

BRISTOL CITY COUNCIL

**DOWNS COMMITTEE
23rd November 2015**

Report of: Service Director, Environment and Leisure

Title: Move and Place Strategy

Ward: N/A

Officer Presenting Report: Andrew Gordon,
Heritage Planning and Partnership Officer

Contact Telephone Number: 0117 9639194

RECOMMENDATION:

Members: To consider the report and which scenarios or options they wish to look at in more detail.

1. Policy

Not Applicable

2. Consultation

a) Internal

John Williams, Area Manager North.
Andrew Gordon, Heritage Planning and Partnership Officer
Mike Allen, Business Manager
Becky Belfin, Nature Conservation Officer
Richard Ennion, Environmental Improvement Manager

b) External

Mandy Leivers, Avon Gorge and Downs Biodiversity Education Officer
Jack Penrose, FOD + AG
Chris Westcott, Natural England

3. Context

In April 2015 The Downs Committee commissioned Bristol City Council's City Design Group to produce a Place and Movement Framework for The Downs. It has been prepared over the last four months through discussion with the Downs Committee Place and Movement sub-group and other interested groups. There has also been discussion and consultation with Bristol City Council teams such as Highways Management; Arboriculture; the Downs Manager, Nature Conservation, Public Transport etc. to inform the content of the Framework.

The Framework is a strategic scoping report which looks at the issues and opportunities for improving sustainable transport around The Downs. The purpose of the report is to:

- inform and support The Downs Committee in their decision making
- highlight the distinctive place characteristics and their susceptibility to change
- to promote practical, high quality, sustainable options in response to place and movement issues
- to identify and inform future work programmes, management plans and potential projects within the study area

It complements and supports the 'Management Plan for Clifton and Durdham Downs 2012-2017', and offers responses to some of the key management policies within it.

The Framework is set out in six sections:

1. Introduction: Explains the background and rationale for the development of the Framework.
2. Understanding the Context: Sets out key information about the Downs in terms of place, movement, policy context and history.
3. Learning from Other Places: Looks at other large scale recreational historic landscapes and how they have responded to similar issues.
4. Building a Vision: Proposes scenarios that improve walking and cycling to and around The Downs.
5. Supporting Images: Visualises and highlights key aspects of the scenarios in section 4.
6. Moving Forward: Defines an approach and necessary steps for consultation, and developing and implementing potential projects identified within the Framework.

The Framework considers:

- The existing landscape structure, highway network and current uses
- Pedestrian and cycle links with the wider strategic movement network including points of arrival and departure
- Pedestrian/cycle links with the Avon Gorge and between Clifton and Durdham Down

- Identifying the place network, place hubs and associated opportunities
- Public transport links, stop locations
- Parking restrictions, parking locations
- Jogging and recreation trails

The Framework does not:

- offer an outright recommendation, but shows the potential for improvements and change around The Downs.
- support the proposal for a stone bridge across Bridge Valley Road; identifying the junction as a problem for all users regardless of mode, and promoting improvements to/ redesign of the junction itself.
- promote the use of the Promenade for shared walking and cycling; due to the path gradient and width approaching Observatory Hill.

At this strategic stage the Framework does not offer project costings. These would depend on the Committee's confirmation of their preferred scenario and more detailed assessment of the options within it. The Downs Committee Place and Movement Sub Group agreed the report should be considered as a 'vision' for the future, and financial issues should not be the main factor in this initial decision making process. The availability of existing funds would need to be considered by both the Downs Committee and Bristol City Council (as the Highway Authority). The potential for external funding would also need to be explored. In the context of declining budgets and limited public sector resources, a phased approach to implementation would need to be considered.

Timescale

2 March 2015 - Project scoping workshop with Downs Committee sub group

13 April 2015 - Project brief agreed by Downs Committee

16 June 2015 – Brief and update Cycle Sunday's representatives

3 September 2015 – Progress meeting with Downs committee sub group

17 September 2015 – Brief and update FODAG representatives

12 October 2015 – Progress meeting with Downs Committee sub group

3 November 2015 - Agenda Conference

Recommendation: Members to consider the Movement and Place Framework and confirm the preferred visitor experience improvements scenarios they wish to explore further at the design stage.

5. Public Sector Equality Duties

5a) Before making a decision, section 149 Equality Act 2010 requires that each decision-maker considers the need to promote equality for persons with the following "protected characteristics": age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. Each

decision-maker must, therefore, have due regard to the need to:

- i) Eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.
- ii) Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to --
 - remove or minimise disadvantage suffered by persons who share a relevant protected characteristic;
 - take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it (in relation to disabled people, this includes, in particular, steps to take account of disabled persons' disabilities);
 - encourage persons who share a protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- iii) Foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to –
 - tackle prejudice; and
 - promote understanding.

6. Legal and Resource Implications

Legal

The Clifton and Durdham Downs (Bristol) Act 1861 provides that the Downs should remain as a place for the resort and recreation of the citizens of Bristol, and that a committee should be appointed to manage them. The recommendations of this report are within the powers conferred by this statute.

Financial

(a) Revenue:

(b) Capital

None

Financial advice provided by Mike Allen. Business Partner.

7. Land

The land is under the control of the Downs Committee.

8. Personnel

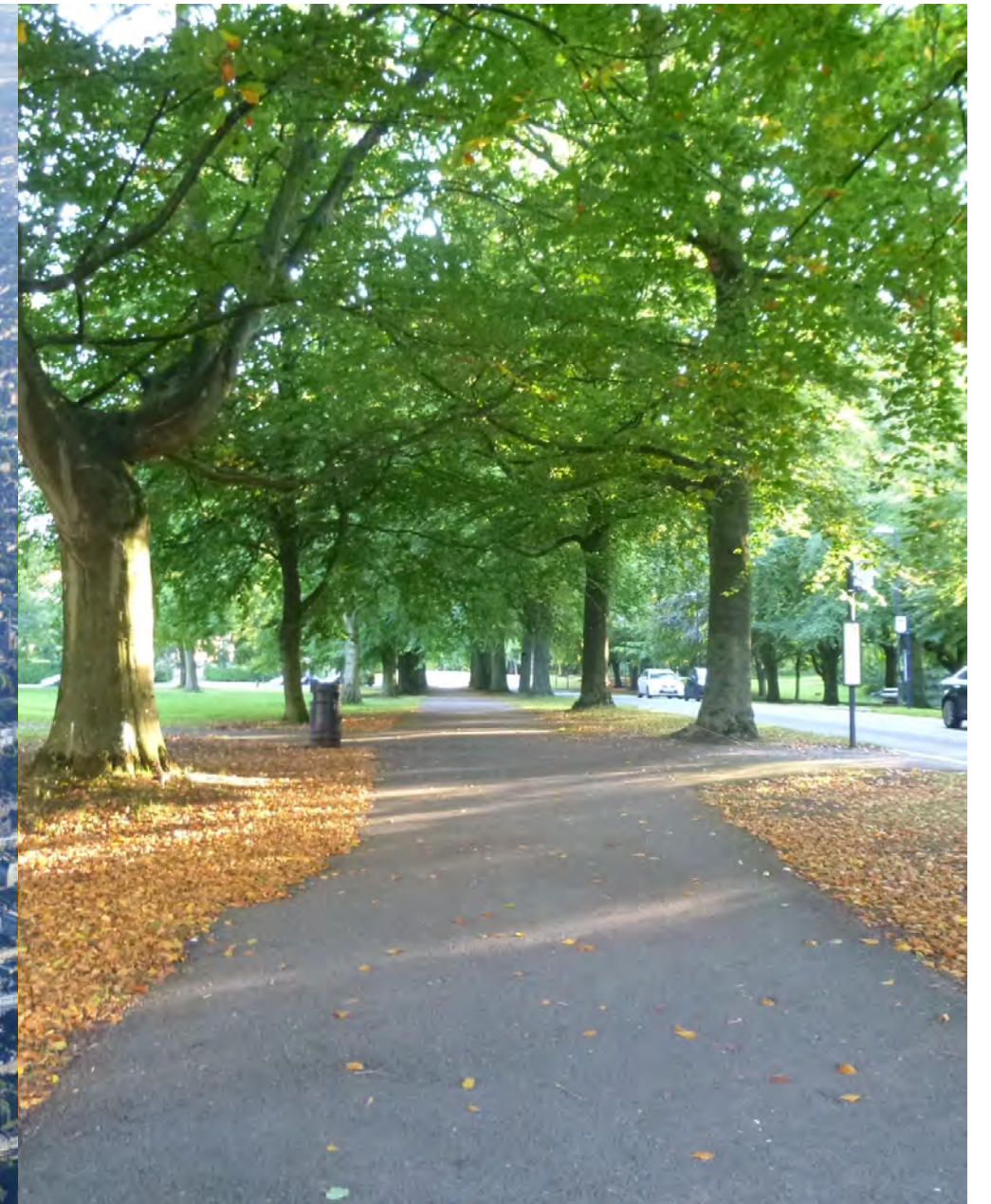
Not applicable

Appendices: 1& 2

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Background Papers: None

Clifton and Durdham Downs



Preface

Green spaces are the backbone of sustainable and high-quality urban environments and are a key component of a European Green Capital. The benefits of good urban green spaces are diverse and wide ranging. Green spaces bring considerable benefits to local economies, to people’s physical and mental health, and to the environment.

The Downs is a cherished landscape with citywide appeal. It is a core part of the image and identity of Bristol and draws people from a wide catchment, from within the city and beyond. It’s continued attractiveness as a place to visit operates on a number of levels. From the lone pedestrian stroller to the family of cyclists; from the football team to the keep fit club; the Downs has enduring appeal.

The relationship between the Downs and the city will continue to evolve as the city, it’s neighbourhoods and communities continue to evolve. It’s evolution and management needs to be planned and executed with great care and sensitivity in order that future generations can enjoy a unique landscape.



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Preface

- 1. Introduction
- 2. Understanding the Context
- 3. Learning from Other Places
- 4. Building a Vision
- 5. Supporting Images
- 6. Moving forward

Prepared on behalf of The Downs Committee by:

City Design Group
Planning and Sustainable Development
Place Directorate
Bristol City Council

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Downs cycling images courtesy of Cycle Sundays.

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What is this document?

The Clifton and Durdham Downs (The Downs) are an iconic and special public open space within Bristol. Cherished for generations, in 1861 they were secured in perpetuity as a place for public use, recreation and enjoyment through the enactment of the Clifton and Durdham Downs (Bristol) Act 1861. They continue to be managed under the joint stewardship of The Society of Merchant Venturers and Bristol City Council as The Downs Committee.

What is this document?

This Public Realm and Movement Framework is a strategic, scoping report which looks at the issues, challenges and opportunities for improving walking, cycling and key recreational facilities for Downs users. It adopts a balanced design approach, which considers both place and movement functions, in order to identify a vision and options for The Downs.

The Framework has the following objectives:

- to inform decision making for The Downs landscape and associated highway network
- to highlight the distinctive place characteristics and their susceptibility to change
- to promote practical, high quality, balanced solutions to place and movement issues
- to identify and inform future work programmes, management plans and potential projects within the study area.

Why has this report been produced?

This report has been commissioned by The Downs Committee to inform their planning and decision making processes as custodians of The Downs landscape. The document will be of interest to, and promote discussion with, many others including the Friends of the Downs and Avon Gorge, other user groups, the neighbourhood partnerships, councillors and officers.

Why Place and Movement?

The Downs are managed for the enjoyment of people, balancing the needs of all visitors with other duties relating to wildlife, heritage, whilst also maintaining access to and through The Downs.

The study recognises The Downs as a destination place for recreation and enjoyment, as well as forming a significant part of the movement network in north Bristol for walking, cycling and other modes of transport. The roads passing through and around The Downs are an intrinsic part of the landscape character and need to be considered as places as well as an important part of the wider transport network.

The scope and status of the Framework

The Framework addresses the Clifton and Durdham Downs landscape and the associated network of streets. The report also considers the relationship of the Downs to the Avon Gorge and the A4 Portway. It complements and supports the Management Plan for Clifton and Durdham Downs 2012-2017, and is a response to key management policies within it.

The Framework project scope includes:

- Pedestrian and cycle links with the wider strategic movement network including points of arrival and departure
- Pedestrian/cycle links with the Avon Gorge and between Clifton and Durdham Down
- Identifying the place network, place hubs and associated opportunities
- Public transport links, stop locations
- Parking restrictions, parking locations
- Jogging and recreation trails

The Framework does not include the issues of zoo parking and residents parking zones.

How to use this document

The Framework is developed in six key parts:

- 1 - Introduction: Explains the background and rationale for the development of the Framework.
- 2 - Understanding the Context: Sets out key information about the Downs in terms of place, movement, policy context and history.
- 3 - Learning from Other Places: Considers similar recreational landscapes elsewhere and their response to cycling and walking.
- 4 - Building a Vision: Proposes scenarios that improve walking and cycling to and around The Downs.
- 5 - Supporting Images: Visualises and highlights key aspects of the scenarios in section 4.
- 6 - Moving forward: Defines an approach and necessary steps for developing and implementing potential projects identified within the Framework.

1. Introduction

Site Description

Site Location

The Downs is a 178 Hectare (442 acre) plateau running roughly 3 kilometres along the north east – south west axis and approximately one kilometre wide at the widest point.

It is bounded on the western boundary by the precipitous Avon Gorge. The north, west and eastern boundaries have highways along most of their length, with mainly large 19th century houses and villas.

The majority of the site is fairly level grassland crossed by avenues of trees and roads. Football is played on a large part of the site in winter but there are also large areas of wildflower rich limestone grassland that are allowed to grow long during the summer months. The edge of the Gorge is very steep and whilst there are rocky and open grassy areas, large areas are clad with mainly self-sown deciduous trees and scrub forming secondary woodland. There is also a large amount of scrub and tree growth mainly in the south and eastern part of the site although a programme of work to reduce this will be implemented. Many ornamental trees have been planted in a naturalistic way in the north east. The most formal part is at the southern end where promenades were constructed and planted with both native and ornamental trees from the 1860s onwards.



1. Introduction

1

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1 Summary of key recreational and utility uses on The Downs

2 The Downs are a destination and a place through which people travel as part of a longer journey

Who values The Downs and why?

The Downs are used extensively by people from the seven immediately adjoining wards. They are also an important recreation destination for the wider Bristol community and the surrounding area. In considering potential change it is important to understand who uses The Downs, why they do so, and the ways in which the place is valued.

The Downs are valued as a multifunctional place

- People experience and use The Downs in different ways and for different purposes; for need (utility) and for enjoyment (recreation)
- for formal recreation and sport
 - for informal recreation and enjoyment
 - as a destination or as part of a longer journey
 - as the setting to their place of home/work/school
 - as the setting to their neighbourhood

The Downs are valued as a special place

The special character and qualities of The Downs landscape are widely recognised by the people who use them. They value its history, its natural habitats and visual amenity. It offers people contact with nature and the outdoors, and provides a sense of retreat from their urban surroundings.

The Downs are valued as a healthy place

As a large scale, open space within an urban area, The Downs play an important role in the health and well-being, both physical and mental, of Bristol people. They have the potential to bring greater health benefits to people in the city.

Key uses	Recreation	Utility
Walking	●	●
Cycling	●	●
Playing	●	●
Running/ fitness	●	
Football	●	
Climbing	●	
Dog walking	●	
Kite flying	●	
Sightseeing	●	
Enjoying nature	●	
Enjoying heritage	●	
Enjoying views	●	
Socialising	●	
Picnics	●	
Festivals/ Events	●	
Parking	●	●
Setting to journeys		●



Understanding the Context

2



Stoke Road, The Downs

2. Understanding the Context

Landscape History

Clifton and Durdham Downs are common land, and as such are a surviving rural fragment within Bristol’s modern urban landscape. They have rich and complex history, which reflects the history of change to their immediate surroundings.

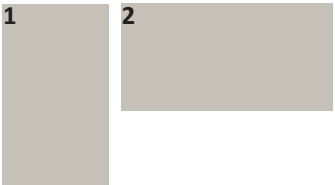
Threatened by rapid expansion of the city in the 19th century, farsighted and timely protection in the public interest secured the Downs in perpetuity. As the size of the surrounding population increased beyond recognition, Bristol’s reliance on the Downs fundamentally evolved from agricultural need to social and recreational wants.

The layout and surfacing of roads around the Downs has gradually developed, largely from the formalisation of desire lines during the 19th century. Prior to establishment of The Downs Committee in 1861, the open landscape was extensively grazed and, in places, quarried.

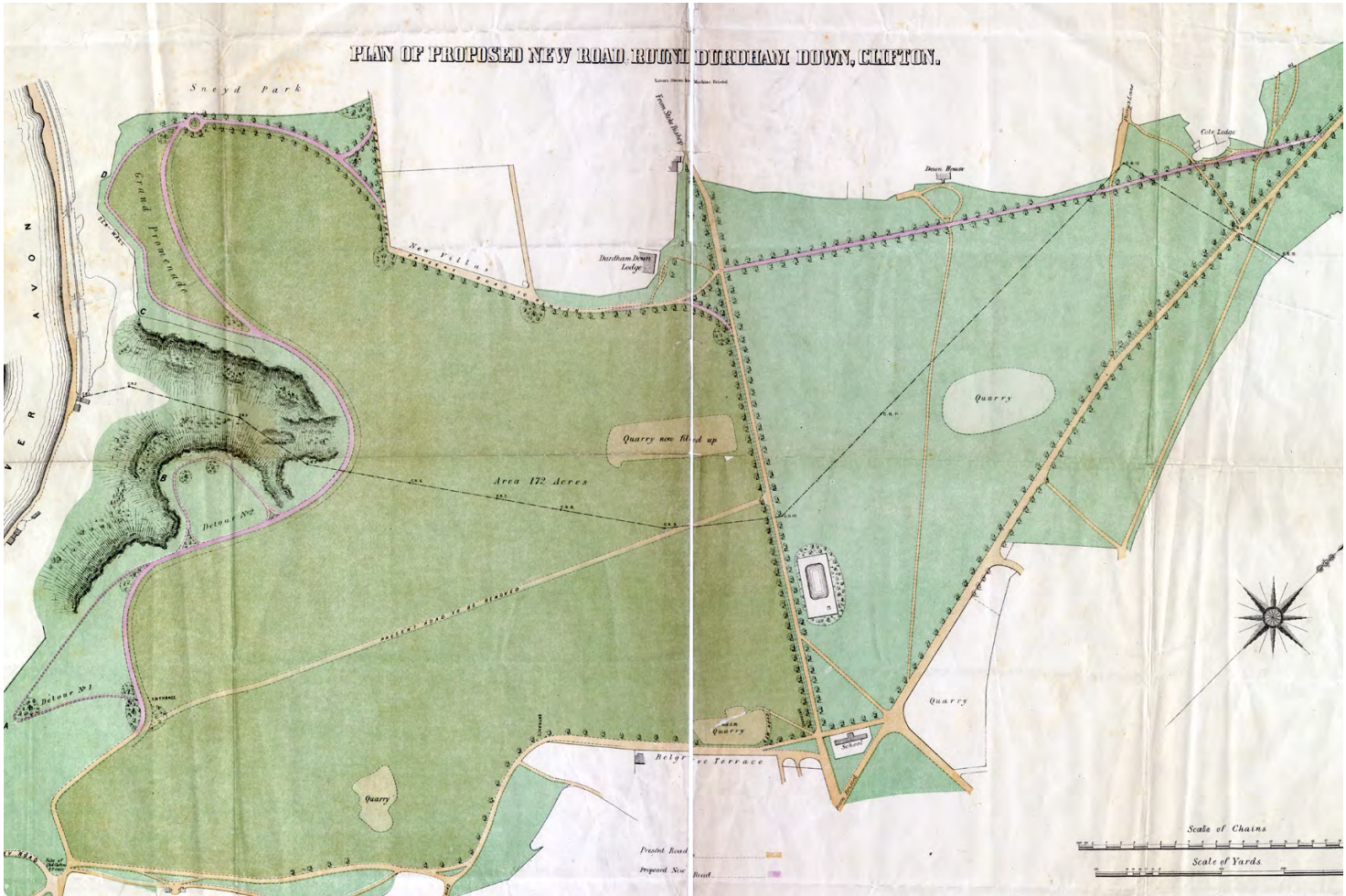
Through the 1870s the Committee commissioned a programme of engineering and planting works to repair and ‘beautify’ the landscape; creating the framework of grassy spaces, avenues and roads that we see today. Subsequent change has been managed and accommodated within this spatial framework to conserve the landscape character of the place.



Clifton and Durdham Downs
Place and Movement Framework



- 1 Survey of the manor of Clifton 1746
- 2 Ashmead and Lavars Plan of Proposed New Road Round Durdham Down, 1869 (Bristol Museum and Art Gallery): The building of Circular Road at this time was undertaken to reinforce and protect the degraded clifftop route to the Seawalls viewpoint, with an associated commitment to close Ladies Mile to traffic.



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2. Understanding the Context

Landscape Evolution

The Downs are a changing place

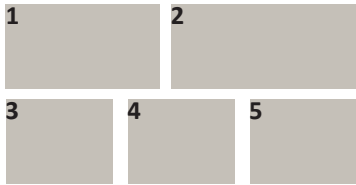
Management of The Downs landscape has long been a balance between the needs of people, place and nature. The Downs has responded over time to meet changing recreational demands and expectations of visitors.

As society changes the expectations of people, and corresponding patterns of use, have evolved. The increase in leisure time over the last fifty years has led to increased demand for formal and informal recreation. This can be seen for example in:

- the patterns of erosion along popular walking and running routes
- the enduring popularity of The Downs football league
- the popularity of events such as Cycle Sundays and Portway Sunday Park
- calls for more recreational cycling opportunities

As custodians of this special place, the challenge for The Downs Committee is to ensure:

- the needs and relevance for future generations is considered, as well as those today
- access to recreation is maintained for all people
- the landscape responds to new patterns and increasing pressures of recreation
- change is well considered, informed, high quality and in keeping with the distinctive landscape setting



- 1 Rowbotham’s panoramic view from the Clifton Observatory c1830, © Bristol Museums, Galleries and Archives
- 2 Bird’s Eye View of Bristol by Edward Colston Lavars, of Lavars & Co Colour lithograph, 1887 © Bristol Museums, Galleries and Archives (Mb7374)
- 3 The Promenade, undated postcard c 1890s
- 4 Changing room pavilion, Stoke Road early C20
- 5 Play area, Clifton Down. Refurbished 2013



Clifton and Durdham Downs
Place and Movement Framework

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Policy Context - Place

National Planning Policy Framework

Central government planning policy and guidance is outlined within the National Planning Policy Framework, March 2012, which can be found at the following link:

<http://www.planningportal.gov.uk/planning/nppf>

Bristol Local Plan Core Strategy

The Bristol Local Plan Core Strategy, adopted June 2011, represents the Council's primary strategic planning document:

<http://www.bristol.gov.uk/page/planning-core-strategy>

The relevant policies affecting The Downs area for place and movement issues are listed below and can be found on the Council's website:

- Policy BCS9 (Green Infrastructure)
- Policy BCS10 (Transport & Access Improvements)
- Policy BCS11 (Infrastructure and Developer Contributions)
- Policy BCS12 (Community Facilities)
- Policy BCS13 (Climate Change)
- Policy BCS15 (Sustainable Design & Construction)
- Policy BCS16 (Flood Risk & Water Management)
- Policy BCS21 (Quality Urban Design)
- Policy BCS23 (Pollution)

Bristol Local Plan and the Historic Environment

The Downs are designated as a Conservation Area and are recognised as a historic landscape under policy NE9 of the Bristol Local Plan. There are two scheduled ancient monuments; the hill fort at Observatory Hill and the Roman Road. There are some ten listed buildings/ structures, and numerous other 'non-listed' features of historic value.

Bristol Health and Wellbeing Strategy 2013

The strategy has several themes and priorities of which the priority to 'Create a high quality and well-connected built and green environment, and manage the health impacts of Climate Change' is most relevant to the Downs. This priority is achieved by 'promoting walking and cycling as the primary methods of getting to and from places through transport planning and encouraging the everyday take up of physical activity'.

The Downs Management Plan 2012-2017

The Downs Management Plan is the core policy document for the ongoing management of The Downs landscape and facilities. The Plan acknowledges the historic value of the place and the importance to ensure that the inheritance is 'handed on' in a healthy and sustainable condition for future generations.

The Plan identifies the five key themes with associated objectives and management targets under a Five Year Work Plan.

Enjoyment: to secure Durdham Down and Clifton Down as places for public recreation and to ensure that The Downs continue to be a great asset to present and future generations of Bristolians as a place for enjoyment.

Access: to ensure that The Downs are accessible to all within the natural constraints of the site.

Landscape: to ensure that The Downs landscape retains its strong character and remains in good condition.

Wildlife: to ensure semi-natural wildlife habitats are both maintained and enhanced and provide maximum opportunities for education and enjoyment of The Downs.

Anti-social behaviour: to ensure that anti-social behaviour is controlled and its impact reduced.

Management and Resources: to ensure that The Downs are well managed, and well resourced, balancing all the various public uses with the heritage value of the site.

Downs Management Plan Key Policies

7.1.9 Investigate the technical and financial options to provide a secondary visitor point at Seawalls with cafe and toilet facilities.

7.2.2 Investigate the alternative options and implications of extending the cycling routes on existing roads and paths and the provision of cycle parking facilities at visitor attractions.

7.3.5 Review the provision and design of all park furniture e.g. seats, litter bins, signs, obstacle fences etc. and produce a design guide. 7.5.2 Investigate ways to control traffic speed on The Downs.

7.5.5 Further the process of preventing vehicles from parking on the grass by the use of physical barriers and reinstate existing damage to turf.

7.6.1 Investigate and experiment with all options to reduce the effects of joggers eroding grassed areas and any associated wildlife.

from Downs Management Plan 2012-2017

Policy Context - Movement

Manual for Streets

The national policy context in which we design our streets and public realm changed dramatically when the Department of Transport published Manual for Streets 1 (2007) and Manual for Streets 2 (2010). These publications have changed, for the better, designers’ and local authorities’ approach to street design. They emphasise the role of streets as places in which people want to live and spend time in, rather than just transport corridors. MfS 1&2 should help everyone involved in the planning, construction and improvement of our streets to deliver more contextually sensitive designs.

The Joint Local Transport Plan 3 (2010-2026)

This sets the strategic transport policy context for the sub-region. It outlines a vision for a rebalanced city centre. This will assist the achievement of the several national goals for ‘Delivering a Sustainable Transport System’. The benefits of walking initiatives include the following:

- Reduction of carbon emissions;
- Supporting economic growth;
- Improving safety, health, and security;
- Promoting equality of opportunity; and
- Improving quality of life.

Bristol Legible City

The overarching concept and guide to identity, information and transportation projects in the City. This is achieved through visitor information, maps, signs and other communication tools

Walking Strategy for Bristol: Our Vision for 2011-2021

The Walking Strategy for Bristol sets out principles and actions for improving the walking environment in Bristol. The objectives of the strategy are to:

- Improve the walking environment
- Improve people’s health through walking
- Reduce the number of short trips by car by making walking the first choice for short journeys
- Provide information to enable more people to walk more often

The actions to achieve these objectives are:

- Improve the perception of walking
- Improve safety and security
- Plan for local facilities
- Design convenient, direct walking routes
- Reduce traffic speeds where appropriate
- Make streets safe and secure
- Create pleasant, attractive environments
- Sell the benefits of walking

Bristol Cycle Strategy

Published in 2015 the Bristol Cycle Strategy aims to:

- Make cycling simpler
- Make cycling safer
- Make cycling more attractive
- Make Bristol a better place

The strategy promotes a Bristol Cycling Network; a comprehensive network of high quality, continuous and direct strategic ‘freeway’ and ‘quietway’ routes.

Freeways (F) are along main roads with extensive segregation. Quietways (Q) are well signed traffic or low traffic routes. In the immediate setting of The Downs the strategy envisages the following routes:

- F1 The Portway
- F2 Whiteladies/ Westbury Road A4018
- Q1 Downs Way
- Q16 Trym Quietway



Clifton and Durdham Downs
Place and Movement Framework

We all know the benefits of cycling and walking, which include:

- Improves general health, helps to lower both blood pressure and improves heart health, as well as improving mental health and wellbeing.
- Helps with weight and stress management.
- Improves fitness.
- In congested areas cyclists and pedestrians breathe in less fumes than drivers.
- Saves you money.
- Produces no pollution so good for the environment and tackling climate change.
- Often quicker to get around in towns and cities
- Fewer cars on the road and more cyclists and pedestrians means safer roads.
- Have fewer days being ill each year.

So whether you cycle or walk for your whole journey, or simply part of it, you know you will be healthier as a result!

Bristol City Council

Mapping the baseline

In considering place and movement it is important to understand the spatial structure of The Downs and the way in which people experience them.

They are an expansive and extensive landscape, with strongly defined edges formed by the tree avenues and built edges, and are the principal open space resource for the various surrounding neighbourhoods including Clifton, Cotham, Henleaze, Redland, Sneyd Park and Stoke Bishop.

The Downs have four identifiable destinations (place hubs) acting as a focus and point of orientation for many visitors:


- Stoke Road/ Water Tower
- Seawalls
- The Zoo
- Observatory Hill


Visitors encounter, and make first judgements (both positive and negative) at various arrival and departure points along the edges of the landscape.


Identified through desktop study and site survey, the key baseline issues, are indicated spatially within the following outline maps:

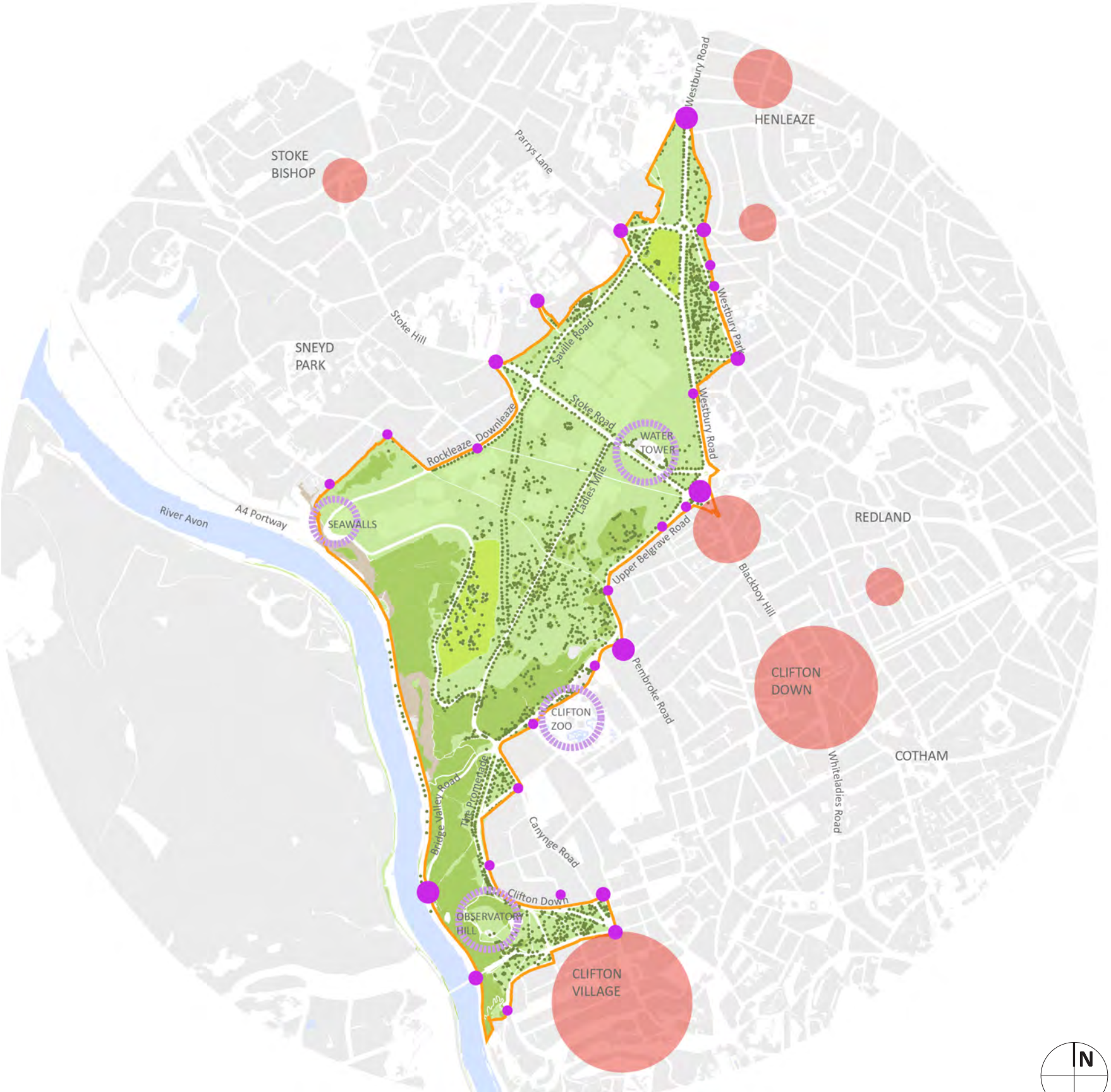
- Landscape context
- Walking environment
- Cycling network
- Public transport
- Street network

Key

 Place hubs

 Arrival/ departure points

 Neighbourhood hubs



Natural and historic environment

The natural environment forms the spatial structure of The Downs and comprises vegetation habitats including woodland, tree avenues, scrub mosaic and grassland.

The special quality of the fauna and flora of the Downs is recognised through the Nature Conservation designations of the Special Area of Conservation; Site of Special Scientific Interest and parts of the Downs being a Wildlife Network Site and Wildlife Corridor. Parts of the Gorge edge are also designated as a Regionally Important Geological Site.

Although the overall impression is of a ‘flat’ topography with large scale spaces and extensive vistas, the Downs Management Plan recognises nine separate and distinct landscape character areas.

There are significant gradient changes around Bridge Valley Road and Observatory Hill. More widely, the vegetation structure and microtopographic variation along highway edges forms a significant part of The Downs landscape character and constrains new and consistent opportunities for better walking and cycling routes.

Key

Special Area of Conservation (SAC)

Site of Special Scientific Interest (SSSi)

Site of Nature Conservation Interest

Wildlife Network Site

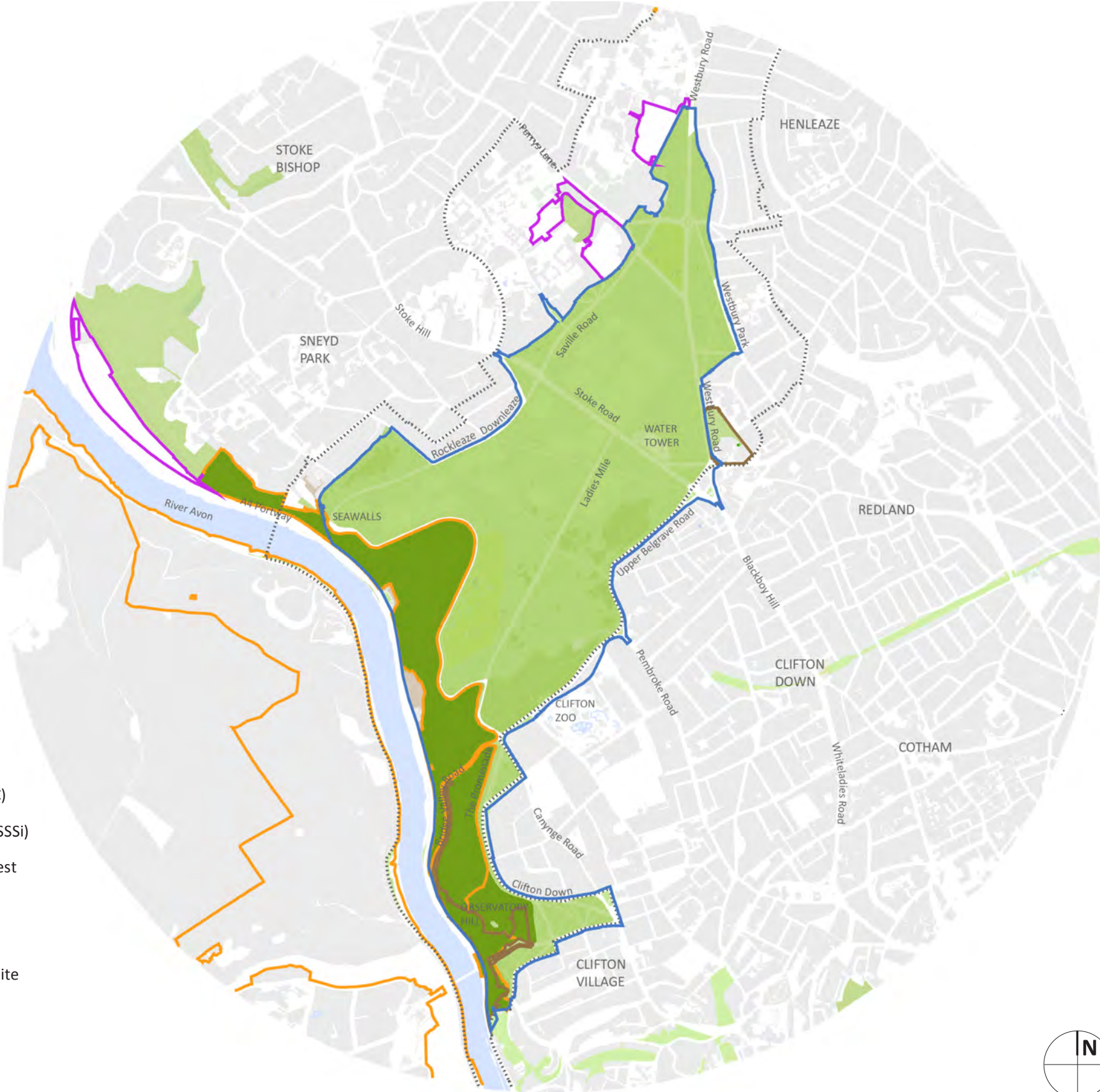
Wildlife Corridor

Regionally Important Geological Site

Conservation Area

NE9 Historic Landscape

Scheduled Ancient Monument



Walking environment

The principal way in which people experience and enjoy The Downs landscape is on foot. It is a walking rich environment through use of the hard surfaced paths along the edges of the road corridors, or open access to the extensive natural, amenity and sports grasslands. A number of the paths are formally designated as public rights of way.

Clifton Down and The Promenade provide an important walking route between Clifton, Clifton Down and Durdham Down. The place hubs at Stoke Road, Observatory Hill and Seawalls are important destination hubs within the Downs landscape for walkers.

Stoke Road and Westbury Road are both important walking routes for people travelling to and from Whiteladies Road, particularly students living in the campus of university accommodation at Parrys Lane.

The Gorge Management Plan identifies access improvements such as safe circular paths to access the Gorge from the Downs and improve the safety of the Portway for pedestrians, including the need for pedestrian crossings.

Many of the walking routes on the Downs are unusually narrow width (typically 0.9m - 3ft in width) representing a formalisation of historic desire lines. For example the two cross paths that link Upper Belgrave Road with Rockleaze. It is likely that routes such as these have retained their narrow width in response to the long held value of keeping the Downs as open grassland.

Key

Existing pedestrian footway

Public right of Way

Self guided walking trail

400m/ 5 minute walking distance

Controlled crossing

Clifton and Durdham Downs
Place and Movement Framework

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A detailed map of the Clifton and Durdham Downs area, showing walking routes and place hubs. The map is circular, with the River Avon flowing along the left side. Key locations labeled include Stoke Bishop, Sneyd Park, Stoke Hill, Stoke Road, Westbury Road, Henleaze, Redland, Clifton Down, Clifton Village, Observatory Hill, Seawalls, and Clifton Zoo. Walking routes are marked with colored lines: blue for existing pedestrian footways, purple for public rights of way, and yellow for self-guided walking trails. Place hubs are indicated by purple dots. Concentric purple circles represent a 400m/5-minute walking distance from these hubs. Controlled crossings are marked with red dots. The map also shows the A4 Portway and various roads like Parrys Lane, Saville Road, Rockleaze, Ladies Mile, Upper Belgrave Road, and Whiteladies Road. A north arrow is located in the bottom right corner.

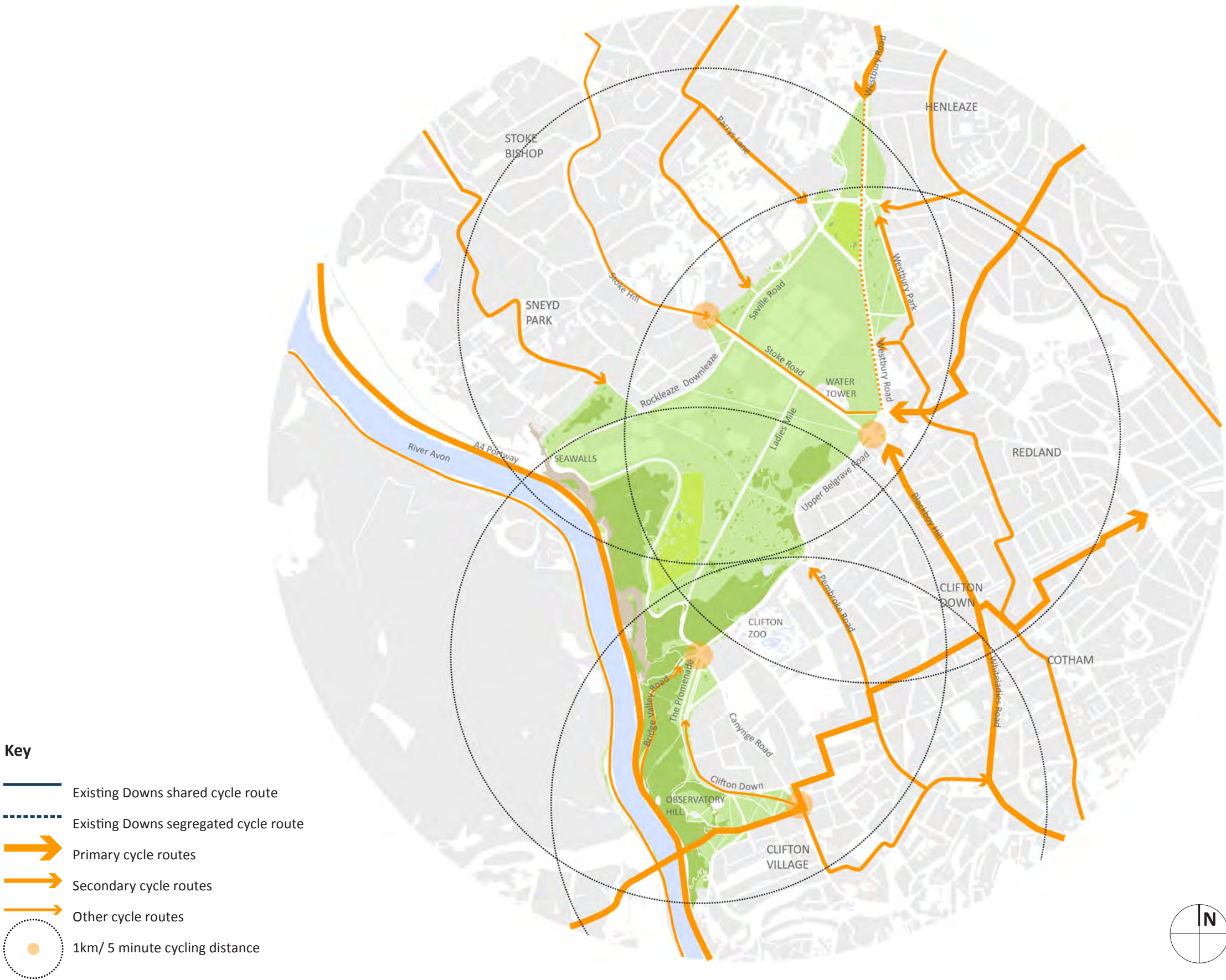
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Cycle network

The strategic cycling network around north Bristol is influenced by the topography of the area. More significantly, The Downs road network, carrying high volumes of motor traffic, does not promote and encourage more cycling.

Furthermore, with the exception of two shared use off-road routes along Stoke Road and Westbury Road, cycling on The Downs is prohibited by existing bylaws; both on existing paths and the grass areas. This is a historic restriction intended to safeguard the recreation and enjoyment of people on foot, the visual amenity of people using the carriageways, and the landscape character.

As a broad, level plateau The Downs represent an important and largely unrealised opportunity to support, improve and promote more cycling in this part of the city; both for utility journeys, and for people wanting to access and enjoy The Downs and the wider landscape beyond. The network promoted within the Bristol Cycle Strategy highlights the improving movements north-south and east-west in the area of The Downs.



Public transport

There is a public transport network utilising the adopted highway with bus routes and stops on road in and around the Downs. There is a rail network which connects with the wider highway network with the station nearby the Downs at Clifton Down.

Bus routes use the main highway routes with stops for local facilities such as the Downs, Bristol Zoo and the other place hubs/residential areas (such as Clifton village, Clifton Down, Sneyd Park). There are also student bus services connecting the halls of residence and main university buildings.

On-street parking limits the passage of buses along Stoke Road, particularly at peak times and when buses pass in opposite directions. Maintaining a reliable bus service along these key routes is a fundamental issue.

Currently, the bus network serving the Portway does not have bus stops or safe crossing points for users to access the Gorge or Downs.

In 2012 improvements to some bus stops were made under the Greater Bristol Bus Network Showcase Routes project. Elsewhere, notably at Stoke Hill and White Tree roundabout, access to bus stops is limited by the absence of footways, the narrow Downs paths or lack of raised kerbs. Sensitive change around these bus stops would help improve accessibility and legibility for more users.

Key

Bus route/ bus stop

Tour bus route and stops

Rail line/ station



Street network

Whilst Clifton and Durdham Downs are owned by the Merchant Venturers and Bristol City Council respectively, the road network that passes across the landscape is adopted as highway and under the separate management of Bristol City Council.

The Downs roads are part of Bristol’s wider street network and help facilitate people’s wider journeys around the city. Two major roads cross the site, the A4018 and Stoke Road. Ladies Mile is a road that forms a ‘spine’ down the centre of the site. It is well used by cars taking a short cut to avoid negotiating the road traffic islands at Blackboy Hill.

Under the 20mph initiative Parrys Lane, Saville Road, Downleaze, Rockleaze, Circular Road and the roads around Clifton village have been recently designated as 20mph roads. Ladies Mile and Clifton Down road are also planned as 20mph but requiring additional traffic calming treatment.

Stoke Road, Ladies Mile, Circular Road and Saville Road also fulfil an important on-street parking role; helping people to access and enjoy The Downs, particularly those users travelling from beyond the adjoining neighbourhoods. The use of these roads for commuter parking is a recognised problem but this is likely to be addressed by a planned parking restriction scheme. The scheme is expected to improve parking availability for Downs users whilst easing the passage of buses along Stoke Road during peak times.

Key

Primary road

Secondary road

Tertiary road

Unclassified road

On street parking serving Downs visitors



Key Issues: Walking and Cycling

Many of the paved walking routes on the Downs are narrow widths and there is no consistent pattern of footway provision along the carriageways.

The grass meets the carriageway edge with neither footway nor formal kerb edge. This distinctive feature of the Downs landscape character should be recognised and maintained. It can however, lead to encroachment of car parking on the fringes of the grass spaces.

There is a lack of consistent connections and crossing points where pathways meet highway junctions. Paths on one side of the highway only; inconsistent drop kerbs and a lack of tactile pavers. These junctions do not offer a sense of ‘welcome’ and ‘place’ on entering the Downs.



Demand for the available on-street parking often blocks (visually and physically) the key pedestrian routes and public rights of way crossing the Downs



Narrow surfaced pedestrian routes that are a reflection of the historic routes. Where there are no passing places, this can create erosion of the grass verge edges



Pedestrians choose to walk on routes away from the busy roads, such as Westbury Road, where there is an alternative path or dry grass surface



‘No Cycling’ signing painted on the path offers a negative welcome for visitors to The Downs



Some cycling on the Downs already takes place in spite of existing Byelaws



Path between Bridge Valley Road and Ladies Mile. The topography of the Downs has created steep pathways, which are challenging for cyclists and pedestrians.



Poor legibility of the existing segregated cycle provision along Stoke Road leads to uncertainty for both pedestrians and cyclists

2. Understanding the Context

Key Issues: Landscape Edges



The avenue trees, microtopography and absence of kerb edges is an important part of The Downs landscape character, and constrains opportunities to establish new footways



Steep gradient and perched path above Clifton Down road makes The Promenade unsuitable as a consistently shared route for pedestrians and cyclists



Erosion of the grass areas where there are informal running/ walking routes alongside the road edges and inside the avenues of trees



Existing vegetation and topography are an important feature of the Downs landscape character and constrain opportunities at road edges



Significant erosion taking place along well known walking/ jogging circuits intersecting between existing paths and road connections



Poor connection of cycling and walking routes at key junctions leads to erosion of adjoining grass



Historical narrow bitmac path routes, with a grass verge area separating the pedestrians from the road traffic.



Erosion of grass areas at key crossing reflects the poor connectivity with adjoining routes, the high levels of foot traffic, and the desire lines of visitors enjoying The Downs

2. Understanding the Context

Key Issues: Junctions and Place Hubs



The design of the Bridge Valley Road junction is difficult and confusing for all users regardless of mode. Visual clutter of signs and lighting dominate the landscape character and setting.



At the Water Tower place hub, Stoke Road is difficult to cross due to on-street parking and lack of dedicated crossing facility



Large radius corners on side roads encourage high vehicle speeds and makes crossing difficult for pedestrians. There are inconsistent or no dropped kerbs



The long straight road encourages higher vehicle speeds and makes pedestrian/ cycle experience unpleasant. On weekdays the on-street parking on Ladies Mile and Stoke Road is used by significant numbers of commuters, limiting spaces for Downs visitors. It can be difficult for buses to progress along the road.



Road junctions and roundabouts which have poor connectivity with a lack of crossing points and pathways on one side of the highway. This is difficult for pedestrians and cyclists to use



Existing toilet facilities at Seawalls place hub make little contribution to a positive visitor experience at this iconic viewpoint. The facilities are in the right location, but the current concessions miss the opportunity for high quality integrated visitor cafe and toilets

Learning from Other Places

3



Richmond Park, London

Other Places

As a large scale, open space within an urban area The Downs are a special landscape, but are not unique. Other cities have similar open spaces and have been considering and responding to similar issues particularly around cycling and walking. These places offer invaluable information and insight into current issues.

The Royal Parks

The Royal Parks agency is responsible for the operation and management of London’s Royal Parks. The eight parks within their care are large scale, freely accessible, public open spaces:

- Bushy Park
- Green Park
- Greenwich Park
- Hyde Park
- Kensington Gardens
- Regent’s Park
- Richmond Park
- St James Park

Among many uses, these parks provide vital green routes for cyclists, taking them away from traffic and through some of the most attractive places in the capital. Within the parks cycling is allowed on all roads and some specially designated cycle routes.

With cycling becoming increasingly popular, The Royal Parks continues to work to improve facilities for cycling. This includes looking at more cycle parking, better signs and the introduction of additional cycling routes within the green space of the Parks. They have adopted a consistent cycle policy and a promote a code of conduct for considerate cycling. Their landscape led design approach considers how new cycle facilities can be integrated within these special landscapes.

The Pathway Code of Conduct: Considerate Cycling

Be considerate!

Pedestrians have priority over all other users of pathways, even in areas designated and marked for other purposes. You are asked to use these pathways considerately, especially when passing. Give space to allow them to pass safely.

Be safe

Please adhere to all pathways and road markings. Cycle only on designated cycle paths. It is a breach of Park Regulations to cycle outside of the designated areas and individuals who do so could be subject to fixed penalty fines.

We recommend you wear British Standard approved protective equipment.

Our pathways are not suitable for fast travel; if you are in a hurry, you may wish to use another route. Cyclists are asked to cycle at a speed appropriate to the environment that they are cycling in. The cycle routes within the Royal Parks have a design speed of 8-12mph, as recommended by the London Cycle Design Standards.

Remain watchful on roads - the scenery may be lovely but you are still sharing these areas with motorists. A number of roadways across the parks are designated for parks vehicles. Cyclists may only use these roads if they are designated cycle routes.

Be seen and heard

Using a bell and/or wearing high visibility clothing will help others be aware of your presence (some park visitors may have a visual or hearing impairment). Use British Standard approved lights in low visibility conditions.

Be polite

Give way to others to allow them to pass safely. Thank other park visitors who allow you to over take or pass them.

STAY ON TRACK

Please consider wildlife by keeping to designated cycle paths. This is essential in all parks but particularly vital in Bushy Park and Richmond Park (National Nature Reserve). Note: Off track cycling is NOT allowed in any of the parks.

Pedestrians: please look out for cyclists on shared-use pathways.

3. Learning from other places

Hyde Park, Central London

Covering some 350 acres in the heart of the city, Hyde Park is one of London’s most iconic and important open spaces. The park is laid out with an extensive network of paths a number of which have been adapted for segregated pedestrian and cycle use. The network within the park provides important traffic free alternatives to busy streets.

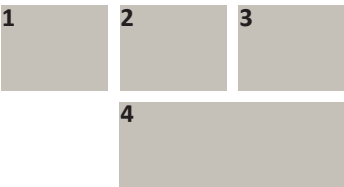
Hyde Park has eight segregated cycle paths and three on-road cycle routes. These paths retain their original width and are not physically segregated, but are marked out with white lining and circle symbols. The design, layout and signing establishes a ‘road network’ for cycle users within the park.

They have been in place since the mid 1990s and the Royal Parks have reported concerns that they are not able to cope with the numbers of cyclists using them. Their segregated nature is an issue of concern because young children and dogs are not aware of the segregation and are more likely to be involved in cycle related accidents on these routes. As a consequence the Royal Parks have an aspiration to move to shared-use routes which encourage more considerate behaviours.



The main concern with this configuration of cycle route is that cyclists end to be less aware or concerned about other park users - often observed to be cycling at speed. Though many park users, including vulnerable people, prefer this system - risk assessments indicate that though accidents are less likely the severity of the accident is likely to be greater due to cyclists travelling faster.

from The Royal Parks Cycling Policy



- 1 Segregation of pedestrians and cyclists achieved through white lining and signs
- 2 Visually complex signing of different modes at key junction within the segregated network adds visual clutter
- 3 Additional signs at key junction within the segregated network adjacent
- 4 A narrow shared route with segregation of walking and cycling modes

3. Learning from other places

Richmond Park, West London

Richmond Park in south west London is the largest of the eight Royal Parks, and the biggest open space in the capital. The historic layout includes an extensive network of paths, rides, drives and roads. The design of these, with the associated signs and furniture, help to reinforce the semi-rural sense of place.

- Cycling is allowed on all roads within the park and on two off-road/ traffic free routes shared with pedestrians:
- the Thames Cycle Route across the Park from Ham Gate to Roehampton Gate
 - the Tamsin Trail, a 12 kilometre leisure path that follows the perimeter of the Park

The Tamsin Trail is a popular, family-friendly, walking and cycling route which is designed in keeping with the historic park setting. The discrete, low level signs is kept to a minimum. The trail surface is a naturally self-binding limestone gravel, similar to Queen Square in Bristol.

The Park welcomes cyclists in different ways such as ‘Road’ cycling on a route around the edge where cyclists can do laps; ‘Mountain’ biking along the Tamsin Trail, which also connects via car-free roads to outside the Park area onto other routes. The Trail is a shared path with pedestrian priority and a 10mph speed limit. ‘Family’ bike rides on a safe flat routes through wildlife areas and past the cafes is also provided.

This route network is accommodated sensitively within the landscape setting. It is a balanced acknowledgment both of the demand for better cycling, both utility and recreational, and the susceptibility of the place to insensitive change.



- 1 The shared use Tamsin Trail curves gently in response to the landscape setting
- 2 Walking, running and cycle users on one of the shared routes
- 3 Simple waymarkers and signs clearly identify the routes available for cycling within the park
- 4 Shared recreation routes follow the edges of spaces helping to retain the sense of open landscape
- 5 Simple waymarkers at strategic locations promote considerate shared use of the trail



3. Learning from other places

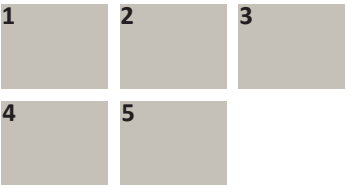
The Stray, Harrogate

The Stray is a 200 acre area of open grassland and verges that wrap around the main ‘old town’ centre of Harrogate. It is protected by an act of Parliament, The Stray Act 1985, and byelaws which determine how The Stray can be used.

The large scale landscape spaces that make up The Stray are bounded by tree lined main roads. It is similar in history, spatial structure and quality to the residential edges of both Clifton and Durdham Down.

Historically cycling on The Stray has been prohibited by byelaw. Following campaigns by local users over many years it was agreed to support shared pedestrian/ cycle use on some key routes along the southern and eastern edges. These routes offer important traffic free routes for people cycling between Harrogate town centre and the adjoining residential areas.

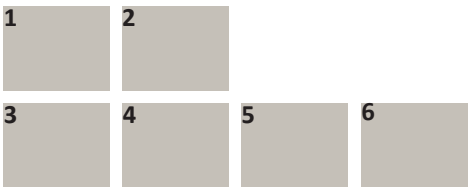
The historically narrow paths have been partially widened, but signs are kept to a minimum and the shared routes are not segregated through white lining.



- 1 Harrogate Stray
- 2 Avenue trees along the primary road edges, The Stray
- 3 Poor connectivity of shared walking/ cycling routes at major road junctions
- 4 Tarmac surfaced shared route along residential eastern edge
- 5 Tarmac surfaced shared route towards Harrogate Town Centre

3. Learning from other places

Visitor Facilities



- 1 Existing toilet block at Seawalls
- 2 Existing concession facility at Seawalls
- 3 Visitor refreshment kiosk, NT Newark Park
- 4 Toilet/ cafe complex at Blaise Estate, Bristol
- 5 Cafe/ cycle/ golf facilities, Ashton Court, Bristol
- 6 Cafe, Russell Square, London



The current provision for visitors at The Downs is Cafe Retreat on Stoke Road, the toilets at Seawalls, and several ice cream van concessions. Improving visitor facilities at Seawalls is a key opportunity to enhance the visitor experience and generate additional revenue for The Downs.

Good visitor facilities can be a destination focus with opportunities for education and interpretation of a site’s historical importance and purpose. The photographs are examples of visitor centre/ cafe/ toilet facilities at other historic landscape sites. Whilst each of the buildings shown is different in form and function they share some key characteristics:

- single storey, low profile structures
- well sited within their landscape settings
- their materials are in keeping with their landscape context
- accessible entrances and easy access to outdoor seating space, allowing for increase in visitors, as needed



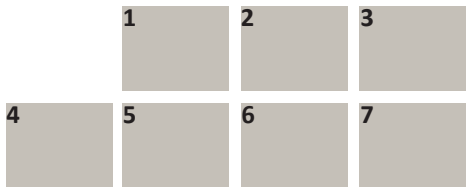
3. Learning from other places

Landscape Materials

The character and feel of landscape is formed, in part, by the expression of the surface materials, furniture and signs used within its layout.

The existing pedestrian paths on The Downs are predominately a mid-grey, bituminous macadam, sealed surface following formalisation of historic desire lines and tracks for pedestrians.

In considering new path surface materials within the landscape, natural aggregate colours (buff or light grey) create a less ‘municipal’ or ‘highway’ feel, and encourage convivial walking and cycling. These materials have different levels of longevity and performance. Self binding gravel works well on level sites. The surfaces vary in cost due to the methods of construction, type of aggregate and require varying levels of maintenance.



- 1 Crushed brick surface, Ashton Court
- 2 Self binding gravel, Queen Square
- 3 Self binding gravel, Richmond Park
- 4 Fibredec over bituminous macadam, Lamplighters Marsh
- 5 Tar spray and chip over bituminous macadam, Ickworth, Suffolk
- 6 Bituminous macadam, Harrogate Stray
- 7 Resin bound aggregate dressing, Greenwich



3. Learning from other places

- 1

2

3

4
- 1 Shared space, Poynton, Cheshire

2 Sawyer Hill roundabout, Richmond Park, West London

3 Julian Road junction, Bath

4 Sawyer Hill roundabout, Richmond Park

Road Junctions

The existing junctions such at Bridge Valley Road, Stoke Road and Black Boy Hill are dominated by motor vehicle traffic. The layout of the Bridge Valley Road junction, together with its associated lighting and signs, has a significant negative effect on the historic character of that part of The Downs.

The photographs opposite show different, approaches to the redesign of traffic junctions which help to reduce traffic speeds, remove visual clutter and improve safety for people walking and cycling.



Building a Vision

4



Circular Road, The Downs

4. Building a vision

A Place for Enjoyment and Recreation



The overarching vision for The Downs, as defined in The Downs Management Plan, is as ‘a place of recreation to be enjoyed by all, now and long into the future.’



4. Building a vision

A Place for Enjoyment and Recreation



Defining Scenarios

The potential to improve walking and cycling around The Downs is demonstrated through three scaled, incremental scenarios A, B and C.

Design Principles

- These scenarios are based on and share a number of underlying design principles:
- 1 proposals should conserve and enhance the natural habitats, and the landscape character and quality of The Downs.
 - 2 tailored design approaches are appropriate and necessary due to the special place qualities of The Downs.
 - 3 as recommended in Manual for Streets (Department of Transport), the needs of people walking are considered first, followed by cycling, public transport and car users.
 - 4 improvements for cycling should reflect and link utility journeys using the wider strategic cycle network.
 - 5 to retain a high quality visitor experience, signs and road markings should be kept to a minimum, and materials should be sympathetic to the place context.
 - 6 proposals should not adversely affect the layout and use of the existing football pitches.
 - 7 parking on Downs roads will continue to be an important means of access for many Downs users.

Strategy	Scenarios	Approach
Do nothing		Maintain existing uses and byelaws - consider practice and realities of enforcement.
		Better manage erosion of popular routes
Do something	Scenario A	Support better walking and utility cycling through targeted improvements to priority routes along the existing road corridors.
	Scenario B	Support better walking and utility cycling through targeted improvements to priority routes. Creation of some new walking paths
	Scenario C	Adapt The Downs landscape with new and existing routes for shared walking/ cycling/ running. Rethink traffic use and access of Ladies Mile and Circular Road. Maintain existing on-road parking levels.
Do more		Remove restrictive byelaws relating to cycling on all paths and grass areas. Consider design widths of existing paths to allow for shared use.

The Scenarios

Scenario A

Improvements to existing routes for walking and cycling

A1 Better walking and utility cycling is supported and enhanced through targeted changes to priority routes along the existing road corridors.

A2 A linked series of 'Quietways' establish a signed, traffic calmed on-road route for people cycling between Clifton, Stoke Road and Parrys Lane. The Canynge Road Quietway offers a low traffic alternative to Clifton Down for cycling. Traffic calming and surface signs along Ladies Mile and Saville Road helps to reduce vehicle speeds and prioritise cycling on these routes.

A3 The junction at the top of Bridge Valley Road is improved for all users. Better reflecting the historic road layout, the form of the new junction reduces vehicle speeds, provides a safer, accessible crossing for pedestrians and cyclists, whilst minimising signs and other visual clutter. This redesigned junction avoids the adverse landscape and visual impact of a more costly pedestrian/cycle bridge structure across Bridge Valley Road.

A4 At Stoke Road the 4m wide footway along the southern edge of Stoke Road provides an additional shared walking and cycle route. Crossing Stoke Road at the Water Tower and Cafe is made safer for pedestrians with grassed build-outs. The Ladies Mile junction at Stoke Road is redesigned to reduce speed of traffic entering Ladies Mile; returning excess highway to grass.

A5 A new visitor centre (cafe/toilets/ interpretation) at Seawalls, and improvements to facilities at Stoke Road, enhance the Downs experience for visitors.

Scenario B

New and enhanced routes for walking and cycling

B1 In addition to the changes outlined in Scenario A, existing routes are enhanced and some new path routes created.

B2 Ladies Mile becomes a one-way vehicular traffic route with a protected cycle lane. The one-way leads from Stoke Road to the junction at Bridge Valley Road. This route could become a two way cycle facility. A second option is for Ladies Mile to be one way for vehicular traffic with realigned parking to created a protected bike lane. The road widths remain as they are.

B3 Circular Road is a designated Quietway in which two-way motor vehicle traffic is calmed for a more pleasant environment for walking and cycling.

B4 A new path along the edge of Durdham Down offers pedestrians an alternative, all-weather, route parallel to the existing shared footway along Westbury Road. This path is set back from the road, behind the trees, and creates opportunities for new avenue tree planting.

B5 Saville Road also becomes one-way for motor traffic creating space for a two-way cycle facility along the existing highway.

Scenario C

An enhanced recreational landscape for walking and cycling

C1 Extending scenarios A and B, the 'Durdham Trail', a new 3.6m wide, circular trail offers a shared route for walking, jogging and leisure cycling; helping to maintain The Downs as the key destination for open space recreation in the city. The 'Durdham Trail' concept for an enhanced recreational landscape represents a generational opportunity to secure the relevance of The Downs for its users, whilst touching the lives and benefiting the health of current and future Bristolians.

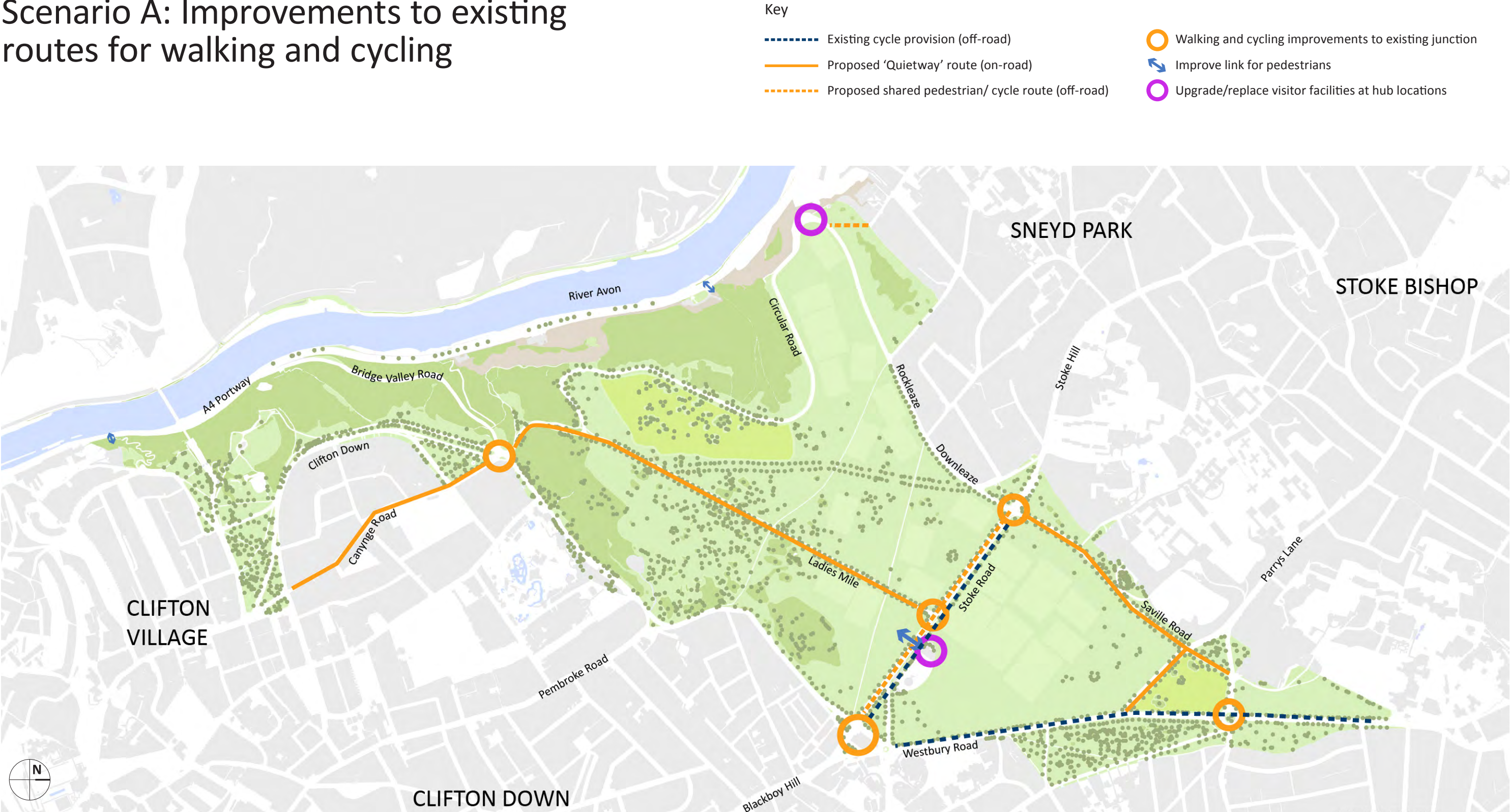
Surfaced in sympathetic materials, the trail formalises existing popular/ eroded recreation routes, and follows the edges of the open space to ensure that it fits sensitively within the landscape. The trail surface favours convivial, recreational cycling and walking, but supports some utility cycling journeys. Opportunities for new avenue tree planting along parts of the trail help to reinforce The Downs landscape structure and character.

The new trail has simple, low key signs and offers measured distances, which can be prescribed by local healthcare practitioners as part of treatment plans to support the physical and mental health of their patients.

C2 The two walking routes crossing Durdham Down west towards Rockleaze and Downleaze are also widened to support shared walking and cycling.

C3 There are a range of options to rethink the traffic function of Ladies Mile and Circular Road, whilst maintaining on-street parking and access to the Seawalls place hub for Downs visitors. Subject to more detailed transport assessment, these options include the potential to close either Circular Road or Ladies Mile to through motor traffic.

Scenario A: Improvements to existing routes for walking and cycling

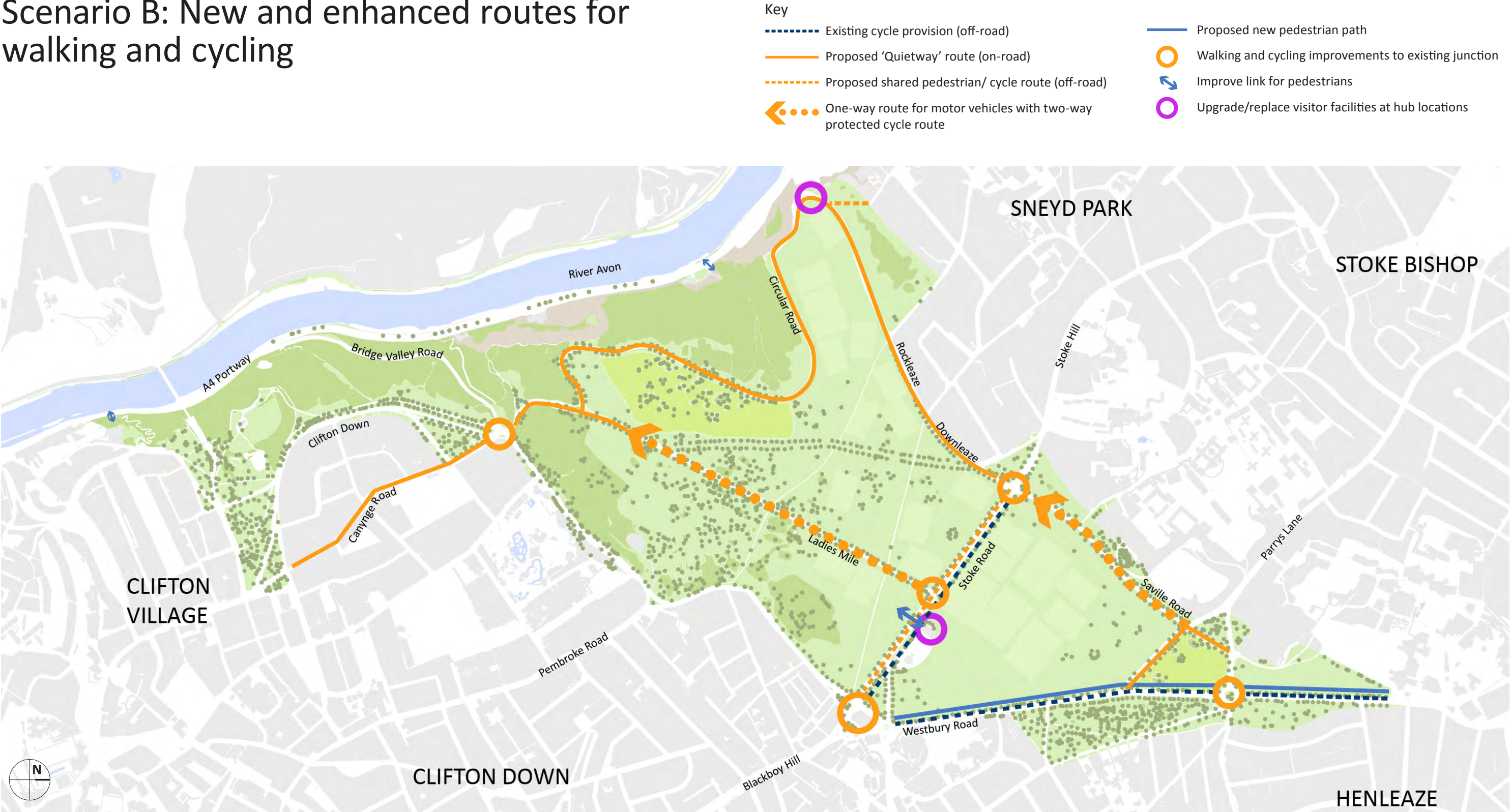


4. Building a vision

Scenario A: Improvements to existing routes for walking and cycling

Scenario	Westbury Road	Stoke Road	Ladies Mile	Saville Road	Downleaze/ Rockleaze	Circular Road	Promenade/ Clifton Down
Key proposals	<p>Maintain existing shared pedestrian/cycle facility along west footway.</p> <p>Improve crossing design for walking and cycling at the White Tree Roundabout.</p> <p>Improve legibility for walking and cycling around the Blackboy Hill gyratory.</p>	<p>Improve crossing of Stoke Road at cafe/ water tower place hub for pedestrians.</p> <p>Option 1: Consider shared walking and cycling use of the existing 4m wide footway on south side of Stoke Road</p> <p>Option 2: Consider narrowing southern footway to provide more carriageway space for buses</p> <p>Provide more cycle parking facilities at cafe/changing rooms.</p>	<p>Promote as a Quietway maintaining two way traffic movements. Reduce traffic speeds through physical calming - road humps or speed cushions - to enforce the 20mph limit</p> <p>Improve pedestrian crossing at junction with Stoke Road - reduce kerb radius and return redundant hard surface to grass</p> <p>Improve pedestrian crossing points and path links where the two public rights of way cross the road. Restrict parking across paths</p>	<p>Promote as a Quietway maintaining two way traffic movements.</p> <p>Reduce traffic speeds through physical calming - road humps or speed cushions - to enforce the 20mph limit.</p> <p>Improvements at the junction with Stoke Road for pedestrians and cyclists.</p>	<p>Maintain use as existing.</p>	<p>Maintain use as existing.</p> <p>Upgrade/ replace Seawalls destination hub with new, single storey, integrated cafe/toilets/ visitor facilities.</p> <p>Provide more cycle parking facilities at Seawalls.</p>	<p>Promote Canynge Road as alternative Quietway for cycling journeys.</p> <p>Improve form, appearance and safe function of the junction with Bridge Valley Road for benefit of all users, and the character and quality of the Downs.</p>
Key Issues	<p>Existing shared footway is narrow and conflict between pedestrians and cyclists may increase if demand increases.</p> <p>Many pedestrians choose to walk parallel to the road particularly in spring/ summer when the grass is dry.</p>	<p>New crossing point must ensure road width is maintained for two-way motor traffic (particularly buses).</p> <p>Existing off-road cycle provision on north side working reasonably well but legibility of strategic route is poor as it connects to Blackboy Hill.</p> <p>Current commuter parking issue expected to be resolved through forthcoming parking scheme.</p>	<p>Long straight road with long forward visibility encouraging high vehicle speeds - frequently in excess of 40mph.</p> <p>Important on-street parking function and capacity for Downs users. Current commuter parking issue expected to be resolved through forthcoming parking scheme.</p> <p>Parked cars often block visibility at the crossing points of the two public rights of way.</p>	<p>Construction of new or improved path connections at the junctions require 'hand dig/ no dig' design approach to protect existing trees</p> <p>Significant erosion line is forming on the adjacent grass along the popular walking/ running route.</p>	<p>Downleaze and Rockleaze fulfil on-street parking function for the adjacent residential properties in multiple occupation.</p>	<p>Important on-street parking function and capacity for Downs users.</p> <p>Current commuter parking issue expected to be resolved through forthcoming parking scheme.</p>	<p>Junction with Bridge Valley Road is poor for all users regardless of mode of travel; not fully addressed by current proposals for stone bridge.</p> <p>Rethinking junction design should include principles of safety, legibility, decluttering and visual quality. Subject to detailed traffic assessment.</p>

Scenario B: New and enhanced routes for walking and cycling



4. Building a vision

Scenario B: New and enhanced routes for walking and cycling

Scenario	Westbury Road	Stoke Road	Ladies Mile	Saville Road	Downleaze/ Rockleaze	Circular Road	Promenade/ Clifton Down
Key proposals	<p>Provide new pedestrian route on The Downs grass, parallel to existing shared pedestrian/cycle footway.</p> <p>Consider new avenue tree planting (Tilia spp) along west edge of new path.</p>	See Scenario A	<p>Promote a one-way route for motor vehicles south from Stoke Road:</p> <p>Option 1: Create two-way advisory cycle lane.</p> <p>Option 2: Realign parking provision to create a protected two-way cycle route along existing parking line.</p> <p>Reduce traffic speeds through physical calming (road humps or speed cushions) to enforce the 20mph limit.</p> <p>Improve pedestrian crossing at junction with Stoke Road - reduce kerb radius and return redundant hard surface to grass.</p> <p>Improve pedestrian crossing points and path links where the two public rights of way cross the road. Restrict parking across paths.</p>	<p>Promote as a Quietway with one way traffic movements from Parrys Lane to Stoke Hill.</p> <p>Reduce traffic speeds through physical calming (road humps or speed cushions) to enforce the 20mph limit.</p> <p>Improvements at the junction with Stoke Road for pedestrians and cyclists.</p>	Promote as a Quietway maintaining two way traffic movements.	<p>Promote as a Quietway maintaining two way traffic movements.</p> <p>Upgrade/ replace Seawalls destination hub with new, single storey, integrated cafe/toilets/visitor facilities.</p> <p>Provide more cycle parking facilities at Seawalls.</p>	<p>Promote Canynge Road as alternative Quietway for cycling journeys</p> <p>Improve form, appearance and safe function of the junction with Bridge Valley Road for benefit of all users, and the character and quality of the Downs.</p>
Key Issues	<p>New pedestrian route on adjacent grass likely to reduce conflict on the shared highway footway.</p> <p>Consider views through tree lines, and the proximity of tree roots and utilities.</p>	See Scenario A	<p>Subject to comprehensive traffic assessment.</p> <p>Long straight road with long forward visibility encouraging high motor vehicle speeds - frequently in excess of 40mph.</p> <p>Important on-street parking function and capacity for Downs users. Current commuter parking issue expected to be resolved through forthcoming parking scheme.</p> <p>Parked cars often block visibility at the crossing points of the two public rights of way.</p>	<p>Subject to comprehensive traffic assessment.</p> <p>Construction of new or improved path connections at the junctions require 'hand dig/ no dig' design approach to protect existing trees.</p>	Downleaze and Rockleaze fulfil on-street parking function for the adjacent residential properties in multiple occupation.	<p>Important on-street parking function and capacity for Downs users.</p> <p>Current commuter parking issue expected to be resolved through forthcoming parking scheme.</p>	<p>Junction with Bridge Valley Road is poor for all users regardless of mode of travel. Rethinking road junction design should include principles of safety, , legibility, decluttering and visual quality. Subject to comprehensive traffic assessment.</p>

Scenario C: Enhanced recreational landscape for walking and cycling



4. Building a vision

Scenario C: Enhanced recreational landscape for walking and cycling

Scenario C	Westbury Road	Stoke Road	Ladies Mile	Saville Road	Downleaze/ Rockleaze	Circular Road	Promenade/ Clifton Down	Durdham Downs - Cross Paths
Key Proposals	<p>Provide new 3.6m wide shared leisure trail on the Downs for walking/ cycling/jogging as part of enhanced recreational network.</p> <p>Consider new avenue tree planting (Tilia spp) along west edge of new path.</p>	<p>See Scenario A above.</p> <p>Provide new shared leisure route on the Downs for walking/ cycling/jogging as part of enhanced recreational network.</p>	<p>Rethink traffic use of Ladies Mile - consider closure to through motor traffic at south end near junction with Bridge Valley Road.</p> <p>Promote a one-way route for motor vehicles south from Stoke Road.</p> <p>Realign parking provision to create a protected two-way cycle route along existing parking line.</p> <p>Reduce traffic speeds through physical calming - road humps or speed cushions - to enforce the 20mph limit.</p> <p>Improve pedestrian crossing at junction with Stoke Road - reduce kerb radius and return redundant hard surface to grass.</p> <p>Improve pedestrian crossing points and path links where the two public rights of way cross the road. Restrict parking across paths.</p>	<p>Promote as a Quietway with one way motor traffic movements from Parrys Lane to Stoke Hill.</p> <p>Improvements at the junction with Stoke Road for pedestrians and cyclists.</p> <p>Provide new shared leisure route on the Downs for walking/ cycling/jogging as part of enhanced recreational network.</p> <p>Consider new avenue tree planting (Tilia spp) along east edge of new path.</p>	<p>Promote as a Quietway maintaining two way traffic movements.</p> <p>Provide new shared leisure path on the Downs, for walking/ cycling/jogging, as part of enhanced recreational network.</p> <p>Consider new avenue tree planting (Tilia spp) along west edge of new path.</p>	<p>Rethink traffic use of Circular Road:</p> <p>Option 1: Designated Quietway with two-way traffic.</p> <p>Option 2: One-way route for motor vehicles with two-way protected cycle lane.</p> <p>Option 3: Point closure to through motor traffic at Seawalls.</p> <p>Option 4: Close to through motor traffic at Seawalls and Ladies Mile junction.</p> <p>Upgrade/ replace Seawalls destination hub with new, single storey, integrated cafe/ toilets/visitor facilities.</p> <p>Provide more cycle parking facilities at Seawalls.</p>	<p>Promote Canynge Road as alternative Quietway for cycling journeys.</p> <p>Improve form, appearance and safe function of the junction with Bridge Valley Road for benefit of all users, and the character and quality of the Downs.</p>	<p>Widen the two existing 1m wide routes to 3.6m wide with self binding natural aggregate materials.</p> <p>Opportunities for threshold treatments at road edges and raised table crossings at Ladies Mile, Downleaze and Rockleaze.</p>
Key Issues	<p>Consider views through tree lines, and the proximity of tree roots and utilities.</p>	<p>See Scenario B</p> <p>Consider views through tree lines, and the proximity of tree roots and utilities.</p>	<p>See Scenario B</p> <p>Any changes to highway network would be subject to a comprehensive traffic assessment.</p>	<p>See Scenario B</p> <p>Construction of new leisure route require ‘hand dig/ no dig’ design approach to protect existing trees.</p>	<p>See Scenario B</p> <p>Construction of new leisure route require ‘hand dig/ no dig’ design approach to protect existing trees.</p>	<p>See Scenario B</p> <p>Any changes to highway network would be subject to a comprehensive traffic assessment.</p>	<p>See Scenario A</p>	

4. Building a vision

Analysis of Scenarios

	Advantages	Disadvantages	Vulnerabilities
Scenario A	<p>Supports some cycling and walking to and across The Downs via the existing highway corridors.</p> <p>Uses existing road widths without take up of Downs landscape.</p> <p>Limits change to the existing Downs landscape.</p> <p>Limits changes to the wider highway network.</p> <p>Potential to return redundant hard surface to Downs grass.</p>	<p>Ongoing potential for pedestrian/cycle conflicts through continued shared use of the narrow Westbury Road footway.</p> <p>Does not address:</p> <ul style="list-style-type: none"> — erosion of popular routes on grass. — existing contravention of the Downs cycling byelaw — the fuller opportunities for walking, cycling and recreation, and associated public expectations 	<p>Risks of urbanisation of existing landscape character through inappropriate traffic engineering (signs, surfacing, kerbs, bollards, lighting etc.). This risk can be reduced/ mitigated through a context led design process.</p>
Scenario B	<p>Supports enhanced cycling and walking via the existing highway corridors. Uses existing road widths without take up of Downs landscape.</p> <p>Potential to return some parts of redundant hard surface to Downs grass e.g. junction of Ladies Mile/ Stoke Road.</p> <p>Addresses wear/erosion adjacent to Westbury Road and reduces risk of walking/cycling conflict on existing footway.</p>	<p>Introduction of new pedestrian path adjacent to Westbury Road represents significant change to the existing landscape.</p> <p>Does not address:</p> <ul style="list-style-type: none"> — erosion of popular routes on grass — existing contravention of the Downs cycling byelaw — the fuller opportunities for walking, cycling and recreation, and associated public expectations 	<p>Risks of urbanisation of existing landscape character through inappropriate traffic engineering (signs, surfacing, kerbs, bollards, lighting etc.). This risk can be reduced/ mitigated through context led design process.</p> <p>Potential risk to the function/ efficiency of the highway network. This can be avoided/ reduced/ mitigated through appropriate traffic assessment at design development stage.</p>
Scenario C	<p>Realises the fuller cycling, walking, recreation and public health opportunities within the Downs landscape, and the associated public expectations.</p> <p>New trails help to reduce the patterns of wear/ erosion along popular existing routes.</p> <p>Limits landscape changes to areas of lower ecological sensitivity.</p> <p>Potential to increase number and satisfaction of Downs users</p>	<p>Introduction of new path trail network represents significant change to the existing landscape.</p>	<p>Risks to existing trees, vegetation, natural habitats from construction of new trails. This can be avoided/ reduced/ mitigated through survey and appropriate site planning at design development stage, and construction methods.</p> <p>Potential risk to the function/ efficiency of the highway network. This can be avoided/ reduced/ mitigated through appropriate traffic assessment at design development stage.</p> <p>Risks of ongoing, incremental urbanisation of Downs landscape character through:</p> <ul style="list-style-type: none"> — inappropriate traffic engineering (signs, surfacing, kerbs, bollards, lighting etc. Risks to function/ efficiency of highway network. This can be avoided/ reduced/ mitigated through a context led design process. — future adaptation/ extension/ widening of the shared leisure trail network to meet increasing needs, including creating a separate (segregated) cycle network within the open landscape.



Westbury Road, The Downs

5. Supporting Images

Visualising change - Stoke Road

The three scenarios outlined within part four represent different degrees of potential change. To support discussion and informed decision making this section provides key supporting images and visualisations. At this strategic stage these are not intended to visualise every option at every location, but highlight important issues and concepts.



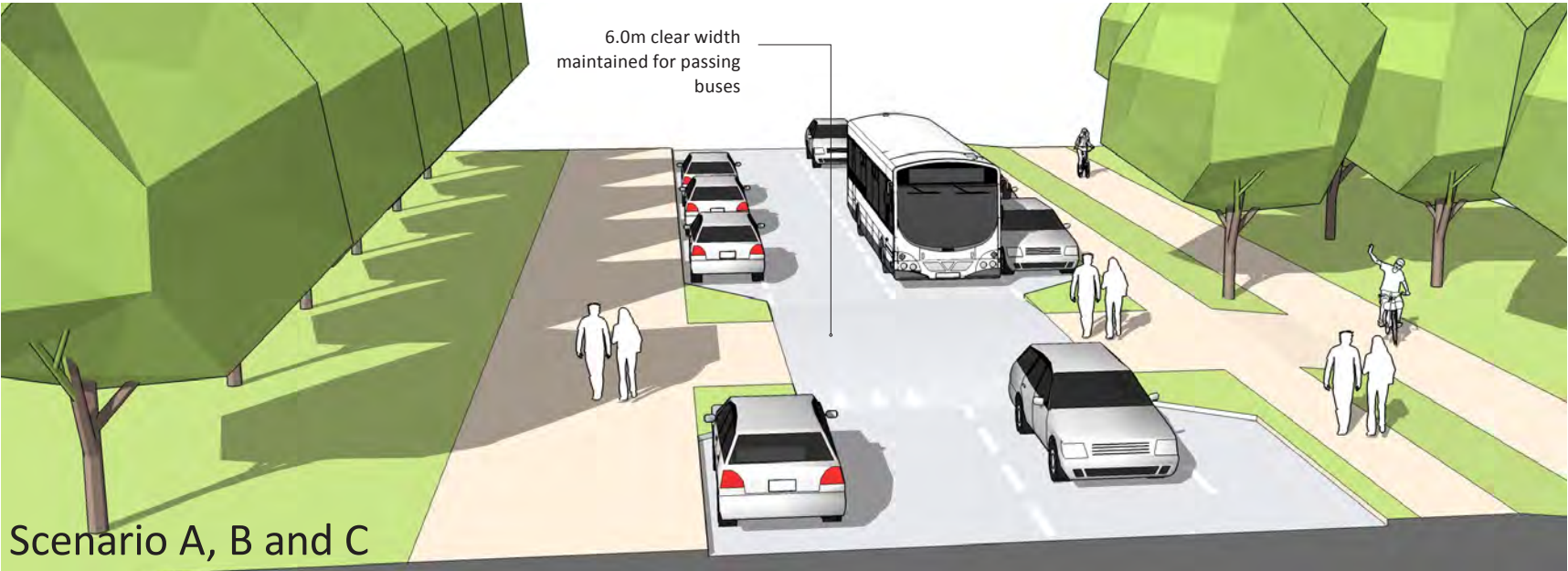
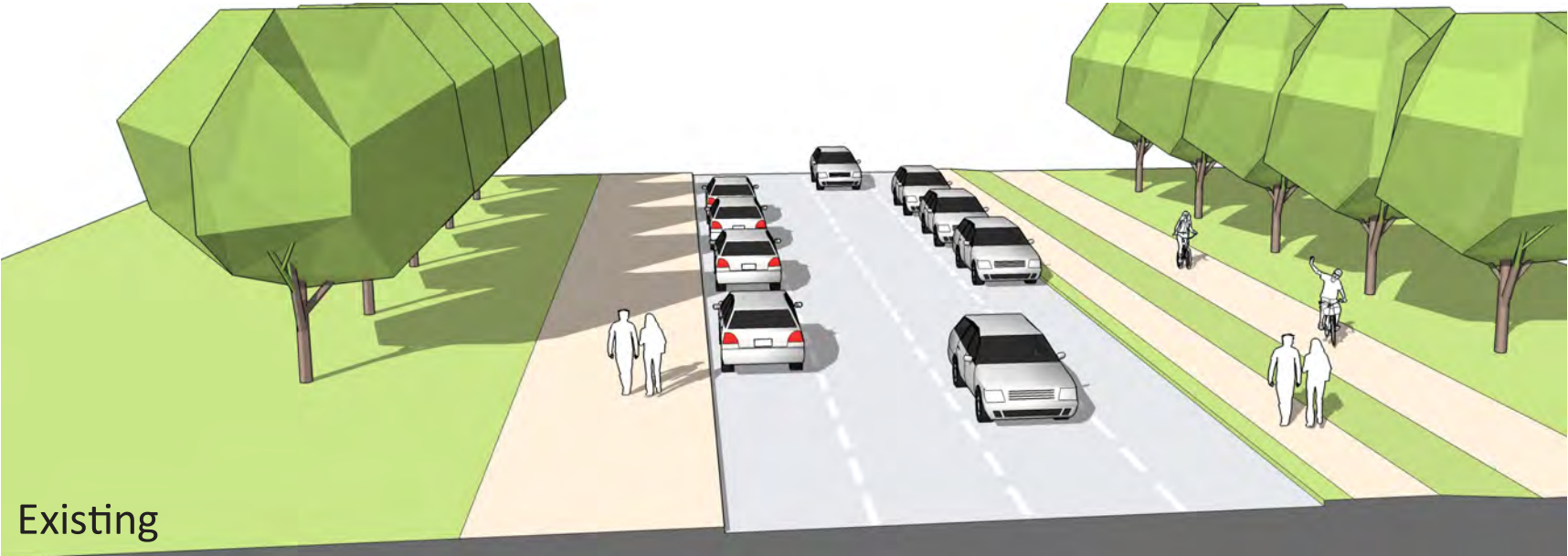
- 1

2

3
- 1 Existing view along north footway of Stoke Road showing existing segregated cycle route

2 Indicative section through Stoke Road showing existing carriageway, on-road parking and walking/ cycling facilities

3 Indicative section showing potential to improve pedestrian link with build-outs whilst maintaining clear carriageway space for bus movements



5. Supporting Images

Ladies Mile

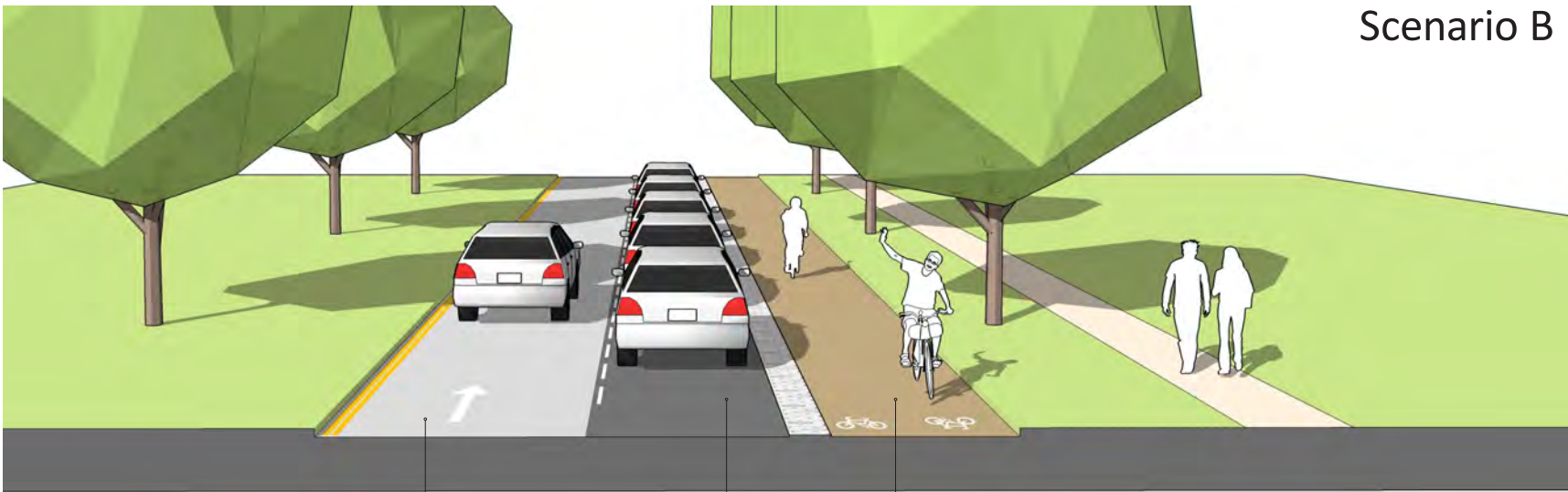
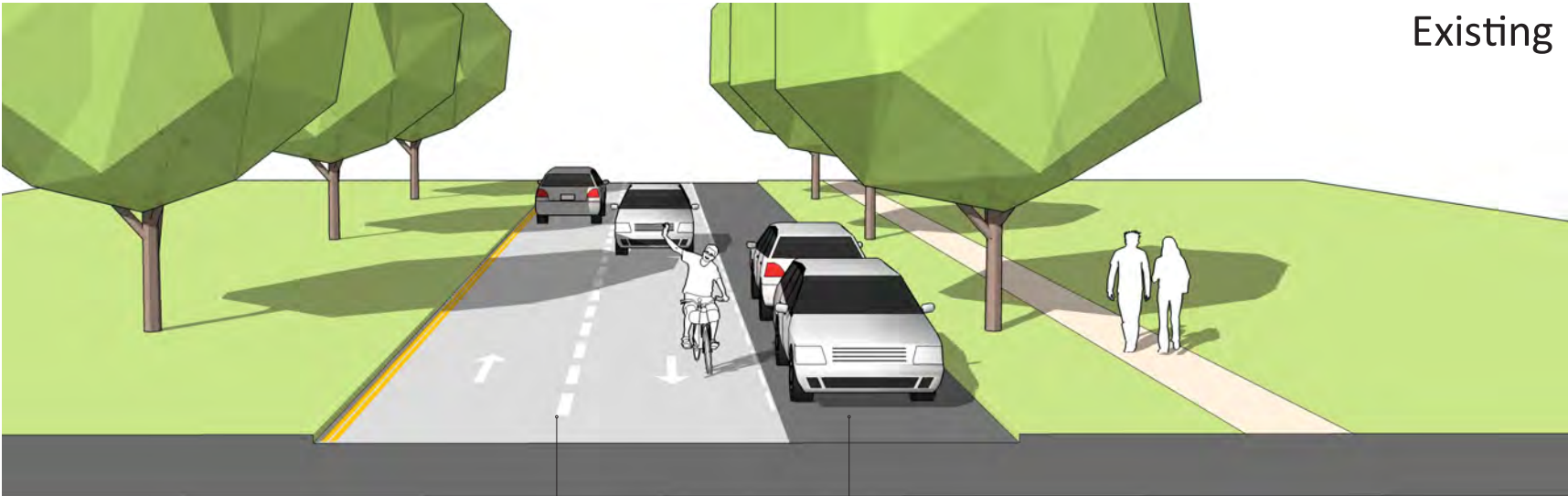
- 1

2

3
- 1 View south along Ladies Mile showing two way traffic and on-road parking

2 Indicative section through Ladies Mile as existing

3 Indicative section through Ladies Mile showing realignment of existing parking and one way routing to create a two way cycle route (Scenario B)

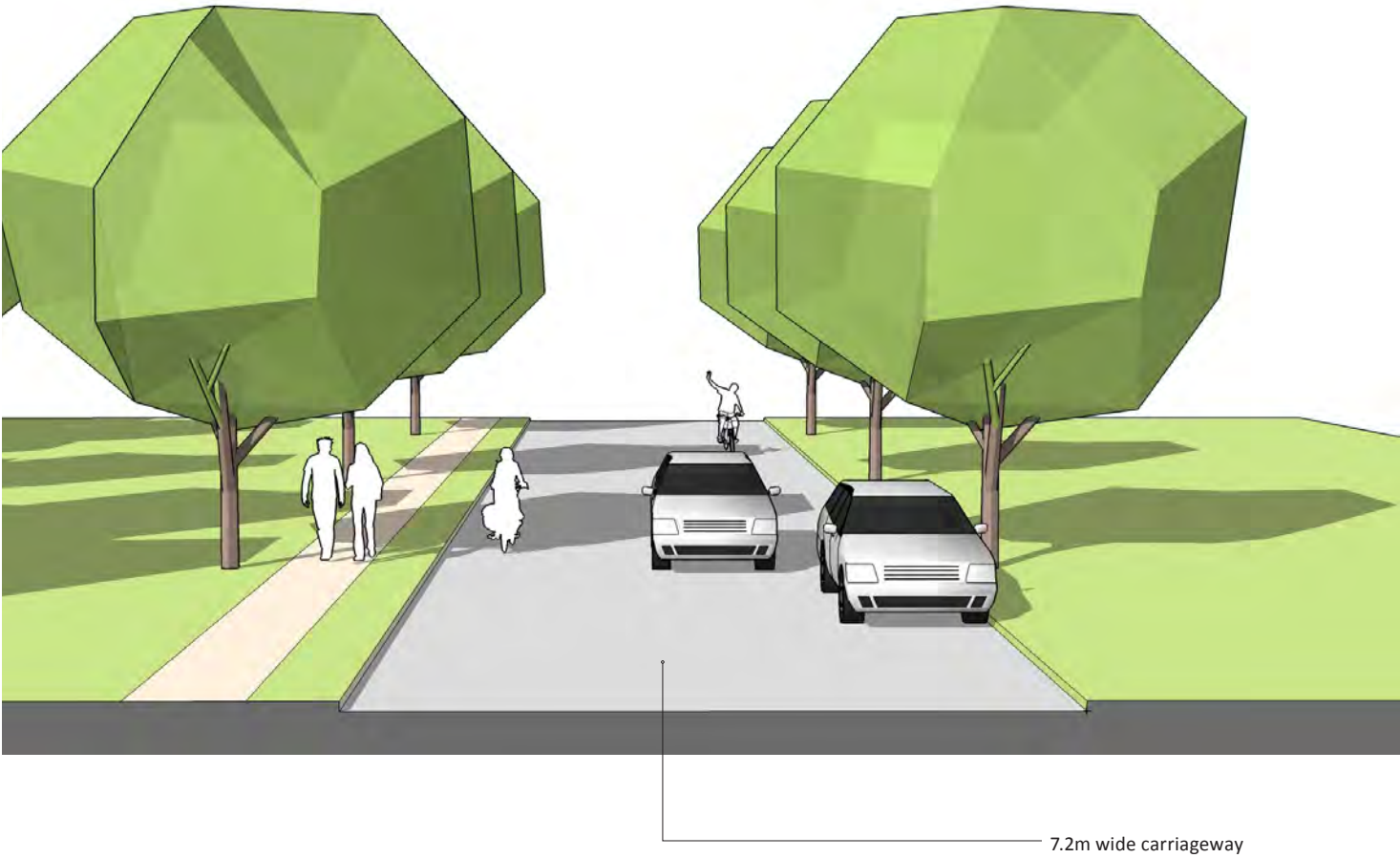




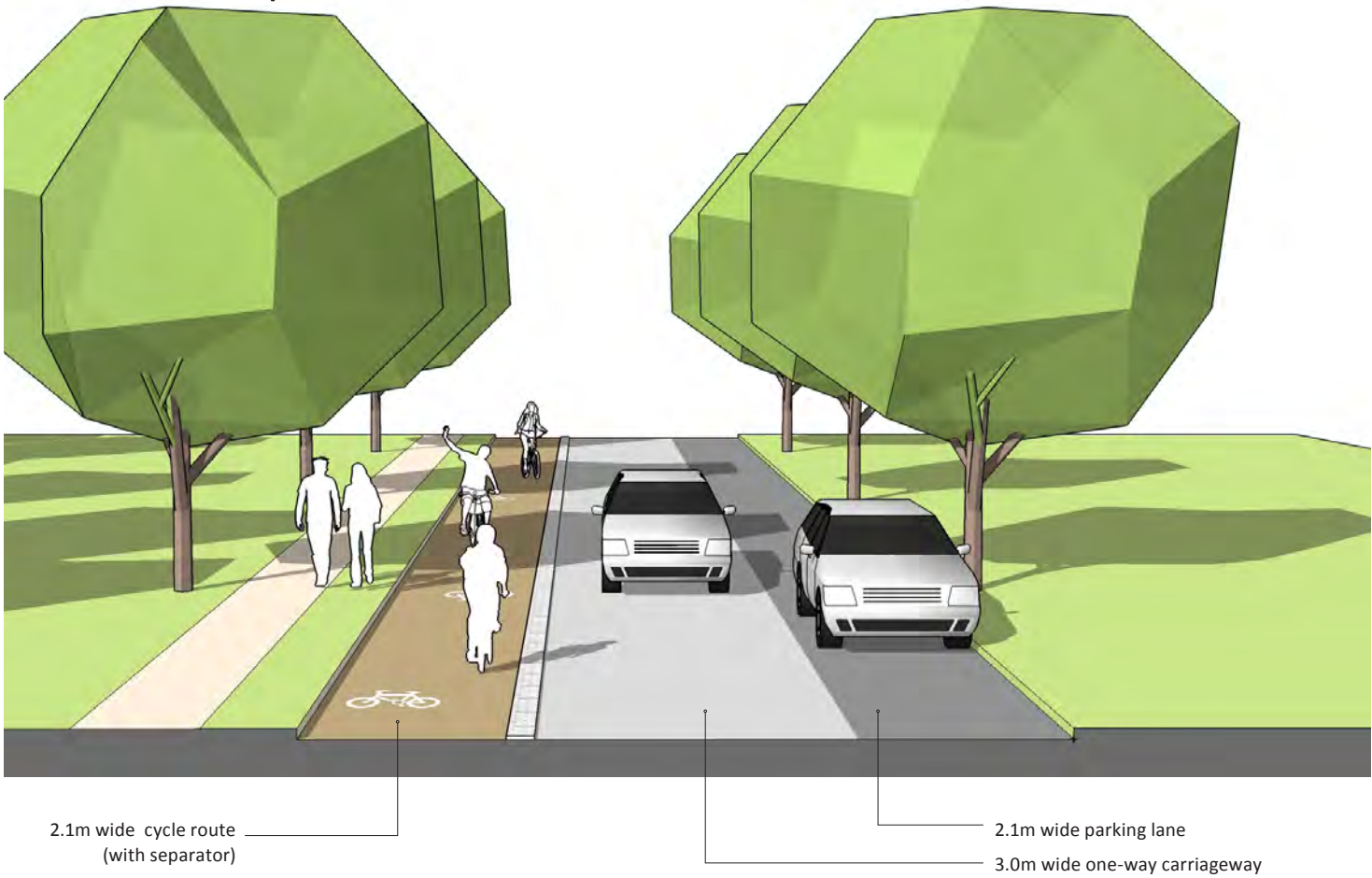
- 1 Indicative section through Circular Road as existing showing two-way traffic with on-road parking
- 2 Indicative section through Circular Road showing one-way traffic, parking retained and cycle route

Circular Road

Existing

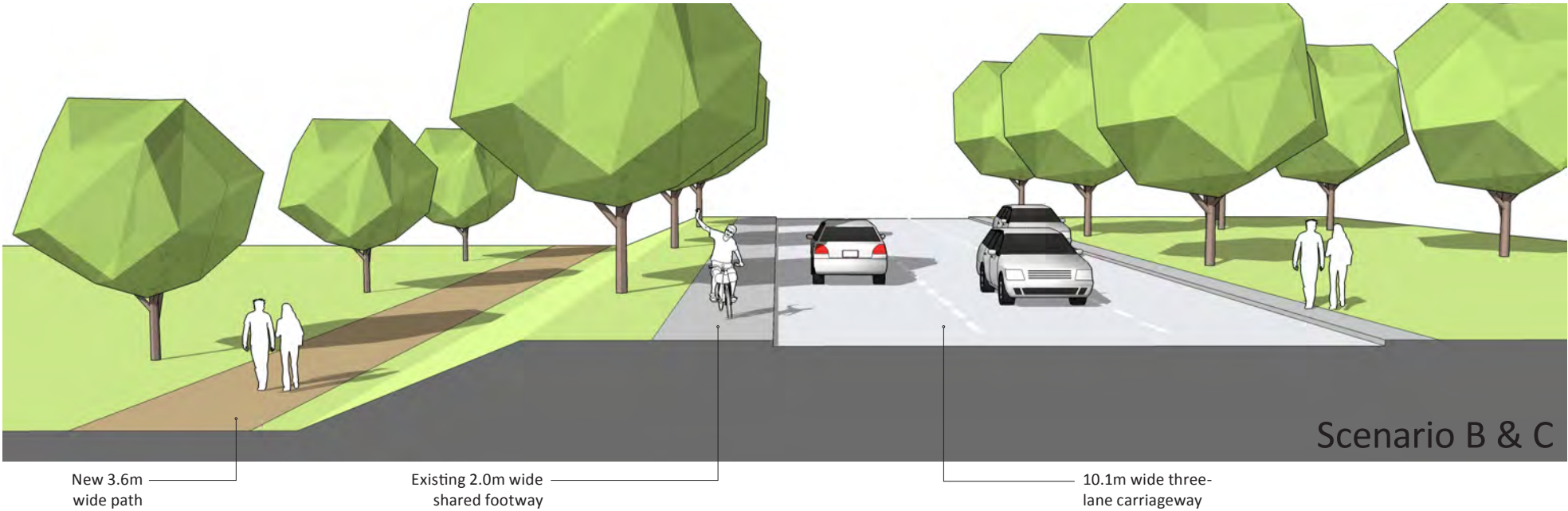
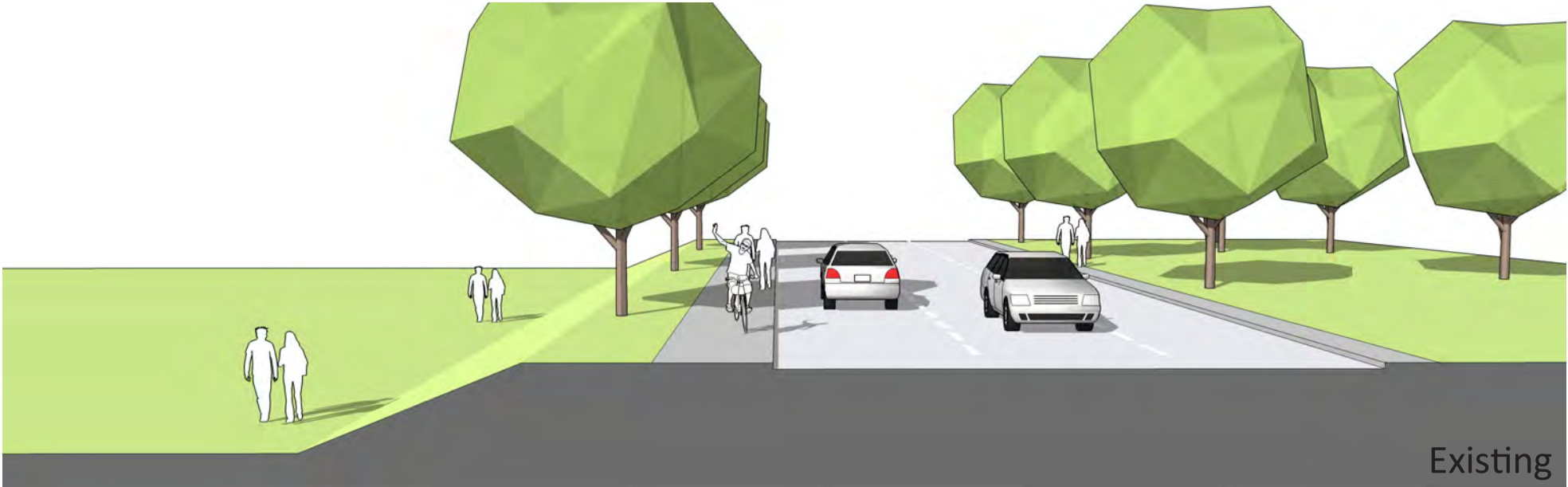


Scenario C: Option 2



5. Supporting Images

Westbury Road



5. Supporting Images



- 1 Visualisation along Westbury Road edge showing new 3.6m wide pedestrian path (Scenario B)/ shared recreation route (Scenario C) with potential new tree planting
- 2 As 1 above with potential additional new tree planting (subject to position of below ground utilities)

Westbury Road



5. Supporting Images

- 1
- 2
- 1

Existing public right of way between Blackboy Hill, Ladies Mile and Downleaze
- 2

Visualisation showing 3.6m wide shared route with self-binding gravel surface to form part of an enhanced recreational network

Durdham Down - Cross Paths





- 1 Existing view south along the Downleaze road edge from Stoke Road towards Seawalls
- 2 Visualisation along Downleaze road edge showing new 3.6m wide shared recreation route (Scenario C)

Downleaze and Rockleaze



Moving Forward

6



Boyhood Line by Richard Long

From Vision to Delivery

This Place and Movement Framework offers three visions for enhanced walking and cycling for the benefit and enjoyment of Downs users. The proposals have been developed through an analysis of The Downs landscape, history and purpose, alongside its wider movement context. The Framework promotes an integrated, high-quality, landscape sensitive approach to design, which respects the landscape character and quality of The Downs.

It should be noted that, at this stage, no specific budget or funding has been identified for either design development or the delivery of specific proposals within the Framework. The availability of existing funds would need to be considered by both the Downs Committee and Bristol City Council (as the Highway Authority). The potential for external funding would also need to be explored. In the context of declining budgets and limited public sector resources, a phased approach to implementation should be considered.

An approach to the delivery and implementation of the Framework is outlined in the following step based design process:

Stage 1: Review the Framework

- 1 Confirm preferred scenario(s) in order to define the scope of a Project Design Stage.
- 2 Review the proposals in relation to the powers of the Downs Committee, the current restrictive Byelaws and the Act of Parliament.
- 3 Build understanding and support for developing the project through discussions with key external stakeholders including Friends of The Downs and Avon Gorge and Cycle Sundays.
- 4 Commission a cost appraisal (capital/revenue), cost/health benefit analysis and equalities impact assessment.

Consider commissioning and developing:

- 5 Feasibility studies for the upgrade/ redevelopment of visitor facilities at the Stoke Road and Seawalls place hubs.
- 6 An integrated and consistent parking policy for The Downs.
- 7 A ‘code of conduct for considerate use’ (such as the Royal Parks ‘The Pathway Code of Conduct’).
- 8 A wayfinding strategy encompassing Bristol Legible City principles.
- 9 A public art strategy.
- 10 A conservation management plan approach as basis for the next Downs Management Plan, and to inform potential heritage funding bids.
- 11 A ‘pattern book’ of materials for surfacing, signs, seating, traffic management measures etc.

Stage 2: Project Design

- 1 Identify the project client structure.
- 2 Commission a project manager for developing the project.
- 3 Define the project scope and programme.
- 4 Identify potential funding sources for the design and delivery stages.
- 5 Identify key stakeholder organisations and groups, and define a public consultation strategy.
- 6 Commission a design team with relevant multidisciplinary expertise.
- 7 Appoint a Principal Designer under the Construction (Design and Management) regulations 2015.
- 8 Commission topographic surveys, multi-modal traffic assessment, parking survey, arboricultural and ecological assessments, and utilities information.
- 9 Refine the vision options in order to establish the preferred concept design and outline costs
- 10 Identify statutory consents and approvals required (Secretary of State, planning, listed building and conservation area, highways, nature conservation, PROW, common land etc.)
- 11 Identify procurement strategy.
- 12 Establish methodology and framework for evaluation of the project and it’s benefits.

From Vision to Delivery - continued

Stage 3: Design Development

- 1 Develop the preferred concept design proposals indicating spatial arrangements, construction materials and appearance.
- 2 Prepare outline specifications and schedules for materials and maintenance.
- 3 Develop outline costings for preferred options and review against cost budget and funding strategy.
- 4 Make detailed applications for statutory approvals.

Stage 4: Technical Design

- 1 Develop detailed proposals to technical design stage for materials, techniques and standards of workmanship.
- 2 Provide detailed proposals for updating the costs and check alignment with cost budget.
- 3 Prepare all production drawings, schedules and specification of materials and workmanship required for the construction of the work.
- 4 Prepare tender package and issue for procurement.

Stage 5: Construction

- 1 Appoint a Principal Contractor under the Construction (Design and Management) regulations 2015.
- 2 Appoint contractor to undertake the works in accordance with the technical design information package.
- 3 Administer the works contract, supervise operations on site and inspect completed work.
- 4 Following completion monitor and evaluate the finished works in use.
- 5 Ensure that future adaptations and change reflect the agreed vision, and the special qualities of The Downs landscape.

City Design Group
Planning and Sustainable Development
Place Directorate
Bristol City Council



City
Design
Group