

TO: THE MEMBERS OF THE DOWNS COMMITTEE

Councillors: Lord Mayor C Smith, S Cook, G Morgan, S Townsend, B Hugill, J Goulandris, R Stone

Merchant Venturers: G Clark, F Greenacre, A Tasker, T Hood, P Rilett, G Clarke, A Brown and D Marsh

Officers: Frances Horner, Senior Solicitor
Robert Westlake, Downs Ranger
Cellan Michael, Parks Estates Manager
Louise Baker, Service Improvement Manager
Steve Riley, GBBN Project Manager
Richard Ennion, Natural Environment Manager

Records: Minute Book, DSO, Internet and spares.

DOWNS COMMITTEE

**22nd NOVEMBER 2010
PUBLIC FORUM STATEMENTS**

| AGENDA ITEM | ITEM | NAME | STATEMENT NO |
|--------------------|--|---------------------------------|---------------------|
| 14 | Greater Bristol Bus Network (GBBN) Proposals | Jack Penrose Chairman FOD&AG | 1 |
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Greater Bristol Bus Network Whiteladies Road/Westbury Road (A4018)

In general

The document contains no references to the Downs, either as a major area to be served by public transport or as an environmentally significant land use.

The Downs is a unique urban recreation space. The envy of other major cities in the UK and indeed Europe. The 'value' to present and future generations is unquantifiable. In general terms it is equivalent to a heritage site.

The Bus Network proposals have been prepared by Transport Departments and a Bus Company. Movement and access within a City is a Social, Economic and Planning issue. With the Downs it is also an environmental and landscape issue.

Any proposals involving movements - and indeed access must have these issues at the heart of any proposals. Not add-ons to transport.

2.0 Comments on specific locations

2.1 Extension to Parrys Lane

This inherited section of redundant road is currently used as a lorry and bus park not associated with the use of the Downs. There is a food outlet concession which brings income to the Local Authority. The question is asked '*If this redundant section of road did not exist would there be any consideration of these activities in this location on the Downs?*'. We suggest certainly not. The present situation is opportunism, the soft option rather than planning management of this unique space.

This area should be returned to recreation/open space use. At the same time more imaginative and wider thought should be given to income creation.

2.2 Top of Blackboy - Stoke Road - Westbury Road.

The proposals bear little relationship to pedestrian, disabled, family, cycling access to and circulation routes within the Downs. Any proposals should clearly indicate the consideration of movement of people of all ages and mobility.

Examples of ill considered detail - Refuges are too small for a family. Sections of proposed pedestrian and cycle routes are not related the major desire lines. These lines need to be continuous. Faster moving traffic create greater physical and visual severance to the recreation space.

Additional comment

Bus services could be greatly more efficient with the use of proven technology used elsewhere. Eg Oyster cards reducing the delays in accessing buses.

26th October 2010

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