



# **North Fringe to Hengrove MetroBus**

Report on informal consultation Nov 2014 - Jan 2015

MetroBus 

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## **1. Introduction**

### **North Fringe to Hengrove Package**

The North Fringe to Hengrove Package (NFHP) MetroBus scheme is one of three interconnected Bus Rapid Transit (BRT) schemes that together form the MetroBus network.

The NFHP MetroBus scheme will link areas of housing and economic growth in the North and East Fringes with a major regeneration area in South Bristol via Bristol City Centre. It will provide a fast, frequent and reliable public transport service using bus priority measures and new infrastructure, including a new bus-only junction on the M32 Motorway.

The NFHP MetroBus scheme was granted planning permission by Bristol City Council in August 2014 and by South Gloucestershire Council in September 2014.

### **North Fringe to Hengrove Traffic Regulation Orders**

Following approval of the NFHP planning application in 2014, further statutory orders are required to deliver the scheme.

The NFHP scheme will result in changes to existing road layouts, speed limits and parking arrangements along its route. Traffic Regulation Orders (TROs) provide the regulatory powers required to deliver and legally enforce these measures the ground.

The procedure for implementing TROs is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This sets out the statutory processes which must be undertaken before a TRO scheme can be implemented.

### **North Fringe to Hengrove Package Informal Consultation**

It was decided that before statutory consultation on the TROS took place it would be beneficial to undertake an informal consultation exercise which would provide an early opportunity for people to view the plans and submit their views. This report relates to this informal consultation, which took place between November 2014 and January 2015.

It is important for the purpose of this consultation make a distinction between the elements of the scheme that been granted planning permission and the elements where further permissions are required in the form of TROs.

The purpose of the informal consultation was not to re-consult on the principles of the scheme or on the scheme elements that were granted approval at the planning stage. Instead, its purpose was to inform residents, businesses and other stakeholders of the detailed proposals for changes to roads under the NFHP scheme where Traffic Regulation Orders were required, and to seek their views on these changes.

NFHP is a joint project between South Gloucestershire Council and Bristol City Council. The NFHP informal consultation was managed by the MetroBus Communications Team at the West of England Local Enterprise Partnership, in accordance with the published consultation guidelines of both Bristol City Council and South Gloucestershire Council.

## 2. Consultation methodology

### Consultation period

While the regulations do not set out a minimum timescale for the duration of informal consultation, both Bristol City Council and South Gloucestershire Council have their own published guidelines for such consultations. The NFHP informal consultation was carried out in accordance with these guidelines.

The informal consultation commenced on Monday 17 November 2014 and was scheduled to run until Friday 9 January 2015. However, due to disruption of the TravelWest website where the consultation webpage was hosted, the online consultation was unavailable from Thursday 1 January until it was restored on Friday 9 January.

As a result of this disruption, it was decided to extend the consultation and to accept comments until Friday 16 January 2015.

### Consultation zones

To make navigation of the consultation information as easy as possible for users, the consultation was divided into six geographical zones:

- Zone One: Cribbs Causeway to Parkway
- Zone Two: Stoke Gifford Transport Link
- Zone Three: Hambrook to Emersons Green
- Zone Four: North Bristol (M32, Stoke Lane and Coldharbour Lane)
- Zone Five: Central Bristol
- Zone Six: South Bristol

A map of the consultation can zones can be found in **Appendix A**.

There were a total of 72 consultation drawings for people to comment on. A full list of drawings can be found in **Appendix B**.

### Consultation website

A dedicated webpage for the consultation was created on the TravelWest website, with the web address: [www.travelwest.info/NFHPconsult](http://www.travelwest.info/NFHPconsult).

The webpage explained the purpose of the consultation and provided links to each of the 72 consultation drawings, which were presented by zone in PDF format.

To make navigation as easy as possible, a separate page was created for each geographical zone and drawings were given a unique number and a file name that included a short description of the area they covered. The map of the consultation zones was included on the consultation page to aid navigation.

### Online questionnaire

An online questionnaire was created on the Survey Monkey website. A link to this was provided on the main consultation webpage and on the page for each consultation zone.

### **Paper plans**

Paper plans and questionnaires were made available at following locations: Kingswood One Stop Shop, Bradley Stoke Public Library, Winterbourne Public Library, Filton Public Library, Bristol Central Library, Bristol Junction 3 Library, Fishponds Library and Filwood Library.

Following a request from a member of the public, the plans were also made available at Emersons Green library shortly after the consultation began.

Paper plans are shown in **Appendix C** and the online questionnaire in **Appendix D**.

## **3. Promoting the consultation**

### **Promotional postcard**

A promotional postcard was printed and sent all properties within 100m on the NFHP route.

The postcard explained the purpose for the consultation and directed people to consultation website and the libraries where paper plans could be viewed. The postcard also contained two contact phone numbers, one for Bristol and one for South Gloucestershire, for people who wanted to discuss the proposals with the project team .

Over 15,600 addresses were included in the postcard mail drop.

The postcard is shown in **Appendix E**.

### **Website**

The consultation was promoted on the front page of the MetroBus website and on the NFHP web page. A direct link to the consultation web page was included.

### **Twitter**

The consultation was promoted on the MetroBus Twitter feed, with a direct link provided to the consultation web page. Following the disruption of the TravelWest website, Twitter was used to keep people informed of what was happening. When the consultation web page was restored on 9 January this was announced on Twitter.

### **Media**

A press release was issued to all local media to promote the consultation and explain how people could view the plans and submit comments.

### **Newsletter**

The consultation was promoted in a MetroBus newsletter published on 18 November. This newsletter is sent to a circulation list that includes members of the public, business and other stakeholders who have signed up to receive it. The current circulation list includes 637 individuals and organisations. The MetroBus newsletter promoting the consultation is show is **Appendix F**.

### **Roadside signage**

A number of signs were erect along the route in South Gloucestershire. These included messages that read 'Proposed road widening and MetroBus lanes', 'Proposed new road and

MetroBus lanes' and 'Proposed MetroBus speed limit change'. The signs included the consultation web page address.

#### **Stakeholders and statutory consultees**

Stakeholders and statutory consultees were contacted directly by the project team and invited to submit their comments on the proposals.

#### **4. Website disruption and consultation extension**

Just after midnight on 1 January 2015 the TravelWest website hosting the consultation web page was hacked. The website was restored the next day, but following further problems it was decided to take the website down again on 3 January.

It was immediately decided by the MetroBus team that once the website was restored the consultation would be extended to ensure that no one missed out on the opportunity to comment.

On Friday 9 January the consultation webpage was made available again, along with a small number of other webpages that were considered a priority. The remainder of the TravelWest website remained unavailable. At this point it was announced via Twitter that the consultation would be extended until 16 January.

During the period that the consultation website was down the MetroBus team received ten emails from people unable to access the consultation webpages. These individuals were contacted to explain the situation and were given the option of having plans emailed to them to comment.

When the consultation website was restored on 9 January, the following email was sent to everyone who had contacted the MetroBus team about the website being unavailable:

*"The North Fringe to Hengrove Package MetroBus informal consultation is now back online at [www.travelwest.info/NFHPconsult](http://www.travelwest.info/NFHPconsult).*

*"Due to the website disruption we will now be accepting consultation comments until **16th January**.*

*"Comments can be submitted via our online questionnaire or emailed to [metrobus@westofengland.org](mailto:metrobus@westofengland.org). When responding by email, please make sure to state which drawing number/s you are commenting on.*

*"We are still working to restore the full TravelWest website following the disruption".*

## **5. Consultation responses**

### **Response numbers and methods**

A total of 245 individuals submitted responses to the consultation, using the following methods:

- 228 online questionnaires
- 14 email submissions
- 3 paper questionnaires

A small number of phone queries were received about the consultation. Callers were provided with any information they requested and then directed to the website or email address to submit their views. Phone calls have therefore not been counted as consultation comments.

### **Paper questionnaires**

Only three paper questionnaires were returned. Due to this low response rate, libraries were contacted to ensure that the questionnaires and paper plans had been made available. The libraries confirmed that the paper copies were available and that many people had requested to view them.

The conclusion we can draw from this is that people viewing the paper plans were then choosing to submit their comments electronically.

### **Individual responses**

Where it was deemed appropriate, individual email responses were provided to individuals who provided contact details. This includes responding to questions and providing additional information that was considered helpful.

### **Counting comments**

Many individuals commented on multiple drawings, either in a single zone or multiple ones. Unique comments have been recorded individually against the relevant drawing number. Where an individual has submitted the same comment for multiple drawings in a zone they have been collated and counted as one general comment on that zone.

For example, if someone has submitted a unique comment on drawing 5.1 it has been recorded as a single comment on that drawing. If that same person has submitted an identical comment on all drawing in Zone 2, it has been counted as a single general comment on the proposals for that zone.

When duplicate comments are collated in this way a total of 310 comments were submitted by 245 individuals.

## Responses by zone

Zone	No. of drawings	No. of comments
Zone 1:	13	100
Zone 2:	6	44
Zone 3:	12	85
Zone 4:	14	27
Zone 5:	5	24
Zone 6:	22	30
All zones	72	310

The two most frequently submitted comments for each zone are detailed below.

Zone	Comment	Number of comments
1	The scheme won't reduce congestion or will make it worse.	20
1	Support for the proposals.	10
2	The scheme will increase congestion on the A7174.	10
2	Support for the proposals.	5
3	Opposed to reduction in speed limits.	26
3	Support for the proposals.	5
4	Opposed to M32 bus-only junction.	7
4	Support for proposals.	2
5	Extending Baldwin Street cuts through pedestrian space and will be is dangerous.	3
5	Motorbikes should be allowed to use all bus lanes, including in the city centre.	2
6	The pavement outside Imperial Arcade should be preserved.	6
6	Pavement narrowing on Parson Street will be unsafe.	3

### Comments on the planning application and scheme principles

A significant number of the comments related to the principles of the scheme or to elements of the scheme that were approved when planning permission was granted.

These comments have been included in the summary of consultation comments but cannot be considered at this time. Comments on the planning application were considered as part of the statutory planning process and planning permission has now been granted. These comments are therefore outside of the scope of the NFHP informal consultation.



The standard response sent to people who took part in the consultation included an explanation of the above:

*“Thank you for taking part in the North Fringe to Hengrove Package MetroBus informal consultation.*

*“Any comments you have made about the detailed design elements in the consultation drawings will be considered as part of this consultation. Comments relating to the planning application are outside the scope of this consultation. Comments on the planning application were considered as part of the statutory planning process and planning permission has now been granted.*

*“After this informal consultation has finished, we will finalise the detailed scheme designs and prepare Traffic Regulation Orders (TROs). Statutory consultation for the TROs will take place in 2015 and there will be a further opportunity for you to comment on particular TROs at that time”.*

### **Bedminster Parade petition**

On 18 December the MetroBus project confirmed that plans for the route along Bedminster Parade had been reviewed in order to find an alternative solution to removing the footway outside Imperial Arcade. These changes are currently being taken through the formal project sign off process.

On 5 January the MetroBus project team was sent a web link to an online petition calling for the plans to remove the pavement to be dropped. Signatures on this petition cannot be considered as responses to the consultation, however it should be noted that at the time of writing this report the number of signatures stands at 344.

### **MetroBus mailing list**

99 people who responded to the consultation selected the option to be added to the MetroBus mailing list. This represents 40% of all people who responded.

These individuals will now be included in the distribution of the regular MetroBus email newsletters.

## 6. Summary of all consultation comments and the project's responses

Consultation comments are summarised below by zone and drawing number.

The 'general' reference is used where people have made a comment that is not related to a specific drawing or have submitted the same comment for multiple drawings in a zone.

Zone	Drawing number	Comment summary	Response	Number of comments
1	1.1	Can the existing disused section of Woodlands Road towards the Aztec West Roundabout be used for the MetroBus route?	Using Woodlands Lane for buses would require the acquisition of land. Traffic using the lane would also conflict with the bus stop and pedestrian crossing on the A38.	3
1	1.2	Buses on the mini-roundabout will be a danger to other traffic.	Buses currently use this route. In the last five years there have been no accidents recorded in this area involving buses.	1
1	1.2	Why isn't there a bus lane heading towards the M32?	Bus lanes are proposed in both directions between Woodlands Lane and Aztec West. MetroBus services will travel between The Mall and Parkway, not towards the M5.	1
1	1.3	Will the phasing of traffic lights and general flow of traffic be considered as part of the scheme?	This will be done once the scheme is operational.	1
1	1.3	Bradley Stoke Way was designed so that it could be turned into a dual carriageway and this should happen.	The original design of Bradley Stoke Way allowed for the future provision of public transport measures, not dualling for all traffic. The proposals have been granted planning permission, and detailed traffic modelling was considered during this process. The modelling predicted that the scheme will provide a major benefit to public transport.	1
1	1.3	The bus lane and stop on Bradley Stoke way will block the left lane of traffic.	The existing bus stop will remain, for use by services that turn left onto Woodlands Lane. The MetroBus service runs the length of Bradley Stoke Way and does not use this stop. Separate facilities are therefore required.	1
1	1.3	There should be a toucan crossing on Bradley Stoke Way at Aztec West Roundabout to be integrated with the existing traffic signals on the roundabout.	South Gloucestershire Council is proposing to upgrade this crossing to controlled facilities as part of a separately funded project to increase capacity on the A38.	1

<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
1	1.3	Will there be bus lanes in both directions?	MetroBus services will operate in both directions. There will be sufficient road space for traffic to pass stationary buses. Bus stops are not located opposite each other.	1
1	1.3	Will Woodlands Lane junction be no right turn?	It is not currently proposed to prohibit any turning movements at the Woodland Lane junction.	1
1	1.3	Why hasn't the originally-planned flyover into Aztec West been reinstated?	No funding currently exists for the provision of an Aztec West flyover.	1
1	1.5	Bus lanes shouldn't be 24 hour.	The bus lanes will operate for the full 24hrs, partly for safety reasons given that cyclists are permitted to use them.	1
1	1.5	Can the traffic lights at Bradley Stoke Way/ Woodlands Way junction and Aztec Roundabout be turned off at night/ off peak periods?	It is not currently Council policy for traffic signals to operate part time.	1
1	1.5	Will cycle lanes be 3m wide segregated lanes?	The scheme does not affect any existing cycle paths. Cyclists will be able to use the bus lanes and on-road cycle lanes will be increased.	1
1	1.5	The bus stop is too close to the roundabout and crossing will reduce traffic flow.	The proposals have been granted planning permission, and this process considered the locations of the bus stops. The proposals have been subject to an independent road safety audit.	1
1	1.6	A bus lane scheme should not be funding a police enforcement layby.	Traffic speed data indicates some exceeding of the permitted traffic speed limit and the enforcement bay was requested following liaison with the police. The bay will also be used by official staff requiring access to traffic count equipment that will be installed nearby.	1
1	1.7	Low-noise surface materials should be used due to proximity to houses.	Low noise surfacing materials will be used.	1
1	1.7	Will the new bus lane encroach on to the existing shared cycle/walk way heading west?	It is not proposed to reduce the width of the existing footway/cycleway.	1
1	1.8	Cyclists will be forced off the road and onto pavements, endangering pedestrians.	Existing cycle paths will not be affected by the proposals. Additional benefits to cyclists are expected due to the on-road cycles lanes proposed and the permitted use of the bus lanes	1

Zone	Drawing number	Comment summary	Response	Number of comments
			by cyclists.	
1	1.8	Access to Tesco needs to be improved.	The proposals have received planning permission, and this process considered the scheme layout and design. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. The entrance to the Town Centre is not in public ownership and beyond the scope of this project, but the comments will be passed onto the relevant team for discussions with the Town Centre owners.	1
1	1.8	This length of road is very dangerous and lots of accidents have already happened with people travelling from the school and leisure centre. Better crossing provision or a foot bridge is required.	Accident records for the last five years show no pedestrian accidents on the pedestrian routes to the Leisure Centre and High School, only to the north of the Leisure Centre, prior to the installation of the pedestrian crossing. The pedestrian crossing facilities will be re-assessed once the scheme is operational, and further works will be carried out if necessary and justified. A footbridge is unlikely to be justifiable in this location.	1
1	1.9	Will buses be pulling into lay-bys or stopping on the road preventing traffic flow?	The bus stops are on the road and are not expected to significantly affect traffic flows. Bus stops in new lay-bys would increase costs and environmental impact. Where MetroBus uses existing stops they will be upgraded.	2
1	1.9	The bus stops are too close to the roundabout and will make crossing the road extremely dangerous for school children.	The proposals have been subject to an independent road safety audit, which included the bus stops. The stops need to be near the roundabouts, which form part of the route to and from the stops from the local housing. The pedestrian crossing facilities will be re-assessed once the scheme is operational, and further works will be carried out if required.	2
1	1.9	A safe crossing should be provided at the roundabout due to the proximity of local primary schools.	The pedestrian crossing facilities will be re-assessed once the scheme is operational, and further works will be carried out if required.	1
1	1.9	Are there any plans to widen the shared cycle/walk	It is not proposed to reduce the width of the existing	1

Zone	Drawing number	Comment summary	Response	Number of comments
		way adjacent to the new bus stop on the westbound carriageway?	footway/cycleway. There is insufficient publicly owned land to permit the cycleway to be widened.	
1	1.9	I am concerned that new bus stops will remove or reduce the natural barrier between houses in Berkley Mead and the busy Bradley Stoke Way.	It is proposed to make only minor changes to the landscaping at this location. The proposals have been granted planning permission, and this process considered environmental impacts. Any landscaping removed will be replaced in accordance with the planning permission and conditions.	1
1	1.11	It will result in the loss of the grass verge, used by a number of people for dog walking.	The proposals have been granted planning permission, and this process considered environmental impacts. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. Substantial areas of verge will remain for use by the public.	1
1	1.12	How will the proposed changes affect the cycle route that cuts across the new road to the Lyde Green housing estate?	No changes are proposed to existing cycle routes.	1
1	1.12	The Badminton Road crossing south of Wickwar roundabout and Westerleigh Road crossing south west of the Lyde Green roundabout are currently timed poorly with far too much red overlap for cars and cyclists.	This comment will be passed to the relevant team for consideration. Traffic signal timing and phasing will be reviewed once the scheme is operational, and further works will be carried out if required.	1
1	1.12	Uncontrolled crossing may be unsafe given likely traffic volumes.	The proposals have been granted planning permission, and this process included assessing the pedestrian crossing facilities. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. The pedestrian crossing facilities will be reassessed once the scheme is operational, and further works will be carried out if required.	1
1	General	The scheme won't reduce congestion or will make it worse.	The proposals have been granted planning permission, and detailed traffic modelling was considered during this process. The modelling predicted that the scheme will provide a major benefit to public transport and that some additional benefits	20

<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
			to general traffic can be expected. Bus lanes are being created by road widening. Existing general traffic lanes will not be lost.	
1	General	Support for the proposals.	Noted.	10
1	General	The scheme will cause environmental damage to green spaces.	The proposals have been granted planning permission, and environmental issues were considered during this process. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme.	9
1	General	The additional lane should be used for general traffic not buses.	The proposals have been granted planning permission, and detailed traffic modelling was considered during this process. The modelling predicted that the scheme will provide a major benefit to public transport and that some additional benefits to general traffic can be expected. Bus lanes are being created by road widening. Existing general traffic lanes will not be lost.	5
1	General	General traffic lanes should not be turned into bus lanes.	Bus lanes are being created by road widening. Existing general traffic lanes will not be lost.	5
1	General	Road works during construction will cause major disruption.	Construction is expected to commence in Summer 2015 and be completed in early 2017. The traffic management arrangements for carrying out the works will be subject to the approval of the highway authority and will be designed to minimise disruption.	4
1	General	The scheme will bring the road closer to houses.	The proposals have been granted planning permission, and this process considered environmental impacts. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme.	4
1	General	Dedicated cycle lanes should be provided along the route.	The scheme does not affect any existing cycle paths. Cyclists will be able to use the bus lanes and on road cycle lanes will be increased.	2
1	General	The scheme will increase traffic pollution.	The proposals have been granted planning permission, and environmental issues were considered during this process. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme.	1

<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
1	General	Lanes need to be wide enough to provide adequate separation from oncoming traffic.	Lane widths will comply with design standards	1
1	General	The buses won't get enough passengers to justify the cost of this work.	The proposals have been granted planning permission, and detailed traffic modelling was considered during this process. The modelling predicted that the scheme will provide a major benefit to public transport and that some additional benefits to general traffic can be expected. Bus lanes are being created by road widening. Existing general traffic lanes will not be lost.	1
1	General	A mono-rail, maglev or tram should be built, not a bus lane.	The funding available is insufficient for such alternative projects. The proposals have been granted planning permission and will receive Department for Transport funding to agreed limits, on the basis of their public transport benefits.	1
1	General	Yellow hatchings need to be included on all road entrances/exits to roundabouts.	Keep clear markings are normally only provided on signal controlled roundabouts, otherwise confusion regarding priorities may occur.	1
1	General	Opposed to built-out bus stops.	Built-out bus stops are not proposed within this zone of the scheme.	1
1	General	What do MetroBus stops look like?	Details of the proposed bus stop design will be published in due course.	1
1	General	Opposed to the reduction in speed limits.	The reductions in the speed limits are required for the safe operation of the bus stops, as recommended in an independent road safety audit.	1
2	2.1	A pedestrian crossing should be provided.	The proposals have been granted planning permission, and this process considered the needs of pedestrians. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. The pedestrian crossing facilities will be reassessed once the scheme is operational, and further works will be carried out if required. The speed limit in the area of the roundabout will be 30 mph.	2
2	2.1	A pedestrian crossing is required immediately prior	The pedestrian crossing facilities will be reassessed once the	1

<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
		to the roundabout by Newbrick Rd/Kings Drive.	scheme is operational, and further works will be carried out if required.	
2	2.1	The proposals will increase noise levels.	Noise fencing will be provided in this area to minimise noise levels. The proposals have been granted planning permission, and this process considered environmental impacts. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme.	2
2	2.3	A bridge should be built over Hambrook Lane to avoid creating traffic congestion.	The proposals have been granted planning permission, and this process considered the scheme layout and design. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. A bridge was considered, but a bridge would increase the visual and environmental impacts, and the cost of the scheme. The junction was also subject to an independent road safety audit.	2
2	2.3	How will Hambrook Lane be affected?	The proposed junction includes traffic signals and excludes turning movements. Traffic flows on Hambrook Lane are not expected to increase as a result of the scheme. No changes to on-street parking arrangements are proposed on Hambrook Lane.	2
2	2.3	The speed limit on Hambrook Lane should not be reduced.	A reduction in the speed limit is required due to changes in the road alignment. It is also desirable to reduce the speed limit at the proposed junction. Turning movements have been prohibited to prevent undesirable traffic flows along Hambrook Lane.	1
2	2.3	A light-controlled pedestrian crossing will hinder the flow of traffic. Consideration should be given to a foot-bridge or underpass.	The new road link and its footways and cycleways need to connect onto the A4174. The proposals have been granted planning permission, and this process considered detailed traffic modelling. The modelling showed no unacceptable effects on the A4174 and M32. There is insufficient space on the site or additional funding to provide a footbridge.	1
2	2.5	A signalled entrance to and from Harry Stoke is	A signal controlled junction with pedestrian crossing facilities	1



<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
		needed due to the volume of vehicles.	is proposed in this location	
2	2.6	The toucan crossing will be unsafe for pedestrians and drivers.	Pedestrian and cyclist access is required to connect the new link to the existing footway/cycleway on the south side of the A4174. The proposals have been subject to an independent road safety audit. There is insufficient space to install a footbridge at this location.	1
2	2.6	What impact will there be on the existing pedestrian access to the housing development at Harry Stoke?	It is not proposed to alter the existing footways and cycle paths.	1
2	2.6	Will the proposal provide access to the Harry Stoke new development from both ring road and Parkway?	Yes.	1
2	General	The scheme will increase congestion on the A7174.	The proposals have been granted planning permission, and this process considered detailed traffic modelling and environmental impacts. The new road link needs to connect onto the A4174 and traffic modelling shows no unacceptable effects on the A4174 and M32. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme.	10
2	General	Support for the proposals.	Noted.	5
2	General	Opposed to construction of the Stoke Gifford Transport Link.	The proposals have been granted planning permission, and this process considered the scheme benefits and environmental impacts. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme.	4
2	General	The speed limit on the Stoke Gifford Transport Link is too low.	The speed limits have been chosen to meet design standards. The road alignment is affected by the need to meet various constraints along its length. The proposals have been granted planning permission, and this process considered detailed traffic modelling.	2
2	General	There should be no bus lanes on the Stoke Gifford Transport Link.	The proposals have been granted planning permission, and this process considered detailed traffic modelling and predicted bus usage. This consultation is regarding the Traffic	2

<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
			Regulation Orders required for the operation of the approved scheme. The proposals will receive Department for Transport funding to agreed limits on the basis that they benefit public transport. Some additional benefits to general traffic can be expected.	
2	General	Opposed to built-out bus stops.	Built-out bus stops are not proposed within this zone of the scheme.	1
2	General	Stoke Gifford Transport Link should have bus lanes in both directions.	Traffic modelling has been carried out which shows that bus lanes in some locations will reduce bus journey times, but that they are not required over the whole route	1
2	General	Traffic will use Stoke Gifford Transport Link to access the M4/M5 from the link road, creating congestion in Bradley Stoke.	The proposals have been granted planning permission, and this process considered detailed traffic modelling and environmental impacts. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. The proposals will receive Department for Transport funding to agreed limits, on the basis that they benefits public transport. Some additional benefits to general traffic can be expected.	1
2	General	Cycle lanes needs need to be completely separate from all traffic.	The proposals include a continuous shared footway/cycleway along the western side of the scheme. Cyclists will be permitted to use the bus lanes and on-road cycle lanes provided across the scheme.	1
2	General	Bus stop locations do not meet the needs of many of the future residents of the New Neighbourhood or others in the area.	The proposals have been granted planning permission and this process considered the road layout and bus stop locations. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. There is currently insufficient demand to justify bus stops being provided in the Hambrook Lane area. Any such stops would need to be rebuilt when the junctions required for the proposed housing are constructed. This comment will be passed to the relevant planning team for consideration.	1

<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
2	General	Stoke Gifford Transport Link should not be open to general traffic.	The proposals have granted planning permission and this process considered detailed traffic modelling and environmental assessments. The proposals will receive Department for Transport funding to agreed limits, on the basis of their public transport benefits	1
3	3.1	Very few people live in this vicinity so the bus stops on the either side of ring road at the Hambrook lights aren't value for money.	The proposals have received granted planning permission, and this process considered the provision of the bus stops. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. MetroBus will provide a quality service between the east fringe of Bristol and the north fringe and the City Centre, and needs to use the Ring Road for this purpose.	1
3	3.1	The plan shows the bus lane going through a wall.	The existing boundary walls will be relocated to enable provision of the bus lane.	1
3	3.1	The existing 2+ lane should be turned into a bus lane.	The scheme does not include alterations to the existing priority vehicle lanes. It is not expected that changes are required to the existing lanes for the operation of the MetroBus.	1
3	3.2	Why is there no dedicated westbound bus lane?	Westbound 2+ lanes exist on the A4174 until Hambrook junction. Traffic modelling shows that dedicated lanes are not beneficial on the approach to the M32. The proposals have been granted planning permission, and this process considered detailed traffic modelling. The proposals will receive Department for Transport funding to agreed limits, on the basis that they benefit public transport.	1
3	3.2	The bus stop is too far from Hambrook Junction.	The proposals have been granted planning permission, and this process considered the scheme layout and design This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. The bus stops at Hambrook are considered to be in locations that are both suitable and safe.	1

<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
3	3.2	The bridge should be widened to avoid the need to merge four lanes into two.	The proposals have been granted planning permission, and this process considered the scheme layout and design. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. The proposals were subject to an independent road safety audit and this concluded that a priority layout would be less safe than a merge layout. There are no funds available to widen the bridge and provide an additional lane for the whole length between Hambrook and Bromley Heath.	1
3	3.2	The bus lane will force buses into the first lane just as the outer lanes are merging, which could cause accidents.	The proposals have been granted planning permission, and this process considered the scheme layout and design. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. The proposals were subject to an independent road safety audit.	2
3	3.3	Why is there no dedicated westbound bus lane?	Westbound 2+ lanes exist on the A4174 until Hambrook junction. Traffic modelling shows that dedicated lanes are not beneficial on the approach to the M32. The proposals have been granted planning permission, and this process considered detailed traffic modelling. The proposals will receive Department for Transport funding to agreed limits, on the basis that they benefit public transport.	1
3	3.3	2+ occupancy cars should be permitted to use the bus lane.	Due to space restrictions downstream traffic in the bus lanes will need to merge with traffic in the adjacent lane. On safety grounds it is desirable to restrict the number of vehicles making the merges, and so it is not proposed to extend the permitted users of the bus lane.	1
3	3.3	Has the stop Bromley Heath been scrapped? The scheme should benefit all communities on its route.	A review of the stops showed that they were environmentally unacceptable and required the acquisition of third party land that could be subject to challenge, putting the scheme at risk.	1
3	3.3	Road widening for a bus lane is not necessary at this point and is a waste of money.	The proposals have been granted planning permission, and this process considered detailed traffic modelling. The	1

<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
			modelling predicted that the enabling quicker and more reliable journey times.	
3	3.4	Bus lane is a good idea but it shouldn't be 24 hour.	The bus lanes will operate for the full 24hrs, partly for safety reasons given that cyclists are permitted to use them.	1
3	3.4	Road widening for a bus lane is not necessary at this point and is a waste of money.	The proposals have been granted planning permission, and this process considered detailed traffic modelling. The modelling predicted that the bus lanes will enable quicker and more reliable journey times.	1
3	3.5	Road widening for a bus lane is not necessary at this point and is a waste of money.	The proposals have been granted planning permission, and this process considered detailed traffic modelling. The modelling predicted that the bus lanes will enable quicker and more reliable journey times.	1
3	3.5	Work on the bridge will cause huge delays for cyclists, horse riders, pedestrians and motorist and will not improve congestion.	The proposals have been granted planning permission, and this process considered detailed traffic modelling. The modelling predicted that the scheme will provide a major benefit to public transport. The Church Lane bridge will be closed to the public for the minimum period required.	1
3	3.6	The bus stop is too far from the pedestrian crossing across the ring road which is dangerous. People have been killed crossing the road.	The proposals have been granted planning permission. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. The proposals have been subject to an independent road safety audit, which included the bus stops and pedestrian access to and from them. There are no pedestrian related accidents recorded in the area over the normal assessment period.	1
3	3.6	Road widening for a bus lane is not necessary at this point and is a waste of money.	The proposals have been granted planning permission, and this process considered detailed traffic modelling. The modelling predicted that the bus lanes will enable quicker and more reliable journey times.	1
3	3.6	The 24 hour traffic lights should be removed from roundabouts on the A4174 and replaced with traffic control lights on the approaches	The proposals have been granted planning permission and will receive Department for Transport funding on the basis that they benefit public transport. The removal of traffic lights on	1

Zone	Drawing number	Comment summary	Response	Number of comments
			the A4174 will not increase traffic capacity for general traffic.	
3	3.6	The current road markings eastbound approaching Wick Wick show a straight arrow on the road where it should show a right turn.	It is normal policy not to provide right turn direction arrows on the approaches to roundabouts, in case a driver attempts to negotiate the roundabout in the wrong direction.	1
3	3.6	Will timings of the lights at Wick Wick roundabout be adjusted? Insufficient time is currently allowed for Yate/Chipping Sodbury traffic to clear the junction and this will impact on the bus lane.	The traffic signals on the A4174 are periodically reviewed to see if their timings and phasings need to be revised. A review will be carried out once the scheme is operational.	1
3	3.9	Bus stop is too near roundabout and will hold up traffic.	The bus stops need to be close to the roundabouts, which form the access routes between the stops and the local housing. The stops are not expected to have a significant effect on traffic flows.	1
3	3.9	What will happen to the existing cycle path when the bus stop is installed?	It is not proposed to alter the existing footways and cycle paths.	1
3	3.10	Disabled access at Bristol Science Park and at Emersons Green/Emersons Way needs to be addressed.	The proposals have been granted planning permission, and this process considered the scheme layout and design. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. The bus stops provided in the Science Park were subject to previous, separate planning application and decision.	1
3	312	Bus stop will block exit on to the ring road.	There is no adequate alternative location for a stop intended to serve the adjacent retail area. The stops are not expected to have a significant effect on traffic flows. The proposals have been subject to an independent road safety audit.	2
3	3.12	A crossing is needed on the A4174 approaching for the Rosary roundabout, between Sainsbury and the Park & Ride.	A crossing is proposed as part of a separate, developer funded, scheme.	1
3	3.12	Opposed to any future introduction of traffic light control at the roundabout.	It is not proposed to provide traffic signal control to the roundabout as part of the MetroBus scheme.	1
3	3.12	Will congestion increase around the Rosary Roundabout?	The proposals have been granted planning permission, and detailed traffic modelling was considered during this process.	1

Zone	Drawing number	Comment summary	Response	Number of comments
			The proposals will not increase congestion on the Rosary Roundabout.	
3	3.12	Will MetroBus vehicles be too long to turn at the roundabout?	MetroBus vehicles will be the length of a standard bus and will be able to turn at the roundabout.	1
3	General	Opposed to reduction in speed limits.	The reductions in the speed limits are required for the safe operation of the bus stops, as recommended in an independent road safety audit.	26
3	General	The scheme won't reduce congestion or will make it worse.	The proposals have been granted planning permission, and detailed traffic modelling was considered during this process. The modelling predicted that the scheme will provide a major benefit to public transport and that some additional benefits to general traffic can be expected. Bus lanes are being created by road widening. Existing general traffic lanes will not be lost.	4
3	General	Support for the proposals.	Noted.	5
3	General	Road works during construction will cause major disruption.	Construction is expected to commence in Summer 2015 and be completed in early 2017. The traffic management arrangements for carrying out the works will be subject to the approval of the highway authority and will be designed to minimise disruption.	2
3	General	Will the existing 2+ lane remain or will it be turned into new bus lane?	The proposals include the addition of new bus lanes on sections of the eastbound carriageway. It is not proposed to revise the existing westbound priority vehicle lanes.	1
3	General	Low-noise surface materials should be used due to proximity to houses.	Low noise surfacing materials will be used.	2
3	General	Opposed to built-out bus stops	Built-out bus stops are not proposed within this zone of the scheme.	1
3	General	MetroBus should use the vehicle that's powered by human waste.	MetroBus vehicles will have at least 25 per cent less carbon emissions and fuel consumption than standard buses.	1
3	General	General traffic lanes should not be turned into bus lanes.	Bus lanes are being created by road widening. Existing general traffic lanes will not be lost.	1
3	General	Why does the route end at Emersons Green? What	This consultation is regarding the traffic regulation orders	1

<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
	162	about the people of Longwell Green, Hanham and Kingswood?	required for the operation of the approved scheme. However the MetroBus system will be reviewed in the future to see if further expansion is justified.	
3	General	The number of buses will have to dramatically increase to make this work worthwhile.	The proposals have been granted planning permission, and detailed traffic modelling was considered during this process. The modelling predicted that the scheme will provide a major benefit to public transport and that some additional benefits to general traffic can be expected.	1
4	4.1	Lack of access to University of the West of England bus station. This is not compliant with the Disability Discrimination Act.	The MetroBus scheme includes stops on Coldharbour Lane to serve the UWE Campus. Upon completion of the proposed UWE bus interchange, it is the intention that MetroBus services will use the new facilities.	1
4	4.5	The junction will not work at peak times due to frequency of buses.	The proposals have been granted planning permission, and detailed traffic modelling was considered during this process. The modelling predicted that the scheme will provide a major benefit to public transport.	1
4	4.5	Support for proposals to widen T-junction.	Noted.	1
4	4.5	What will happen to the current roadside parking on Frenchay Park Road immediately to the East of the junction between Frenchay Park Road and Stoke Lane?	The parking in the northern verge of Frenchay Park Lane between Stoke Lane and Begbrook Lane will be removed by the reconfiguration of the junction.	1
4	4.5	What will happen to the tall trees on the north side of Frenchay Park Road immediately to the East of the junction between Frenchay Park Road and Stoke Lane?	The tall trees on the boundary between the Feed Bristol site and Frenchay Park Lane will remain in place.	1
4	4.5	Will there be pedestrian access to the new Metro Bus stops from the residential area? This would lead to people parking cars in residential streets and walking to the Metro Bus stop.	A footpath link between the MetroBus stops and Frenchay Park Lane does now form part of the scheme. We closely monitor the situation when the scheme opens to identify any parking issues that arise.	1
4	4.6	There is no indication of where the new Park & Ride will be.	A Park & Ride does not form part of the MetroBus scheme. The M32 overbridge design has been narrowed in width and	1



<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
			this removes the future proofing for any potential Park & Ride on the adjacent site.	
4	4.9	Without a bus lane from the M32 bus-only junction to the city centre it will be impossible to meet the hoped-for journey times.	The proposals have been granted planning permission, and this process considered detailed traffic modelling. The modelling predicted that the scheme will provide a major benefit to public transport.	1
4	4.10	Existing lanes should not be turned into bus lanes.	The proposals have been granted planning permission, and this process considered detailed traffic modelling. The modelling predicted that the scheme will provide a major benefit to public transport and that some additional benefits to general traffic can be expected.	1
4	4.11	The scheme will take away parking for residents on New Gatton Road. This is already at a premium.	The MetroBus scheme should have no effect on parking in New Gatton Road. The proposed route uses the M32.	1
4	4.11	New Gatton Road is not shown on plan and needs to be considered.	The MetroBus scheme should have no effect on parking in New Gatton Road. The proposed route uses the M32.	1
4	General	Opposed to M32 bus-only junction.	The proposals have been granted planning permission, and this process considered detailed traffic modelling and environmental impacts. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. The modelling predicted that the scheme will provide a major benefit to public transport and that some additional benefits to general traffic can be expected.	7
4	General	Support for proposals.	Noted.	2
4	General	Road works during construction will cause major disruption.	Construction is expected to commence in Summer 2015 and be completed in early 2017. The traffic management arrangements for carrying out the works will be subject to the approval of the highway authority and will be designed to minimise disruption.	1
4	General	Speed limit should not be reduced.	The speed limits have been set in line with nationally accepted guidance.	1
4	General	The council has only gone through the motions of	The proposals have been granted planning permission, and	1

<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
		consultation and has not listened.	this process considered the consultation carried out for the scheme. The current consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. Consultation carried out prior to the planning application being submitted is detailed in the consultation statement that accompanied the application.	
4	General	Bus-only junction should be open to general traffic.	The proposals have been granted planning permission and will receive Department for Transport funding to agreed limits, on the basis of their public transport benefits	1
4	General	Support bus priority measure but they don't go far enough to be effective.	The proposals have been granted planning permission, and this process considered detailed traffic modelling. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. The modelling predicted that the scheme will provide a major benefit to public transport and that some additional benefits to general traffic can be expected.	1
4	General	Route should use Junction 1 instead of M32 bus-only junction.	The proposals have been granted planning permission, and this process considered detailed traffic modelling. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. Services to the University of the West of England using the already congested Junction 1 of the M32 would need to loop back and retrace their route to the ring road, making the route longer and unappealing to passengers. Forecast MetroBus passengers fall by 37% when using this route and the Benefit Cost Ratio of the scheme drops from 2.34 to 1.45, making the scheme poor value for money.	1
4	General	Will the MetroBus run along Frenchay Park Road?	MetroBus services will not use Frenchay Park Road. Heading north, MetroBus will travel from the M32 to Stoke Lane via the new bus-only junction. From Stoke Lane, MetroBus will journey east to the University of the West of England before	1

<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
			heading on to the North Fringe.	
5	5.1	Use of Christmas Street as bus-only link conflicts with SPD8, which seeks to enhance the pedestrian route from St Nicholas Street to Christmas Steps.	It was not considered feasible to remove buses from this street, however it would become one-way and there are proposals to improve the public realm associated with the redevelopment of adjacent sites. Rupert Street creates a significant barrier to pedestrian movement between Christmas Street and Christmas Steps. Pedestrians currently cross on a staggered pedestrian crossing that takes people northwards and away from Christmas Street. The MetroBus scheme offers the opportunity to reconnect Christmas Street to Christmas Steps via a more direct crossing.	1
5	5.1	Northbound bus stop near Christmas Steps leaves too little width for through traffic and could cause major congestion.	In the northbound direction on Lewins Mead (south of Christmas Steps) there will be a bus lane for northbound buses, a bus lane for buses turning right into Christmas Street and a general lane for traffic heading north. All lanes are being provided at widths that conform to accepted design guidance appropriate to the type and nature of use. The alterations proposed to traffic circulation in the centre have been assessed in the Traffic Assessment that accompanies the Environmental Statement prepared as part of the approved planning application.	1
5	5.1	Buses arriving at long boarding platforms on Lewins Mead and Rupert Street will obstruct through lane.	The proposed stops on Lewins Mead and Rupert Street are located in bus lanes and these have been specifically widened to allow 'through' buses to pass buses using the stops.	1
5	5.1	Link from Christmas Steps to The Old City should be improved.	Rupert Street creates a significant barrier to pedestrian movement between Christmas Street and Christmas Steps. Pedestrians currently cross on a staggered pedestrian crossing that takes people northwards and away from Christmas Street. The Scheme offers the opportunity to reconnect Christmas Street to Christmas Steps via a more direct crossing.	2
5	5.1	Support bus priority measures.	Noted.	1

<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
5	5.1	Do not support bus stops Lewins Mead due to lack of access to Bristol bus station.	The MetroBus route has been carefully chosen to strike a balance between providing a fast and reliable public transport route and providing interchange with other bus services. It was not considered sufficiently beneficial for the proposed MetroBus services to call in at the bus station due to the additional journey time required to do this and the fact that numerous opportunities for interchange will be available in the centre. The Lewins Mead stop is proposed as the closest practicable northbound bus stop to the bus station, requiring a walk of approximately 300 metres.	1
5	5.2	Loss of link from Colston Street will have a negative impact on businesses.	In the northbound direction, it is proposed to allow access for emergency vehicles and loading for the adjacent business premises on Colston Street.	1
5	5.2	Pedestrian link between the Promenade and Cenotaph is too difficult. Road is too wide and route could be more direct.	There is a traffic signal controlled pedestrian crossing proposed to directly link the promenade with the Cenotaph.	1
5	5.2	No pedestrian link from Colston Street to the Promenade.	It is acknowledged that there is no direct pedestrian link between Colston Street and the Promenade. The scheme has had to strike a balance between the needs of all users of the centre and it was not possible to include such a link and maintain traffic flows and public transport priority. Traffic signal controlled pedestrian crossings are proposed the junction of St. Augustine's Parade and Colston Avenue.	1
5	5.3	Extending Baldwin Street cuts through pedestrian space and will be dangerous.	The new link will feature a traffic signal controlled pedestrian and cycle crossing and will be subject to a 20mph speed limit. The layout of the link is in accordance with national design guidance and has been subject to a road safety audit. The design is not considered to be unsafe.	3
5	5.3	The scheme is unnecessary and makes the centre impractical for drivers.	The proposals have been granted planning permission, and this process considered detailed traffic assessments of the proposed changes to traffic circulation in the centre. The	1

<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
			proposals will receive Department for Transport funding to agreed limits on the basis that they benefit public transport, however some additional benefits to general traffic can also be expected.	
5	5.3	Support for changes to Marsh Street, Baldwin Street and St Augustine's Parade.	Noted.	1
5	5.3	Baldwin Street extension across the Promenade should be limited to 20mph.	A 20mph speed limit for this section of road is proposed as part of the scheme and is shown on consultation drawing 5.3.	1
5	General	Motorbikes should be allowed to use all bus lanes, including in the city centre.	It is not proposed to allow motorcycles access to the bus lanes in the centre. The approach adopted by the MetroBus scheme is to restrict vehicular traffic to the centre to the maximum extent possible, in acknowledgment of the key pedestrian and cycling role that the space fulfils.	2
5	General	Too much focus on buses and cycling. There needs to be more provision for drivers.	The proposals have been granted planning permission, and this process considered detailed traffic modelling. The proposals will receive Department for Transport funding to agreed limits on the basis that they benefit public transport, however some additional benefits to general traffic can also be expected.	1
5	General	Opposed to built-out bus stops.	A variety of approaches to bus stop design have been employed in the scheme, reflecting the needs of each individual site on a case by case basis. The scheme has not adopted 'built-out' stops as a principle, and indeed many stops are either in lay-bys or 'on-line'.	1
5	General	The scheme places an additional burden on Redcliffe Bridge and Redcliffe Roundabout.	The proposals have been granted planning permission, and this process considered detailed traffic modelling. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. The modelling predicted that the scheme will provide a major benefit to public transport and that some additional benefits to general traffic can be expected.	1

<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
5	General	Loss of trees.	The proposals have been granted planning permission, and this process considered environmental impacts. The NFHP scheme includes a significant amount of tree planting and this is detailed in the planning application.	1
5	General	Support for proposals.	Noted.	1
5	General	All bus stops should be fully accessible.	All MetroBus stops will be fully accessible.	1
6	6.1	Pavement outside Imperial Arcade should be preserved.	Plans for the route along Bedminster Parade have been reviewed in order to find an alternative solution to removing the footway outside Imperial Arcade. These changes are being taken through the formal project sign off process.	6
6	6.2	Pedestrianise East street and run buses both ways on Dalby Avenue.	MetroBus services will follow the existing one way system for buses, with northbound buses travelling via East Street and southbound buses via Dalby Avenue. Pedestrianising East Street is outside the scope of the MetroBus project.	1
6	6.4	The junction of West Street and Sheene Road is already difficult for cyclists, as cars drive too close to the kerb to make room for turning buses.	The junction is being re-designed as part of the MetroBus proposals with altered lane widths and pedestrian crossing arrangements. The design has been subject to a road safety audit.	1
6	6.5	The bus lane will increase congestion and tailbacks on West Street.	The bus lane shown on this drawing is an existing bus lane that is operational during peak periods. The MetroBus proposal is to change this to 24 hour operation. It is not anticipated that this will increase congestion.	1
6	6.5	Support for proposals.	Noted.	1
6	6.5	Improvements to the walking environment and public realm are needed on West Street.	The MetroBus scheme is primarily a public transport project and the limited funding available has been used to maximise benefits to public transport users. The MetroBus infrastructure proposals in West Street are limited in nature and are considered to be insufficient to trigger the need for complementary public realm improvements.	2
6	6.5	The scheme will not benefit local residents.	MetroBus stops are being provided in the centre of the traditional shopping and business area of Bedminster (on East	1

Zone	Drawing number	Comment summary	Response	Number of comments
			Street near Dean Street for northbound services and on West Street near Kent Street for southbound services). The MetroBus promoter is considering an additional stop on West Street in response to feedback from the public but this has not yet received the necessary permissions.	
6	6.6	This service would be very welcome.	Noted.	1
6	6.7	Pavement narrowing at Parson Street will be unsafe.	The proposals have been granted planning permission, and this process considered road layouts and scheme design. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. Following the works, the pavement at Parson Street will still be wider than a standard pavement and we therefore do not consider that it will be unsafe. The proposals have been subject to an independent road safety audit.	3
6	6.7	Parking changes on Parson Street and Hartcliffe Way will have a negative impact on residents.	Following discussions with residents in 2014, significant changes were made which reduce the impact of the proposals on Parson Street. Under the new proposals, the existing parking restriction (no waiting Mon-Sat, 8am-6pm) will be extended by one hour in the morning and half an hour in the evening, so residents can still park outside of these times. The original plan removed all parking provision on Parson Street. The revised scheme therefore reduces the impact for residents significantly.	1
6	6.7	Scheme needs to consider HGVs accessing Novers Hill Trading Estate. HGVs using the one way system will back up traffic on the route used by buses.	The proposals have been granted planning permission, and this process considered road layouts and scheme design. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. The revised junction layout provides a longer merge on the exit from Bedminster Road/Parson Street junction. This enables more traffic to proceed within the same green period, allowing more green time for the right turn into Bedminster	1

Zone	Drawing number	Comment summary	Response	Number of comments
			Road. There will be some additional delay for HGVs, however the impact will be very small. The revised junction layout will reduce delays to buses and allow more reliable journey times.	
6	6.8	The proposed foot path and cycle path will run across the gates of my business and will negatively affect access.	The footway at this location will become a shared pedestrian/cycleway. We are proposing to add SLOW markings for cyclists at the gateway to the business. Paving materials will be modified when the signalised crossing is updated.	1
6	6.18	The speed hump outside property will affect access to my driveway.	The proposed speed cushion will not be positioned directly in front of the driveway. Speed cushions are designed to be driven over without discomfort at low speed, and will be no more than 75mm high with sloping sides.	1
6	6.18	New bus stops could encourage anti-social behaviour.	MetroBus stop will be equipped with CCTV which will discourage anti-social behaviour.	1
6	6.20	Route should not use Bamfield which is a residential area with already dangerous roads.	The MetroBus route has been carefully chosen to strike a balance between providing a fast and reliable public transport route and meeting the demand from residential areas to conveniently use the new bus services. The residential areas along Bamfield will be able to use the new services and represents a significant investment for local residents. The Scheme has been subject to a road safety audit and this did not raise any concerns along Bamfield.	1
6	6.21	Parking restrictions are needed on Whitchurch Lane to create clearway for traffic.	In planning any public transport scheme there is a balance to be struck between the needs of the new services and the amenity of local residents. In the case of Whitchurch Lane it was not considered justifiable to remove on-street parking as many of the residential properties have no alternative parking provision.	1
6	6.22	More bus stops needed at Skill Centre and South Bristol Hospital with better interchange with other services.	A large MetroBus stop is planned in front of the hospital that has been designed to facilitate interchange with other bus services in the area.	1



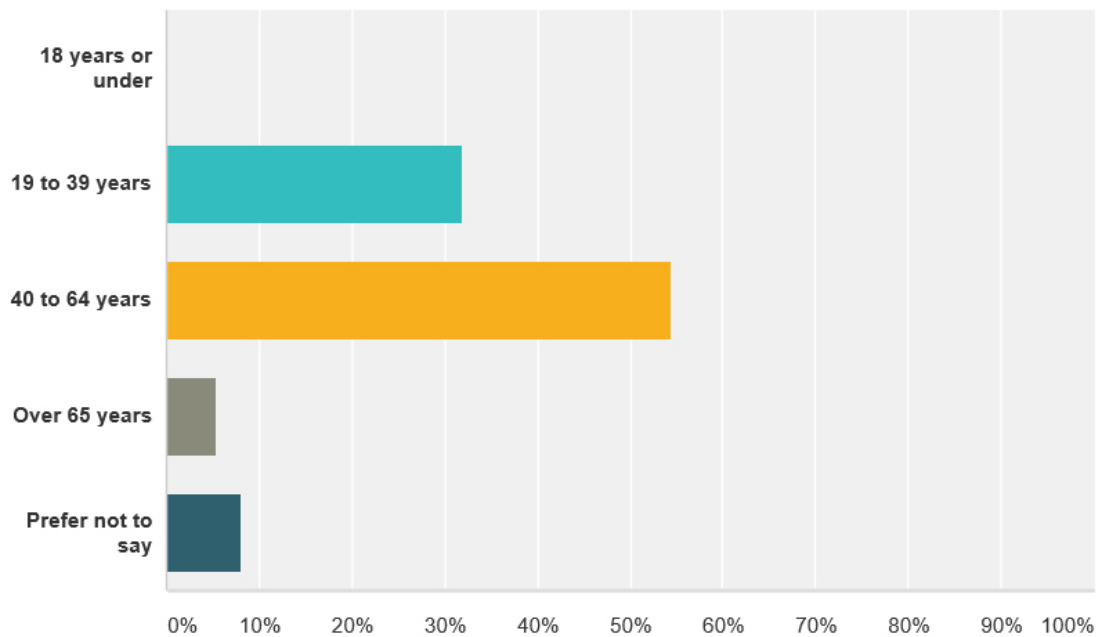
<b>Zone</b>	<b>Drawing number</b>	<b>Comment summary</b>	<b>Response</b>	<b>Number of comments</b>
6	General	Support for proposals.	Noted.	1
6	General	The route should link with Long Ashton Park & Ride.	The North Fringe to Hengrove MetroBus scheme is one of three routes that make up the MetroBus network. The two other routes, Ashton Vale to Temple Meads and the South Bristol Link, both link with the Long Ashton Park & Ride site.	1
6	General	Loss of trees	The proposals have been granted planning permission, and this process considered environmental impacts. The NFHP scheme includes a significant amount of tree planting and this is detailed in the planning application.	1
6	General	Opposed to built-out bus stops.	A variety of approaches to bus stop design have been employed in the scheme, reflecting the needs of each individual site on a case by case basis. The scheme has not adopted 'built-out' stops as a principle, and indeed many stops are either in lay-bys or 'on-line'.	1
6	General	MetroBus will not people out of their cars.	The proposals have been granted planning permission, and this process considered detailed traffic modelling and predicted bus usage. This consultation is regarding the Traffic Regulation Orders required for the operation of the approved scheme. The proposals will receive Department for Transport funding to agreed limits on the basis that they benefit public transport. Some additional benefits to general traffic can be expected.	1

## 7. Equalities information

The questionnaire included three non-compulsory questions for collecting equalities information. The responses are shown below.

### How old are you?

Answered: 182 Skipped: 63



18 Years or under: 0.00% / 19 to 39 years: 31.87%

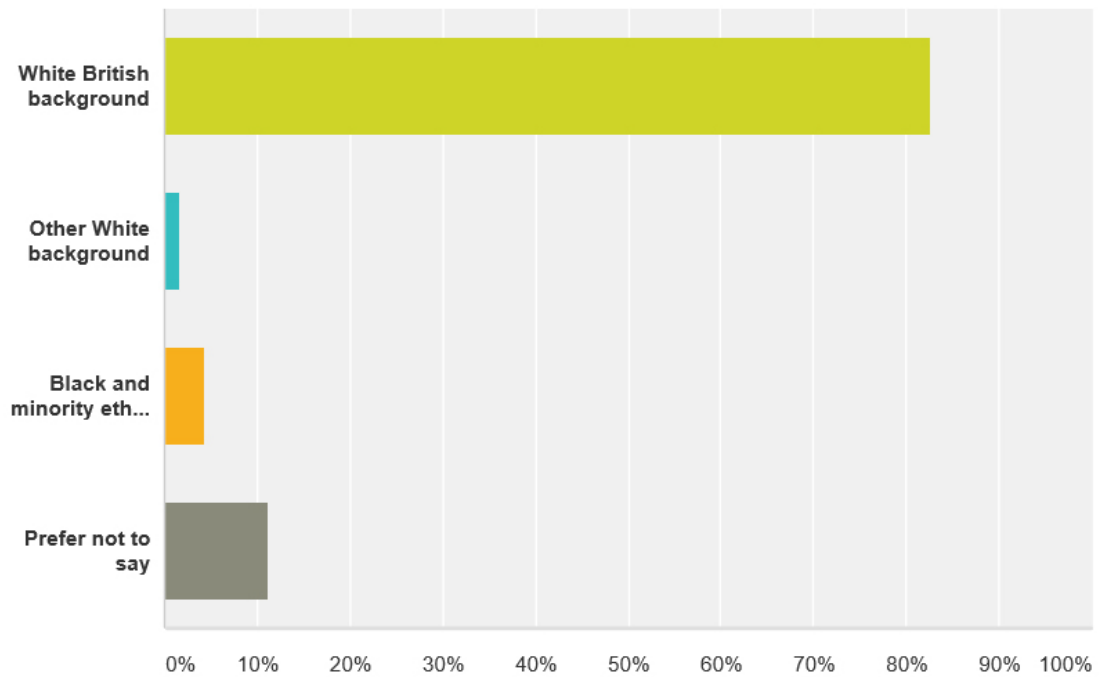
40 to 64 years: 54.40%

Over 65 years: 5.49%

Prefer not to say: 8.24%

## Ethnicity

Answered: 179 Skipped: 66



White British background: 82.68%

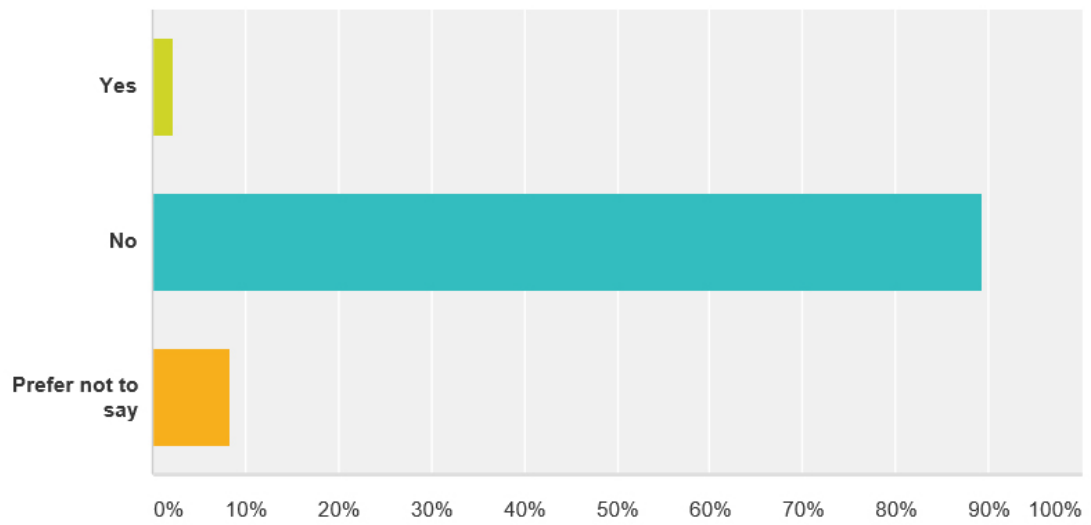
Other white background: 1.68%

Black and minority ethnic background (British and other): 4.47%

Prefer not to say: 11.17%

## Do you consider yourself to be disabled?

Answered: 180 Skipped: 65



Yes: 2.22%

No: 89.44%

Prefer not to say: 8.33%

**Appendix A**  
Map of consultation zones



## **Appendix B**

### Full list of consultation drawings by zone

#### **Zone One**

- Drawing 1.1 - Cribbs Causeway
- Drawing 1.2 - Highwood Road
- Drawing 1.3 - Aztec West Roundabout to Patchway Brook Roundabout
- Drawing 1.4 - Aztec West Roundabout to Patchway Brook Roundabout
- Drawing 1.5 - Patchway Brook Roundabout to Savages Wood Roundabout
- Drawing 1.6 - Patchway Brook Roundabout to Savages Wood Roundabout
- Drawing 1.7 - Patchway Brook Roundabout to Savages Wood Roundabout
- Drawing 1.8 - Patchway Brook Roundabout to Savages Wood Roundabout
- Drawing 1.9 - Webbs Wood Roundabout to Great Meadow Roundabout
- Drawing 1.10 - Great Meadow Roundabout to Great Stoke Roundabout
- Drawing 1.11 - Great Stoke Roundabout to Parkway North Roundabout
- Drawing 1.12 - Great Stoke Roundabout to Parkway North Roundabout
- Drawing 1.13 - Hunts Ground Road

#### **Zone Two**

- Drawing 2.1 - Stoke Gifford Transport Link
- Drawing 2.2 - Stoke Gifford Transport Link
- Drawing 2.3 - Stoke Gifford Transport Link
- Drawing 2.4 - Stoke Gifford Transport Link
- Drawing 2.4 - Stoke Gifford Transport Link
- Drawing 2.6 - Stoke Gifford Transport Link

#### **Zone Three**

- Drawing 3.1 - A4174 Ring Road
- Drawing 3.2 - A4174 Ring Road
- Drawing 3.3 - A4174 Ring Road
- Drawing 3.4 - A4174 Ring Road
- Drawing 3.5 - A4174 Ring Road
- Drawing 3.6 - A4174 Ring Road
- Drawing 3.6 - A4174 Ring Road
- Drawing 3.8 - A4174 Ring Road
- Drawing 3.9 - A4174 Ring Road
- Drawing 3.10 - Bristol and Bath Science Park
- Drawing 3.11 - Emersons Green Park and Ride
- Drawing 3.12 - Emerson Way

#### **Zone Four**

- Drawing 4.1 - Coldharbour Lane to Stoke Lane
- Drawing 4.2 - Coldharbour Lane to Stoke Lane
- Drawing 4.3 - Coldharbour Lane to Stoke Lane
- Drawing 4.4 - Coldharbour Lane to Stoke Lane
- Drawing 4.5 - Coldharbour Lane to Stoke Lane
- Drawing 4.6 - M32 Bus-Only Junction

Drawing 4.7 - M32 Bus-Only Junction  
Drawing 4.8 - M32 Bus-Only Junction  
Drawing 4.9 - M32 Bus-Only Junction

Drawing 4.10 - M32 works  
Drawing 4.11 - M32 works  
Drawing 4.12 - M32 works  
Drawing 4.13 - M32 works  
Drawing 4.14 - M32 works

#### **Zone Five**

Drawing 5.1 - City Centre  
Drawing 5.2 - City Centre  
Drawing 5.3 - City Centre  
Drawing 5.4 - City Centre  
Drawing 5.5 - Prince Street

#### **Zone Six**

Drawing 6.1 - Bedminster Parade  
Drawing 6.2 - Dalby Avenue  
Drawing 6.3 - East Street  
Drawing 6.4 - Sheene Road and West Street North  
Drawing 6.5 - West Street South  
Drawing 6.6 - Parson Street  
Drawing 6.7 - Parson Street and Hartcliffe Way  
Drawing 6.8 - Hartcliffe Way  
Drawing 6.9 - Hartcliffe Way  
Drawing 6.10 - Hartcliffe Way  
Drawing 6.11 - Hartcliffe Way  
Drawing 6.12 - Hartcliffe Way  
Drawing 6.13 - Hartcliffe Way  
Drawing 6.14 - Novers Lane  
Drawing 6.15 - Creswicke Road and Inns Court Avenue  
Drawing 6.16 - Creswicke Road and Inns Court Avenue  
Drawing 6.17 - Creswicke Road and Inns Court Avenue  
Drawing 6.18 - Creswicke Road and Inns Court Avenue  
Drawing 6.19 - Creswicke Road and Inns Court Avenue  
Drawing 6.20 - Bamfield  
Drawing 6.21 - Bamfield and Whitchurch Lane  
Drawing 6.22 - Hengrove Park





# Appendix D

## Paper questionnaire

**MetroBus+**

**North Fringe to Hengrove Informal Consultation**

We want your views on changes proposed for your local area as part of the MetroBus Scheme.

Planning permission for the North Fringe to Hengrove Package MetroBus Scheme was granted earlier this year. As part of the next stage of the Scheme, further statutory orders (Traffic Regulation Orders or TROs) are necessary to carry out the planned changes to road layouts, speed limits and parking arrangements along the route.

We would welcome your views on the detailed plans for your area. This is your opportunity to comment on the designs, which are now available to view.

After this informal consultation has finished, we will finalise the designs and prepare the TROs. These orders are intended to support a range of measures which restrict the use of public roads including traffic movements and parking. Statutory consultation for the TROs will take place in 2015 and there will be a further opportunity for you to comment on particular TROs at that time prior to their confirmation.

**How to comment**

You can fill out this questionnaire and post it to:

**MetroBus, West of England Office, Engine Shed, Station Approach, Temple Meads, Bristol, BS1 6QH.**

Alternatively, you can comment online at [www.travelwest.info/NFHPconsult](http://www.travelwest.info/NFHPconsult) or email us to [metrobus@westofengland.org](mailto:metrobus@westofengland.org)

The closing date for submitting comments is **9 January 2015**.

The comments submitted will be carefully considered and wherever possible changes to the designs will be accommodated.

If you would like to speak to someone about the proposals you can call us on one of the numbers below:

If you are calling about South Gloucestershire: **01454 868 004**.

If you are calling about Bristol: **01179 224 862** (please leave a message and we will return your call).

**About MetroBus**

MetroBus is a major investment in public transport which will change the way people travel in the Bristol area. It will create a new network of high frequency bus routes with fast and reliable services linking key areas of housing, jobs, and shopping.

The North Fringe to Hengrove MetroBus will link south Bristol with Cribbs Causeway and Emersons Green via the city centre.

**Your comments**

We are unable to accept comments that are submitted without a drawing number.

You can comment on up to three drawing on this page. If you would like to comment on additional drawings, please use another copy of this survey or a separate piece of paper.

1. Which drawing would you like to comment on? The drawing number can be found in the bottom right hand corner of the drawing.

What are your comments on this drawing?

2. Which drawing would you like to comment on? The drawing number can be found in the bottom right hand corner of the drawing.

What are your comments on this drawing?

3. Which drawing would you like to comment on? The drawing number can be found in the bottom right hand corner of the drawing.

What are your comments on this drawing?

**About you**

We are unable to accept comments that are submitted without a name and a postcode.

\* - are required answers

Name: \* .....

Organisation / Company (if applicable): .....

Address 1: \* .....

Address 2: .....

District / area: .....

City: .....

Postcode: \* .....

Email address: .....

Would you like to be added to the MetroBus mailing list? Yes  No

This information is being collected by the West of England Local Enterprise Partnership and will be kept secure in accordance with the Data protection Act 1998. Any personal information will not be shared with other organisations beyond the West of England Local Authorities. We will publish aggregate result and anonymised comments for the survey and NOT individual details.

This information will be stored whilst the West of England Local Enterprise Partnership develops the MetroBus project. When the project is complete, the information will be deleted.

**About you (optional)**

The following information will help us to monitor responses to the consultation and help us to better understand the issues raised. These questions are optional. Any personal information you supply here is confidential. We will only report overall responses which will not reveal an individual's identity.

Are you

Male

Female

Prefer not to say

How old are you

18 years or under

19 to 39 years

40 to 64 years

Over 65 years

Prefer not to say

Ethnicity

White British Background

Other white background

Black and minority ethnic background (British and other)

Prefer not to say

Do you consider yourself disabled?

Yes

No

Prefer not to say

If yes, you can provide additional information below if you wish

.....

.....

## Appendix E

### Promotional postcard

MetroBus+

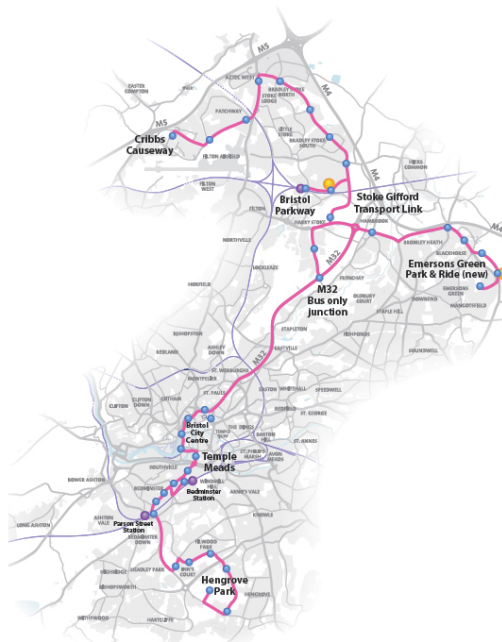
## North Fringe to Hengrove Consultation

We want your views on changes proposed for your local area as part of the MetroBus Scheme.

Planning permission for the North Fringe to Hengrove Package MetroBus Scheme was granted earlier this year. As part of the next stage of the Scheme, further statutory orders (Traffic Regulation Orders or 'TROs') are necessary to carry out the planned changes to road layouts, speed limits and parking arrangements along the route.

We would welcome your views on the detailed plans for your area. This is your opportunity to comment on the designs, which are now available to view online.

After this informal consultation has finished, we will finalise the designs and prepare the TROs. These orders are intended to support a range of measures which restrict the use of public roads including traffic movements and parking. Statutory consultation for the TROs will take place in 2015 and there will be a further opportunity for you to comment on particular TROs at that time prior to their confirmation.



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## How to comment

Full plans can be found online at:  
[www.travelwest.info/NFHPconsult](http://www.travelwest.info/NFHPconsult)

You can submit your comments via the website or email them to: [metrobus@westofengland.org](mailto:metrobus@westofengland.org)

The closing date for submitting comments is **9 January 2015**.

The comments submitted will be carefully considered and wherever possible changes to the designs will be accommodated.

Paper copies of the plans are available to view at: Kingswood One Stop Shop, Bradley Stoke Public Library, Winterbourne Public Library, Filton Public Library, Bristol Central Library, Bristol Junction 3 Library, Fishponds Library and Filwood Library.

If you would like to speak to someone about the proposals you can call us on one of the numbers included below:

If you are calling about South Gloucestershire: **01454 868 004**

If you are calling about Bristol: **01179 224 862**  
(please leave a message and we will return your call)

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[www.travelwest.info/metrobus](http://www.travelwest.info/metrobus)

travelwest+

Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire Councils working together to improve your local transport

# MetroBus News

Issue 6 | November 2014

## All routes move forwards



All three MetroBus routes are on-track to start construction in 2015. MetroBus News will bring you regular updates about each project and the MetroBus network.

Leading the way is the Ashton Vale to Temple Meads scheme which has full approval for funding from the Department for Transport.

### North Fringe to Hengrove consultation

Planning permission for the North Fringe to Hengrove Package MetroBus Scheme was granted earlier this year. As part of the next stage of the project, further statutory orders (Traffic Regulation Orders or 'TROs') are necessary to carry out the planned changes to road layouts, speed limits and parking arrangements along the route.

Detailed plans are now available to view online, providing an opportunity for people along the route comment on the designs. Comments will be carefully considered and wherever possible changes to the designs will be accommodated. The closing date for submitting comments is 9 January 2015.