

# THE DOWNS COMMITTEE

Clifton and Durdham Downs (Bristol) Act 1861

Reply to            Jeremy Livitt

To : Members of the  
Downs Committee

Telephone        0117 9223758  
E-mail            jeremy.livitt@bristol.gov.uk  
Date                Thursday, 9<sup>th</sup> January 2020

## **The Lord Mayor and 6 City Councillors**

The Rt. Hon. The Lord Mayor Councillor Jos Clark  
Councillor Kye Dudd            Councillor Peter Abraham  
Councillor Donald                Councillor Barry Clark  
Alexander  
Councillor Christopher        Councillor Paula O'Rourke  
Davies

## **The Master and 6 Merchant Venturers**

Ross Ancell (Vice-Chair)        Jonathon Baker  
Gillian Camm                      Simon Cooper  
Mary Prior                          Peter Rilett  
Tim Ross

Dear Member,

You are invited to attend a meeting of the **Downs Committee** to be held at **3.00 pm on Monday, 20th January, 2020 in a Committee Room, City Hall, College Green, Bristol.**

The agenda for the meeting is set out overleaf and the supporting documents are attached.

Yours sincerely,

*JL*

Jeremy Livitt

### **Democratic Services Section**

3rd Floor Deanery Wing  
City Hall PO Box 3399  
College Green,  
Bristol BS39FS  
Sat nav BS15TR

### **Website**

[www.bristol.gov.uk](http://www.bristol.gov.uk)

## Agenda

### 1. Welcome, Introductions and Safety Information

### 2. Apologies for Absence

### 3. Declarations of interest

To note any Declarations of Interest raised by Councillors.

### 4. Public Forum

To consider items of Public Forum sent to the Downs Committee. Interested parties can submit a written statement of approximately one side A4 to the Downs Committee by sending it to Democratic Services **by no later than 12pm on Friday 17<sup>th</sup> January 2020.**

### 5. Re-Brief of the Downs and Place Movement Framework (Pages 4 - 89)

As agreed at the Downs Committee meeting on 18th November 2019, members are requested to receive a re-brief of the Downs Place and Movement Framework from Richard Goldthorpe. There will also be presentations from Steven Riley concerning cycling provision alongside the A4018 and from Vicky Cracknell (Cycle Sunday) for the Leisure Loop proposal.

The Committee will receive approximately 1 hour of briefings to be followed by 1 hour of questions from the committee.

In addition to the attached re-brief report from Richard Goldthorpe, there are also updated reports from Steven Riley and from Vicky Cracknell.

### 6. Any Other Business

### 7. Date of Next Meeting

The next scheduled meeting of the Downs Committee will take place at 2pm on Monday 27<sup>th</sup> January 2020 in Committee Room 1P09, City Hall, College Green, Bristol.

Jeremy Livitt, Democratic Services Officer

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Phone: 0117 9223758



Downs Committee Special Session 20 January 2020

## Place and Movement Framework Briefing

Richard Goldthorpe, Placeshaping Manager, City Design

### 1.0 Background

1.1 In March 2015 the Downs Committee formally commissioned City Design Group to consider and advise how the Downs landscape could adapt to the need for cycling. The agreed brief was to “take a comprehensive and balanced approach, which considers both place and movement functions, to identify a vision and options for the sensitive integration of improved pedestrian and cycling provision within The Downs landscape context.”

### 1.0 The Place and Movement Framework (Appendix A1 Place and movement Framework v1.1)

1.1 The Framework was developed over six months through a series of workshops and discussions with the Committee sub group, and with officers and community representatives.

1.2 The Framework identified three key issues:

- a. **That the Downs are special but are not unique:** Around the country there are similar large-scale open spaces within an urban setting that are responding to the same issues in different ways, with different successes and providing useful models to consider. Newcastle Town moor, Harrogate Stray, The Royal Parks London. Of these Richmond Park offers a positive model for sensitive integration of recreational cycling.

“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 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.”

- b. **The Downs Committee in 1869 recognised the need to adapt and respond to changing patterns of recreation:** “Through the 1870s the Committee commissioned a programme of road 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.”

- c. **The Downs is 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 is evident in:

- the patterns of erosion along popular walking and running routes.
- the enduring popularity of The Downs football league.
- the popularity of cycling 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.”

1.3 The Framework went on to identify three scaled, incremental scenarios (A,B,C). These shared seven key design principles:

#### **7 Design Principles**

- proposals should conserve and enhance the natural habitats, and the landscape character and quality of The Downs.
- tailored design approaches are appropriate and necessary due to the special place qualities of The Downs.
- 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.
- improvements for cycling should reflect and link utility journeys using the wider strategic cycle network.
- 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.
- proposals should not adversely affect the layout and use of the existing football pitches.
- parking on Downs roads will continue to be an important means of access for many Downs users.

1.4 The Framework was considered by the Downs Committee on 23 November 2015. During the committee debate the following points were made:

- The growth in car ownership was noted
- The importance of finding ways for people to explore the Downs
- The difficulty in choosing one configuration
- The need for more time to consider the Framework
- Financing schemes
- Finding a balance for pedestrians, cyclists and motorists
- Involving the public in consultation
- The need for more information; Members to advise Officers what more information they require
- The need for another meeting of the Committee – a Workshop - to further consider the proposals; this was agreed

The Committee resolved that “a Workshop of the Downs Committee be convened on a suitable date to give further consideration to the Place and Movement Framework.”

## 2.0 The P&M Workshop (Appendix B – Downs P&M Elemental Options Paper v1.1)

2.1 A facilitated workshop was convened for the P&M Sub Group to consider the P&M Framework was held on 21 March 2016. The workshop considered the 3 scenarios within Framework which were broken down into key elements. The output of the workshop was the following vision, written within the Downs Management Report, and recommended to the Committee by the Sub-Group”:

“There is an appetite to develop utility and recreational cycling and pedestrian access on the Downs, including options to reconfigure the highways and changes to the open downs by enhancing existing facilities and creating new ones. The end result should be greater connection within City, enhanced user experience, as well as contributing to reduced car dependence.

**Do nothing scenario:** There was no appetite for this, because of the demand to provide for greater cycling access on the Downs and the need to improve existing paths and create new ones.

**Scenario A - Improvements to existing routes for walking and cycling (see attachment):**

Everything was accepted except the bridge proposal. The idea of a bridge had previously been accepted by the DC in principle but the specifics will now need to be considered by the DC as a planning application.

**Scenario B - New and enhanced routes for walking and cycling:** The Downs Committee is interested in exploring the options for one way systems along Ladies Mile and Saville Road and acknowledges this will require more detailed traffic assessment. For Ladies Mile there was a request to explore the layout options more closely. Westbury Road proposals were accepted.

**Scenario C - An enhanced recreational network for walking and cycling**

Seven Sisters recreational route supported with the modification that the route from the Water Tower to Westbury Road to the bus stop. No appetite for the Julian Road - Blackboy Hill cross route but there was support to explore the cross route Upper Belgrave Road to Ivywell Road, linking to a loop past Seawalls to Circular Road and back to the cross path. In addition there was a proposal to review a pedestrian only path parallel to Upper Belgrave Road linking the cross routes on a better surface.

**Next steps**

- The full DC to consider the outcomes from the workshop and to consider supporting the vision.
- Consider identifying major sources of funding and their requirements for funding.
- Production of business plan including market analysis and costing”

2.2 The recommendation was considered by the Downs Committee at the meeting of the 11 April 2016. With regards the Framework the minutes of the Committee state:

“the situation concerning this was noted and it was agreed that the issue should be progressed, but that funding was crucial to any scheme. It was noted that full consultation on specific proposals would be required. It was also agreed that a meeting of the Place and Movement Sub-Group be arranged.”

- 2.3 The meeting resolved that “the [Downs Management] report be noted and that the recommendations in the report be agreed.”

### **3.0 The P&M Vision Plan (Appendices C1 and C2: Outline Vision Plans)**

- 3.1 The next meeting of the Place and Movement Sub Group was convened on 20 March 2018. The discussion acknowledged the need for a visual diagram reflecting the written vision statement. This was produced to aid ongoing discussion.

- 3.2 Since that meeting the Sub Group has met on a number of occasions to discuss issues arising from the Framework, as well as Bristol City Council’s A4018 proposal, and Cycle Sundays proposal for a ‘Leisure Loop’.

- 3.3 The discussions have focused on two key potential projects points that could deliver elements of that Downs P&M vision; the A4018 cycle provision and a Leisure Loop .

- 3.4 In doing so these discussions have frequently focussed on a number of key issues:

- the actual need for cycle provision on Downs grassland if it can provided on adjacent footway e.g. A4018
- loss of Downs grass to hard surface
- maintaining operational/ events access
- not impacting football pitch layouts and ecologically sensitive grassland

### **4.0 Moving Forward**

- 4.1 In moving forward the Place and Movement Framework it is important that the Sub Group and Committee actively considers:

a. establishing and maintaining a recreation vision for the project aligned with the needs of Downs users and fitted to the landscape setting.

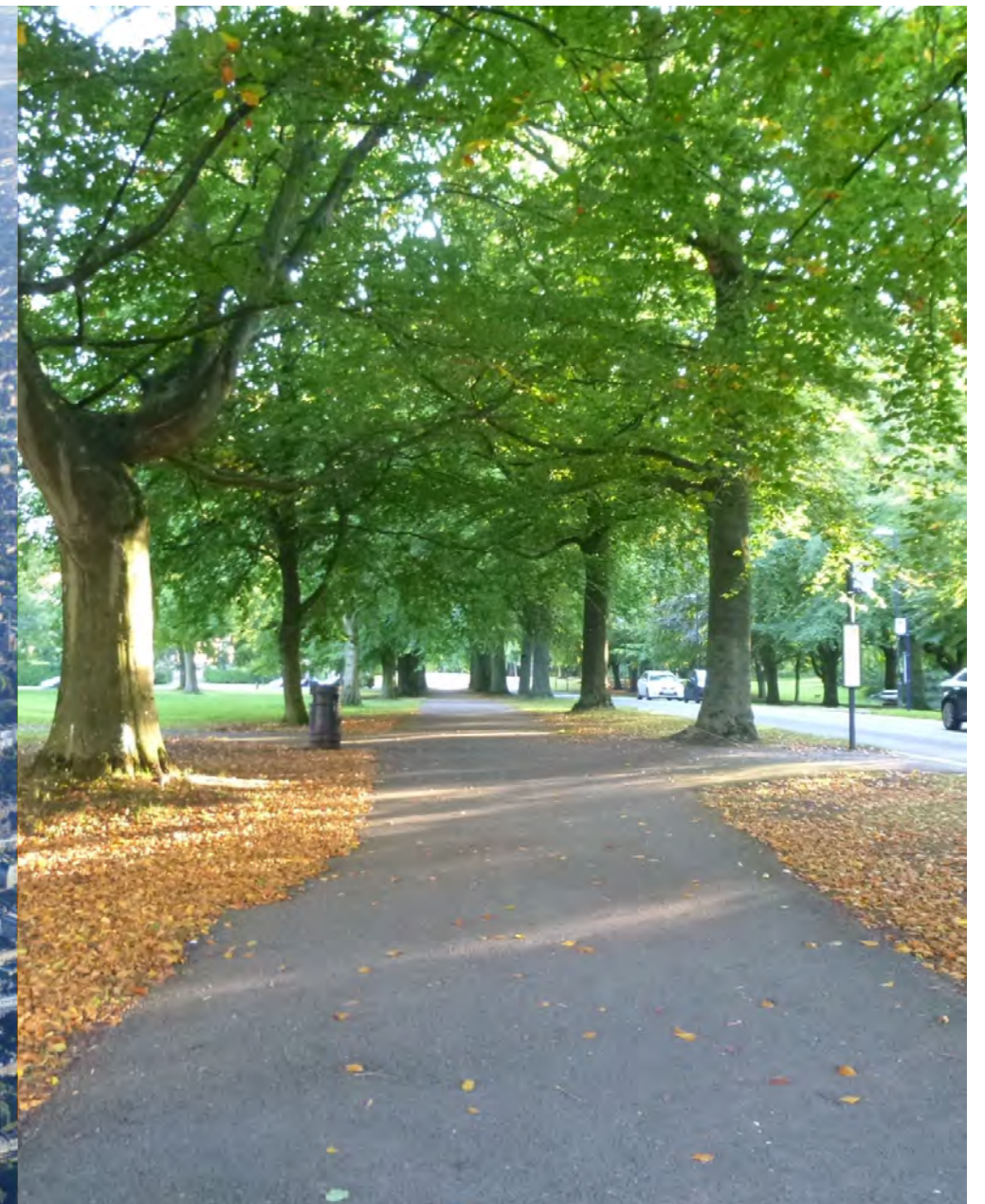
b. the requirements for developing and delivering that vision, which should include:

- |  |                                  |
|--|----------------------------------|
| - project management   | - engagement strategy            |
| - project development funding                                | - communications strategy        |
| - a project process and programme including delivery phasing | - consenting strategy            |
| - design services  | - procurement strategy           |
| - site surveys   | - project delivery funding       |
| - outline design   | - detailed design/ specification |
|  | - construction contracts         |
|  | - maintenance and operation      |

# Clifton and Durdham Downs



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# 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. Its 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, its neighbourhoods and communities continue to evolve. Its 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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Front cover image: Chris Bahn ©Bristol City Council

Downs cycling images courtesy of Cycle Sundays.

Public art images (Richard Long, Oscar Tuazon) © Max McClure  
courtesy of Arnolfini



## 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

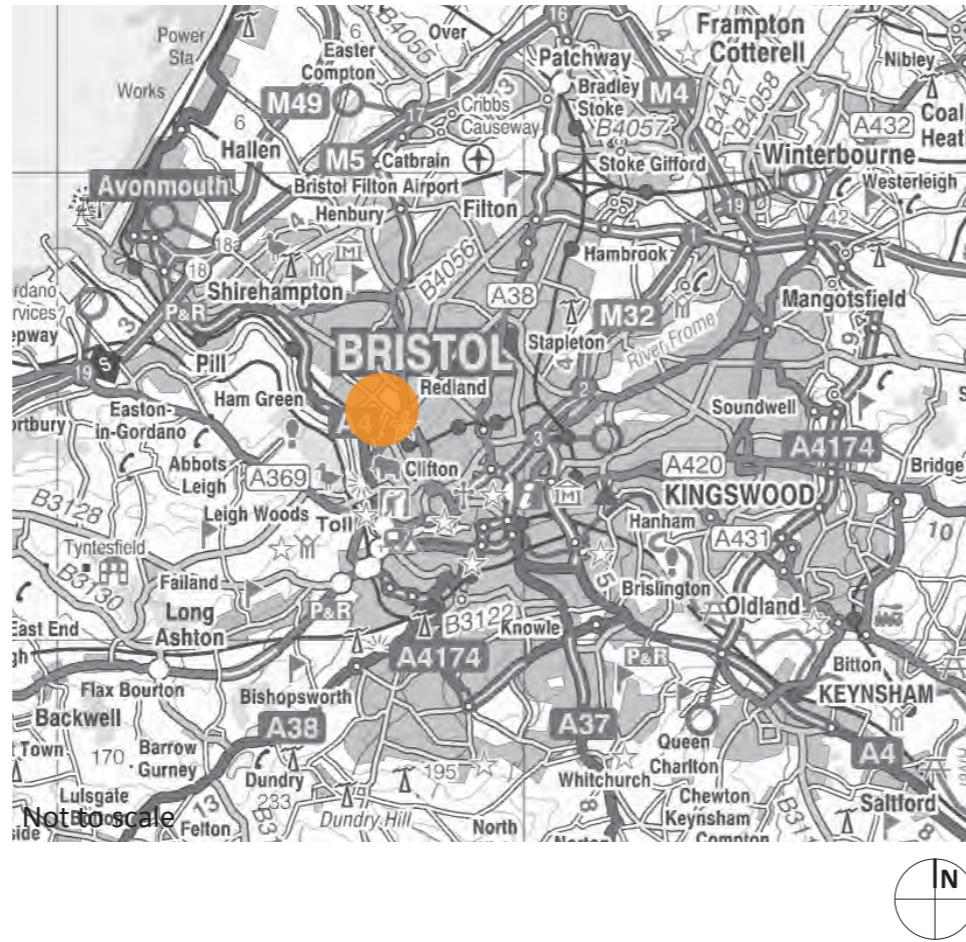
## Site Description

### Site Location

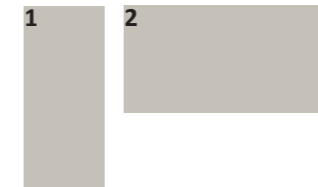
The Downs is a 178 Hectare (442 acre) plateau running roughly 3 kilometres along the north east – south west axis and approximately one kilometre wide at the widest point.

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 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



## 2. Understanding the Context

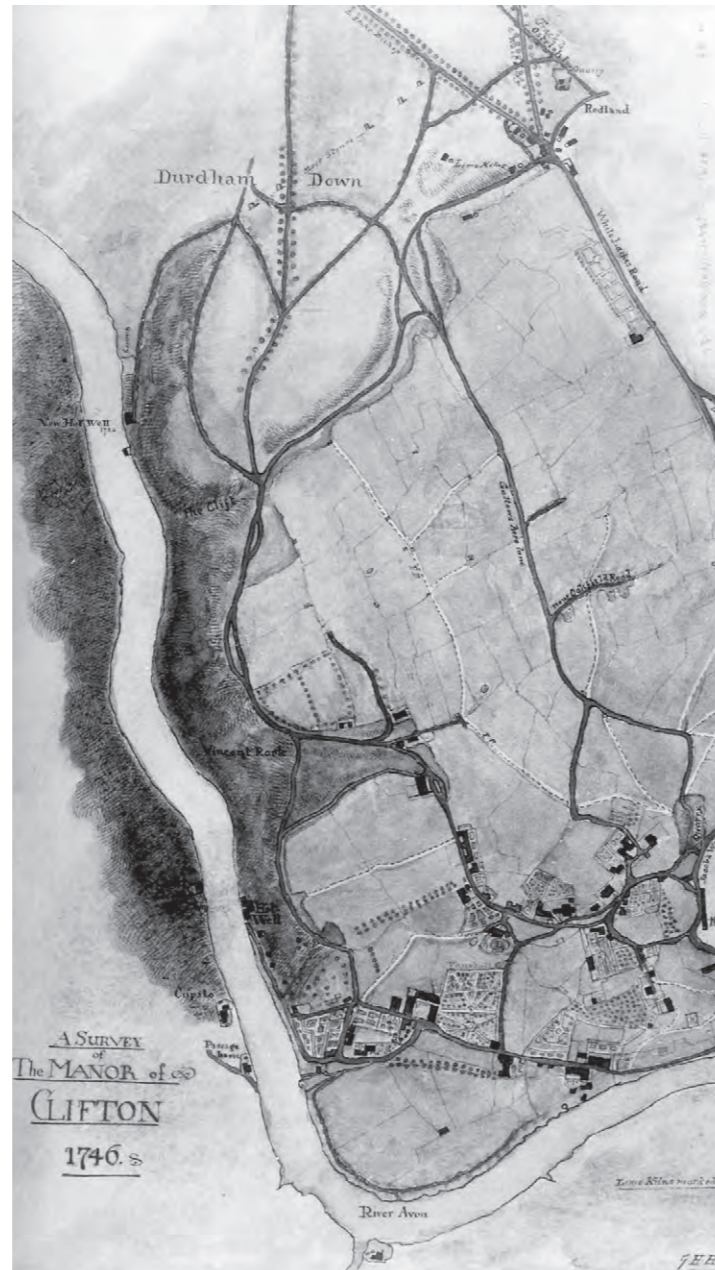
# Landscape History

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.

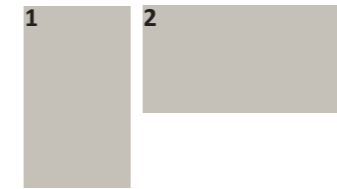
Threatened by rapid expansion of the city in the 19th century, farsighted and timely protection in the public interest secured the Downs in perpetuity. As the size of the surrounding population increased beyond recognition, Bristol's reliance on the Downs fundamentally evolved from agricultural need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

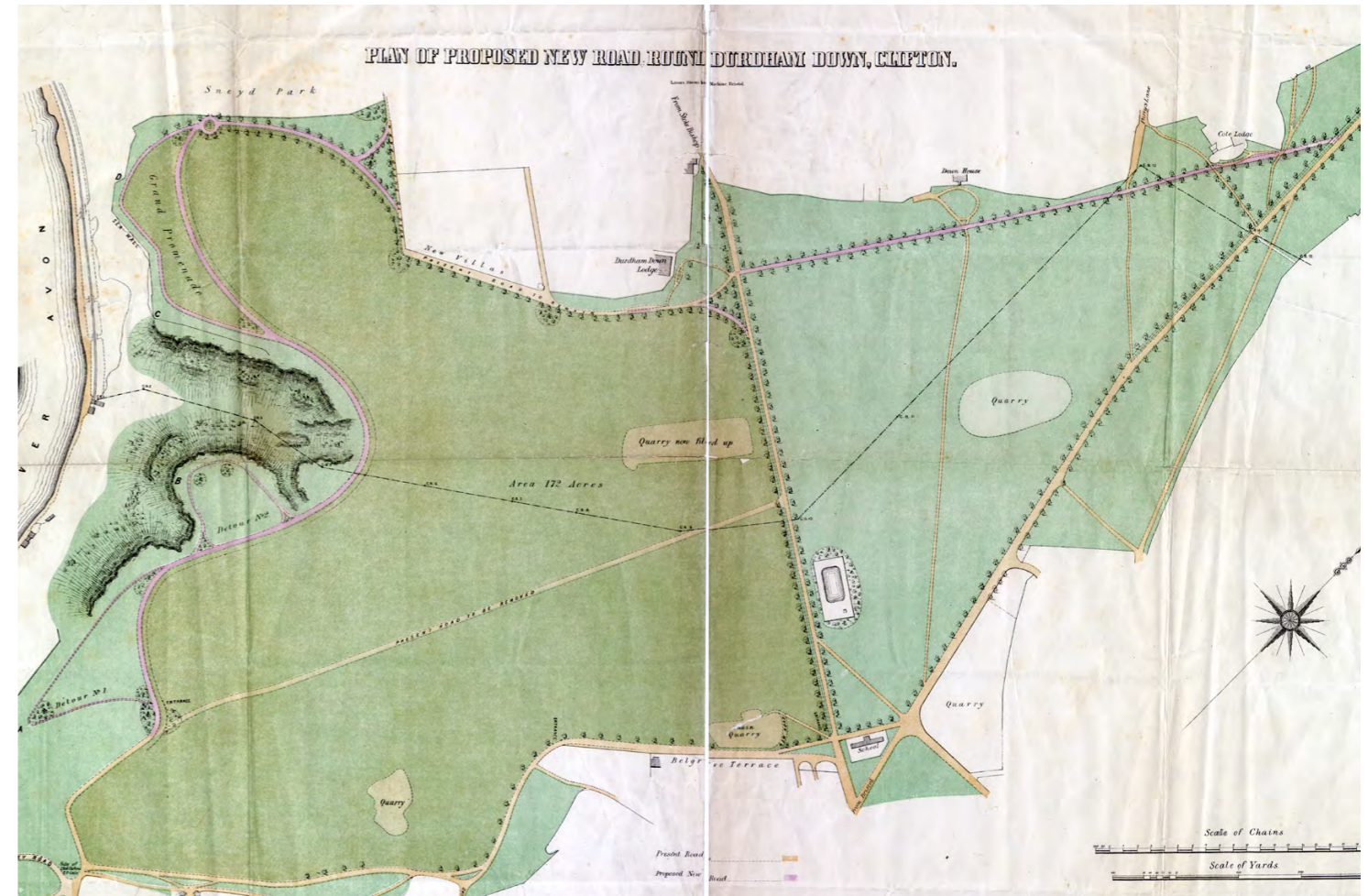


Clifton and Durdham Downs  
Place and Movement Framework



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.



November 2015 (version 1.1)  
City Design Group

## 2. Understanding the Context

# Landscape Evolution

### The Downs are a changing place

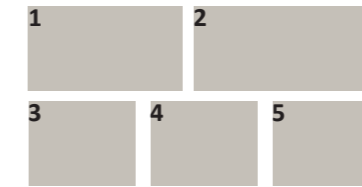
Management of The Downs landscape has long been a balance between the needs of people, place and nature. The Downs has responded over time to meet changing recreational demands and expectations of visitors.

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



# 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 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

## 2. Understanding the Context

### 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

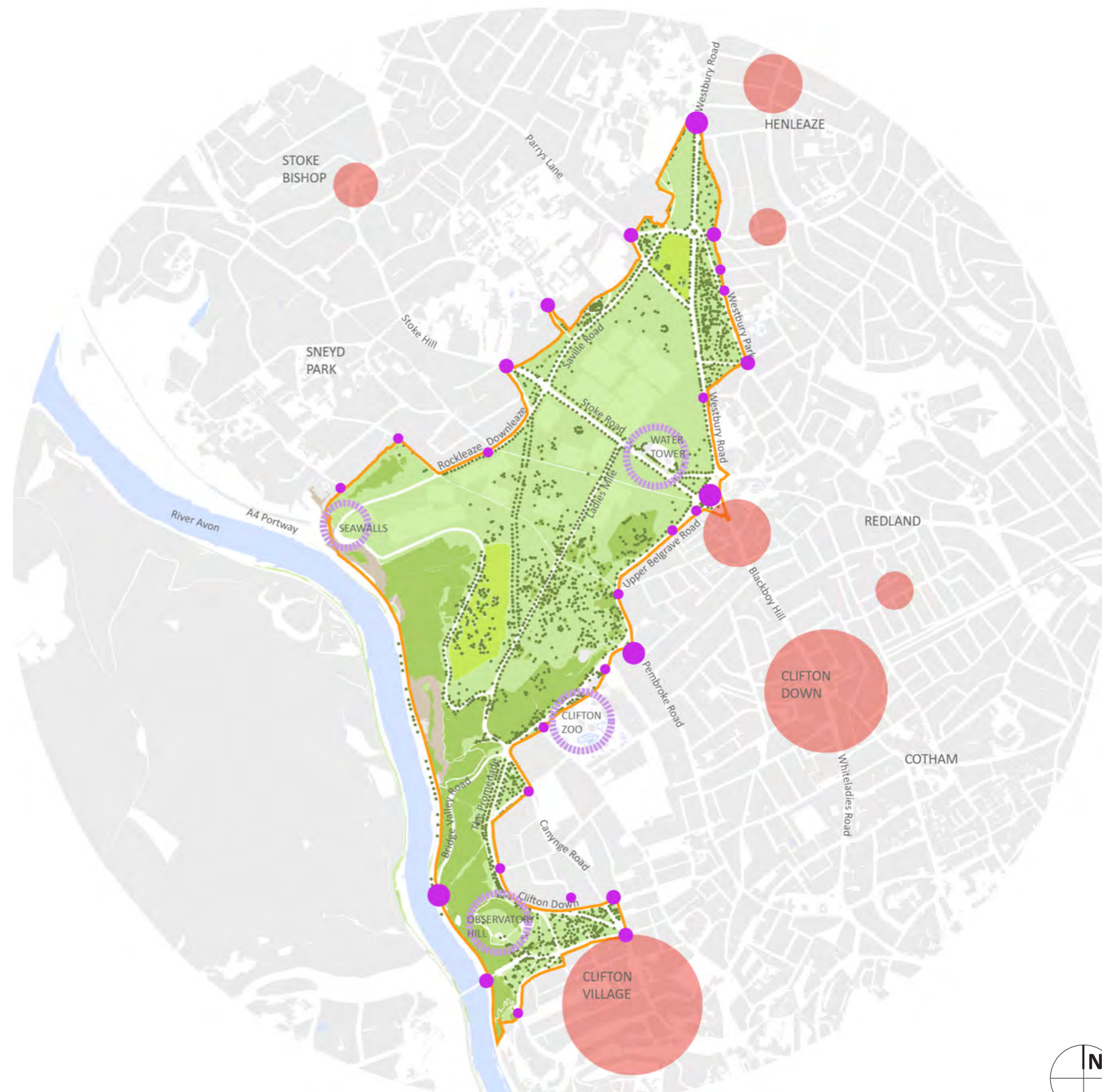
Visitors encounter, and make first judgements (both positive and negative) at various arrival and departure points along the edges of the landscape.

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



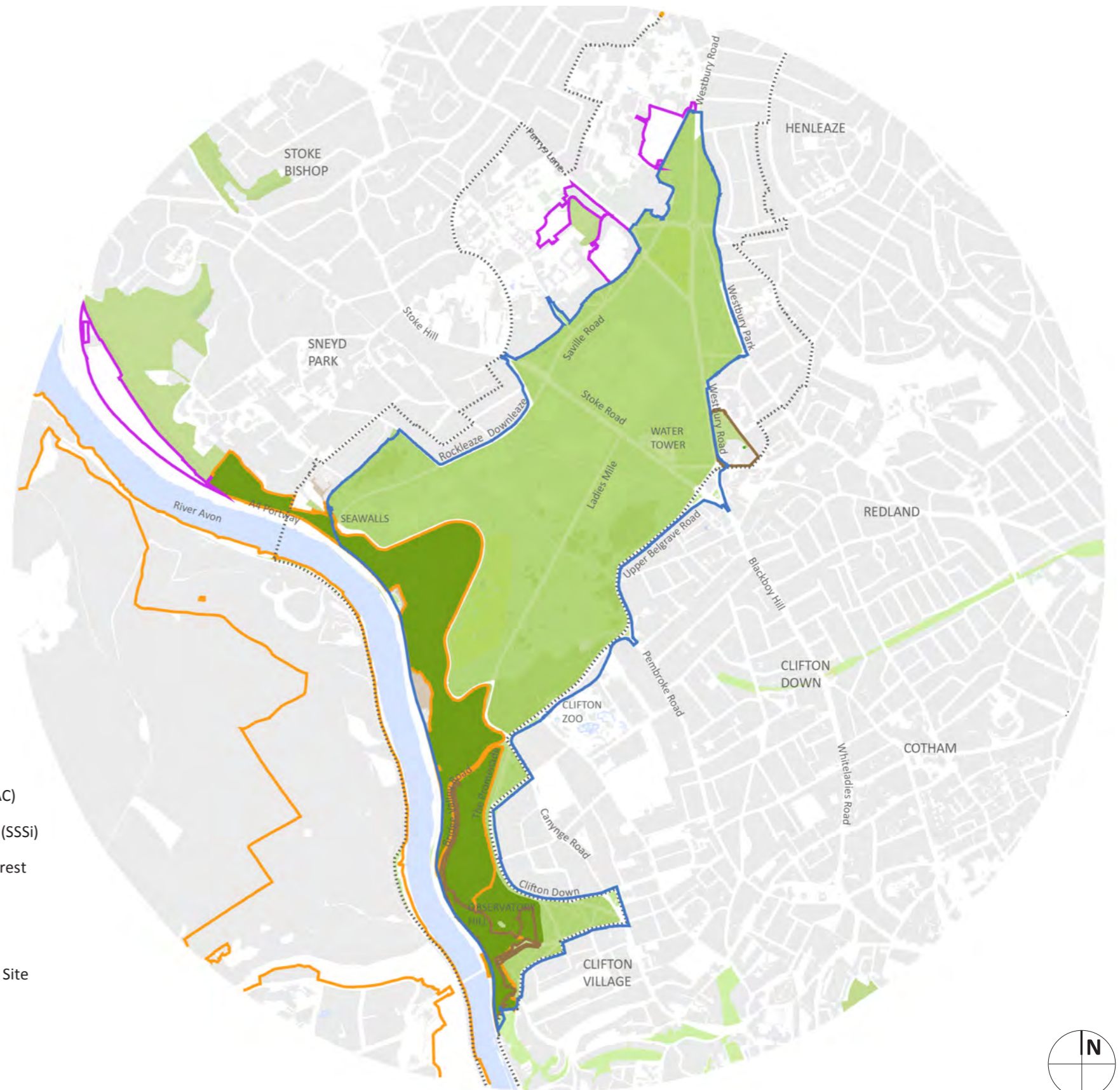
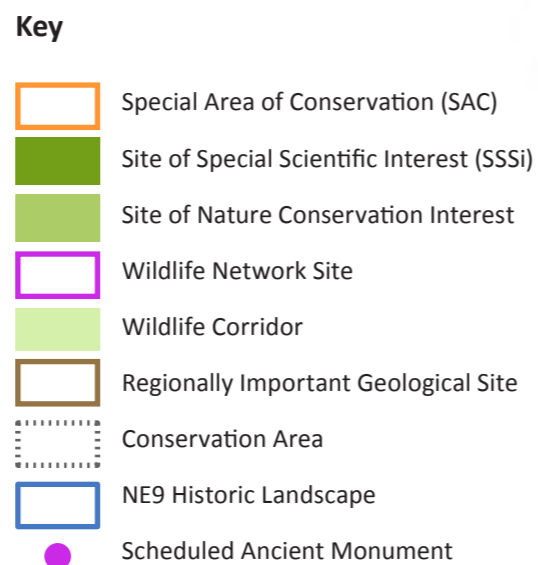
## Natural and historic environment

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 Down 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.



## 2. Understanding the Context

# 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.

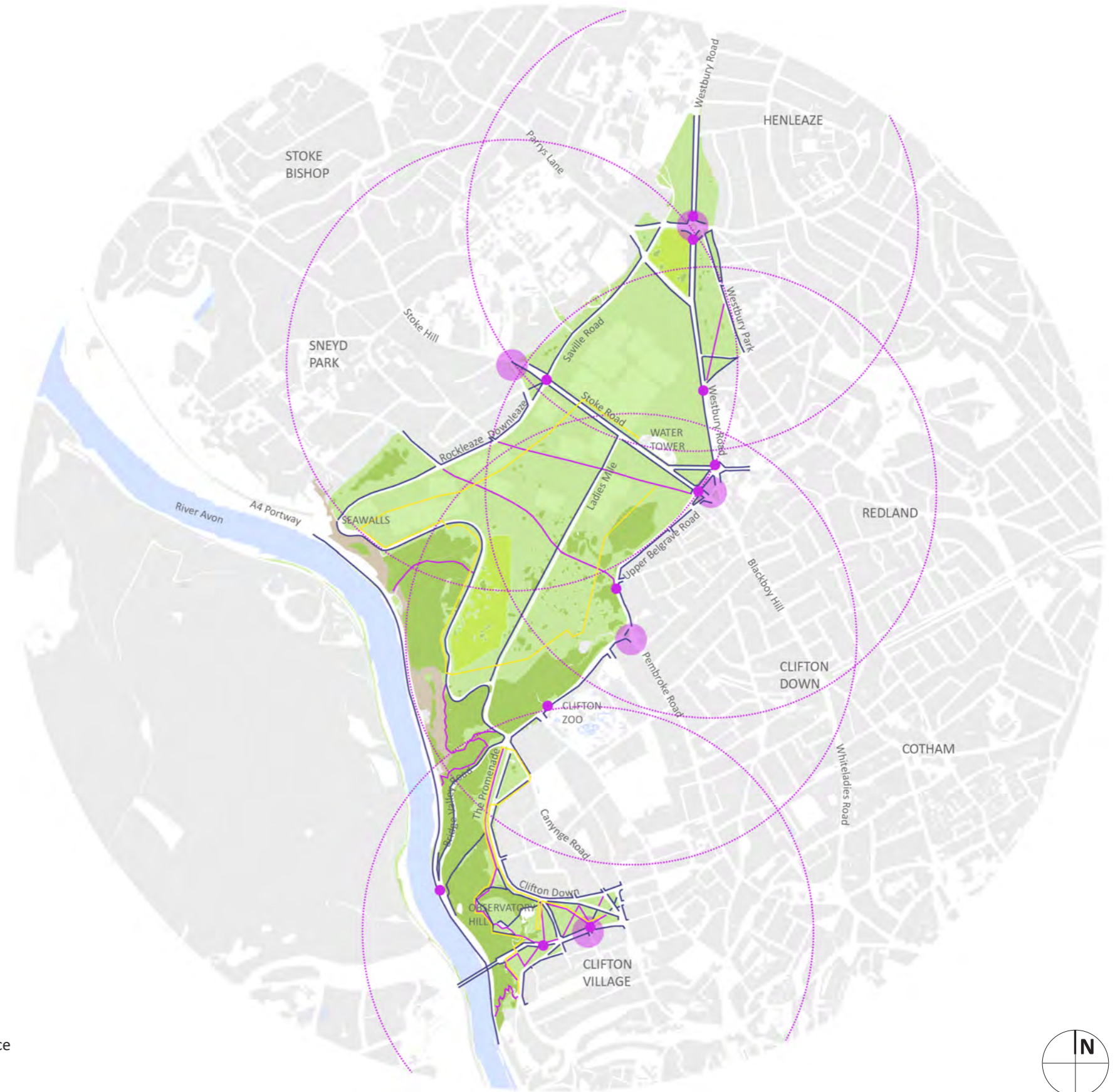
Clifton Down and The Promenade provide an important walking route between Clifton, Clifton Down and Durdham Down. The place hubs at Stoke Road, Observatory Hill and Seawalls are important destination hubs within the Downs landscape for walkers.

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



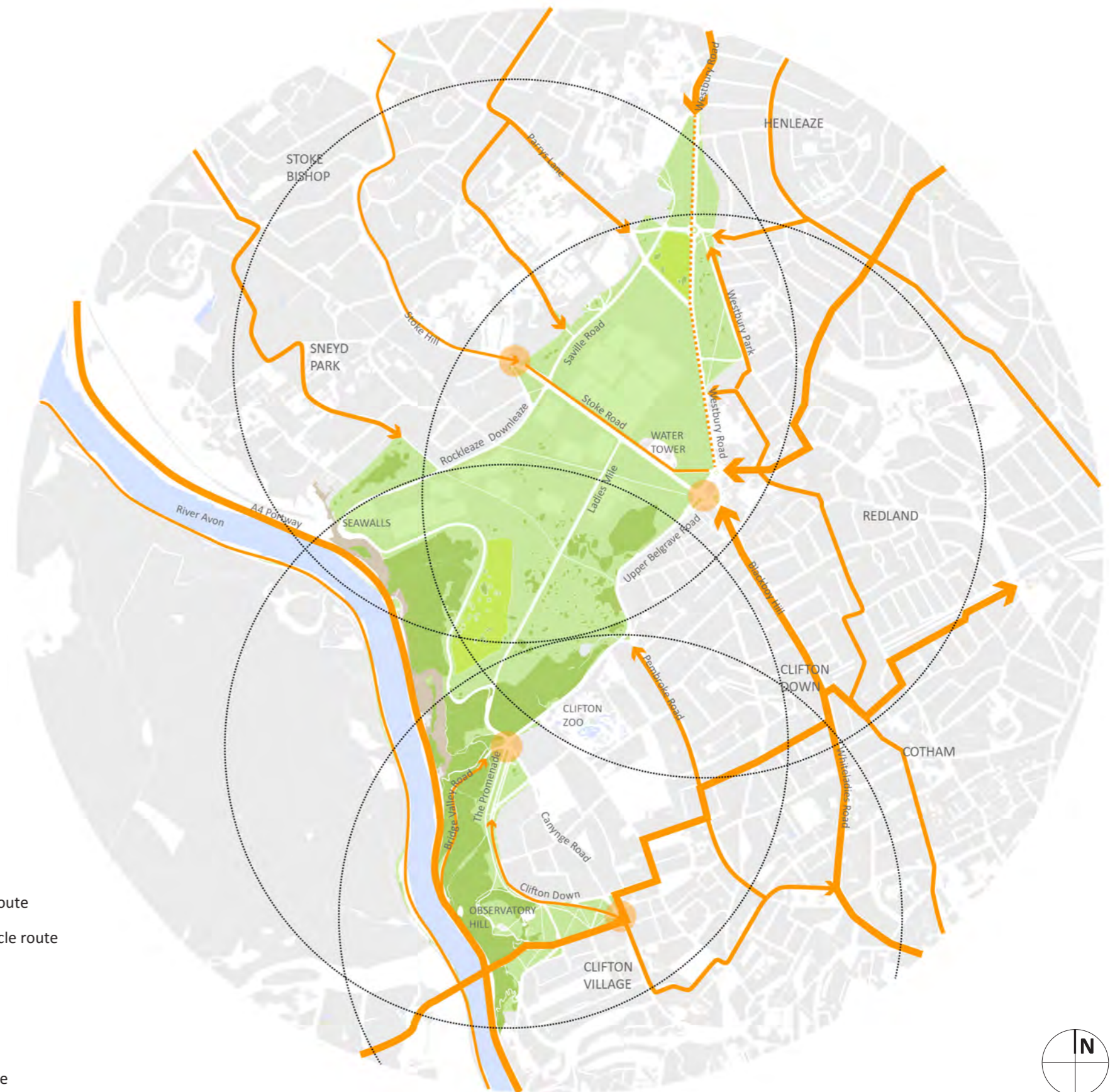
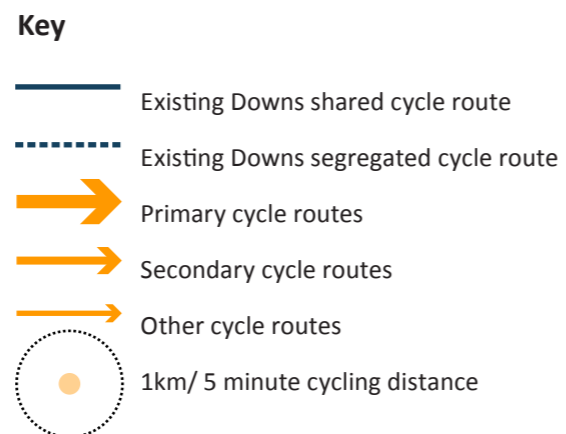
## 2. Understanding the Context

### 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.



## 2. Understanding the Context

### Public transport

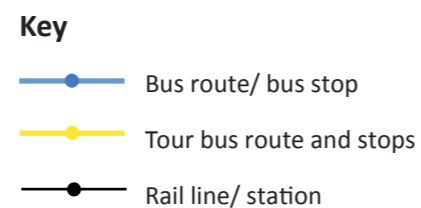
There is a public transport network utilising the adopted highway with bus routes and stops on road in and around the Downs. There is a rail network which connects with the wider highway network with the station nearby the Downs at Clifton Down.

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.



Clifton and Durdham Downs  
Place and Movement Framework



November 2015 (version 1.1)  
City Design Group

## 2. Understanding the Context

### 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.

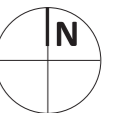
The Downs roads are part of Bristol's wider street network and help facilitate people's wider journeys around the city. Two major roads cross the site, the A4018 and Stoke Road. Ladies Mile is a road that forms a 'spine' down the centre of the site. It is well used by cars taking a short cut to avoid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





## 2. Understanding the Context

# 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.

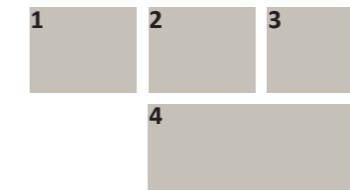
Hyde Park has eight segregated cycle paths and three on-road cycle routes. These paths retain their original width and are not physically segregated, but are marked out with white lining and circle symbols. The design, layout and signing establishes a 'road network' for cycle users within the park.

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.

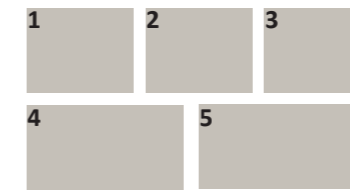
Cycling is allowed on all roads within the park and on two off-road/ traffic free routes shared with pedestrians:

- 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

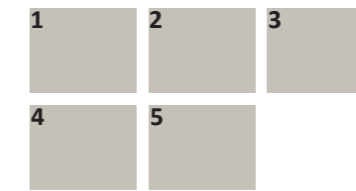
## The Stray, Harrogate

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.

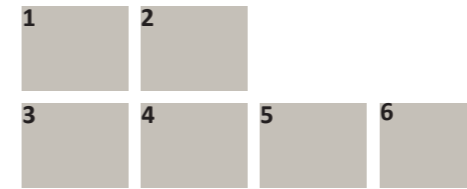
The historically narrow paths have been partially widened, but signs are kept to a minimum and the shared routes are not segregated through white lining.



- 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



- 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

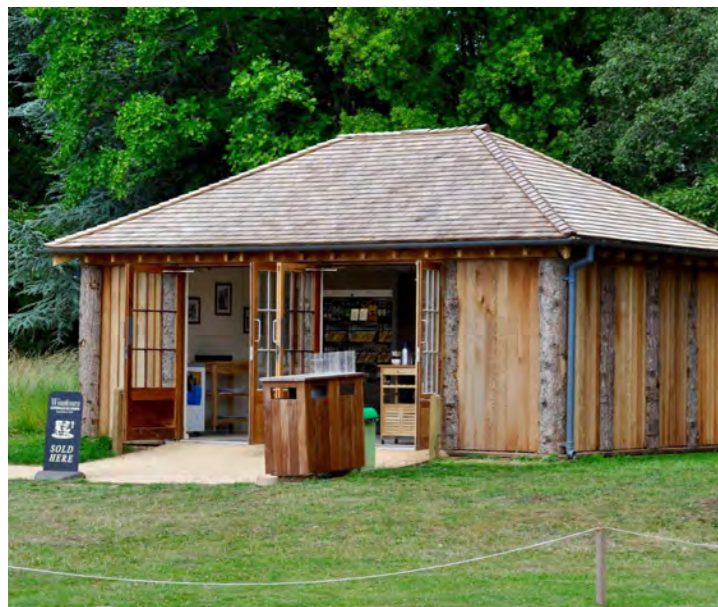
## Visitor Facilities



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



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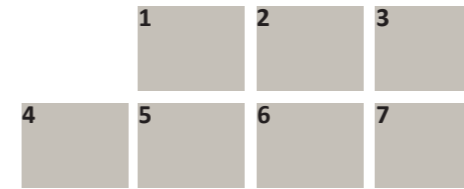
### 3. Learning from other places

## 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.

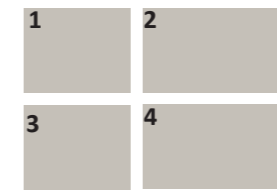
When considering new path surface materials within the landscape, natural aggregate colours (buff or light grey) create a less 'municipal' or 'highway' feel, and encourage convivial walking and cycling. These materials have different levels of longevity and performance. Self binding gravel works well 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 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 as 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.

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## Building a Vision

# 4



## 4. Building a vision

# A Place for Enjoyment and Recreation

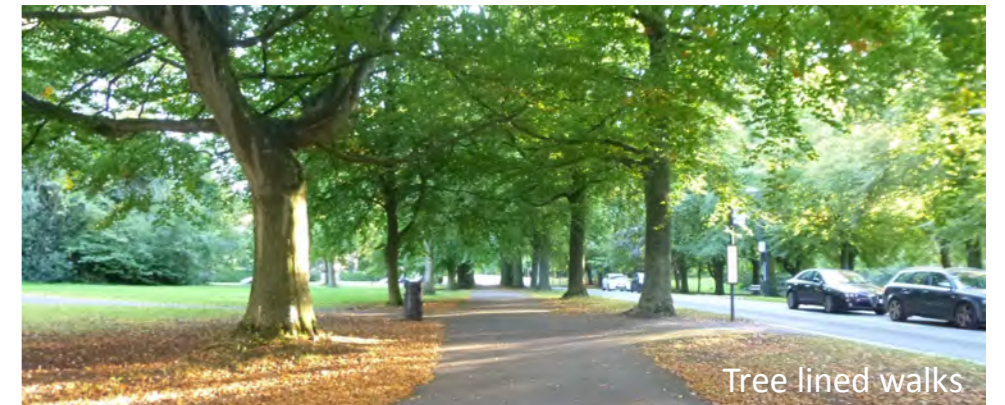


The overarching vision for The Downs, as defined in The Downs Management Plan, is as 'a place of recreation to be enjoyed by all, now and long into the future.'



## 4. Building a vision

# A Place for Enjoyment and Recreation



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## 4. Building a vision

# 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.

Page 40  
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 create 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.

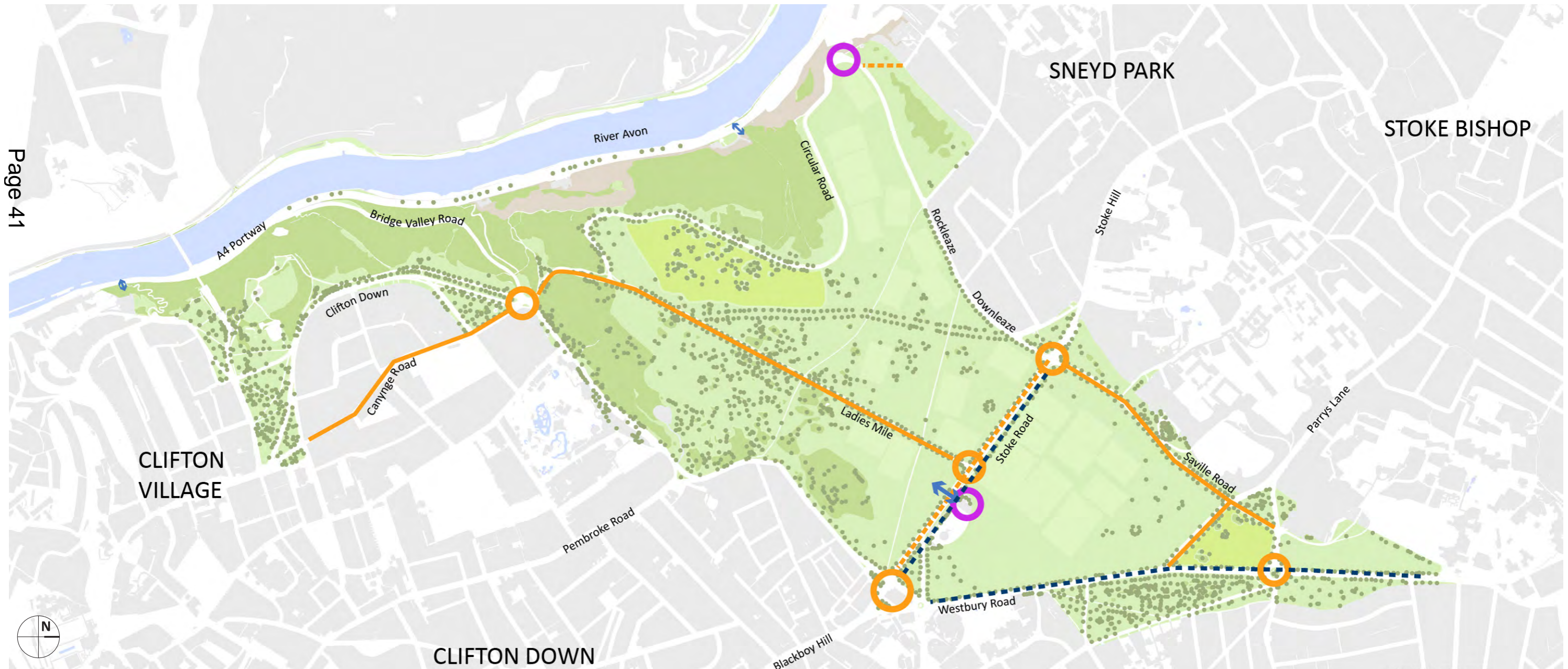
C3 There are a range of options to rethink the traffic function of Ladies Mile and Circular Road, whilst maintaining on-street parking and access to the Seawalls place hub for Downs visitors. Subject to more detailed transport assessment, these options include the potential to close either Circular Road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



# Scenario A: Improvements to existing routes for walking and cycling

Key

- - - - Existing cycle provision (off-road)
- Proposed 'Quietway' route (on-road)
- - - - Proposed shared pedestrian/ cycle route (off-road)
- Walking and cycling improvements to existing junction
- ↔ Improve link for pedestrians
- Upgrade/replace visitor facilities at hub locations



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## 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><b>Option 1:</b> Consider shared walking and cycling use of the existing 4m wide footway on south side of Stoke Road</p> <p><b>Option 2:</b> 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

- Key
- ⋯ Existing cycle provision (off-road)
  - Proposed 'Quietway' route (on-road)
  - ⋯ Proposed shared pedestrian/ cycle route (off-road)
  - One-way route for motor vehicles with two-way protected cycle route
  - Proposed new pedestrian path
  - Walking and cycling improvements to existing junction
  - ↔ Improve link for pedestrians
  - Upgrade/replace visitor facilities at hub locations



## 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><b>Option 1:</b> Create two-way advisory cycle lane.</p> <p><b>Option 2:</b> 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>	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.

# Scenario C: Enhanced recreational landscape for walking and cycling

- Key
- - - Existing cycle provision (off-road)
  - Proposed 'Quietway' route (on-road)
  - - - Proposed shared pedestrian/ cycle route (off-road)
  - ◀ - - - One-way route for motor vehicles with two-way protected cycle route
  - ◀ - - - Options to reduce/ close to through traffic
  - Existing PROW route upgraded to shared walking/ cycling
  - - - Proposed shared leisure trail for walking/ cycling/ jogging
  - Walking and cycling improvements to existing junction
  - ↔ Improve link for pedestrians
  - Upgrade/replace visitor facilities at hub locations



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## 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>and</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><b>Option 1:</b> Designated Quietway with two-way traffic.</p> <p><b>Option 2:</b> One-way route for motor vehicles with two-way protected cycle lane.</p> <p><b>Option 3:</b> Point closure to through motor traffic at Seawalls.</p> <p><b>Option 4:</b> 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>	

## 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"> <li>— erosion of popular routes on grass.</li> <li>— existing contravention of the Downs cycling byelaw</li> <li>— the fuller opportunities for walking, cycling and recreation, and associated public expectations</li> </ul>	<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"> <li>— erosion of popular routes on grass</li> <li>— existing contravention of the Downs cycling byelaw</li> <li>— the fuller opportunities for walking, cycling and recreation, and associated public expectations</li> </ul>	<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"> <li>— 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.</li> <li>— 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.</li> </ul>

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Westbury Road, The Downs

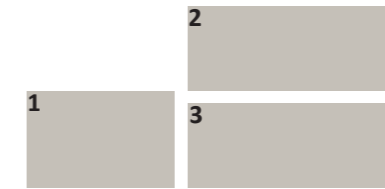


## 5. Supporting Images

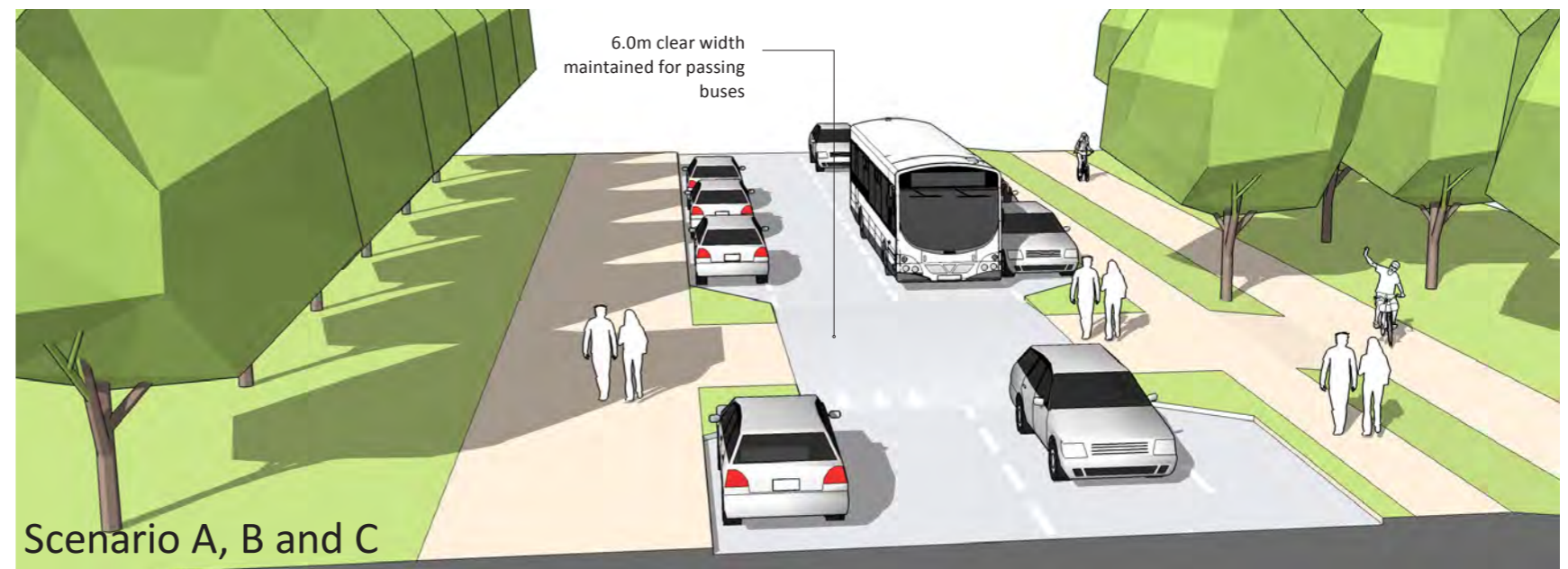
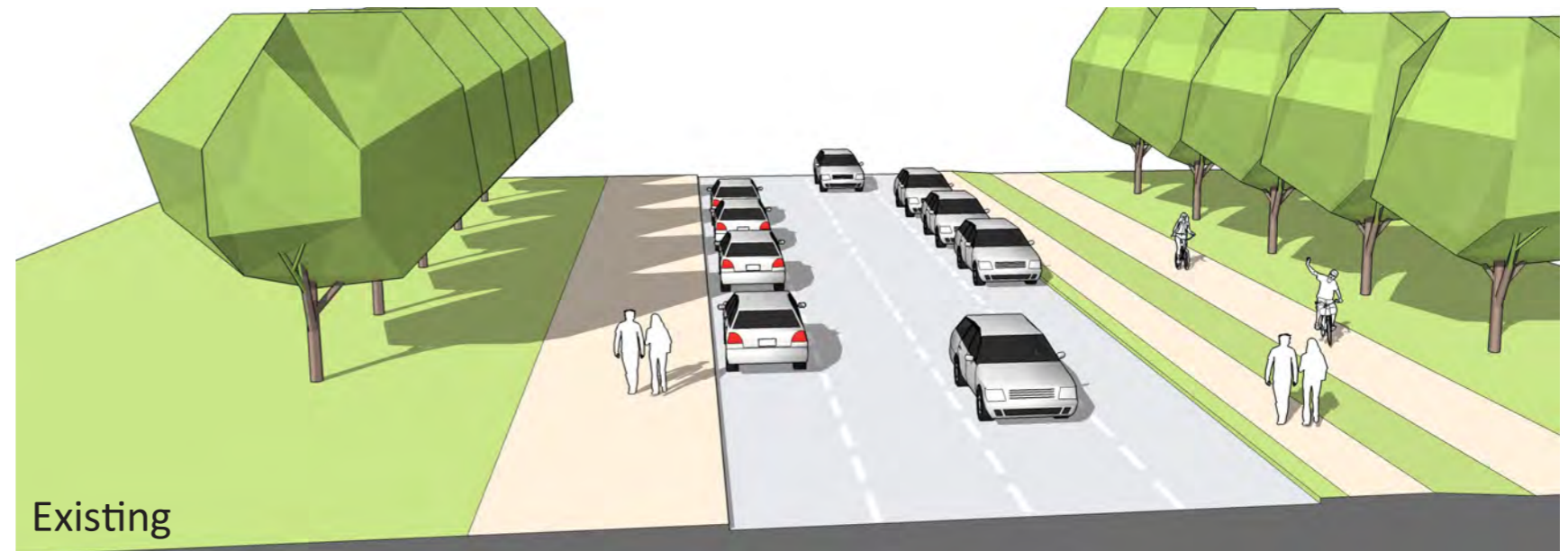
# Visualising change - Stoke Road

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.

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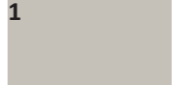
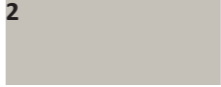
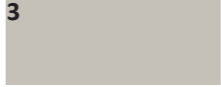


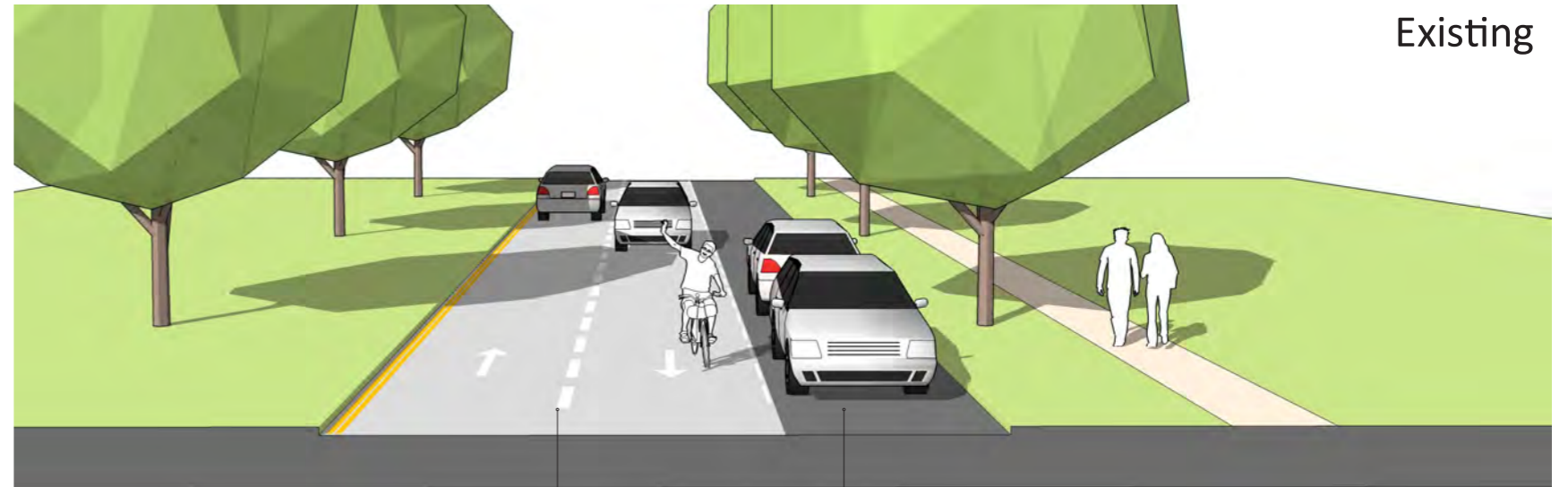
- 1 Existing view along north footway of Stoke Road showing existing segregated cycle route
- 2 Indicative section through Stoke Road showing existing carriageway, on-road parking and walking/ cycling facilities
- 3 Indicative section showing potential to improve pedestrian link with build-outs whilst maintaining clear carriageway space for bus movements



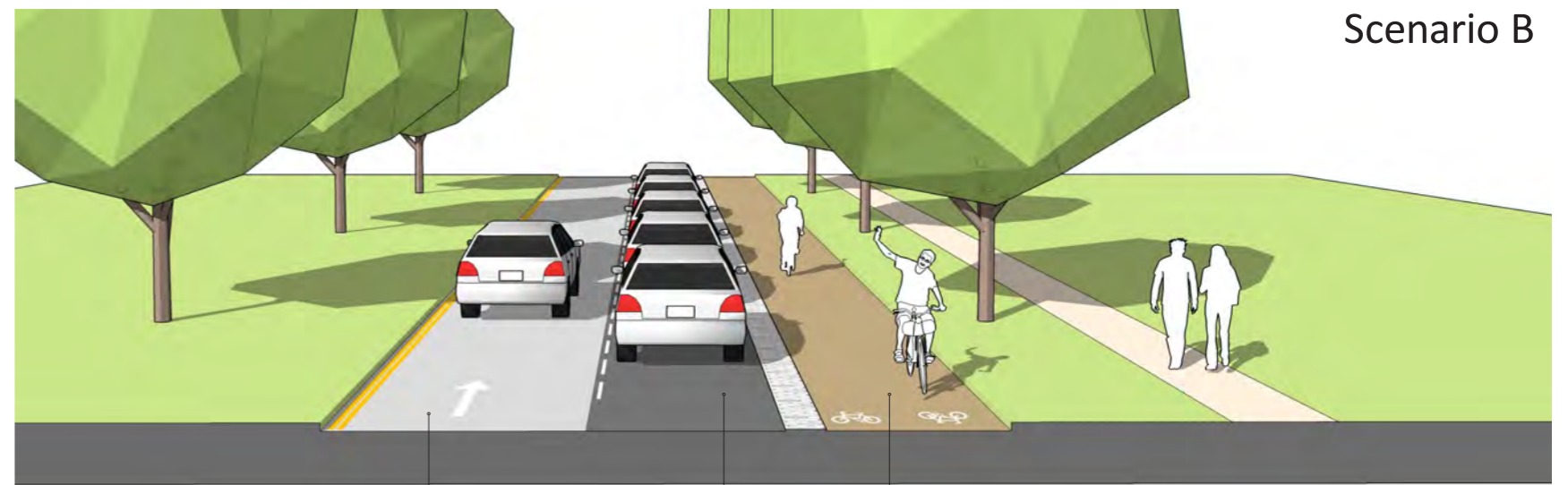
## 5. Supporting Images

# Ladies Mile

- 1  2  1 View south along Ladies Mile showing two way traffic and on-road parking
- 3  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)



5.0m wide carriageway      2.5m wide parking lane



3.0m wide one-way lane      2.25m wide two-way cycle route (with separator)  
2.25m wide parking lane

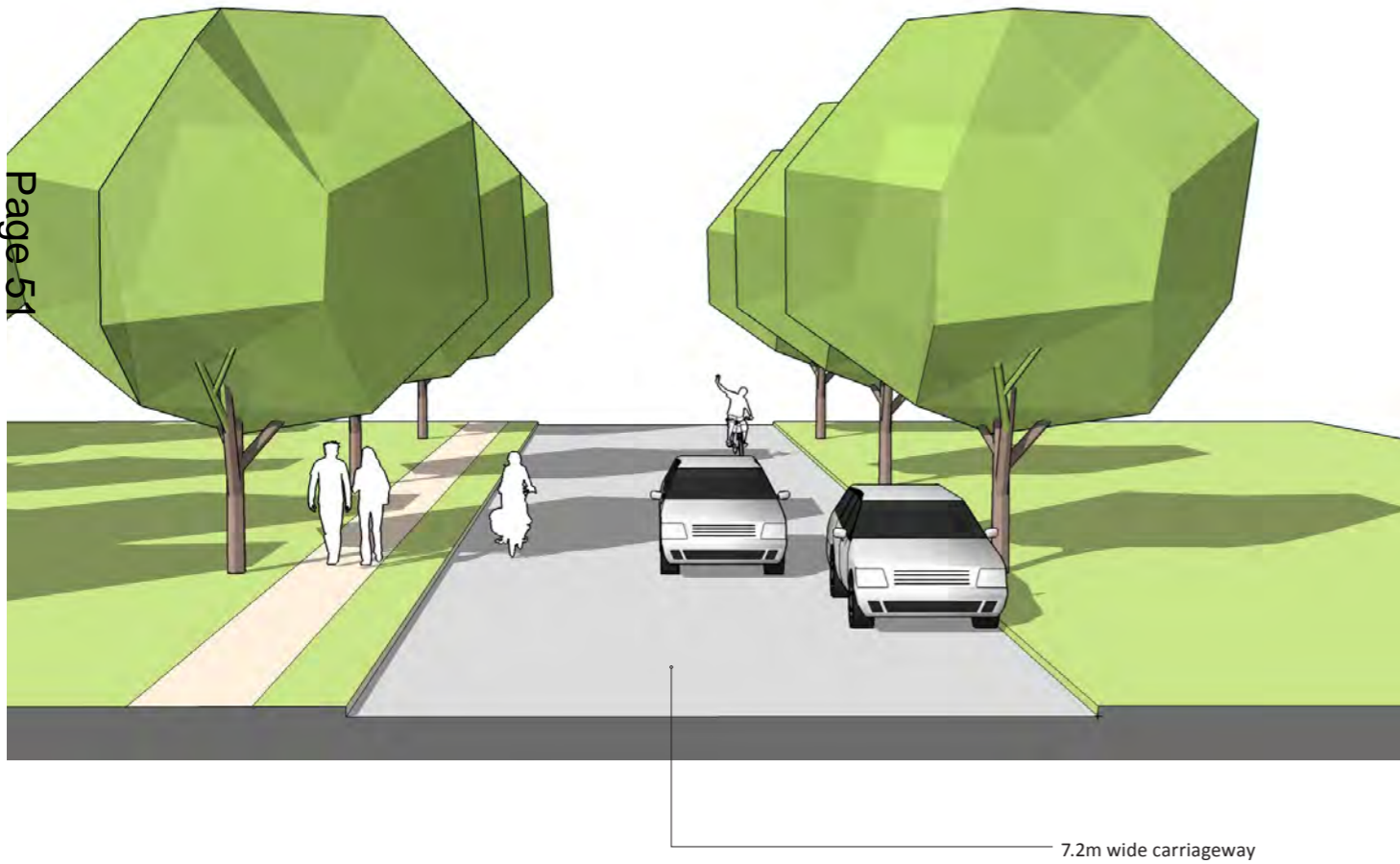
# 5. Supporting Images



- 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



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# 5. Supporting Images

## Westbury Road

- 1 Existing view north along Westbury Road edge
- 2 Indicative section through Westbury Road showing grass bank and avenue planting
- 3 Indicative section through Westbury Road showing new 3m wide pedestrian path (Scenario B)/ shared recreation route (Scenario C) with potential new tree planting (subject to position of below ground utilities)



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## 5. Supporting Images

# Westbury Road



- 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)

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## 5. Supporting Images

1

2

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

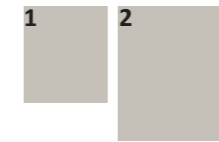
2 Visualisation showing 3.6m wide shared route with self-binding gravel surface to form part of an enhanced recreational network

## Durdham Down - Cross Paths



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## 5. Supporting Images



- 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



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# Moving Forward

# 6





# 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 its 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.  
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



## Highway

## Landscape

	Junctions (1)	Stoke Road (2)	Westbury Road (2)	Saville Road (3)	Ladies Mile (4)	Circular Road (5)
A	Bridge Valley Road Junction	1: Shared walking/cycling use of existing 4m wide footway on south side	1: Continue existing shared use of narrow highway footway	1: Two-way quietway for all traffic	1: Two-way quietway for all traffic	
	Ladies Mile/ Stoke Road	2: Consider narrowing southern footway to increase carriageway for buses				
B			2: Pedestrian path on adjacent grass	2: One-way south for motor vehicles. Two way bike route	2: One-way quietway for motor vehicles. Two way protected bike route	1: Two-way quietway
			3: Shared path on adjacent grass		3: Close to through motor traffic at Bridge Valley Road Junction	2: One-way for motor vehicles. Two way protected bike route
C					4: Close short section to through motor traffic	3: Close short section to through motor traffic
					5: Close longer section to through motor traffic	4: Close long section to through motor traffic
					6: Close to through motor traffic	

	Cross Paths (6)	Durdham Trail (6)	Place Hubs
			Stoke Road hub
			Seawalls hub
	1: Cross path- Pembroke Rd/ Ivywell Rd	1: Seven Sisters loop	
	2: Cross path- Julian Rd/ Blackboy Hill	2: Seawalls extension	
		3: Zoo Banks extension	

The purpose of this Elemental Option Summary is to support and inform discussions around the the Downs Place and Movement Framework. The Framework identifies the following three scenarios of potential change:



- A. Improvements to existing routes for walking and cycling
- B. New and enhanced routes for walking and cycling
- C. An enhanced recreational network for walking and cycling


The matrix cross-references each of the various potential highway and landscape options by scenario and with the following elemental plans:

- 1. Junctions
- 2. Stoke Road and Westbury Road
- 3. Saville Road and Parrys Lane Slip
- 4. Ladies Mile
- 5. Circular Road, Rockleaze, Downleaze
- 6. The Cross Paths and Durdham Trail

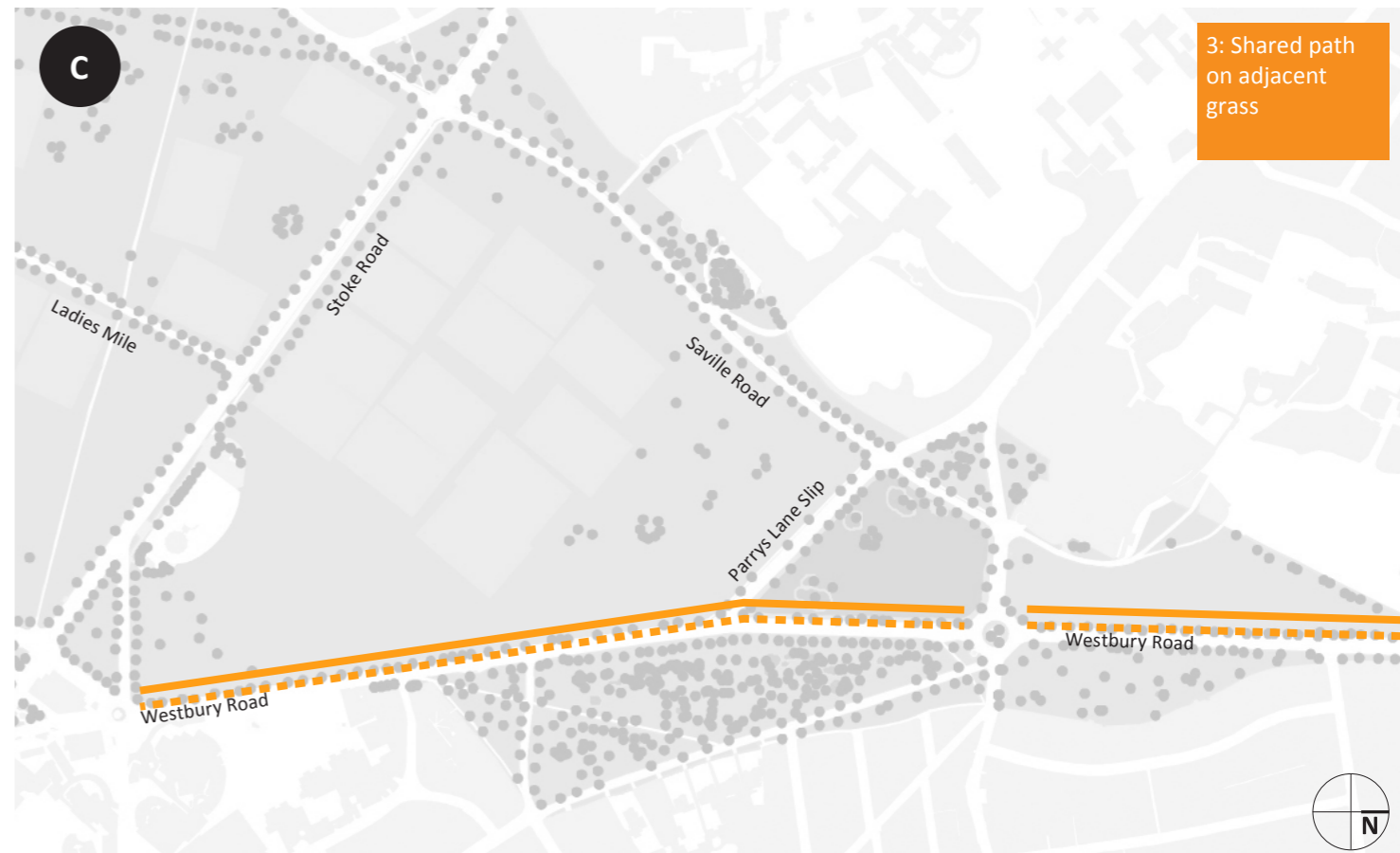
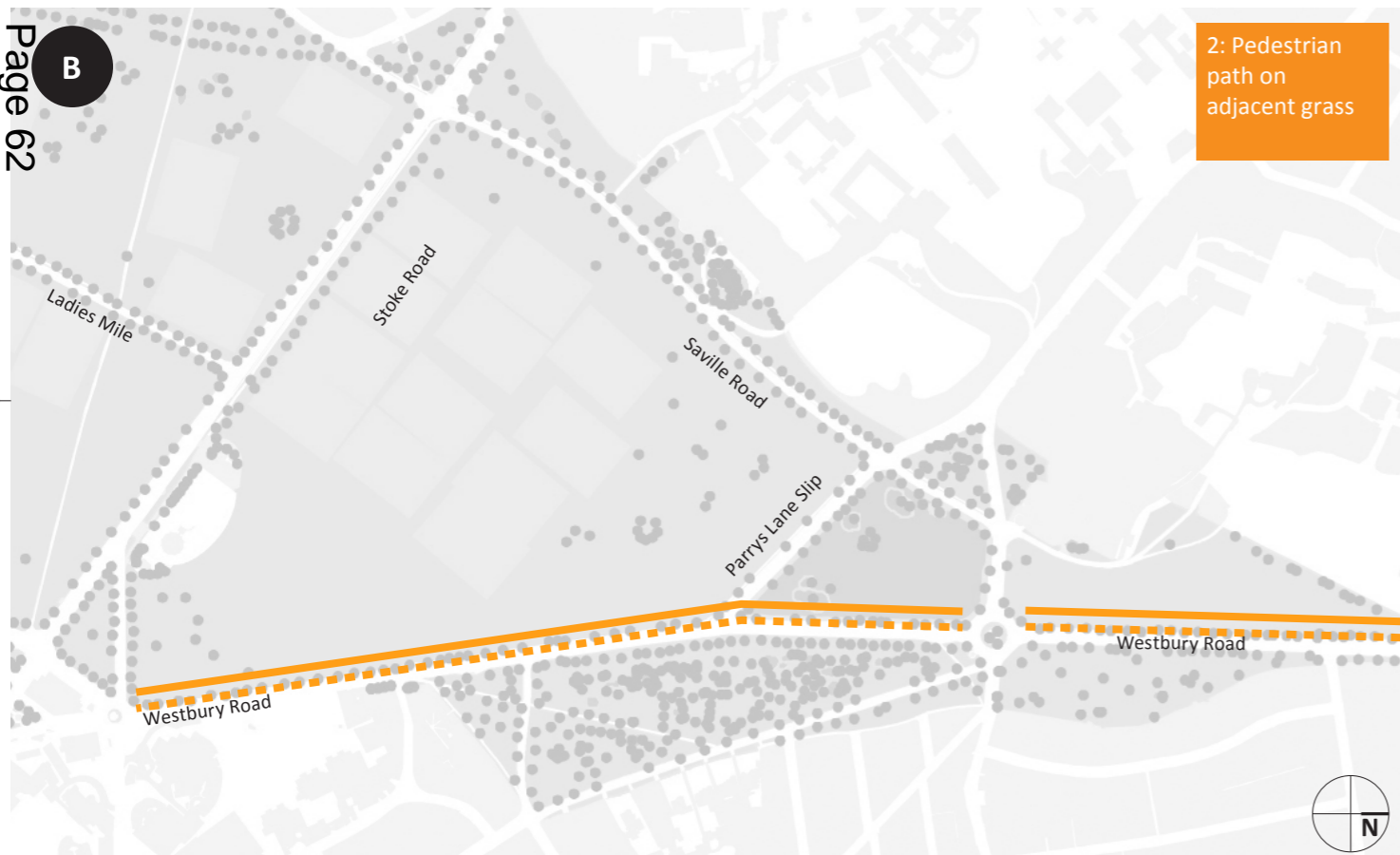
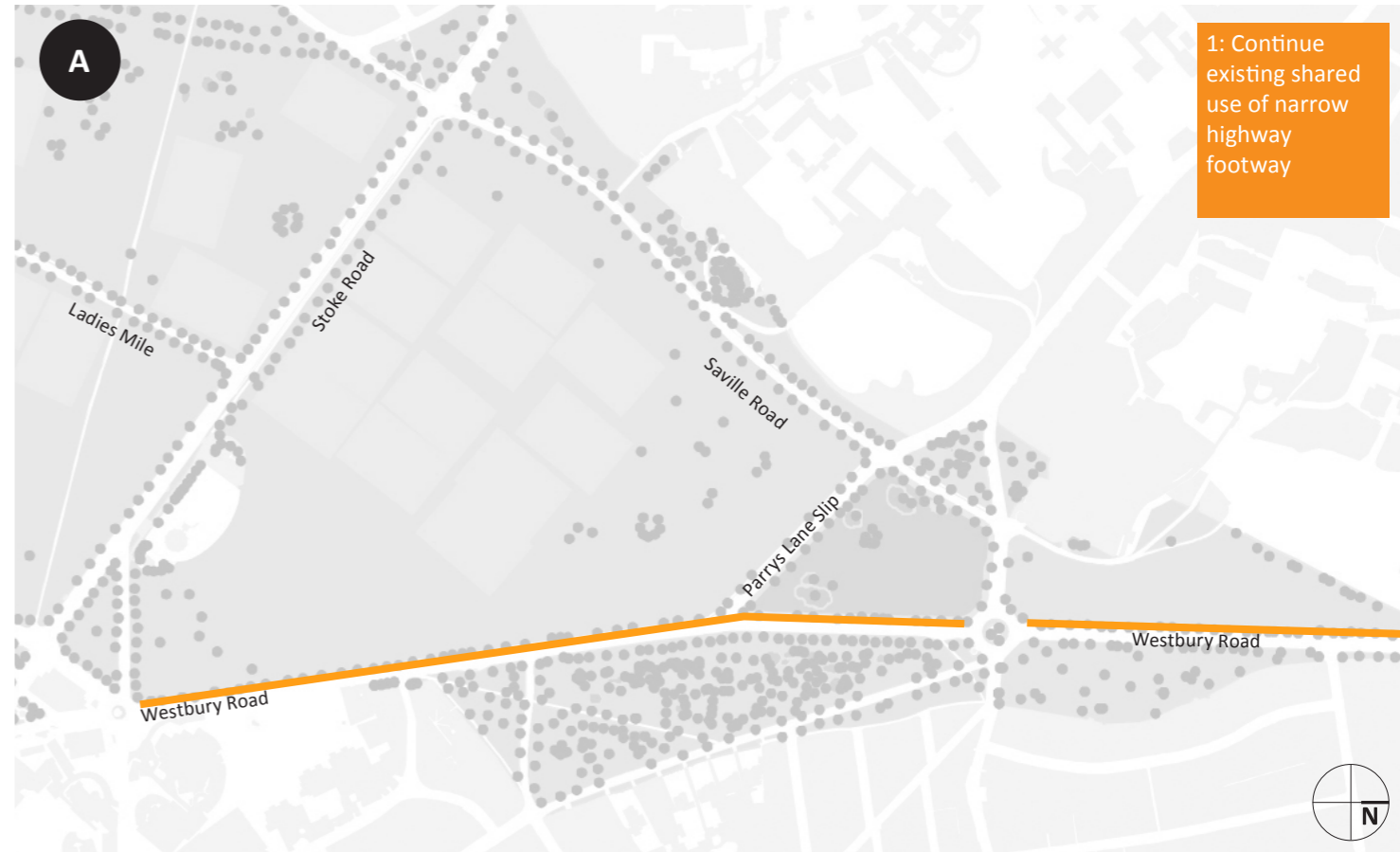
Scenario



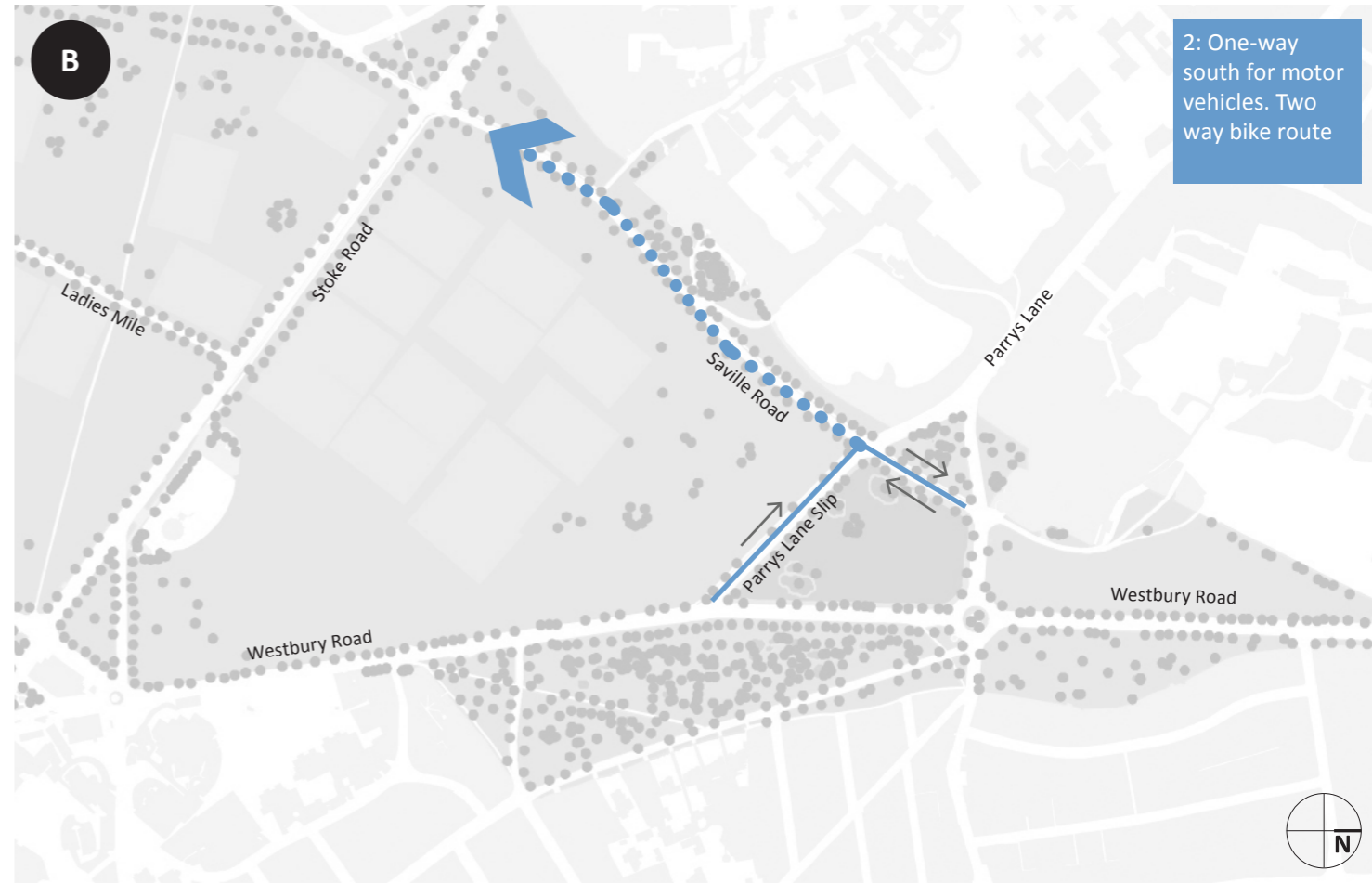
-  Improve pedestrian link
-  At grade junction improvement

 Bridge proposal for Bridge Valley Road

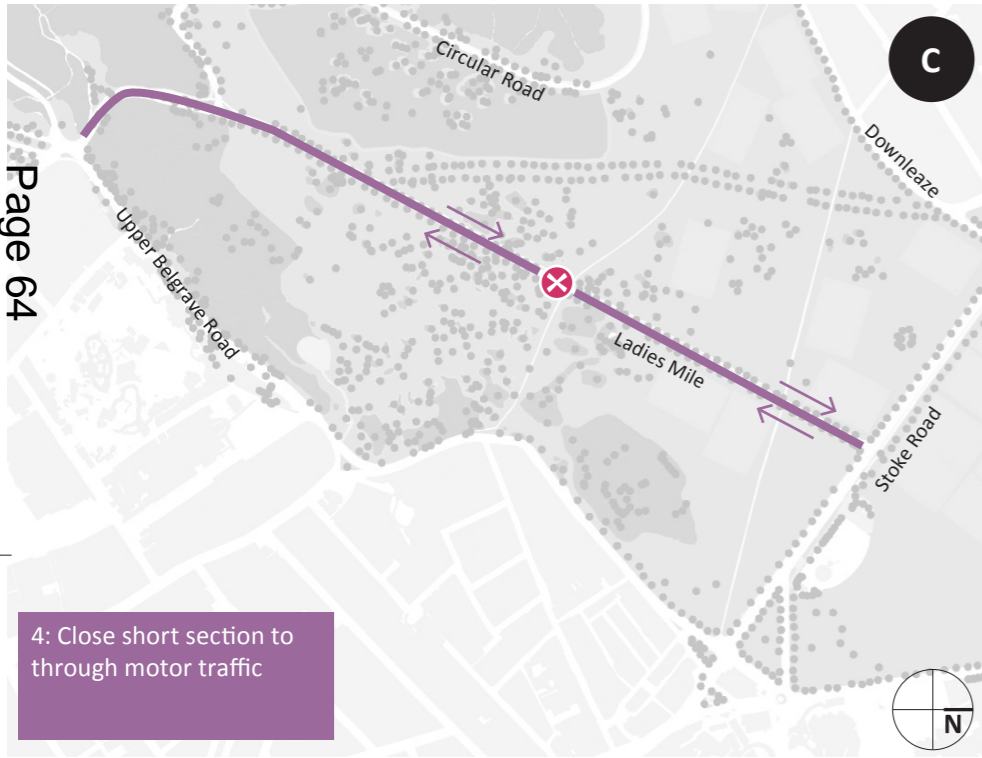
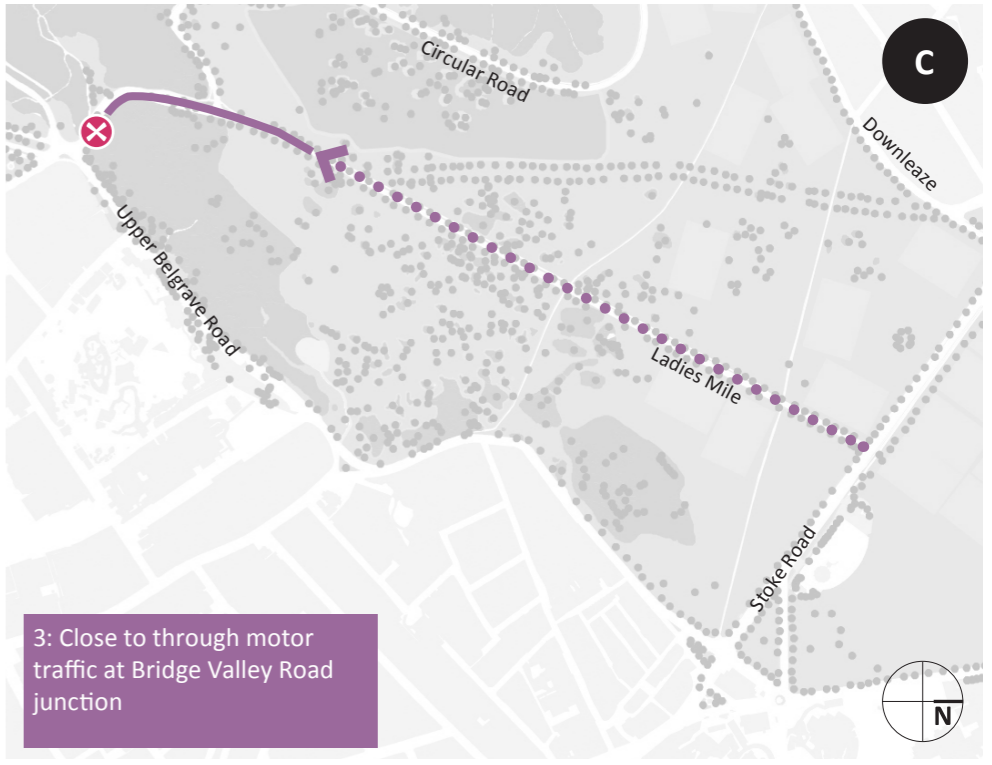
# 1. Junctions



2. Stoke Road, Westbury Road options

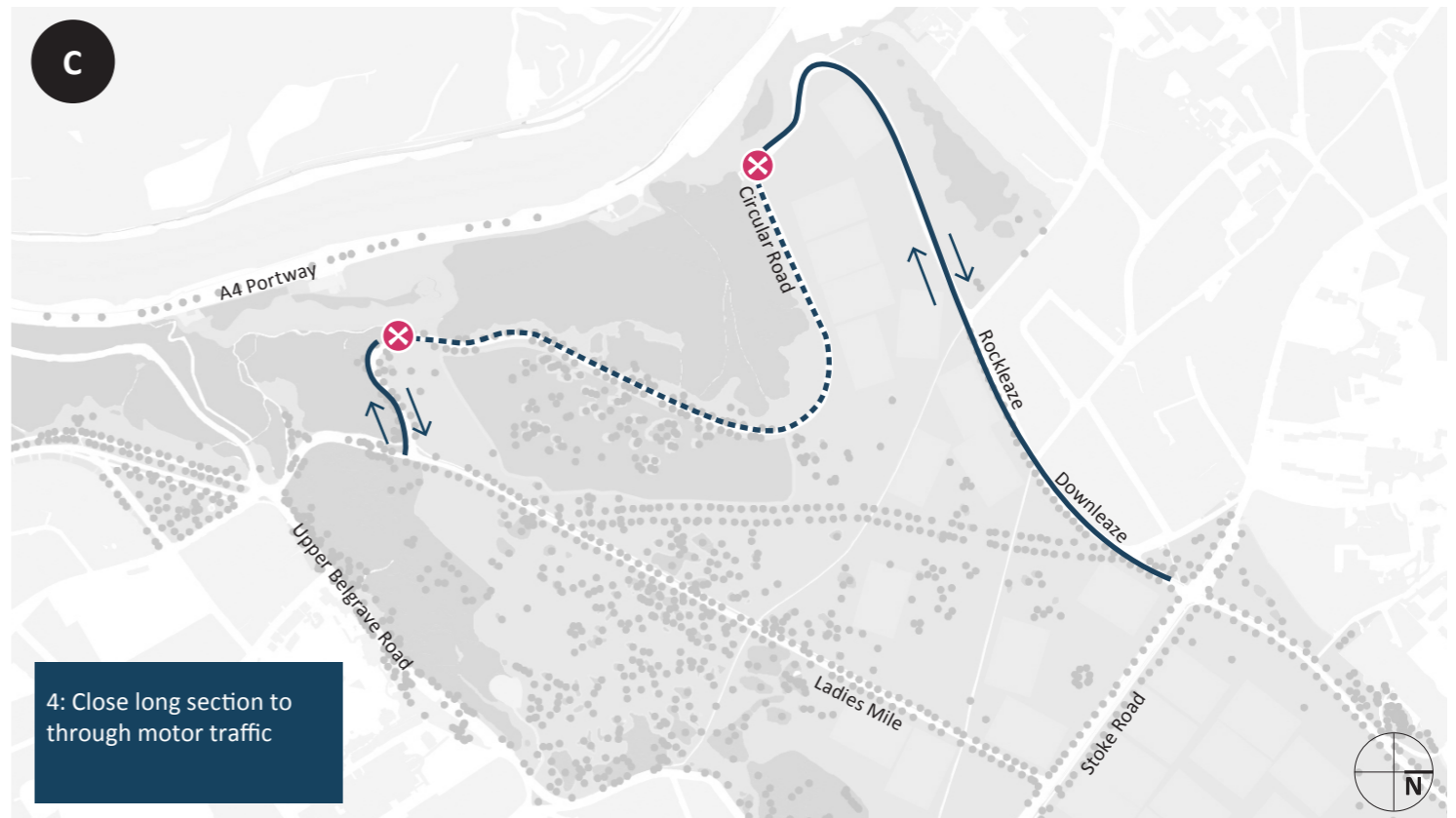
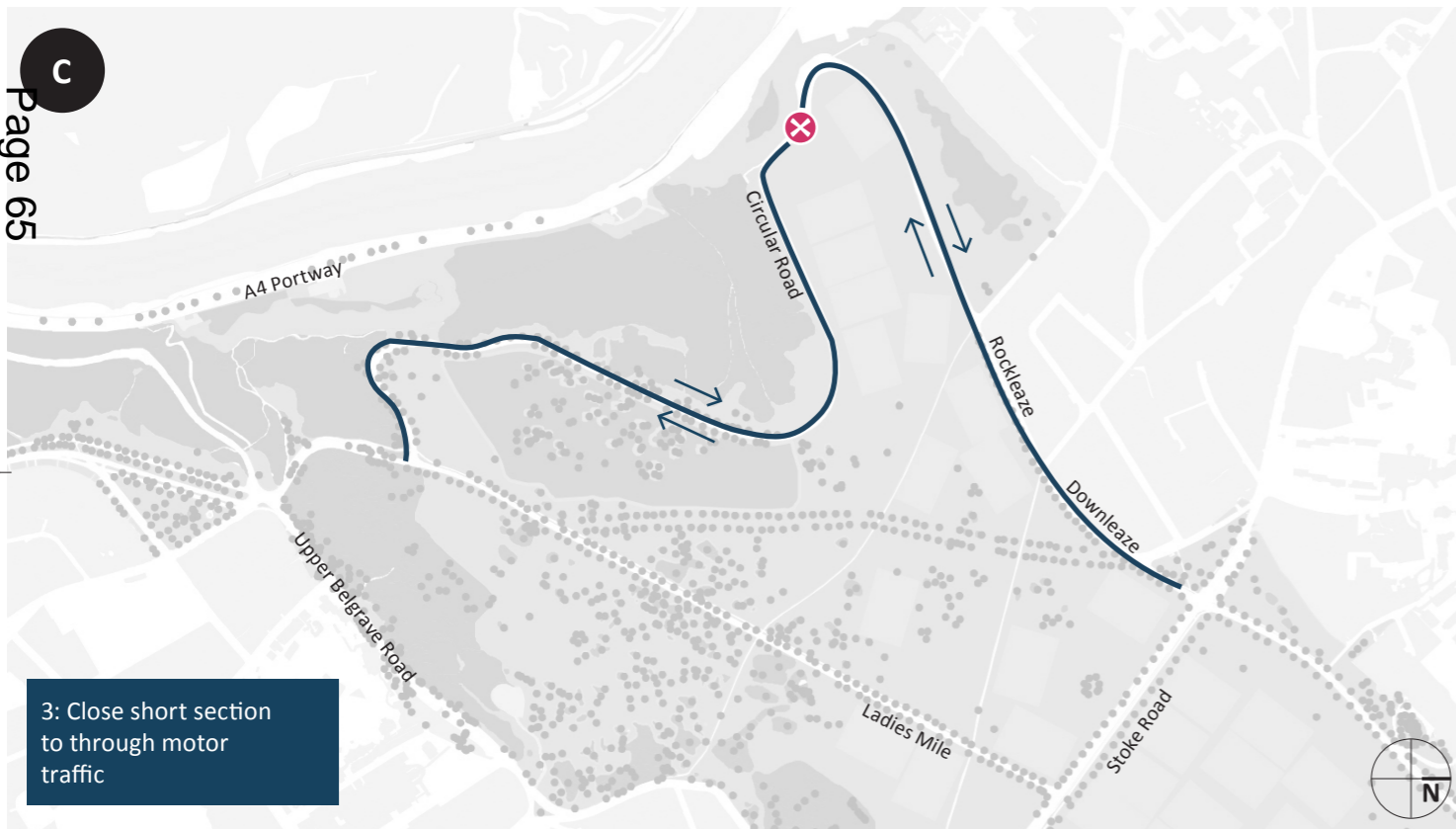
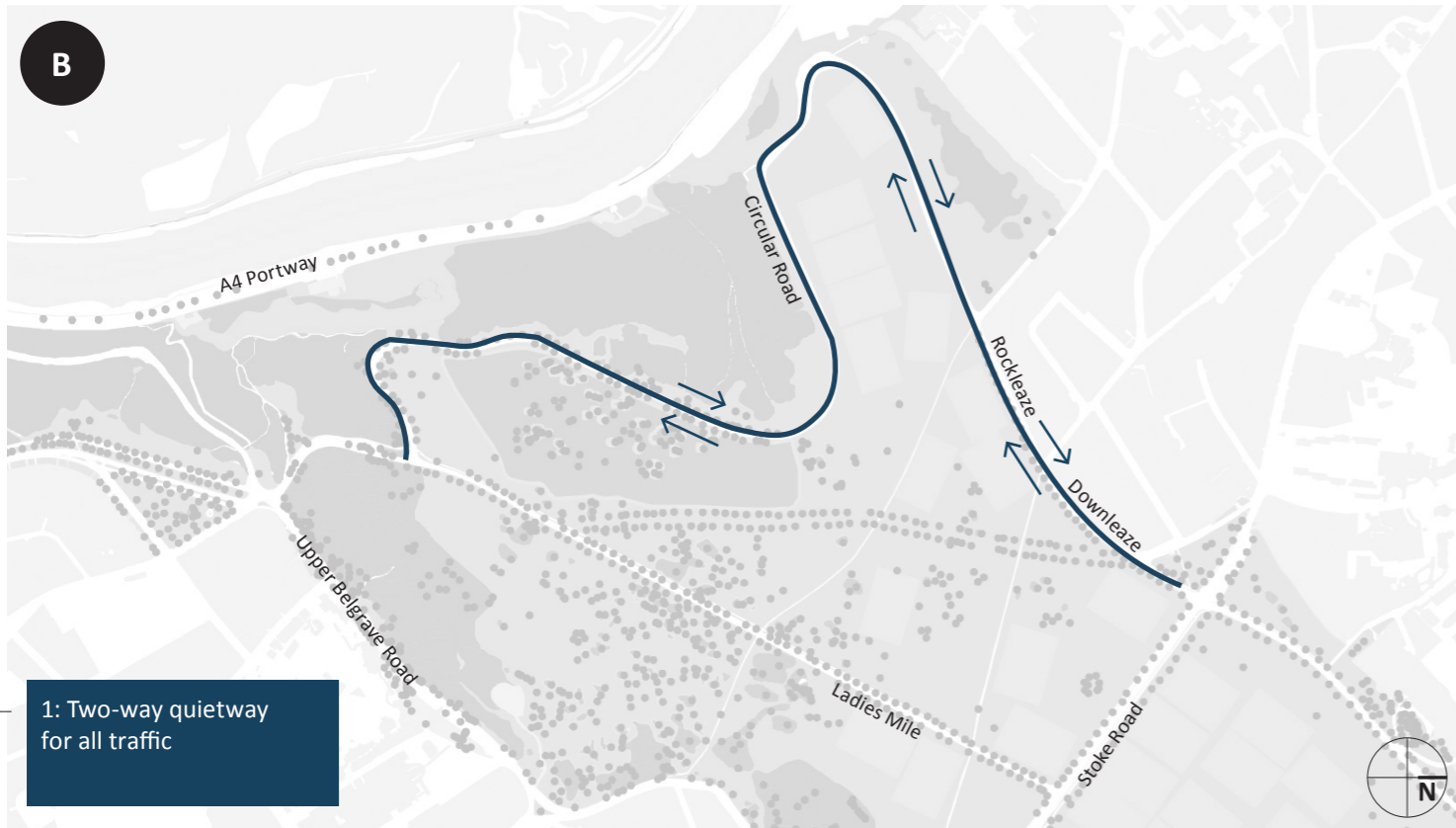


### 3. Saville Road, Parrys Lane Slip options



## 4. Ladies Mile options



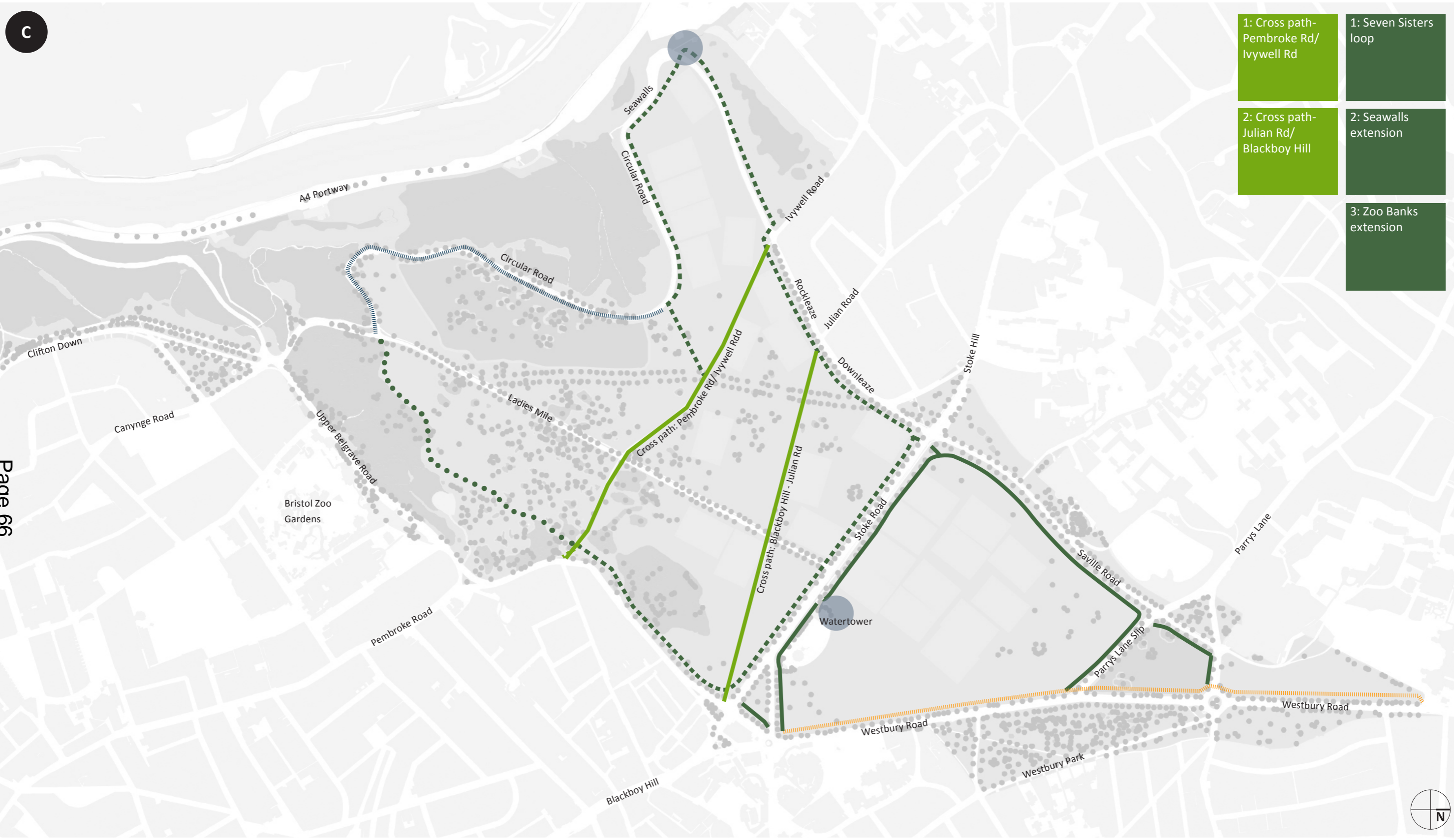


5. Circular Road, Rockleaze, Downleaze options

Downs Place and Movement Framework



City Design Group



- 1: Cross path-  
Pembroke Rd/  
Ivywell Rd
- 1: Seven Sisters  
loop
- 2: Cross path-  
Julian Rd/  
Blackboy Hill
- 2: Seawalls  
extension
- 3: Zoo Banks  
extension

- Seven Sisters loop
- Westbury Road link  
(refer to pg 3 above)
- - - Seawalls extension
- Zoo Banks extension
- ||||| Circular Road link  
(refer to pg 6 above)

6. The Cross Paths and the Durdham Trail

Downs Place and Movement Framework



City Design Group



**Key**

**Existing**

Existing walking and cycling provision

**Early Phase: Seven Sisters Loop**

**Funding identified**

Proposed shared recreational trail supporting walking and cycling No

Proposed shared recreational trail walking and cycling (A4018 corridor) Yes

**Later Phases**

Stoke Road potential pedestrian crossing enhancement No

Potential shared walking and cycling provision on existing wide footway No

Potential shared walking and cycling cross trail No

Potential new walking path No

Potential 'Quietway' cycling route. Review one-way motor traffic use No

Potential 'Quietway' cycling route (on carriageway) No

Bridge Valley Road junction potential improvements for walking and cycling No

Seawalls potential visitor hub/cafe No

**Note:**

Vision Plan diagram is schematic for discussion purposes.




Detailed design development of a facilities will be dependent on multiple factors including ground investigation, engagement, statutory consents, event access requirements, sports pitch layout, meadow areas, tree root protection zones etc.

<b>Downs Place and Movement</b>	<b>v0.3</b>
<b>Outline Vision Plan</b>	<b>16.03.18</b>
<b>15/003 - 0020</b>	<b>Not to scale</b>
Brunel House	0117 922 3366
St George's Road	<a href="http://www.bristol.gov.uk/citydesigngroup">www.bristol.gov.uk/citydesigngroup</a>
Bristol BS1 5UY	<a href="mailto:citydesigngroup@bristol.gov.uk">citydesigngroup@bristol.gov.uk</a>





**Seven Sisters Loop**

-  Existing walking and cycling provision
-  Proposed shared recreational trail supporting walking and cycling
-  Proposed shared recreational trail walking and cycling (A4018 corridor)

- Funding identified**
- Not applicable
  - No
  - Yes



Note:  
 Vision Plan diagram is schematic for discussion purposes.  
 Detailed design development of a Seven Sisters Loop will be dependent on multiple factors including ground investigation, engagement, statutory consents, event access requirements, sports pitch layout, meadow areas, tree root protection zones etc.

<b>Downs Place and Movement</b>	<b>v1.0</b>
<b>Seven Sisters Trail Vision Plan</b>	<b>23.03.18</b>
<b>15/003 - 0020</b>	<b>Not to scale</b>
Brunel House	0117 922 3366
St George's Road	<a href="http://www.bristol.gov.uk/citydesigngroup">www.bristol.gov.uk/citydesigngroup</a>
Bristol BS1 5UY	<a href="mailto:citydesigngroup@bristol.gov.uk">citydesigngroup@bristol.gov.uk</a>



# A4018 Westbury Road and cycling (6 November 2019)

## Introduction

The A4018 project has prepared a design for a shared-use path on the Downs alongside the A4018 Westbury Road. As well as providing improvements for identified current issues, this project is focussing on the considerable increase in traffic on the route forecast as a result of the forthcoming Filton Airfield development.

This matter has been discussed with the Downs Committee Movement and Place sub-group on a number of occasions. Recent changes made as a result of these discussions have been improved crossings of Roman Road and the southern arm of Parry's Lane (where pedestrians and cyclists have priority), consideration of rolled limestone as a surface material, and the proposal to sign the path for pedestrians only with the existing shared-use pavement of Westbury Road signed for cyclists only. It is accepted that this latter aspect could not be enforced by the council but would likely be quite well self-enforcing.

At the 23 September Downs Committee meeting, a vote was taken on granting permission to the project to submit a planning application for the path. The result was a 6-6 tie, with the project asked to provide evidence that the existing shared-use pavement could not be upgraded to provide adequate facilities for walking and cycling with no Downs land required before another vote could be arranged.

The proposal was popular with respondents to the A4018 project's consultation in February-March 2019, as shown in the below extract from the consultation results report.

### **The new shared-use path on the Down alongside Westbury Road**

**Result: proposal recommended to be kept, this change will be made**

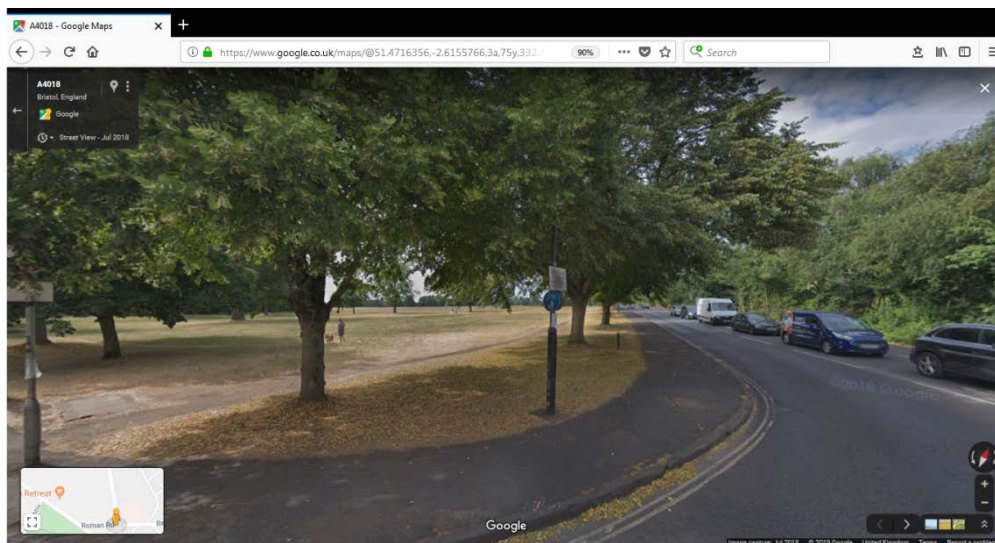
Comments in favour	Comments against
530	213

Although the level of support for this element barely surpassed half from responses to the questionnaire, a large number of people provided positive comments on it separately. For this reason, it is suggested that this element of the scheme be retained.

Agreement will also be required from the Downs Committee (whose Place and Movement sub-group support the proposal in principle as part of their aspirations for more leisure cycling routes on the Downs), which will be sought in due course. It is also the only element of the scheme that is not on public highway and will therefore require a planning application. As part of this process, detailed discussions will be held with groups representing people with disabilities, pedestrians, and cyclists to ensure the most appropriate and safest design in terms of access to the path, speeds of cycling, and whether the path is segregated, physically or by painted markings.

## The existing shared-use facility on Westbury Road

For clarity, the route under consideration starts at the point shown below.



To consider this issue, a meeting was convened with the Bristol Cycling Campaign, Bristol Walking Alliance, and the BCC Walking and Cycling officer. It was considered that the current shared-use pavement alongside Westbury Road is not an acceptable facility to be upgraded for the following reasons:

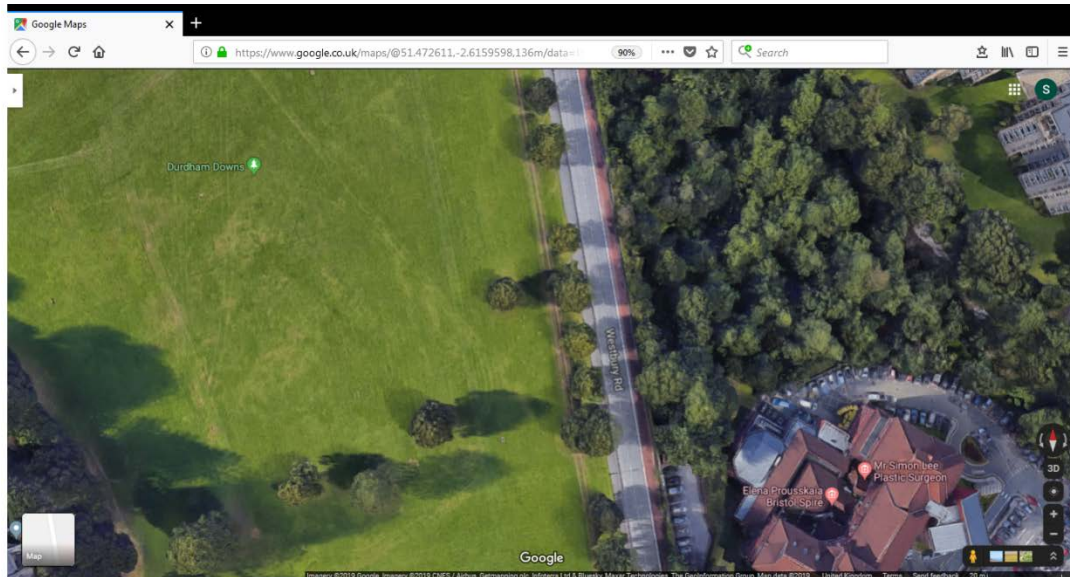
- There is no dropped kerb to access the route when travelling north from Whiteladies Road (or leave it when travelling in the opposite direction)
- Shared-use is not appropriate provision on an arterial route, and best practice both nationally and locally would be to provide segregated pedestrian and cycle provision.
- The width is inadequate for a shared pedestrian and cycle route and includes a number of obstacles such as roads signs, street lights, and bus stop boarding areas.
- There is no continuous provision for cycles (or pedestrians) at side roads or junctions, which reduces its utility and safety.

In June 2016, a series of traffic counts was undertaken to provide data for modelling traffic impact on the route. In the 12-hour measurement period of 7am to 7pm, a total of 262 cyclists were recorded travelling on the A4018 Westbury Road carriageway just south of White Tree roundabout. At the same time, only 42 cyclists were present off the carriageway (either on the shared-use pavement or adjacent grass).

This is evidence that many cyclists consider the current provision to be inadequate, choosing to use the busy and unpleasant road. Using the July 2019 results of the introduction of good quality segregated cycle paths in the city centre (such as Baldwin Street and Prince Street), there is likely to be a high level of suppressed demand that will become evident when improved provision is in place. If this were to be proved the case, there could be a significant reduction in the number of cyclists using the carriageway, raised as a matter of annoyance by many respondents to the consultation.

## Related issues

In terms of visual impact on the Downs, provision of a naturally-coloured path the other side of the trees from Westbury Road would make little difference from the current situation. As illustrated on the picture in the section above, and shown more clearly below, there is such a desire line to walk and run on the Downs along Westbury Road that an informal track has already been worn.



It has been confirmed by the Downs Grounds Supervisor that this erosion leads to very muddy conditions for large parts of the year, illustrated below, which would be considerably ameliorated.



For safety reasons, it would be vastly preferable for the path to be lit. Although parts of the Downs have Dark Sky Status, that is restricted to the area around Circular Road and is not relevant alongside the A4018. The road and pavement are already lit, so the attachment to

the existing columns of additional lanterns facing in the opposite direction could light the new path with minimal impact.

The final point to be borne in mind is where users of the new path go at the northern end. The current design shows the path stopping by an existing informal crossing point just north of Henleaze Road. While this allows for movements to the east, there is limited space to cater well for the north-south demand.

With Local Growth Fund money, the A4018 project will start constructing a segregated bi-directional cycle path on the eastern side of the road from Crow Lane to Greystoke Avenue in 2020 (bid to be decided January 2020). Once this is underway, design work will be undertaken to continue provision of a similarly high-quality cycling route further south, initially as far as the Falcondale Road-Westbury Road junction. The final stage at this point would be to join this location to the Downs, for which space would be easily available if some of the parking along Westbury Road by Badminton School (greatly underused outside school drop-off and pick-up times) were removed.

Because the path on the Downs would be constructed using Section 106 contributions from the developers of the Filton Airfield site, and requires a planning application, it is unlikely that construction could commence before 2022. By this time, the cycling provision to link the northern end of the path to continuous segregated cycling facilities almost as far as the Bristol-South Gloucestershire border would be fully designed and potentially under construction (also using the s106 funding).

The planning application for this route could also incorporate the extension of the path to run alongside Parry's Lane and Saville Road. This – if funded by another source – would link to the existing path alongside Stoke Road to create the Seven Sisters Loop, part of the Downs Committee Movement and Place Framework.

## Conclusions

Consultation with the Bristol Cycling Campaign and Bristol Walking Alliance has shown that the current shared-use pavement on Westbury Road is unsuitable for upgrading given the many negative points it displays. The forecast increase in demand for journeys on the A4018 as a result of the Filton Airfield development, and the council's desire to provide high-quality sustainable transport options for them, makes it increasingly important to upgrade the facilities in this area. The current use of the proposed new path location, and the damage this causes to the Downs, indicates a high level of demand for which the path would cater while mitigating the erosion.

It is requested that the Movement and Place sub-group recommends to the Downs Committee that a new vote is taken at the meeting of 18 November 2019.

If this new information allows the sub-group to give their support to the Downs Committee vote, that would be most helpful.



## Addendum (15 January 2020)

### The existing shared-use facility on Westbury Road

In September 2019, the Downs Committee asked for consideration of whether the existing shared-use pavement could be upgraded to be the only shared-use facility in this location, so as not to require the use of any Downs land as proposed by the A4018 project. In order to consider this, the meeting described above was convened and the results are discussed in a neutral manner in the opening four pages of this paper.

### Separate cycle and pedestrian routes

The meeting of the A4018 project with the Bristol Cycling Campaign, Bristol Walking Alliance, and the BCC Walking and Cycling officer provided the response required as to why the existing shared-use path could not be upgraded.

However, during the meeting, the possibility was discussed of there being two paths to provide separate routes for pedestrians and cyclists. This situation would be the preferred position of the Bristol Cycling Campaign, mirroring the new provision under preparation for the northern end of the A4018 and recent installations in the city centre. A possible solution could include:

- A lowered pavement surface to provide a kerb-segregated bi-directional cycle route between the Henleaze Road area and Blackboy Hill (exact northern and southern termini to be determined)
- Priority at side road crossings (already proposed)
- A buff coloured path (possibly rolled limestone, which is not good for cycling and would therefore aid self-enforcement) on Downs land for non-cycling use only
- Additional lighting, potentially mounted on existing columns, to light the new footpath
- Pedestrian routes between the trees and across the cycle path to access existing facilities such as bus stops and pedestrian crossings

### Conclusions

This would provide a high-quality solution that would significantly reduce the possibility of cyclists using Downs land and would fit well with the previously-approved Place and Movement Framework. However, it must be noted that there has been no feasibility or design work carried out on this proposal and it would clearly cost significantly more than the forecast cost for the shared-use solution currently proposed.

2<sup>nd</sup> January 2020

Dear Downs Committee,

Many thanks for inviting us to attend the special meeting on the 20<sup>th</sup> January when the committee will revisit the Downs Place and Movement Framework with a presentation from Richard Goldthorpe.

The resolution from one of your autumn meetings mentions that Cycle Sunday has been invited to present data from a traffic survey of Circular Road. We have not yet commissioned the survey as we have decided that we can't spend any more charitable money on the leisure loop proposal at present. We appreciate that there are ongoing discussions about creating new routes, both segregated and shared use paths in several places around the Downs. This includes consideration of routes and surface materials. We are keen to see the outcome of these discussions before proceeding with the survey. We also think that data collected in the Spring/Summer will be more useful to all of us as it will include cars using Circular Road for leisure activities in the evenings.

Despite not having data on the traffic survey, we would very much like to come along and discuss the Leisure Loop with you at the meeting on the 20<sup>th</sup> January. We could do a short presentation about it, as some members of the committee have changed since we visited the Downs with members to walk the route back in May. We could also update you on our conversations with the National Trust and visit to Kingston Lacy in October to look at one of their new multi-user trails. I am teaching every Monday now so could reliably get there for 4pm and join the meeting then.

Please find attached the proposal from May 2019 that we developed with John Grimshaw and Caroline Levett of Greenways and Cycleroles. Also attached is a map with an alternative route for part of the section from Stoke Road to the Sea Walls. This shows which stretches of the loop would be entirely new and those that would be created from existing paths.

We look forward to hearing from you and very much hope to see you all on January 20<sup>th</sup>,

Kind regards,

Vicki Cracknell and Johnny Wood.

# Downs Leisure Loop - a proposal for discussion



*View from Downleaze looking south*



Developed by Cycle Sunday with Greenways & Cycleroutes Ltd  
May 2019



# Contents

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**Separately**

- Appendix 1 Initial Proposal March 2019
- Appendix 2 Wessex Ecological Consultancy Report May 2019



Traffic-free Cycle Sunday, 2018

## The Downs Leisure Loop - Summary

The 442 acre grassland plateau of the Clifton and Durdham Downs is a place of immense importance to the city of Bristol – for its beautiful and iconic landscapes, its history, its rich ecology, and as a popular place for people to come and enjoy themselves.

The Downs are widely used by the people of Bristol for recreation and fitness. The Downs Football League play here regularly, along with many other diverse sporting groups, and many leisure events take place each year including the Downs Festival.

The site is managed and conserved by the Downs Committee, who since 1861, have protected the area from development. The majority of the Downs consist of fairly level grassland crossed by avenues of trees and roads. The Downs are designated as a Site of Nature Conservation Interest. They include large areas of unimproved calcareous grassland which support a rich and diverse flora. There is also a considerable amount of scrub and tree growth mainly in the south and eastern part of the site and which supports a good variety of bird and insect species. There is a continuous programme of work to manage and control the extent of the scrub, to maintain the ecological and landscape balances. The layout of roads around the Downs has gradually developed, largely from the formalisation of desire lines during the 19th century.

The landscape and uses of the Downs are discussed in detail in *The Downs Place and Movement Framework*<sup>1</sup> commissioned by the Downs Committee in 2015. This report written by the City Design Group has formed the foundation of the current proposal for the Downs Leisure Loop.

### Why new paths? The amenity value of accessible shared-use paths

Well-made paths to improve access to and movement of people on the Downs would be popular, not only with those on bikes but also with pedestrians who benefit from a flat dry surface, especially people with wheels: buggies,

mobility vehicles and wheelchairs. For the past four years, families and those less confident riding a bike have come to Cycle Sunday events to safely explore the Downs by bike. The event has demonstrated a high level of interest in cycling around the Downs.

Given the flat terrain, the Downs are ideal for walking, running and cycling. Walkers and runners have marked out a series of “desire lines” across the Downs and these have become badly eroded in places. But access for people on bikes is limited. There is one cycle path along Stoke Road but other than this, people riding bikes can only access the Downs on the roads. And as traffic levels have increased over recent decades, these roads have come to feel unsafe and a barrier for many cyclists, particularly children.

In Bristol, latest census data showed that 29% of households do not have access to a car<sup>2</sup>. Visitors can reach Stoke Road by bus. A new path leading to the café at the Seawalls would create a welcoming and accessible route for them. It would mean that people in wheelchairs who don't have a car can make their way safely to the Seawalls. Bike hire at Café Retreat on Stoke Road would provide an opportunity to cycle around the area.

### The route

This proposal sets out a loop of 2.3 miles in length around the western area of the Downs. It would follow Rockleaze and Downleaze, Circular Road, Ladies Mile and a short part of Stoke Road. The proposal outlines the three sections of the loop:

Building a new path along Rockleaze and Downleaze along a heavily eroded “desire line” from Stoke Road and leading to the new café at the Seawalls.

On Circular Road options include making the road one way, and/or installing physical traffic calming measures to enforce the 20mph limit.

Reconstructing the narrow, poor quality footpath along Ladies Mile, adjusting the course in some parts.



This proposal has been developed by Cycle Sunday working with the local charity Greenways & Cycleroutes. It has taken account of the landscape and ecology of the Downs, including guidance from a recent ecology survey (see Appendix 2: Wessex Ecological Consultancy Report May 2019).

The working title “Downs Leisure Loop” has been used throughout the document. It would be great to hear ideas from the Downs Committee about what the route could be called.

Details of the route are set out on the following pages.

<sup>1</sup> City Design Group, Place Directorate (2015) *Place and Movement Framework: Clifton and Durdham Downs*. Available at: [https://democracy.bristol.gov.uk/Data/Downs%20Committee/201511231400/Agenda/1123\\_11.pdf](https://democracy.bristol.gov.uk/Data/Downs%20Committee/201511231400/Agenda/1123_11.pdf)

<sup>2</sup> Bristol City Council (2012) *Key Statistics about Bristol from the 2011 Census*. Available at: <https://www.bristol.gov.uk/statistics-census-information/census-2011>

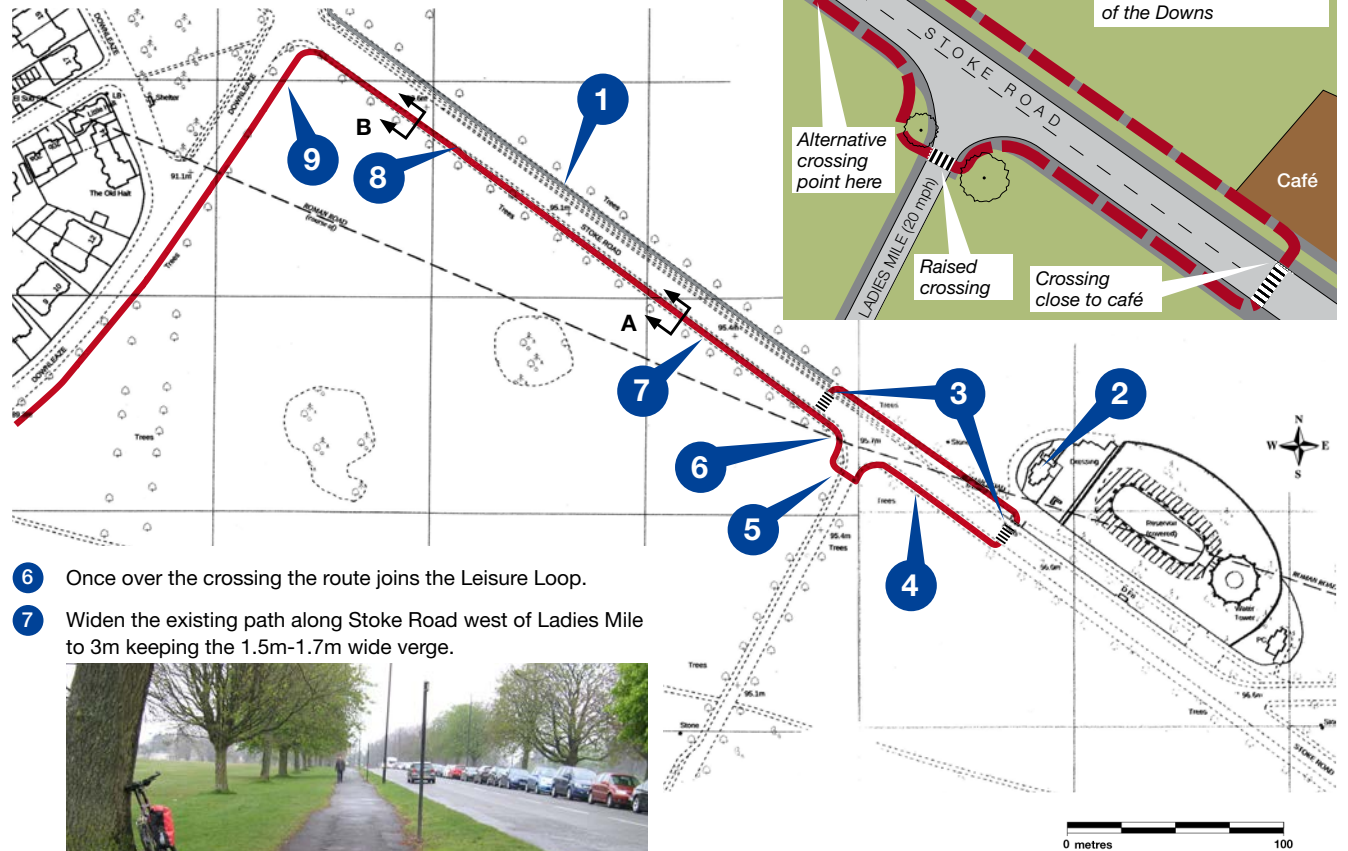
# Proposal for a Leisure Loop on Clifton Downs - suggested details

## Stoke Road Section

- 1 There is an existing cycling route on north side of Stoke Road, set back from the roadside footpath.
- 2 Café provides a very useful focus of routes on the Downs.
- 3 Proposed raised zebra crossing to link across Stoke Road where heavy flows of traffic in effect divides the Downs in two. A central crossing is very much needed. Its location could be either near the café or to the west of Ladies Mile. The latter location would have the advantage of avoiding the need for a secondary crossing of Ladies Mile, whilst the former might relate more naturally to the café.
- 4 Existing wide, and little used footway is suitable for shared use.



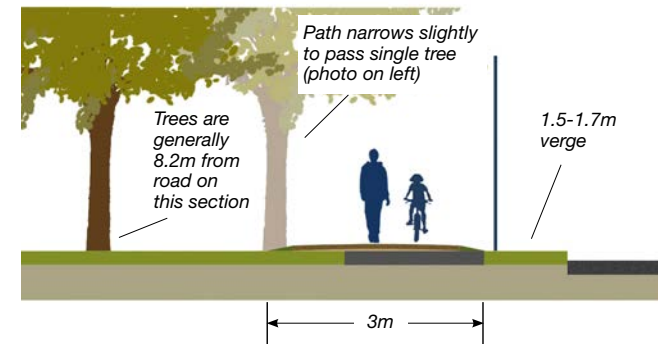
- 5 A raised shared use crossing at this location would serve to indicate to drivers that they are entering Ladies Mile, a place which is not a main road, and has a 20 mph speed limit.



- 6 Once over the crossing the route joins the Leisure Loop.
- 7 Widen the existing path along Stoke Road west of Ladies Mile to 3m keeping the 1.5m-1.7m wide verge.



### Cross section A: Stoke Road

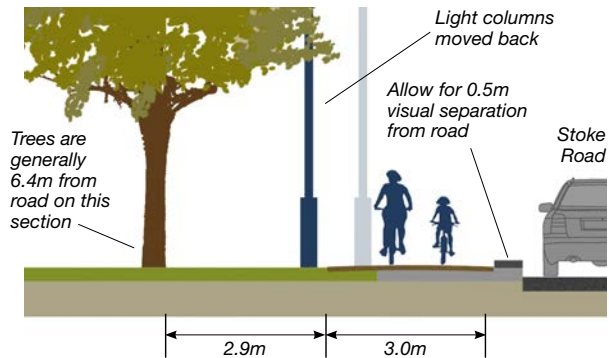


### Stoke Road Section

8 At this end of Stoke Road the verge is lost to road widening. The existing path needs widening to 3.5m to allow for a clear visual separation strip alongside the road. Two light columns now need to be set back a further 1 metre.



Cross section B: northern end of Stoke Road



9 The view here shows the connection to the road crossing at the lights and to the Downlease leg of the loop.



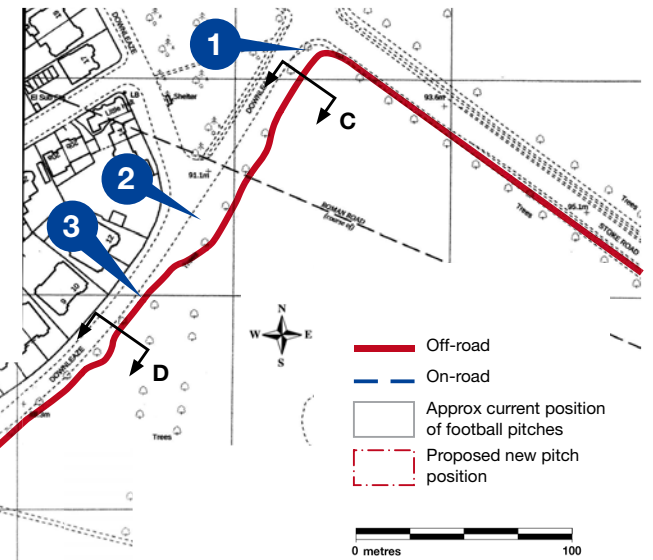
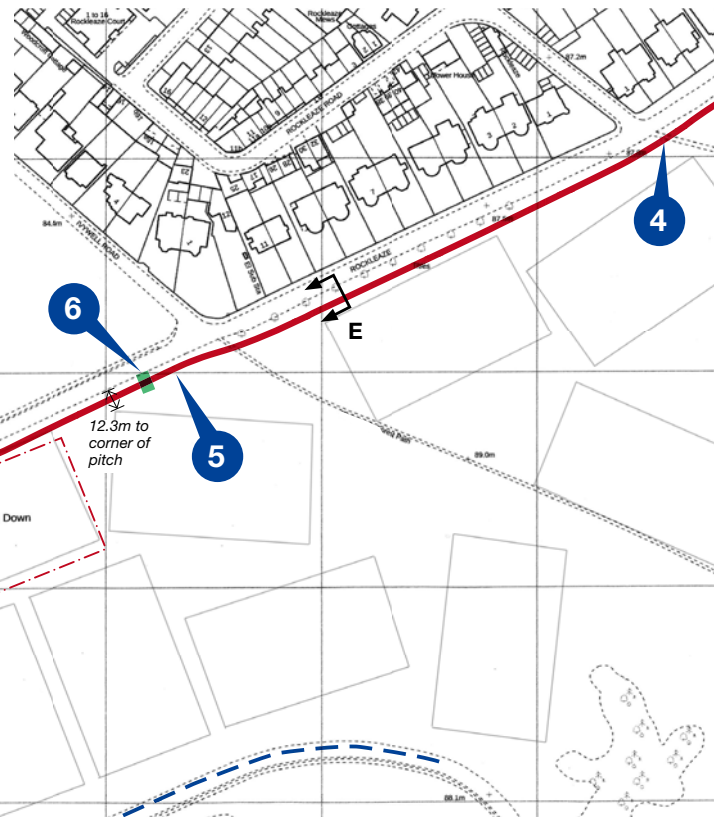
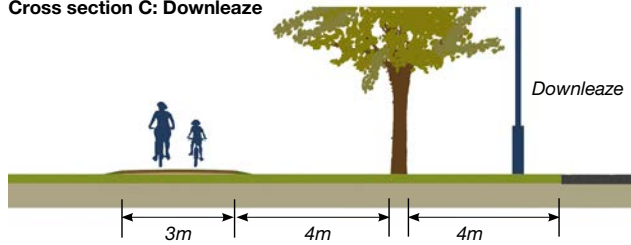
### Stoke Road to Downleaze, Rockleaze, Sea Walls and Circular Road

This section follows the general line of the well-trodden eroded path near the edge of Durham Downs.

- 1 Link to existing crossing over road and the Stoke Road section of the Leisure Loop. Follow existing well worn path line, keeping outside tree canopy as far as possible.



Cross section C: Downleaze



- 3 Past the end of the Avenue the path would meander around to give trees as wide, and equal, a berth as possible.

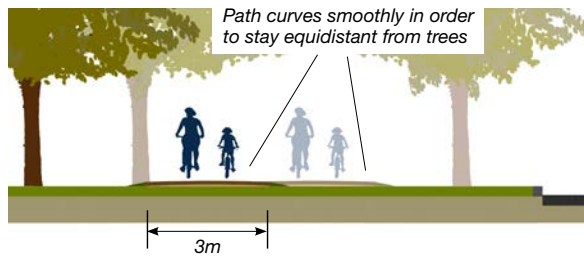


- 2 This section is particularly noticeable for the extremely thin soil covering over the limestone below and the way tree roots have to crawl along the surface of the ground to find sustenance. Here a no-dig path construction elevated above the ground level will provide these exposed tree roots with protection and respite from existing running and jogging traffic. See "no dig" construction detail on page 9.



## Stoke Road to Downleaze, Rockleaze, Sea Walls and Circular Road

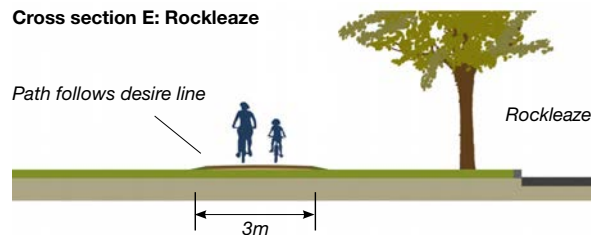
**Cross section D: Downleaze**



- 4 Make a careful junction with existing cross paths, with pedestrian priority signage.



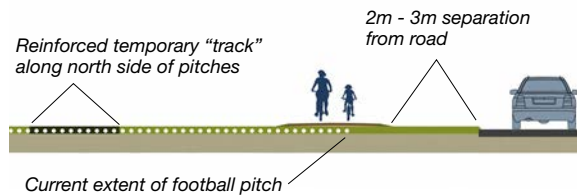
**Cross section E: Rockleaze**



- 5 Once past the path junction, the Leisure Loop can move closer to the road keeping as wide a grass verge as possible but generally not less than 2 or 3 metres in order to maintain its attractive feel, separate from traffic.



**Cross section F: Path to north of football pitches**



- 6 Two 6 metre sections of the path in this zone will be constructed with reinforced base to act as crossing points for heavy vehicles for the Downs Festival. The path surface will not look different.

- 7 Along the way 3 football pitches will need to be marked out 2 or 3 metres to the south. At this point the corner of the furthest pitch comes within 3 metres of the roadside, so careful thought is needed as to how best to fit pitch and path in together.



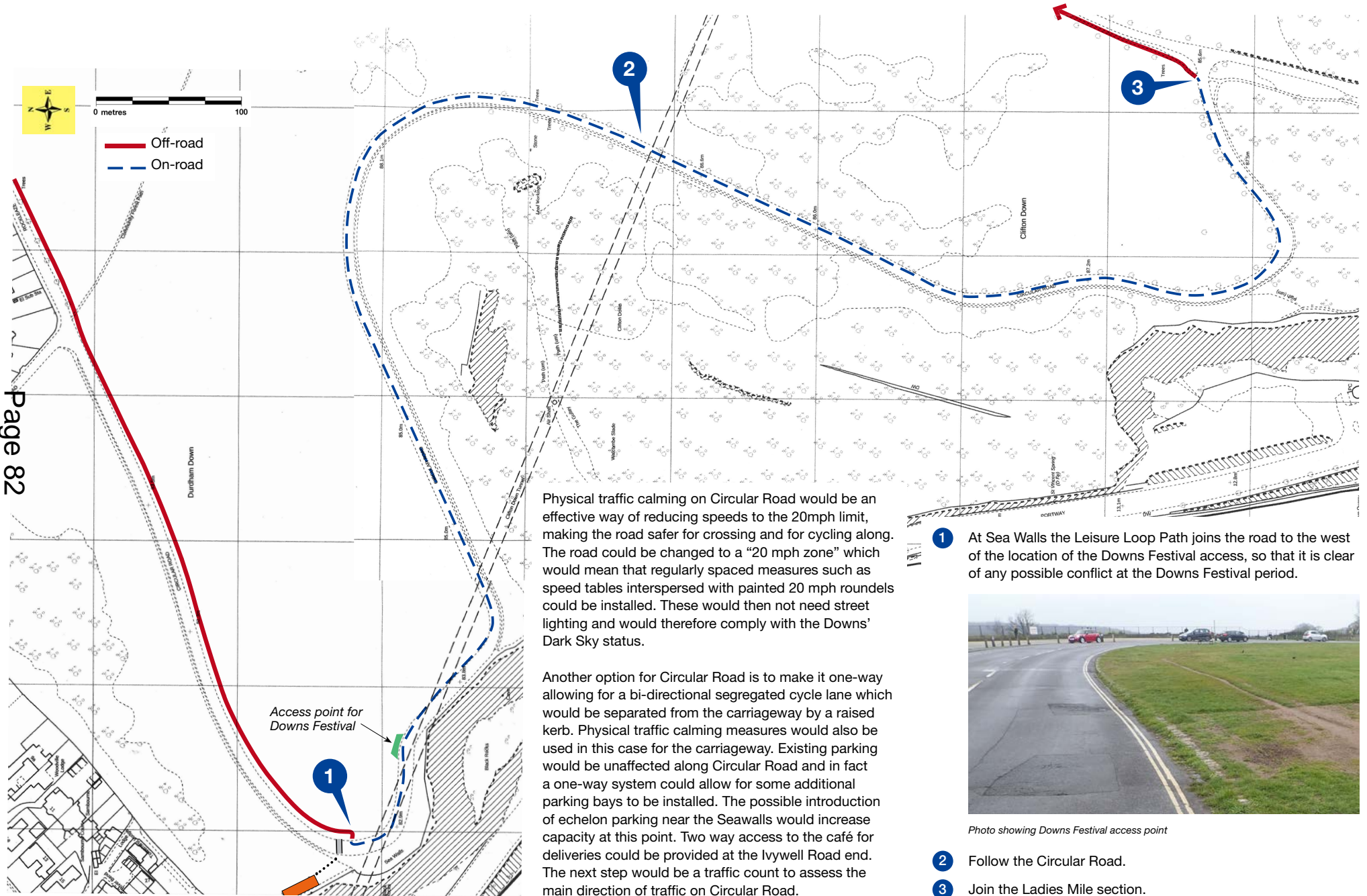
- 8 The planned new café will be popular. The Leisure Loop should have a clear connection to fit with a carefully marked out crossing of the Circular Road, possibly a zebra crossing.



*Proposed café design (Chris Goodsall Architects)*

- 9 The Leisure Loop should join the Circular Road at Sea Walls. Once the Leisure Loop is in place, the line of the Festival boundary fence would need to be slightly adjusted.
- 10 Cyclists continue on the Circular Road, whilst pedestrians can cross to the footpath on the other side.

The Circular Road Section



Physical traffic calming on Circular Road would be an effective way of reducing speeds to the 20mph limit, making the road safer for crossing and for cycling along. The road could be changed to a “20 mph zone” which would mean that regularly spaced measures such as speed tables interspersed with painted 20 mph roundels could be installed. These would then not need street lighting and would therefore comply with the Downs’ Dark Sky status.

Another option for Circular Road is to make it one-way allowing for a bi-directional segregated cycle lane which would be separated from the carriageway by a raised kerb. Physical traffic calming measures would also be used in this case for the carriageway. Existing parking would be unaffected along Circular Road and in fact a one-way system could allow for some additional parking bays to be installed. The possible introduction of echelon parking near the Seawalls would increase capacity at this point. Two way access to the café for deliveries could be provided at the Ivywell Road end. The next step would be a traffic count to assess the main direction of traffic on Circular Road.

1 At Sea Walls the Leisure Loop Path joins the road to the west of the location of the Downs Festival access, so that it is clear of any possible conflict at the Downs Festival period.



Photo showing Downs Festival access point

- 2 Follow the Circular Road.
- 3 Join the Ladies Mile section.

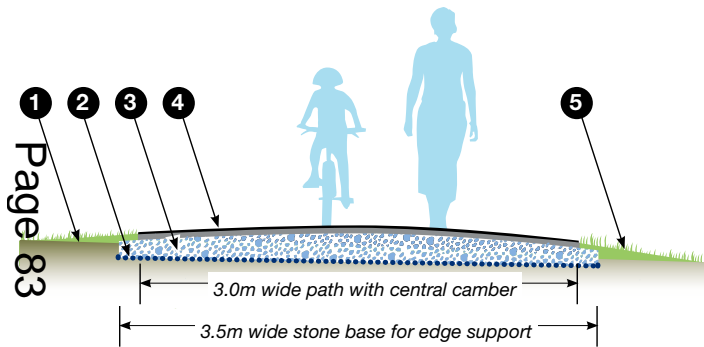
Page 82

- Binding Margin -

## Typical construction details proposed for paths on the Downs

Any paths need to be sympathetic and appropriate for the Downs. Paths need to have a durable surface as they will take heavy levels of public use, and they need to be well constructed so that they last for many years with only modest amounts of maintenance. Paths should not feel urban, so no kerbs will be used and the grass verges will be allowed to grow in slightly to give a soft edge. The exact line of the paths, to be agreed on site, will avoid straight sections but will move around a little in response to the presence of trees or other natural details. There will be no street lighting. The overall ambience should be one of having enjoyed walking or cycling along the paths.

### Standard path arrangement on open ground



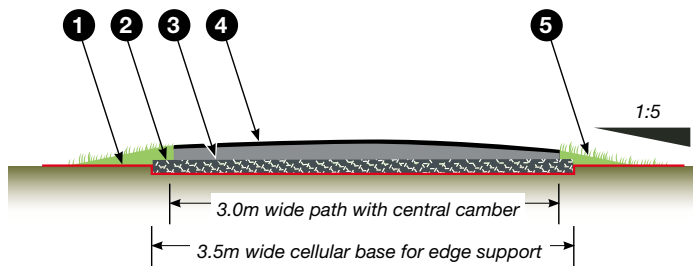
The width will be generally 3.0 metres so as to be suitable for shared use although a slight narrowing at pinch points is acceptable provided visibility is good.

There will be two basic types of construction, depending upon whether or not the path is running past trees. In the first case the layer of base stone can be placed direct on the ground, whilst in the second case a cellular 'mattress' minimises compaction and root damage whilst at the same time providing voids for the root system to flourish.

- 1 Excavate a thin layer of soil, or down to the rocky base, and set this to one side to be used to build up the shoulders at the end of the work.
- 2 If there are any sections of poor soils then lay a layer of polypropylene filter fabric to secure the base.
- 3 Construct a sound stone base 150mm thick and 3.5 metres wide. This extra width is needed to secure the sides of the finished path instead of using kerbs.
- 4 Lay the finished surface layer 3.0 metres wide. This typically will be a machine laid tarmac surface 60mm thick arranged with a central camber. This can then be finished with limestone dust brushed in to give the most natural look possible.
- 5 Build up soil verges either side to reach the edge of the tarmac. These should slope away from the path at 1:5 so as to allow for easy mowing. At the end of all this work the path will run on a slight 'causeway' some 150mm above the general ground level.



### Standard path arrangement near trees



- 1 Remove the barest minimum of soil, just sufficient to level the ground. This is known as 'no dig'.
- 2 Lay a layer of Geoweb Tree Root Protection mattress, or similar. This will have cells between 75mm and 100mm deep as shown in the photograph. These are filled with a single size stone so as to ensure that there are numerous voids above the tree root zone.
- 3 Lay a thin layer of base stone of up to 100mm thick.
- 4 Finish with the tarmac wearing surface and dust.
- 5 Build up the verges and shoulders with a 1:5 slope.

Note that where the path coincides with an existing path, then that path will be dug up, and its excavated materials used as part of the new work, unless agreed otherwise. Any sections of path to be abandoned will be carefully dug up and then the ground soiled and either seeded or turfed to restore the area to grassland.

### Crossing for heavy plant

These will generally consist of a pad of fibre reinforced concrete across the path on the line of any maintenance or event construction traffic.



Construction and finished path through Wormside Wood (Grade II Listed), part of the Waddesdon Greenway Project 2018

### The Ladies Mile Section

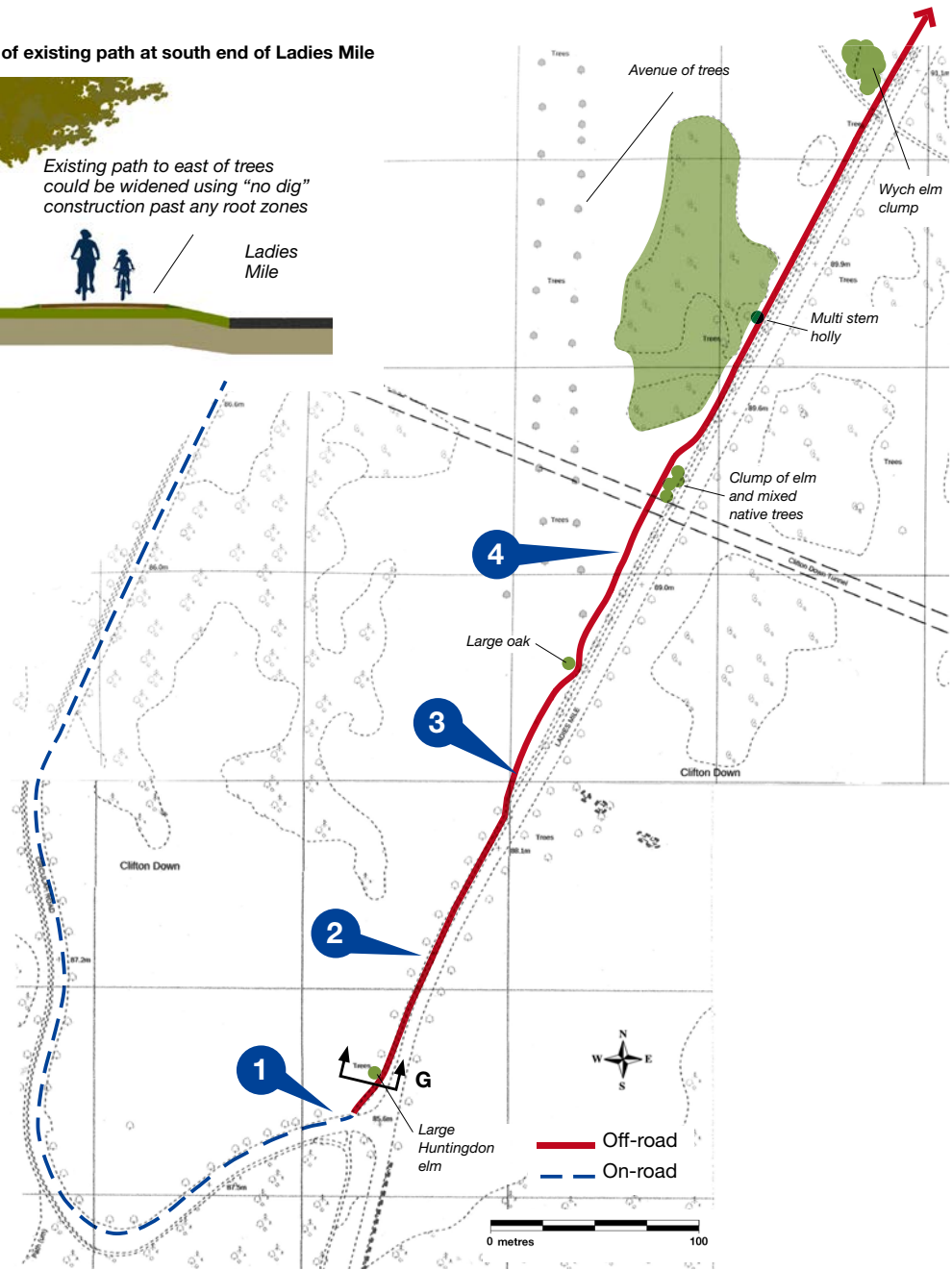
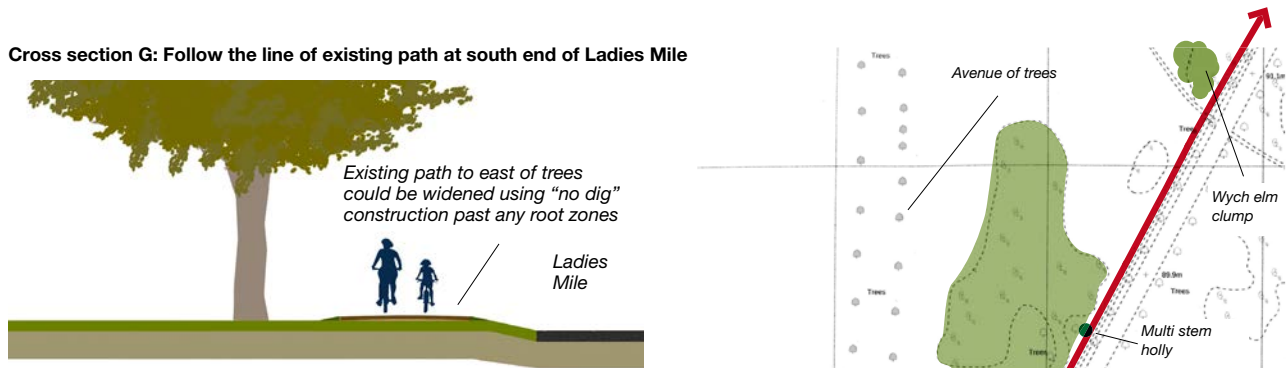
An existing tarmac footpath runs along the whole length of Ladies Mile. The path is narrow, only 1.5m wide on average, and is badly broken up in places, especially past trees. Our general proposal is to construct a new path. In some parts this would follow the line of the existing path, taking this up and replacing it with a newly constructed wider path. For much of its length, the new path could be set a little further back from the roadside trees. Careful removal of the existing path and re-soiling and re-turfing would provide better conditions for existing trees.

See the typical cross section sketch on page 11.

- 1 The Leisure Loop path should leave the Circular Road on the line of the existing footpath, the exact line of the path carefully avoiding disturbance to grassland here.



Cross section G: Follow the line of existing path at south end of Ladies Mile

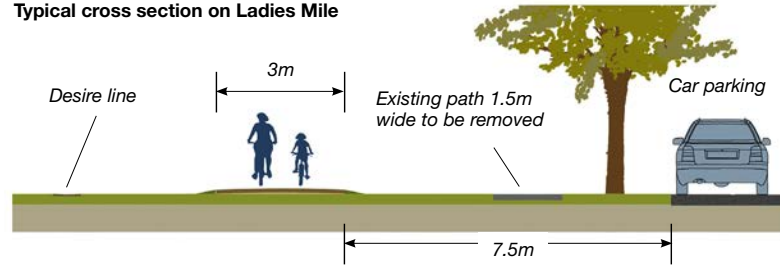


### The Ladies Mile Section

- 2 This first section runs along the line of the existing footpath, between the line of trees and the roadway.



Typical cross section on Ladies Mile



Over the section adjacent to parked cars, the proposed path will generally be new built beside the existing, which will then be carefully removed and turfed over. The exact position of the path to be decided on site depending on whether it would be better to be beyond the root zone or not.

- 3 For the next section, alongside the parked cars, the Leisure Loop should be generally set to the west of the existing path. On occasion it will need to veer towards the road and pick up the existing path to take account of standing trees.



- 4 An open section where the Leisure Loop can move away from the existing path. It would be interesting to mark the line of Clifton Down Tunnel below in some way.



### The Ladies Mile Section

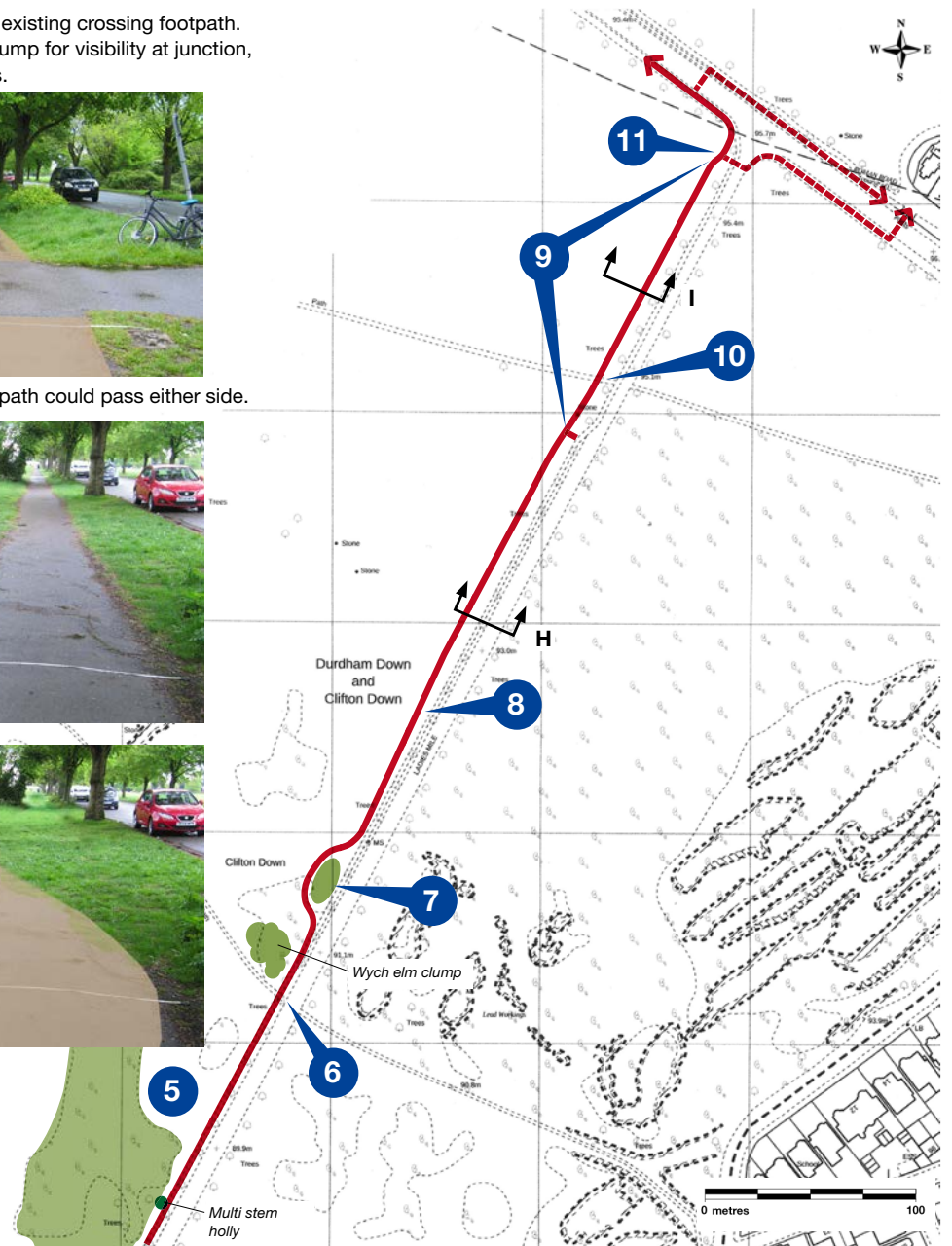
- 5 Here the path passes between the road and this large wooded copse: one multistemmed holly is to be cleared to allow good space.



- 6 Make a careful junction with this existing crossing footpath. Trim undergrowth of wych elm clump for visibility at junction, and add pedestrian priority signs.



- 7 Elm/sycamore/hawthorn clump; path could pass either side.

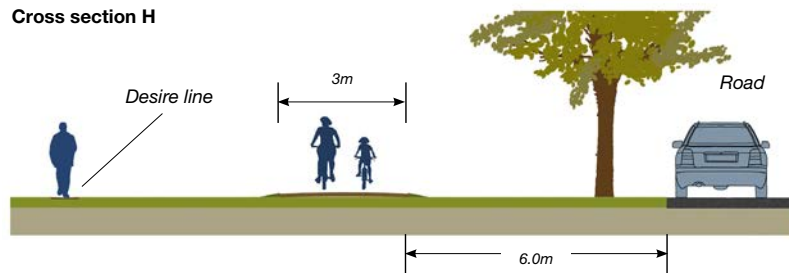


### The Ladies Mile Section

- 8 Again move the path away from the tree roots and restore the ground occupied by the present path.



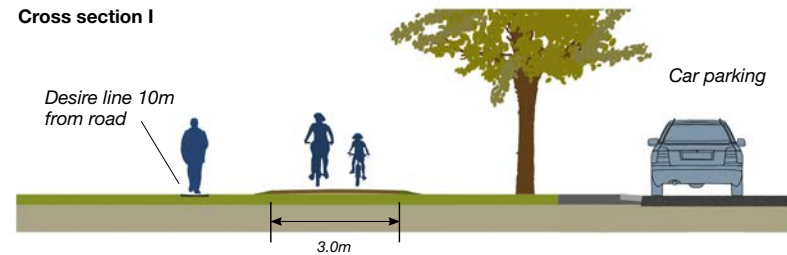
Cross section H



- 9 Over this last section the parking stops and the existing narrow footway returns right beside the road. We propose to retain this section of footway, making a short link from its southern end to connect with a new Leisure Loop path running just beyond the tree canopy, inside the general desire line.



Cross section I



- 10 Make a careful junction with the existing crossing footpath, and add pedestrian priority signs.
- 11 Join to the Stoke Road path and to a crossing of Ladies Mile towards the Café.





## Possible amend to route of Downs Leisure Loop

January 2020

Following discussions with members of the Place and Movement sub-group, we have considered an amend to the route as follows: Crossing just after Ivywell and following the line of the narrow tarmac path that currently leads to the toilet block. This has the benefit of keeping the path route away from the pinch point on the corner with football pitches and the perimeter of the Downs Festival site.

A crossing point (with pedestrian and cycle priority) would be needed just past Ivywell Road. A further crossing point would also be required at the Sea Walls to bring those on bikes over to join Circular Road heading towards the junction with Ladies Mile.

