

Cribbs Patchway MetroBus Extension FAQs

Q) What is the Cribbs Patchway MetroBus Extension and what are the benefits?

A) The Cribbs Patchway MetroBus Extension will improve connectivity between key destinations in the North Fringe by providing a fast and direct MetroBus route between Parkway Station and The Mall, via the New Neighbourhood and existing communities. The MetroBus Extension is one of the measures needed to address the transport needs of residents living in, and workers travelling to, the North Fringe. This includes the Cribbs Patchway New Neighbourhood (CPNN) that will be developed on the former Filton Airfield site. It is one of a package of measures to tackle congestion by providing high quality public transport options, especially focused on the needs of those travelling to and from work. The benefits of the scheme are to provide a quick, reliable, high quality public transport system that gives a comfortable and realistic alternative to single occupancy car use and will help reduce congestion and improve the quality of life of those who use it.

Q) Why is the Cribbs Patchway MetroBus Extension called an extension?

A) This stretch is called an extension as it will allow the MetroBus routes already underway, to extend to benefit more communities. The Cribbs Patchway MetroBus Extension is an extension of the North Fringe to Hengrove MetroBus scheme, which will provide a shorter, quicker route to Cribbs Causeway through the Cribbs Patchway New Neighbourhood (the major mixed use development allocated on the former Filton Airfield).

Plans for three MetroBus routes in the West of England area have been progressed over a number of years. They include:

- Ashton Vale to Temple Meads
- North Fringe to Hengrove (NFH)
- South Bristol Link

Construction on these schemes has now started. The NFH route runs between Hengrove (in South Bristol), the city centre, UWE, Harry Stoke, Bradley Stoke and The Mall with a spur to Parkway Station.

Q) Why was the Cribbs Patchway MetroBus Extension not included in the original North Fringe to Hengrove MetroBus plans?

A) When the NFH MetroBus scheme was prepared and the bid submitted to the Government to request money to build it, Filton Airfield was still in operation. Then the airfield's closure was announced by its owners and it was allocated for re-development by South Gloucestershire Council (known as the Cribbs Patchway New Neighbourhood). This is why we are planning for the MetroBus Extension now – to ensure that residents in the Cribbs Patchway New Neighbourhood and the local area have a choice of travel options and avoid contributing to congestion in the local area. This is also why the CPME route is not currently shown on some diagrams of the wider MetroBus network.

Q) Why is the council consulting on the proposed designs?

A) We have been developing the scheme and we are now at the stage where we would like to get feedback on the proposed designs from the public to help us refine the final design of the project. We will respond to each issue raised in a consultation report available to the public in 2016.

Q) Where can I see the design proposals?

A) The proposals are available to view at www.southglos.gov.uk/CPMEconsult

Q) Is the proposed new railway bridge on Gipsy Patch Lane included in the consultation?

A) No. At the meeting of the Planning, Transport and Strategic Environment Major Schemes Sub-committee on 7 October 2015, councillors approved a bridge replacement that would provide space for a general traffic lane and a bus lane in both directions and two pedestrian/cycle paths. Details of the meeting can be found at <http://council.southglos.gov.uk/ieListDocuments.aspx?CId=427&MId=7627>

Q) Why aren't you providing bus lanes in both directions along the whole of the route?

A) A number of works are proposed along the whole route. Bus lanes will be included where they are needed most. The scheme is designed to encourage people to use sustainable forms of travel and for buses to travel as efficiently as possible along the route.

Q) Why is the extension proposed along Hatchet Road, and not Great Stoke Way and Winterbourne Road instead?

A) One of the key aims of the Cribbs Patchway MetroBus Extension is to provide a direct link between The Mall, the Filton Airfield re-development (including the Filton Enterprise Area), Rolls Royce and Bristol Parkway Station, which offers access to inter-city services as well as local services. Hatchet Road offers the shortest, quickest route for MetroBus to get to/from Parkway Station (and would allow residents adjacent to Hatchet Road to use services).

Q) Why would trees and hedges have to be removed to make way for the scheme?

A) To provide the proposed bus lanes and improved paths, we would need to widen the highway and we could not do this without removing some trees and hedges. However, wherever possible, we would seek to plant new trees and shrubs to mitigate for any losses. For more information visit www.southglos.gov.uk/cpmeconsult

Q) Would wildlife be affected?

A) A series of habitat and species surveys have been undertaken and we will continue to conduct surveys along and near to the proposed route. This will help us understand the potential impacts of the scheme on the wildlife.

Q) What vehicles can use the bus lanes?

A) Like other bus lanes in South Gloucestershire, they will be used by MetroBus services, buses, taxis, cyclists and emergency vehicles. This will be subject to future consultation.

Q) Won't building new bus lanes create more congestion?

A) No, new bus lanes would be in addition to the existing roads and would not reduce capacity for general traffic.

Q) Will widening roads to build new bus lanes make it harder for pedestrians to cross the road? Will it isolate local communities?

A) The scheme designs aim to improve the environment for all users - pedestrians, cyclists and vehicle traffic and to provide safe routes to join communities together. The potential widening of existing roads would be for the purpose of creating bus lanes and cycle/pedestrian paths to encourage sustainable transport to decrease congestion. New bus lanes would not be used by general traffic and existing crossing facilities will be maintained or improved.

Q) Why are new/wider paths for pedestrians and cyclists being proposed when there are already shared use paths in the area?

A) Any successful and well planned pedestrian and cycling network should maximise route choice. We are working to provide a mix of route types and choices for cyclists/pedestrians so that convenience, legibility and safety are maximised.

Q) What about air quality along the route?

A) MetroBus vehicles will be modern, low emission and expected to reduce carbon emissions and fuel consumption by 25 per cent compared to a standard bus.

We anticipate that the scheme would provide an overall improvement to air quality by reducing traffic congestion by encouraging mode-shift from car to public transport.

Q) How much disruption will there be in the area during construction?

A) We do acknowledge that there will be some temporary disruption during construction. Work would not start until after the Stoke Gifford Transport Link opens in spring 2017. Everything possible will be done to minimise disruption caused during construction.