

Cribbs Patchway metrobus extension FAQs

General

Q) What is the Cribbs Patchway metrobus extension and what are the benefits?

A) The Cribbs Patchway metrobus extension will improve connectivity between key destinations in South Gloucestershire by providing a fast and direct metrobus route between Parkway train station and The Mall bus station. The metrobus extension is one of a package of measures to tackle congestion by providing high quality public transport options, especially focused on the transport needs of residents living in, and workers travelling to, the North Fringe of Bristol. The benefits of the scheme are that it will provide a quick, reliable, high quality public transport system and a comfortable and realistic alternative to single occupancy car use which will help reduce congestion and improve journey times for all road users in this area.

Q) Why do you need to replace the Gypsy Patch Lane railway bridge and widen Gypsy Patch Lane and what are the benefits?

A) A new, wider railway bridge and the widening of Gypsy Patch Lane is necessary to deliver the approved bus lanes and improved paths as part of the Cribbs Patchway metrobus extension.

Proposals for the new bridge are wide enough to include a shared use path on both sides of the road, a general traffic lane and a bus lane in each direction underneath the bridge. These measures are designed to encourage people to use more sustainable transport options and will benefit road users by relieving the pinch point

in traffic flow at the railway bridge, reducing traffic queuing, improving metrobus and other local bus journey times, and improving facilities for pedestrians and cyclists

Q) What is the route?

Metrobuses will travel in both directions along the route from Bristol Parkway train station via Hatchet Road, Gipsy Patch Lane, through the Horizon 38 site, across the A38, through the Cribbs Patchway New Neighbourhood (the major mixed use development site on the former Filton Airfield), over the San Andreas roundabout on Hayes Way and along Highwood Road to The Mall bus station.

Q) Who will be carrying out the work?

A) South Gloucestershire Council's Streetcare division will be undertaking the roadworks at the San Andreas roundabout on Hayes Way and along Gipsy Patch Lane other than the replacement of the railway bridge and the lowering of the highway under the bridge which will be undertaken by a contractor on behalf of Network Rail.

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 in operation to extend to benefit more communities. The Cribbs Patchway metrobus extension is an extension of the North Fringe to Hengrove metrobus route. The extension will provide a route to Cribbs Causeway through the Cribbs Patchway New Neighbourhood (the major mixed use development site on the former Filton Airfield).

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

A) When the North Fringe to Hengrove metrobus scheme was prepared and the funding bid submitted to the Government, Filton Airfield was still in operation. Since then, the airfield closure was announced by its owners and the site, known as the Cribbs Patchway New Neighbourhood, was allocated for re-development by South Gloucestershire Council. This is why the Cribbs Patchway metrobus extension route is not currently included on all diagrams of the wider metrobus network.

Q) Are you consulting on the scheme?

A) The main consultation phase on the design of the scheme has ended. We consulted on design proposals from November 2015 to January 2016 – <https://consultations.southglos.gov.uk/consult.ti/CPMEconsult/consultationHome>
Consultation was also undertaken on the planning applications for the scheme from March to June 2018.

There will be consultation on the Traffic Regulation Orders required for enforcing the bus lanes when these are advertised.

Q) Where can I see the designs?

A) The designs that received planning permission can be viewed on our CPME webpage at www.southglos.gov.uk/CPmetrobus

The planning application documentation is available to view on our [planning application webpages](#). The following reference numbers can be used to search for the documentation:

- San Andreas roundabout: PT18/0992/R3F
- Gipsy Patch Lane railway bridge: PT18/0986/F
- Gipsy Patch Lane highways work and Hatchet Road bus stops: PT18/0987/R3F

Q) Why does the road under the Gipsy Patch Lane railway bridge have to be lowered?

A) There are national design standards that must be complied with whenever a new bridge is built. These standards include how much headroom is required under a new bridge. The headroom under the existing bridge is sub-standard. It is not possible to raise the bridge because of the railway line, so in order to comply with the standards for a new bridge, the only option is to lower the road.

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

A) Bus lanes have been included where they are needed most and the proposed scheme has been designed to encourage people to use sustainable forms of travel and to deliver the most efficient bus routes.

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

A) One of the key aims of the Cribbs Patchway metrobus extension is to provide a direct link between The Mall, the Cribbs Patchway New Neighbourhood development on the former Filton Airfield (including the Filton Enterprise Area), Horizon 38 and Bristol Parkway station, offering access to inter-city services as well as local services. Hatchet Road provides the shortest, quickest route for metrobus to get to/from Parkway station and will allow residents adjacent to Hatchet Road to easily access metrobus services.

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

A) To provide the approved bus lanes and improved paths, we will need to widen the highway on Gypsy Patch Lane which is not possible without removing some of the trees and hedges. However, wherever possible, we will plant as many new trees and shrubs as required to mitigate for these losses.

Q) Will wildlife be affected?

A) A series of habitat and species surveys have been undertaken and we will be complying with a number of conditions placed on the planning permissions to ensure that any impacts on wildlife are minimised and that any disturbance is mitigated.

Q) Will other vehicles be permitted to use the bus lanes?

A) Like other bus lanes in South Gloucestershire, it is proposed that the bus lanes will be for use by metrobus services, other bus services, taxis, cyclists and emergency vehicles only. The Traffic Regulation Orders covering these are subject to consultation and will be confirmed at a later date.

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

A) No, the new bus lanes will be in addition to the existing road space and will not therefore 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 aims to improve the environment for all users - pedestrians, cyclists and vehicle traffic and to provide safe routes that keep communities joined together. The widening of Gipsy Patch Lane is to enable the addition of bus lanes and cycle/pedestrian paths in order to encourage sustainable transport and reduce congestion. New bus lanes will not be used by general traffic and existing crossing facilities will be retained.

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 and pedestrians that maximise convenience and safety.

Q) What about air quality along the route?

A) Metrobus vehicles are expected to be modern, low carbon emission vehicles. We anticipate that the scheme will provide an overall improvement to air quality along the route by reducing traffic congestion and encouraging more people to use public transport.

Q) How much is the whole scheme including the replacement of the bridge going to cost?

A) The whole CPME scheme, including the replacement of the Gipsy Patch Lane railway bridge, is expected to cost between £60m and £75m. The costs of the project will be covered by funding provided by the West of England Combined Authority. £35m has already been identified, with the balance expected to be confirmed in early summer 2019.

Q) How can I be kept up to date on the project?

A) You can sign up to receive newsletters from us by emailing CPmetrobus@southglos.gov.uk

We will be keeping our webpage and Facebook page up to date with the latest information too – see www.southglos.gov.uk/CPmetrobus

Q) Will you be compulsory purchasing any land?

A) A number of parcels of land on the CPME route that are owned by other parties are needed to enable construction. We are actively working to acquire all of these parcels by negotiation with landowners, however we have compulsory purchase powers as a last resort if negotiation fails. Because the compulsory purchase process is long we have started it to ensure that we keep to programme if any negotiation does fail.

Q) Are you undertaking traffic camera surveys?

A) We undertook a survey during March 2019 using cameras to help us understand traffic movements in the area. We may use cameras for this purpose at other times during the project too. Cameras will not be angled to record individuals or towards any private property.

The council will use recorded data to determine journey times and the number of vehicles travelling between the points. This will help us to plan diversion routes and traffic management in the area during the CPME construction work. The cameras

will not be used for any kind of enforcement and surveys will be undertaken in accordance with the principles of the Data Protection Act.

Q) How are you going to help people travel more sustainably during the work?

Disruption to our journeys can be frustrating, but they can also be an opportunity to try new ways of getting around. [Access West](#) is a project which can help you find alternative ways to make your journey, such as through active travel like walking or cycling, or by public transport. During these roadworks, Access West will be offering a range of services such as journey planning, loan bikes, and cycle and motorcycle safety training. Visit the [Travelwest website](#) to find out more about the support and offers that are available.

The Access West team will be contacting businesses in the area to offer [support during these roadworks](#). Visit [Travelwest.info](#) or contact the team directly at transport.policy@southglos.gov.uk to find out more.

Access West also supports [Wheels to Work](#), a scheme which can help you with travel to interviews, training and work. To find out more about what this scheme offers and whether you are eligible, please visit the [Wheels to Work](#) pages on the [Travelwest website](#).

You can also [contact the team](#) to discuss your journey needs and the support that is available to you. Email: transport.policy@southglos.gov.uk

Gipsy Patch Lane work

Q) What work is happening along Gipsy Patch Lane?

A) South Gloucestershire Council is progressing the Cribbs Patchway metrobus extension scheme. Working with Network Rail, this includes a replacement railway bridge over Gipsy Patch Lane with a wider bridge to enable lanes for general traffic, shared use paths and bus lanes in both directions. The scheme will also include footpath widening and new bus lanes along other sections of Gipsy Patch Lane.

Q) When is the work starting along Gipsy Patch Lane?

A) Some preliminary work including BT utility diversions started in February 2019. Construction work of the Cribbs Patchway metrobus extension is programmed to start from mid 2019 and is expected to be complete with metrobus services running along the route in early 2022.

Q) When will Gipsy Patch Lane be closed?

A) BT utility diversion work requires a closure of Gipsy Patch Lane at the railway bridge for approximately four weeks from Monday 3 June 2019.

In order to facilitate the replacement of the railway bridge, the road will be closed in full again for approximately eight months from early 2020. We will publicise the precise dates in advance of the closures.

Q) Will the whole road be closed?

A) In June 2019 and from early 2020, Gipsy Patch Lane will be closed at the railway bridge. The rest of the road will be open but there may be some traffic management at different times during the work.

Q) Will access to properties and side roads be maintained during the work?

A) Yes, access to properties and side roads will be maintained although there may be some disruption to the access to Station Road at times - we are working to confirm this and will publicise further information when it is available.

Q) What will the diversion routes be during the road closures?

A) There are many factors that we need to take into account when planning for diversions whenever there is a road closure including safety, capacity, suitability of alternative routes and other roadworks needed in the area. We are also working with Highways England, who are responsible for the motorway network, to consider diverting through-traffic away from the area if possible.

The signed diversion route for the June 2019 closure will be via the A38 and Bradley Stoke Way – a diagram of the route can be viewed at www.southglos.gov.uk/CPmetrobus

We will use collected data and lessons learned during the June 2019 closure to inform which diversion route is used in the future.

Q) How are you going to stop vehicles cutting through unsuitable streets?

A) We are undertaking traffic surveys and using available traffic data to understand where most Gipsy Patch Lane users travel to and from. This will help us to plan the most appropriate diversion routes and discourage road users from taking unsuitable routes. We will promote and sign these routes to encourage the travelling public to use them and we will be working with major local employers to encourage considerate commuting.

Q) Will access for pedestrians and cyclists be maintained during the closures?

A) During the full closure in 2020, the highway under the bridge will be closed to all users including pedestrians and cyclists. Alternative routes will be signposted but these are likely to be relatively long and we recognise the inconvenience that this will cause for many. We will continue to investigate ways to reduce the amount of time that the closures will be in place in order to minimise the disruption for pedestrians and cyclists.

However, during the June 2019 closure a route under the bridge for pedestrians and dismounted cyclists will be kept open.

Q) Will my bins still be emptied?

A) Yes, refuse collections will continue as normal.

Q) Will there be disruption at other times or only when Gipsy Patch Lane is closed at the railway bridge?

A) Yes. Traffic management will be required from later in 2019 onwards. This will include temporary traffic lights and possible one way closures. We are in the process of planning for this and more information will be published when available.

Q) How are you going to deal with any possible increases in commuter parking in nearby residential areas during the full closures?

A) Additional parking enforcement patrols will be made in the area during the June 2019 closure. We are also working with local employers to encourage considerate commuting and parking.

Q) Can the work be done any quicker so that there is less disruption?

A) We know that the traffic management will cause disruption to the travelling public, local residents and businesses and all opportunities for reducing the duration of construction have been taken. These include:

- The replacement railway bridge will be pre-fabricated offsite and then manoeuvred into position during a temporary closure of the railway line. We have invested in a large site compound to facilitate this. This action has reduced the on-site construction time significantly in comparison to constructing the bridge in situ on the highway.
- The demolition of the existing bridge and the manoeuvring of the new bridge into position during a railway closure of up to 12 days will be undertaken under 24 hour working to minimise the duration of the most disruptive work.

Any further opportunities to reduce the duration of the work will be fully explored on an ongoing basis, taking into account site safety and consideration for our neighbours.

Q) I run a business on the route, will you pay compensation for any loss of earnings during the work?

A) The general rule is that there is no automatic or statutory provision for compensation to be payable by the highway authority if a business is affected by roadworks

There is however, potential relief from business rates available if business premises are affected by severe local disruption.

The Government's website contains information regarding claiming for a business rates reduction in the form of hardship relief: <https://www.gov.uk/apply-for-business-rate-relief/hardship-relief>

South Gloucestershire Council's website also contains information on how to apply for hardship relief: <http://www.southglos.gov.uk/business/business-rates/business-rates-reductions/financial-hardship-relief/>

There may also be the potential to make a claim under Part 1 of the Land Compensation Act 1973 for depreciation caused by use of public works. Claims made under this Act cannot be made until one year after the work is completed.

Q) How can I have my say about the work?

A) We consulted on design proposals from November 2015 to January 2016 – <https://consultations.southglos.gov.uk/consult.ti/CPMEconsult/consultationHome> Consultation was also undertaken on the planning applications for the scheme from March to June 2018.

We are now moving towards construction and will be using a range of communication channels to encourage people to sign up to receive updates and have their say as part of the traffic management process.

As part of our commitment to keeping people informed, we are holding a series of public drop-in sessions during May 2019:

- **Wednesday 8 May** 5-7pm at Little Stoke Primary School, Little Stoke, BS34 6HY
- **Monday 13 May** 3-6pm at Patchway Community Centre, Rodway Road, Patchway, BS34 5PF
- **Tuesday 14 May** 3-5pm at Cherry Room, Baileys Court Activity Centre, Baileys Court Road, Bradley Stoke, BS32 8BH
- **Monday 20 May** 3.30-6.30pm at Stoke Gifford Parish Council, Community Hall, Little Stoke Lane, Little Stoke, BS34 6HR

- **Tuesday 21 May** 4-7pm at St Michael's Centre, The Green, Stoke Gifford, BS34 8PD
- **Wednesday 22 May** 3-6pm at BAWA Centre, 589 Southmead Rd, BS34 7RG

Officers will be available to answer your questions. Everyone is welcome to attend, there is no need to book. Please note these are drop-in sessions and you can attend at any time during the session.

Q) Will there be disruption to train services during the Gipsy Patch Lane work?

A) The railway at the bridge will be closed for up to 12 days in Easter 2020 when the new bridge is put into position. There will be several other shorter railway closures before and after the Easter 2020 closure too. Train diversions will be in place during these periods which will be confirmed by train operating companies in advance.

Q) What is happening to the pill box next to the railway bridge?

A) The pill box needs to be dismantled and removed to make way for the new bridge. Prior to it being removed we are undertaking a recording exercise to include on the council's [Historic Environment Record](#). We are also working to find a new home for the dismantled pill box.

Hatchet Road and the San Andreas roundabout

Q) What roadworks are happening on Hatchet Road and when?

A) Roadworks will be required on Hatchet Road to upgrade two existing bus stops to become metrobus specification bus stops. Work is programmed to start in autumn 2019 and to be completed in spring 2020 on the two bus stops nearest to the roundabout connecting with Ratcliffe Drive and Sandringham Road.

Q) Will the work to upgrade the two bus stops on Hatchet Road result in any traffic disruption?

A) Some traffic management will be required during this work but this is likely to be limited to temporary traffic lights during off-peak hours. Further information will be made available prior to the work starting in autumn 2019.

Q) What roadworks are happening at the San Andreas roundabout on Hayes Way and when?

A) A new bus only road link will be added onto the south of the existing San Andreas roundabout. This will require work to elongate the roundabout and install new signalling including signal controlled crossings for pedestrians and cyclists. The work is programmed to commence in late 2019 and to be completed in winter 2020.

Q) Will the San Andreas roundabout work result in any traffic disruption?

A) Yes. A significant level of traffic management will be required at the San Andreas roundabout for extended periods during these roadworks. We will publicise this in advance to ensure that the travelling public are aware.