

Cribbs Patchway MetroBus Extension

Public Consultation 27 November 2015 to 15 January 2016

Please return to: FREEPOST RTCT-JXLE-EET, Strategic Transport Policy Team, MetroBus Extension consultation, South Gloucestershire Council, Civic Centre, High Street, Kingswood, Bristol, BS15 9TR. or if in electronic form by emailing this form to transport.policy@southglos.gov.uk or uploading the form at www.southglos.gov.uk/CPMEconsult

Responses must be received by or on Friday 15 January 2016

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If you are making a comment on a particular part of the Cribbs Patchway MetroBus Extension please ensure you clearly describe where.

Comment
<p>North Bristol SusCom Ltd, is a group of major employers, located in North Bristol, promoting sustainable commuting for our 40,000 employees and 30,000 students. We have been working together, for a number of years, to influence and improve local transport provision to help combat traffic congestion and reduce the impact upon our environment.</p> <p>Our employers are working hard to increase the numbers of staff traveling to work by sustainable means. Cycling, walking and public transport each play a significant role in getting people out of their cars for their daily commute. However, there are significant barriers in place that are preventing more people making this choice.</p> <p>We therefore welcome the proposals for the Cribbs Patchway Metrobus Extension. These proposals will address a number of issues our members have raised about poor orbital links in North Bristol, pinch points at Gipsy Patch Lane Bridge, and better connectivity between existing employment/housing sites and new developments.</p> <p>There are a number of specific comments we would like to make on behalf of our members:</p> <p>Zone 1: Gipsy Patch Lane (between roundabout with Hatchet Road and the Rail Bridge)– the proposals call for a new eastbound bus lane, which is welcomed. Has consideration been given to a westbound bus lane as well? With the new Gipsy Patch Lane Bridge there will be East and West Bus Lanes but the West lane will not extend the full length of Gipsy Patch Lane leading to buses potentially being caught up in traffic, which will impact on reliability.</p>

Zone 2:

Gipsy Patch Lane bridge currently causes a significant bottleneck to everyone and is very unpleasant for pedestrians and cyclists to navigate. We are pleased that the Council has decided to replace the bridge and cater for the wide range of people who travel under the bridge by foot, cycle, bus, motorbike and car.

We do question why the bus lane does not extend the entire length of Gipsy Patch Lane - between East Works site and Hatchet Road. Without a consistent Bus Lane surely the services will get caught up in the normal traffic.

Zone 3:

It will be very important for the project team/Council to work with the developers of the East Works site to coordinate activity and hopefully have MetroBus in place by the time that site starts welcoming new tenants on site.

As well as agreeing the exact route MetroBus will take through the East Works site to North Road, it is important that the current issues of nearby employers are also taken into account and addressed so MetroBus can be as successful as it can and not exacerbate existing problems. SusCom member, NHS Blood & Transplant, have raised some valid concerns that need to be addressed to ensure they, and their neighbours South West Ambulance Service can operate emergency vehicles unimpeded.

Their concerns include:

- **Increased congestion in North Bristol Park** – North Way is already a busy main thoroughfare for 5 businesses in the area, 2 of which provide life-saving blood and ambulance services to the wider region and thus need 24/7 access for their transport vehicles and blue-light cars.

The North Way road is too narrow to allow vehicles to safely overtake any parked (or broken-down) vehicles along this road. There have already been a number of incidents involving HGVs (heavy good vehicles) reversing into lamp posts and the fencing of 2 properties, sometimes blocking the whole road as they are reversing / turning.

There are already double yellow lines along this road, however, no resources have been implemented to manage offenders.

- **Parking space and Lay-by** – There is enough parking along this road to allow 2.5 HGVs to wait before entering the SIG premises. 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 really quickly right up to the A38 turn off. Please consider if the lay-by can be extended to allow HGVs to park further in, thus taking up less space in the road.
- **Butty Van** – The butty van sits in the lay-by and attracts customers that increase the number of vehicles in the area, and some of the HGVs use North Way to do a U-turn, thus temporarily blocking the road until their manoeuvre is completed.
- **Signage** – There is a basic sign after one enters the business park, however, it instructs visitors that all traffic turn left, which is actually a cul-de-sac and thus they have to perform a U-turn. It would be useful to have a sign directing traffic to the specific businesses at the first instance.
- **Cul-De-Sac** – We believe Terramond envisaged [designed] the use of the cul-de-sac to allow vehicles to turn around. This is used regularly by HGVs visiting North Bristol Park – if this should cease to exist due to the bus route, the vehicles will not be able to do a U-turn out of this road and will be forced to reverse down a blind 90° corner.
- **U-turn off the A38** – Routine traffic from the A38 use the slip road as a short-cut, they perform U-turn to get back on the A38 North. This has increased the number of vehicles coming into the area, and furthermore, 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).

- **Road layout / Dotted Line** – Vehicles going across this junction (both ways) often do not obey the dotted line across the road, thus increasing the risk of a road traffic accident. Could the council consider reviewing the layout / signage of this 90° junction.
- **Increase of Flood Risk** – The council should consider the flood implications should a road / barrier be introduced across the playing fields which is a currently a contingency flood plain for the area. There are also 3 old bridges under the neighbouring railway lines where, should they collapse, the new culvert that Network Rail installed will not be of any use [in draining the greater Filton flood plain]

Zone 4:

We welcome the proposals that both the underpass and new link to with Highwood Road would be restricted use.

General Point – restricted use classification. The proposals refer to restricted users for a number of new link routes being developed. Those allowed to use these routes include MetroBus, buses, emergency vehicles, taxis pedestrians and cyclists. Has the Council considered not allowing taxis to use these routes? Given that these roads are primarily for a MetroBus service that will link Railway stations, employment, retail and housing together shouldn't we be promoting use of the bus (along with cycling and walking) rather than car use or could the Council do more to encourage taxis to get customers to share rides to help reduce congestion?

North Bristol SusCom would also like to see the Council set up a working group with local employers to ensure they are pro-actively kept up to date with the MetroBus Extension project, and are aware of significant works that will impact the smooth 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. Having the MetroBus extension put in place with the associated infrastructure (new Gipsy Patch Lane Bridge, bus stops, bus lanes, cycle and pedestrian routes) should, in the long run help local employers attract staff to live and work in the area and increase the numbers of staff commuting to work by sustainable means.

Are you responding as? (please tick)

	A resident
	A Parish or Town Council
	A local voluntary or community organisation
	A South Gloucestershire Councillor
	A local business
	A landowner or developer
X	Other, please state: A group of local businesses employing over 40,000 people in North Bristol

In any typical week, what forms of transport do you normally use to make journeys to places of work, education, shopping or leisure? (please tick all that apply):

X	Car
X	Bus
X	Bicycle
	Train
	Taxi
	Community Transport
X	Walk/run
	Motorbike/moped

DATA PROTECTION:

The information collected as part this consultation will also be used by the Council (and its delivery partners) in accordance with the data protection principles in the Data Protection Act 1998. The purposes for collecting this data are: to assist in plan making and project development; and to contact you, if necessary, regarding the consultation process. Your response may be made public as it will form part of the evidence base used to inform the decision making process, however personal information will be removed prior to any publication. The above purposes may require public disclosure of any data received, in accordance with the Freedom of Information Act 2000.