

Ashton Vale Industrial Estate alternative access report on second micro-consultation

MetroWest Phase 1

January 2017

**THIS REPORT REMAINS IN DRAFT FORM AS THE WORKSTREAM ENDED
AND IS MADE AVAILABLE FOR INFORMATION ONLY**

MetroWest+

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MetroWest Phase 1
Ashton Vale Industrial Estate alternative access
Report on second micro-consultation

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1. Introduction and background

MetroWest Programme overview

- 1.1 The West of England Councils¹ are working together on proposals which will deliver investment of over £100 million in improvements to the local rail network over the next five to ten years, known as the MetroWest programme. It consists of a series of projects including large to small scale enhancements to the local rail network. The overall aim is to introduce fast and frequent metro rail services across the local area, by making better use of existing local passenger lines and freight lines and reopening viable disused lines.
- 1.2 The MetroWest programme, which includes enlarging the existing local passenger rail network, increasing the frequency of train services and extending train routes in the West of England, will complement the investment being made by Network Rail and extend the benefits of projects such as the electrification of the Great Western main line. The proposals are supported by the rail industry and are being developed with Great Western Railway, freight operating companies, the Department for Transport and Network Rail.
- 1.3 With so many improvements being made to the rail network over the next few years, delivering the MetroWest proposals at the same time has some challenges, and therefore a phased approach has been taken through MetroWest Phase 1, MetroWest Phase 2 and specific new station projects. MetroWest Phase 1 entails re-opening the Portishead - Bristol line to passenger train services and enhancing the train service frequency on the Severn Beach - Bristol line and the Bath - Bristol line. MetroWest Phase 2 involves re-opening the Henbury – Bristol line to passenger train services and enhancing the train service frequency on the Yate – Bristol line with an extension of the improved frequency to Gloucester being considered.
- 1.4 Under the Planning Act 2008, that part of Phase 1 consisting of the re-opening of the disused railway between Portishead and Pill is classed as a Nationally Significant Infrastructure Project (NSIP) and a development consent order (DCO) needs to be obtained from the Secretary of State for Transport.
- 1.5 MetroWest Phase 1 is being led by North Somerset District Council.

¹ Bristol City Council, Bath and North East Somerset Council, South Gloucestershire Council and North Somerset District Council

Development Consent Order (DCO) consultation

- 1.6 Consultation is a formal requirement for the elements of MetroWest Phase 1 that require a Development Consent Order (DCO). The Portishead Branch Line DCO Scheme comprises the reopening the branch line to Portishead, by reinstating the railway from Pill along the old alignment which closed to passengers in the 1960s and forms the NSIP, and upgrading parts of the existing freight line between Pill and Ashton Gate will be included as associated development in the application for development consent. The remaining works required at Parson Street Junction and at Bedminster, which are required to provide passenger train services all the way from Bristol Temple Meads to Portishead, will be undertaken by Network Rail under their permitted development rights.
- 1.7 The DCO application process requires extensive consultation with affected and interested parties. North Somerset District Council has decided to hold two consultation stages. In June 2015 Stage 1 of this process began, with North Somerset District Council consulting the public, statutory bodies, and stakeholders including community and local interest groups on the plans.
- 1.8 Following the Stage 1 consultation in 2015 and further scheme development, two areas were identified as requiring possible changes to the design; at Pill Station site and access to Ashton Vale Industrial Estate. The design changes were felt to be significant enough to consult with the local communities to explain the options and gauge opinion. These micro-consultations were carried out in February 2016 and enabled the scheme to be developed further in more detail. A second micro-consultation specifically focused on the Ashton Vale Industrial Estate was required in November 2016 following the decision to explore an alternative access route not consulted on previously.
- 1.9 Formal consultation (Stage 2 consultation) on the DCO part of the scheme will follow, before the council submits the DCO application to the Planning Inspectorate. Stage 2 consultation is scheduled for spring 2017 and will be published and advertised when available. The micro-consultations are informal consultations for the purposes of the 2008 Act but will be fully considered by the MetroWest authorities before publicising the proposals for the next stage of formal consultation.

Previous consultation

- 1.10 Since the MetroWest Phase 1 project began in 2013, several informal consultations have taken place to help develop the proposal:

- Portishead Station Site Consultation – February 2013

- Portishead Station Location – June 2014
- DCO Stage 1 Consultation – June 2015
- Micro-consultations for Pill Station House and Ashton Vale alternative highway access – February 2016
- Wider engagement and consultation
 - Local Transport Body Board part of the Joint Transport Board (held in public)
 - Engagement with the West of England Local Enterprise Partnership
 - MetroWest Stakeholder meetings
 - Engagement with rail interest groups
 - MetroWest information brochures
 - TravelWest stakeholder event - 13 October 2013
 - Joint Local Transport Plan 3 - 2011 to 2026 consultation
 - Consultation on the Strategic Economic Plan (SEP)
 - Rail conference 2011
 - Memorandums of understanding
 - Consultation on Joint Spatial Plan and Joint Transport Study – November 2015
 - Consultation on planning policy documents
 - As part of the consultations on the Core Strategies of each of the four authorities, Joint Local Transport Plan, and LEP's Strategic Economic Plan.

1.11 All of these reports are available online on the following websites:

- TravelWest – www.travelwest.info/metrowest
- North Somerset Council – www.n-somerset.gov.uk
- West of England LEP – www.westofenglandlep.co.uk

2. Micro-consultation Programme

Scope

- 2.1 Following the publication of the DCO Stage 1 Consultation Report in late 2015, elements of the scheme have developed further and this has led to some possible design changes significant enough to be consulted on with locally affected parties. One of these concerns the Ashton Vale Industrial Estate, accessed only via a level crossing on the existing freight line at Winterstoke Road.
- 2.2 The modelling of train paths indicated that the level crossing across the highway access into the Estate would be closed to pedestrians and vehicles for a significant amount of time during each hour. This is because the introduction of passenger services and the reservation of freight train paths would result in the barriers staying down for longer and more often than they do presently. As Ashton Vale Road is the only road access to the industrial estate this could lead to significant access restrictions to the businesses located there and cause traffic queues on both sides of the level crossing on Winterstoke Road.
- 2.3 Alternative highway options have been designed to access the Estate to the west off the A370 / B3128 and it is very likely the level crossing will have to be closed for safety reasons, along with the Barons Close pedestrian level crossing.

Previous micro-consultation

- 2.4 Six options were consulted on in February 2016; five alternative highway options and one which retained access across the level crossing, albeit with increased barrier closure times.
- 2.5 The report concluded that there were no fundamental issues with any of the alternative highway options, although some could be considered more popular than others. There was clear support for an alternative route to be provided.
- 2.6 Following the micro-consultation, the options were developed further and narrowed down to two – option 2 (now option A), and option 4 (now option B). It was also decided to proceed with pedestrian access option A – the provision of a new pedestrian ramp between Babcock and the railway.
- 2.7 The report for the first micro-consultation can be viewed at www.travelwest.info/metrowest

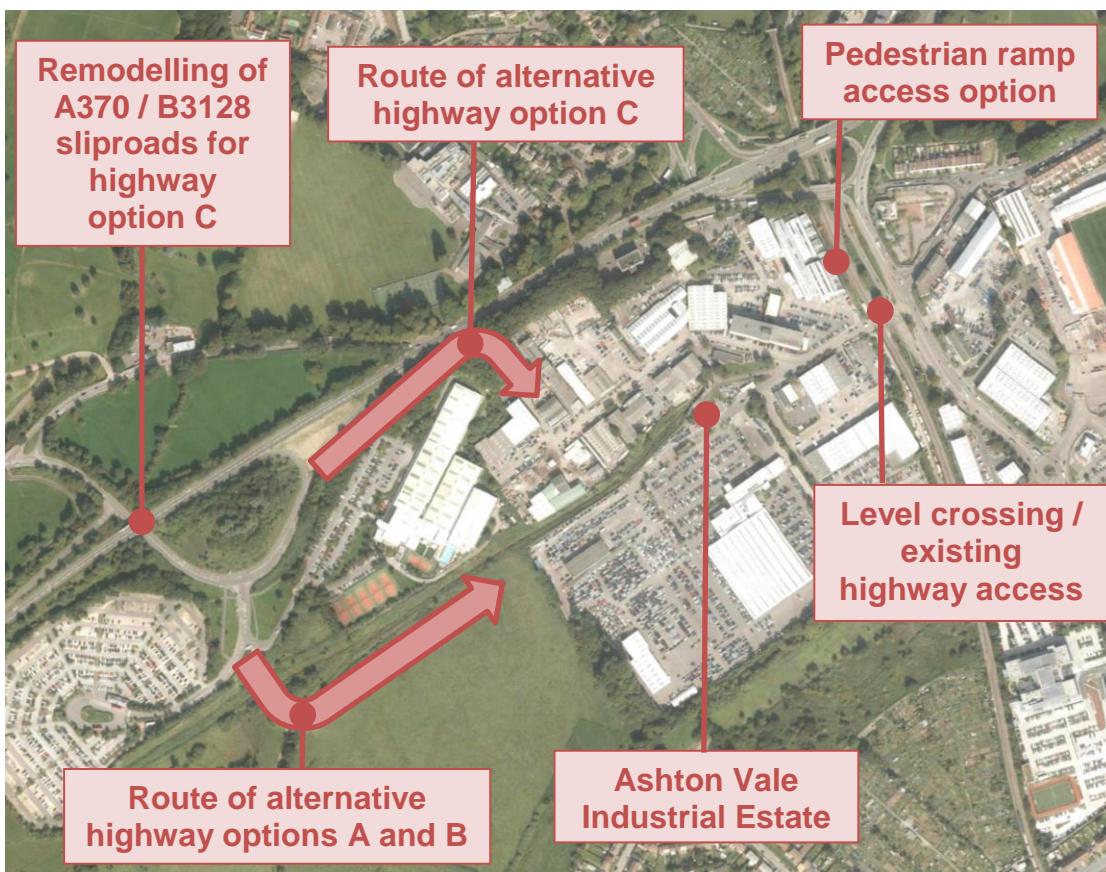
Development of a third highway option

2.8 Following the previous micro-consultation, another road option emerged which involves remodelling of the existing A370 / B3128 junction to allow the diversion of an existing slip road as access into the industrial estate. This new option was considered significant enough to consult on. It also presented an opportunity to seek views on the two options being carried forward from the previous round of consultation. All three options are presented in Appendix A.

2.9 It also allowed views to be sought on the proposed cycling and pedestrian routes into the industrial estate. These had been previously consulted on and so the opportunity was taken to present the pedestrian ramp access option taken forward.

2.10 There are also minor amendments required to the public rights of way in the area which were also presented.

Figure 1 – Ashton Vale Industrial Estate



Methodology

2.11 The aim of consulting on the two options taken forward from the previous micro-consultation and the additional option was to ensure all parties were given the opportunity to ask questions, raise issues, or register views. This was achieved through an exhibition, briefings and specific meetings, promoted through a variety of publicity materials, including online consultation websites.

2.12 The issues to be raised could vary widely depending on the individual's location or use, and these needed to be captured. Qualitative rather than quantitative means were deemed the most appropriate, with individuals, businesses and organisations given the opportunity to respond via letter, email, or using an online form.

2.13 The consultation was open for 28 days which was considered enough time to inform interested parties of the proposals and for them to respond with their views, given the localised issues and limited consultation areas. The consultation ran from the 14th November to the 12th December 2016.

Consultation publicity material

2.14 The following consultation material was produced and distributed:

Letters

2.15 Approximately 100 letters containing the proposals and exhibition date were sent to all businesses and landowners located on the industrial estate as they all have to use the level crossing to enter and exit the estate. Letters were also sent to a small number of businesses east of the crossing which, given their proximity, may also be affected. A distribution map is presented in Appendix B.

Posters

2.16 9 posters were attached to lamp posts in the industrial estate; pedestrian lights at the level crossing; Barons Close; and at either end of the public right of way affected by option C.

Online

2.17 The TravelWest website hosts information on cross-boundary, cross-promoted transport schemes in the West of England. Within this, a consultation page was set up which contained the consultation material, links to which were included in all correspondence and on social media. This included electronic copies of

the proposals, details of the exhibition date and location, background to the scheme, and previous relevant reports. The consultation page also encouraged people to read the material or visit the exhibition before responding via the online link, in writing or by email. The official website address was www.travelwest.info/ashton-vale-road

North Somerset and Bristol ward Councillors

- 2.18 Relevant local Councillors were emailed with details of the consultation, including the website address, exhibition venue, and consultation timescales.
- 2.19 Copies of all the publicity material produced are attached as Appendix C.

Parties Consulted

- 2.20 It was decided to focus on defined areas and specific issues, repeating what was conducted for the first micro-consultation. There was an aim to focus on the needs, concerns and issues of property owners directly affected by the proposed options.
- 2.21 Businesses were identified and an exhibition held nearby during the consultation period.
- 2.22 Relevant statutory bodies were written to, informing them about the proposals and consultation process.

Public, community and local interest groups, and businesses

- 2.23 An exhibition was organised during the second week of the consultation on Tuesday 22nd November 12:30pm – 7.00pm. It was decided to use Ashton Gate Stadium as this was the venue used for the first event because of its close proximity to the proposed changes.
- 2.24 At the exhibition posters showing the proposals were on display for visitors to examine (those presented in Appendix A). Representatives from each of the technical disciplines and partner organisations were in attendance to answer any queries. Attendees were encouraged to respond formally to the proposals via the online form, letter or email. Notes were also taken on the day to capture the issues raised.
- 2.25 The proposals only directly affect businesses in the area as there are no residential properties on the industrial estate or in close proximity that would be directly affected. However given the impact the new option (option C) would have on the A370 / B3128 junction due to the reconfiguration of the slip road

arrangements, the catchment was widened slightly to include others not consulted during the first round. This included a pub, school, and Ashton Court Estate.

2.26 Given the limited focus area and targeted publicity, the exhibitions was well attended, with 22 visitors arriving over the course of the day.

Statutory Bodies

2.27 It was important to contact relevant statutory bodies because of the size of the area being considered and the potential impact on the assets of the statutory bodies or sensitive receptors for which they have responsibility. The primary bodies contacted were the utility companies, with other national bodies also consulted as appropriate and relevant. An email and / or letter with information about the revised proposals and how to respond was sent to each organisation. A copy of the letter sent is attached as Appendix D and a complete list of those contacted is attached as Appendix E.

Engagement Period

2.28 Engagement began following promotion through the methods above in the lead up to the launch date. Respondents were asked to submit their responses online, or by email or letter. The exhibitions served as a useful way to answer some of the queries which may otherwise have been submitted as an official response, allowing people to focus their queries and register specific concerns or support.

2.29 A central MetroWest communications team provided a single point of contact for questions about the consultation process, details of events, how to respond and where to get further information about the proposals. They also co-ordinate programme-wide consultations, which helped to ensure there was no confusion with exactly what aspects of the project or programme views are being sought on. Finally, they worked with North Somerset Council's and Bristol City Council's communication teams to ensure compliance with their consultation guidelines.

2.30 Responses were accepted for two weeks after each respective closing date because of the closeness to the festive period. The responses were recorded in a register and circulated to the relevant workstreams for consideration.

3. Consultation Responses

3.1 A total of 43 responses were received for the micro-consultation. The majority responded via letter or email, with the remainder using the online form. Notes taken at the exhibition corresponded with submitted responses.

Response areas

3.2 Respondents were asked to include their postcode or business address. There were a number of reasons for this. Firstly, it was necessary to ensure that the micro-consultation had been publicised widely enough to draw responses from parties most affected by the proposals. Secondly, there is a lot of historical interest in the scheme both locally and nationally and there could potentially be a need to ensure that the consultation was able to distinguish between interest groups and those who would be directly affected by the proposals. Postcode data would allow these groups to be disaggregated if needed.

3.3 The targeted approach to advertising the consultation resulted in the majority of respondents being an employer, employee or having some other interest in the industrial estate (for example investment groups).

3.4 Because of the small number of responses these have not been mapped to avoid identifying individuals or businesses.

Responses

3.5 As per the letters and emails, the format of the online form was designed to produce qualitative results to ensure the possible wide ranging and individual issues would be captured. The responses break down as follows:

Online / email	Letter	Statutory Bodies	Total
13	21	9	43

3.6 A full breakdown of responses is attached as Appendix F.

Results

3.7 Three options were consulted on regarding the alternative highway access. For this micro-consultation very few responses questioned the need for an alternative access and instead focussed on their opinions of the different options. These are summarised below.

Option A

3.8 There was very little support for option A which was to provide a new highway to the south of the brook across land owned by Bristol Sport. It would connect to Ashton Vale Road through Bristol City Timber which would be relocated. Concerns were raised on the impact to this business should they have to find new premises given the locality of their customers.

3.9 This option would convert Ashton Vale Road into a through route, which respondents believed would create new issues. This included parked cars causing issues for two way traffic movements, and large vehicles struggling to navigate the new 'T'-junction. There was a belief that any proposed parking restrictions to mitigate these issues would not be adhered to and make an existing issue worse.

3.10 A parcel of land would be required from Manheim which they state will cause issues with their operations, even if the suggested replacement land is forthcoming.

3.11 Bristol Sport also objected to this option due to the impact it would have on the land they own. They stated that if options A or B were to go ahead it would need to be realigned to consider any possible future plans for the land.

Option B

3.12 There was a significant amount of support for option B. This route would again provide a new highway to the south of the brook across land owned by Bristol Sport. It would then extend further east across the northern part of Manheim's business and connect with Ashton Vale Road much closer to the level crossing and negate the need to turn the remainder of Ashton Vale Road into a through route.

3.13 A significant number of those who supported option B did so in part because of the belief that a new western entrance could be provided to Manheim's business. This would remove the current issues with congestion created in part by the large car transporters entering and leaving the site. Whilst a new western entrance could be included, it would cause some complications for Manheim due to the operational workflow of their site.

3.14 One of the main supporting arguments for option B is because of its close proximity to the existing entrance/exit point which is viewed as replicating the current situation. It is also believed to cause the least amount of disruption to the flow of vehicles through the estate because traffic movements would be similar to existing conditions.

3.15 Concerns were raised by multiple respondents that either option A or C would make navigating the estate more difficult and could damage both the estate's attractiveness to tenants, and trade for the tenants themselves. It is believed that option B is the better option to mitigate these concerns.

3.16 Manheim would be the most affected business operating on the industrial estate if option B were to go ahead, and raised a number of concerns over access to their site and the business impact on their operations. They are therefore not in favour of this option.

3.17 Bristol Sport also objected to this option due to the impact it would have on the land they own. They stated that if options A or B were to go ahead it would need to be realigned to consider any possible future plans for the land.

Option C

3.18 Option C would create a new highway to the north of the estate utilising in part an existing slip road. This would be made possible by the reconfiguration of the A370 / B3128 junction and creation of a new entry and exit slip road, thereby enabling the existing slip road to be converted into an access route into the estate. The diverted road would connect with Ashton Vale Road across land owned by the Kenny Group, which would involve the business and its tenants being relocated.

3.19 Option C received mixed responses. A significant number were not in favour of the route, however the majority of these were connected to the Kenny Group, either owners, employees or tenants. Of those not associated with the Kenny Group, there were many positive reactions who saw the reconfiguration of the junction as an improvement and believed it would provide an appropriate route into the estate.

3.20 The main concerns raised with option C were similar to those raised for option A which related to the conversion of Ashton Vale Road into a through route. Many respondents believe it is not suitable for this use given the existing issues with traffic and parking. Some of the businesses on the western side of the estate, queue vehicles on the highway whilst waiting to enter their respective business. This causes issues for the other businesses in respect of access, congestion, and parking.

3.21 The issue of queueing vehicles had previously been identified, and so the proposals suggested mitigating with the provision of a new holding bay. However there were a number of comments stating that the proposed bay was not long enough, suggesting 6 – 8 lorries can queue at any one time.

3.22 Many respondents commented that Ashton Vale Road suffers with parking issues for employees and visitors. It had been identified that parking space is limited as many of the units do not have allocated parking which sees many vehicles park on Ashton Vale Road itself, some of which use the pavement because of the restricted width. Concerns were raised over safety and proposed parking restrictions.

3.23 Long Ashton Parish Council raised concerns over the reconfiguration of the A370 / B3128 junction and subsequent additional traffic flows through the parish. They are against the closure of the level crossing.

3.24 Bristol Sport also questioned the need for the level crossing to be closed at all. However they believe that option C is the only possible option should one be needed, with the caveat that it must not preclude the creation of a road access onto their land from the A370.

3.25 It should also be noted that there is a large strength of feeling from those associated with the Kenny Group against relocation. Multiple respondents asked for the option to be dropped, stating the impact upon the business, tenants and employees would be hugely detrimental. There were concerns that given the specific nature of the business and its recent refurbishment, suitable premises could not be found in the nearby locality and there would be the risk of loss of contracts or possible closure, particularly if the relocation was a significant distance away.

Other comments

3.26 A number of other issues were raised:

- **Land and planning** - the landowners believe that the proposed highway to the south of the brook in options A and B takes up more land than necessary and could be moved closer to the brook to the north. There are also queries raised on strategic fit with longer term aspirations for the area.
- **Operational/financial impacts** – raised mainly by investors and land owners, there are concerns with the long term economic viability of the industrial estate, with options A and C believed to be less attractive to visitors who would pass older buildings whilst entering the estate. Babcock raised specific concerns over their operations, security, and possible compensation.
- **Traffic impact / journey times** – a number of responses highlighted their concerns that the options will increase journey times to and from the estate; increased congestion on the underpass system due to traffic being

rerouted; and that the traffic impacts have not been assessed with future schemes in operation or planned, including the South Bristol Link (under construction at the time of the consultation) and possible park and ride expansion.

- **Ashton Vale Road suitability** – concerns were raised that the road is not suitable as a through route, including its structure (road surface, drainage capabilities, width) as well conversion to a through route.
- **Environmental** – concerns were raised with crossing the watercourse and the impact of water draining into the brook; and concerns over the possible increase to the risk of the brook flooding.
- **Impacts to cyclists and pedestrians** – safety concerns were raised regarding the width of Ashton Vale Road; concerns over the junction of the pedestrian ramp and Ashton Road and its proximity to fast moving traffic; concerns over the ease of access to the estate from the east; and that consideration should be given to more cycle and pedestrian routes and railway crossing points.

Statutory Responses

3.27 Responses were received from 9 statutory bodies:

1. Historic England
2. Environment Agency
3. North Somerset Council highways
4. Bristol Water
5. Instalcom
6. Sky Telecommunications Services Ltd
7. Verizon
8. Vodafone
9. Wessex Water

3.28 Historic England advised that the setting of the historic environment be assessed to include key views within the landscape and inter-visibility between heritage assets and the routes of the three proposed options.

3.29 The Environment Agency raised points with all three options, reflecting their concerns raised in the first micro-consultation relating to their equipment in the area and the potential impact on the watercourses. They also raised concerns over access to a variety of interests, such as their compound and existing structures which would be affected by options A and B, but predominantly option B. They therefore advised that option C is preferable overall due to its minimal impact on their interests.

3.30 North Somerset Council's highway department gave detailed technical responses to all three options. In principle, all options would be acceptable; however there were recommendations given to improve all three, particularly regarding the interaction with the A370 / B3128 junction to improve flows and priorities, road alignments, safety / visibility, and consideration given for non-motorised users and the links with existing cycle and footways in the area. Comments were also received regarding the maintenance of the proposed structures.

3.31 The utility companies that responded either stated that they had no apparatus in the area or provided maps of their assets.

3.32 The various technical workstreams for the project are having continuing dialogue with the statutory bodies across the whole project area and will continue to liaise with them as the project develops.

4. Conclusion and next steps

- 4.1 The second micro-consultation was successful in highlighting issues and gauging levels of support for the options. The consultation has raised some important issues that will help determine which option(s) will be taken forward. A qualitative summary of all comments on the micro-consultations is included as Appendix F.
- 4.2 The responses raised issues which are now being considered through the development of the engineering design and wider technical case of the project.
- 4.3 The micro-consultation has also demonstrated successful engagement with statutory bodies, businesses and interested parties on focussed issues. A further consultation exercise (Stage 2 consultation) will be launched in March 2017 to give members of the public, statutory bodies, affected parties and wider stakeholders an opportunity to comment on the Portishead Branch Line DCO Scheme proposals, before a Development Consent Order application is submitted to the Planning Inspectorate.

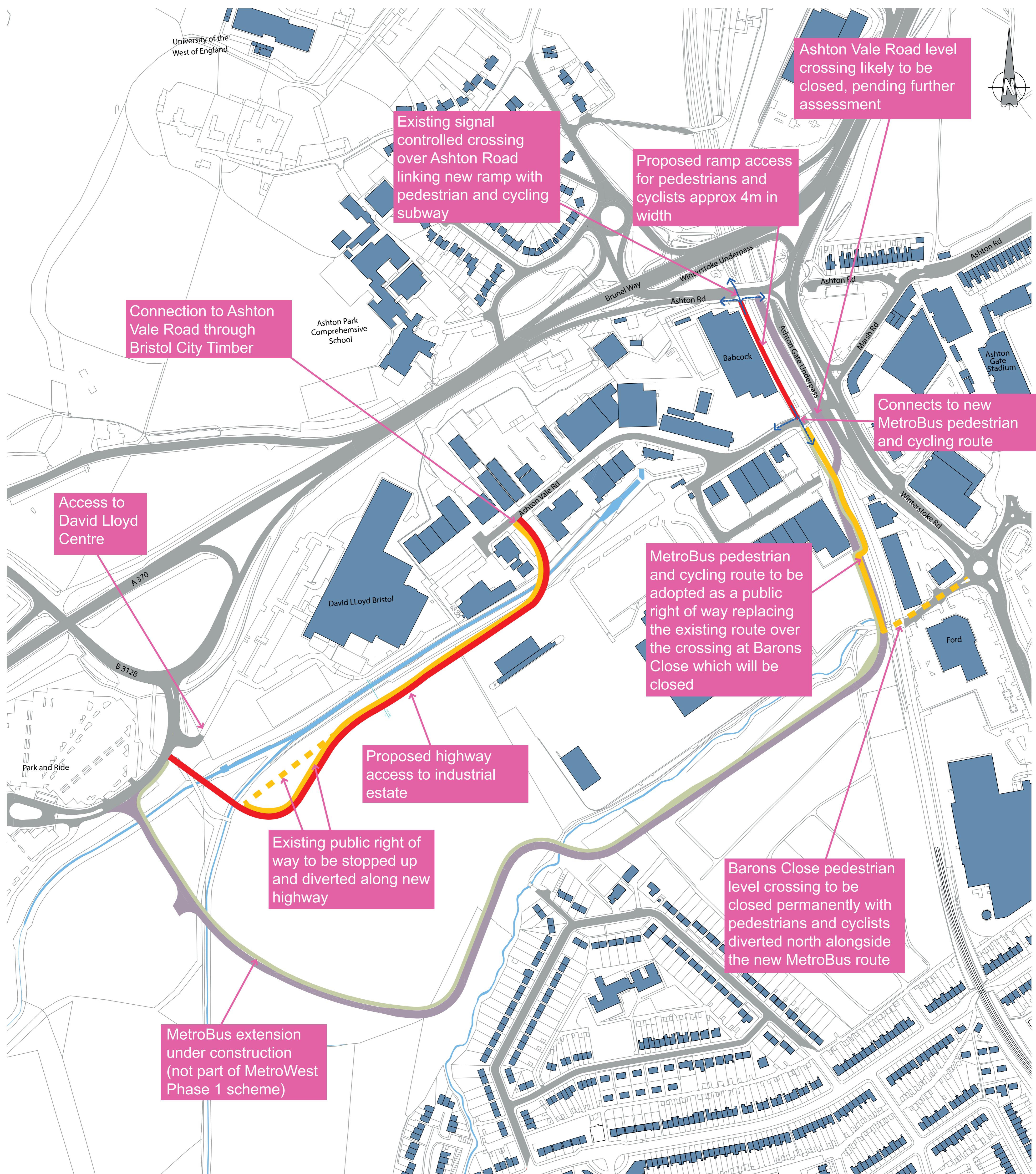
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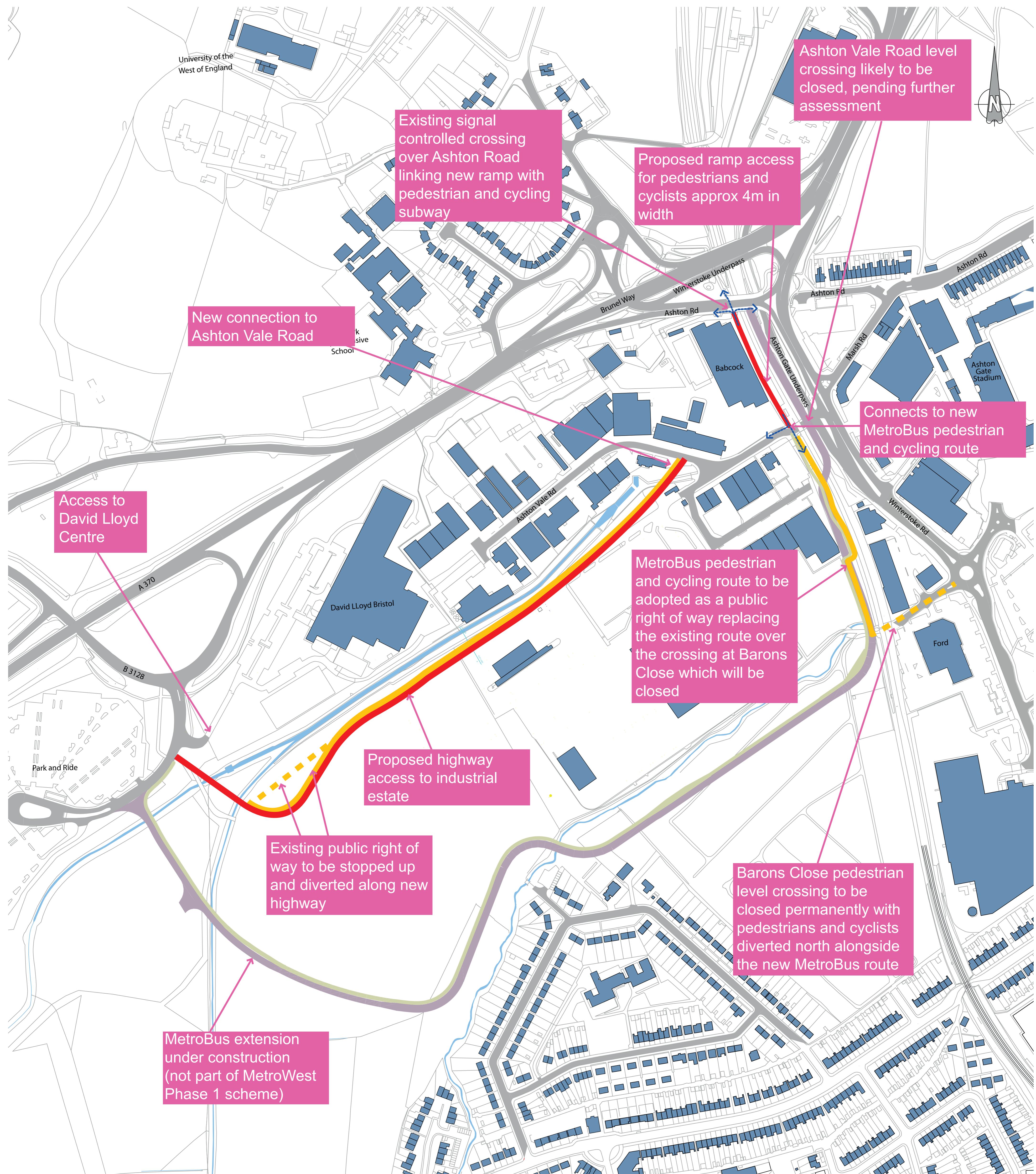
Appendix A
Ashton Vale Industrial Estate alternative access options

Ashton Vale Road Consultation



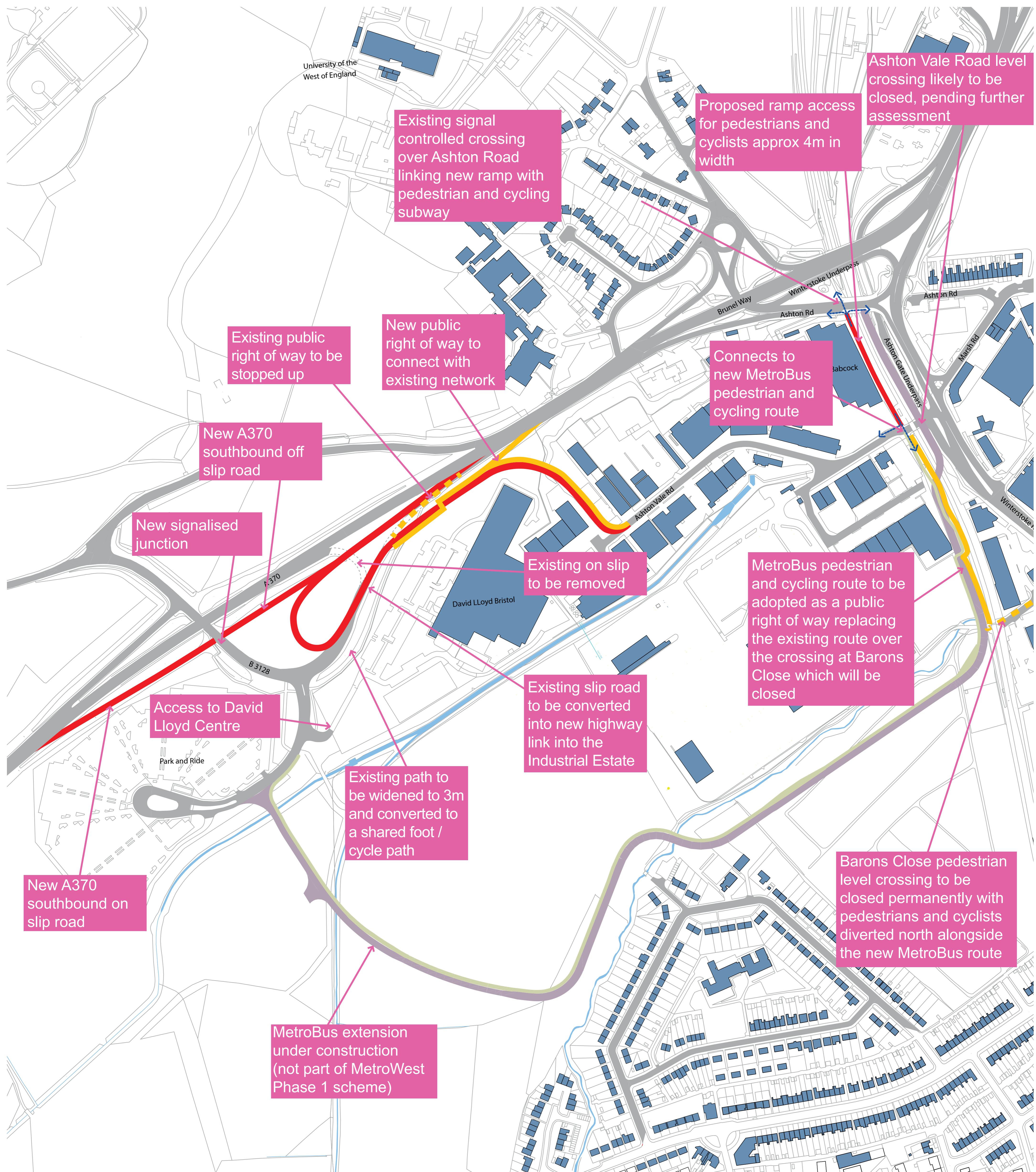
Option A

Ashton Vale Road Consultation



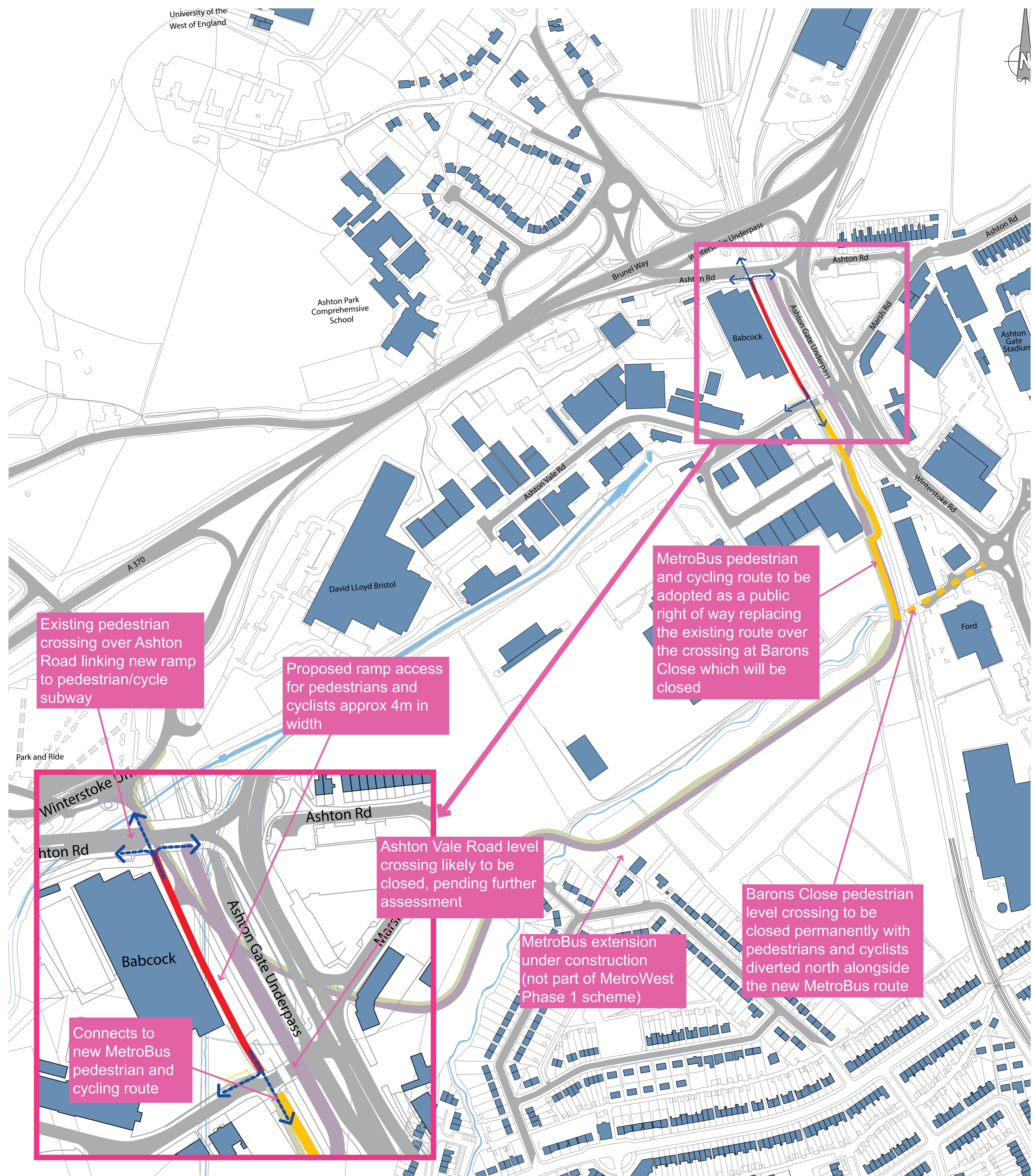
Option B

Ashton Vale Road Consultation



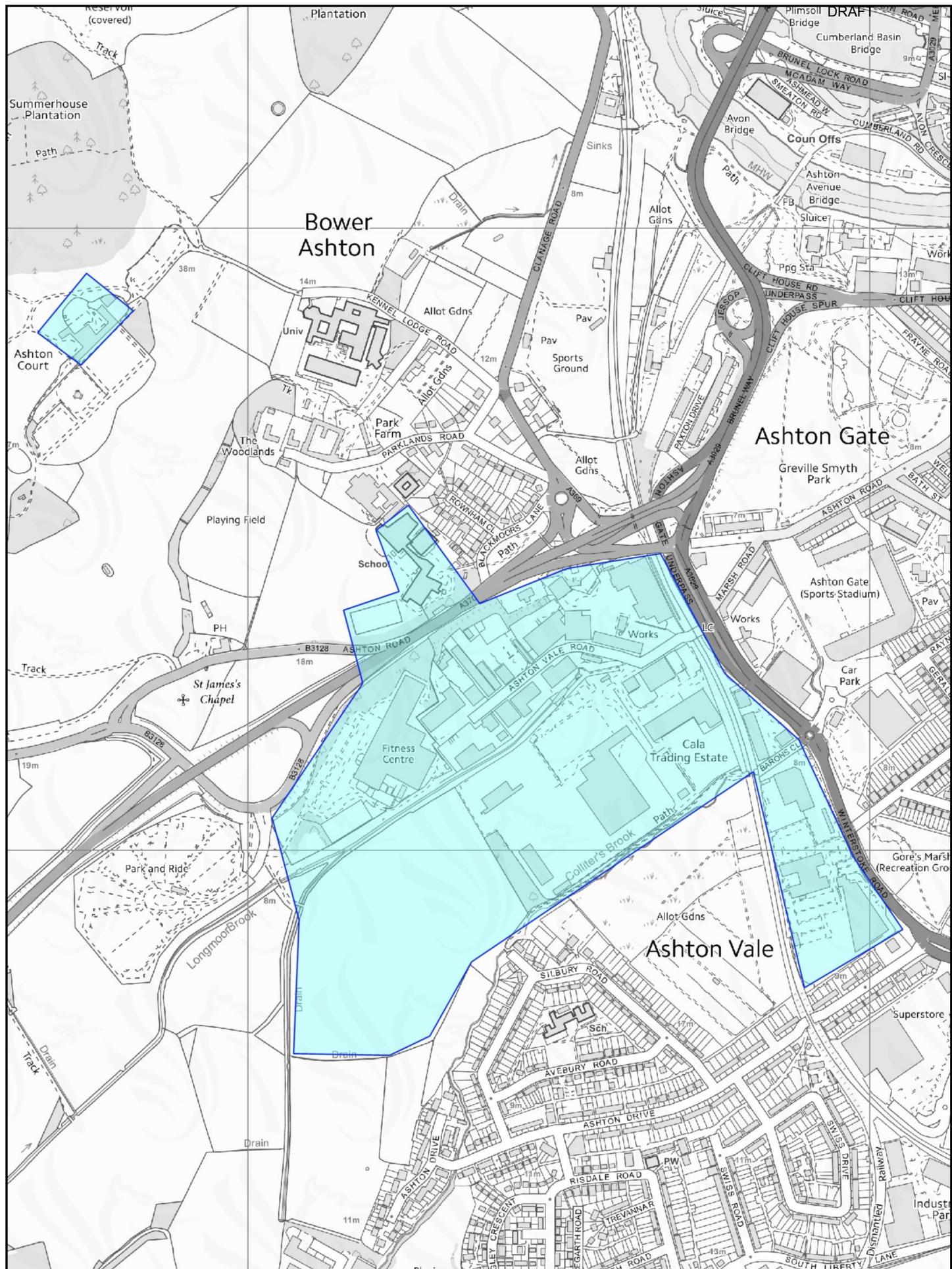
Option C

Ashton Vale Road Consultation



Details of proposed pedestrian and cyclist access

Appendix B
Distribution Map



Appendix C
Publicity Material

MetroWest
Engine Shed
Station Approach
Temple Meads
Bristol BS1 6QH

metrowest@westofengland.org

November 11, 2016

Ref: Ashton Vale Road, Bristol

Dear Stakeholder,

**METROWEST PHASE 1 –
SECOND INFORMAL CONSULTATION ON PROPOSALS FOR ASHTON VALE ROAD**

In February 2016 we consulted on six alternative highway, pedestrian and cycling access routes to the Ashton Vale Industrial Estate as part of the MetroWest Phase 1 project.

Following on from that work, we have selected two of these options for further consideration, and are seeking your views on these, along with an additional new option that has been identified.

This consultation closes at midnight on 12th December. More information, including details of a drop-in event on 22nd November, can be found below.

Background information

MetroWest Phase 1 is proposing to re-open the Portishead rail line to passenger train services and enhance the passenger train service for the Severn Beach and Bath to Bristol line (local service). The project is being led by North Somerset Council on behalf of the four councils; Bristol City, Bath & North East Somerset, North Somerset and South Gloucestershire.

The consultation held in February 2016 was as a result of emerging work for our Transport Assessment which indicated that the MetroWest Phase 1 half hourly train service of up to 30 passenger trains per day in each direction would result in traffic impacts on Ashton Vale Road (exiting the industrial estate) and on Winterstoke Road (entering the industrial estate), in respect of longer traffic queue lengths. As a result the level crossing barriers would need to operate significantly more often than they do currently. Our initial train service operational planning indicates a total barrier down time of approximately 20 minutes each hour, with each cycle of the level crossing barrier being down between 3 and 12 minutes.

Ashton Vale Road & Barons Close alternative access options

We consulted on six highway options to mitigate this issue, and from that work we have selected two options for further consideration. We also consulted on two pedestrian and cycling options as the pedestrian only level crossing at Barons Close will have to be closed permanently for safety reasons. We have selected one of these two options to take forward.

The report from the February consultation is available online at
www.travelwest.info/metrowest.

During the development of the engineering design over the last few months, a third possible route has been identified which we are now also seeking views on. This third option reconfigures the A370 / B3128 junction introducing new on and off slips and utilises an existing off slip road before connecting through to the industrial estate.

The three options are:

- **Option A:** new highway access via land owned by Bristol Sport, Manheim Auctions and Bristol City Timber (previously option 2)
- **Option B:** new highway access via land owned by Bristol Sport and Manheim Auctions (previously option 4)
- **Option C:** reconfiguration of the A370 / B3128 junction with additional on and off slips and a new highway access via land owned or leased by David Lloyd, Bristlewand / Kenny Group and Sandhurst Plant Hire (new option)

As a result of the February consultation we are proposing to take forward the pedestrian and cycling access on the eastern side of the estate for all three options, via a new ramp running parallel to the railway adjacent to Babcock. The existing pedestrian only level crossing at Barons Close is to be closed permanently. The public right of way at Barons Close is to be diverted onto a new path linking to Ashton Vale Road, currently being constructed by the MetroBus project. The proposed pedestrian and cycling ramp will connect Ashton Vale Road to Ashton Road linking with various on-street and off street pedestrian / cycling routes to Winterstoke Road and beyond, including via the subway.

The three options can be viewed on the enclosed concept plans and it is these which we are now seeking views on.

Ashton Vale Road Level Crossing

The proposed intensification of the existing railway with the re-introduction of passenger train services operating 30 trains per day in each direction, raises some safety concerns for the level crossing. There is an increased risk of pedestrians or road users becoming frustrated waiting to cross and then attempting to cross during the level crossing sequence, i.e. while the barriers are being lowered or have been lowered. On-going technical assessment on the safety of the level crossing indicates it is likely that the level crossing will have to be closed permanently.

How to respond our consultation

We are seeking the views of those directly affected by the options and wider stakeholders. We are targeting our consultation at the businesses and property owners of the industrial estate and adjacent properties, the employees of the businesses and statutory bodies such as the Environment Agency. However the consultation is also open to wider stakeholders and the public.

We will use consultation responses to inform the selection of the highway access options to be taken forward for further development of the project design. Following this, we intend to undertake formal public consultation in spring 2017 on the whole project.

The project is a nationally significant infrastructure project and therefore requires a Development Consent Order for powers to build and operate the project. We are aiming to submit our application to the Secretary of State for a Development Consent Order in Autumn 2017.

We would like to know what you think about the options outlined above. You can let us have your feedback by either:

- visiting <https://travelwest.info/ashton-vale-road> and submitting an online response, or
- email us at: metrowest@westofengland.org, or
- write to us at: MetroWest, Engine Shed, Station Approach, Temple Meads, Bristol, BS1 6QH

When providing a response please indicate whether you are responding as a business or an organisation or whether for instance as an employee. It would help us if you can also be specific about issues, and provide as much detail as possible. For example; what is the exact location of the issue? Does it occur on certain days, or times during the day?

You can also discuss the proposals with us in person. We will be holding a drop-in session at the nearby Ashton Gate Stadium (Bristol City Football Club) Dolman Lounge 2 & 3 on **Tuesday 22nd November from 12:30pm to 7.00pm**. Ashton Gate Stadium, Ashton Road, Bristol, BS3 2EJ.

The consultation opens on the **14th November** and remains open until **midnight 12th December 2016**.

For more information about the MetroWest Phase 1 project, please visit the website: travelwest.info/metrowest. We look forward to hearing from you.

Yours faithfully



James Willcock
MetroWest Phase 1

enc: Concept plans of highway access options A, B & C, and pedestrian and cyclist access

MetroWest
Engine Shed
Station Approach
Temple Meads
Bristol BS1 6QH

metrowest@westofengland.org

November 11, 2016

Dear Stakeholder

**METROWEST PHASE 1 –
CONSULTATION ON PROPOSALS FOR CLOSURE OF ASHTON VALE ROAD LEVEL
CROSSING AND BARONS CLOSE FOOT CROSSING, AND PROVISION OF
ALTERNATIVE ACCESS**

In February 2016 we consulted on six alternative highway, pedestrian and cycling access routes to the Ashton Vale Industrial Estate as part of the MetroWest Phase 1 project due to the likely closure of the Ashton Vale Road level crossing and Barons Close foot crossing.

Following on from that work, we have selected two of these options for further consideration, along with an additional new option that has been identified. We would welcome your views on the proposals, specifically how you believe they may impact users of all characteristics. Your comments will be used for the equality impact assessment work for the closures and associated mitigations.

The consultation closes at midnight on 12th December. More information, including details of a drop-in event on 22nd November, can be found below.

Background information

MetroWest Phase 1 is proposing to re-open the Portishead rail line to passenger train services and enhance the passenger train service for the Severn Beach and Bath to Bristol line (local service). The project is being led by North Somerset Council on behalf of the four councils; Bristol City, Bath & North East Somerset, North Somerset and South Gloucestershire.

The consultation held in February 2016 was as a result of emerging work for our Transport Assessment which indicated that the MetroWest Phase 1 half hourly train service of up to 30 passenger trains per day in each direction would result in traffic impacts on Ashton Vale Road (exiting the industrial estate) and on Winterstoke Road (entering the industrial estate), in respect of longer traffic queue lengths. As a result the level crossing barriers would need to operate significantly more often than they do currently. Our initial train service operational planning indicates a total barrier down time of approximately 20 minutes each hour, with each cycle of the level crossing barrier being down between 3 and 12 minutes.

Ashton Vale Road Level Crossing & Barons Close Foot Crossing

With an increase in operation of level crossing barriers, it raises some safety concerns for the level crossing. There is an increased risk of pedestrians or road users becoming frustrated waiting to cross and then attempting to cross during the level crossing sequence, i.e. while the barriers are being lowered or have been lowered. On-going technical assessment on the safety of the level crossing indicates it is likely that the level crossing will have to be closed permanently.

In addition to the proposed closure of the Ashton Vale Road level crossing, we are also seeking powers to permanently close the foot crossing at Barons Close. The reason for this closure is primarily due to the higher speeds of the passenger trains, laying a second running line over the site of the crossing and the proposed train service frequency compared with the current freight train operation, which have consequences for the safety of the crossing.

Therefore we are looking to provide alternative highway, pedestrian, and cycle routes to and from the industrial estate in the event that these accesses are closed permanently. This will have an impact on users which we would welcome your views on.

Ashton Vale Road & Barons Close alternative access options

In February 2016 we consulted on six highway options to mitigate this issue, and from that work we have selected two options for further consideration. We also consulted on two pedestrian and cycling options. The report from the February consultation is available online at www.travelwest.info/metrowest.

During the development of the engineering design over the last few months, a third possible route has been identified which we are now also seeking views on. This third option reconfigures the A370 / B3128 junction introducing new on and off slips and utilises an existing off slip road before connecting through to the industrial estate. The three options are:

- **Option A:** new highway access via land owned by Bristol Sport, Manheim Auctions and Bristol City Timber (previously option 2)
- **Option B:** new highway access via land owned by Bristol Sport and Manheim Auctions (previously option 4)
- **Option C:** reconfiguration of the A370 / B3128 junction with additional on and off slips and a new highway access via land owned or leased by David Lloyd, Bristlewand / Kenny Group and Sandhurst Plant Hire (new option)

We are also proposing to take forward one of the two pedestrian and cycling accesses as a result of the February consultation, namely a new ramp running parallel to the railway alongside Babcock. This is proposed for all three of the alternative highway options outlined above. Due to the permanent closure of the crossing at Barons Close the public right of way is to be diverted onto a new path linking to Ashton Vale Road, currently being constructed by the MetroBus project. The proposed pedestrian and cycling ramp will connect Ashton Vale Road to Ashton Road linking with various on-street and off street pedestrian / cycling routes to Winterstoke Road and beyond, including via the subway.

The proposals can be viewed on the enclosed concept plans.

How to respond our consultation

As well as requesting comments from equality organisations such as yourselves, we are also seeking the views of those directly affected by the options and wider stakeholders at the same time. We are targeting our consultation at the businesses and property owners of the industrial estate and adjacent properties, the employees of the businesses and statutory bodies such as the Environment Agency. However the consultation is also open to wider stakeholders and the public.

We will use the consultation responses to inform the selection of the highway access options to be taken forward for further development of the project design. They will also be used by Network Rail to seek appropriate powers to close the crossings. Following this, we intend to undertake formal public consultation in spring 2017 on the whole project.

The project is a nationally significant infrastructure project and therefore requires a Development Consent Order for powers to build and operate the project. We are aiming to submit our application to the Secretary of State for a Development Consent Order in Autumn 2017.

We would like to know what you think about the options outlined above. You can let us have your feedback by either:

- visiting <https://travelwest.info/ashton-vale-road> and submitting an online response, or
- email us at: metrowest@westofengland.org, or
- write to us at: MetroWest, Engine Shed, Station Approach, Temple Meads, Bristol, BS1 6QH

When providing a response please indicate which equalities group you are representing. Please also be specific about issues, and provide as much detail as possible. For example; what is the exact location of the issue? Does it occur on certain days, or times during the day?

You can also discuss the proposals with us in person. We will be holding a drop-in session at the nearby Ashton Gate Stadium (Bristol City Football Club) Dolman Lounge 2 & 3 on **Tuesday 22nd November from 12:30pm to 7.00pm**. Ashton Gate Stadium, Ashton Road, Bristol, BS3 2EJ.

The consultation opens on the **14th November** and remains open until **midnight 12th December 2016**.

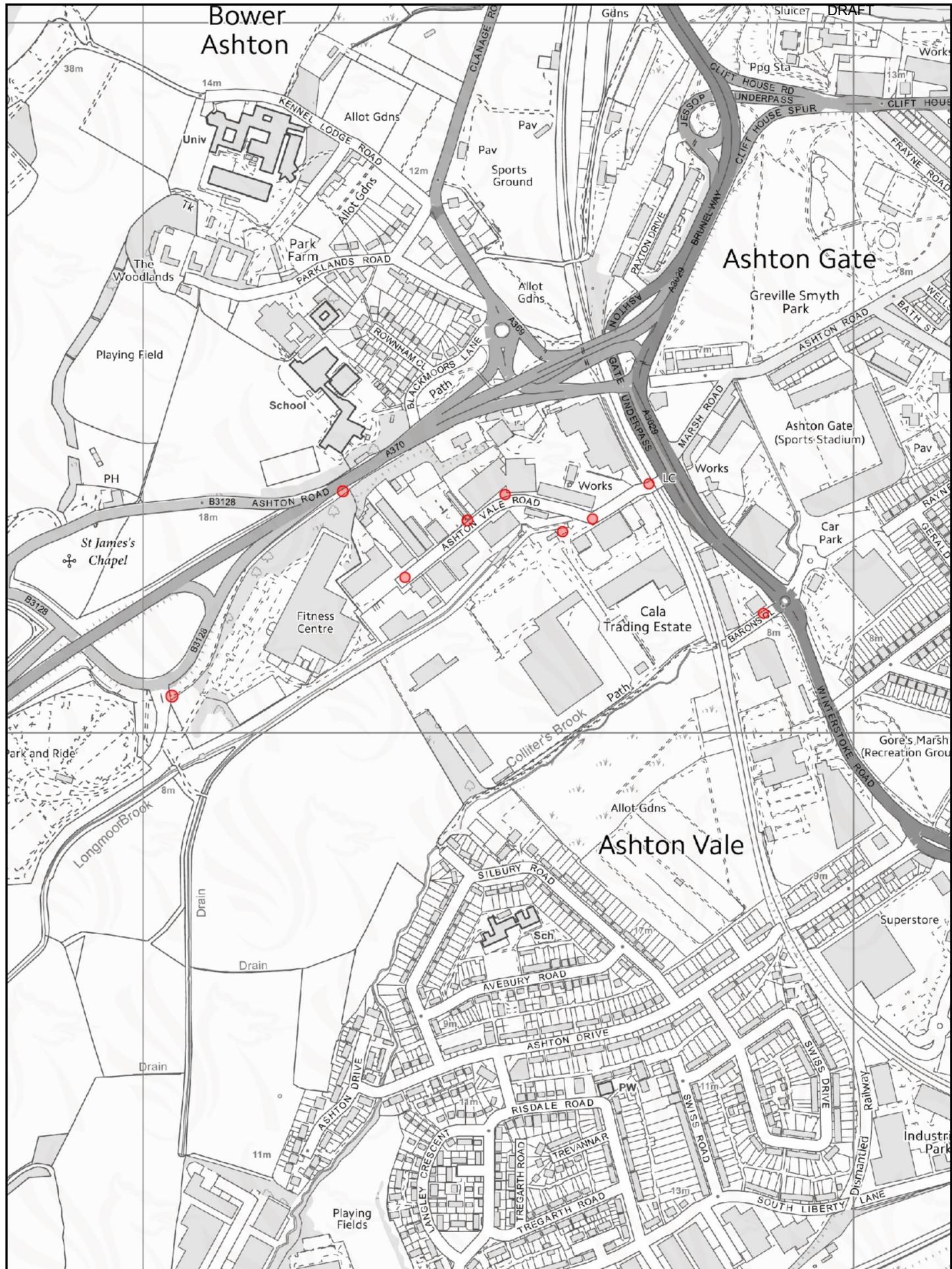
For more information about the MetroWest Phase 1 project, please visit the website: travelwest.info/metrowest. We look forward to hearing from you.

Yours faithfully



James Willcock
MetroWest Phase 1

enc Concept plans of highway access options A, B & C, and pedestrian and cyclist access



Poster locations

Scale: 1:7000
Date: 11 January
2017



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SECOND INFORMAL CONSULTATION ON PROPOSALS FOR ASHTON VALE ROAD

In February 2016 we consulted on six access options to the Ashton Vale Industrial Estate as part of the MetroWest Phase 1 project. Two of these need further consideration, along with a new option that has been identified. The level crossing is likely to be closed permanently pending further assessment.

In addition, a new ramp running parallel to the railway adjacent to Babcock is proposed to provide access for pedestrians and cyclists. The existing pedestrian only level crossing at Barons Close is to be closed permanently.

WE ARE SEEKING YOUR VIEWS ON THESE PROPOSALS

You can view the options and leave feedback by visiting our website here: <https://travelwest.info/ashton-vale-road>

Alternatively, you may:-

- **Email us:** metrowest@westofengland.org
- **Write to us:** MetroWest, Engine Shed, Station Approach, Temple Meads, Bristol, BS1 6QH

Feedback may be provided on the options from
14 November 2016 – 12 December 2016.

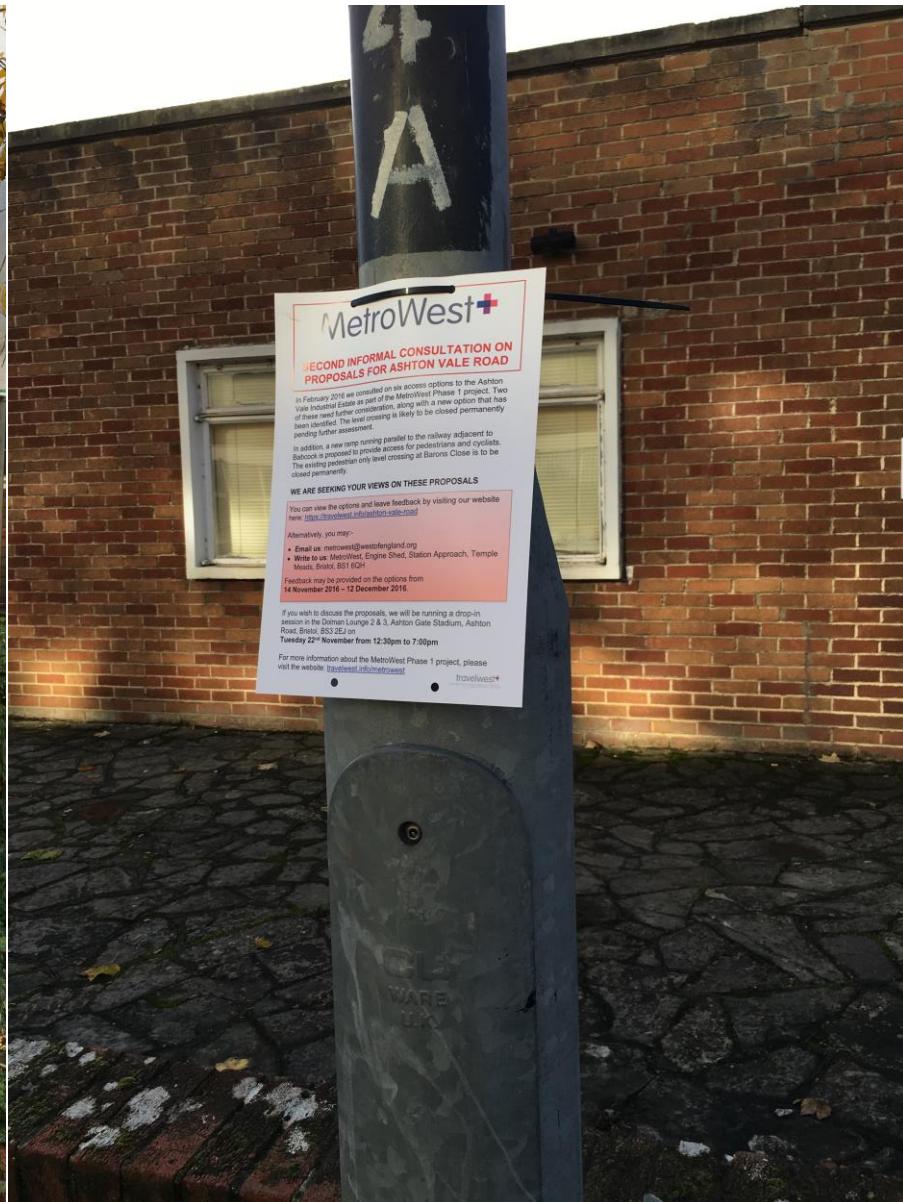
If you wish to discuss the proposals, we will be running a drop-in session in the Dolman Lounge 2 & 3, Ashton Gate Stadium, Ashton Road, Bristol, BS3 2EJ on

Tuesday 22nd November from 12:30pm to 7:00pm

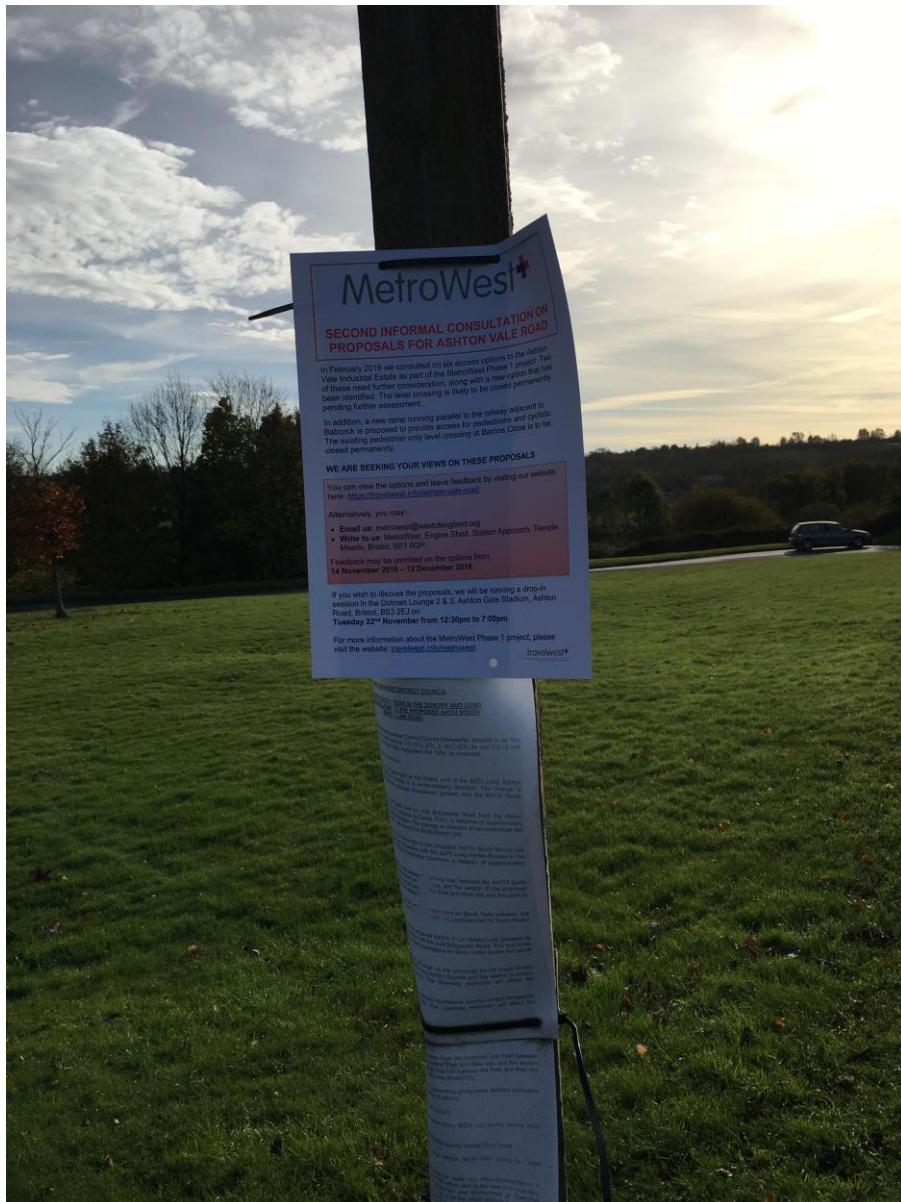
For more information about the MetroWest Phase 1 project, please visit the website: travelwest.info/metrowest











Travel choices made simple

tw Projects

- MetroWest
- Cribbs Patchway MetroBus Extension
- Bath Transportation Package
- Cycle Ambition Fund
- Local Highways Maintenance Challenge Fund
- Local sustainable transport fund
- Major transport schemes
- Better Bus Area
- Local pinch point fund
- JLTP – Joint Local Transport Plan
- Merchant's Dock Consultation
- Go Ultra Low West
- West of England Low Emission Bus Scheme bid
- Sustainable Travel Transition Year Fund 16/17
- Shared Use Routes for People Walking and on Bicycles Policy
- Access WEST

Ashton Vale Road consultation

See all Travel Updates

Consultation on proposals for Ashton Vale Road alternative access

In February 2016 we consulted on six highway options for alternative road access to the Ashton Vale Industrial Estate as part of the MetroWest Phase 1 project.

Following on from that work, we have selected two of these options for further consideration, along with an additional new option that has been identified.

The consultation closes at midnight on 12th December. More information, including details of a **drop-in event on 22nd November**, can be found on this page.

We will use consultation responses to inform the selection of the highway access options to be taken forward for further development of the project design. Following this, we intend to undertake formal public consultation in spring 2017 on the whole project.

Comment on the options

Please click the link below to comment on the options.

When providing a response please indicate whether you are responding as a business or an organisation or whether for instance as an employee. It would help us if you can also be specific about issues, and provide as much detail as possible. For example, what is the exact location of the issue? Does it occur on certain days, or times during the day?

[Comment on the options](#)

Journey Planner

Starting location

Finishing location

Find Route

View Full Journey Planner

Routes & Real Time

Starting location

Search

Bus Timetables

Starting location

Route number

Search

View the options



The options can be viewed below, either as separate PDF files or as a single PDF showing all options. Please let us know if you have any difficulties viewing these files.



Option A



Option B



Option C



Pedestrian and Cyclist access



[View all options in a single file](#)

Background information



MetroWest Phase 1 is proposing to re-open the Portishead rail line to passenger train services and enhance the passenger train service for the Severn Beach and Bath to Bristol line (local service). The project is being led by North Somerset Council on behalf of the four councils; Bristol City, Bath & North East Somerset, North Somerset and South Gloucestershire.

The consultation held in February 2016 was as a result of emerging work for our Transport Assessment which indicated that the MetroWest Phase 1 half hourly train service of up to 30 passenger trains per day in each direction would result in traffic impacts on Ashton Vale Road (exiting the industrial estate) and on Winterstoke Road (entering the industrial estate), in respect of longer traffic queue lengths. As a result the level crossing barriers would need to operate significantly more often than they do currently. Our initial train service operational planning indicates a total barrier down time of approximately 20 minutes each hour, with each cycle of the level crossing barrier being down between 3 and 12 minutes.

The report from the February consultation can be viewed below.



Ashton and Pill micro-consultation report

Ashton Vale Road & Barons Close alternative access options

We consulted on six highway options to mitigate this issue, and from that work we have selected two options for further consideration. We also consulted on two pedestrian and cycling options as the pedestrian only level crossing at Barons Close will have to be closed permanently for safety reasons. We have selected one of these two options to take forward.

During the development of the engineering design over the last few months, a third possible route has been identified which we are now also seeking views on. This third option reconfigures the A370 / B3128 junction introducing new on and off slips and utilises an existing off slip road before connecting through to the industrial estate.

The three options are:

- **Option A:** new highway access via land owned by Bristol Sport, Manheim Auctions and Bristol City Timber (previously option 2)
- **Option B:** new highway access via land owned by Bristol Sport and Manheim Auctions (previously option 4)
- **Option C:** reconfiguration of the A370 / B3128 junction with additional on and off slips and a new highway access via land owned or leased by David Lloyd, Bristlewand / Kenny Group and Sandhurst Plant Hire (new option)

As a result of the February consultation we are proposing to take forward the pedestrian and cycling access on the eastern side of the estate for all three options, via a new ramp running parallel to the railway adjacent to Babcock. The existing pedestrian only level crossing at Barons Close is to be closed permanently. The public right of way at Barons Close is to be diverted onto a new path linking to Ashton Vale Road, currently being constructed by the MetroBus project. The proposed pedestrian and cycling ramp will connect Ashton Vale Road to Ashton Road linking with various on-street and off street pedestrian / cycling routes to Winterstoke Road and beyond, including via the subway.

Ashton Vale level crossing

The proposed intensification of the existing railway with the re-introduction of passenger train services operating 30 trains per day in each direction, raises some safety concerns for the level crossing. There is an increased risk of pedestrians or road users becoming frustrated waiting to cross and then attempting to cross during the level crossing sequence, i.e. while the barriers are being lowered or have been lowered. On-going technical assessment on the safety of the level crossing indicates it is likely that the level crossing will have to be closed permanently.

Discuss the proposals

We will be holding a drop-in session at **Ashton Gate Stadium** on **Tuesday 22nd November** to discuss the proposals:

Date: Tuesday 22nd November, 12:30pm to 7.00pm.

Venue: Ashton Gate Stadium (Bristol City Football Club), Dolman Lounge 2 & 3, Ashton Road, Bristol, BS3 2EJ.

Appendix D
Statutory Bodies letter

MetroWest
Engine Shed
Station Approach
Temple Meads
Bristol BS1 6QH

metrowest@westofengland.org

November 11, 2016

Ref: Ashton Vale Road, Bristol

Dear Stakeholder,

**METROWEST PHASE 1 –
SECOND INFORMAL CONSULTATION ON PROPOSALS FOR ASHTON VALE ROAD**

In February 2016 we consulted on six alternative highway, pedestrian and cycling access routes to the Ashton Vale Industrial Estate as part of the MetroWest Phase 1 project.

Following on from that work, we have selected two of these options for further consideration, and are seeking your views on these, along with an additional new option that has been identified.

This consultation closes at midnight on 12th December. More information, including details of a drop-in event on 22nd November, can be found below.

Background information

MetroWest Phase 1 is proposing to re-open the Portishead rail line to passenger train services and enhance the passenger train service for the Severn Beach and Bath to Bristol line (local service). The project is being led by North Somerset Council on behalf of the four councils; Bristol City, Bath & North East Somerset, North Somerset and South Gloucestershire.

The consultation held in February 2016 was as a result of emerging work for our Transport Assessment which indicated that the MetroWest Phase 1 half hourly train service of up to 30 passenger trains per day in each direction would result in traffic impacts on Ashton Vale Road (exiting the industrial estate) and on Winterstoke Road (entering the industrial estate), in respect of longer traffic queue lengths. As a result the level crossing barriers would need to operate significantly more often than they do currently. Our initial train service operational planning indicates a total barrier down time of approximately 20 minutes each hour, with each cycle of the level crossing barrier being down between 3 and 12 minutes.

Ashton Vale Road & Barons Close alternative access options

We consulted on six highway options to mitigate this issue, and from that work we have selected two options for further consideration. We also consulted on two pedestrian and cycling options as the pedestrian only level crossing at Barons Close will have to be closed permanently for safety reasons. We have selected one of these two options to take forward.

The report from the February consultation is available online at
www.travelwest.info/metrowest.

During the development of the engineering design over the last few months, a third possible route has been identified which we are now also seeking views on. This third option reconfigures the A370 / B3128 junction introducing new on and off slips and utilises an existing off slip road before connecting through to the industrial estate.

The three options are:

- **Option A:** new highway access via land owned by Bristol Sport, Manheim Auctions and Bristol City Timber (previously option 2)
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- **Option C:** reconfiguration of the A370 / B3128 junction with additional on and off slips and a new highway access via land owned or leased by David Lloyd, Bristlewand / Kenny Group and Sandhurst Plant Hire (new option)

As a result of the February consultation we are proposing to take forward the pedestrian and cycling access on the eastern side of the estate for all three options, via a new ramp running parallel to the railway adjacent to Babcock. The existing pedestrian only level crossing at Barons Close is to be closed permanently. The public right of way at Barons Close is to be diverted onto a new path linking to Ashton Vale Road, currently being constructed by the MetroBus project. The proposed pedestrian and cycling ramp will connect Ashton Vale Road to Ashton Road linking with various on-street and off street pedestrian / cycling routes to Winterstoke Road and beyond, including via the subway.

The three options can be viewed on the enclosed concept plans and it is these which we are now seeking views on.

Ashton Vale Road Level Crossing

The proposed intensification of the existing railway with the re-introduction of passenger train services operating 30 trains per day in each direction, raises some safety concerns for the level crossing. There is an increased risk of pedestrians or road users becoming frustrated waiting to cross and then attempting to cross during the level crossing sequence, i.e. while the barriers are being lowered or have been lowered. On-going technical assessment on the safety of the level crossing indicates it is likely that the level crossing will have to be closed permanently.

How to respond our consultation

We are seeking the views of those directly affected by the options and wider stakeholders. We are targeting our consultation at the businesses and property owners of the industrial estate and adjacent properties, the employees of the businesses and statutory bodies such as the Environment Agency. However the consultation is also open to wider stakeholders and the public.

We will use consultation responses to inform the selection of the highway access options to be taken forward for further development of the project design. Following this, we intend to undertake formal public consultation in spring 2017 on the whole project.

The project is a nationally significant infrastructure project and therefore requires a Development Consent Order for powers to build and operate the project. We are aiming to submit our application to the Secretary of State for a Development Consent Order in Autumn 2017.

We would like to know what you think about the options outlined above. You can let us have your feedback by either:

- visiting <https://travelwest.info/ashton-vale-road> and submitting an online response, or
- email us at: metrowest@westofengland.org, or
- write to us at: MetroWest, Engine Shed, Station Approach, Temple Meads, Bristol, BS1 6QH

When providing a response please indicate whether you are responding as a business or an organisation or whether for instance as an employee. It would help us if you can also be specific about issues, and provide as much detail as possible. For example; what is the exact location of the issue? Does it occur on certain days, or times during the day?

You can also discuss the proposals with us in person. We will be holding a drop-in session at the nearby Ashton Gate Stadium (Bristol City Football Club) Dolman Lounge 2 & 3 on **Tuesday 22nd November from 12:30pm to 7.00pm**. Ashton Gate Stadium, Ashton Road, Bristol, BS3 2EJ.

The consultation opens on the **14th November** and remains open until **midnight 12th December 2016**.

For more information about the MetroWest Phase 1 project, please visit the website: travelwest.info/metrowest. We look forward to hearing from you.

Yours faithfully



James Willcock
MetroWest Phase 1

enc: Concept plans of highway access options A, B & C, and pedestrian and cyclist access

Appendix E
List of statutory bodies

List of Statutory Bodies Contacted

National bodies
British Transport Police
Coal Authority
Environment Agency
Historic England
Natural England
Office of Rail and Road
PIN's
Local Authorities
Bristol City Council Planning Department
North Somerset Council Planning Department
Bristol City Council Environmental Health
North Somerset Environmental Health
Bristol City Council Diversity officers
North Somerset Council Diversity officers
Bristol City Council Development Control
North Somerset Council Development Control
Bristol City Council ward members
North Somerset Council ward members
Utilities
Bristol Internal Drainage Board
Bristol Port Company
Bristol Water PLC
BSKYB
BT Openreach
Cable & Wireless
City Fibre Holdings
Gas Transportation Company
Government Pipelines and Storage System (GPSS) / CLH
Instalcom
KCOM (Kingston communications)
MCI WorldCom Ltd (Verizon)
Virgin Media
Vodafone
Wales and West Utilities (British Gas)
Wessex Water PLC
Western Power Distribution

Appendix F
Consultation Responses

Subject	From [NAMES REDACTED]	Comment
Option A		<p>Against option A. Concerns that all traffic would be routed to a T junction along Ashton Vale Road which already has parked cars restricting two-way traffic. Believes parking restrictions would cause issues to businesses trading without their own car parking.</p>
		<p>Believes it impacts fewer employees in the locality than option C.</p>
		<p>Option A would have the same effect on a neighbouring business as option C does to Bristlewand Ltd.</p>
		<p>Against option A. Concerns it will displace a long established business serving BS3 that will have difficulty relocating. Against option A. Concerns on the operational and financial impact on the business in terms of causing a considerable operating capacity reduction and impact employment on site. Concerns the T junction will create congestion with the volume of large vehicles having to navigate the junction. Concerns replacement land will not be forthcoming and have an impact upon business.</p>
Option B		<p>Believes it would allow Ashton Vale Road to remain a non-through route, but is concerned that visitors would have to drive further to reach businesses on the estate via the Cumberland Basin system</p>
		<p>Prefer option B. Believes it routes traffic to a similar point as the current level crossing does making it readily accessible and attractive to trade. Believes heavy traffic bound for Manheim (including car transporters and visitors) does not have to travel through the industrial estate which could cause additional congestion.</p>
		<p>For option B but only if one option has to go ahead. Believes it routes traffic to a similar point as the current level crossing does making it readily accessible and attractive to trade. Other routes make finding the estate more difficult which may affect trade and subsequent rental prices. Believes it offers the potential for a new access route to Manheim on their western boundary possibly reducing congestion and increasing safety.</p>
		<p>For option B. Believes it would have no impact on any of the businesses on Ashton Vale Road.</p>

	<p>Believes it has the least impact on employment in the locality.</p> <p>For option B.</p> <p>Believes it has the smallest relative effect on businesses.</p> <p>Believes it is the most logical location connection to Ashton Vale Road as it is similar to the existing arrangement.</p>
	<p>For option B.</p> <p>Against option B.</p> <p>Concerns about the loss of considerable amount of operational land and subsequent reduction in capacity / financial profitability. Would need substantial compensation either in land or financially to mitigate and avoid loss of business / redundancies.</p> <p>Concerns that Manheim would lose exclusive use of the length of its current access road and consequential disruption to traffic flows.</p> <p>Concerns over the manoeuvres large vehicles including car transporters would have to make to access the site.</p>
	<p>For option B.</p> <p>Believes a rear access to Manheim for car transporters would avoid further congestion.</p>
	<p>For option B.</p> <p>Believes a new vehicle access point for Manheim at the western side should be provided to ensure essential improved road safety.</p> <p>Believes a straight stretch of road with a junction at either end offers a straightforward solution.</p> <p>Believes it offers the best outcome for the environmental impact around the water course, and will be a new road designed and built to current standards.</p>
	<p>For option B.</p> <p>Believes it involves less travel though the industrial estate.</p> <p>Concerns heavy vehicles such as car transporters could cause more congestion and suggests some kind of control.</p>
	<p>For option B</p> <p>Believes it is the least disruptive.</p>
	<p>For option B.</p> <p>Believes it would cause minimal disruption to businesses and the local infrastructure as the connection would be close to the existing level crossing, suggesting any issues with traffic management in the estate would be similar, if not reduced.</p> <p>Believes option B is the only rational approach to solving the problem.</p>
Option C	Against option C.

	<p>Concerns that all traffic would be routed to a T junction along Ashton Vale Road which already has parked cars restricting two-way traffic. Believes parking restrictions would cause issues to businesses trading without their own car parking. Believes it would be advantageous for waste trucks not having to drive along Ashton Vale Road.</p> <p>Against option C. Believes option C on to the existing road will be extremely dangerous as the road is always full of lorries waiting to load / unload to local businesses causing a bottle-neck. Believes the working environment of any remaining businesses would be affected.</p> <p>Against option C. Concerns over a lack of research into the traffic management around the area.</p> <p>Against option C. Concerns existing congestion caused in part by queuing vehicles and deliveries to multiple businesses on Ashton Vale Road make it unsuitable as a through route. Concerns that safety will be compromised if Ashton Vale Road becomes a through route trying to pass queueing vehicles, particularly on car auction days. Concerns on the effect to the business, employees and tenant businesses if needed to relocate.</p> <p>Against option C. Concerns that the new route would not be viable or safe. Believes some of the previously discounted options consulted on are more suited to heavy traffic and be easier to deliver than option C. Believes the financial aspects should not have greater bearing than the safety and traffic implications.</p> <p>Against option C. Believes it is detrimental to a large and loyal workforce with uncertainty over location causing anxiety. Concerns raised regarding traffic implications on Ashton Vale Road and associated safety issues.</p> <p>Against option C. Believes it is detrimental to a large and loyal workforce with uncertainty over location causing anxiety. Concerns raised regarding traffic implications on Ashton Vale Road and associated safety issues.</p>
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	<p>Against option C.</p> <p>Believes existing congestion caused in part by queuing vehicles and deliveries to multiple businesses on Ashton Vale Road make it unsuitable as a through route.</p> <p>Believes the proposed holding bays are not long enough to accommodate all waiting vehicles, many of which are large lorries.</p> <p>Concerns parking restrictions will be ignored as they believe they already are in certain parts of the estate already.</p> <p>Concerns on the effect to the business, employees and tenant businesses if needed to relocate, and concerns there are not suitable premises within an acceptable distance.</p>
	<p>Against option C.</p> <p>Considered detrimental to a large and loyal workforce with uncertainty over location causing anxiety.</p> <p>Concerns raised regarding traffic implications on Ashton Vale Road and associated safety issues.</p> <p>Concerns existing congestion caused in part by parked cars, queuing vehicles and deliveries to multiple businesses on Ashton Vale Road make it unsuitable as a through route.</p>
	<p>Against option C.</p> <p>Concerns the costs associated with option C exceed those of options A & B.</p> <p>Concerns option C will be more disruptive to the public during construction, including reconfiguration of the A370/B3128 junction.</p> <p>Concerns that the change in levels will make it difficult to construct.</p> <p>Concerns the position of 90 degree turn onto Ashton Vale Road is where vehicles currently queue, load and unload, and need access making vehicle movements very difficult and unsafe, particularly on car auction days.</p> <p>States relocation of the business is not a consideration.</p> <p>Believes it impacts more businesses than the other options.</p>
	<p>Against option C.</p> <p>Concerns to the effect on traffic on the A370 due to the remodelling of the junction.</p> <p>Concerns the company would be required to re-establish itself and potentially put at risk well over 100 jobs, particularly in light of any period of economic uncertainty.</p> <p>Concerns over the anxiety of job security for employees and believes it will damage a stable and secure family owned business</p>
	<p>Against option C.</p>

	<p>Concerns it has the greatest impact on employment by removing an employer with circa 160 employees, who in turn actively contribute to the local community.</p> <p>Against option C. Considered detrimental to a large and loyal workforce with uncertainty over location causing anxiety. Concerns raised regarding traffic implications on Ashton Vale Road and associated safety issues.</p> <p>For option C Believes it does not impact any of the businesses on Ashton Vale Road.</p> <p>For option C if a new access has to be provided and does not preclude the creation of another road access to their land from the A370.</p> <p>States that clearly, option C may have the greatest impact, and this may be as a result of changes to the landscape, raised sections of highway and associated high-level lighting etc.</p> <p>Concerns the reconfiguration of the A370/B3128 junction proposed in Option C is particularly unacceptable, given the expected additional traffic flows that would be generated on Clarken Coombe and through Long Ashton.</p> <p>Strongly support option C. Believes it provides the best access route in terms of interface with the A370 and avoiding difficult turning manoeuvres within the industrial estate.</p> <p>Concerns that the new A370 slip road configuration for option C would conflict with suggested walking and cycling links between the Festival Way and MetroBus.</p> <p>Considered that 3 sets of traffic signals close together will result in congestion/long queues during peak periods. Concern that the acute angle of the approach lane onto the B3128 serving the Industrial Estate Road could result in side swipe conflicts or rear end shunt accidents as there is restricted vision of vehicles accelerating at speed from the traffic signals. Concerns that the proposed new southbound on-slip is joining the A370 at an acute angle with the possibility of side swipe conflicts or rear end shunts accidents as there is limited vision of vehicles driving south on the A370 approaching the on-slip. Consider bringing the A370 off slip into the park and ride signal junction arrangement. The right turn from the B3128 to the proposed southbound A370 on-slip would require a right turn lane. Would need to consider re-aligning the on-slip to allow for a right turn lane. Consider a lane gain heading south on the A370 (safety case). Potential costly retaining wall structures required between A370 and the Industrial Road, the new on-slip and existing buildings.</p>
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		<p>Concerns over a complicated design with a greater number of new junctions and highway intersections</p>
		<p>Against option C unless access into the estate is provided both northbound and southbound as they believe people commuting to Bristol would have to go under the A370 and head east causing congestion in an already congested area.</p>
		<p>Concerns option C will create additional congestion on the A370 to works already underway in regard to the extended travel planning for the area.</p>
		<p>Believes the road connection would be much more simple and cost effective.</p> <p>Believes options A & B offer a more direct route into Ashton Vale Road with minimal impact.</p> <p>Against options A & B.</p> <p>Against their land being considered as replacement land for Manheim should options A or B go ahead.</p> <p>Believes options A & B can only go ahead if it fits with any possible future development plans for the land.</p> <p>Concerns about the distance the route runs to the south from the brook, believing more land is proposed to be taken than necessary.</p>
<p>Options A & B</p>		<p>Park and Ride access road is currently un-adopted highway and would need to become adopted with significant works needed to bring it up to standard.</p> <p>Consideration should be given to providing traffic signals with a MOVA link between existing and proposed junction, permanent open left turn, 2 phases only, and peds/cyclists on demand.</p> <p>Feasibility Audit should be undertaken to assist in defining the choice of road alignment/junction type.</p> <p>Review traffic flows at the peak periods into industrial estate, park and ride and possible future development of Bristol Sport land.</p> <p>B3128/A370 junction - the impact of the proposed new road on this junction needs to be considered.</p> <p>Structures maintenance perspective - small is better with crossings over the brooks at right angles.</p> <p>Consider options to mitigate the impact of the additional vehicle movements at B3128 / A370.</p>
<p>Options A & C</p>		<p>Concerns about making Ashton Vale Road a through route increasing traffic movements and suggests widening to accommodate larger vehicles in both directions.</p> <p>Concerns over the loss of on-street parking and allocated parking spaces adjacent to premises, with associated costs for alternative parking arrangements.</p>

	<p>Concerns that making Ashton Vale Road a through route bypassing older buildings on the way in and out may make the estate less attractive to visitors/investors.</p> <p>Concerns developable land values may decrease if access is perceived to be more difficult.</p> <p>Concerns about pedestrian safety if Ashton Vale Road becomes a through route.</p> <p>Concerns over the volumes of traffic along Ashton Vale Road generated by Manheim on car auction days.</p> <p>Against options A and C</p> <p>Concerns of congestion with the access to the estate being so close to one of the largest yards on the estate.</p> <p>Concerns existing road surfaces are not designed and built to current standards impacting more on the environment (watercourses).</p> <p>Concerns the environmental impacts will be greater with crossing the watercourse.</p> <p>Believes for a fair comparison Ashton Vale Road should be re-laid to the latest standards.</p> <p>Concerns options A and C require massive upheaval to local businesses.</p> <p>Concerns that options A & C would cause traffic gridlock on the estate, with the new connection coming out at the busiest part of the road where there is often many HGV's waiting to be loaded/unloaded, and forklifts and machinery moving around the carriageway.</p>
All options	<p>Concerns that all options make access and journey times much worse than at present, increasing traffic congestion on the A370 and Winterstoke Road for staff, visitors and deliveries</p> <p>Concerns that the proposals have not adequately considered traffic volume, movement and safety.</p> <p>Advise that the setting of the historic environment is assessed to include key views within the landscape and inter-visibility between heritage assets and the routes of the three proposed options.</p> <p>Believes not enough research or thought has been taken by the planning process for the development.</p> <p>Believes that MetroBus should not run through an established industrial estate.</p> <p>Believes the planning process has been slap-dash and thoughtless to the surrounding area and the people who work and live in it.</p> <p>Believes the links and access should be through existing roads by widening them and reducing the amount and width of cycle paths that are perceived to be underused.</p>
Cyclists / pedestrians	<p>Concerns over safety implications for visitors and staff by foot and cycling, particularly where the proposed ramp meets Ashton Vale Road – possible conflicts with turning lorries.</p>

	<p>Concerns over the increased volume of users at the pelican crossing north of the ramp. Concerns over increased danger to pedestrians with possible increased incidents of vehicles driving along the pavement on Ashton Vale Road as a result of congestion.</p> <p>Concerns about the ease of access to Cala Trading estate for employees that walk or cycle to the site from Bedminster and surrounding locales</p> <p>Concerns about safety that the pedestrian ramp will increase pedestrian activity and combine with school children on Ashton Road where cars are speeding up to get onto the A370.</p> <p>Concerns that the proposed handrail lighting on the ramp is not sufficient to ensure the safety of users.</p> <p>Suggests an additional cycle/pedestrian route built on an embankment connecting the pedestrian ramp to Festival Way east of the allotments.</p> <p>Suggests a subway under the MetroBus route and railway to retain a crossing at Barons Close.</p> <p>Consideration needs to be given to the cycleway/footway link with the Festival Way. Need to review linkage between Festival Way cycleway and Industrial Road/Ashton Vale. On demand crossing facilities could be included in the traffic signals design.</p> <p>Believes a new access road will help cycle and pedestrian flow on the new ramp.</p>
Environmental	<p>Concerns any new road will make the area even more vulnerable to flooding, particularly by options A & B, which would run alongside Longmoor Brook and subsume the flood plain.</p> <p>Concerns that at high tide, flooding would be a real possibility if the brook's culverts were flood-locked.</p>
Operational / Financial impact	<p>Concerns over possible insufficient space for large vehicles to access and egress the car park when the level crossing is closed.</p> <p>Concerns over the potential need to move the access gate identified in swept path analysis which will compromise onsite parking.</p> <p>Concerns over security of site with new pedestrian ramp.</p> <p>Concerns costs of reorganising the site will not be reimbursed.</p> <p>Believes the discounted routes favour other businesses that would be affected and should be reconsidered.</p> <p>Believes the businesses affected by the discounted routes have been favoured over them.</p> <p>Concerns the disruption of relocating would cause the business to close given the substantial client contracts held.</p> <p>Believes the refurbishment of buildings carried out recently would increase compensation costs considerably and is concerned this has not been taken into account.</p>

	<p>Strongly against relocation. Believes the issue of access should have been resolved in previous years when the area was being reconfigured.</p> <p>Believes it would impact around 260 established and loyal employees (direct and indirect) many of which choose to work there because of the location. States their operating licence and waste carriers licence is associated with the business address. States that their rental units completed in 2011 and rented and that demolition is not an acceptable proposal.</p> <p>Believes there are much more preferable options that do not require the upheaval and distress of moving an established family business to new premises. Concerns that if the owners could not find an alternative location, then the wider workforce on construction sites across Bristol and the South West of England could be adversely affected. Concerns over the effect to tenants as well as the business.</p>
<p>Parking issues</p>	<p>Concerns parking restrictions would not be adhered to, or if they are will move parking to other inappropriate areas of the estate (illegally parked cars already cause issues).</p> <p>Concerns over congestion on the Winterstoke Road underpass/A369/A370 roundabout caused by re-routing of entrance/exit to industrial estate.</p>
<p>Traffic impact</p>	<p>For any scheme that reduces the traffic in the Bristol area but believe they are not sure this proposal will really deliver significant reductions.</p> <p>Concerns with the current heavy traffic issues at the end of Ashton Vale Road, particularly large vehicles queuing and turning around. Concerns the proposed holding bays are not long enough to accommodate the number of vehicles that currently queue. Concerns with the volume of traffic generated by local businesses already includes large vehicles such as car transporters and lorries. Concerns Ashton Vale Road cannot cope with the volumes of traffic as a through route as it cannot cope with volumes currently (even as a no-through route). Concerns about where cars will park if traffic restrictions are introduced.</p> <p>Believes the traffic movements associated with local businesses have not been understood or extremely underestimated. Believes that queueing traffic makes it impassable for large vehicles such as car transporters and skip lorries. Believes that parking on Ashton Vale Road exacerbates traffic movements.</p>

		<p>Believes parking restrictions would only be effective if enforced and alternative parking arrangements proposed.</p> <p>Believes the proposed holding bays will do little to mitigate issues given the number of vehicle movements.</p>
		<p>Believes the end of Ashton Vale Road is often totally blocked with HGV's waiting, making deliveries and picking up materials from many of the neighbouring businesses.</p>
		<p>Believes the closure of Ashton Vale Road level crossing is not necessary given perceived lack of empirical evidence of safety incidents in the past.</p>
		<p>Believes the closure of Ashton Vale Road level crossing is not necessary given the expected reduction in traffic on Winterstoke Road after the opening of the South Bristol Link Road.</p> <p>Concerns that any of the proposed new roads, together with the expected expansion of the Park and Ride, will place a further burden on Long Ashton by increasing traffic volume and congestion</p>
		<p>Believes a roundabout at the junction of the new access with the B3128 would be necessary.</p> <p>Believes the Ashton Vale Level crossing should be closed to avoid congestion when the gates close.</p> <p>Believes traffic being diverted along to the new access road would decrease congestion.</p>
Other		<p>States they would like to be included in the formal consultation on this matter in spring 2017, and strongly recommends that an exhibition is held in Long Ashton.</p>
Utility company	Bristol Water	Detailed maps provided of plant in the vicinity.
	Instalcom	No apparatus in the area
	Sky Telecommunications Services Ltd	No apparatus in the area.
	Verizon	No apparatus in the area
	Vodafone	No apparatus in the area
	Wessex Water	No comments to make