

Cribbs Patchway MetroBus Extension FAQs

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

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

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

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

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

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

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

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

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

Q) Are we consulting on the proposals?

A) We consulted on design proposals from November 2015 until January 2016. After the consultation closed, we responded to each main issue raised and published a consultation report that was made available as part of the [committee report](#) considered by councillors in July 2016.

Q) What decisions have been made?

A) Councillors have considered the next steps for the Cribbs Patchway MetroBus Extension (CPME). After careful consideration of the [committee report](#), concerns raised by local people, and the costs and benefits of providing rapid, reliable and convenient MetroBus services, the Environment & Community Services committee decided to progress with the recommended option along Hatchet Road with a southbound bus lane.

The confirmed route will run between Bristol Parkway Station and The Mall bus station, via Hatchet Road, Gypsy Patch Lane, through the former Rolls Royce East

Works site, along North Way, and through the Cribbs Patchway New Neighbourhood.

Q) What happens now that the decision to progress the route has been made?

A) Now that the decision has been made we need to undertake ground investigations and detailed design work. This means working up the plans that were subject to consultation in more detail. We will also use the issues raised in the consultation responses to help reduce any impact on local people as much as possible.

Q) Where can I see the designs?

A) The proposals consulted on are available to view online at www.travelwest.info/metrobus/extension

We will publish detailed designs for information when they are available.

Q) Will there be any more consultation?

A) As the CPME progresses into its next detailed design phase, we will fully explore opportunities to reduce the impact of the scheme on adjacent landowners in relation to the issues and concerns raised during the consultation phase.

We will be working with local residents and businesses along the route where works are proposed, such as Hatchet Road and Gipsy Patch Lane, to come to agreement on specific issues where needed.

There will also be a pre-planning application consultation on the proposed replacement rail bridge on Gipsy Patch Lane.

Q) What is the current timetable?

A) There is a programme available at www.travelwest.info/metrobus/extension, however we are in the process of reviewing the timetable for the scheme and a revised version will be published at that web address as soon as it has been confirmed.

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

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

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

A) One of the key aims of the Cribbs Patchway MetroBus Extension is to provide a direct link between The Mall, the Filton Airfield re-development (including the Filton Enterprise Area) and Bristol Parkway Station, offering access to inter-city services as well as local services. Hatchet Road offers the shortest and quickest route for MetroBus to get to and from Parkway Station, and this would also allow residents adjacent to Hatchet Road to use the services. Pursuing the alternative route would cost more money which is not available, would also delay the start of construction and would ultimately mean that MetroBuses would be slower.

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

A) To provide the proposed bus lanes and improved paths, we would need to widen the highway and we could not do this without removing some trees and hedges. However, wherever possible, we would seek to plant new trees and shrubs to mitigate for any losses.

Q) Would wildlife be affected?

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

Q) What vehicles can use the bus lanes?

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

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

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

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

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

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

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

Q) What about air quality along the route?

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

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

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

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