

MetroBus Stoke Lane briefing

As part of MetroBus construction, Bristol City Council and South Gloucestershire Council are introducing a **temporary one-way restriction on Stoke Lane** from the junction with Frenchay Park Road up to Lancelot Road for an anticipated period of up to 12 months. This will allow only southbound traffic to use Stoke Lane.

The one-way system is required to enable our contractor, Alun Griffiths (Contractors) Ltd, to safely construct a retaining wall on Stoke Lane to widen the road for a new bus lane.

Why the Stoke Lane bus lane is needed

MetroBus will significantly improve the quality, speed and reliability of public transport services between south Bristol, the city centre and the north fringe of Bristol.

The Stoke Lane bus lane is essential for MetroBus. It forms part of a coordinated package of bus lanes and infrastructure works between the University of the West of England and the city centre that will ensure MetroBus services are rapid and reliable.

Without the Stoke Lane bus lane MetroBus will not be able to avoid traffic congestion and achieve its significant journey time and reliability savings.

This reduction of bus priority would make MetroBus less appealing for potential bus operators and bus passengers and potentially jeopardise the Department for Transport's funding for MetroBus.

Why the one-way restriction is needed

The one-way restriction was approved by the traffic management teams of both councils, in accordance with their Temporary Traffic Regulations Order procedures. They assessed the following two options:

One-way restriction option

Approximately **12 months** to complete.

Cyclists and pedestrians will still be able to travel in both directions on Stoke Lane.

The diversion route will lead to longer journey times for those travelling north

However, journey times are not considered to be significantly longer than the two-way shuttle working option.

Two-way shuttle option

Approximately **21 months** to complete due to limited working area provided by temporary traffic signals.

Queues on either side of the shuttle works could reach up to **1.5km** at peak times.

Works would cost taxpayers at least an additional **£1 million**.

Start of MetroBus services would be delayed by **9 months**.

A **period of one-way restriction** would still be needed to safely carry out some works.

MetroBus journey time savings via Stoke Lane bus lane

Bradley Stoke to Bristol city centre

Current timetabled bus service: **58 mins** *

MetroBus: **30 mins** (saving of **28 mins**)

UWE to Bristol city centre

Current timetabled bus service: **27 mins** *

MetroBus: **15 mins** (saving of **12 mins**)

* Journey times for current timetabled services may increase by the time MetroBus services commence due to increased congestion.

What was the decision process?

Traffic management options have been assessed by Bristol City Council, South Gloucestershire Council and Alun Griffiths (Contractors) Ltd from August 2015. During the assessment all viable options were considered.

South Gloucestershire Council and Bristol City Council's traffic teams looked at data from traffic surveys and concluded that the one-way system would significantly reduce the time needed to finish the construction works.

Options were assessed by the councils in their role as the Local Highway Authorities and the diversion option was selected as the preferred solution.

The MetroBus project team applied for the one-way system as it will allow the works to be completed in 12 months rather than the 21 months when using traffic lights and shuttle working. The one-way system will avoid delay to the start of MetroBus services and reduce the cost by at least £1 million compared with the shuttle working arrangements.

The council project teams therefore instructed the contractor - Alun Griffiths (Contractors) Ltd - to put the one-way system in place which will save money and enable the project to be delivered on time.

Permission for the one-way system was obtained via a Temporary Traffic Regulation Order. [Read more about the process for a Temporary Traffic Regulation Order.](#)

More information

More information, including a map of the one-way restriction, is available from the [Travelwest website](#).

About MetroBus

MetroBus is a new **bus rapid transit system** for the West of England area. It is a **joint project** by Bristol City Council, North Somerset Council and South Gloucestershire Council.

MetroBus will provide **quicker, more reliable journeys** than existing bus services and is key to supporting future economic growth in the West of England region.

MetroBus will **connect** parts of Bristol currently poorly served by public transport, creating more opportunities for people in these areas to access **education and jobs** which were previously difficult to travel to.

This is especially important for residential areas in South Bristol, parts of which are within the most deprived 10 per cent in the country with high levels of unemployment and fewer opportunities to **access work, education and** training.

The **40km** North Fringe to Hengrove route extends from Hengrove in South Bristol to the Science Park and Cribbs Patchway in the north.

The dedicated infrastructure, including bus lanes, a bus only junction on the M32 and other priority measures, is designed to **remove MetroBus from congested parts of the network and reduce journey times.**

MetroBus will be commercially operated by bus operators who will provide **greener vehicles** and a **faster service to passengers.**

MetroBus services across the whole network are planned to commence from **Autumn 2017.**

