

Bradley Stoke Way Public Meeting, Thursday 12<sup>th</sup> January, 2017

Present :

JL - Jack Lopresti MP

CH - Councillor Colin Hunt (Chairman of the Bristol area Joint Transport Board)

CS - Chris Sane (Senior Responsible Officer at South Gloucestershire for delivering the North Fringe to Hengrove Park MetroBus)

Sarah Page (MetroBus Project Manager at South Gloucestershire Council)

SD - Simon Dunn (Area Project Manager for Alun Griffiths Contractors)

Jim Aitkin (Public Liaison Manager for Alun Griffiths Contractors)

PM - Paul Marshall (MetroBus communications)

A Presentation was given by Simon Dunn of Alun Griffiths Contractors followed by a Question and Answer Session.

JL – What is the worst case scenario?

SD – Weather permitting, the A38 work at Bradley Stoke Way should be finished mid/end March with all work completed by June.

JL - Could all updates be sent to Jack Lopresti's office as well as the BBC, Bristol Post etc.

Floor – You can wait for the number 73 for 20 minutes. Are you on time?

SD – Yes we will be finished Spring 17, June 17.

CS – We hoped to be out of Woodlands Lane quicker. Griffiths reprogrammed works to keep on schedule. The holes on Bradley Stoke Way were opened for longer than anticipated. We are more or less on programme from here to completing Harry Stoke.

Floor – Will the works at Rabbit Roundabout cause peak time lane closures?

SD – There will be narrow lanes and off peak lane closures with traffic lights for two or three weeks. The work is very weather dependent. We will be creating an additional lane up to Rabbit Roundabout.

Floor – The whole thing has been a PR disaster. It makes Streetcare look good. People are upset because they see people standing around doing nothing.

SD – They may look as if they are doing nothing, but they are normally doing something, like waiting for materials that also get caught up in the congestion.

Floor – The workmen should be aware that they are under the spotlight and that they should always look as if they're busy.

Floor – Do you realise the cost to local business? The time management needs to be better. Was the original plan too aggressive and what lessons are being learnt going forward?

CS – The original scheme had to be cut back and things had to be taken out. You have suffered due to poor information on services in the ground. When you don't know what services you are going to hit, it's difficult to plan the works. There will be lessons learnt and these will be brought up at a session that we are organising with Highways England and the Department for Transport.

Floor – How can you carry on and still find something under the ground? Two or three sets of roadworks can be dealt with, but six at the same time is a killer.

CS – Griffiths needed to re-programme to keep the works ongoing. There were an unprecedented number of uncharted utilities in this area.

CH – We need to find out what's going on. Bristol is far behind other cities.

Floor – Why were the utilities not charted? Even when MetroBus has finished there will still be chaos due to South Gloucestershire Council work. Why does MetroBus go down Bradley Stoke Way when nobody lives there. To catch a MetroBus people will have a long walk from their homes.

CH – Utilities have let us down. There should have been documents showing the utilities, but there are not.

Floor – What compensation is being claimed?

CS - There are internal legal people looking into this. There is the new Roads and Streetworks Act, but there is not enough teeth in the act to gain compensation. We are seeking the same answers as you.

Floor - Why can't you act under planning law? Why aren't we going back to these companies and making claims on behalf of the town of Bradley Stoke. Can resources be diverted from Rabbit Roundabout to the work at Aztec West to get the job done quicker? There is only so long that schools will put up with my children arriving at 10 o'clock

SD – There is enough resource at Aztec West to complete the job as quickly as possible. The work at Aztec West will be finished before the work starts at Rabbit Roundabout, weather permitting.

Floor- Will there be uncharted utilities at Rabbit Roundabout?

SD – Trial holes have been dug to see what's in the ground.

Floor – Dates on the signs are going back and back. Work at Gypsy Patch Lane on the old Rolls Royce site is going quicker.

CS – Utilities are not found under private ground, only under the highways. Also on private land, you have more room to move.

Floor – Lack of documentation is a major concern and shared compensation is a relevant point. I live off Bradley Stoke Way and it's a thoroughfare encouraging traffic from Winterbourne and now there's a bus. I've tried travelling at 7:30 and 9:30 and they are both bad. The 73 bus can't get my

son to school and so I have to take him to Cribbs Causeway to get another bus. Why are there not bus layby areas at stops? The MetroBus will be blocking other traffic. Eight weeks at Aztec West followed by the work at Rabbit Roundabout is horrific. Can I get to Parkway? Is everything going to get put back?

CH – Landscaping will be done.

JL – I will take the question of compensation up with the Attorney General to see if there is a precedent.

CS – There shouldn't be a problem at Parkway. After the off-peak closure with traffic lights there will be narrow lanes to complete the work.

Floor – Why are the MetroBus stops not inset?

CS – There are no plans for laybys at MetroBus stops. Everything is being done to ensure that the MetroBus will not be slowed down. For example, you will have to purchase tickets off the Metrobus. Therefore there are no laybys at stops to avoid the MetroBus having to wait to be allowed back on to the main carriageway. All projects have to go through a Road Safety Audit to ensure the plans are good and that all motorists are safe. Robust measures are undertaken.

Floor – MetroBus has to succeed. It has to be given a chance. Bristol has a history of causing congestion. For example, the M32 that ends in a shopping centre. When MetroBus is finished, the congestion will not end. All the new houses and facilities being built in the area will bring more traffic and congestion. Please learn the lesson and stop screwing North Bristol. Let's change it.

CH – Before planning permission is granted, the infrastructure has got to be built first. You shouldn't have to wait for schools and doctor's surgeries.

JL – You wouldn't build Bradley Stoke today, the way it was before. Transport and infrastructure is always a problem. We are a victim of our own success. Local councillors should not award planning permission until the infrastructure is in place.

Floor – MetroBus should have been built years ago.

JL – it is always going to be a problem when two local authorities are involved. The new Metro Mayor will bring cohesion.

Floor – Housing first, infrastructure second! When will I be able to travel from Parkway to Cribbs Causeway?

CS – This is part of the proposed MetroBus extension and cannot be pre-judged.

Floor – Why are the bus lanes only being built on one side?

SD – The new bus lanes change sides.

CS – Traffic builds at junctions and therefore the bus lanes are being built to help Metrobus skip through. In an ideal world there would be continuous bus lanes on both sides. But as already

mentioned, the scheme had to be cut from £2m to £1m. These cuts were made to the infrastructure where it could be done without affecting the time benefits.

Floor – So the MetroBus will move in and out of traffic?

CS – Using bus lanes.

Floor – When will the Stoke Gifford Transport Link be open?

CH – Six months.

Floor – Where are the pedestrian crossings on Bradley Stoke Way for people to use the MetroBus?

CH – If there are not enough crossings, talk to your councillors to get more crossings installed.

Floor – What are the fares? People want cheap transport and in Bristol, people feel ripped off by First Bus.

CS – Reliability is important. Bristol's road network is susceptible to every part of the road network. We need to get public transport sticking to the timetable. Public transport needs to be reliable and affordable. If 10% of road users use it because it's reliable then that's good and significant. There is short term disruption but this will lead to long term benefits.

PM – Details of maximum fares that can be charged by the operators are available on the MetroBus website.

Floor – Other councillors here will take up issues. The big concern is chaos. Sometimes it takes 50 minutes to make a 10 minute journey. Some bus services have been taken off by the operator despite numerous new bus shelters. Can existing bus operators who fail the local community with their bus services be trusted to run MetroBus? There will be numerous complaints. Under local highways legislation a contractor can be fined for unreasonable occupation of the highway. How many fines have been given to the contractors?

CS – None. The contractors are on time.

Floor – It is difficult to understand why the MetroBus will not serve Parkway or Bristol Temple Meads when the city needs an integrated public transport. Will the 73 still be available?

CS – The scheme has gone through public scrutiny. It doesn't go to Southmead Hospital. This is the first part of the MetroBus and it can be built on. For example, Phase 2 will link Parkway to Filton.

Floor – There is no benefit to the local area. There is no direct link between Little Stoke and the Centre. People want to go to Cribbs Causeway. Where will they park their cars to get the MetroBus. Drivers will get fed up and drive through estates rather than get stuck behind buses.

CS – There are plans for a ring of Park & Rides. Let's look to the future.

PM – On the Local Enterprise Partnership website you can find the Joint Transport Study which considers the long term plans for Park & Rides and a more integrated public transport network.

Floor – People will need to walk at least three quarters of a mile to get the MetroBus. I have asked for traffic and pollution levels and never received a response.

CH – I will look into it.

Floor – Bus services should be looked at first as the existing buses are letting people down.

CH – Bus services cannot be subsidised. It is up to the operators to sort out services. If a bus service does not make money, then that bus service will not exist.

CS – When bus services don't keep to the timetable then extra buses have to be added. This can cost £100k per year which then makes the bus service not commercially viable.

Floor – Perhaps it's time to put a public transport system in where there are no utilities or congestion. We should have a rapid transport system like a monorail, without drivers, that runs overhead.