

Cribbs Patchway MetroBus Extension Consultation issues report

Background

South Gloucestershire Council, together with Bath & North East Somerset Council, Bristol City Council, North Somerset Council and the West of England Local Enterprise Partnership, are working to reduce congestion and improve accessibility for existing and future generations in the West of England. We are delivering a number of large transport projects across the area, including a network of MetroBus routes, enhanced rail services and additional stations through the MetroWest programme. For further information on transport projects in the West of England visit www.travelwest.info/projects

In addition, a package of transport improvements has been identified to support development in the north fringe and in particular the Cribbs Patchway New Neighbourhood and the Filton Enterprise Area. This package will include new and improved walking and cycling infrastructure, enhanced bus services, improvements at key traffic pinchpoints to the benefit of all road users, and the Cribbs Patchway MetroBus Extension.

MetroBus will be a high quality travel experience that is reliable, fast and easy to use. MetroBus will use comfortable modern vehicles that will help to improve local air quality on routes that integrate with local bus and rail services. It will be a different kind of bus service, with fewer stops, faster boarding and more frequent services providing direct and reliable connections between the West of England's main employment and residential areas.

We consulted on design proposals for the Cribbs Patchway MetroBus Extension from 27 November 2015 until 15 January 2016. The consultation material, including the design proposals and background documents, is available for reference at www.southglos.gov.uk/CPMEconsult

This report provides the following:

- A summary of how we undertook consultation on the proposals.
- A summary of the responses we received to the consultation.

At the time of writing we are working on responses to the main issues raised in the consultation. The Planning, Transport & Strategic Environment Committee will be considering the outcomes of the consultation and the next steps at its meeting on Wednesday 4 May 2016. Information about committee meetings is available at <https://council.southglos.gov.uk/mgCalendarMonthView.aspx>

Our responses will be made available in the committee report that will be considered by councillors at that meeting. The report will be published in April 2016 and will be made available www.travelwest.info/metrobus/extension and www.southglos.gov.uk/CPMEconsult.

How we have engaged & consulted so far

Soft launch

From November 2014 to February 2015 a 'soft launch' of the CPME was undertaken to inform local communities and stakeholders about the emerging CPME proposals. The soft launch included the following:

- Information webpage published at www.travelwest.info/metrobus/extension.
- All residential and business properties fronting or backing onto the proposed route, relevant Town and Parish Councils and interested stakeholders were written to/emailed with information about the emerging proposals.
- Summary presentations about the emerging proposals were given at the Southern Brooks Area Forum, the Public Transport Forum and local Safer Stronger Community Group meetings.

Public consultation

Full public consultation on the preliminary design proposals was undertaken for seven weeks from 27 November 2015 until 15 January 2016.

A consultation homepage was made available at www.southglos.gov.uk/CPMEconsult which contained all of the consultation material. The material was also available to view in hard copy at the Bradley Stoke, Filton and Patchway libraries and the Patchway one stop shop.

The consultation was widely publicised in the following ways:

- Relevant Town/Parish Councils and interested stakeholders were emailed/written to.
- All residential and business addresses fronting/backing onto the proposed CPME route were written to.
- A press release was issued.
- Advertisement on social media (Facebook and Twitter).
- Yellow traffic signs were placed along the proposed CPME route.

Three staffed public exhibitions were held and a surgery for Town and Parish Councillors was also held. These exhibitions were an opportunity for local residents or any other interested parties to view the consultation material and to ask the project team questions.

Responses to the consultation were invited by email or postal letter. Response forms were available but use of these was not compulsory.

Levels of engagement during the consultation period

The three public exhibitions were attended by a total of approximately 180 individuals.

Consultation documents were available to view at www.southglos.gov.uk/CPMEconsult. The following list shows how many times each of the documents were downloaded during the consultation period:

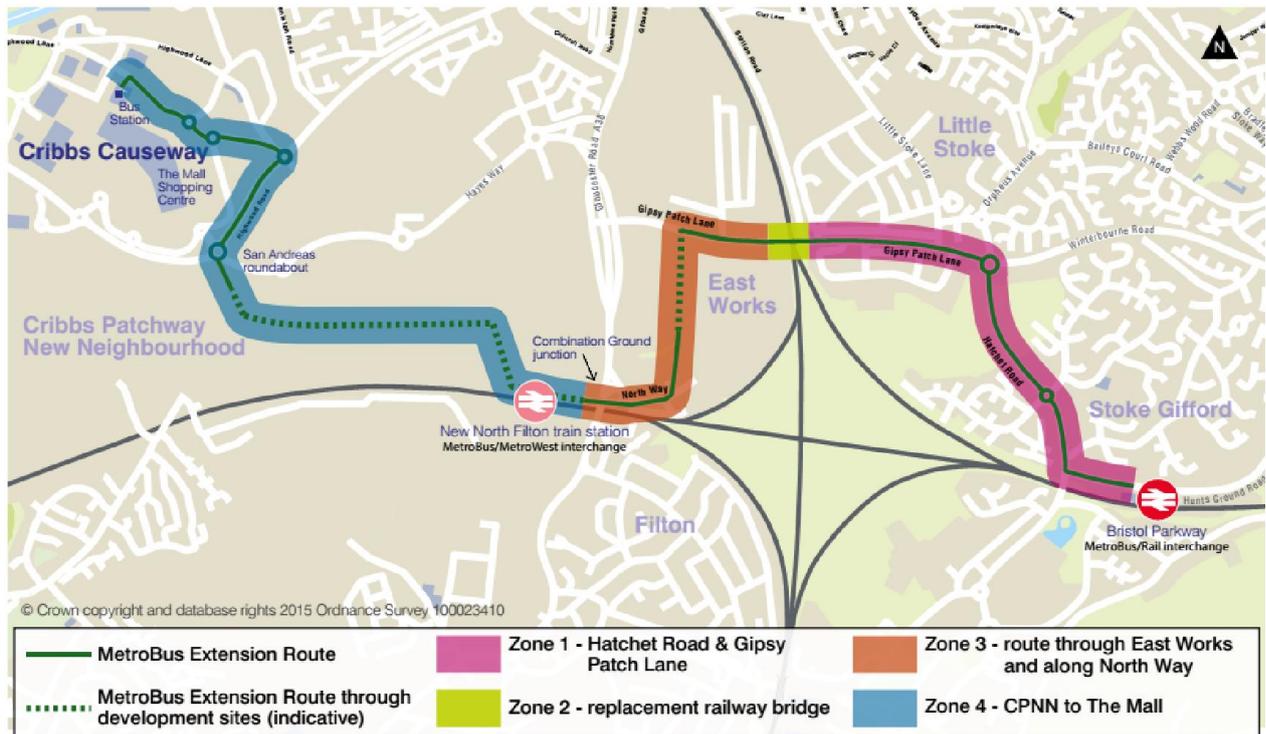
- Consultation document - 1052
- Highway design proposals - 1086
- Landscape proposals - 451
- FAQs - 341
- Exhibition banners – 336

N.B. the download numbers indicate the total number of downloads. This may include multiple downloads by single individuals.

Consultation comments - headline results and issues raised

A total of **140 responses** to the consultation were received by the council.

This map was included in the CPME consultation document and divides the proposed CPME route into 4 'zones':



The information below sets out how many comments were received and what the main issues raised were for each of the four zones.

Please note that in some comments it was not clear if the respondent was objecting or supporting, and some comments related to more than one zone or issue.

Zone 1: Hatchet Road

95 responses related to Hatchet Road.

Object = 75

Support = 2

Of the 95 submissions that related to Hatchet Road, two were petitions which objected. One petition was in paper form and contained 41 signatures. The other petition was undertaken through the www.change.org website and at the time of submission to the council contained 471 names. At the time of finalising this consultation issues report (29 March 2016) that petition was still live and the number of names had increased to 534.

The main issues raised in the comments and petitions were as follows:

Objections to Hatchet Road as the route for CPME and suggestion for Great Stoke Way/Winterbourne Road to form the route instead.

Hatchet Road is already well served by buses and by rail at Parkway, so MetroBus will bring no benefit to local residents.

The original MetroBus route should be followed, i.e. between the ring road, the Stoke Gifford Transport Link and Bradley Stoke Way, not along Hatchet Road. Hatchet Road is being widened because the Stoke Gifford Transport Link will not cope with the traffic, so the SGTL should be made wider.

Once the SGTL is built, the north end of Hatchet Road should be restricted access to buses only, with access for general traffic only from the south. Then the Ratcliffe Drive roundabout could be removed and more shops built.

If Hatchet Road is widened for the bus lane, it must never be widened any further.

The damage to and removal of parkland, hedgerows, trees, wildlife, habitat, etc is unacceptable and will harm local character. Removal of vegetation will lead to decreased privacy for residents, increased noise and air pollution, and loss of habitat. Replanted vegetation will take many years to mature so will not replace what has been lost. The hedgerows along Hatchet Road are protected so cannot be removed.

There are already flooding and drainage issues at Hatchet Road, so land take from Meade Park and other green spaces along Hatchet Road will increase flood risk. Flood risk will increase in the future. Is there a contingency plan to be followed if flooding does occur?

Any removed vegetation must be replaced so that there is no net loss, or preferably an overall increase. Replacement vegetation should be planted as close as possible to that removed, or if it can't be then the adjacent parks should be improved.

Many of the existing boundary fences on Hatchet Road are in a state of disrepair. Will they be replaced as part of the proposals?

Clarification required regarding the artist's impression and the proposed location of new boundaries. It appears that a new 3m boundary is only proposed on one side of the road.

Objection to proposed fence and wall on Hatchet Road. They are an eyesore and overbearing. Suggestions that removed hedgerows should be replanted to avoid the need for the fence. Proposed fence could attract graffiti.

Proposed fence and wall are not tall enough to stop passengers on double decker buses from looking into houses and gardens, or to give adequate security. The existing hedge gives privacy, therefore its removal would be of detriment to quality of life. Where replacement hedges are proposed, could trees be planted instead to give better privacy?

Objection to tall fences being erected along the Meade Park boundary. However a solid barrier would be required to contain children and dogs while new planting is maturing.

At least one dwelling on Britannia Crescent currently has rear access and this does not appear to have been taken into account in the proposals.

The village character of Hatchet Road will be negatively impacted upon by the proposals and Stoke Gifford would become segregated by the widened road and tall fence and wall.

Clarification required regarding extent and location of path widening on Hatchet Road.

Widening the road will encourage more speeding.

MetroBus stops may encourage more people to cross Hatchet Road near to them so crossing facilities need to be improved. The existing pedestrian crossing point on Hatchet Road near the Sandringham Road roundabout has a pedestrian haven in the middle of the road. However it is on a bend and visibility back down Hatchet Road is therefore restricted. This crossing point should be reviewed as adding an additional lane will make it even more difficult to cross.

The proposed bus lane on Hatchet Road will make it more dangerous to cross for pedestrians. Hatchet Road is used by many pedestrians, including school children and dog walkers using the two parks. Abbey Wood school, St Michael's primary School and St Michael's pre-school are all on or close to the CPME route along Hatchet Road. The proposed route is therefore too near to a large number of children and poses a safety issue.

The proposals should include improvements for cyclists between the Sandringham Road roundabout and the access to Parkway station. It is hard for cyclists to cross to use the shared use path parallel to Brierly Furlong, and there is a large volume of pedestrians on the Hatchet Road shared use path making it hard to use for cyclists.

If cycling infrastructure on Hatchet Road is improved then the cycle route along Gatcombe Drive, Sandringham Road, Buckingham Road and Britannia Crescent should be removed as cyclists cause problems here by travelling too fast.

The lack of bus priority between the Sandringham Road roundabout and Parkway station will result in MetroBuses getting caught in general traffic, as the area near to the Parkway station entrance is congested.

The presumption that the Stoke Gifford Transport Link (SGTL) will relieve traffic on Hatchet Road may be, or is, incorrect, making Hatchet Road unsuitable for MetroBus. Some suggest that assessments should be undertaken to ensure that the SGTL will relieve traffic on Hatchet Road to the extent necessary to make it worthwhile to route MetroBuses along it, while others suggest that the decision to route MetroBus on Hatchet Road should not be made until after the Stoke Gifford Transport Link is in operation so any traffic relief on Hatchet Road can be assessed.

The Stoke Gifford Transport Link will ease congestion on Hatchet Road, so there is no need for a bus lane to be installed.

The introduction of a bus lane would complicate traffic flow as it approaches the Sandringham Road roundabout, which would exacerbate congestion. In addition, buses would have to yield to cars when attempting to exit the bus lane thus negating any time savings.

The Sandringham Road roundabout is congested (especially at school run time) as it gives access to shops, the local GP and schools. The proposal to route MetroBus along Hatchet Road will exacerbate this and will make it even more difficult to exit Sandringham Road and Ratcliffe Drive.

Existing congestion is in part caused by the road layout, including the multiple roundabouts and pedestrian crossings on Hatchet Road. The CPME proposals do nothing to change this so congestion will not be improved. Suggestion for the mini-roundabouts to be removed and crossings to be converted to zebra.

Bus stops also cause congestion. There does not need to be as many; they should be repositioned and reduced in number, and/or they should be set back to help improve traffic flow.

The lack of a northbound bus lane will mean that MetroBuses are caught in congestion.

CPME will bring more traffic to Hatchet Road, and with it more congestion, noise and air pollution, from general traffic and the MetroBuses themselves.

MetroBus will exacerbate the existing problem of commuters parking in residential areas near to Parkway station, making it hard for residents to park near their homes.

Can the bus stop by the Co-Op be improved without impacting on the Co-Op car park? Would it be possible to negotiate with co-op and arrange for a few parking spaces be reserved for metro users?

Would the land take from Meade Park affect the path that runs around the inside edge of the park? The path is very well used and so must not be negatively impacted upon.

Clarification required regarding why the proposal has changed from widening into 40 Acres Park to widening into Meade Park.

Concern that Meade Park and/or 40 Acres Park would be used for a construction compound, causing damage to them. Construction compound in the 40 Acres park previously used for the installation of the shared use path caused a lot of damage.

A number of issues were raised concerning Bristol Parkway Station which have been counted under the Hatchet Road heading:

The new multi-storey car park at Parkway would appear to pose a problem for MetroBuses to be able to get around it.
No plans for MetroBus works at Parkway are available to view.
The Parkway north car park should be used as an interchange for NFH and CPME, in which case the CPME route should be directed along Winterbourne Road.
The proposals do not address the bottleneck and safety issues at the bridge at the entrance to Parkway. Until this is addressed congestion on Hatchet Road will not improve.
Bus stops in Parkway are already congested and difficult to use, with confusion regarding which stops buses stop at. MetroBus will make this worse.

A number of comments relating to Hatchet Road concerned alternative routes for the CPME:

CPME should be routed along Great Stoke Way and Winterbourne Road, at least until the impact of the SGTL can be evaluated, because it will get caught in general traffic if routed along Hatchet Road (especially between Sandringham Road roundabout and Parkway).
CPME should be routed along Great Stoke Way and Winterbourne Road and not Hatchet Road, due to the multiple objection reasons relating to Hatchet Road, plus the following reasons for Winterbourne Road being more suitable: <ul style="list-style-type: none"> - no new boundary walls or fences would be required on Great Stoke Way, saving money. - there would be room to install bus lanes in both directions without impacting on habitat, parks or gardens because of the existing wide verges. - most of Winterbourne Road is already dual carriageway. - Hatchet Road would not be a quicker route due to the congestion it experiences which is far higher than that on Winterbourne Road. The difference in length is also minimal.
Routing the MetroBus down Winterbourne Road instead of Hatchet Road as proposed by the opponents will not benefit most of the Stoke Gifford residents living in the Ratcliffe Drive/Sandringham Road areas.
Suggestion for alternative one-way route for CPME along Church Road, Westfield Lane, Great Stoke Way, Fox Den Road and Brierly Furlong.

The following issues were raised in relation to the Gipsy Patch Lane/Hatchet Road roundabout proposals:

The design shows two car lanes merging into one. During peak hours congestion the traffic will be stood still there, and cars going around the roundabout heading into Hatchet Road will be blocking up the lane away from the pavement. Cars travelling from Winterbourne Road will pull across into the lane nearest the pavement and will then be stuck there trying to merge. While this is happening, any bus going around the roundabout heading into Hatchet Road will get stuck on the roundabout and will not be able to proceed due to the cars still trying to merge. A solution for this is to have only one lane for cars entering hatchet road and to extend the bus lane all the way to the roundabout. Cars travelling from Winterbourne Road would still have as much chance of pulling across as they currently do, and in any case cars should be discouraged from travelling through Little Stoke.
There is no value in such short bus lanes.
Is the proposal to convert lanes on the roundabout to bus lanes, or to add additional lanes for bus lanes? Existing lanes should not be converted as the roundabout is heavily congested.

Road rage is an existing problem and putting in bus lanes is likely to cause greater frustration among drivers, causing more road rage and decreasing safety. Similar problems occur at the bus lane that is in the middle of Lysander Road.

There is an unending stream of traffic joining from the west turning right in the mornings which means it can take a very long time to get through the roundabout as it requires other drivers to leave a gap. The effective widening of the road here is going to compound the problem.

A possible solution might be to open the new lane on the east side of the roundabout to all users. This would allow people joining from the north and travelling south to pass through without impedence from traffic joining from the west. The likely alternative is that people will enter the roundabout and block the area between the bus lanes on the northeast side while trying to join the lane going south.

There is a safety issue for motorists wishing to turn left at the roundabout having to cross the bus lane.

Zone 1: Gypsy Patch Lane

24 responses related to Gypsy Patch Lane.

Object = 9

Main issues raised:

Concern that vehicle drivers travelling east and turning left into Station Road may not see cyclists also travelling east but in the bus lane, causing a collision. This should be re-designed.

Concern that vehicles exiting side roads onto Gypsy Patch Lane (e.g. from Station Road and Gifford Crescent) will have even greater difficulty than at present because of the new bus lanes and the wider bridge. At present opportunity to exit is given by the pedestrians crossing and congestion caused by the narrow bridge creating gaps in the traffic. A roundabout or signal controls should be considered at the Gifford Crescent junction.

Access onto Gypsy Patch Lane from Smithcourt Drive and Bush Avenue is already very difficult and the proposals will make this worse. Can these accesses be made safer by widening them?

The bridge isn't the only cause of congestion on Gypsy Patch Lane - the multiple junctions also cause congestion, so what is going to be done about them?

Gypsy Patch Lane was originally intended to be made into a dual carriageway so it should be now.

From Gypsy Patch bridge heading towards the A38 the plans seem to indicate a single lane for traffic other than buses, if this is correct it will cause delays for traffic wishing to turn left heading toward Filton. It's bad enough now when Filton bound traffic is forced to queue with a majority of traffic wishing to turn right for Cribbs and Patchway, until the road widening/left lane allows this traffic to bypass a tailback of right turning traffic.

There are not enough stops on Gypsy Patch Lane to serve Little Stoke residents. There needs to be an additional stop east of the rail bridge opposite the westbound stop.

The damage to and removal of hedgerows, trees, wildlife, habitat is unacceptable. Removal will lead to decreased privacy for residents, increased noise and air pollution, loss of habitat and increased flood risk. Replanted vegetation will take many years to mature.

Bush Avenue and Smithcourt Drive sit lower than Gypsy Patch Lane, so if the grass verge is reduced and roadspace increased this will lead to increased flood risk for residents.

The existing bus stop for Gipsy Patch Lane westbound is located down the side of 41 Smithcourt Drive. The proposals show that the plan is to move the bus stop so that it is directly opposite number 48. This means that the houses surrounding this new bus stop will have much less privacy than before. The buses running every 10 minutes means that there is likely always going to be people waiting at the bus stop, able to see into the downstairs windows of the houses and if double decker buses are introduced, the people sitting on the top while waiting for the bus to depart will be able to look straight in.

Consideration should be given to providing a fence between the bus stop and Smithcourt Drive, to give the houses opposite privacy.

The houses on Smithcourt Drive do not have the benefit of the hedges further down that stop some of the road noise from Gipsy patch lane. Whenever a bus goes past you can feel it in the house and with the new wider bridge, traffic will move much more quickly, meaning road noise will increase.

Can there be central reservation build-out westbound from the roundabout with Hatchet Road? The current extent of the hatchings mean that some drivers use it as an extra lane to get to the turning to Little Stoke Lane.

Why are no boundary walls or fences proposed for dwellings on Gipsy Patch Lane, Smithcourt Drive and Bush Avenue?

Zone 2: Gipsy Patch Lane railway bridge replacement

27 responses related to the railway bridge on Gipsy Patch Lane

Object = 3

Support = 19

Main issues raised:

The bridge needs to be widened as it is currently dangerous, especially for pedestrians and cyclists, but it should not be widened to the extent proposed.

There does not appear to have been any modelling done to show what demand there will be on Gipsy Patch Lane in the future, as this has an impact on how big the bridge should be.

Widening the bridge will result in the removal of a natural traffic calming feature. A wider bridge will increase average vehicle speeds, so there needs to be new traffic calming to alleviate this.

Bus lanes should not run under the bridge, instead they should end/start before/after the bridge in order to maximise the road capacity under the bridge.

A widened bridge will encourage more traffic to use Gipsy Patch Lane. In addition, lorries would then be able to use Gipsy Patch Lane, compounding congestion on Gipsy Patch Lane and Hatchet Road.

The bridge aesthetics should be improved. Concrete is not attractive and can encourage graffiti. A stone surface/cladding that is in keeping with the existing bridge would be more appropriate.

The bridge should not be replaced as it will result in too much disruption and the necessary diversion routes when Gipsy Patch Lane is closed for its construction will be too long.

The Network Rail Option Selection Report states that there is a standard for full height bridges on the road network and it would seem appropriate to conform with this, however this standard will not be complied with. Therefore the bridge would need to be marked as restricted height to avoid full height vehicles striking it.

Is the road under the bridge being lowered to accommodate double decker buses?

Question whether the Network Rail Option Selection Report is fit for purpose. The scoring of each of the bridge options is not transparent and appears arbitrary.

The level of the water table could be an issue and cause flooding under the bridge and this is highlighted in the Network Rail Option Selection Report and there is an assumption that this will be dealt with by pumps.

1. A power cut could scupper this plan.
2. Has the flooding situation been assessed to know the required size of pumps, and to know what would happen if the pumps fail and it rains heavily?
3. Can this water be dealt with by installing a drain to somewhere locally rather than using a pump?
4. Can vehicles pass through likely depth of flood water ?
5. Should footpaths be raised so pedestrians and cyclists can get through when there is water?

The WW2 pill box adjacent to the bridge is of historical importance, even more so because other wartime heritage in the local area has been lost. Therefore it should not be removed. An application to have it listed has been made to Historic England.

Zone 3: North Way bus link/East Works site/Combination Ground

14 responses related to the North Way bus link, the East Works site and/or the Combination Ground.

Object = 5

Support = 1

Main issues raised:

There should be a route through the East Works from Gipsy Patch Lane to the A38.

The route through the East Works site should be available for all traffic.

No plans are available to view for works at the underpass under the A38 so respondents are not able to comment on that aspect.

Terramond, who own the land that is required to build the link between North Way and East Works upon, would require use of the link to access Gipsy Patch Lane.

It is unclear from the consultation material how the North Way link will tie in with the approved layout of the roads within the East Works site. The consultation material designs appear to conflict with the approved East Works road layout and it also appears that the bus stops on the link road would require land from the East Works site.

The CPME and East Works construction needs to be coordinated so that MetroBus is in place by the time the site is occupied by tenants.

Routing MetroBus through North Way will add to existing congestion at that location. This is especially problematic as the NHS Blood & Transplant Unit and the South Western Ambulance Service NHS Foundation Trust operate emergency response vehicles from premises on North Way which could be interfered with by MetroBus. There will also be conflict between buses/MetroBuses and the already high number of LGV/HGV movements which will be compounded by the Hitachi rail depot.

North Way is too narrow to allow vehicles to safely overtake any parked or broken-down vehicles.

Parking space and Lay-by – There is enough parking along this road to allow 2.5 HGVs to wait. Sometimes this space is filled and HGVs and other construction vehicles continue to park along the road. It is difficult to safely overtake these parked vehicles to enter the park. In an incident at Network Rail last year, these vehicles backed up quickly up to the A38 turn off. Consideration should be given to whether the lay-by can be extended to allow HGVs to park further in, thus taking up less space in the road.

HGVs use Northway to U-turn, blocking the road until their manoeuvre is completed. There have been a number of incidents involving HGVs reversing into lamp posts and fencing. The cul de sac at the end of North Way is often used to perform u-turns. If the bus link is constructed then they could not use this as a space to perform u-turns, so a turning space should be included in the designs.

There is no enforcement of existing traffic restrictions.

The 'butty van' sits in the lay-by and attracts customers that increase the number of vehicles in the area.

There is a traffic direction sign after one enters the business park, however it instructs all traffic to turn left, which is into a cul-de-sac and thus they have to perform a U-turn, blocking the road. It would be useful to have a sign directing traffic to the specific businesses at the first instance.

Routine traffic from the A38 uses the slip road as a short-cut; they perform u-turns to get back on the A38 northbound. This has increased the number of vehicles coming into the area, and vehicles have been seen to make this manoeuvre in a last-minute fashion, increasing the risk of a road traffic accident and possible road blockage. This will be detrimental to the blue light services of both the Blood Service and the Ambulance Service should this single access road be blocked, even for a short period of time.

Vehicles often do not obey the stop line across the entrance to the NHSBT private road, thus increasing the risk of a road traffic accident. A review of the layout / signage of this 90° junction is required.

The flood implications should be considered: if a road is introduced across the playing fields which is a currently the contingency flood attenuation for the area, as the road could act as a barrier to waters. There are also three old bridges under the neighbouring railway lines where, should they collapse, would render the new culvert that Network Rail installed useless in draining the flood plain.

What happens if the A38 has to be used for part of the route, for instance if planning permission is refused for elements of the project?

Zone 4: San Andreas roundabout bus link & the Cribbs Patchway New Neighbourhood

5 responses related to the Cribbs Patchway New Neighbourhood and the San Andreas roundabout bus link and that roundabout's re-design.

Object = 1

Support = 2

Main issues raised:

Installing the proposed traffic signals on the San Andreas roundabout will worsen existing congestion, especially at peak shopping times and days.

The use of yellow hatch boxes on the roundabout will not help congestion. At present drivers often drive into them as the view of them are blocked by the large roundabout itself.

The CPME route through CPNN and onto the San Andreas roundabout should be open to all traffic.

As land and planning permission is required to allow the North Way link to go ahead, alternative options of accessing the Cribbs Patchway New Neighbourhood from the A38 rather than via North Way should be considered.

The CPME route through the new neighbourhood should be segregated, but the segregation should not be at the expense of the delivery of good quality and fully accessible street environments. In any given street section along the MetroBus network the service should operate in an open manner alongside all other street users.

In identifying a MetroBus route across the new neighbourhood, there should be a flexible network of complementary bus routes across the New Neighbourhood whose roles can adapt and change over time to respond in transport terms to the dynamic nature of the site.

There needs to be walking route to allow interchange between the new North Filton train station and MetroBus, and to allow station users to walk to Airbus.

The interchange at the new North Filton station is very important and opportunities to maximise its success should be taken. Therefore the station should be moved approximately 400m to the west so that it is in a more central location within the New Neighbourhood, better serving an increased number of homes and jobs. Although the construction of the station comes under the MetroWest project, moving the station would impact on the CPME route within the New Neighbourhood, the design of the interchange and the distribution of land uses.

General issues

30 responses were received that related to general issues.

Object = 2

Support = 7

Main issues raised:

MetroBus must be fast, frequent, affordable and reliable. Only if these objectives are guaranteed to be met is the scheme worthwhile implementing. If the Council does not operate MetroBus and it is operated by a private operator then how can the required level of service be guaranteed?

No information is available regarding MetroBus vehicle type. It is not clear how MetroBuses can be said to be greener than ordinary buses if the operator and design of the MetroBuses is not yet known.

Clarification required regarding which councils or organisations are promoting MetroBus.

Will ordinary buses also run along the CPME route and will they share bus stops?

What service pattern will MetroBus operate? How often will MetroBuses come and how early/late will they run?

People won't use MetroBus if it doesn't take them direct to where they want to go. Before the scheme is implemented there should be a survey of local people to see who would use MetroBus.

Will MetroBus use smart ticketing?

MetroBus should be ran as a non-profit making organisation for the good of the community.

Will traffic signals be smart to allow bus priority?

MetroBus stops need to be located to ensure that there can be easy interchange between MetroBus and background bus services for disabled users. For example there need to be signal controlled crossings near to MetroBus stops.

How much is the scheme costing and who is paying for it? It is a waste of taxpayers' money.

The A4174 should be linked with Winterbourne Road to provide a by-pass.

Replacement trees should be pollinator friendly.

The village character of Stoke Gifford and Little Stoke will be harmed by routing MetroBus through them.
Why not just add an extra bus service when CPNN gets built, rather than building all of the proposed new infrastructure.
How will MetroBus impact on existing local bus services?
Bus services in the area have been cut and the MetroBus proposals do not replace what has been taken away.
Not clear how the proposals will improve on existing bus services such as the 73, X73 and 77.
MetroBus should be rolled out wider to Chipping Sudbury, Yate, Coalpit Heath, Frampton Cotterell and Winterbourne.
As MetroBus is limited stop it won't give complete access to all local residents.
All bus stops on the CPME route should have Real Time Information and all should be upgraded to ensure compliance with equalities legislation, not just those being upgraded to MetroBus stops.
The scheme will only work if there are bus lanes in both directions all the way.
The proposed bus lanes should be for use by all vehicles to maximise reduction in congestion.
The proposed bus lanes could be made for buses only at peak times, with general traffic being able to use them the rest of the time.
Have safety audits been conducted on the proposals, especially for where bus lanes stop and start and where bus lanes are located on roundabouts?
Lighting must be adequate for pedestrians and cyclists as well as vehicles.
Not clear how the proposals will cut congestion. A lot of congestion in the north fringe is caused by traffic from outside the area commuting in, so MetroBus would have no impact on the volume of traffic coming into or travelling through the area as those commuters who live away would not have access to it. Much of the congestion on Hatchet Road is caused by commuting to/from major sites such as Aviva, the MoD, colleges and UWE which MetroBus won't serve.
The proposals will not alleviate the traffic volumes on this route as the main cause of congestion is due to local residential areas and businesses which will not be serviced by the metro bus.
The high level of development in the area in recent years has caused congestion and the proposals are not going to solve it. Transport solutions should have been planned in when the developments were built.
No information has been provided regarding traffic movements/volumes or journey times for MetroBus on the proposed route.
Money would be better invested in rail infrastructure rather than in the CPME proposals.
There is a rail line between the airfield and Parkway so why is MetroBus needed when trains could be used instead?
The originally planned tram should be going ahead, not MetroBus.
The consultation material omits motorcycles from being able to use the proposed bus lanes. Motorcycles present an opportunity for people to reduce time travelling, costs and environmental impacts compared to the car. Motorcycles and scooters should be permitted to use them as they are in the rest of South Gloucestershire.
Traffic lanes should be wide enough for motorbikes to filter. Junction designs should allow for motorcycles who filter to queue at the front. Dual carriageways should have a gap between lanes to allow filtering.
MetroBus does not serve the eastern or western areas of the Bristol urban area.
The introduction of bus lanes and removal of verges and vegetation would bring the highway closer to people's houses, negatively impacting on quality of life. Concern that proposals will devalue residential properties and lead to increased noise. Financial compensation should be given and measures put in place to compensate for noise, e.g. triple glazing.
There needs to be a park and ride built in the little stoke area to allow more people to use MetroBus.

CPME should not go ahead until the success of North Fringe to Hengrove Package MetroBus can be evaluated.

Existing pedestrian crossings should be maintained and timing priority for pedestrians should also be maintained. They should be well lit, including during the construction period.

Adequate survey work needs to be undertaken prior to any construction commencing so that delays of the type currently at Bradley Stoke Way are avoided.

Cycling in bus lanes is dangerous so a cycle lane should be provided in addition to the bus lanes. Wherever cyclists may be cycling on road there should be cycle lanes painted.

Cyclists should be separated from pedestrians and vehicles, e.g. designated cycle paths rather than shared use. The separation should preferably be by a physical barrier. Ensure any KEEP CLEAR signs for entrances to cycle paths are put in so cars and buses do not park on them.

Pathways upgraded/constructed as part of CPME should properly tie-in with adjoining paths.

New road surfaces should be the type that reduces road noise.

Consideration should be given to not allowing taxis to use the proposed bus lanes as the priority should be to encourage uptake of buses/MetroBuses, rail, cycling and walking, not to encourage car use. Alternatively, the council should consider encouraging taxi customers to share lifts.

Environment Agency response:

Flooding: Part of the proposed route falls within the floodplain. As such, a Flood Risk Assessment should be submitted to support the future planning application demonstrating how the proposed route will be safe from flooding and will not increase flood risk elsewhere. Where the route crosses over the Main River (Bradley Brook), the construction work may require Flood Defence Consent. Where the scheme requires physical modification to a watercourse, such as realignment, the construction of a new bridge, bank protection, culverting and/or the loss of riparian vegetation, the significance of these works (individually and in-combination) should be screened in respect of the requirements of the Water Framework Directive.

Groundwater Protection: The route passes over bedrock formations that are classified as Secondary Aquifers. There are a number of licensed groundwater abstractions in the vicinity of the route. A brief review of the British Geological Survey records suggests there may also be unlicensed, lawful, groundwater abstraction that could potentially be affected by the development. In view of the above and to protect these resources we would be likely to recommend standard contaminated land Conditions are applied to any future submission for planning.

Environment Management: A scheme for prevention of pollution during the construction phase should be included within the Planning Application. The scheme should include details of the following: 1. Site security; 2. Fuel oil storage, bunding, delivery and use; 3. How both minor and major spillage will be dealt with; 4. Containment of silt/soil contaminated run-off; 5. Disposal of contaminated drainage, including water pumped from excavations; 6. Site induction for workforce highlighting pollution prevention and awareness. Invitation for tenders for sub-contracted works must include a requirement for details of how the above will be implemented. Measures should be taken to prevent the runoff of any contaminated drainage during the construction phase. There shall be no discharge of foul or contaminated drainage from the site into either groundwater or any surface waters, whether direct to watercourses, ponds or lakes, or via soakaways/ditches.

Waste Management: If any controlled waste is to be removed off site, the site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably permitted facility. The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable for any off-site movements of wastes. The developer, as waste producer therefore has a duty of care to ensure all materials removed go to an appropriately permitted facility and all relevant documentation is completed and kept in line with regulations. The developer must apply the waste hierarchy in a priority order of; prevention, re-use, and recycling before considering other recovery or disposal options.

Historic England response:

With particular reference to this round of consultation we have identified one heritage asset that has the potential to be affected by these proposals: the Church of St Michael- grade II* (List Entry Number 1128831) in Stoke Gifford. The proposed route runs in close proximity along Hatchett Road and into Parkway Station. We therefore request that the introduction of the Metrobus and the use of the car park as a stopping point be fully assessed in relation to this church, and the impact to its setting be determined.

You do not need to consult us again on these proposals at pre-application stage unless, as the scheme develops, there are material changes to the proposals which would have an impact on the historic

environment. It may be appropriate to seek the advice of the local planning authority and/or the relevant amenity societies on your proposals.
More information should have been made available to support the consultation in relation to precisely when construction works will take place.
The yellow advertisement signs were put up late which caused people to miss exhibitions.
People won't respond to the consultation because they think it's a 'done deal'.
Any misinformation published or told by objectors should be corrected by the council in the local press.
Unclear what the equalities questions have to do with the CPME consultation.
Staff at the exhibitions did not live in the area and were not able to answer all questions.
Disappointing that no members of the council attended the exhibitions to receive comments.
Only some households received notification about the public exhibitions.
Difficult to find the consultation homepage. SGC's consultation website homepage did not give any clues as to where the CPME webpage was.
The new multi-storey car park at Parkway would appear to pose a problem for MetroBuses to be able to get around it.
No plans for MetroBus works at Parkway are available.
The Parkway north car park should be used as an interchange for MetroBus, in which case the CPME route should be directed along Winterbourne Road.
The proposals do not address the bottleneck and safety issues at the bridge at the entrance to Parkway. Until this is addressed congestion on Hatchet Road will not improve.
Bus stops in Parkway are already congested and difficult to use, with confusion regarding which stops buses stop at. MetroBus will make this worse.
A working group with local employers should be set up to ensure they are pro-actively kept up to date with the MetroBus Extension project, and are aware of significant works that will impact on the running of their businesses and their staff's ability to get to work. This will also need to be done with the local community and residents but probably as separate groups as their concerns may well be different.
Concern about the impact of construction on local residents. There should be coordination of construction works, for example so that none are occurring on diversionary routes. Construction and diversion routes need to be well publicised well in advance of them occurring. How will mess and noise be managed?
The material used to surface red bus lanes (Chinese (Calcined) Bauxite) is imported from the far east and is mined, which causes environmental degradation.
Request for trees and vegetation within private gardens to be protected, as there is potential for works to damage them or their roots.

Social media

During the consultation period there was some activity on internet social media websites concerning the CPME proposals, with some members of the public objecting. The summarised main issues set out above cover the main issues raised in that activity concerning CPME.