

Overall Category	Sub category	Issue/Question	Draft response
MetroBus operation	Objectives	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?	<p>In order to secure operation of MetroBus services the Local Authorities intend to make a Quality Partnership Scheme (QPS). A QPS is a statutory arrangement under which the transport authorities provide and maintain facilities and in return bus operators are permitted to use those facilities if they meet the specific 'service standards' set out in the QPS. The 'service standards' for MetroBus services include minimum frequencies & timings, maximum fares, ticketing requirements and vehicle quality standards (including emission standards).</p> <p>It is planned for the same approach to be employed to secure operation of services on the CPME . In addition, new legislation to be introduced during this parliament will extend the powers that are available to Local Authorities.</p>
	Vehicle type	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.	<p>In order to secure operation of MetroBus services the Local Authorities intend to make a Quality Partnership Scheme (QPS). A QPS is a statutory arrangement under which the transport authorities provide and maintain facilities and in return bus operators are permitted to use those facilities if they meet the specific 'service standards' set out in the QPS. The 'service standards' for MetroBus services include minimum frequencies & timings, maximum fares, ticketing requirements and vehicle quality standards (including emission standards).</p> <p>The QPS has not yet been finalised. However the current intention is to require MetroBus vehicles to be: Euro VI; certified as Low Emission Buses; and either diesel electric hybrid powered or use a fuel certified to produce lower emissions than a diesel electric hybrid. This is different to ordinary buses which will be required to be Euro IV only.</p> <p>It is planned for the same QPS approach to be employed to secure operation of services on the CPME . In addition, new legislation to be introduced during this parliament will extend the powers that are available to Local Authorities.</p>
	Promoters	Clarification required regarding which councils or organisations are promoting MetroBus.	Bristol, North Somerset and South Gloucestershire Councils, working together as part of the West of England Local Enterprise Partnership, are promoting MetroBus. Because it is located entirely within South Gloucestershire, the CPME is being promoted by South Gloucestershire Council.
	Bus stops	Will ordinary buses also run along the CPME route and will they share bus stops?	On the MetroBus network already under construction, ordinary buses will be able to run along the route and MetroBus stops can be used by both MetroBuses and local bus services, provided they meet required minimum service standards. The same approach is proposed for the CPME.
	Service pattern	What service pattern will MetroBus operate? How often will MetroBuses come and how early/late will they run?	<p>In order to secure operation of MetroBus services the Local Authorities intend to make a Quality Partnership Scheme (QPS). A QPS is a statutory arrangement under which the transport authorities provide and maintain facilities and in return bus operators are permitted to use those facilities if they meet the specific 'service standards' set out in the QPS. The 'service standards' for MetroBus services include minimum frequencies & timings, maximum fares, ticketing requirements and vehicle quality standards (including emission standards).</p> <p>It is planned for the same approach to be employed to secure operation of services on the CPME. In addition, new legislation to be introduced during this parliament will extend the powers that are available to Local Authorities.</p>
	Use	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.	The councils have developed and maintain a suite of multi-mode transport models, which includes data from origin-destination surveys of both vehicle drivers and public transport users. These are then used to forecast patronage and traffic flows for schemes such as CPME. The modelling undertaken indicates that there will be sufficient demand for MetroBus services on the CPME route.

	Ticketing	Will MetroBus use smart ticketing?	<p>Yes. Smart ticketing will be used on MetroBus with the ability for passengers to purchase tickets online; at bus stops; and through local retailers. It will reduce the need for tickets to be purchased on buses and contribute to quicker journey times by minimising driver interaction and dwell times.</p> <p>In order to secure operation of MetroBus services the Local Authorities intend to make a Quality Partnership Scheme (QPS). A QPS is a statutory arrangement under which the transport authorities provide and maintain facilities and in return bus operators are permitted to use those facilities if they meet the specific 'service standards' set out in the QPS. The 'service standards' for MetroBus services include minimum frequencies & timings, maximum fares, ticketing requirements and vehicle quality standards (including emission standards).</p> <p>It is planned for the same approach to be employed to secure operation of services on the CPME . In addition, new legislation to be introduced during this parliament will extend the powers that are available to Local Authorities.</p>
	Operators	MetroBus should be ran as a non-profit making organisation for the good of the community.	The local authorities are of the view that existing bus companies are best placed make the business case for purchase of the required new buses and have the commercial expertise and structures to do so.
	Traffic signals	Will traffic signals be smart to allow bus priority?	This is not currently proposed, however we will explore the possibility as part of the scheme's detailed design.
	Bus stops	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.	Agreed. Existing bus stop locations and signal controlled crossings on Hatchet Road and Gypsy Patch Lane are being maintained. On the MetroBus network already under construction, ordinary buses will be able to run along the route and MetroBus stops can be used by both MetroBuses and local bus services, provided they meet required minimum service standards. The same approach is proposed for the CPME.

Hatchet Road	General	Objections to Hatchet Road as the route for CPME and suggestion for Great Stoke Way/Winterbourne Road to form the route instead.	<p>The council investigated whether a route via Winterbourne Road would be a viable alternative to Hatchet Road.</p> <ul style="list-style-type: none"> • The route via Winterbourne Road is approximately 1.7km longer than the route via Hatchet Road. • MetroBus journey times along the alternative route with no bus priority would be up to approximately 9 ½ mins slower than the Hatchet Road consultation scheme. • MetroBus journey times along the alternative route would be slower than Hatchet Road. Even with 100% priority along Winterbourne Road, MetroBus journey times would be up to approximately 4 1/2 mins slower than the Hatchet Road consultation scheme. • Full bus priority along the alternative route could cost in the region of an additional £5.2m to £11.7m, depending on the extent of road widening.
	General	Hatchet Road is already well served by buses and by rail at Parkway, so MetroBus will bring no benefit to local residents.	MetroBus would increase the number of destinations accessible by public transport, as well as improving the journey times, reliability and frequency of services to destinations.
	SGTL	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.	The original North Fringe to Hengorve Package (NFHP) MetroBus route will be used by MetroBuses as planned. The CPME is in addition to the NFHP. The Stoke Gifford Transport Link junctions have been designed to cater for forecast traffic levels.

SGTL	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.	This is not proposed as it would impose great permanent inconvenience to residents and businesses accessed off Hatchet Road, and it would load more traffic onto roads south of Hatchet Road.
Bus lane	If Hatchet Road is widened for the bus lane, it must never be widened any further.	There are no current plans to widen any further.
Vegetation	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, loss of habitat and increased flood risk. 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.	<p>We recognise that the proposals would result in the loss of some vegetation along Hatchet Road. We will seek to mitigate adverse environmental impacts, for example by replanting using semi-mature shrubs and 'heavy standard' trees (approximately 3m tall) and use of appropriate fencing materials. We have and would undertake ecological surveys to ensure that the presence of any protected species is managed appropriately. We will also seek to retain as many existing trees and vegetation as possible and the works will avoid nesting birds.</p> <p>It is the Council's duty to ensure the new drainage system is designed such that it will not put any pressure on watercourses or existing systems. Drainage systems to cater for the scheme impacts are integral to the scheme design.</p> <p>The hedgerows along Hatchet Road are not protected and assessments undertaken by the council indicate that they would not meet the criteria to be afforded protected status.</p> <p>Regarding noise, the use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation. As the vegetation along Hatchet Road between the highway and properties is less than 10m deep, it's removal would not be considered to increase noise for residents. Similarly for air pollution, the vegetation is not considered deep enough to affect localised air quality.</p>
Flooding	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?	It is the Council's duty to ensure the new drainage system is designed such that it will not put any pressure on watercourses or existing systems. Drainage systems to cater for the scheme impacts are integral to the scheme design.
Vegetation	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.	Agreed. Replacement planting would be in locations where it is appropriate in the context of the highway design and space available; the landscape plans indicate this. If required we will consider planting other nearby locations such as parks.
Boundaries	Many of the existing boundary fences on Hatchet Road are in a state of disrepair. Will they be replaced as part of the proposals?	If an existing fence needs replacement/improvement as a consequence of the scheme, this will be done as part of the scheme.
Boundaries	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.	The proposals currently include a 3m replacement fence on the east side of Hatchet Road and a 3m wall on the west side. The new boundaries are proposed to be in the same location as existing. However, we would welcome the opportunity to work with affected residents to ensure that the most appropriate new boundaries are put in place.

Boundaries	<p>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.</p> <p>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?</p>	<p>The existing vegetation on the west side of Hatchet Road would be replaced by a hedge located between the footpath and the proposed wall. The 3m wall offers security, privacy and some screening of the road for residents. Existing underground utilities limit opportunities for tree planting.</p> <p>On the east side, there would only be space for a replacement fence on publically-owned land. Replacement hedges could only be planted within affected resident properties' back gardens. The proposed 3m fence would provide security, but could not prevent over-looking from the top deck of buses.</p> <p>As part of the next design phase, we would welcome the opportunity to work with affected residents to ensure that the most appropriate new boundaries are put in place.</p>
Boundaries	<p>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.</p>	<p>The design proposal drawings that were subject to consultation contained an error which showed a 3m high fence extending along the Meade Park boundary. No tall fences are proposed along the Meade Park boundary. Replacement hedging is proposed, which could be reinforced with a 1.2m high post and wire mesh of a sort which is 'solid' enough to prevent children or animals getting through, whilst maintaining the parkland setting and views while new planting is maturing.</p>
Boundaries	<p>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.</p>	<p>The existing boundary wall/fence would be maintained, along with any existing access arrangements.</p>
Character	<p>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.</p>	<p>It is acknowledged that the width of the northern section of Hatchet Road would be increased. However, existing pedestrian crossing facilities will be maintained, so any impact of the road widening will be reduced.</p>
Pedestrians, cyclists, safety	<p>Clarification required regarding extent and location of path widening on Hatchet Road.</p>	<p>The final scheme design will clearly demonstrate this information however we are not currently in a position where the design is finalised and subject to no further change. However, as a minimum the existing path widths will be maintained.</p>
Pedestrians, cyclists, safety	<p>Widening the road will encourage more speeding.</p>	<p>We would disagree as the widening relates to a new lane being added for buses and not the widening of general traffic lanes. Should the post construction road safety audit identify a speeding issue, further measures would be considered to address this.</p>
Pedestrians, cyclists, safety	<p>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.</p>	<p>The Council's accident records show this location does not have a history of accidents involving pedestrians crossing. A single lane approach is being maintained and therefore because the CPME scheme is not resulting in a change here it is not considered that an alteration is necessary. However the council will continue to monitor the situation.</p>
Pedestrians, cyclists, safety	<p>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.</p>	<p>It is acknowledged that the width of the northern section of Hatchet Road would be increased. However, the proposals have undergone road safety audit assessment to ensure that they are safe and any recommendations made by auditors have been met. There are crossings both formally controlled and uncontrolled on Hatchet Road where pedestrian footfall is higher and these are being maintained, or improved where possible.</p>

Pedestrians, cyclists, safety	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.	The primary focus of this project is the MetroBus, but where MetroBus works are proposed, the council is seeking to improve routes for cyclists. The complex constraints on Hatchet Road between Sandringham Road and Parkway mean that the only MetroBus improvement would be to the 'Co-op' bus stop and, hence, there are no opportunities to improve facilities for cyclists as part of this project. The council is however seeking to improve facilities for cyclists through other projects. For example we are working with Network Rail on proposals for a new subway under the railway at the Parkway station entrance for pedestrians and cyclists.
Pedestrians, cyclists, safety	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.	Any successful and well planned pedestrian and cycling network should maximise route choice which provides a mix of route types and choices for cyclists/pedestrians so that convenience, legibility and safety are maximised. The CPME improvements for cyclists do not extend south of the Sandringham Road roundabout, so the route through the residential streets should remain, as they link to wider cycling routes.
Congestion	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 complex site constraints on Hatchet Road between Sandringham Road and Parkway mean that the only MetroBus improvement would be to the 'Co-op' bus stop. It would be very difficult to implement bus measures here without detriment to other road users and local residents. The Stoke Gifford Transport Link, which is currently under construction, is forecast to provide traffic relief to Hatchet Road when it opens. Therefore existing congestion issues will improve.
Congestion	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 traffic forecasts undertaken to support the planning application for the SGTL did indicate a reduction in traffic flows along Hatchet Road because the SGTL will provide an additional route for the travelling public between the A4174 and Great Stoke Way. Pausing the scheme and waiting to evaluate the impact of the NFHP would lengthen the programme by 1 to 2 years. It is proposed that a decision on the key elements of the CPME be made in May 2016 in the light of responses to public consultation and forecasts of the impact of NFHP.
Congestion	The Stoke Gifford Transport Link will ease congestion on Hatchet Road, so there is no need for a bus lane to be installed.	The traffic forecasts undertaken to support the planning application for the SGTL did indicate a reduction in traffic flows along Hatchet Road. The bus lane will help to ensure punctual and reliable MetroBus arrival times for passengers using the service, particularly those on Hatchet Road. Further advantages are that waiting buses will not impede general traffic as they would stop within the dedicated bus lane.
Congestion	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 project team will explore the potential for revising the scheme so that a standard merge layout is included.
Congestion	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.	The Sandringham Road roundabout itself will be unaffected in terms of the road layout. MetroBus will add very few vehicles to Hatchet Road so we do not envisage this exacerbating traffic levels. Therefore the MetroBus services would not in themselves add to congestion and could encourage the travelling public who currently drive to use MetroBus services, thus removing traffic from the network.

Congestion	<p>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.</p> <p>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.</p>	<p>The current junction arrangements are considered appropriate for the forecast traffic flows, and in any case these roundabouts would be difficult to replace with a safe, effective solution. Potentially traffic signals could have been proposed however this change, which would be expensive, would be unlikely to bring the required benefits. The ad-hoc nature of zebra crossings would be likely to cause more congestion, whereas the timing of signalised pedestrian crossings is regulated which allows more control of the traffic.</p> <p>Regarding bus stops, the new bus lane will contain two bus stops thereby removing those stops from the general carriageway. Bus stops are only in place where required, usually to ensure inhabitants are no more than 400m from a stop.</p> <p>The Stoke Gifford Transport Link is forecast to provide relief to Hatchet Road. In addition, MetroBus could encourage the travelling public who currently drive to use MetroBus services, thus removing traffic from the network.</p>
Congestion	The lack of a northbound bus lane will mean that MetroBuses are caught in congestion.	It would be very difficult to implement bus measures in both directions along Hatchet Road without detriment to other road users and local residents. Therefore journey time savings would be made elsewhere from other measures along the route. The traffic modelling indicates that MetroBus services would not be delayed significantly along this stretch of Hatchet Road.
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.	<p>Proposed MetroBus services would not, in themselves, add to congestion. The scheme is being implemented to help reduce existing traffic congestion and predicted traffic growth by encouraging some of the travelling public who drive to use MetroBus services, thus removing traffic from the network.</p> <p>In order to secure operation of MetroBus services the Local Authorities intend to make a Quality Partnership Scheme (QPS). A QPS is a statutory arrangement under which the transport authorities provide and maintain facilities and in return bus operators are permitted to use those facilities if they meet the specific 'service standards' set out in the QPS. The 'service standards' for MetroBus services include minimum frequencies & timings, maximum fares, ticketing requirements and vehicle quality standards (including emission standards).</p> <p>The QPS has not yet been finalised. However the current intention is to require MetroBus vehicles to be: Euro VI; certified as Low Emission Buses; and either diesel electric hybrid powered or use a fuel certified to produce lower emissions than a diesel electric hybrid. This is different to ordinary buses which will be required to be Euro IV only.</p> <p>It is planned for the same QPS approach to be employed to secure operation of services on the CPME .</p>
Parking	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.	It is considered unlikely that commuters would park in Stoke Gifford to access MetroBus when there are other opportunities to park and ride on the MetroBus network, such as at Hunts Ground Road. However, should problems arise then the Council would investigate these on a case by case/street by street basis.
Parking	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?	There should be no impact on the Co-Op car park with only the existing grass verge lost to the bus stop and adjusted footpath. It would not be appropriate to adversely impact the Co-Op or Smart Fish Bar by seeking to remove their car parking. The Parkway North car park at Hunts Ground road will be available for use by MetroBus users.
Parks	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.	The proposed widening does not extend as far as the path, therefore there would be no impact on this path.

	Parks	Clarification required regarding why the proposal has changed from widening into 40 Acres Park to widening into Meade Park.	Our early plans did indicate potential widening into the 40 Acres Park so as not to impact upon the screening along the Meade Park. However further technical work suggested that the width of the screening alongside Meade Park could tolerate some encroachment whilst maintaining its screening effect. Therefore the widening is now shown on the Meade Park side.
	Parks	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.	Should areas in the parks be needed for a construction compound then the Council will ensure that any damage is minimised, but we will reinstate any damaged areas like-for-like.

Alternative routes	Winterbourne Road / Great Stoke Way	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).	<p>The council investigated whether a route via Winterbourne Road would be a viable alternative to Hatchet Road.</p> <ul style="list-style-type: none"> • The route via Winterbourne Road is approximately 1.7km longer than the route via Hatchet Road. • MetroBus journey times along the alternative route with no bus priority would be up to approximately 9 ½ mins slower than the Hatchet Road consultation scheme. • MetroBus journey times along the alternative route would be slower than Hatchet Road. Even with 100% priority along Winterbourne Road, MetroBus journey times would be up to approximately 4 1/2 mins slower than the Hatchet Road consultation scheme. • Full bus priority along the alternative route could cost in the region of an additional £5.2m to £11.7m, depending on the extent of road widening.
	Winterbourne Road / Great Stoke Way	<p>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:</p> <ul style="list-style-type: none"> - no new boundary walls or fences would be required on Great Stoke Way/Winterbourne Road, 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. 	<p>The council has investigated whether a route via Winterbourne Road would be a viable alternative to Hatchet Road.</p> <ul style="list-style-type: none"> * Some new boundary fences would be required on Winterbourne Road. * There would be impacts on hedgerows and garden boundaries along Winterbourne Road to create bus lanes. * There is a section in the middle of Winterbourne that would need widening. * The Winterbourne Route is approximately 3km long, compared to approximately 1.1km via Hatchet Road. * MetroBus journey times via Winterbourne Road could be up to 9 1/2 minutes slower than via Hatchet Road.
	Winterbourne Road / Great Stoke Way	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.	Agreed.
	A38	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?	The use of the A38 for the scheme is not envisaged. However if it were to transpire then the council would have to investigate the implications at the appropriate time.
	Church Road / Brierly Furlong	Suggestion for alternative one-way route for CPME along Church Road, Westfield Lane, Great Stoke Way, Fox Den Road and Brierly Furlong.	Routing the CPME south of Parkway would detract from the objective of providing a fast and direct link between the station and The Mall. Therefore this is not proposed.

Gipsy Patch Lane / Hatchet Road roundabout	Roundabout design	<p>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.</p>	<p>The potential for a central reservation build-out westbound from the roundabout with Hatchet Road to prevent drivers using the exiting hatched area as an extra lane will be investigated.</p>
	Roundabout design	<p>There is no value in such short bus lanes.</p>	<p>Short bus lanes have been proposed to allow buses to progress around the roundabout without impedence, as roundabouts when blocked can add significant delays to overall journey times. The lanes emphasise that priority is provided for buses and they contribute to a wider length of bus priority along the route.</p>
	Roundabout design	<p>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.</p>	<p>The proposal is to provide additional lanes for buses at the roundabout to ensure services are not held up in queues. The existing lane provision for general traffic will not be reduced.</p>
	Roundabout design	<p>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.</p>	<p>The scheme has been subject to an independent safety audit which did not raise this issue.</p>
	Roundabout design	<p>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.</p> <p>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.</p>	<p>Construction of the Stoke Gifford Transport Link (SGTL) has commenced and will be completed in 2017 when it will provide an alternative route onto the A4174. When the SGTL is opened, some of the traffic flow currently seeking to head south on Hatchet Road will find the SGTL a more attractive alternative.</p> <p>The suggestion would reduce bus priority at the roundabout so is not considered appropriate.</p>
	Roundabout design	<p>There is a safety issue for motorists wishing to turn left at the roundabout having to cross the bus lane.</p>	<p>The roundabout has been designed to include bus lanes which are not required to be crossed by turning vehicles; drivers turning left should be in the nearside lane only. The design has been independently road safety audited which identified no safety concerns with the design.</p>

Gipsy Patch Lane	Pedestrians, cyclists, safety	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.	Drivers would be expected to look to their nearside for buses, taxis or bicycles as they make a left turning manoeuvre at this location and several others along the route. The lane is continued in red surfacing across the junction mouth to emphasise its presence to drivers. The design has undergone an independent road safety audit assessment which did not require the bus lane to be stopped prior to Station Road.
	Side junctions	Concern that vehicles exiting side roads onto Gipsy 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.	The bus lanes and junction arrangements have been designed in accordance with the relevant guidance and legislation, however the project team will consider the layout and these concerns in more detail as part of the detailed design process.
	Side junctions	Access onto Gipsy 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?	It is not believed that access onto Gipsy Patch Lane will be made more difficult by the proposals. At Smithcourt Drive the access is proposed to be widened and the existing line of trees removed from the junction intervisibility zone and replanted away from the carriageway. At Bush Avenue the junction is proposed to be widened and the hatching on GPL across the junction would also be widened thereby narrowing the main carriageway which should help to reduce speeds and assist vehicles joining GPL.
	Side junctions	The bridge isn't the only cause of congestion on Gipsy Patch Lane - the multiple junctions also cause congestion, so what is going to be done about them?	The main bottleneck has been identified as being the bridge which is proposed to be widened by the CPME scheme. Improvements will also be made to other side road junctions along Gipsy Patch Lane, including right-turning lanes at Station Road and Gifford Crescent.
	Road widening	Gipsy Patch Lane was originally intended to be made into a dual carriageway so it should be now.	The council is not promoting dual carriageways through urban areas. They segregate adjacent communities, raise vehicle speeds and do not assist public transport or cyclists.
	Congestion	From Gipsy 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.	The carriageway provision for general traffic is a single lane towards the A38 from GPL bridge, however buses will be able to turn left into the East Works site once completed so some of the strain on the main junction with the A38 will be removed. After the end of the westbound bus lane, there will be two lanes for general traffic.
	Bus stops	There are not enough stops on Gipsy Patch Lane to serve Little Stoke residents. There needs to be an additional stop east of the rail bridge opposite the westbound stop.	The bus stops are located west of the bridge because they cannot be accommodated east of the bridge without sacrificing the pedestrian crossing and the right-turn lanes. In addition, MetroBus is a limited stop service in order to speed journey times, therefore adding more bus stops would not help to achieve the aim of MetroBus being a quick service.

Vegetation	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.	<p>The scheme will increase the width of the highway. Noise measurements will be undertaken to quantify the impact of the scheme and mitigate as appropriate. An aim of the scheme is to encourage car drivers onto public transport, thereby improving air quality.</p> <p>The use of shrubs or trees as a noise barrier has been shown to be effective only if the foliage is at least 10m deep, dense and consistent for the full height of the vegetation. As the vegetation along Gipsy Patch Lane between the highway and properties is less than 10m deep, it is not currently an effective barrier to noise and its removal is not considered likely to have a significant noise impact. Similarly, the vegetation is not considered deep enough to affect localised air quality.</p> <p>We will seek to mitigate and minimise adverse impacts, for example by replanting using semi-mature shrubs and 'heavy standard' trees (approximately 3m tall) and use of appropriate fencing materials. We have and would undertake ecological surveys to ensure that the presence of any protected species is managed appropriately. We will also seek to retain as many existing trees and vegetation as possible and the works will avoid nesting birds.</p> <p>It is the Council's duty to ensure the new drainage system is designed such that it will not put any pressure on watercourses or existing systems. Drainage systems to cater for the scheme impacts are integral to the scheme design.</p>
Flood risk	Bush Avenue and Smithcourt Drive sit lower than Gipsy Patch Lane, so if the grass verge is reduced and roadspace increased this will lead to increased flood risk for residents.	It is the Council's duty to ensure the new drainage system is designed such that it will not put any pressure on watercourses or existing systems. Drainage systems to cater for the scheme impacts are integral to the scheme design.
Bus stops	<p>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.</p> <p>Consideration should be given to providing a fence between the bus stop and Smithcourt Drive, to give the houses opposite privacy.</p>	We will explore the opportunities to mitigate these privacy concerns.
Noise	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.	Noise measurements will be undertaken to quantify the impact of the scheme and impacts mitigated as appropriate.
Road safety	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.	The potential for this will be investigated further as part of the scheme's detailed design.

	Boundaries	Why are no boundary walls or fences proposed for dwellings on Gipsy Patch Lane, Smithcourt Drive and Bush Avenue?	The scheme does not affect the boundaries of dwellings on Gipsy Patch Lane, Smithcourt Drive and Bush Avenue. However, there are proposals to mitigate the visual impact of the scheme by planting vegetation in the adjacent highway verges.
--	-------------------	---	---

Gipsy Patch Lane bridge	Width	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.	Members considered that because the widening would be a once in a lifetime scheme, its dimensions should provide future-proofing. The October 2015 Major Schemes sub-committee report provides more detail which is available to view at www.travelwest.info/metrobus/extension
	Width	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.	Modelling has been undertaken and forecasts show a need for a single bus lane here. As the widening is a once in a lifetime opportunity, South Gloucestershire Council members have decided to widen the bridge to accommodate two bus lanes in order accommodate future needs.
	Road safety	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.	It is not anticipated that excessive speed will be a problem, however a post-construction safety audit will be undertaken and if speed is found to be an issue then further measures will be considered to address this.
	Bus lanes	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.	The purpose of the scheme is MetroBus, so bus lanes should be provided. The general traffic lanes under the bridge are proposed to be wider than the existing to allow vehicles travelling in opposite directions to pass each other safely which will improve the flow of general traffic.
	Congestion	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.	Two large developments - the East Works site and the Cribbs Patchway New Neighbourhood will be constructed in the area, along with other road/transport enhancements. Consequently, flow patterns will considerably change and traffic flows along Gipsy Patch Lane are predicted to increase, with or without the new bridge. Widening the bridge is not only intended to remove an existing bottleneck on the route of the CPME, but also to accommodate the increase in traffic flows. Hatchet Road will by-passed by the Stoke Gifford Transport Link and it is anticipated that any lorries heading to/from the A4174 would use that route and not Hatchet Road.
	Aesthetics	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.	If cladding is added, it will need to be removed each time the structural elements of the bridge need to be inspected. There is also a vandalism issue with cladding. If it does get vandalised, depending on the type of cladding, it could pose a safety hazard to users of the foot/cycleway and potentially vehicles as well. Structures in the highway can attract graffiti no matter what finish is provided. Stone cladding, brick cladding or textured concrete finish all prevent effective graffiti removal, as the paint becomes more engrained in the texture so is not as easily cleaned off. A smooth concrete finish allows quick and efficient graffiti removal. A smooth concrete finish is also easy to inspect and maintain which helps to keep the whole life maintenance costs to a minimum.

Disruption	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.	<p>It is acknowledged that these works will require the closure of Gipsy Patch Lane for an extended time. However, the existing bridge is a significant constraint on the highway network and with significant forthcoming development in the area which will increase traffic levels, it needs to be improved. The pinchpoint in the highway network and the disruption it causes has been considered an issue since the 1970's, so the opportunity to remove the pinchpoint needs to be taken while funding is available. Keeping the current bridge would reduce economic growth in the area, would not address localised pollution caused by traffic congestion/queuing and would result in continued journey time delays. The council must address these issues wherever possible.</p> <p>Therefore the comparative short term disruption is considered by the council to be outweighed by the benefits that the bridge replacement would bring.</p> <p>The council will seek to minimise disruption due to construction and works would not commence until after the Stoke Gifford Transport Link opens. In order to keep local residents and workers up to date on construction we will have a regularly updated dedicated webpage on the council's website and prior to any major traffic restrictions all local stakeholders will be notified well in advance. When detailed traffic management plans are available in the future we will also seek to attend a local town/parish meeting and/or hold a drop-in session.</p>
Height	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.	The standard for headroom will be complied with. While the soffit (ceiling) of the bridge will be roughly at the same position as the existing arch, the surface of the highway will be lowered to provide the minimum headroom required by the Design Manual for Roads and Bridges.
Height	Is the road under the bridge being lowered to accommodate double decker buses?	Yes. The road will be lowered by approximately 1 metre to achieve the required headroom. This will comply with the minimum standard required by the Design Manual for Roads and Bridges.
Network Rail	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.	Disagree; the scoring of criteria is both quantitative and qualitative and has been undertaken by professional staff with the appropriate experience. As with all qualitative assessments, there is however always the scope for different interpretations.

<p style="text-align: center;">Flooding</p>	<p>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.</p> <ol style="list-style-type: none"> 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? 	<p>South Gloucestershire Council has a number of existing bridge sites that have surface water drainage dealt with by pumps, such as where the A38 passes under Gloucester Road in Patchway. In the twenty years that South Gloucestershire Council has been operating, these pumps have stopped working 11 times (but not since 2009).</p> <p>Experience shows that if properly maintained the pumps are unlikely to fail. The council employs a specialist contractor to inspect and service the pump installations every six months and to provide an emergency call out service where the contractor has to respond within two hours. We also install a remote telemetry system at each pump that provides alerts direct to the council when the water level is reaching an upper threshold that indicates pumps are not working properly or when there is an electricity failure. This ensures the contractor can attend before the highway floods and can either install a temporary generator to power the pumps until the mains electricity supply is re-established or they repair the fault in the system. A minimum of two pumps will be installed and once detailed design is carried out, the size and hydraulic capacity of those pumps will be determined.</p> <p>In the unlikely event of a full pump failure the water level will be too deep for vehicles to pass through, however temporary portable pumps would be brought to the site before that happens to ensure the road remains passable. We considered raising the footpaths but have decided that the maintenance and inspection problems this causes, as well as the resultant need for safety railings which can conflict with bicycle handlebars, outweighs the small chance of the pumps failing and no portable pumps being installed to keep the route open.</p> <p>If the bridge's detailed design reveals that a gravity system can be used instead of pumps then we will pursue this to minimise ongoing maintenance costs.</p>
<p style="text-align: center;">Pill box</p>	<p>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.</p>	<p>A number of design options for the replacement of the Gipsy Patch Lane railway bridge have been assessed as part of the Option Selection Report (OSR) produced by Network Rail. These options mainly related to varying sizes of the bridge. The Council has selected bridge option 5, which is one of the largest designs. Option 5 would necessitate the demolition of the pill box because of the extensive excavation that is required where the pill box is located, for the construction of the bridge's wingwalls. Shifting the bridge's location to avoid the pill box would more greatly impact on neighbouring properties and so is not possible.</p> <p>The advantages and disadvantages of each option in the OSR have been fully considered, and the removal of the pill box would be a disadvantage of option 5. However, on balance it is considered that its advantages outweigh the disadvantages, as the replacement of the bridge is a once in a lifetime opportunity and option 5 presents the best design for 'future proofing'.</p> <p>During a site visit in 2014 the pill box was found to be in a deteriorated state, suffering from extensive diagonal cracking and movement. Officers are aware that an application was made to Historic England to list the pill box but Historic England has since determined that the pill box is not worthy of listing.</p> <p>On the advice of South Gloucestershire Council Conservation officers, prior to the pill box's demolition, a programme of historic building recording will be undertaken to Level 3 as defined in Historic England's 2006 publication 'Understanding Historic Buildings'. A copy of the report will then be deposited in the Council's Historic Environment Record.</p>

East Works / North Way	Route	There should be a route through the East Works from Gipsy Patch Lane to the A38.	As part of the consented East Works planning application, there is a bus only section onto the A38 which will be available for buses to route through onto the A38 (eastbound buses will still need to route along the A38 to the junction with Gipsy Patch Lane). MetroBus proposals are to create a bus only link to connect with North Way which provides bus priority in both directions for MetroBus.
	Route	The route through the East Works site should be available for all traffic.	This would encourage rat-running through the East Works site and the existing North Bristol Park (North Way). Therefore this is not proposed.
	Underpass	No plans are available to view for works at the underpass under the A38 so respondents are not able to comment on that aspect.	The underpass under the A38 at the Combination Ground will not be changed; the route west of the A38 will be designed in accord with the planning consent for the Filton Airfield re-development (the Cribbs Patchway New Neighbourhood).
	Bus link	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.	Other than buses, cyclists and pedestrians, the users who will be allowed to use the bus link have to be confirmed. This will be determined by the feasibility of the enforcement regime to prevent it becoming a rat-run.
	Bus link	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 bus link is being modified to ensure tie-in with the estate roads on the East Works site. The bus stop locations will be subject to further discussions with affected land owner(s).
	Construction	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.	The timetable for MetroBus is determined by the availability of possessions to erect the new railway bridge at Gipsy Patch Lane. At the time of writing, the CPME would open in 2019.
	North Way congestion	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.	The issues on North Way will be subject to further review to identify mitigation measures to address the concerns raised; these will be discussed with affected land owners and occupiers on North Way. Any measures to mitigate the reported congestion issues on North Way and the concerns that the bus link may exacerbate this will be identified. This may include improved signage on North Way itself, to reduce unnecessary u-turning of HGVs and improved enforcement of existing parking restrictions.
	North Way congestion	North Way is too narrow to allow vehicles to safely overtake any parked or broken-down vehicles.	There is no scope to widen North Way, however the issues on North Way will be subject to further review to identify mitigation measures to address the concerns raised; these will be discussed with occupiers on North Way.
North Way congestion	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.	There is not sufficient land available to extend the lay-by, however the issues on North Way will be subject to further review to identify mitigation measures to address the concerns raised; these will be discussed with occupiers on North Way.	

North Way congestion	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.	Any measures to mitigate the reported congestion issues on North Way and the concerns that the bus link may exacerbate this will be identified. This may include improved signage on North Way itself, to reduce unnecessary u-turning of HGVs and improved enforcement of existing parking restrictions. Consideration will be given to the appropriateness of incorporating an HGV turning facility into the design of the bus link.
North Way congestion	There is no enforcement of existing traffic restrictions.	The issues on North Way will be subject to further review to identify mitigation measures to address the concerns raised; these will be discussed with occupiers on North Way. The issue of enforcement of existing traffic restrictions will be referred to the council's parking enforcement team.
North Way congestion	The 'butty van' sits in the lay-by and attracts customers that increase the number of vehicles in the area.	The issues on North Way will be subject to further review to identify mitigation measures to address the concerns raised; these will be discussed with occupiers on North Way. If there is any potential issues regarding customer parking, enforcement of existing traffic restrictions can be referred to the council's parking enforcement team.
North Way congestion	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.	The issues on North Way will be subject to further review to identify mitigation measures to address the concerns raised; these will be discussed with occupiers on North Way. Consideration will be given to improved signage on North Way itself, to reduce unnecessary u-turning of HGVs.
North Way congestion	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.	The highway layout in this section of the A38 will be subject to considerable change when an access to the Filton Airfield re-development (the Cribbs Patchway New Neighbourhood) is implemented. As part of this, the inappropriate U-turn referred to should be prevented.
North Way congestion	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 issues on North Way will be subject to further review to identify mitigation measures to address the concerns raised; these will be discussed with occupiers on North Way. Any measures to mitigate the reported congestion issues on North Way and the concerns that the bus link may exacerbate this will be identified. This may include improved lining & signage on North Way itself.
Flooding	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.	Drainage design is integral to scheme design; it will be designed to mitigate flood risk. A new culvert/small bridge will be built as part of the new road link based on the standard flood requirements.

CPNN / San Andreas roundabout	San Andreas roundabout	Installing the proposed traffic signals on the San Andreas roundabout will worsen existing congestion, especially at peak shopping times and days.	Signal control will provide a better means of balancing conflicting demand than would give-ways and will improve safety. Given the amount of land use development coming forward in the local area, the existing roundabout will not be able to cope with forecast traffic flows. The introduction of traffic signal control will enable the Council to control traffic flow much better, particularly at busier times of day and enable prioritisation of the new bus route arm as required.
	San Andreas roundabout	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 latest proposed design does not include the use of yellow boxes at the San Andreas roundabout. However should an 'exit blocking' issue occur causing serious safety or efficiency concerns, yellow box markings could be added at a later date potentially using CCTV enforcement as a future deterrent once decriminalised legislation permits.
	Route	The CPME route through CPNN and onto the San Andreas roundabout should be open to all traffic.	It is imperative that MetroBus (and other bus services) should have their own priority routes where possible to protect services from congestion; general traffic will have its own routes. Therefore it is not proposed to open the CPME route through the Cribbs Patchway New Neighbourhood to the roundabout to all traffic.
	CPNN access	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.	Alternative means of accessing the New Neighbourhood have been considered, but the scope for incorporating bus priority is limited, such that MetroBus would be caught-up with general traffic. The North Way bus link is considered the best route to protect MetroBus from traffic congestion.
	MetroBus segregation	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.	Agreed; the principles for the design of the CPNN and its transport networks are set out in the Cribbs Patchway New Neighbourhood Supplementary Planning Document which is available at www.southglos.gov.uk/environment-and-planning/planning/planning-policy/planning-policy-guidance/cpnn/cribbs-patchway-new-neighbourhood-spd/
	Bus routes	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.	Agreed; the principles for the design of the CPNN and its transport networks are set out in the Cribbs Patchway New Neighbourhood Supplementary Planning Document which is available at www.southglos.gov.uk/environment-and-planning/planning/planning-policy/planning-policy-guidance/cpnn/cribbs-patchway-new-neighbourhood-spd/
	North Filton train station interchange	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.	There will be a MetroBus/bus interchange and walking/cycling routes to/from North Filton station. There is an Airbus access gate adjacent to North Filton station.
	North Filton train station interchange	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.	There will be Metro- and bus interchange and walking/cycling routes to/from North Filton station. The location of North Filton station is not subject of this consultation, but will be considered by the MetroWest Phase 2 project.

Cost	How much is the scheme costing and who is paying for it? It is a waste of taxpayers' money.	At the time of writing, the approved budget for the scheme is £35m from the West of England Local Enterprise Partnership's Economic Development Fund.
-------------	---	---

General

SGTL	The A4174 should be linked with Winterbourne Road to provide a by-pass.	The Stoke Gifford Transport Link is currently under construction and when complete will link the A4174 ring road to Great Stoke Way.
Vegetation	Replacement trees should be pollinator friendly.	The choice of tree species will balance a number of considerations, including form and value to native fauna.
Character	The village character of Stoke Gifford and Little Stoke will be harmed by routing MetroBus through them.	There will be some impacts of MetroBus along Hatchet Road, but away from Hatchet Road there would be no change to the character of the settlement. The council will seek to mitigate any impacts along the route with new planting and landscaping where appropriate.
Local bus services	Why not just add an extra bus service when CPNN gets built, rather than building all of the proposed new infrastructure.	MetroBus will provide a quality of service a step above that of local bus services, making it a more attractive alternative to the car. The CPME infrastructure would not only benefit MetroBus, but also local bus services, cyclists and pedestrians.
Local bus services	How will MetroBus impact on existing local bus services?	MetroBus services will complement local bus services by providing new, faster, limited stop, express services between key residential and employment destinations. They are not designed to replace local bus services. The growth in the overall bus network and increase in services that MetroBus will bring may mean that the bus operators review services in some parts of the city wide network.
Local bus services	Bus services in the area have been cut and the MetroBus proposals do not replace what has been taken away.	MetroBus services will complement local bus services by providing new, faster, limited stop, express services between key residential and employment destinations. They are not designed to replace local bus services. The growth in the overall bus network and increase in services that MetroBus will bring may mean that the bus operators review services in some parts of the city wide network.
Local bus services	Not clear how the proposals will improve on existing bus services such as the 73, X73 and 77.	MetroBus is designed to be quicker than these services, even the X73.
MetroBus	MetroBus should be rolled out wider to Chipping Sudbury, Yate, Coalpit Heath, Frampton Cotterell and Winterbourne.	The ongoing Joint Transport Study is considering improvements to the transport network in the WoE over the long term, this may include extending the MetroBus network further.
Bus stops	As MetroBus is limited stop it won't give complete access to all local residents.	MetroBus services will complement local bus services by providing new, faster, limited stop, express services between key residential and employment destinations. They are not designed to replace local bus services The objective of MetroBus is to provide a fast and frequent service that adds to and complements the existing network providing a choice for public transport users. For some users, there will be a choice between a shorter walk to a normal bus stop for a local bus service, versus a slightly longer walk to a faster MetroBus service.
Bus stops	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.	All MetroBus stops on the CPME route will have Real Time Information. All stops along the CPME route will be reviewed to take account of equalities legislation and the need for Real Time Information will be considered.
Bus lanes	The scheme will only work if there are bus lanes in both directions all the way.	Bus lanes are proposed in the locations and directions most needed and where their delivery is considered to be most feasible.
Bus lanes	The proposed bus lanes should be for use by all vehicles to maximise reduction in congestion.	The purpose of the bus lanes is to protect MetroBus and local bus services from congestion; the capacity of the network for existing traffic is remaining the same. Therefore the bus lanes are not proposed to be open to all vehicles.
Bus lanes	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.	The bus lanes not only cater for MetroBus and local bus services, but also provide a better environment for cyclists. Allowing use by all traffic outside the peaks diminishes this benefit and can also encourage higher vehicle speeds.

Safety	Have safety audits been conducted on the proposals, especially for where bus lanes stop and start and where bus lanes are located on roundabouts?	Safety audits have been carried out on the proposals by South Gloucestershire Council road safety engineers.
Lighting	Lighting must be adequate for pedestrians and cyclists as well as vehicles.	Agreed. Detailed lighting design will be undertaken at a later stage of the project.
Congestion	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 CPME is part of a wider package of integrated transport improvements that are aimed at both the existing travelling public and those arising from development in the future. CPME extends the North Fringe to Hengrove Package and the Bristol-wide MetroBus network, providing links to Aviva and the colleges (via Parkway) and directly serving UWE, as well as many other key destinations. The scheme is intended to ease anticipated trips generated by the Cribbs Patchway New Neighbourhood and the East Works redevelopment. The MoD will benefit from improvements to the rail network that will be delivered by the MetroWest Phase 2 scheme, which is also being promoted by the local authorities.
Congestion	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 CPME is part of a wider package of integrated transport improvements that are aimed at both the existing travelling public and those arising from development in the future. CPME extends the North Fringe to Hengrove Package and the Bristol-wide MetroBus network, providing links to Aviva and the colleges (via Parkway) and directly serving UWE, as well as many other key destinations. The scheme is intended to ease anticipated trips generated by the Cribbs Patchway New Neighbourhood and the East Works redevelopment. The MoD will benefit from improvements to the rail network that will be delivered by the MetroWest Phase 2 scheme, which is also being promoted by the local authorities.
Congestion	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.	The CPME is part of a wider package of integrated transport improvements that are aimed at both the existing travelling public and those arising from development in the future. CPME extends the North Fringe to Hengrove Package and the Bristol-wide MetroBus network, providing improved connectivity by public transport.
Traffic modelling	No information has been provided regarding traffic movements/volumes or journey times for MetroBus on the proposed route.	Preliminary assessments have been undertaken to inform the designs for consultation; the level of detail will increase when the pattern of MetroBus services for NFHP becomes clear during 2016 and 2017. It is worth noting that the CPME proposals have maintained highway capacity for general traffic, so changes due to CPME would be relatively minor.
Rail	Money would be better invested in rail infrastructure rather than in the CPME proposals.	The West of England authorities are investing in both MetroBus and rail; the latter is called MetroWest and will see the reopening of the Portishead to Temple Meads line to passenger services, improved frequencies on the Severn Beach Line and to Bath, increased frequencies to Yate, and the reintroduction of passenger services between Henbury and Temple Meads.
Rail	There is a rail line between the airfield and Parkway so why is MetroBus needed when trains could be used instead?	The West of England authorities are promoting a scheme called MetroWest Phase 2, which will see the reintroduction of passenger services between Henbury and Temple Meads. However, this service will not call at Bristol Parkway because there will not be sufficient capacity on the rail network following introduction of the inter-city electrified services in 2018/19.
Tram	The originally planned tram should be going ahead, not MetroBus.	The ongoing Joint Transport Study is considering improvements to the transport network in the WoE over the long term, this includes tram options. However improvements are needed now, which is why the MetroBus network is being constructed and the CPME would build on this investment.
Motorcycles	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.	In the West of England, each council decides which vehicles can use bus lanes through the Traffic Regulation Order process. Currently in South Gloucestershire, motorcycles are permitted to use bus lanes except in several specific locations. The vehicles that would be permitted to use the bus lanes constructed as part of the CPME will be subject to further public consultation and confirmed as part of the Traffic Regulation Order process.

Motorcycles	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.	All designs are prepared in accordance with the relevant guidance notes, standards and legislation. In addition, all designs are subject to the Road Safety Audit process which would identify any issues concerning motorcycles. No issues have been identified to date so it is not considered that a change is required to the designs in this regard.
MetroBus	MetroBus does not serve the eastern or western areas of the Bristol urban area.	The MetroBus network being constructed will operate services to Emerson's Green. The ongoing Joint Transport Study is considering improvements to the transport network in the WoE over the long-term, this is likely to include options to further extend the MetroBus network.
Quality of life & value of properties	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.	Where an owner considers that the value of their property is adversely affected by road widening works, and none of their land is purchased for the works, then they might be able to make a claim under Part 1 of the Land Compensation Act 1973. A claim can be made a year and a day after the works are first opened to the public. It is recommended that an owner seeks professional advice if they consider that their property has been adversely affected by the works.
Park & Ride	There needs to be a park and ride built in the little stoke area to allow more people to use MetroBus.	A Park and Ride site would need to be adjacent or very near to a MetroBus stop, which in Little Stoke would mean a car park along Gipsy Patch Lane. This would mean the loss of open space and even properties and would attract more car trips into the area, all of which are not desirable. There will be MetroBus Park and Ride available at Hunts Ground Road.
NFHP	CPME should not go ahead until the success of North Fringe to Hengrove Package can be evaluated.	Pausing the scheme and waiting to evaluate the impact of the NFHP would lengthen the programme by 1 to 2 years. It is proposed that a decision on the key elements of the CPME be made in May 2016 in the light of responses to public consultation and forecasts of the impact of NFHP.
Pedestrian crossings	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.	Agreed.
Surveys/utilities	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.	Surveys are always undertaken to identify buried services. However, no matter how thorough the research and ground investigations, the risk of finding unrecorded or incorrectly recorded buried services will remain.
Cyclists	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.	The proposed bus lanes are mostly of 4.2m wide which allows cyclists to safely use them. Improvements to adjacent foot/cycleways are also proposed in many cases.
Cyclists	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.	The proposed bus lanes are mostly 4.2m wide which allows cyclists to safely use them. Improvements to adjacent foot/cycleways are also proposed in many cases. Foot/cycle paths will be shared use, and we will use appropriate guidance, such as the Sustrans Handbook for Cycle Friendly Design (2014), to help confirm the layout of the paths when we undertake detailed design.
Paths	Pathways upgraded/constructed as part of CPME should properly tie-in with adjoining paths.	Agreed.

<p>Road surfacing</p>	<p>New road surfaces should be the type that reduces road noise.</p>	<p>All new road surfaces will be installed to comply with the current specifications.</p> <p>The full benefit of a surface with noise reducing properties is only experienced when traffic speeds are above 75km/h and the average speeds on Hatchet Road are below this. When speeds are below 75km/h road noise could be reduced by around 1dB. However that benefit would really only be for cars where the noise source at lower speeds has some element from the interaction between the tyre/road. For heavy vehicles (including buses) where there is more engine noise, the benefit would be negligible.</p> <p>So overall there would be some benefit from a low noise surface but it may not actually be noticeable to the human ear.</p> <p>Further consideration will be given to this matter as part of the scheme's detailed design.</p>
<p>Taxis</p>	<p>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.</p>	<p>The vehicles that would be permitted to use the bus lanes will be reviewed on a case by case basis and will be subject to further public consultation through the Traffic Regulation Order process.</p>
<p>Environment Agency response</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>The advice contained in the response will be taken into full account as the scheme progresses. As part of the early stages of the CPME scheme, the Council consulted the Environment Agency in relation to matters surrounding flood risk and drainage. The Environment Agency provided a response to the enquiry which detailed no objection in principle but which requested accurate plans of the highway alignment and sought clarification on a number of points including proposals for alterations to highways crossings of the watercourse. At this stage of the Scheme the more accurate plans are not yet available and the council intend to re-consult with the Environment Agency during the Detailed Design Stage of works and when further information is available to inform the preparation of accurate plans.</p>

	<p>Historic England response</p>	<p>Thank you for contacting us on 25 November 2015 seeking our pre-application advice on proposals for the above site. We do not wish to comment in detail, but offer the following general observations. We welcome the opportunity to be involved in further progress of the Metrobus infrastructure with regards to the historic environment.</p> <p>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.</p> <p>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.</p>	<p>The North Fringe to Hengrove Package (NFHP) MetroBus will be operational from late 2017 and this will operate MetroBus services to/from Parkway Station. To facilitate this, improvements to the existing bus forecourt at Parkway, including the replacement of the existing bus stops, will be implemented before MetroBus starts operating. This will be in accordance with the extant planning consent for the North Fringe to Hengrove Package (application No. PT14/1004/F). Heritage assets were fully taken into account in the consideration of that planning application.</p> <p>The CPME will commence operation after the NFHP and will share the same improved infrastructure at Parkway. Therefore no works to Parkway Station, or to Hatchett Road near to listed building, are proposed as part of the CPME and hence there is no requirement for any further planning consents at that location. It is not considered that the operation of the CPME will negatively impact on the setting of the listed building.</p>
--	---	---	--

<p>Consultation</p>	<p>Construction</p>	<p>More information should have been made available to support the consultation in relation to precisely when construction works will take place.</p>	<p>We still have to undertake detailed design work and we will need to draw up traffic management plans which set out how traffic will be managed during construction. As such, precise information about construction is not yet available.</p> <p>In order to keep local residents and workers up to date on the construction we will have a regularly updated dedicated webpage on the council's website and prior to any major traffic restrictions all local stakeholders will be notified well in advance. When detailed traffic management plans are available we will also seek to attend a local town/parish meeting and/or hold a drop-in session.</p>
	<p>Signs</p>	<p>The yellow advertisement signs were put up late which caused people to miss exhibitions.</p>	<p>The yellow advertisement signs were put up on the first day of the consultation period, but they then had to be laid down for several days due to high winds. As soon as the winds abated, the signs were put back up for the remainder of the consultation period.</p>
	<p>Responses</p>	<p>People won't respond to the consultation because they think it's a 'done deal'.</p>	<p>It is not a 'done deal' and there has been a significant level of response to the consultation, as testified by the consultation report.</p>

	Information	Any misinformation published or told by objectors should be corrected by the council in the local press.	<p>Throughout the project we have made every effort to ensure that both members of the public and the media were well informed about the proposals and the timeline.</p> <p>For members of the public - the material was available on the CPME consultation homepage, the TravelWest website, in local libraries and at the Patchway one-stop shop. These links were promoted across the district and online and a series of public exhibitions were also held in community settings with staff from the council available to answer questions on the scheme.</p> <p>For the press we issued a press release to help publicise the consultation and this was shared on social media channels. We also answered media enquiries to provide in depth information on the project.</p>
	Equalities	Unclear what the equalities questions have to do with the CPME consultation.	Under the Equalities Act, the council has a duty to ensure that all sections of the community have the opportunity to respond. The equalities questions allow the council to determine whether this has been achieved and to ensure that factors affecting protected characteristic groups are heard and acted upon in order that activities are inclusive.
	Exhibitions	Staff at the exhibitions did not live in the area and were not able to answer all questions.	In any consultation, it is not reasonable to expect all staff to live in the locality. It is, however, important that staff are able to answer questions or are able to secure answers and respond thereafter. The staff attending the consultations were all familiar with the scheme.
	Exhibitions	Disappointing that no members of the council attended the exhibitions to receive comments.	Elected members have been briefed on the scheme proposals. If members of the public wish to discuss the scheme with their local councillors, their contact details are available at https://council.southglos.gov.uk/mgMemberIndex.aspx Councillors will consider the responses to the consultation in making their decisions on the scheme
	Exhibitions	Only some households received notification about the public exhibitions.	In accord with the council's requirements for consultations of this nature, all properties immediately adjacent to the proposals received a letter. We also put up large signs along the route advertising the consultation to ensure that other local residents, as well as people travelling to or through the area, were aware of the proposals and the web address that contained further information. In addition, we advertised the exhibitions on social media and on parish noticeboards, and we informed the local press.
	Consultation homepage	Difficult to find the consultation homepage. SGC's consultation website homepage did not give any clues as to where the CPME webpage was.	The web address was advertised on the consultation signs that we put up along the route, as well as on social media, in the local press and in the letters that we sent to households adjacent to the proposals. Local ward councillors and town and parish councils were also aware of the web address. In addition, current consultations are listed by name on the council's consultation homepage which can be accessed from www.southglos.gov.uk

Parkway station	Car park	The new multi-storey car park at Parkway would appear to pose a problem for MetroBuses to be able to get around it.	The council is working with Great Western Railway and Network Rail to ensure that MetroBuses will be able to travel around the multi-storey car park.
	Proposals	No plans for MetroBus works at Parkway are available to view.	An improvement to the bus stops and bus forecourt at Parkway is proposed as part of the North Fringe to Hengrove Package MetroBus scheme and the CPME will then use those facilities. The re-design for the forecourt is being led by Great Western Railway and will be implemented by them, in consultation with the council and Network Rail.
	Car park	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 Parkway north car park on Hunts Ground Road will be available for use as a park and ride by people using both the North Fringe to Hengrove Package MetroBuses (NFHP) and CPME MetroBus services; the latter regardless of whether the route is via Hatchet Road or Winterbourne Road.
	Parkway bridge	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.	The rail bridge at the entrance to Parkway is a bottleneck, but primarily for pedestrians and cyclists. The council is therefore developing a proposal with Network Rail for a parallel subway for pedestrians and cyclists to address this. The Stoke Gifford Transport Link, which is currently under construction, is forecast to provide traffic relief to Hatchet Road.

	Bus stops	Bus stops in Parkway are already congested and difficult to use, with confusion regarding which stops buses stop at. MetroBus will make this worse.	An improvement to the bus stops and bus forecourt at Parkway is proposed as part of the North Fringe to Hengrove Package MetroBus scheme and the CPME will then use those facilities. The re-design for the forecourt is being led by Great Western Railway and will be implemented by them, in consultation with the council and Network Rail.
--	------------------	---	---

Construction	Information	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.	We welcome this suggestion and will consider it further. In addition, to keep local residents and workers up to date on the construction we will have a regularly updated dedicated webpage on the council's website and prior to any major traffic restrictions all local stakeholders will be notified well in advance. When detailed traffic management plans are available we will also seek to attend a local town/parish meeting and/or hold a drop-in session.
	Impact of construction	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 Council will need to seek approval from its own Streetworks team to book roadspace to undertake construction. Existing roadworks and diversion routes will be considered through this application. Construction and diversion routes will be well publicised in advance of the works. We will seek to minimise noise where possible, e.g. through minimal working at night. All mess will be kept within the confines of the demarcated site areas.
	Materials	The material used to surface red bus lanes (Chinese (Calcined) Bauxite) is imported from the far east and is mined, which causes environmental degradation.	The material specification for the surface along the CPME route is yet to be finalised, however this point is noted.
	Vegetation	Request for trees and vegetation within private gardens to be protected, as there is potential for works to damage them or their roots.	The council will seek to minimise any adverse impacts on residents and we would welcome the opportunity to work with affected residents to come up with acceptable design and construction solutions.