


# Bristol guided busway project

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Working with Balfour Beatty, Ainsworth Civils were involved in Phase 2 FRC work on the Bristol guided Busway project. The project included an express bus service of 31 miles (50 km) of segregated bus routes and bus lanes. The works included the construction of the Portishead Railway Bridge next to the dual carriageway, over the railway line and in close proximity to the busy shopping estate - and right next to the Bristol City Football Stadium. Ainsworth Civils were brought in to implement the project when the previous subcontractor mutually agreed to withdraw from the project because they were unable to meet the required deadlines for the programme. When Ainsworth Civils joined the project three column slabs were completed. Our first operations were to build a northern bankseat/abut. The final slab of the base of the column was excavated, which we fixed and poured while working on the adjoining. One group began building six columns and four cross heads in a sequence required for Belgian supplier Balfour Beatty to install steel beams in planned railway positions. Another group was working on building a northern ramp reinforced underwater slab to get a precast parapet wall. They were bolted down to the south slab before joining in using a reinforced slab to form a road slab carrier. After Balfour Beatty completed a sufficient RECO wall, our team was able to complete the southern bankseat/abutment, allowing the installation of steel beams to progress from the north end. With the beams fully installed, we were able to complete the installation of the bearing before the construction of the composite deck. While building the composite deck we found a alignment issue that we overcame by installing a little more EMJ panels, ordered for a short lead time from the supplier. During the construction of the Balfour Beatty deck, the RECO walls on the southern ramp were completed. Ainsworth Civils moved to build reinforced slabs and precast carrier slabs with very limited workspace as Balfour Beatty was removed from the southern tip due to an accelerated program to restore its earthworks program. Great Results Ainsworth Civils was able to accelerate an already deferred project by effectively de-insuring the teams in the selected sections of the project. Some works required 24-hour work to match key delivery dates. Not even complications in the fitting design kept us back as we overcame them, bending steel itself to keep the project back on track. We also retained our 100% health and safety record. Ainsworth Civils is a very active company. Their leaders on the spot always look ahead and try to appreciate the engineer at every opportunity. Their craftsmanship is of high quality, and their security has nothing special. We have a very good relationship, and it shines when we cooperate where ambitious deadlines are discussed in detail and the way forward is agreed. Ainsworth Civils has so far always met our goals and never suspended us, they follow our rules and help us every step of the way in achieving one goal - the safe completion of the project. Richard Sanderson Balfour Beatty Project Manager MetroBusOverview Owner of North Somerset CouncilSouth Gloucestershire CouncilLocaleBristol, EnglandTransit typeBus fast transit and buswayNumber-operated lines3Websitemetrobusbristol.co.ukOperationBegan operation29 May 2018Operator (s)Bristol Community TransportFirst West of EnglandTechnicalSystem 31 miles MetroBus (stylized under the Metrobus) - Rapid Transit Bus System in Bristol, England. It is a joint project between Bristol, North Somerset and South Gloucestershire councils. The first route, the M3 service, started work on May 29, 2018, then M2 on September 3 and m1 on January 6, 2019. The Bristol (UK) m2 metrobus enters the Ashton Avenue Bridge from the south, 27 December 2018MetroBus is part of a package of improvements to transport infrastructure in the west of England that have been designed to help unlock economic growth, tackle poor public transport links in south Bristol, long bus travel and high-use cars in the Northern Fringe City and M32 motorway corridor. MetroBus vehicles take precedence over other traffic at intersections and use a combination of segregated bus lanes and bus lanes. These are double-decker Scania Enviro400 buses with two doors, one for boarding and one for exit to reduce stop times. Three routes will initially be served by MetroBus: 4'5' m1: Cribbs Causeway to Hengrove Park via city centre M2: Long Ashton Park - a trip to the city centre m3: Emersons Green and Lyde Green Park - a trip to the Centre, via the University of the West of England Frenchay campus route m3 will be extended at a later date from Emersons Green to Bristol Station, following work on the station to increase bus access and other vehicles. The South Bristol Link section, between Long Ashton Park and Hengrove Park, is currently out of work as no operator will operate without a subsidy. It is expected that when a large number of new homes are built next to the route, the service will become commercially viable. In the centre of Bristol, the centre was remodeled and partially pedestrianized as part of the project. History Also: George Ferguson (politician) - Metrobus Project, launched in 2006, developed by the West of England Partnership, a partnership between the councils of South Gloucestershire, Bristol and North Somerset and Bath and North East Somerset. Three routes were originally proposed: Ashton Vale to Temple Meads Station (AVTM) North Fringe (before Cribbs Causeway) to Hengrove Hengrove The South Bristol Link (SBL) from its ad, MetroBus (originally called BRT) proved controversial. Responding to the campaign outlined below, in 2014, incoming directly elected Mayor George Ferguson decided to change the route of Ashton Vale's service to temple meads. Instead of travelling along Bristol Harbour and on the Prince Street Bridge, it will now follow Cumberland Road and Redcliffe Hill, calling near Temple Meads station and around the inner ring road before reaching the city centre. This change will have important implications for the route and its potential patronage. Since the city centre, by all means, was the most frequent destination, travel time for most passengers was significantly lengthened. As a result, the revised economic estimate in 2014 is projected to be significantly lower than the original estimate in 2011. In 2015, an addition to the North Fringe package was proposed. Cribbs Patchway MetroBus Extension (CPME) will provide a more direct route from Bristol Parkway train station to Cribbs Causeway, through residential complexes at Filton Airfield. The scheme's promoters claimed in 2014 that it would reduce travel time to 75% between Long Ashton Park and Hengrove Park. Services were expected to start in 2015 in 2017, although this date has since declined. The first route (M3) began on May 29, 2018. The M2 began on September 3, 2018, and the M1 in January 2019. The construction cost was originally estimated at 200 million euros. Ashton Vale's route to Temple Meads was 49.6 million pounds, of which the Department for Transport (DfT) will contribute 34.5 million pounds. The DfT will contribute 27.6 million pounds, more than half of the total cost, to the South Bristol Link Road scheme, which expands the A4174 roundabout, with Bristol City Council contributing 8.4 million pounds and North Somerset Council to make a total of 5.3 million pounds. The value of the North Fringe to Hengrove package was estimated at 102 million pounds, with the DfT making a total of 51 million pounds, 30.5 million pounds from South Gloucestershire Council and 20.5 million pounds from Bristol City Council. In 2016, estimated costs increased to 216 million euros, and in 2017 - to 230 million euros. MetroBus' objections have faced opposition from environmental groups, who argue that the new bus-only interchange over the M32 (North Fringe in Hengrove section) will mean the loss of 12 small businesses, the loss of long-standing appropriations, the expansion to green belt land, and the loss of Grade 1 soil and land in Bristol, a community food growing project. The scheme proposes mitigation of the loss of allotments, soils, etc., but the report to the Development Control Committee Of 27 August 2014, it states: Despite the proposed mitigation at the expense of the site, the NFHP scheme will result in a loss of 1.79 1.79 the best and most universal agricultural land. The Metrobus Rethink Alliance has produced the Metrobus Green Capital 2015 calendar and a map showing the planned destruction of green spaces across Bristol for the Metrobus scheme. The fundraising campaign was ultimately unsuccessful, but an earlier campaign did do well in changing the Ashton Vale route to temple Meads Metrobus. The campaign focused on the assertion that buses would cross in front of the M-Shed museum, damaging the waterfront environment. In fact, as this video, made in 2008, is clear that the allegation was inaccurate. Buses would run behind the M-Shed, on what is currently the road open to all traffic (although not on the road). That claim was repeated repeatedly by the media, helping to sway public opinion about Metrobus in the run-up to the 2012 mayoral election. This contributed to the mayor's decision to change the route as described above. The approval process for all Planning permissions for the MetroBus network is currently granted. The Ashton Vale-Temple Meads route was approved by the DfT in November 2013. Part of the MetroBus scheme was approved in January 2015. Construction on all three routes began in April 2016. Construction of Ashton Vale-Temple Meads (AVTM) began in early 2015 on the Ashton Vale-Temple Meads route. Works for Ashton Vale's Temple Meads MetroBus route include: 35 36 37 38 construction of a total of 1.2 miles of managed bus (not continuous) from Long Ashton to Ashton Avenue Bridge, as well as a segregated path for cyclists and pedestrians, the redevelopment of the Ashton Avenue Bridge, the construction of a new parallel bridge in the Bathurst Basin, and downtown works including new bus stops, upgrading existing stops and installing information displays in real time. Northern Fringe's Hengrove (NFHP) work began on The Stoke Gifford Transport Link (SGTL) and Bradley Stoke Way in August 2015 as part of the Northern Fringe's Hengrove package. Works include the construction of new roads, widening the carriageway, bus-only interchange on the M32 and the creation of new bus lanes on the A4174, Coldharbour Lane, Stoke Lane and SGT. The extension of the A4174 required the replacement of the Church Lane Bridge for pedestrians and horses, near Emersons Green. The concrete bridge was demolished in December 2015 and replaced with a steel bridge in June 2016. In addition, in June 2016, the M32 was closed to allow the installation of the bridge only for buses. Work on the expansion of the A4174 in the west began in the summer of 2015 and included the construction of a new bus lane road from Highridge Ward to the A370 Long Bypass Ashton bypass, a new rebuilt road from Highridge Wardage to Harekiv Road, the new MetroBus route Hengrove Park in Long Ashton Park - Ride, including a bus-only spur about 700 metres connecting a new road to the park and a ride site, replacing the railway bridge at Bristol to exeter line (branch from the Great Western Main Line). South Bristol Link Road was completed and open to traffic in early January 2017. The original Metrobus network, however, will not run along buslanes Link Road, although the road is used by services between the city centre and Bristol Airport. Operators as of February 2017 did not find a service operator MetroBus. The operator was supposed to be in place 12 months before the start of service (scheduled for spring 2017), but bus companies are reluctant to invest in new buses to meet MetroBus requirements, while having a limit on fares. They expressed the view that these services would not be commercially viable. MetroBus said in 2016 that government subsidies may be needed to attract an operator. In June 2017, it was announced that First West of England would launch services on the first route, which will open - while expected to be the M2 from Long Ashton - and will receive no public funding. In April 2018, it was announced that the M1 route would be operated by Bristol Community Transport, under a contract with First West of England, with the M2 and M3 services operated by First. The future expansion of the West of England Combined Local Transport Plan outlined ambitions for the future expansion of the MetroBus network to link the Bristol city centre to Bath via Keynesham, Clywdon via Nailsea, Yate, Thornbury and Avonmouth; along with the orbital service linking Emersons Green with South Bristol. There is also a service in Weston-super-Mare. Criticism of the current MetroBus network showed signs of rapid transit creep; mostly not fully working on dedicated bus lanes for most of its mixed-traffic routes and prone to traffic jams. In an open letter published in January 2020, James Freeman, managing director of First West of England, said services could not work properly because buses were delayed by roadworks and congestion. He said that 230 million pounds of public money had been largely wasted. See also MetroWest (Bristol) - Rail Transport in Bristol Links - to find out how the metrobus differs - metrobus Bristol. The metrobus. Received on September 1, 2019. MetroAUtoBus. Bristol Enterprise Area. Received on September 3, 2014. B c Bristol CT wins MetroBus Route One contract April 11, 2018 - Everything you need to know about Bristol's MetroBus. Travel west. Archive from the original on September 28, 2017. Received on September 28, 2017. Onion, Jan (October 10, 2016 Revealed: Five routes for the new Bristol MetroBus network costing 200 million pounds. Bristol Post. Archive from the original on 11 11 2016. Received on March 8, 2017. Cork, Tristan (April 24, 2018). Bristol Parkway disappeared from the Metrobus map because buses couldn't get to the station. Bristol Post. received on May 18, 2018. Cork, Tristan (May 18, 2018). Forgotten and empty Metrobus route no one wants to escape. 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