

	Stakeholder	Comments	Actions
Members	Barrow Gurney Parish Council	<ul style="list-style-type: none"> - Strongly supportive of proposals - Essential facility to serve the proposed Stadium, proposed urban extension and Bristol Airport - Requested rapid transit upgrade for A370, urban extension and A38 upgrade to Bristol Airport 	<ul style="list-style-type: none"> - Regular briefing on project progress
	Dundry Parish Council	<ul style="list-style-type: none"> - Very necessary and needed urgently - Support parallel walking and cycle routes - Should provide access to BRI, Airport and rural communities 	<ul style="list-style-type: none"> - Regular briefing on project progress
Neighbourhood Groups	Neighbourhood Planning Network		<ul style="list-style-type: none"> - Establish Steering Group for ongoing engagement with groups of the Neighbourhood Partnership network
	Ashton Vale Heritage Group	<ul style="list-style-type: none"> - Concerns over environmental impact on fields north of Ashton Vale - Against a stop at the end of Silbury Road - The current bus service from Ashton Vale is adequate - Concerned over a proposed stop for Bristol City Supporters 	<ul style="list-style-type: none"> - Ongoing engagement with Group. - Review of concerns through next stage of design. - Consideration impacts at EIA and further design stage including any required mitigation. - Consider design in relation to potential BCFC stadium.
	Greater Bedminster Partnership	<ul style="list-style-type: none"> - Concerns over environmental impact on fields north of Ashton Vale - Concerns over technology choice 	<ul style="list-style-type: none"> - Ongoing engagement with Group.
	Windmill Hill Residents group	<ul style="list-style-type: none"> - Concerns over environmental impact - Concerns over technology choice - Concerns mainly with future South Bristol route 	<ul style="list-style-type: none"> - Ongoing engagement with Group.
Community Interest Groups	Redcliffe Futures	<ul style="list-style-type: none"> - Supportive of proposals - Supports early introduction - Supports replacement of Temple Circus gyratory - Prefer a light rail system - Concerns over 'bendy buses' - Concerns over type of fuel used - Should serve the Redcliffe area, with stops located near St Mary Redcliffe and Redcliffe Wharf - Should not compromise any existing rail network 	<ul style="list-style-type: none"> - Ongoing engagement with the group
	Redcliffe Parade Environmental Association	<ul style="list-style-type: none"> - Supportive of proposals - Supports early introduction - Prefer a route along Redcliffe Way 	<ul style="list-style-type: none"> - Offered a meeting
	Redcliffe Community Forum		<ul style="list-style-type: none"> - Offered a meeting
	Bristol Harbourside	<ul style="list-style-type: none"> - Supportive of proposals - Concerns over location of stops - Concerns over impact on the heritage railway - Concerns over pedestrian safety around the harbourside area - Concerns over Prince Street Bridge and affect on traffic - Route should pass through harbourside - Requested a stop at SS Great Britain - Route could avoid Prince Street Bridge by using Merchant's Quay 	<ul style="list-style-type: none"> - Ongoing engagement with the group
	The Greater Bristol Alliance	<ul style="list-style-type: none"> - Would prefer light rail technology - Concerns about capital cost estimate - Insufficient information provided in the consultation material - Map of city centre options did not provide choice of indication of route - No information about whether the system is guided - How will bus be given priority in city centre? - Requested a stop at CREATE Centre - Requested a public meeting to explain bid to Government 	<ul style="list-style-type: none"> - Ongoing engagement with the group
	Bristol Urban Design Forum	<ul style="list-style-type: none"> - Supportive of proposals - Welcomes opportunities for urban renewal - Concerns over visual impact of vehicles - Concerns over Prince Street Bridge - Good quality information and timetables needed on route - Bus service information should also be provided for on route services 	<ul style="list-style-type: none"> - Presentation of the scheme given in November 2008 - Ongoing engagement with the group
	Kingfisher Group	<ul style="list-style-type: none"> - Concerns over environmental impact - Concerns over technology choice - Concerns mainly with future South Bristol route 	<ul style="list-style-type: none"> - Ongoing engagement with Group.

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Bristol City Council	Planning Arboriculturalist	<ul style="list-style-type: none"> - Loss of trees near Spike Island, Cenotaph, and Temple Circus would be a significant issue - Landscape plan would be required as part of any Planning Application 	<ul style="list-style-type: none"> - Ongoing consultation and involvement in detailed design
	Planning City Urban Design Team	<ul style="list-style-type: none"> - Highlighted sensitivity of Prince Street Bridge alterations - Remodelling of Cenotaph area potentially contentious 	<ul style="list-style-type: none"> - Ongoing consultation and involvement in detailed design
	Harbour Master	<ul style="list-style-type: none"> - Favoured retention of existing Prince Street Bridge - A stop close to Prince Street Bridge could be linked with new ferry stop at the Mud Dock 	<ul style="list-style-type: none"> - Ongoing consultation and involvement in detailed design
	Bristol Museum development team	<ul style="list-style-type: none"> - Consultation on integration with Wapping Wharf area with the refurbished museum 	<ul style="list-style-type: none"> - Ongoing consultation and involvement in detailed design
	Bristol Living Rivers Project	<ul style="list-style-type: none"> - Concerns over waterways impact, particularly Colliters Brook - Concerns over potential impact on butterflies, and suggested Cumberland Road to avoid this - Suggested alternative alignment along Longmoor Brook and via industrial estate - Suggested incorporation of turbines in crossing of Avon New Cut 	<ul style="list-style-type: none"> - Consideration impacts at EIA and further design stage including any required mitigation
Transport Groups	South West Regional Development Agency	<ul style="list-style-type: none"> - Supportive of proposals 	<ul style="list-style-type: none"> - Members of project board and contributor to scheme development - Consultation on integrated design for north west side of Temple Meads station
	Highways Agency	<ul style="list-style-type: none"> - Supportive of proposals 	<ul style="list-style-type: none"> - Members of project board
	First Group	<ul style="list-style-type: none"> - Supportive of proposals 	<ul style="list-style-type: none"> - Ongoing consultation
	Wessex Connect (Long Ashton Park and Ride operators)	<ul style="list-style-type: none"> - Supportive of proposals 	<ul style="list-style-type: none"> - Ongoing consultation - Meeting held in November 2008
	Network Rail	<ul style="list-style-type: none"> - BRT project is part of steering group for enhancement of Temple Meads 	<ul style="list-style-type: none"> - Ongoing consultation
	Office Rail Regulator	<ul style="list-style-type: none"> - Supportive in principle but concerned about detail of railway line crossings 	<ul style="list-style-type: none"> - Ongoing consultation, with particular regard to crossing of Portishead freight line and level crossing at Winterstoke Road
	Sustrans	<ul style="list-style-type: none"> - Many of their issues incorporated into scheme revisions, particularly Connect2 proposals 	<ul style="list-style-type: none"> - Ongoing consultation - Provided with plans in Spring 2008, and many of their issues incorporated in to scheme revision with particular attention to Connect2 proposals
	CTC	<ul style="list-style-type: none"> - Concerns over 'bendy buses' - Concerns over traffic and parking on Cumberland Road - Stressed need for integration with Connect2 proposals 	<ul style="list-style-type: none"> - Ongoing consultation
	Joint officer group of four UAs	<ul style="list-style-type: none"> - Sought feedback on appraisal of the impact on cycling and pedestrian facilities 	<ul style="list-style-type: none"> - Ongoing consultation
	Sustraco (promoters of Ultra Light Rail Technology)	<ul style="list-style-type: none"> - Against bus-based proposals. Would prefer their Ultra Light Rail technology 	<ul style="list-style-type: none"> - Several meetings held, particularly in relation to technology study in Summer 2008
Bristol Industrial Museum (Harbour Railway operators)	<ul style="list-style-type: none"> - Concern pressure would mount for 7 day operation on Harbour Railway line 	<ul style="list-style-type: none"> - Ongoing consultation 	
Tram Forward	<ul style="list-style-type: none"> - Have grave misgivings on the scheme - Believe a tramway is in the best interests 	<ul style="list-style-type: none"> - Ongoing consultation 	
Utility Companies	New Roads and Street Works Act Co-ordination Group	<ul style="list-style-type: none"> - Bus based option avoids diversion costs - Concerns fixed track would have impact on access to services 	<ul style="list-style-type: none"> - Ongoing consultation (quarterly meetings)
	Avon and Somerset Police	<ul style="list-style-type: none"> - Concerns over safe access and crossing points - Concerns over road closures - Concerns over severance of local police patrol routes 	<ul style="list-style-type: none"> - Ongoing consultation
Business Community	GWE Business West	<ul style="list-style-type: none"> - Supportive of the scheme - Bus based option is fully supported 	<ul style="list-style-type: none"> - Ongoing consultation
	Broadmead Board	<ul style="list-style-type: none"> - Supportive of proposals of whatever type - Prefer anti-clockwise loop for city centre - Would like traffic removed along The Cut, including Prince Street Bridge 	<ul style="list-style-type: none"> - Ongoing consultation
	Bristol Alliance	<ul style="list-style-type: none"> - Supportive of proposals - Would like removal of traffic within shopping areas and prefer to see use of the outer roads 	<ul style="list-style-type: none"> - Ongoing consultation
Developers	Ashton Park	<ul style="list-style-type: none"> - Supportive of proposals 	<ul style="list-style-type: none"> - Initial advice given regarding design requirements for a rapid transit proposal through possible new development
	Bristol City Football Club	<ul style="list-style-type: none"> - Supportive of proposals 	<ul style="list-style-type: none"> - Consider design in relation to potential BCFC stadium
	Carlyle Group	<ul style="list-style-type: none"> - Supportive of proposals - Support for a stop in Redcliffe Way 	<ul style="list-style-type: none"> - Ongoing consultation
	Ashton Vale Trading Estate	<ul style="list-style-type: none"> - Supportive of scheme in principle - Like to see increased benefit to wider Ashton Vale area 	<ul style="list-style-type: none"> - Ongoing consultation

	Stakeholder	Comments	Actions
Environment Groups	English Heritage	<ul style="list-style-type: none"> - Concerns over alterations to Prince Street Bridge - Concerns over alterations to Cenotaph area 	<ul style="list-style-type: none"> - Ongoing consultation - Meeting held in October 2008
	Avon Wildlife Trust, Environment Agency, Natural England, GOSW, SWRDA, North Somerset, Bristol City Council, South Glos Council, BANES, BRERC, West of England Partnership	<ul style="list-style-type: none"> - No major concerns - Concern over NNRs, SACs, SSSIs, SNCIs, RIGS', within 5km of the proposed route - Concern over Great Crested Newts in adjoining gardens - Concern over foraging corridors for bats - Suitable habitats for bats and crossing points for mammals needed - Concern over removal of trees and loss of pedestrian walkways, particularly around Cenotaph - Concern over impact on Butterfly junction - Ashton Avenue Bridge, whilst not being listed has important value locally - Concerns over flood risks, particularly in Flood Zone 3 - Concerns over Japanese Knotweed during construction - Concerns over removal or significant alterations to Prince Street Bridge 	<ul style="list-style-type: none"> - Ongoing consultation - Third issue of Environmental Scoping Report sent in September 2008