda item no. 10) noting the likely financial position for 2008-09.

The following points were made:

- One issue that could affect the 2008-09 budget was the rising cost of fuel.
- Officers would evaluate the budgetary position of the in-house grounds maintenance service compared to the anticipated forecast, and the estimated cost if the

service had remained contracted out. A report would be presented to the Committee in November.

- The proposed income from events was low due to the loss of the Funderworld event from the calendar.
- A letter had been received from the organisers of the Fireworks Fiesta to repay the 2003 loan from the Downs Committee and to thank the Committee for their support.
- It was confirmed that the leasing charges were received at the beginning of the financial year.

**RESOLVED - that the financial position for 2008-09 be noted.**

**DWN**

**61.9/08**

**DATE OF NEXT MEETING**

The Lord Mayor thanked the Master for his work over the year.

**RESOLVED - that the next meeting of the Downs Committee be held on 17<sup>th</sup> November 2008 at 4.30 pm.**

(The meeting ended at 5.30 pm)

LORD MAYOR



**BRISTOL CITY COUNCIL**  
**Equality Impact Assessment – Part One - Screening**

Part one of an EqlA – the screening – should be carried out at the planning and development stage of a policy, project, service, contract or strategy. This form should be used in conjunction with the guidance and as the first part of a full EqlA.

<b>Name of policy, project, service, contract or strategy being assessed</b>	Greater Bristol Bus Network (GBBN)
<b>Directorate and Service</b>	City Development, Major Projects
<b>Names and roles of officers completing the assessment</b>	Steve Riley, Project Manager
<b>Main contact telephone number</b>	(0117) 903 6715
<b>Date</b>	9 June 2010
<b>Summary</b>	This is a sub-regional project (with partners Bath and North East Somerset, North Somerset, and South Gloucestershire Councils, and bus operator First) to improve bus ten corridors, eight of which come within the Bristol boundary. The project aims for increased bus use, cycling, and walking and decreased private car use with the resultant reduction in congestion and pollution. Additionally, the project seeks to improve accessibility to education, employment, and health and social facilities.

The improvements will be delivered through the introduction of bus priority measures, which will include bus lanes, bus gates, and traffic signal controlled junctions that will assist bus priority and general traffic flow, while providing controlled pedestrian crossing facilities.

A significant element of the project will be public consultation on the three main GBBN corridors, which has already been carried out for Bath Road and Fishponds-Stapleton Road; Whiteladies Road is programmed for September 2010.

**1. Identify the aims of the policy, project, service, contract or strategy and how it is implemented**

	<b>Key Questions</b>	<b>Notes / Answers</b>	<b>Any actions needed? By whom?</b>
1.1	Is this a new policy, project, service, contract or strategy or a review of an existing one?	A new project	
1.2	What is the main purpose of the policy, project, service, contract or strategy?	An improvement in the provision of bus priority and information on ten corridors across the West of England sub-region, eight of which enter the BCC boundary	
1.3	What are the main activities of the policy, project, service, contract or strategy?	The design and construction of bus priority measures (including bus lanes, bus gates, and upgraded traffic signal junctions) and improved bus stops (including raised kerbs, 'safe haven' surface treatment, improved information (RTPI when appropriate), and	

		new shelters where required)	
1.4	Who are the main beneficiaries? Whose needs is it designed to meet?	The main beneficiaries are existing and prospective bus users; however, many road users should see benefits	
1.5	Which staff carry out the policy, project, service, contract or strategy?	Design and consultation: BCC staff Construction: external civil engineering contractors from existing frameworks or spot contract assessment Supervision of construction: BCC staff Provision of bus services: private bus operating companies, some operating services under tender to BCC	
1.6	Are there areas of the policy or function that could be governed by an officer's judgement? e.g. home visits "where appropriate". If so, is there guidance on how to exercise this to prevent any possible bias/prejudice creeping in?	Yes. However, all design and implementation ideas are debated and approved by the Project Team (representatives of all transport teams along with Urban and Landscape Design) and ratified by the Project Board; this acts as a kind of 'peer review'	
1.7	Is the Council working in Partnership with other organisations to implement this policy or function? Should this be taken into consideration? e.g. Agree equalities monitoring categories	At a sub-regional level, the overall programme is a partnership of Bristol City Council with Bath and North East Somerset, North Somerset, and South Gloucestershire Councils, and bus operator First.	

	<p>Should the partnership arrangements have an EqIA?</p>	<p>Within BCC, there are no direct partnerships, although a co-operative working arrangement with First will be required to ensure the project delivers successfully.</p> <p>It could be argued that the partnership arrangements should have their own EqIA, however it is not felt that BCC can demand this of the other authorities or complete one on their behalf.</p> <p>Please note that this EqIA only covers Bristol, the other authorities should have completed their own.</p>	
1.8	<p>Taking the six strands of equalities, do you have any initial thoughts that any of the six equalities strands have particular needs relevant to the policy or function?</p> <p>Or is there anything in the policy, project, service, contract or strategy that you can think of at this stage that could discriminate or disadvantage any groups of people?</p>		
	<p>All groups</p>	<p>Some groups may feel a perceived safety risk waiting for and using public transport.</p>	<p>New 'safe haven' shelters with improved</p>

			lighting will be provided. In addition, improved reliability, 'Real Time' information provision, and CCTV in new buses should reduce this.
		Some groups may feel they have poor access to transport if they do not have their own car.	Better public transport provision will improve accessibility for those unable to use a private car. All GBBN routes serve wards with low car ownership.
	Gender (include Transgender)		
	Disability	Some disabled people may feel that access to public transport is difficult.	Raised kerb bus stops and low floor buses will improve access, with the associated dropped kerbs at local road crossings.
		Some disabled people, especially those with a visual impairment, may feel that timetable information is difficult to access.	'Real Time' information displays at key stops will be provided with an audio facility activated by a key fob.

		Some disabled people may feel that a relocated bus stop worsens their access to public transport.	All bus stop relocations will be analysed in detail to ensure that all aspects of accessibility and other aspects are taken into account.
		Some disabled people may feel that access to public transport is made more difficult if an entire bus service route is not equipped with the raised kerbs.	Although GBBN funding is committed to key corridors, local LTP top-up funding has been identified for improving bus stops over as wide an area as possible.
		Some people with a hearing impairment may feel excluded from consultation if they cannot discuss issues with staff at the Project Information Centre.	Translation into British Sign Language will be provided on request (as happened in April 2010 during the A432 consultation).
	Age	Some young or old people may feel that a relocated bus stop worsens their access to public transport.	All bus stop relocations will be analysed in detail to ensure that all aspects of accessibility and other aspects are taken into account.

	Race	Some people whose first language is not English may feel excluded from consultation if they cannot understand the consultation materials.	Translation into relevant community languages will be provided on request (as happened in April 2010 during the A432 consultation, with Urdu and Punjabi).
	Sexual Orientation		
	Faith/Belief	Some faith/belief groups may feel that a 24-hour bus lane near their place of worship could lead to a reduction in available parking spaces.	Discussion will always be provided with potentially affected groups. There has been no take up of two offers of a meeting with the Sikh temple on Fishponds Road where they may be an issue.
	Do any other specific groups have particular needs relevant to the policy, project, service, contract or strategy?	No	
1.9	Did you use any data to inform your initial thoughts above? What data do you already have?	There is extensive data on the BCC website showing the make-up of each ward by equalities strand; this would be valuable information for establishing different impacts in different areas.	

1.10	Are there gaps in the data that require you to do further work? What are these gaps?	It appears that the likelihood for significant negative impacts may be limited and that further investigation may not be necessary.	
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If the result of the screening process is that there is the potential for a significant impact on any equality group or if any equality group has significantly different needs, then a full equality impact assessment must be carried out. If you are unsure please seek advice from a directorate or corporate equalities officer.

Signed  
Service Manager  
Date

Signed  
Directorate Equalities Adviser  
Date