

Cribbs Patchway metrobus extension

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The project

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

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

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

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

The new bridge is wide enough to include a shared use path on both sides of the road, a general traffic lane and a bus lane in each direction underneath the bridge.

These measures are designed to encourage people to use more sustainable transport options and will benefit road users by relieving the pinch point in traffic flow at the railway bridge, reducing traffic queuing, improving metrobus and other local bus journey times, and improving facilities for pedestrians and cyclists

Q) What is the route?

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

Q) Why is the Cribbs Patchway metrobus extension called an extension?

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

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

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

Q) Are you consulting on the scheme?

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

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

Q) Where can I see the designs?

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

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

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

Q) Who is carrying out the work?

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

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

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

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

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

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

A) No, the new bus lanes will be in addition to the existing road space and will not therefore reduce capacity for general traffic.

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

A) The scheme aims to improve the environment for all users - pedestrians, cyclists and vehicle traffic and to provide safe routes that keep communities joined together. The widening of Gipsy Patch Lane is to enable the addition of bus lanes and cycle/pedestrian paths in order to encourage sustainable transport and reduce congestion. New bus lanes will not be used by general traffic and existing crossing facilities will be retained.

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

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

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

A) To provide the approved bus lanes and improved paths, we will need to widen the highway on Gipsy Patch Lane and in order to do this we removed trees and hedges from the south side of Gipsy Patch Lane in February 2021. We will plant as many new trees and shrubs as possible to mitigate for these losses.

Q) Will wildlife be affected?

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

Q) What about air quality along the route?

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

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

A) The whole CPME scheme, including the replacement of the Gipsy Patch Lane railway bridge, will cost approximately £57m. The cost of the project is being covered by funding secured through the West of England Combined Authority.

Q) Are you undertaking traffic camera surveys?

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

The council will use recorded data to determine journey times and the number of vehicles travelling between the points. This will help us to plan diversion routes and traffic management in the area during the CPME construction work. The cameras will not be used for any kind of enforcement and surveys will be undertaken in accordance with the principles of the Data Protection Act.

When will the construction work for the CPME project be completed?

A) Construction is due to be completed by early 2023.

However, the opportunity to bring forward work on bus stops east of bridge was identified and progressed and the overall programme is being reviewed to accommodate the recent change to Network Rail's extended programme of works.

The railway bridge

Q) Why has the bridge been replaced?

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

The new bridge is wide enough to include a shared use path on both sides of the road, a general traffic lane and a bus lane in each direction underneath the bridge.

These measures are designed to encourage people to use more sustainable transport options and will benefit road users by relieving the pinch point in traffic flow

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

Network Rail and its contractor Alun Griffiths are working on behalf of the council to provide the new wider bridge as part of the CPME project.

Q) Why was the bridge move postponed?

A) Unfortunately, due to the Coronavirus pandemic Network Rail had no choice but to postpone the bridge replacement work at Easter 2020, along with a number of other schemes across the wider rail network. This was due to the need to comply with government guidelines on social distancing. The bridge replacement work took place in October/November 2020.

Q) Why couldn't the bridge move happen sooner?

A) Network Rail worked hard behind the scenes with its stakeholders, contractor and supply chain to identify a date when the new Gipsy Patch Lane railway bridge could be manoeuvred into position.

To enable the bridge replacement, which was a significant piece of engineering work, the rail line had to be closed to trains for a number of days and arranging this was a complex process that needed to take into account a range of factors.

Q) What happened during the bridge replacement work?

A) During the rail line closure in October/November 2020, Network Rail and its contractor Alun Griffiths, worked round the clock to remove the track and overhead line equipment, demolish the former bridge on Gipsy Patch Lane, move the new bridge into position and reinstall the track and overhead line equipment.

Unfortunately, due to a significant engineering problem experienced during the bridge move, this work took longer than expected and the closure of the rail line had to be extended. We would like to take this opportunity to thank you for your continued patience during this phase of work.

Q) Has Network Rail completed its investigation about the bridge move problem?

A) The lessons learnt review has been completed by Network Rail with recommendations still being worked through. The immediate cause of the incident was identified as the failure of the temporary roadway.

Q) What additional costs were incurred due to the bridge move problems and the railway closure lasting longer than planned?

A) The full and final cost is still being finalised.

Q) On which organisation(s) have/will the extra costs fall and why?

A) The extra cost will fall to Network Rail to manage and resolve as the manager of these works.

It is the Council's view that the authority will not be liable for the additional costs and penalties arising from the delay experienced during the bridge installation.

Gipsy Patch Lane road lowering

Q) Why hasn't Gipsy Patch Lane reopened now the bridge is complete?

A) Now the new bridge has been moved into place and the railway line has been reopened, Gipsy Patch Lane and the Station Road junction with Gipsy Patch Lane will remain closed to all road users to enable further works on the carriageway. This work is to make way for the new bus lanes and shared use cycle and pedestrian pathways.

Q) What work is being completed at the bridge?

A) Work includes:

- Demolition and excavation of the existing carriageway underneath the bridge
- Installation of new surface water drainage system, including pumping station
- Utility diversions underneath the new cycle and pedestrian pathways
- Construction of new carriageway and pathways
- Re-grading the junction with Station Road to tie-in with the new carriageway level
- New traffic signs, road markings, lighting and landscaping/planting

This work will be carried out during the daytime, between the hours of 7.30am and 6pm, Monday to Friday. Network Rail, and its contractor, will work to minimise any disruption caused.

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

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

Q) When is Gipsy Patch Lane going to reopen to traffic at the railway bridge?

A) Network Rail and its contractor recently applied for a renewed Temporary Traffic Regulation Order (TTRO), which will allow them to keep Gipsy Patch Lane closed to traffic at the railway bridge until mid-December. However, it is hoped that the road will be able to reopen in one direction sooner than this.

When Gipsy Patch Lane reopens at the railway bridge, significant traffic management will still be required along the road as part of the widening works, which are due to begin this summer.

Q) Why has the date been extended?

A) The road needs to remain closed while Network Rail, and its contractor, continue to carry out works to lower the road as well as install an improved drainage system, including a new pumping station under the road.

Following ongoing surveys and investigations, a larger pumping station and drainage system than previously envisaged is now required to help future-proof this key stretch of road from flooding.

Due to this upgrade in the drainage system, Gipsy Patch Lane needs to remain closed at the railway bridge for longer. As has been the case throughout the CPME, and given the scale of this major infrastructure project, dates can be subject to change. We apologise for this and for the ongoing disruption it may be causing.

Q) Why didn't you plan for the improved drainage system before?

A) The installation of the improved drainage system and new pumping station is a significant piece of work. As can be the case with projects of this scale, despite extensive planning and preparation, it is only when groundwork begins that we understand the full scope of what is required, and factors come to light that need to be incorporated into the works.

We apologise for the ongoing disruption and any inconvenience caused by the road closure.

Q) Why can't you reopen the road to traffic sooner?

A) Network Rail, and its contractor, need sufficient space under the new railway bridge to carry out this work safely. However, the situation will be monitored to see if there is an opportunity to open some of the carriageway to traffic sooner.

These traffic management arrangements will also need to be co-ordinated with the road widening works on Gipsy Patch Lane which are due to commence either side of the railway bridge during the summer. We will update the community when we have more information.

Q) What about pedestrian access?

A) Access for pedestrians and dismounted cyclists will remain open under the railway bridge.

Q) What is the diversion route while the road remains closed?

A) The signed diversion route for the closure is via Bradley Stoke Way and the A38, and vice versa.

Q) Will this impact on the overall timetable of the CPME project?

A) The construction work for the CPME project is still expected to complete in early 2023. However, we will continue to keep the community up to date.

Q) Will this impact on when the road widening work is scheduled to start?

A) We continue to work closely with Network Rail and its contractor to coordinate the different phases of work and to realise any opportunity to carry out the road widening works earlier to minimise disruption. We are resequencing the road widening works to accommodate the extended Network Rail programme.

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

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

However there is potential relief from business rates available if business premises are affected by severe local disruption.

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

Our website also contains information on how to apply for hardship relief: www.southglos.gov.uk/business/business-rates/businessrates-reductions/financial-hardship-relief/

If you think you may be eligible you should arrange your own representation for further advice on how and when to make a claim.

Q) I live on Gipsy Patch Lane, am I eligible for noise insulation?

A) There is the potential for some homes adjacent to Gipsy Patch Lane to be eligible to receive a grant towards noise insulation under the Noise Insulation Regulations 1975 (as amended 1988) found here - <https://www.legislation.gov.uk/uksi/1975/1763/made>.

Calculations to determine eligibility will take into account any noise increases resulting from operation of the completed scheme, not construction noise.

Potential noise insulation work that could be carried out includes secondary glazing, supplementary ventilation and, where appropriate, venetian blinds and double or insulated doors.

The Council will undertake calculations and noise measurements to determine eligibility for a grant after the CPME scheme is built. We will contact any homes identified as being eligible with further information at that time.

Q) I live on Gipsy Patch Lane and I think the new route will affect the value of my property, am I eligible for compensation?

A) There may be the potential to make a claim under Part 1 of the Land Compensation Act 1973 (<http://www.legislation.gov.uk/ukpga/1973/26/contents>) for depreciation of property value caused by the CPME scheme. Claims made under this Act cannot be made until one year after the work is completed.

Government guidance can be found here - <https://www.gov.uk/compensation-road-property-value>.

If you think you may be eligible you should arrange your own representation for further advice on how and when to make a claim.

Gipsy Patch Lane road widening

Q) When will the road widening on Gipsy Patch Lane take place?

A) The works east of bridge (the residential side) is starting in May 2021. Works for the road widening will begin west of bridge later in 2021. However, we continue to work with Network Rail and its contractor to coordinate the different phases of work and to understand if there is further opportunity to carry out any works on Gipsy Patch Lane earlier.

Q) Why are you widening the road?

A) Road widening is needed on Gipsy Patch Lane to enable the creation of a new bus lane, as part of the CPME.

Q) Will there need to be any traffic management during the road widening work?

A) To enable these works to be carried out safely and as efficiently as possible a westbound one-way system needs to be installed along Gipsy Patch Lane, between the junction with Little Stoke Lane and the mini roundabout at Rolls Royce once the full closure of the road at the railway bridge has ended. This will mean that traffic will only be able to travel along this section of Gipsy Patch Lane towards Filton and the A38 junction .

Traffic needing to travel eastbound will need to use the existing diversion route via the A38, Bradley Stoke Way and Winterbourne Road. The diversion route will be fully signposted.

For safety reasons, side roads to the east (residential side) of the railway bridge that fall within the one-way system will need to be closed at their junction with Gipsy Patch Lane. This will include Station Road, Gifford Crescent, the service road (on the north side of Gipsy Patch Lane), Smithcourt Drive and Bush Avenue. Access for residents and businesses will be maintained via diversion routes. The eastern access to Bush Avenue, nearest to Little Stoke Lane, will remain open to residents. Little Stoke Lane will also remain open.

Closing these side roads is considered the safest approach once the one-way system is installed to prevent drivers potentially turning the wrong way out of these junctions.

Access to Pegasus Park will be retained, but traffic entering and exiting will need to comply with the one-way system. Traffic exiting Titan Road will only be able to turn left.

Q) Why do you need to close these side roads?

A) Closing these side roads is considered the safest approach once the one-way system is installed to prevent drivers potentially turning the wrong way out of these junctions.

Q) Will I still be able to access local businesses/Little Stoke Sort It Centre/Patchway train station during the Station Road closure?

A) All of the businesses along Station Road, as well as the Little Stoke Sort It Centre and Patchway Train Station, will remain open during the closure. Motorists will be able to access Station Road via the existing diversion route that takes traffic along Clay Lane. For businesses to the southern end of Station Road the diversion route will involve traveling under a footbridge with a height restriction of 4.2 metres.

Q) Will the Gifford Crescent closure impact local bus services?

A) During the closure bus services that currently travel along the road will need to be diverted. Further information will be available nearer the time on the Travelwest website, visit www.travelwest.info/travel-updates.

Q) What other works are happening on Gipsy Patch Lane?

A) There are a number of other construction activities that are required to facilitate the actual road widening. These include drainage works and underground utility diversions which are commencing in May 2021. We will publicise further details when they are confirmed.

Q) Why are you still building a bus lane with more people working from home?

A) Despite the impact the coronavirus pandemic has had on traffic levels and public transport use in the short term, the work we are doing now is to invest in sustainable modes of transport for our long-term future. It is still expected that in the future, planned development in the area will continue and public transport will be required to help people move around efficiently and sustainably.

Q) Why did you remove the trees in January if work doesn't start until the summer?

A) The trees and shrubs needed to be removed to enable the road widening works along Gipsy Patch Lane to make way for the new bus lane. Trees and shrubs should not be removed during bird nesting season, which runs between March and September.

The removal of vegetation has allowed for further investigations of ground conditions and to confirm the locations of underground services.

We have also allowed for a period of ground recovery after the trees and shrubs were removed before widening work starts.

Q) Why didn't you carry out the road widening work during the pandemic when roads were quiet?

A) We were unable to start the road widening work earlier in the pandemic because trees and shrubs needed to be removed to enable this work to take place. Trees and shrubs should not be removed during bird nesting season, which runs between March and September.

Once the trees and shrubs were removed, we have had to carry out further investigations of ground conditions and to confirm the locations of underground

services. This information has been informing our detailed designs and plans for the road widening and our landscaping plans for post construction.

The CPME Project Team has looked for opportunities to bring forward the East of Bridge works from the scheduled programme and is working with the contractors to re-sequence works on the residential side of GPL so that completion of these is brought forward as much as possible.

Q) Why didn't you plan to do more of the east of bridge works while the road is closed?

The main road widening works to the east and west of the bridge have been sequenced to start after Network Rail's bridge works for the following reasons:

- To allow Network Rail and their contractors to work with minimal hindrance from other roadworks taking place in the vicinity of their works, risking delay
- Allowing continued access to residential properties and businesses to the east and west of the bridge, whilst the road is closed under the bridge
- The major works to the east and west of the bridge require a one-way traffic management system, which would have been difficult to put in place without the road under the bridge being open
- Reduction of overall construction related disruption from the works, which would have been greater and more sustained if all works were taking place at the same time.
- To allow for investigations and completion of detailed designs for the works, including preparation of robust proposals for mitigation of the loss of the avenue of trees on GPL.
- These investigations have also identified requirements for the diversion of a water main not originally identified by the water company as being necessary and works have been replanned to accommodate this.
- The trees were maintained for as long as possible and removed prior to the bird nesting season.

When the works were originally planned and scheduled, the Covid19 situation was unforeseen. Nevertheless, the CPME Project Team has looked for opportunities to bring forward the East of Bridge works from the scheduled programme and is working with the contractors to re-sequence works on the residential side of GPL so that completion of these is brought forward as much as possible.

Gipsy Patch Lane bus stops

Q) What are you doing?

A) As part of CPME four bus stops along Gipsy Patch Lane will be upgraded to metrobus stops.

The upgrades include extending the bus stop platforms, new paving, replacing the existing shelters with new metrobus shelters and the installation of metrobus iPoints and CCTV to monitor the stops. iPoints provide travel information and allow passengers to purchase tickets before they board and plan journeys.

The initial phases of work involve extending the bus stop platforms, laying the new paving and installing the electrical connections needed for the iPoints and CCTV.

Q) Which bus stops are being upgraded?

A) As part of CPME, four bus stops along Gipsy Patch Lane will be upgraded to metrobus stops. The bus stops affected are:

- Bush Avenue bus stop, westbound
- Bush Avenue bus stop, eastbound
- Rolls Royce bus stop, eastbound
- Rolls Royce bus stop, westbound

Q) When will the work begin and how long will it last?

A) The Bush Avenue bus stops, located to the east of the railway bridge (the residential side), will be upgraded first. This work began in February 2021 and is expected to be complete by early May. However the installation of new shelters will take place at a later date.

The Rolls Royce bus stops will be upgraded later in the construction programme.

Q) Will there be any traffic management?

A) To enable the work to take place traffic management is needed along Gipsy Patch Lane.

The current traffic management arrangements are as follows:

For work to take place at the Bush Avenue bus stop, eastbound, a lane closure is required. This reduces the eastbound carriageway on Gipsy Patch Lane to a single lane of traffic.

For work to take place at the Bush Avenue bus stop, westbound, a lane closure is also required. However, this means that the westbound carriageway on Gipsy Patch Lane

is closed to all traffic between its junction with Little Stoke Lane and just before its junction with Smithcourt Drive. No vehicles are able to travel westbound along this stretch of Gipsy Patch Lane for the duration of these works.

Access to Bush Avenue and Smithcourt Drive is not affected and the pedestrian crossing on Gipsy Patch Lane will be maintained during the works.

A signed diversion route is available via Little Stoke Lane, Kingsway, and Gifford Crescent, and vice versa.

The closures will need to remain in place around the clock during the works which are expected to be complete by early May.

Q) Where can I catch a bus during the work?

A) Please visit www.travelwest.info/travel-updates.

Q) Why are you installing CCTV?

A) Cameras will be installed at metrobus stops to ensure the safety and security of passengers using the facilities, especially buying tickets using the iPoints. Good quality evidence collection protects the safety of our communities, and supports our overarching aim to keep South Gloucestershire a great place to live and work.

The privacy of residents living nearby has been considered as part of this work. As a result, we will be configuring these cameras to ensure that the surrounding residential addresses are not captured by the scope of the cameras.

The metrobus iPoints and the CCTV will not be installed at the bus stops until just before the new metrobus service begins in 2023.

We will write to those living next to bus stops nearer the time to explain how the CCTV will operate.

If you have any questions regarding the CCTV, please email CommunitySafetyTeam@southglos.gov.uk.

Q) Why are you doing this work now?

A) By carrying out this work to these two bus stops while Gipsy Patch Lane is still closed at the bridge, this will reduce the impact of these works on local traffic.

Gipsy Patch Lane trees and landscaping

Q) What are you doing?

A) Road widening is needed on Gipsy Patch Lane to enable the creation of a new bus lane, as part of the Cribbs Patchway metrobus extension (CPME). To make way for the construction of the bus lane a number of trees and hedgerows need to be removed along Gipsy Patch Lane.

Q) How many trees did you remove?

A) We needed to remove 20 trees (and shrubs/hedges) from the south side of Gipsy Patch Lane east of the railway bridge (the residential side), to enable the construction of the new bus lane. Shrubs and hedgerow were also removed. No trees were removed from the north side.

A number of trees were also removed from Gipsy Patch Lane west of the railway bridge to enable construction of the new Rolls Royce westbound metrobus stop.

Q) When were the trees removed?

A) The tree removal and de-vegetation work took place in February 2021.

Q) Why couldn't you remove the existing trees and replant them?

A) There are a high number of underground utilities, including mains gas, water and electric, in the verges near to where the trees were. We could not have lifted the trees with enough root to successfully transplant them whilst safely avoiding the utilities.

Q) How many trees will you replace?

A) The CPME project made a commitment to plant as many new trees and shrubs as possible to mitigate for these losses and have been working on landscaping proposals for Gipsy Patch Lane for when construction work is complete.

In September 2020, as part of our planning for the landscaping work, we dug a number of trial trenches along the verge of Gipsy Patch Lane east of the railway bridge. One of the things that affects where planting can occur is the location of underground utilities. Although we have plans that show where utilities should be located, it is only when ground is dug that we can be sure of where they are.

The information gathered from the trial trenches has helped inform draft landscaping proposals for Gipsy Patch Lane on the east side of the railway bridge, which includes proposals to plant 24 new trees along Gipsy Patch Lane – 20 on the south side and 4 on the north side.

The tree planting proposals include:

- 19 new Lime trees
- 2 Mountain Ash, to be planted at the railway bridge end
- 3 native English Oaks in the new hedge line, to replace a mature Ash removed in September 2020, due to Ash die back.

The draft plan, which is available to view on our project website, shows the confidence levels for each proposed tree based on our investigations undertaken up to October 2020.

The draft plan also shows where we propose to plant native hedges and ornamental shrubs, as well as areas for spring flowering bulbs and herbaceous planting.

Due to the high number of underground utilities, continuing investigations are required and we are digging further trial trenches to verify assumptions. These ongoing investigations will be used to update the draft plan during 2021.

Q) Could these landscaping plans change?

A) These are draft planting plans and they may need to be adjusted following further ground investigations happening in 2021, or during the construction phase to take account of any unforeseen issues, which could impact on the numbers and locations of new trees and plants that can be planted.

Q) What about the other side of the bridge?

A) We are currently in the process of developing our landscaping proposals for Gipsy Patch Lane west of the bridge. We will share these with the community when they are available.

Q) What about all the trees that were removed near the bridge and railway line?

A) Network Rail and its contractor Alun Griffiths are responsible for the replanting around the new bridge and railway line and are currently working on their landscaping plans for this area.

Q) Why are no trees planned in front of Bush Avenue?

A) Due to the limited width between Bush Avenue and the new cycle and pedestrian path, planting is not be feasible in this location. Any planting would substantially reduce the width of the cycle and pedestrian path and/or Bush Avenue.

Q) What about wildlife on Gipsy Patch Lane?

A) In 2015, as part of the planning application, the project team compiled an Environmental Impact Assessment, which included an Ecological Survey. This survey was recently updated and the results showed no presence of bats or badgers.

The removal of the hedgerows was carried out under the supervision of an Ecological Clerk of Works.

Q) What happens if the landscaping dies back?

A) The planning approval requires any landscaping that fails within a period of 5 years to be replaced.

Q) If the Council declared a climate emergency, why have you cut down trees?

A) As part of declaring a Climate Emergency the Council committed to increasing action to reduce greenhouse gas emissions from transport which would contribute to the target of net zero carbon emissions across the area by 2030.

Whilst it is regrettable that trees need to be removed in order to build bus lanes, replacement planting will be undertaken and CPME is about increasing the provision and take up of sustainable modes of transport which itself directly contributes to addressing the climate emergency. It also enables the Council to create a realistic alternative to single occupancy car travel.

The CPME project is committed to replacing as many trees as possible along Gipsy Patch Lane. The project's new draft landscaping plans for east of the bridge show aspirations to plant 24 trees to mitigate the loss of the ones we are removing. The trees will be approximately 3-4 metres high when they are first planted.

In addition to the landscaping plans for Gipsy Patch Lane, the CPME project has already provided funding for 53 trees of various species to be planted at Winterbourne Road and Orpheus Avenue. The trees were planted in 2020.

Q) Why are you still building a bus lane with more people working from home?

A) Despite the impact the coronavirus pandemic has had on traffic levels and public transport use in the short term, the work we are doing now is to invest in sustainable modes of transport for our long term future. It is still expected that in the future, planned development in the area will continue and public transport will be required to help people move around efficiently and sustainably.

Q) When will the road widening on Gipsy Patch Lane take place?

A) The works east of bridge (the residential side) is starting in May 2021. Works for the road widening will begin west of bridge later in 2021. However, we continue to work with Network Rail and its contractor to coordinate the different phases of work and to understand if there is further opportunity to carry out any works on Gipsy Patch Lane earlier.

During these construction activities traffic management measures will continue to be in place on Gipsy Patch Lane and we will keep the wider community updated on this nearer the time.

Q) Why did you remove the trees in February if work doesn't start until the summer?

A) The planned road widening work required the removal of trees and shrubs, which should not take place during bird nesting season, which runs between March and September.

Hatchet Road bus stops

Q) What are you doing?

A) As part of CPME two bus stops along Hatchet Road are being upgraded to metrobus stops.

The upgrades include extending the bus stop platforms, new paving, replacing the existing shelters with new metrobus shelters and the installation of metrobus iPoints and CCTV to monitor the stops. iPoints provide travel information and allow passengers to purchase tickets before they board and plan journeys.

Q) What work have you completed so far?

A) The initial phase of work involved extending the bus stop platforms, laying the new paving and installing the electrical connections needed for the iPoints and CCTV. The shelter at the northbound stop has also been installed.

Q) Why haven't you installed both of the new bus shelters?

A) The impact of Covid-19 on national supply chains means that this work has been delayed. As a temporary measure, we have been able to reuse the existing shelters. Unfortunately, real-time information and lighting will not be available at these stops during this time. We will keep the community updated on when the second shelter will be installed.

Q) Why are you installing CCTV?

A) Cameras will be installed at metrobus stops to ensure the safety and security of passengers using the facilities, especially buying tickets using the iPoints. Good quality evidence collection protects the safety of our communities, and supports our overarching aim to keep South Gloucestershire a great place to live and work.

The privacy of residents living nearby has been considered as part of this work. As a result, we will be configuring these cameras to ensure that the surrounding residential addresses are not captured by the scope of the cameras.

The metrobus iPoints and the CCTV will not be installed at the bus stops until just before the new metrobus service begins in 2023.

We will write to those living next to bus stops nearer the time of the CCTV being installed to explain how it will operate.

If you have any questions regarding the CCTV, please email CommunitySafetyTeam@southglos.gov.uk.

San Andreas roundabout

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

A) A new bus only road link has been added onto the south of the existing San Andreas roundabout. This has required work to elongate the roundabout and install new signalling including signal controlled crossings for pedestrians and cyclists. This work started in January 2020 and is substantially complete as of April 2021. Further landscaping works, including tree planting, will be carried out later in the year.

Keeping you informed

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

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

We are now in the construction phase and are using a range of communication channels to encourage people to sign up to receive updates.

As part of our commitment to keeping people informed, we held a series of public drop-in sessions during May 2019. We will hold further events during the project, subject to Covid-19 restrictions.

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

A) You can sign up to receive newsletters from us on our webpage www.southglos.gov.uk/CPmetrobus or by emailing CPmetrobus@southglos.gov.uk

We will be keeping our webpage and social media pages up to date with the latest information too.

CPME has its own Facebook page. For users of the social media site the page is available to view at www.facebook.com/sgloscpme