

AGENDA ITEM NO.4

FODAG RESPONSE TO FUTURE GBBN PROPOSALS

Document Status: This is the 3rd FODAG Submission:

Reference GBBN proposal to Downs Committee (DC) dated 18th March 2011.

1. Introduction

The Downs are an ancient and unique green space.

In response to the GBBN proposed changes to Whiteladies/Westbury Roads (A4018), FOD+AG completed an initial survey of vehicle, pedestrian and cyclist access and movements related to the extension of Parry's Lane and Roman Road. From this work it was concluded that, in truth, these roads made no practical impact on the GBBN bus route plans. Therefore it was agreed that at the next Downs Committee (DC) meeting, **FODAG would support a recommendation that GBBN excludes both Parry's Lane and Roman Road from the bus route proposals.**

This note outlines options for developing Roman Road and Parry's Lane extension in the immediate, medium and long-term. In addition it addresses the options, other than road widening, for easing traffic congestion on Stoke Road.

A summary of the initial survey report and photograph records are included in the appendix to this note. Note: FODAG plans to complete a second survey of pedestrian and cycle traffic around the Blackboy Hill rotary system.

Paragraph 5 includes an extract of the DC minutes of meeting on 31st January that dealt with the GBBN proposal for Blackboy Hill at which that proposal was rejected.

2. Parry's Lane Extension Options

Context - outside scope of GBBN proposals:

Options

- Immediate future - leave as it is.
- Medium term explore options including
 - Restrict use to Downs users only
 - Downs events temporary car park
- Long-term aim to return site to open space.



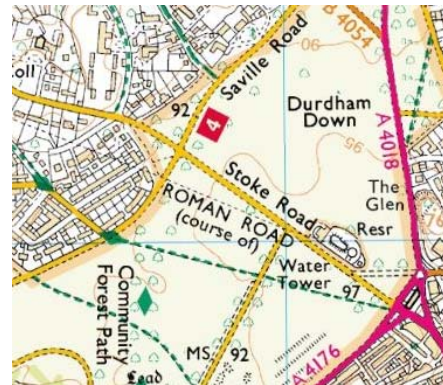
3. Roman Road Options

Context - outside scope of GBBN proposals:

- Study the history of the site to validate Roman Road status.
- Confirm that land associated with road belongs to the Downs.

Process:

- Immediate term: Close the road when GBBN traffic lights introduced.
- FOD+AG to complete Blackboy Hill / Downs's survey.
- A landscape / environmental and social movement (access) study be undertaken



4. Stoke Road Development Options

Recommendations for resolving parking and movement issues have been confined solely to widening to the Road. Such road widening would inevitably lead to the loss of green space and probably trees would be felled. Such environmental loss must be challenged and accordingly, as follows, FODAG proposes that a range of options for easing traffic congestion be considered other than road widening: No proposals exist for managing the existing road movement and parking capacity of Stoke Road. Indeed no proposals have been established for parking and movement for the Downs as a whole.

Range of options to be considered for Stoke Road:

- No parking until after 9am.
- Parking on one side only, (as Ladies Mile)
- No parking 10am to 16pm Saturdays and Sundays.

The principle being to manage what exists before even thinking of taking valuable, unique open recreation space for non Downs user vehicles. The above options comply with BCC approach to restrict car usage in the City as a whole

The above options to be considered in relation to the Downs as a whole including:

- Long term aim to remove all commuter parking from the Downs which is seen by many as a free park and ride site
- Produce a Cycling Code of Conduct
- Remove all non Downs user vehicles including advertising vans, lorries and coaches/buses
- Re- activate the BCC proposals for volunteer Rangers

5. Minutes of Downs Committee Meeting 31st January

Agenda item: GBBN Proposals for Blackboy Hill: The Committee considered a report of the Strategic Director for City Development (agenda item no. 7) requesting approval of the submission of the proposed exchange of common land paperwork for Secretary of State approval (net gain of 620m² Downs/common land)

The following main issues were noted during the discussion:-

- *It was explained that the council has no budget available to meet the request for the widening of Stoke Road. Whilst it was acknowledged that significant funding had been received for the GBBN proposals, the widening of Stoke Road could not be included in the proposals because it did not meet the grant criteria.*

- *The Downs Ranger indicated that the land identified to be given over to the Downs in the proposed transfer was not of great value.*
- *The Downs Committee felt that in view of the public concern and their on-going request for a commitment from the GBBN team to fund the widening of Stoke Road, the offer that had been made was not particularly attractive or beneficial to the Downs. The Committee felt that as with any commercial decision they were in a position to use their bargaining power and not accept the first offer.*
- *It was confirmed by the GBBN Project Manager that the timescale for the project would not allow a further offer to be brought back to the Committee*

RESOLVED - that the proposal that the GBBN Project Team submit the proposed exchange of common land paperwork for Secretary of State approval (net gain of 620m² Downs/common land) be rejected.

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Appendix: FODAG Initial Survey Records

Document Status: Appendix to 3rd FODAG Submission reference: GBBN proposal to Downs Committee dated 18th March 2011.

1. Introduction

In January 2011, in response to an assessed impact of the GBBN proposal on the Downs environment, the FODAG completed a survey of the daily vehicular, pedestrian and cycle traffic in Parry's Lane and Roman Road. This annex provides a summary of the survey report and photograph records of traffic in those areas and Stoke Road.

2. Initial FODAG Survey Report Summary

Parry's Lane

The present uses of Parry's Lane are unplanned and in the main not related to the use of the Downs as a recreational, environmental open space. On average 12 vehicles are parked at any one time with a peak of 30 vehicles at lunch time. Coach and lorry operators regularly use it as a heavy vehicle park. Whilst the Café generates some income for the Downs, and it is clearly a convenient and useful resource for drivers, especially over the lunch hour, it is questionable whether this is an appropriate use for this site, that use being more suited to a lay-by near an industrial estate, not the Downs. Drivers use Parry's Lane as a through road in the evening rush hour, when usage doubles. The average is 40 an hour. The planned reversing of the one way system will probably have little effect on the present usage however, the compulsory left turn at the top will be an irritant. Before the present use is accepted as the norm the identified medium term options should be explored with the long term aim of returning the area to open space.

Roman Road

Greening this road will cause the loss of 25 parking places, many of which are used overnight, it would force 4 buses an hour to use the main junction, and c 88 cars an hour (c 1000 cars per day total). The parking is full almost all the time. NB the four buses carry c 120 passengers per hour, roughly the same as all the car and pedestrian use combined. At present the crossing is used by c 47 pedestrians an hour.

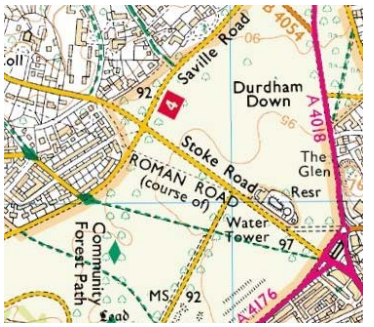
3. Photographic Traffic Records

Parry's Lane





Roman Road



Stoke Road

