

**Pill Station and
Ashton Vale Industrial Estate
alternative access
micro-consultations report**

MetroWest Phase 1

June 2016

MetroWest 

Blank

**MetroWest Phase 1
Pill Station and Ashton Vale Industrial Estate alternative access
micro-consultations report**

Contents

1 Introduction and background	5
MetroWest Programme overview.....	5
Development Consent Order (DCO) consultation	6
Previous consultation	6
2 Micro-Consultations Programme.....	8
Scope.....	8
Methodology	10
Consultation publicity material	11
Parties consulted	12
Engagement Period	13
3 Consultation Responses	15
Response Areas	15
Responses	15
Results.....	16
4 Conclusion and next steps.....	21
Appendices	22

Appendices

Appendix A	Pill Station design options
Appendix B	Ashton Vale Industrial Estate alternative access options
Appendix C	Distribution maps
Appendix D	Publicity Material
Appendix E	Statutory bodies letter
Appendix F	List of statutory bodies
Appendix G	Pill Station consultation responses
Appendix H	Ashton Vale Industrial Estate responses

Blank

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. 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 formal 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 will enable the scheme to be developed further in more detail. This will then be followed with formal consultation (Stage 2 consultation) on the DCO part of the scheme, before the council submits the DCO application to the Planning Inspectorate. The dates for the Stage 2 consultation are not yet finalised but 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

- 1.9 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 Options Appraisal – June 2014
 - Portishead Station Location – June 2014
 - Feasibility of a level crossing at Quays Avenue – December 2014
 - Decision on the location of Portishead Station

- DCO Stage 1 Consultation – June 2015
- 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.

1.10 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-consultations 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. These are located in two areas:

1. Pill Station – alternative options for the station forecourt and entrance
2. Ashton Vale Industrial Estate – alternative highway route, and alternative pedestrian and cycle route

Pill Station

- 2.2 The first micro-consultation concerned changes to the proposed site of Pill Station. The area is shown in Figure 1.
- 2.3 The Stage 1 consultation considered a new pedestrian bridge connecting Monmouth Road to the north of the station with the pedestrian ramp leading to the renovated platform on the south side of the station.
- 2.4 As the scheme has developed, attention has turned to the use of the land occupied by the former station house as the entrance to the station. The demolition of the existing property would enable a small forecourt and disabled parking area to be constructed on the southern side adjacent to the platform, as well as create the opportunity for some urban design works to create a more attractive entrance to the station. Having mobility impaired parking facilities close to the platform would greatly benefit the utility of the station for those who might find parking at the proposed car park at Monmouth Road too challenging a distance. This would also remove the need for a new pedestrian bridge connecting the station ramp to Monmouth Road, reducing costs and avoiding some potentially difficult engineering constraints. The area is shown in Figure 1.
- 2.5 Four design options were tabled, including the original plans for the public to comment on. These are attached in Appendix A.

Figure 1 - Pill Station

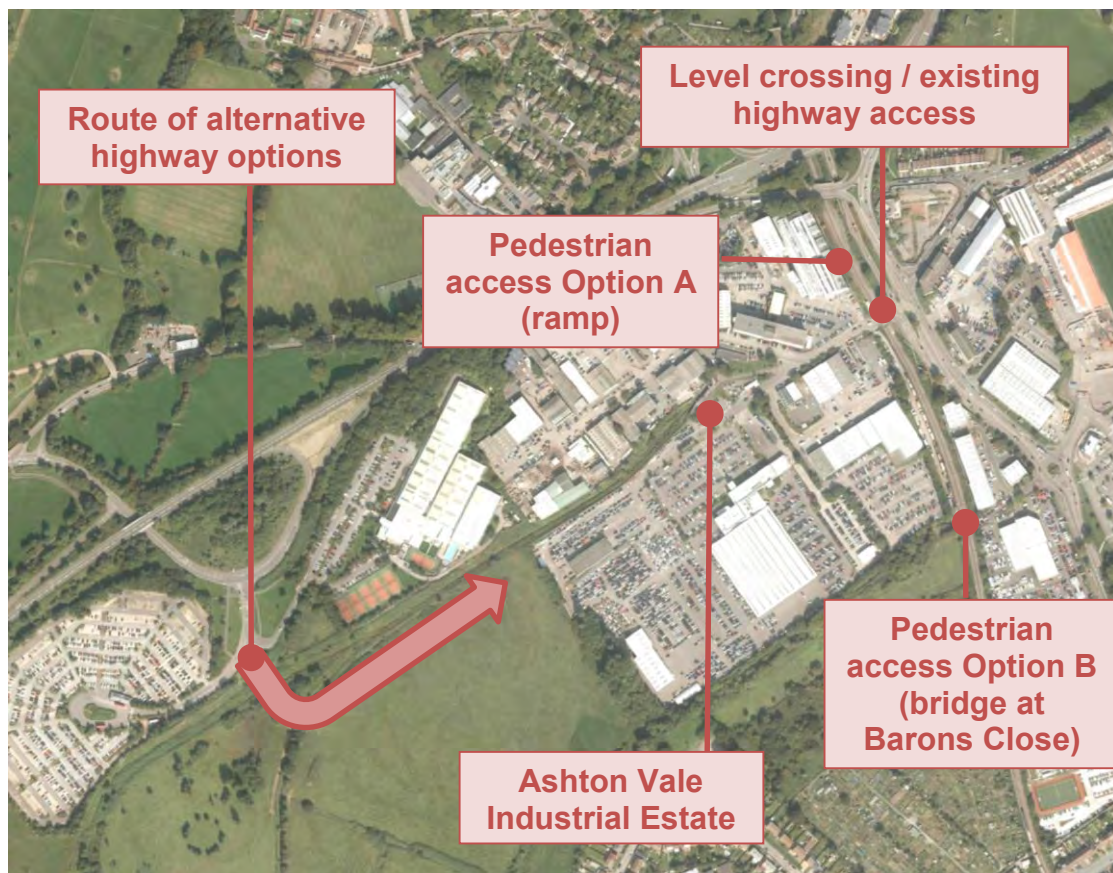


Ashton Vale Industrial Estate alternative access

- 2.6 The second micro-consultation concerned the Ashton Vale Industrial Estate, accessed only via a level crossing on the existing freight line at Winterstoke Road to the east.
- 2.7 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.
- 2.8 Alternative highway options have been designed to access the Estate to the west off the A370 / B3128 which would allow traffic to avoid crossing the railway. The six options can be viewed in Appendix B.
- 2.9 If the level crossing needs to be closed to vehicles, this would also apply to pedestrians and cyclists. The desire lines for these modes demonstrate the

construction of a footbridge over the railway to connect to the east would be needed. There are two alternative options which can be constructed. Option A lies to the north of the level crossing where a ramp can be constructed adjacent to Babcock connecting Ashton Vale Road with the existing A370 railway overbridge. Option B lies to the south of a new bridge constructed at the site of the Baron's Close pedestrian crossing (which will be closed due to safety grounds as a result of this scheme). The two design options are attached as Appendix B.

Figure 2 – Ashton Vale Industrial Estate



Methodology

- 2.10 The aim of consulting on the scheme amendments at both Pill and Ashton Vale was to ensure all parties were given the opportunity to ask questions, raise issues, or register views. This was achieved through a series of exhibitions, briefings and specific meetings, promoted through a variety of publicity materials, including online consultation websites.
- 2.11 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.

2.12 Both consultations were 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 for Pill ran from the 22nd February to the 22nd March 2016. The Ashton Vale consultation opened on 25th February and closed on March 23rd 2016. Neither consultation coincided with any other relevant consultations, and spanned both school time and part of the Easter holiday period.

Consultation publicity material

2.13 The following consultation material was produced and distributed:

- **Letters:**

- Pill – Approximately 100 letters containing the proposals and exhibition dates were sent to a select number of households and businesses that would be most affected by the proposed changes. These have been detailed in Appendix C.
- Ashton Vale – Approximately 100 letters containing the proposals and exhibition dates were sent to all businesses 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. These are also detailed in Appendix C.

- **Posters:**

- Pill – 5 posters were attached to lamp posts at 200m surrounding the proposed station site, including Station Road and Monmouth Road; and at Pill Resource Centre
- Ashton Vale – 7 posters were attached to lamp posts in the industrial estate; pedestrian lights at the level crossing; and on Barons Close

- **Press coverage** – Local media were not issued a press release before the consultation period began, however the change to the Pill Station design was covered in the local newspaper.

- **Online** - The TravelWest website hosts information on cross-boundary, cross-promoted transport schemes in the West of England. Within this, two consultation pages were 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

dates and locations, background to the scheme, and previous relevant reports. The consultation pages also encouraged people to read the material or visit an exhibition before responding via the online link, in writing or by email. Some interest groups and other parties informally published the information on their websites as well. The official website addresses were:

- www.travelwest.info/project/pill-station
- www.travelwest.info/project/ashton-vale-road

- **North Somerset and Bristol ward Councillors** – Relevant local Councillors were emailed with details of the consultation, including the website addresses, exhibition venues, and consultation timescales.

2.14 Copies of all the publicity material produced are attached as Appendix D.

Parties Consulted

2.15 Both consultations were focussed on defined areas and specific issues. There was an aim to focus on the needs, concerns and issues of individuals directly affected by the proposals as a result of the proposed changes. It was felt that consulting wider would not have been beneficial in these circumstances and at this point in the formation of the concepts for project design.

2.16 For both areas, local residents, and businesses were identified and exhibitions held nearby during the consultation period.

2.17 Relevant statutory bodies were written to, informing them about the proposals and consultation process.

Public, community and local interest groups, and businesses

2.18 Exhibitions were organised during the first week of the consultations. The venues were chosen because of their close proximity to the proposed changes:

- Pill Resource Centre, Thursday 3 March, 12pm - 7pm
- Ashton Gate Stadium, Tuesday 8 March, 12.30pm – 7.30pm

2.19 At each exhibition posters showing the proposals were on display for visitors to examine (those presented in Appendices A and B). 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.

2.20 The Ashton Vale proposals only affect businesses in the area as there are no residential properties on the industrial estate or in close proximity that would be directly affected. On the day of the exhibition at Ashton Gate Stadium, a member of the project team visited each business on the industrial estate advising them of the exhibition and invited them to attend. There had been ongoing dialogue with businesses prior to these proposals; visiting on the day of the exhibition acted as a reminder.

2.21 Given the limited focus areas and targeted publicity, both exhibitions were well attended :

Pill Resource Centre, Pill on 3 March 2016	40
Ashton Gate Stadium, Bristol on 8 March 2016	21

Statutory Bodies

2.22 For Ashton Vale Industrial Estate, 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 E and a complete list of those contacted is attached as Appendix F.

2.23 The proposals for Pill did not require significant changes to land use and so it was felt more appropriate to consult them formally at the Stage 2 consultation. Consequently, the statutory bodies were not consulted for the micro-consultation.

Engagement Period

2.24 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.

2.25 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, ensuring 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.

- 2.26 Responses were accepted for a week after each respective closing date. The responses were recorded in a register and circulated to the relevant workstreams for consideration.

3. Consultation Responses

- 3.1 A total of 21 responses were received for the Pill consultation, and 45 for Ashton Vale. The majority responded online using the dedicated link, with the rest emailing or writing. Notes taken at the exhibitions 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 affected by the proposals. Postcode data would allow these groups to be disaggregated if needed. Finally it prevented the results from both micro-consultations to be swayed by lobby groups.
- 3.3 The targeted approach to advertising the consultation resulted in the majority of respondents that gave their postcode being from the respective targeted areas:
- Pill – 18 out of 21 stated that they lived or worked in Pill.
 - Ashton Vale – 15 out of 23 stated they worked or had land interests with the industrial estate; the remainder either did not state their postcode or used their home address. Given their comments it is a reasonable assumption that these are employees based on the industrial estate.
- 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 for both the Pill and Ashton Vale consultations 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
Pill	13	8	n/a	21
Ashton Vale	29	5	11	45

- 3.6 A full breakdown of responses for Pill Station is attached as Appendix G; for Ashton Vale Industrial Estate as Appendix H.

Results

Pill Station

- 3.7 Four options were consulted on for Pill Station, including the original proposal for access from Monmouth Road using a new pedestrian bridge.
- 3.8 There was a great deal of support for the new options that included the removal of the old station house and construction of a new forecourt with disabled parking and drop off areas.
- 3.9 The most popular design was option 4, with more than double the number preferring it to the second most popular (option 3). However the majority of respondents stated a preference for the use of the old station house as a forecourt regardless of layout i.e. options 2 – 4, rather than option 1. Two respondents opposed option 1 entirely.
- 3.10 Some specific elements of the proposals were favoured, including cycle, disabled, and drop off space being provided much closer to the pedestrian ramp on the new forecourt.
- 3.11 The biggest concern was parking, a view echoed in previous consultations. Respondents believe that commuters will try and park on the surrounding roads for free rather than pay to park in the station car park, exacerbating currently perceived parking issues. Suggestions to mitigate this potential issue included (in order of most commented):
1. Introducing a residential parking scheme on roads surrounding the station;
 2. Making the station car park free;
 3. Issuing parking permits to enable residents to use the station car park for free; and
 4. Use of single yellow lines on residential streets with some time restrictions to stop commuters parking there all day (multiple submissions regarding Sambourne Lane in particular).
- 3.12 Traffic speeds and volumes were also of concern, particularly on Monmouth Road, Station Road, Church Walk and New Road.
- 3.13 There were a number of requests to remove the proposed double yellow lines on Monmouth Road which were included to enable cars to pass safely given

the restricted width and parked vehicles. Residents believe that there will be less traffic using Monmouth Road due to the possible relocation of the drop off area to Station Road making restrictions there unnecessary.

- 3.14 Other issues related mainly to individual concerns around lighting and bright car headlights whilst waiting in the forecourt area.

Ashton Vale alternative access

- 3.15 Six options were consulted on regarding the alternative highway access, and two for the alternative pedestrian and cycle access.

Highway access

- 3.16 The vast majority of respondents and visitors to the exhibitions favoured an alternative highway access. The levels of support for each option are:

	For	Against
Option 1	3	8
Option 2	3	2
Option 3	2	2
Option 4	7	2
Option 5	6	2
Option 6	7	2

- 3.17 There was little support for option 1 which was to retain access via the level crossing only and accommodate queueing vehicles on an extended lane on Winterstoke Road. However a significant number wished for the level crossing to remain open to vehicles and pedestrians as well as providing new accesses, rather than being permanently closed.
- 3.18 The exception to this was from those who have land interests or tenants on the industrial estate but who are not based there themselves. They were strongly against the closure of the level crossing, even with provision of an alternative access. Concerns were raised about the future viability of the industrial estate if the link with Winterstoke Road was removed affecting passing trade and closer connectivity to the urban area.
- 3.19 Options 2 – 5 had mixed responses, with the majority of negative views from those land or business owners who would be most affected by that option.

Those in favour of these options caveated their response with minor changes including:

1. providing an entrance/exit to the west of Manheim from the alternative road to prevent car transporters causing congestion; and
2. retaining the level crossing access as well as the new access, considering a one way system or restricted access for certain vehicle types to help traffic circulation.

3.20 Options 4, 5 and 6 were the most favoured.

3.21 A couple of comments related to specific issues with the design, specifically around vehicle movements and volumes of traffic which can be accommodated in the design through minor amendments. Options 4 and 5 were felt to be more appropriate through routes as they do not pass the majority of business units.

3.22 No comments were against the idea of an alternative access completely.

Pedestrian access

3.23 There were mixed opinions on the alternative pedestrian accesses. There was no clear preference between the two options, with many stating that both would be needed in the event of the level crossing being closed permanently.

3.24 Option A was seen as essential by most of those who commented given its close proximity to the level crossing. It was felt that further design considerations would be needed to ensure it was suitable for pedestrians, cyclists and the less-abled to use safely, including looking at connectivity to and from existing routes from the ramp where it meets the A370. Concerns were also raised about the security of nearby buildings adjacent to the ramp.

3.25 A number of respondents thought that the natural desire line from the industrial estate was to and from the shops and food outlets further south on Winterstoke Road. It was felt that Option A was directing people too far in the opposite direction and could lead to the creation of informal crossing points along the railway if the fence was compromised.

3.26 There were also concerns with regards to the use of the ramp on days when the stadium was in use, as large volumes of people could move onto a width restricted ramp and cause crowding close to the A370 with fast moving traffic.

3.27 Option B was a popular choice, but only if Option A was in place as well. Option B was seen to link the industrial estate, Ashton Vale and MetroBus with Winterstoke Road at a more appropriate point than Option A. Comments

regarding the stadium footfall thought that Option B was the only feasible alternative in the event of the level crossing closure, as it is the desire line for MetroBus passengers alighting at Ashton Vale and walking directly to the stadium without a lengthy detour.

3.28 However if delivered on its own, Option B was considered too far south for people wanting to enter the industrial estate from the north who would need to travel almost 600 metres further in total to reach the same point.

3.29 Many commented that the delivery of Option B should in no way compromise the future use of the site for Ashton Gate station (which is not being delivered as part of MetroWest Phase 1).

Other comments

3.30 A number of other issues were raised:

- **Operational/financial impacts** – including the effect on the long term economic viability of the industrial estate; possible compensation for affected businesses including during construction and long term impacts; opportunities to expand businesses onto unlocked land to the west; and concerns over building demolition leading to business relocation.
- **Construction impacts** – concern over disruption and timescales.
- **Impacts to cyclists and pedestrians** – concerns that alternative options could dissuade cycling and walking; lack of connectivity with existing routes; safety concerns with width of shared space routes, proximity to fast moving traffic, and crossing Winterstoke Road; and consideration should be given to more cycle and pedestrian routes and railway crossing points.
- **Traffic impacts** – concerns over potential congestion at the exit / entrance points; concerns over the ability for large vehicles to turn adequately at the junction with the B3128; concerns over the effect of traffic on the A370 due to new vehicle movements exiting Ashton Vale Road; consideration given to some business relocating their entrances should a new highway go ahead; suggest investigating ways to deal with existing parking issues in the industrial estate from lorries belonging to tenants; and consideration given to emergency vehicle access.

Statutory Responses

3.31 Responses were received from 11 bodies:

1. Bristol Port
2. Bristol Water

3. Coal Authority
4. Environment Agency
5. Instalcom
6. KCOM Group PLC
7. Verizon
8. Vodafone
9. Wessex Water
10. Western Power Distribution,
11. WWUtilities

3.32 Each of these raised their own individual issues or advised of the location of their utilities. The statutory bodies with specific issues are:

- Bristol Port – object to Option 1 and believe that the level crossing should be permanently closed to accommodate increased future freight train use;
- Coal Authority – advised that the area may have unrecorded underground coal mining at shallow depth near to both the level crossing and Barons Close;
- Environment Agency – highlighted the fact that the Agency needs constant access to their compound in the industrial estate for up to crane-sized vehicles. They will also use the MetroBus maintenance track in the future instead of the Barons Close pedestrian crossing to access Old Colliters Brook, so do not require bridge Option B. They have concerns over any of the options which would alter the brook due to flooding concerns and the impact on the flood defence system in place. Any proposals to interfere with their compound or equipment will need to be fully tested by the Agency and will likely incur fees. Options 1, 2 and 6 have less impact for them.
- Wessex Water – concerns over Option B due to the location of a sewer in the area
- Western Power – Option 6 would result in the relocation of an electricity sub-station and cost estimates are approximately ten times higher than the other options.

3.33 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

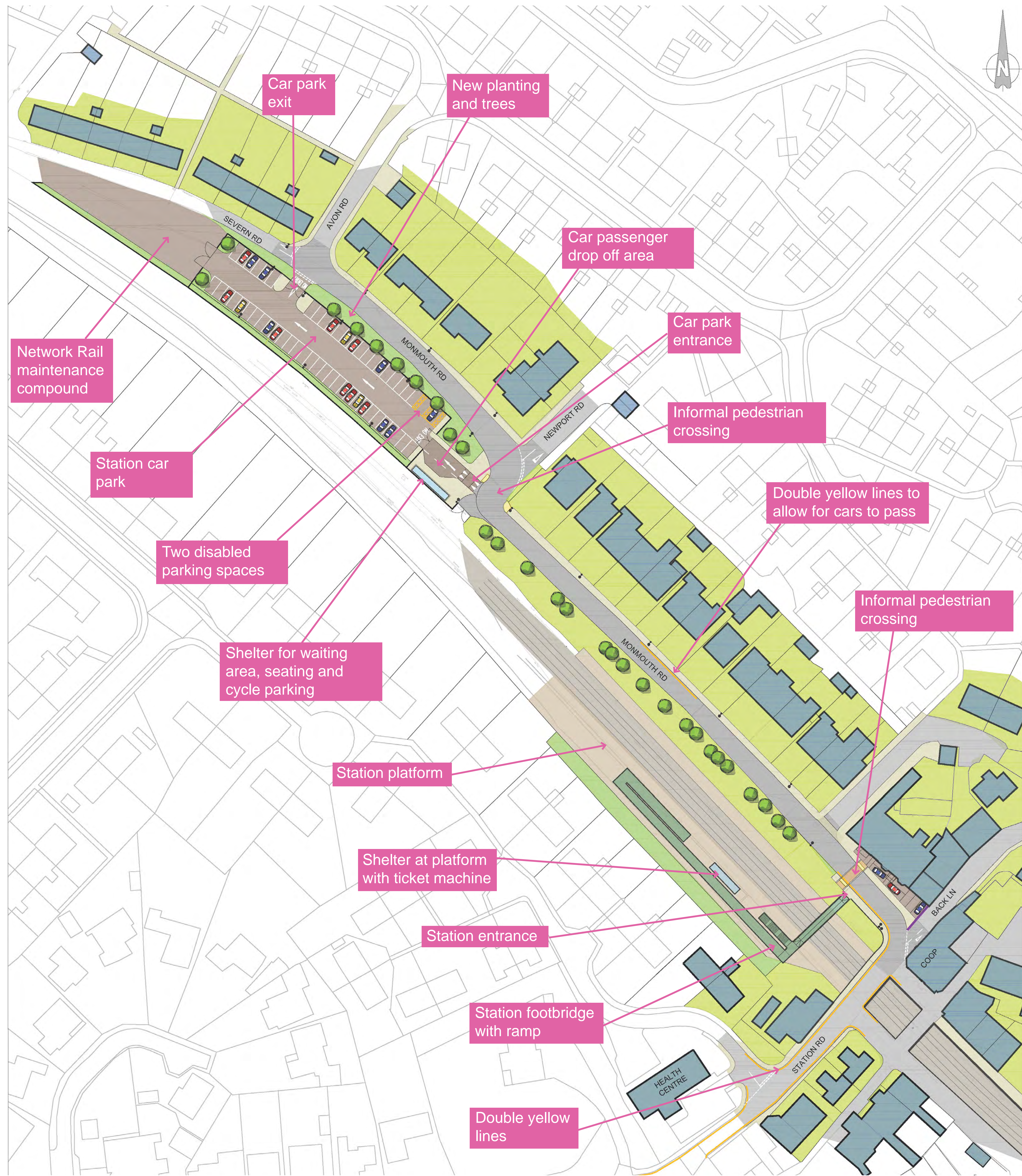
- 4.1 The two micro-consultations were deemed successful in highlighting issues and gauging levels of support for the options. The consultation has raised some important issues that will help determine which options will be taken forward. A qualitative summary of all comments on both micro-consultations with a project response is included with Appendices G and H.
- 4.2 A small number of the responses included comments which are outside the scope of MetroWest Phase 1, with others requiring follow up discussions due to individual need. The remainder of 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-consultations have also demonstrated successful engagement with statutory bodies, businesses and interested parties on focussed issues. Once the project outline engineering design has been completed in 2016, a further consultation exercise (Stage 2 consultation) will be launched 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.

Appendices

- Appendix A Pill Station design options
- Appendix B Ashton Vale Industrial Estate alternative access options
- Appendix C Distribution maps
- Appendix D Publicity Material
- Appendix E Statutory bodies letter
- Appendix F List of statutory bodies
- Appendix G Pill Station consultation responses
- Appendix H Ashton Vale Industrial Estate responses

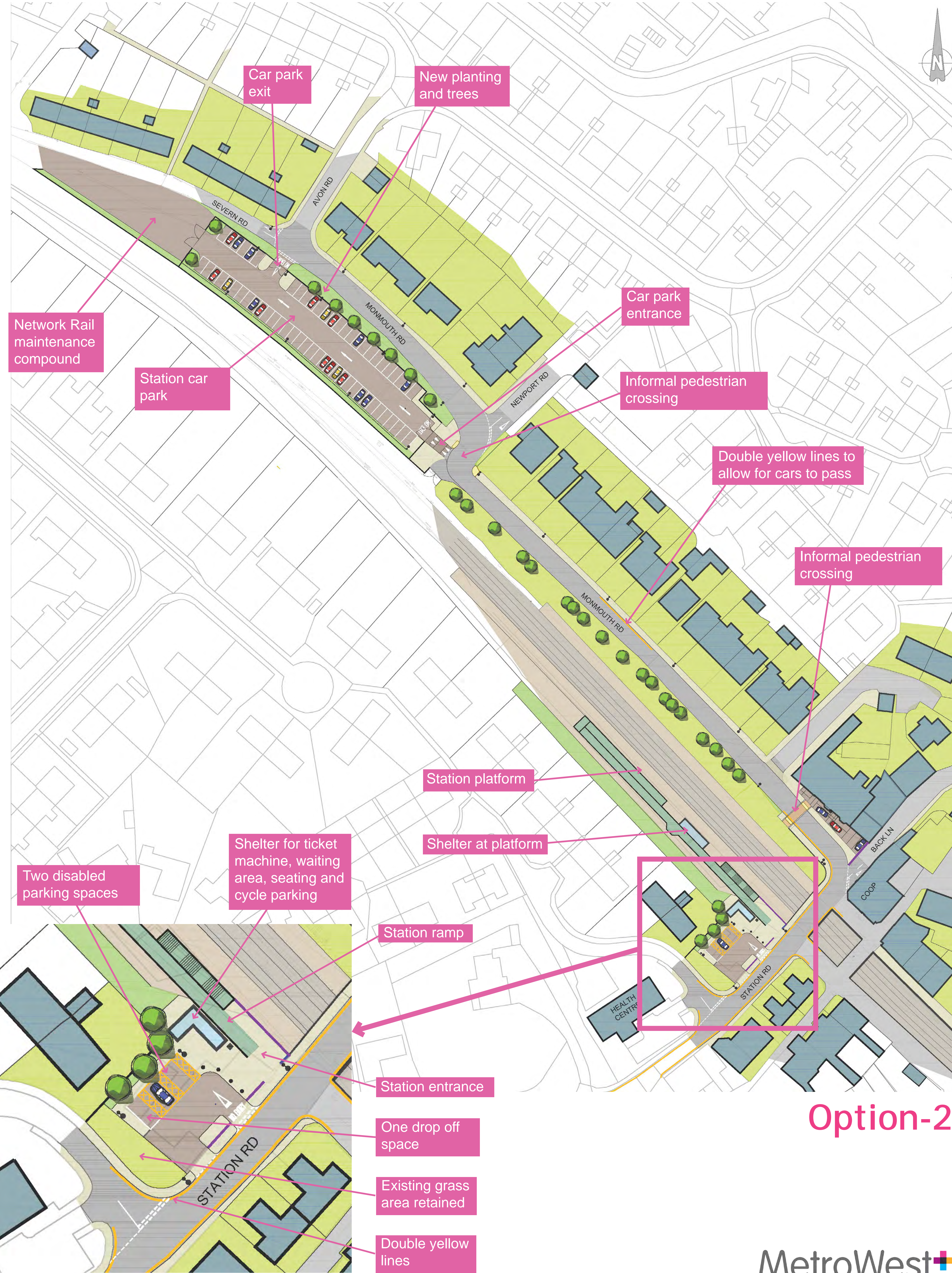
Appendix A
Pill Station design options

Pill station



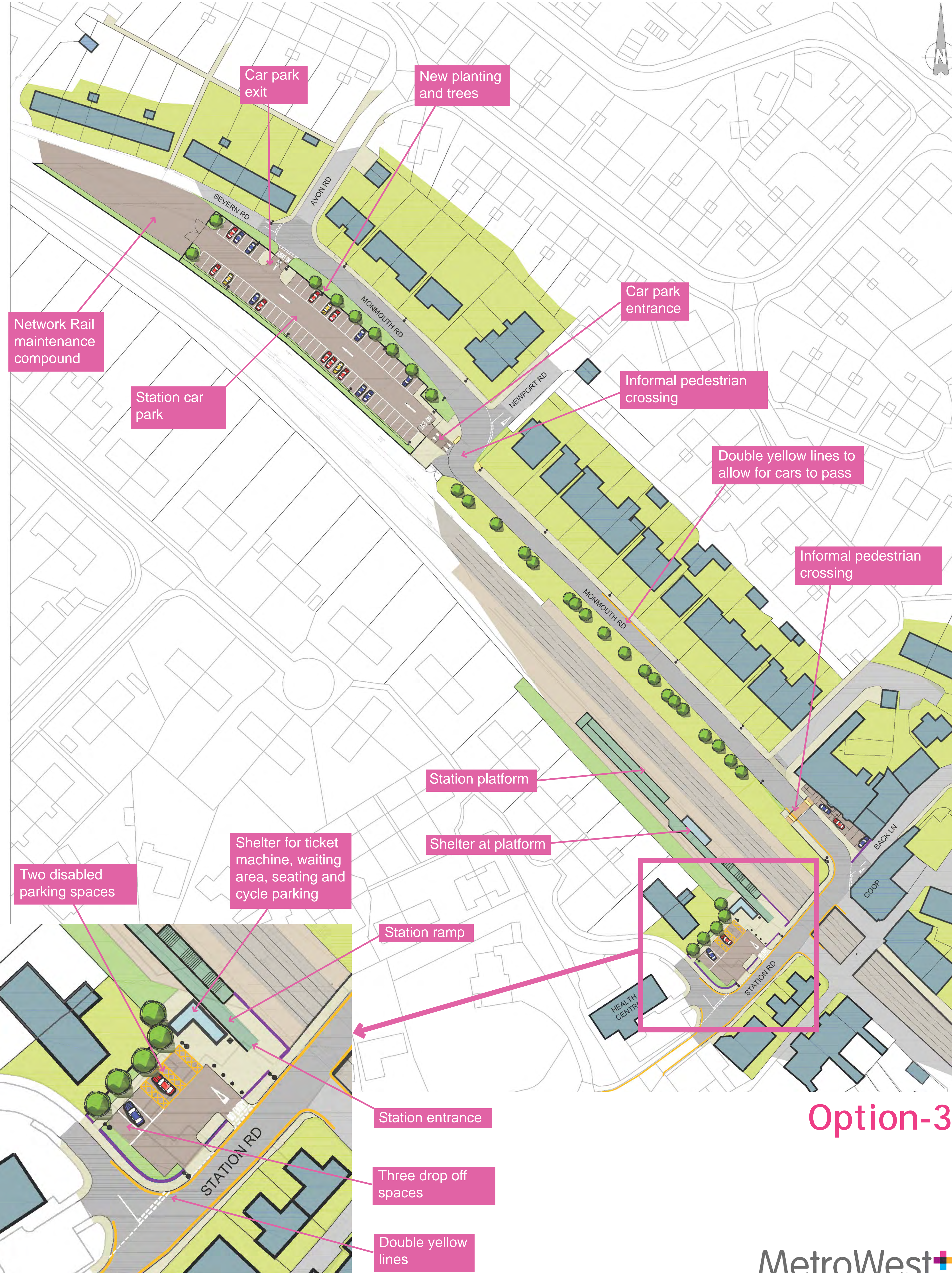
Option-1
As consultation
summer 2015

Pill station



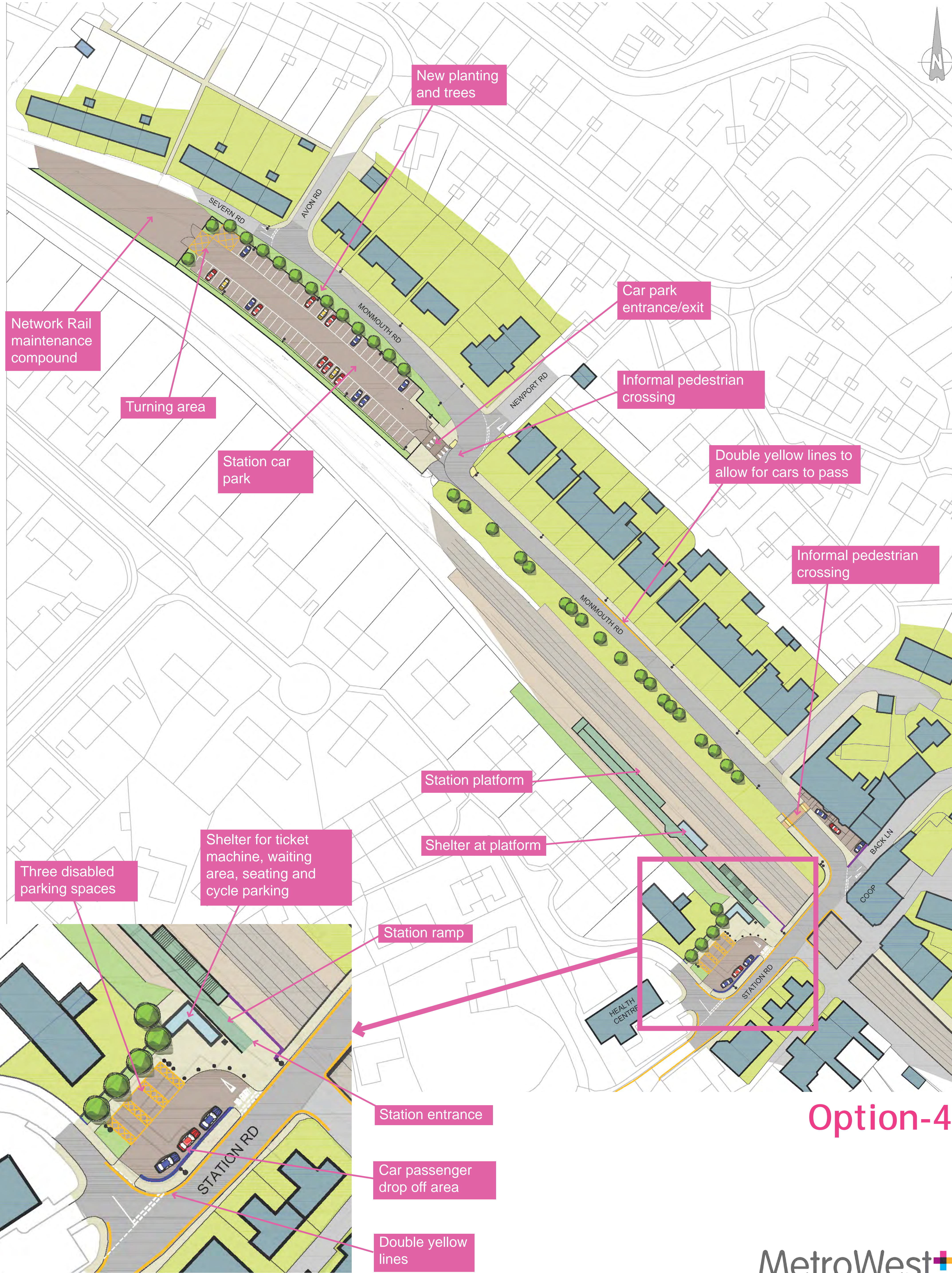
Option-2

Pill station



Option-3

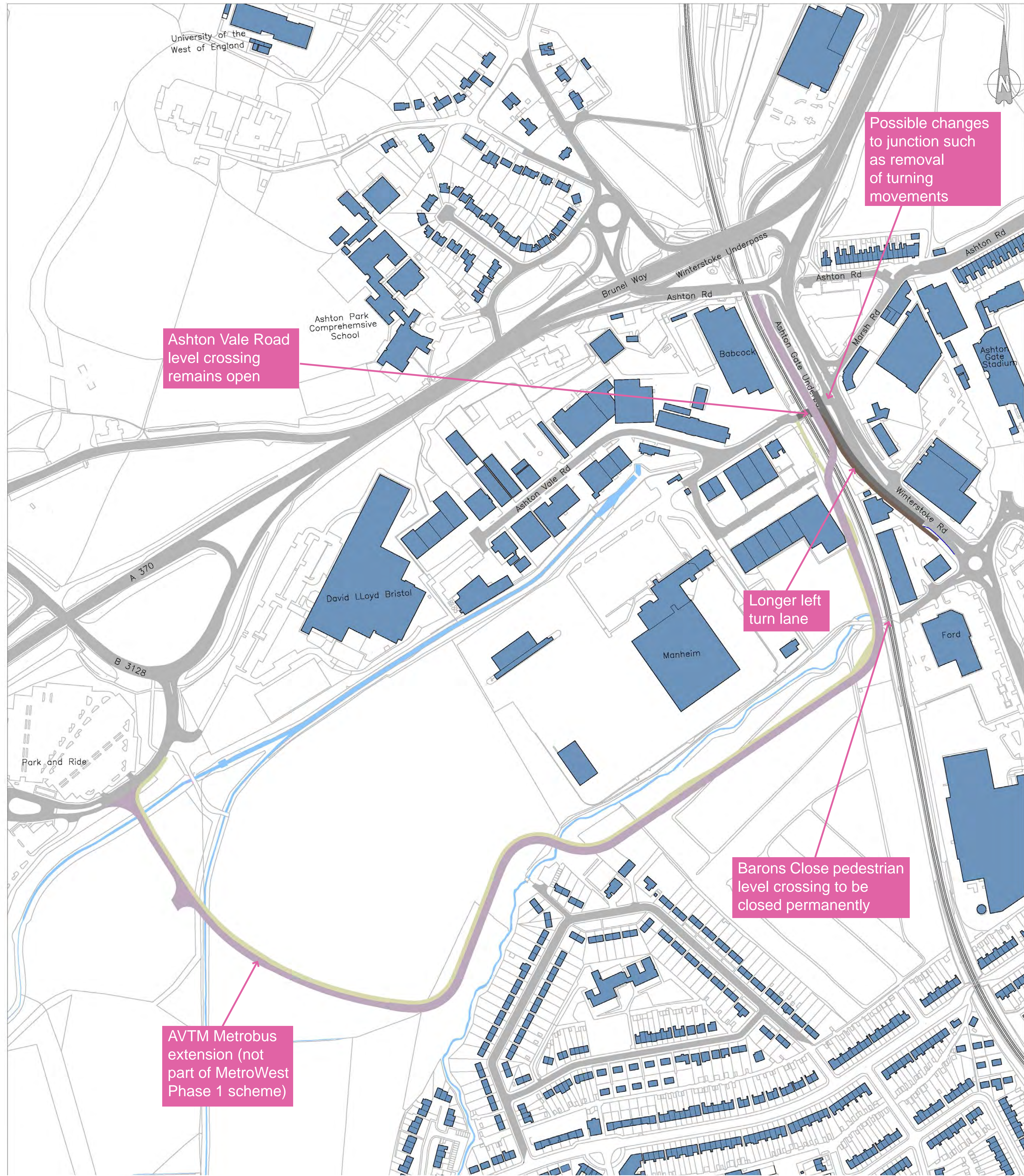
Pill station



Option-4

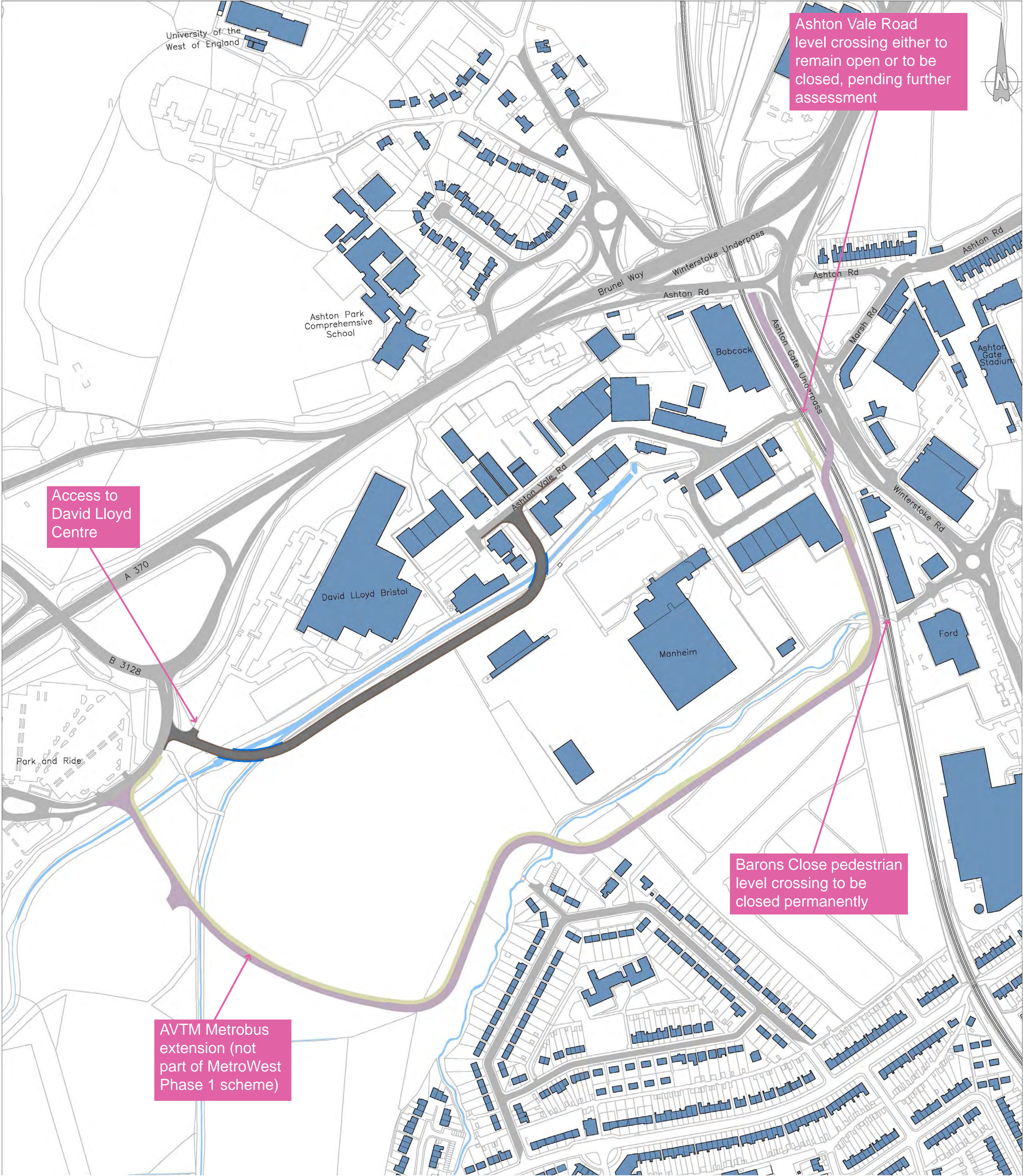
Appendix B
Ashton Vale Industrial Estate alternative access options

Ashton Vale Road Consultation



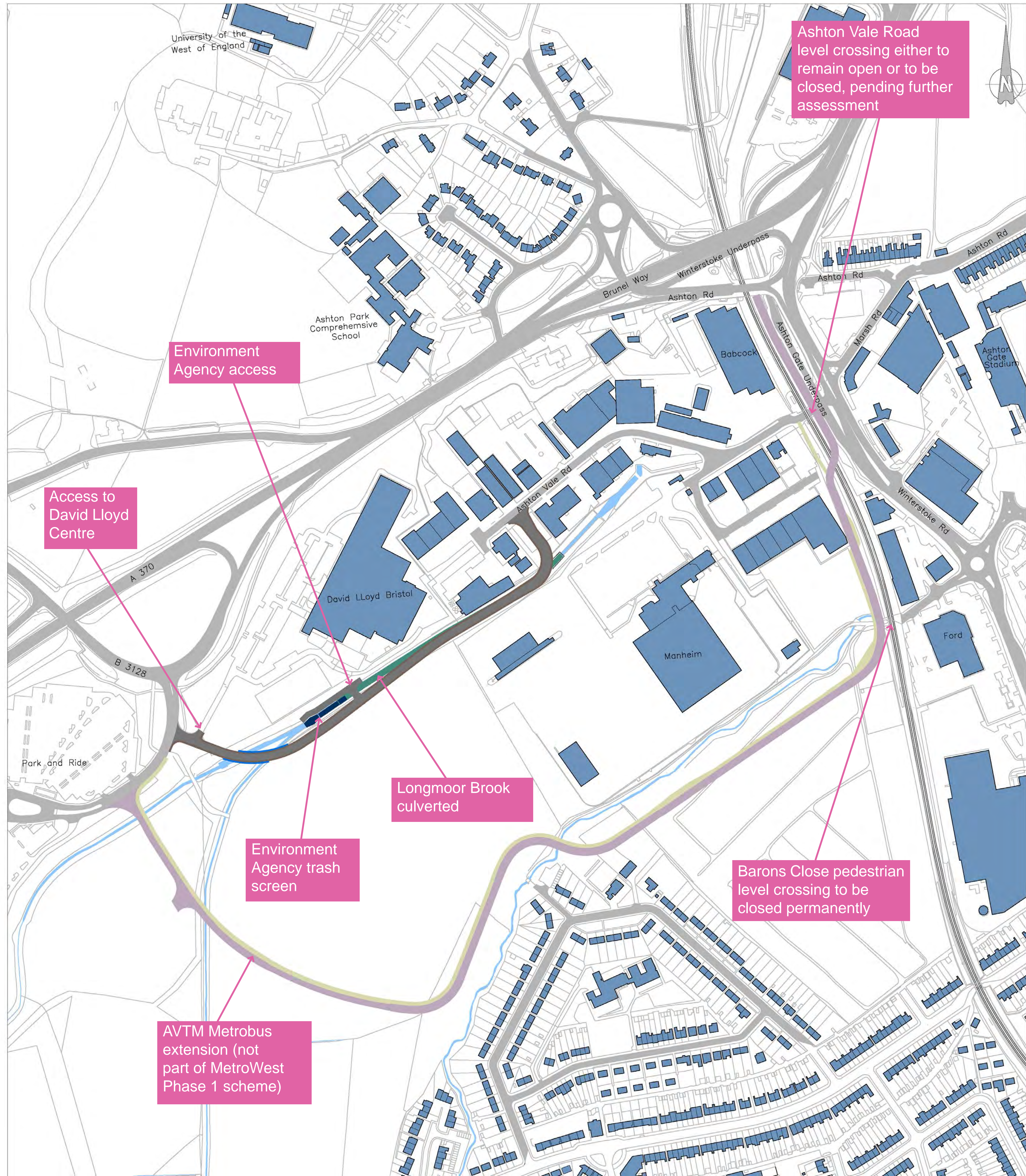
Option-1

Ashton Vale Road Consultation



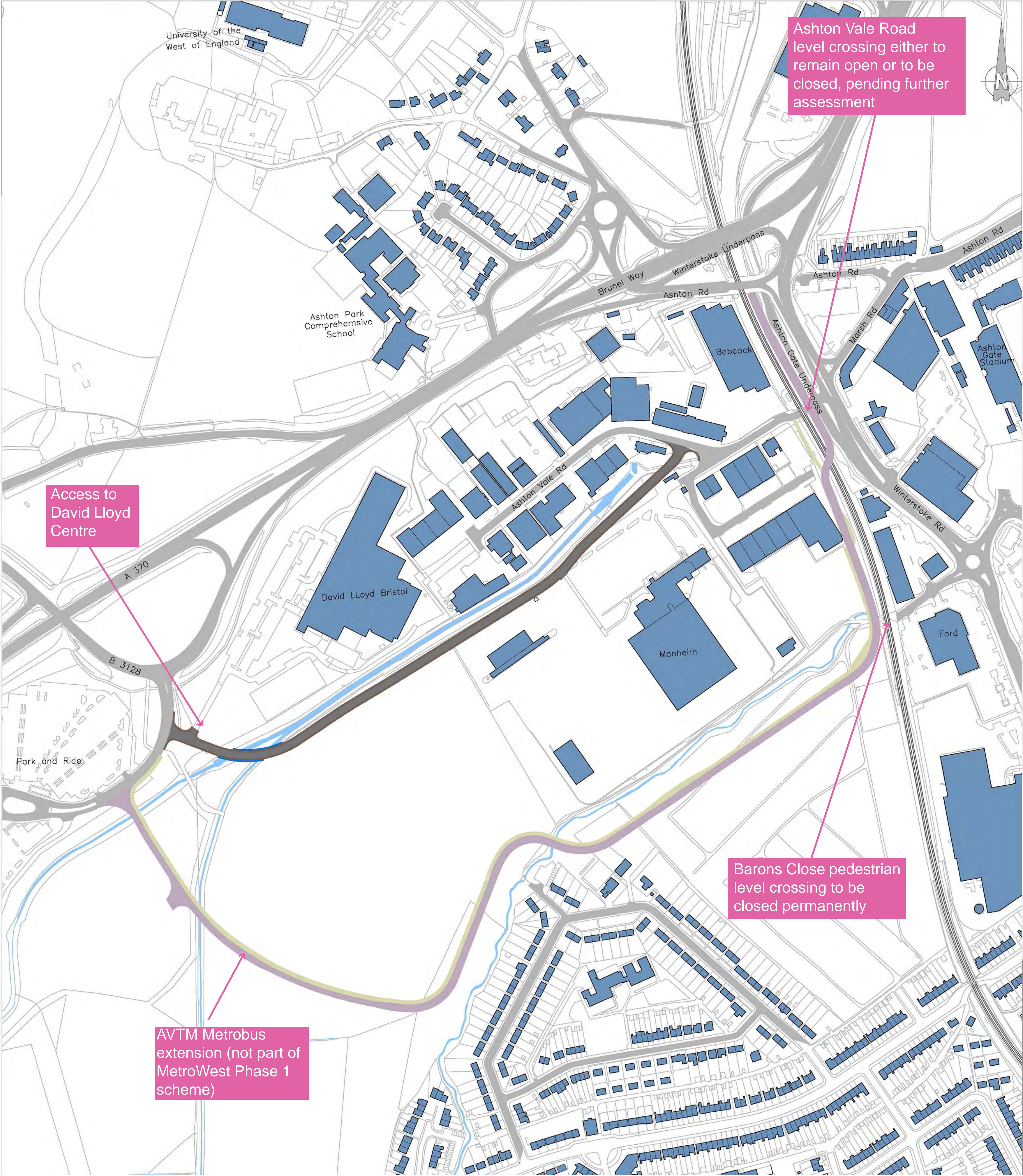
Option-2

Ashton Vale Road Consultation



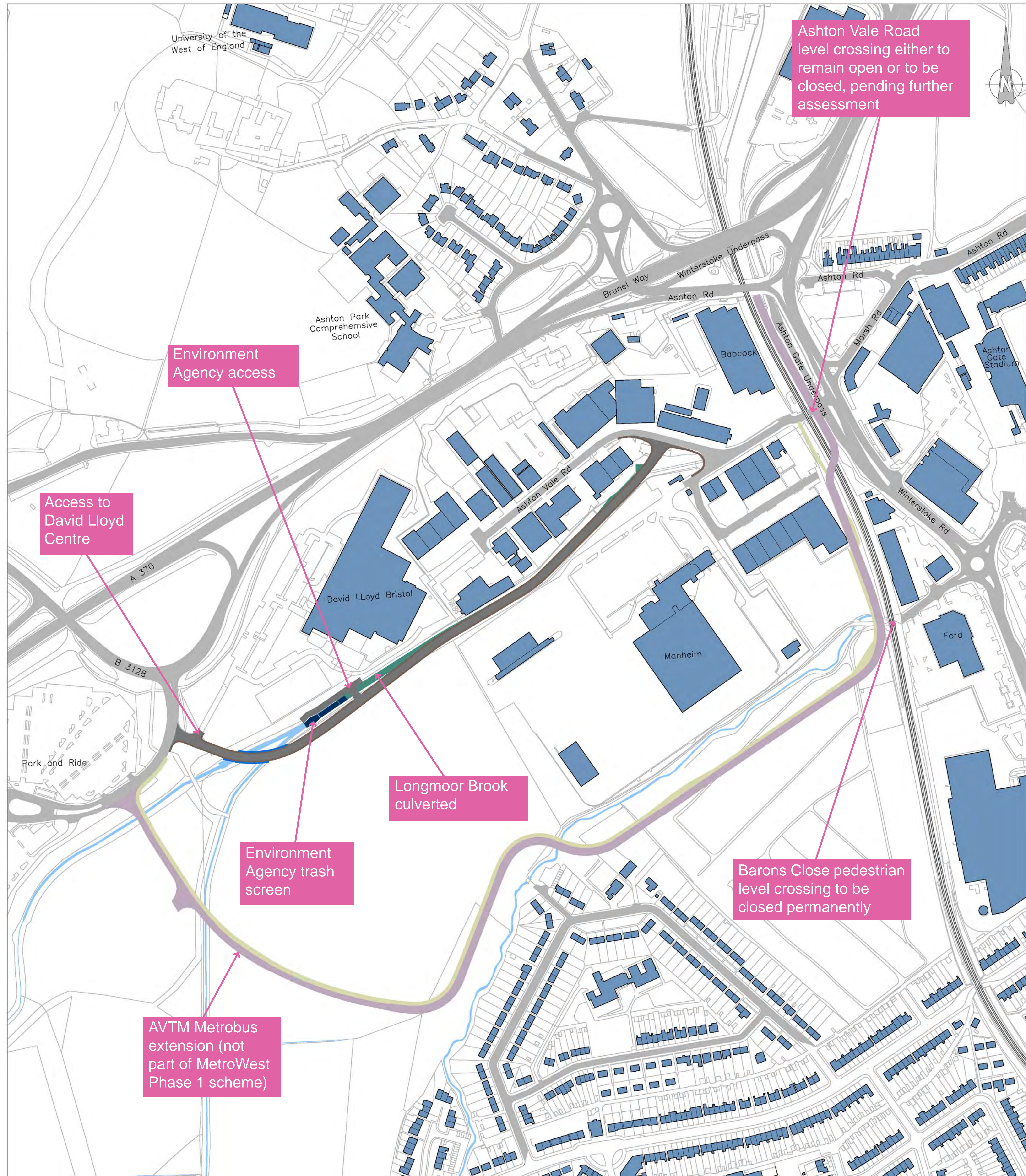
Option-3

Ashton Vale Road Consultation



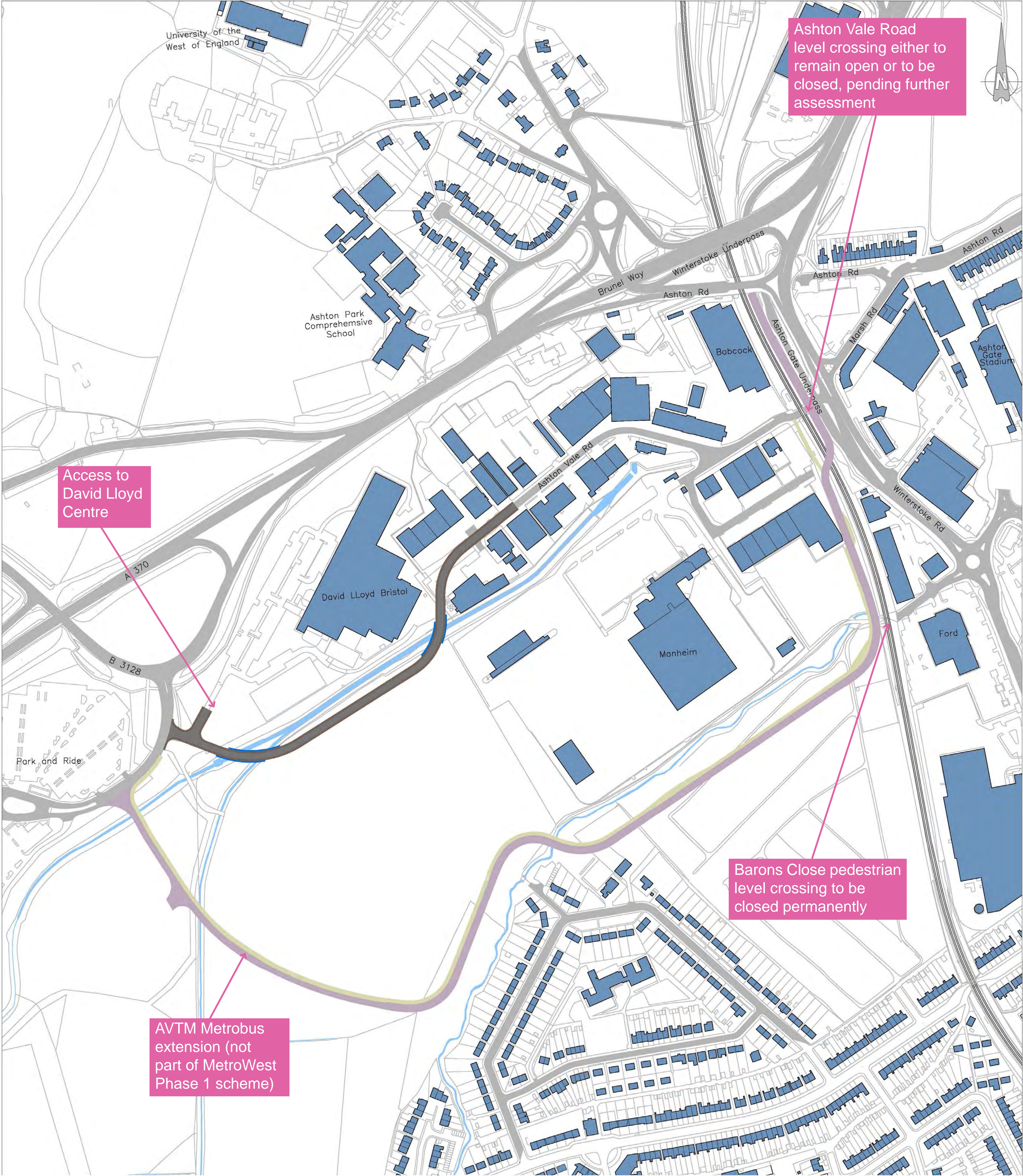
Option-4

Ashton Vale Road Consultation



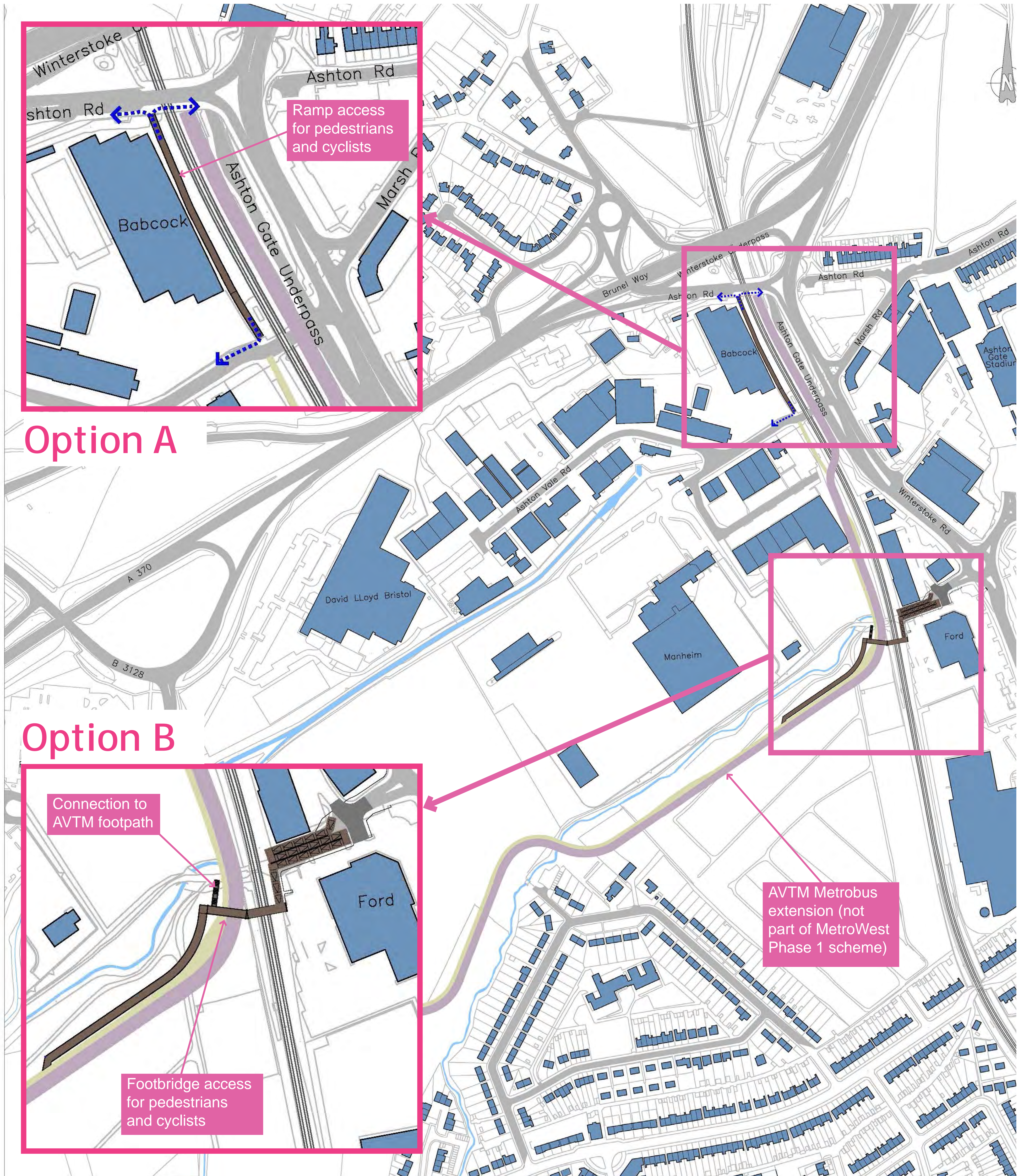
Option-5

Ashton Vale Road Consultation



Option-6

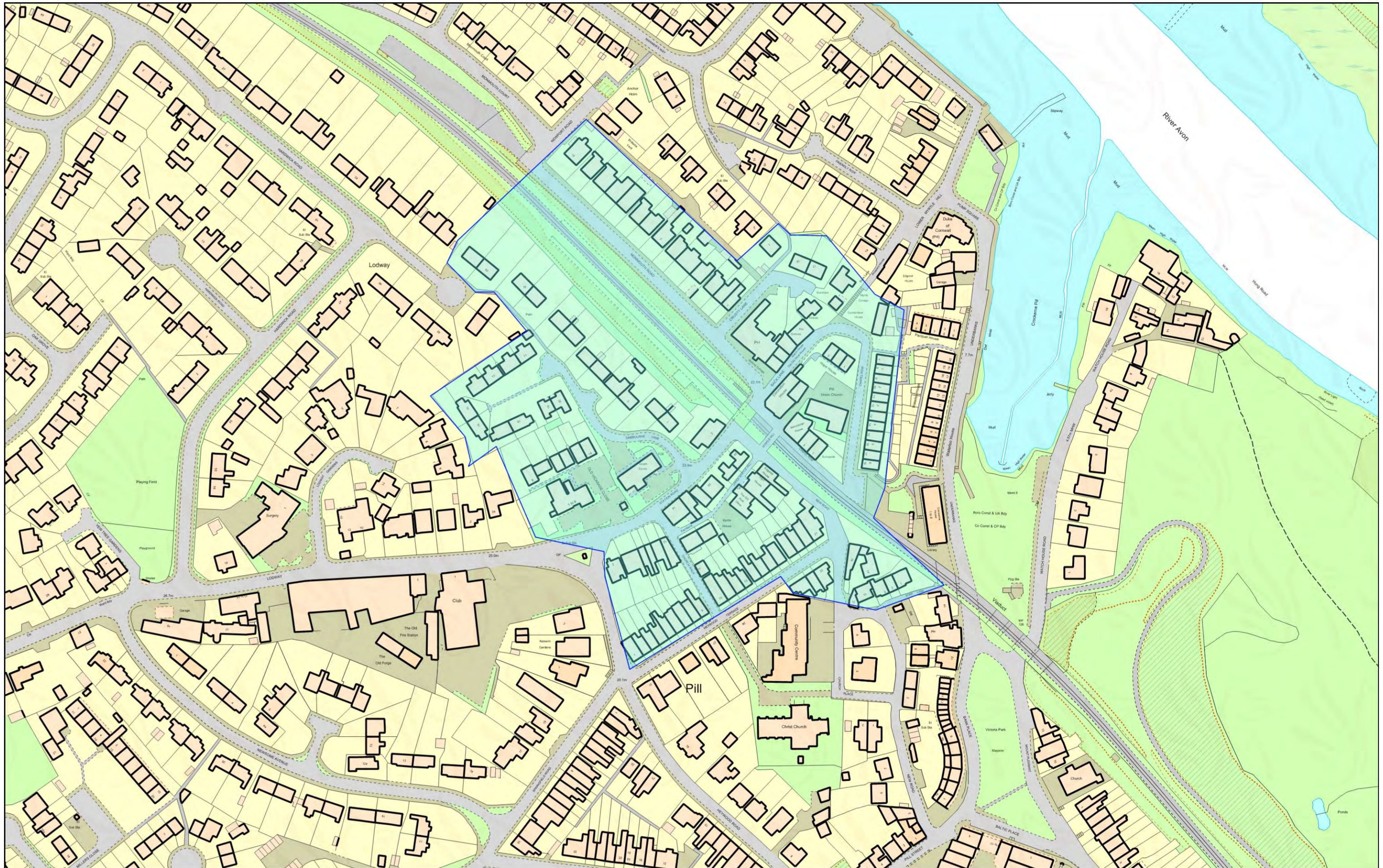
Ashton Vale Road Consultation

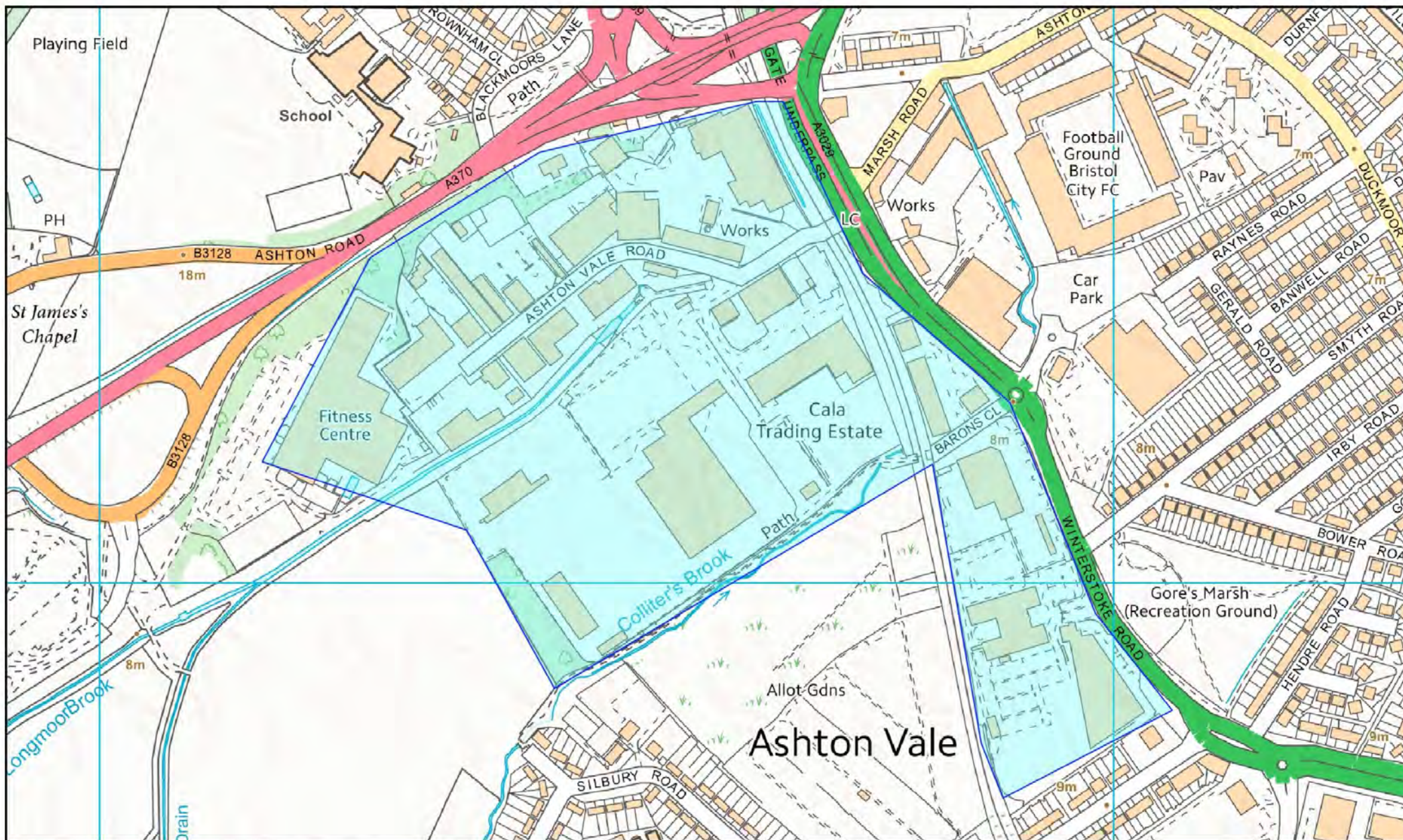


Pedestrian Access Options

Appendix C

Distribution Maps





Ashton Vale Industrial Estate

alternative access consultation letter drop

Scale: 1:5000
 Drawn by: Steven
 Penaluna
 Date: 28 April 2016
 Time: 13:56:30



Appendix D
Publicity Material



Have Your Say

We have developed new options for accessing Pill Station and would like to know what you think.

You can see these options and leave feedback by visiting our website here: travelwest.info/project/pill-station

Alternatively, you may:

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

You may also discuss the proposals with us in person. We will be running a drop-in session at the Resource Centre on **Thursday 3 March from 12:00pm to 7pm.**

The Resource Centre is located at: 4 Baltic Place, Pill, BS20 0EJ.

Feedback may be provided on the options from **22 February to 22 March 2016.**

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



Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire
councils working together to improve your local transport



Have Your Say

We have developed design options for the Ashton Vale Road level crossing and the Barons Close pedestrian-only level crossing. These options include the possible closure of both level crossings

You can see these options and leave feedback by visiting our website here: <http://travelwest.info/project/ashton-vale-road>
Alternatively, you may:-

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

You may also discuss the proposals with us in person. We will be running a drop-in session in the Lansdown Club Room 1 & 2, Ashton Gate Stadium (Bristol City Football Club) on **Tuesday 8 March from 12:30pm to 07:30pm.**

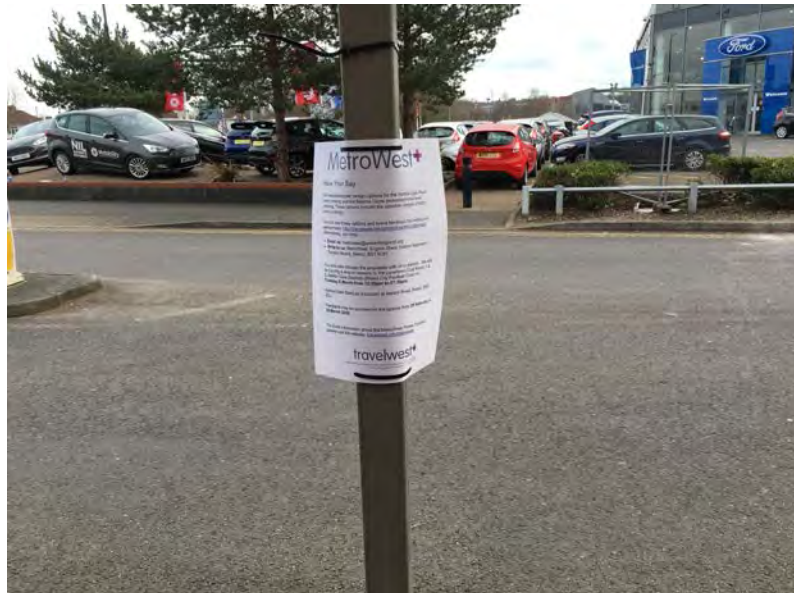
Ashton Gate Stadium is located at Ashton Road, Bristol, BS3 2EJ.

Feedback may be provided on the options from **25 February to 23 March 2016.**

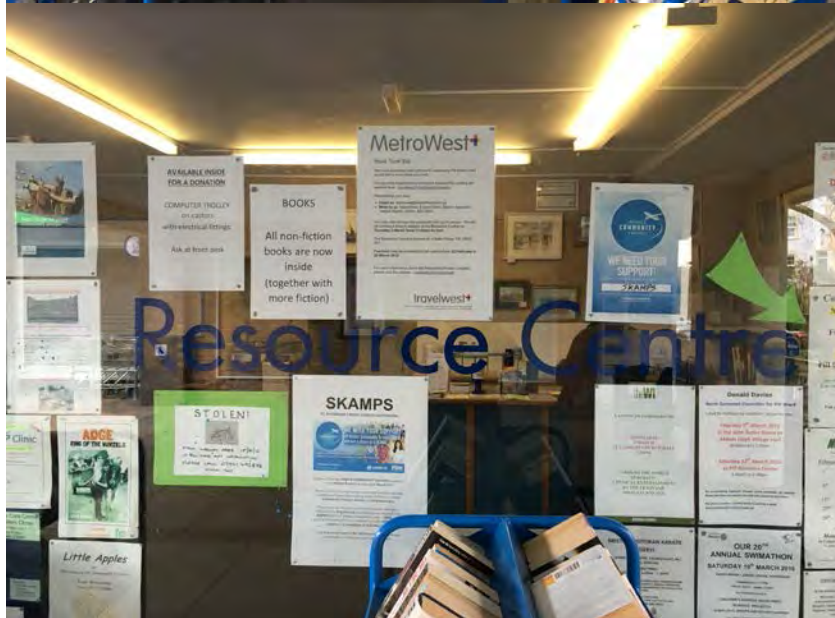
For more information about the MetroWest Phase 1 project, please visit the website: travelwest.info/metrowest



Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire
councils working together to improve your local transport







22 February 2016

Dear resident,

In July 2015 we held a public engagement event in Pill, and set out our proposals for reopening Pill Station as part of the MetroWest Phase 1 rail project. These proposals included:

- A new car park at Monmouth Road; and
- A footbridge connecting Monmouth Road to the station platform on the south side of the rail line (see option 1).

Since that event, we have continued to look at ways to improve the proposals, and in particular the way in which people access the station platform.

The owner of 7 Station Road has agreed to sell the property to us, which means we may investigate further options for accessing Pill Station by opening up the area and providing steps and a ramp directly down to the platform. This would be a much shorter route for passengers walking to the station and the space will also be able to accommodate drop-off spaces, disabled parking and covered cycle parking. With this option, there would still be a car park on Monmouth Road, but there will be no need for a new pedestrian footbridge.

We have developed some examples of what a potential station space may look like on the site of 7 Station Road. These are shown on the attached options 2, 3 and 4. We think the advantage of these options would be to:

- Make the station entrance more obvious for everyone;
- Locate disabled parking places much closer to the platform;
- Provide a new drop-off/ pick-up area right next to the station and avoiding Monmouth Road; and
- Install covered cycle parking conveniently next to the station entrance.

Option 1 which involves construction of a new footbridge and does not require the purchase of 7 Station Road is still a consideration, the plans of which remain unchanged from the previous consultation.

We would like to know what you think. The easiest way to leave feedback, is by filling in a short online form which can be located online, along with electronic copies of the options: travelwest.info/project/pill-station

Alternatively, you may:

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

When contacting us about specific issues, please 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 may also discuss the proposals with us in person. We will be running a drop-in session at the Resource Centre on **Thursday 3 March from 12:00pm to 7pm**.

The Resource Centre is located at 4 Baltic Place, Pill, BS20 0EJ.

The date for feedback on these proposals is from **22 February to 22 March 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,

Richard Matthews
Principal Transport Policy Officer
MetroWest Phase 1

travelwest 

Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire
councils working together to improve your local transport

Option 1 – Original proposal.

Key features:

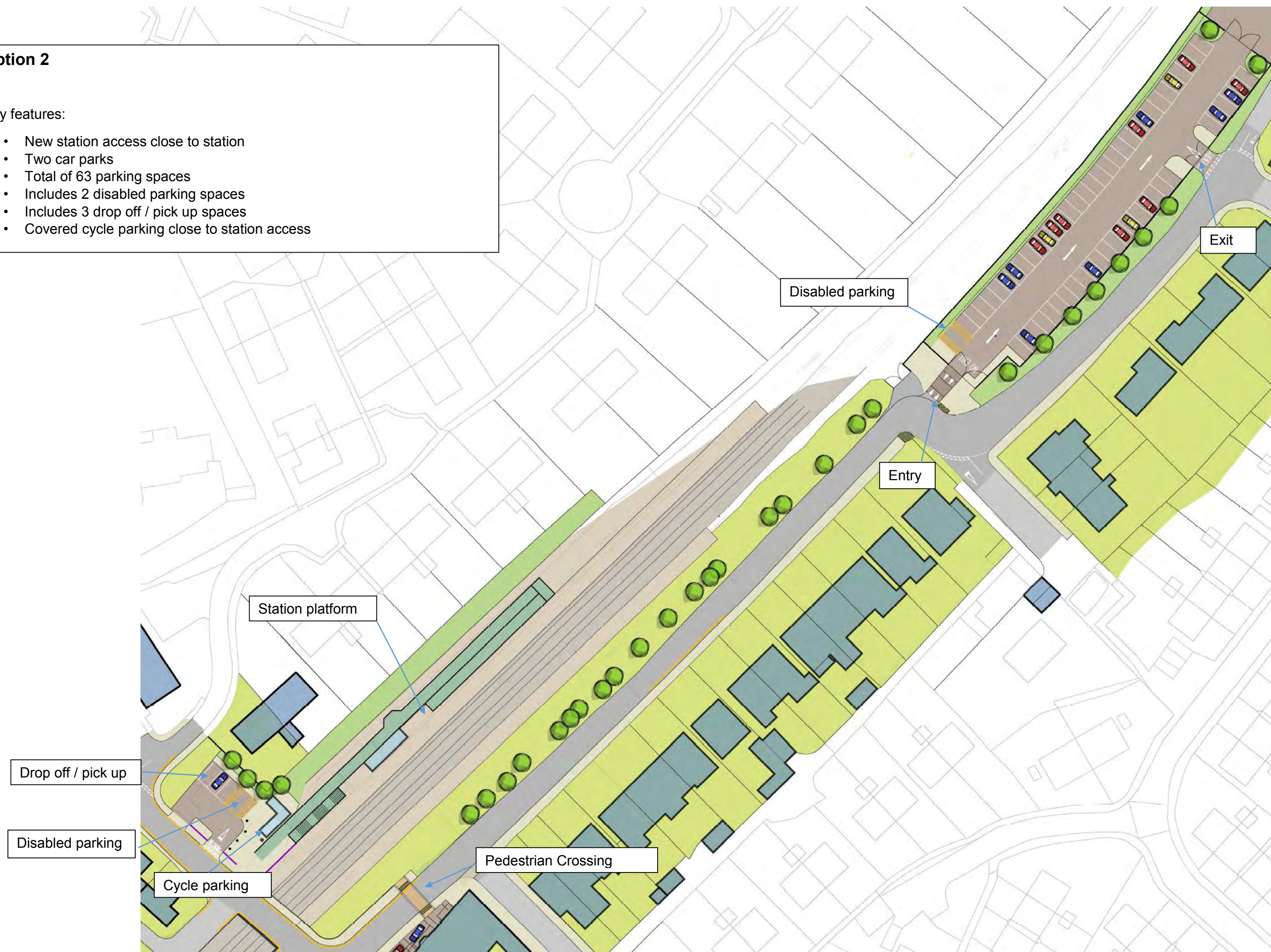
- One main car park
- Total of 54 parking spaces
- Includes 2 disabled parking spaces
- Covered cycle parking at main car park
- New footbridge connecting Monmouth Road to the station platform



Option 2

Key features:

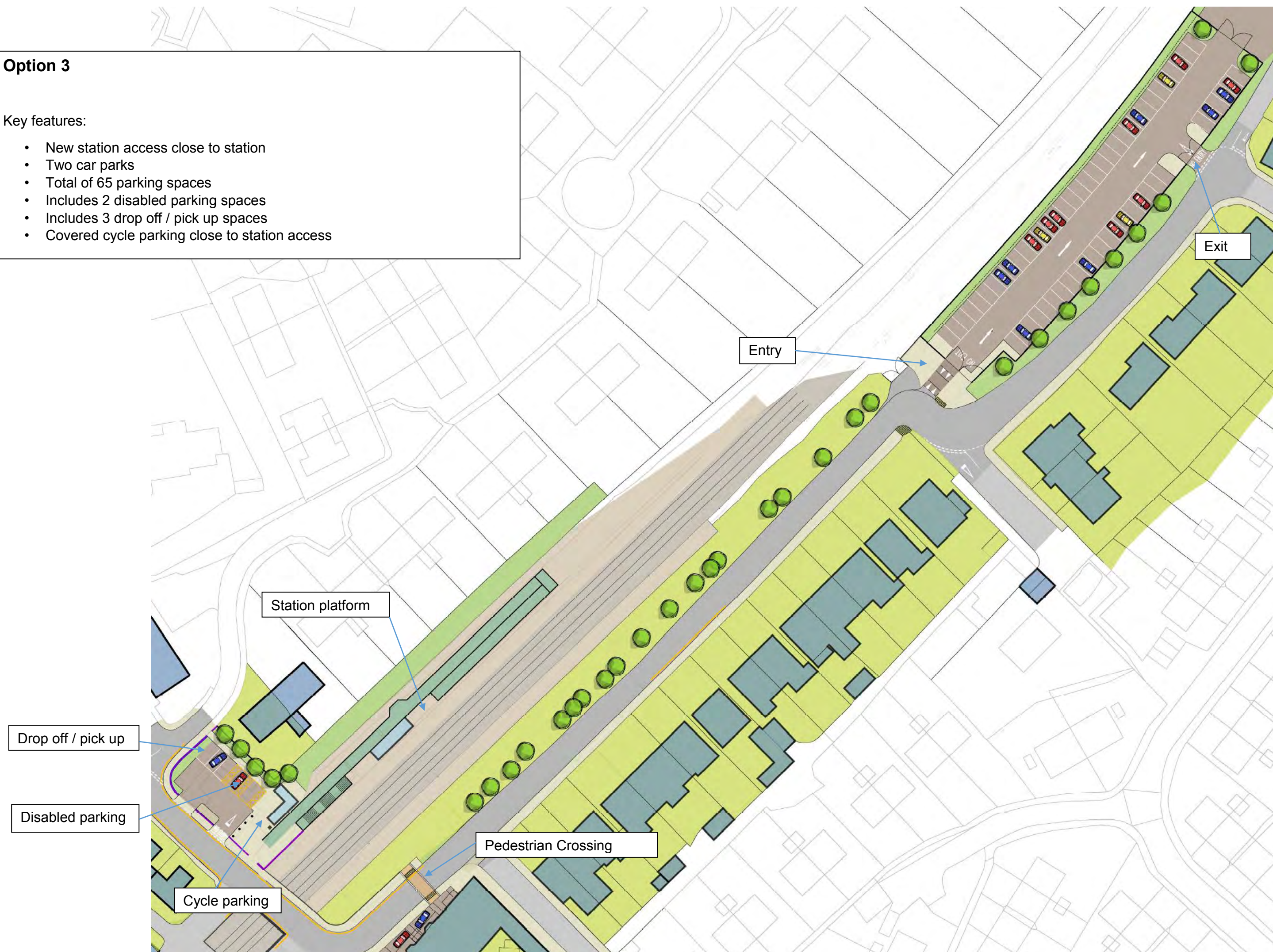
- New station access close to station
- Two car parks
- Total of 63 parking spaces
- Includes 2 disabled parking spaces
- Includes 3 drop off / pick up spaces
- Covered cycle parking close to station access



Option 3

Key features:

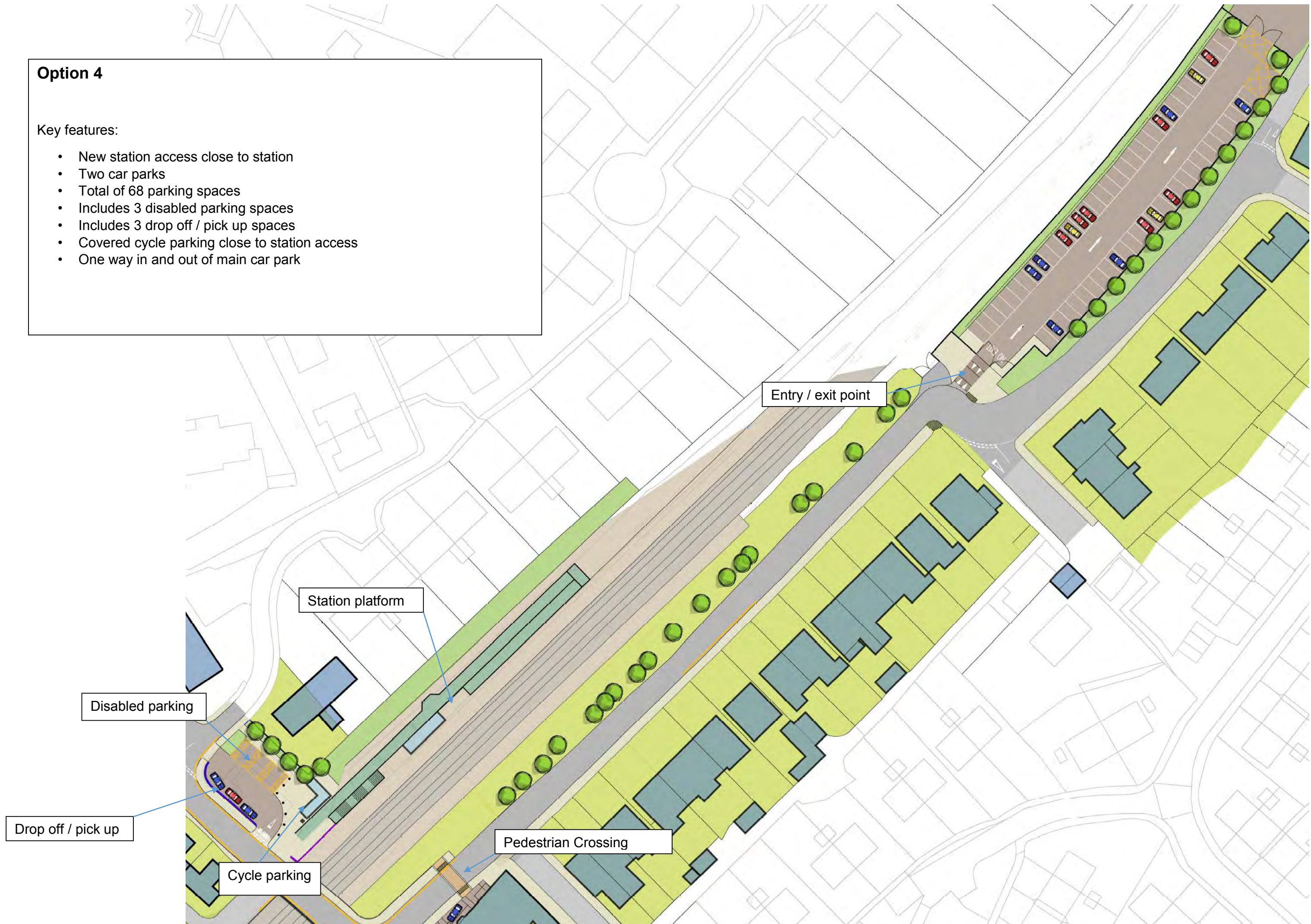
- New station access close to station
- Two car parks
- Total of 65 parking spaces
- Includes 2 disabled parking spaces
- Includes 3 drop off / pick up spaces
- Covered cycle parking close to station access



Option 4

Key features:

- New station access close to station
- Two car parks
- Total of 68 parking spaces
- Includes 3 disabled parking spaces
- Includes 3 drop off / pick up spaces
- Covered cycle parking close to station access
- One way in and out of main car park



25th February 2016

Dear Stakeholder,

METROWEST PHASE 1 – CONSULTATION ON PROPOSALS FOR ASHTON VALE ROAD LEVEL CROSSING & BARONS CLOSE LEVEL CROSSING

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.

In July 2015 we held a stage 1 public consultation setting out our indicative operational and infrastructure proposals for the project. Since last summer our project technical development has progressed and are currently preparing our outline engineering design / operational proposal.

I am writing to you specifically about the Ashton Vale Road highway level crossing and the Barons Close pedestrian only level crossing, to seek your views on proposals to make changes affecting the level crossings. These include the possible closure of both level crossings.

Access to and from Ashton Vale Road is currently constrained by the level crossing and by the highway traffic signals with Winterstoke Road. Currently the Ashton Vale Road level crossing barriers operate (barriers down across the highway) on average less than 4 times per day, for the current volume of freight train operations. However our proposed MetroWest Phase 1 train service entails operating up to 30 passenger trains per day in each direction. 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.

Emerging work for our Transport Assessment indicates that this 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.

Ashton Vale Road proposals

In order to address this traffic impact we have undertaken initial optioneering to evaluate how impacts on highway conditions can be mitigated. This includes an option to revise the existing junction of Ashton Vale Road and Winterstoke Road and a range of options to create a new highway route linking the industrial estate to one of the surrounding highway corridors to the north, west, east or south.

This work has identified 6 potentially feasible highway access options of which 5 options entail a new route to the west to the B3128 Long Ashton Park & Ride junction. Options to create a new highway route linking to the north, east or south are not feasible due to fundamental delivery constraints in respect of; the extent of engineering scope and cost, inability to meet engineering/technical design and safety standards, etc.

The 6 potentially feasible options are:

- Option 1: modify existing junction Winterstoke Road/Ashton Vale Road
- Option 2: new highway access via land owned by Bristol Sport, Manheim Auctions & Bristol City Timber
- Option 3: new highway access via land owned by Bristol Sport and Bristol City Timber
- Option 4: new highway access via land owned by Bristol Sport and Manheim Auctions
- Option 5: new highway access via land owned by Bristol Sport and Delaney Estates
- Option 6: new highway access via land owned by Bristol Sport, David Lloyd and ETM Contractors

Concept plans of the 6 options are attached to this letter. The options 2 to 6 would provide direct access onto arterial highway routes, via the high capacity B3128 Park & Ride junction. Furthermore approx. 500 metres to the west of this junction South Bristol Link (currently under construction) will provide a new A370 to A38 and A4174 arterial route, enhancing highway connectivity further.

Barons Close proposals

The pedestrian only level crossing at Barons Close is proposed to be closed permanently by MetroWest Phase 1. This 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.

Ashton Vale Road (highway and pedestrian) level crossing will either remain open or may be closed to all users, including pedestrians, pending further assessment. However a new path is to be built by the adjacent MetroBus project between Barons Close and Ashton Vale Road on the western side of the railway. Should Ashton Vale Road level crossing need to be closed to all users, this would result in a need for alternative pedestrian crossing over the railway to allow pedestrians to access Winterstoke Road.

Our optioneering work has identified 2 potentially feasible options

- Option A: a pedestrian/cycle path with ramp next to the location of Ashton Vale Road level crossing heading north along the railway boundary (to the east of Babcock's premises) onto the existing Ashton Road bridge over the railway, or
- Option B: a pedestrian/cycle footbridge at Barons Close over the railway and the MetroBus guideway.

Concept plans of the 2 options are attached to this letter. There is a significant difference in the cost of delivering the 2 options. The estimated construction cost of option A is approx. £500,000, while the estimated cost of option B is approx. £4m. Both options would provide fully inclusive (step free) access, with users of option A having the choice of using the existing pedestrian crossing on Ashton Road and the pedestrian underpass linking to Winterstoke Road or the existing steps from Ashton Road to Ashton Gate Underpass/Winterstoke Road.

How to respond our consultation

We are seeking the views of those directly affected by the options and wider stakeholders before the MetroWest Councils finalise their proposals for formal consultation purposes.. 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 and the pedestrian access options to be taken forward for further development of the project design. Following this, in June 16, we intend to undertake formal public consultation, on the project in preparation of our application to the Secretary of State for a Development Consent Order at the end of the year. The project is a nationally significant infrastructure project and therefore requires a Development Consent Order for powers to build and operate the project.

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

- visiting <http://travelwest.info/project/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. 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) Lansdown Club Room 1 & 2 on **Tuesday 8th March from 12:30pm to 7.30pm**. Ashton Gate Stadium, Ashton Road, Bristol, BS3 2EJ.

The consultation is now open and remains open until **midnight 23rd March 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



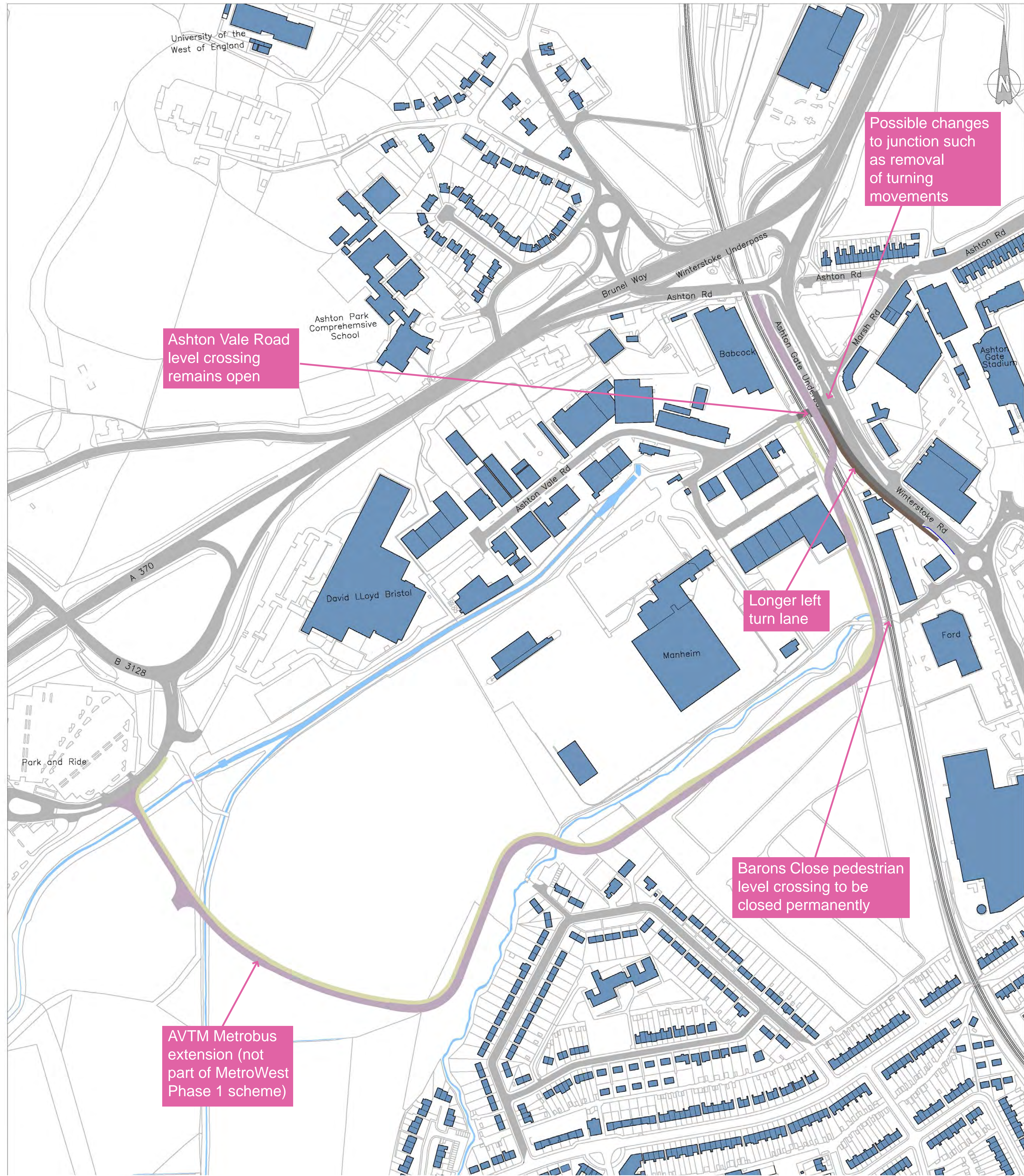
James Willcock
MetroWest Phase 1

enc Concept plans of highway access options 1 to 6 and pedestrian access options A & B

travelwest 

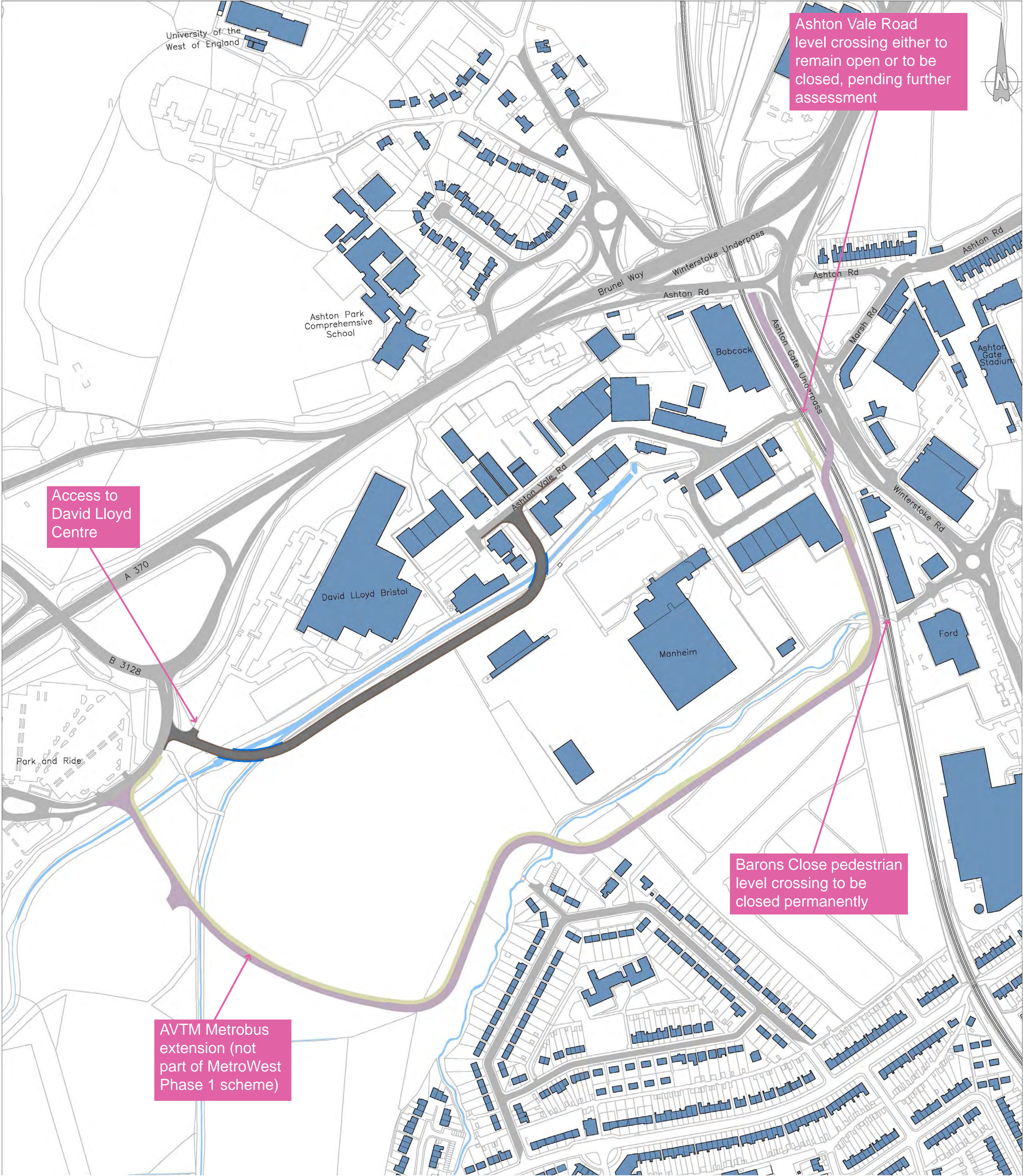
Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire
councils working together to improve your local transport

Ashton Vale Road Consultation



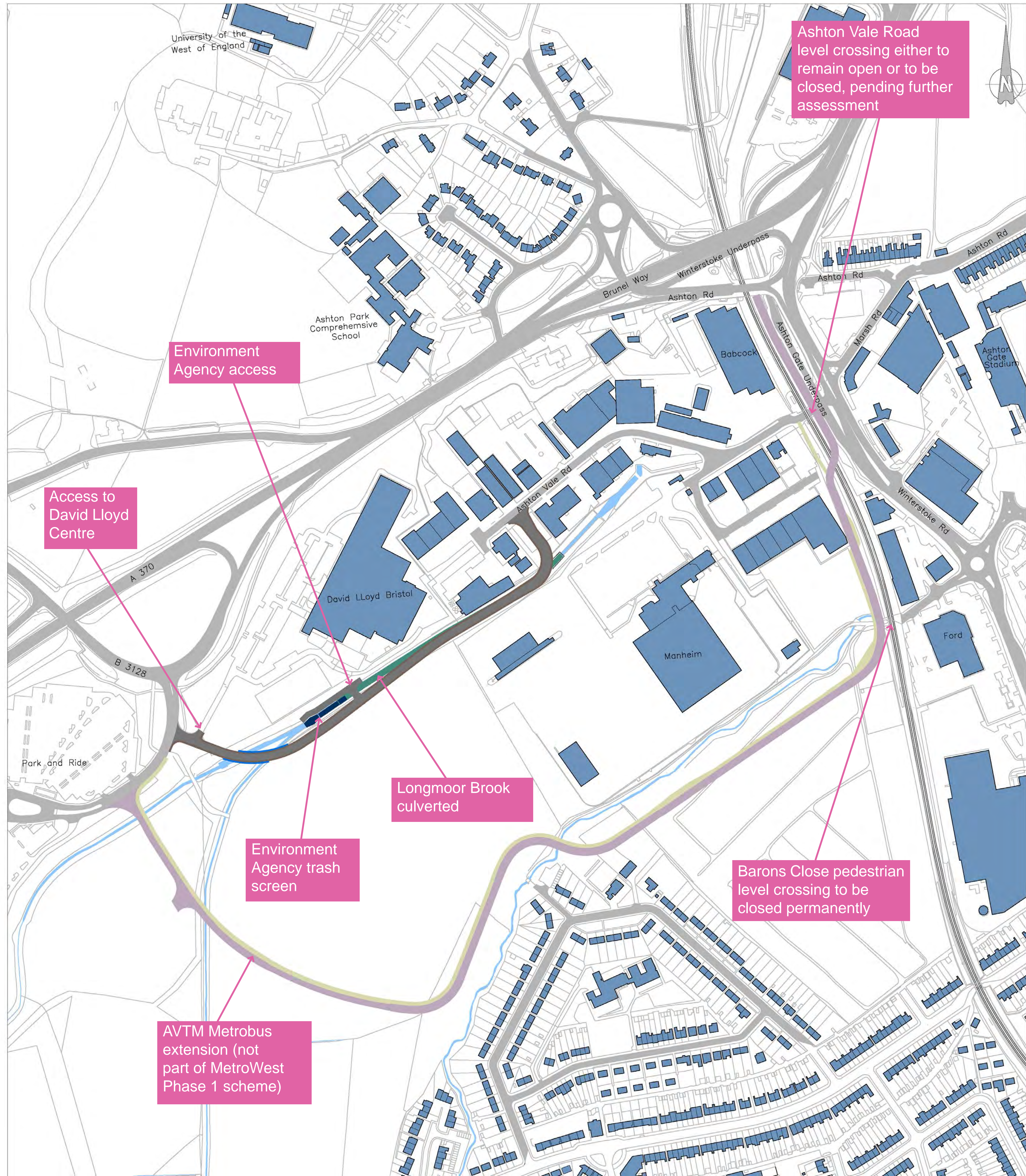
Option-1

Ashton Vale Road Consultation



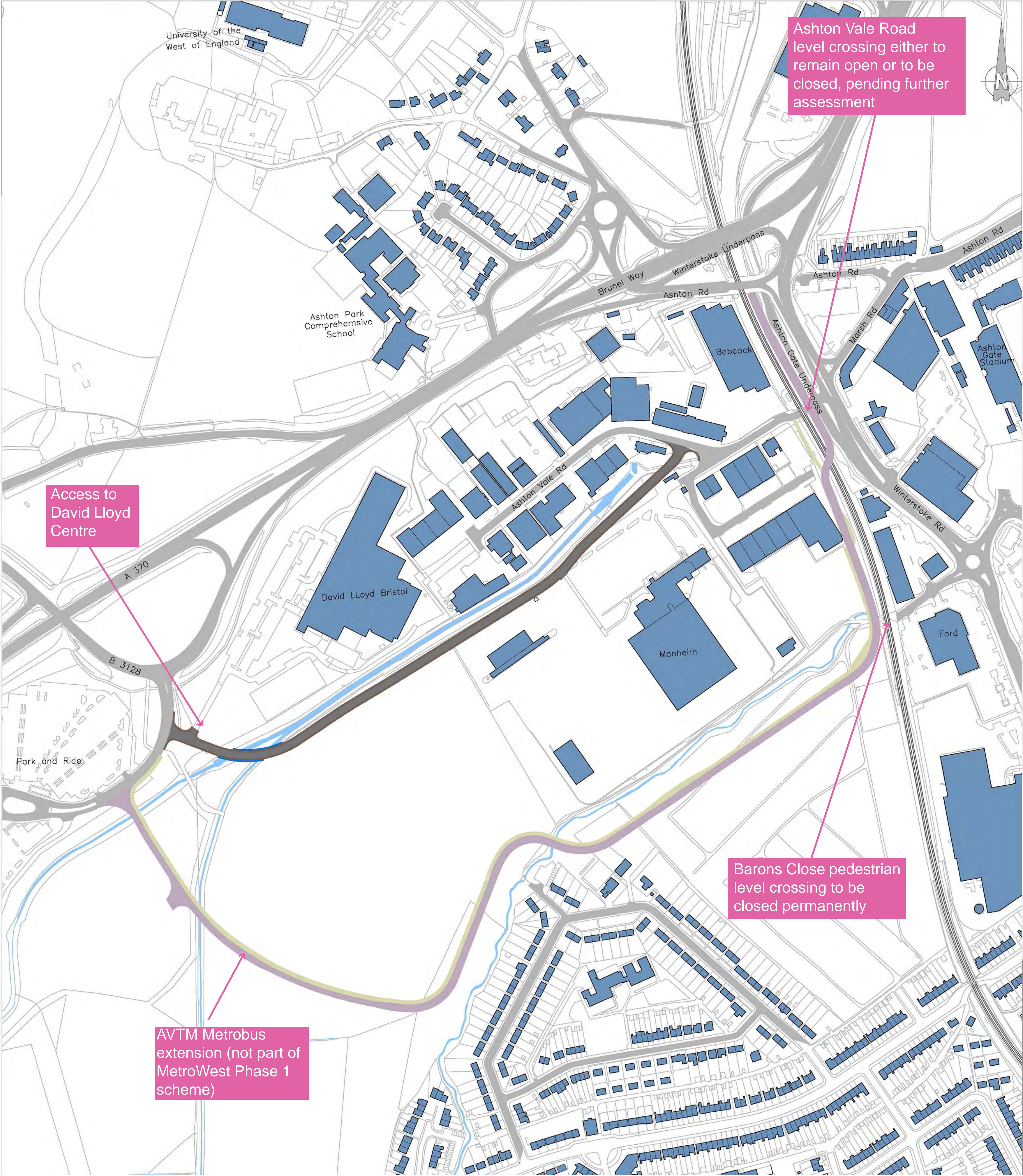
Option-2

Ashton Vale Road Consultation



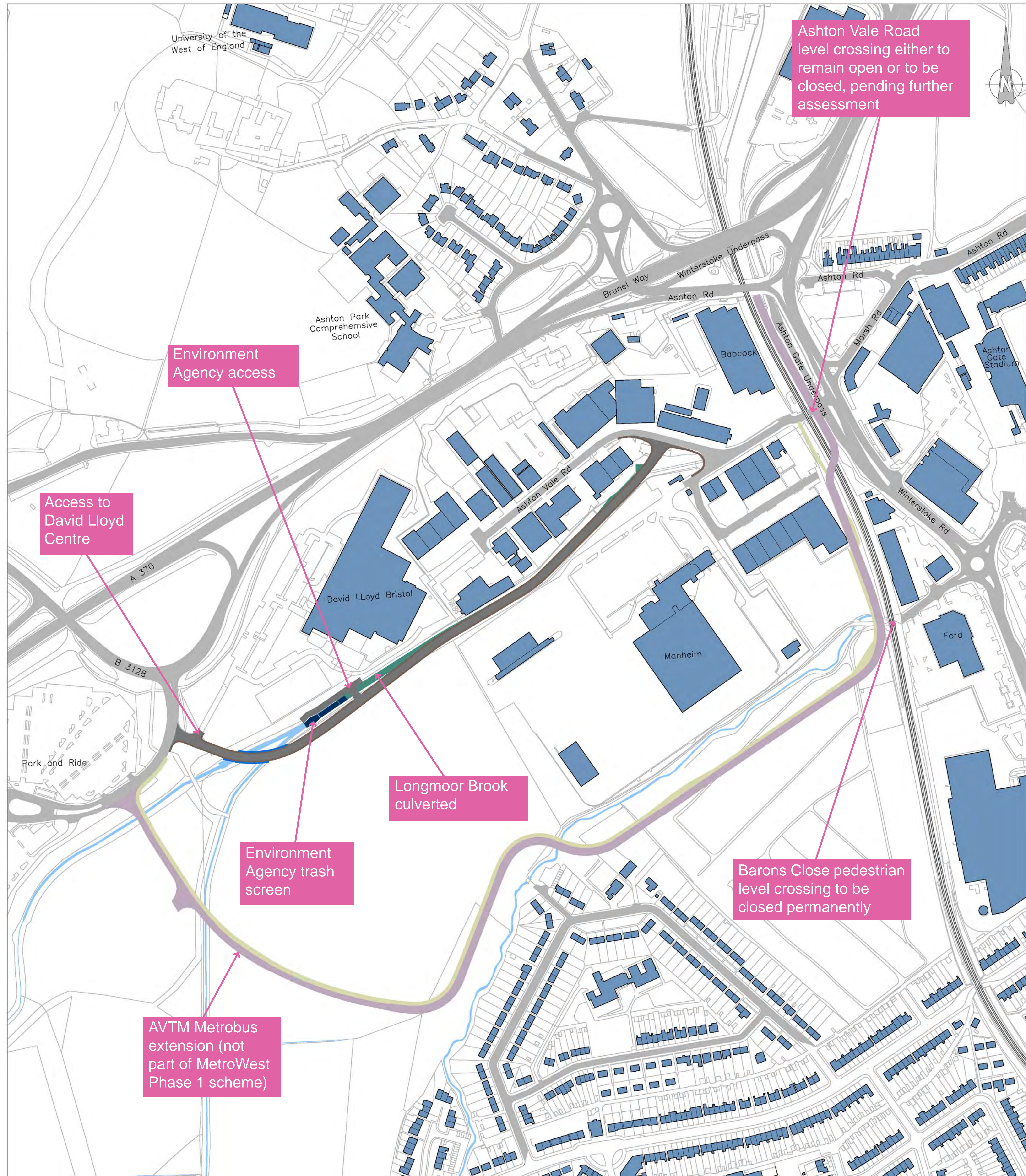
Option-3

Ashton Vale Road Consultation



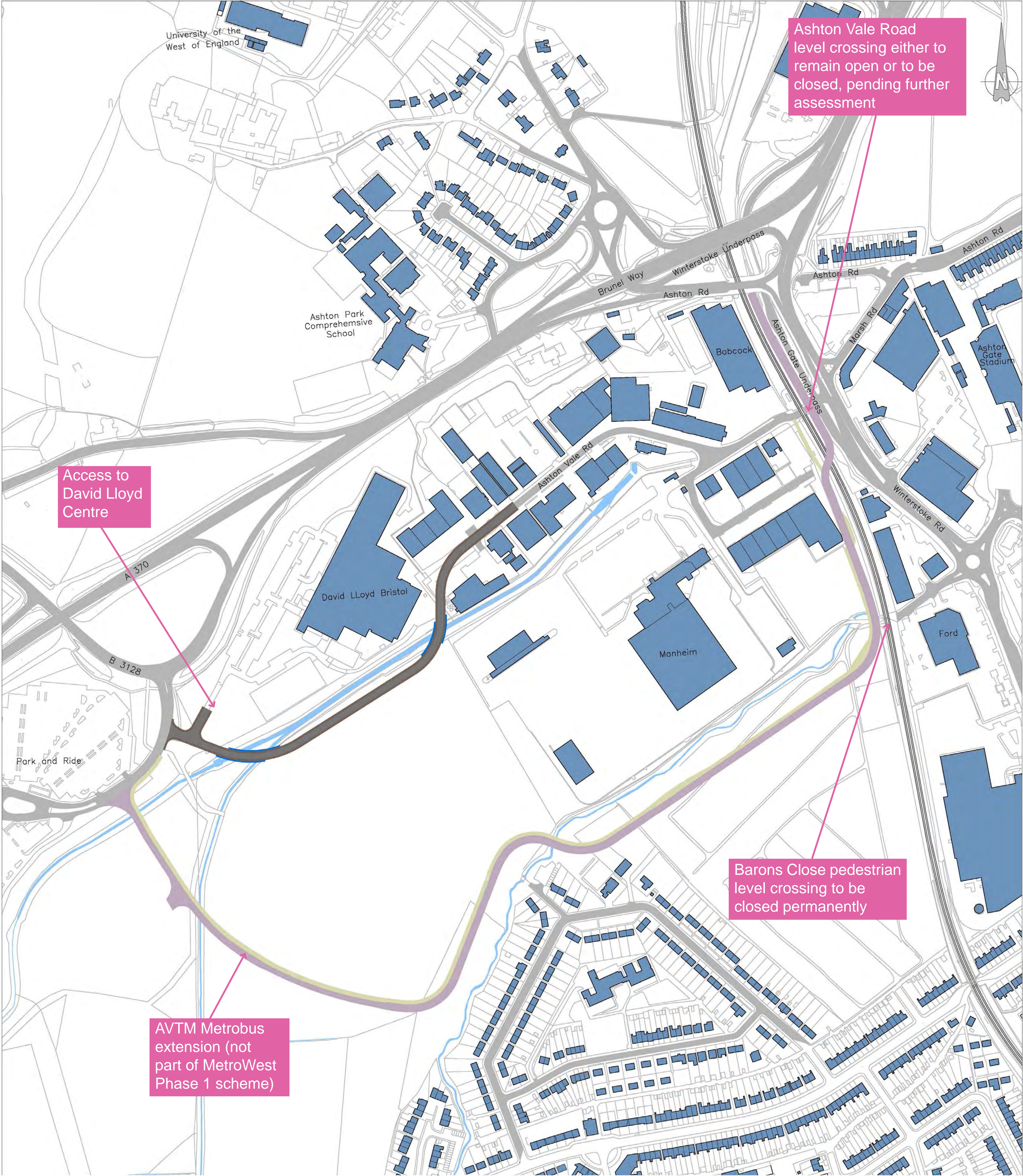
Option-4

Ashton Vale Road Consultation



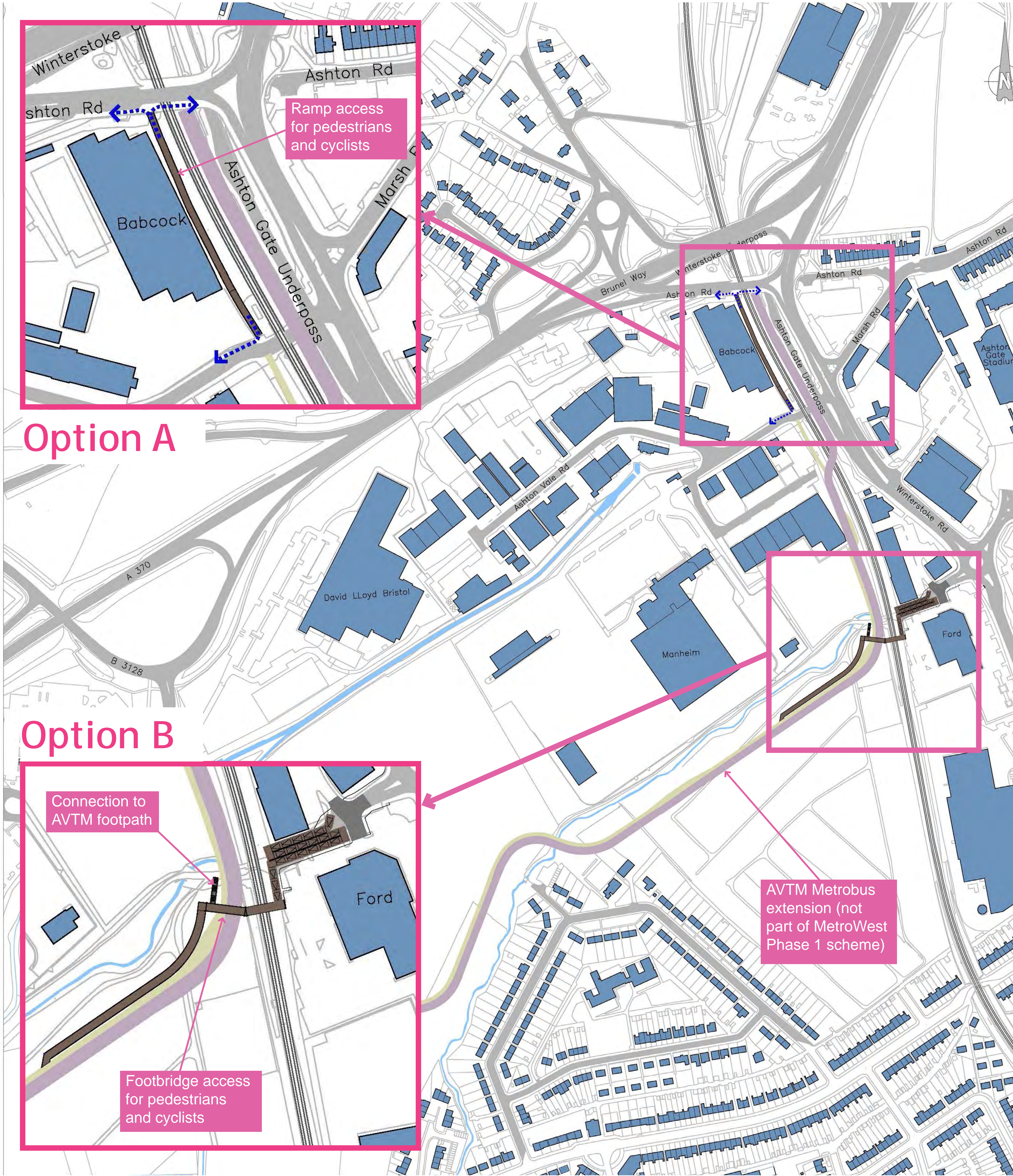
Option-5

Ashton Vale Road Consultation



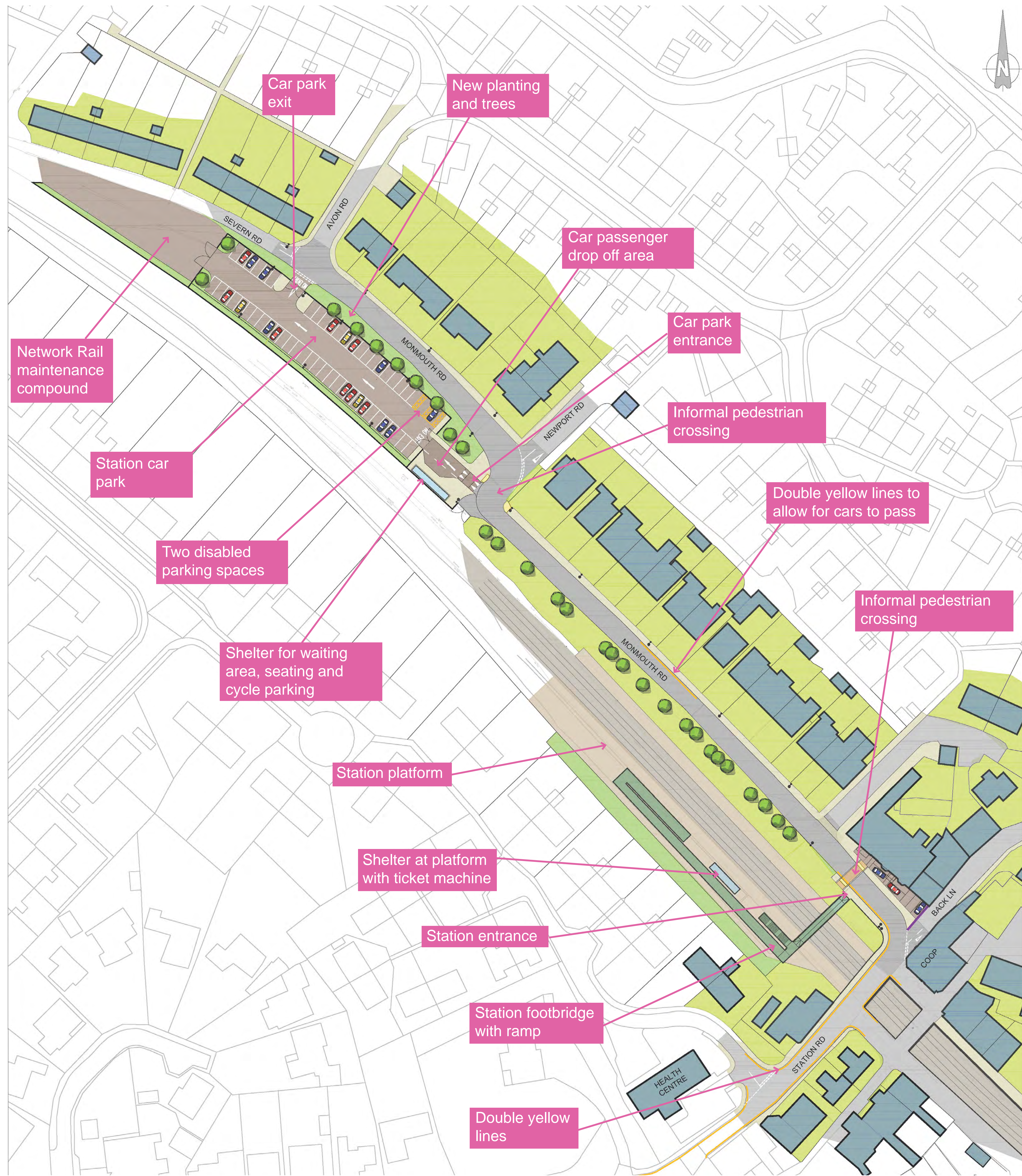
Option-6

Ashton Vale Road Consultation



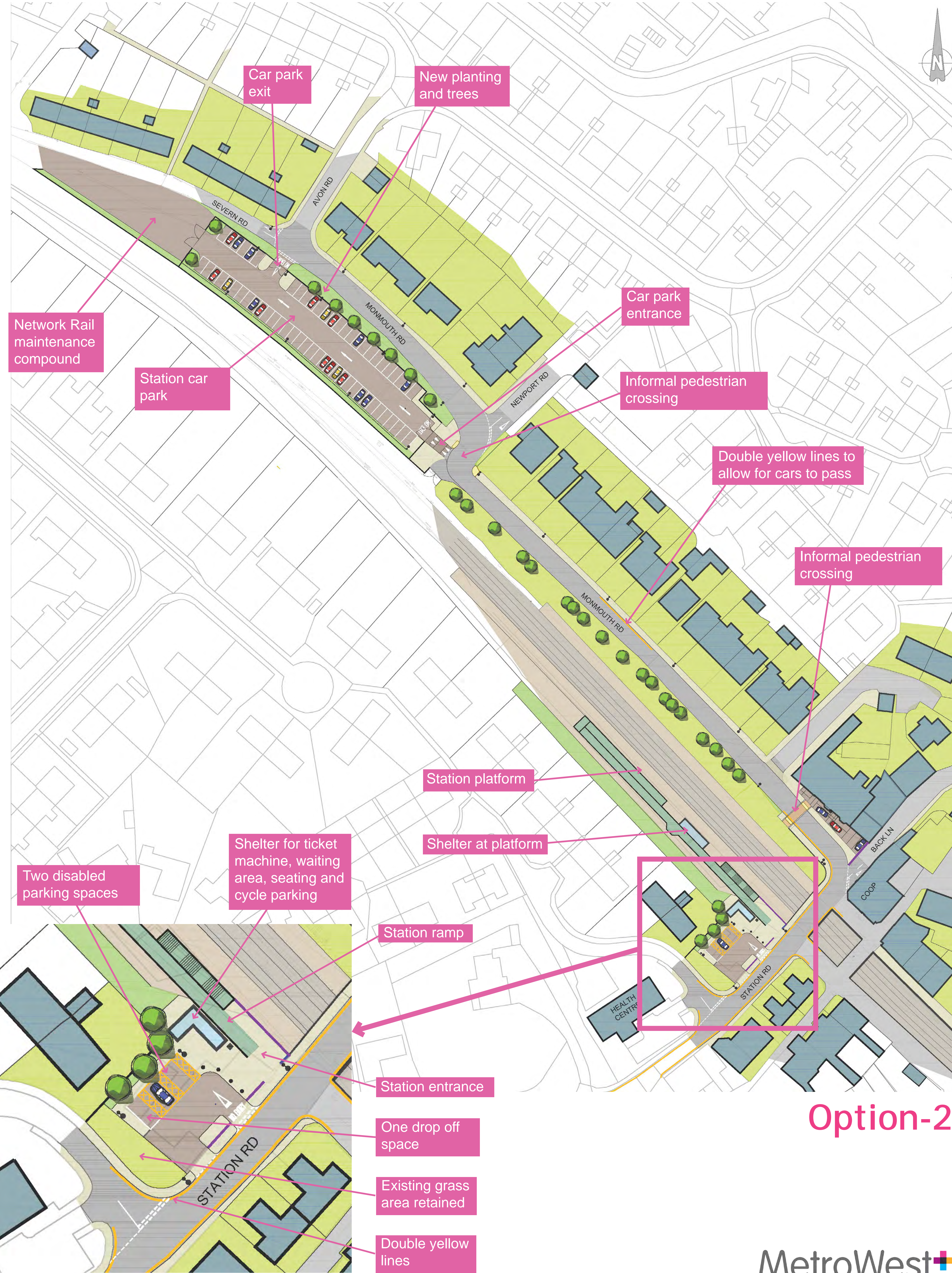
Pedestrian Access Options

Pill station



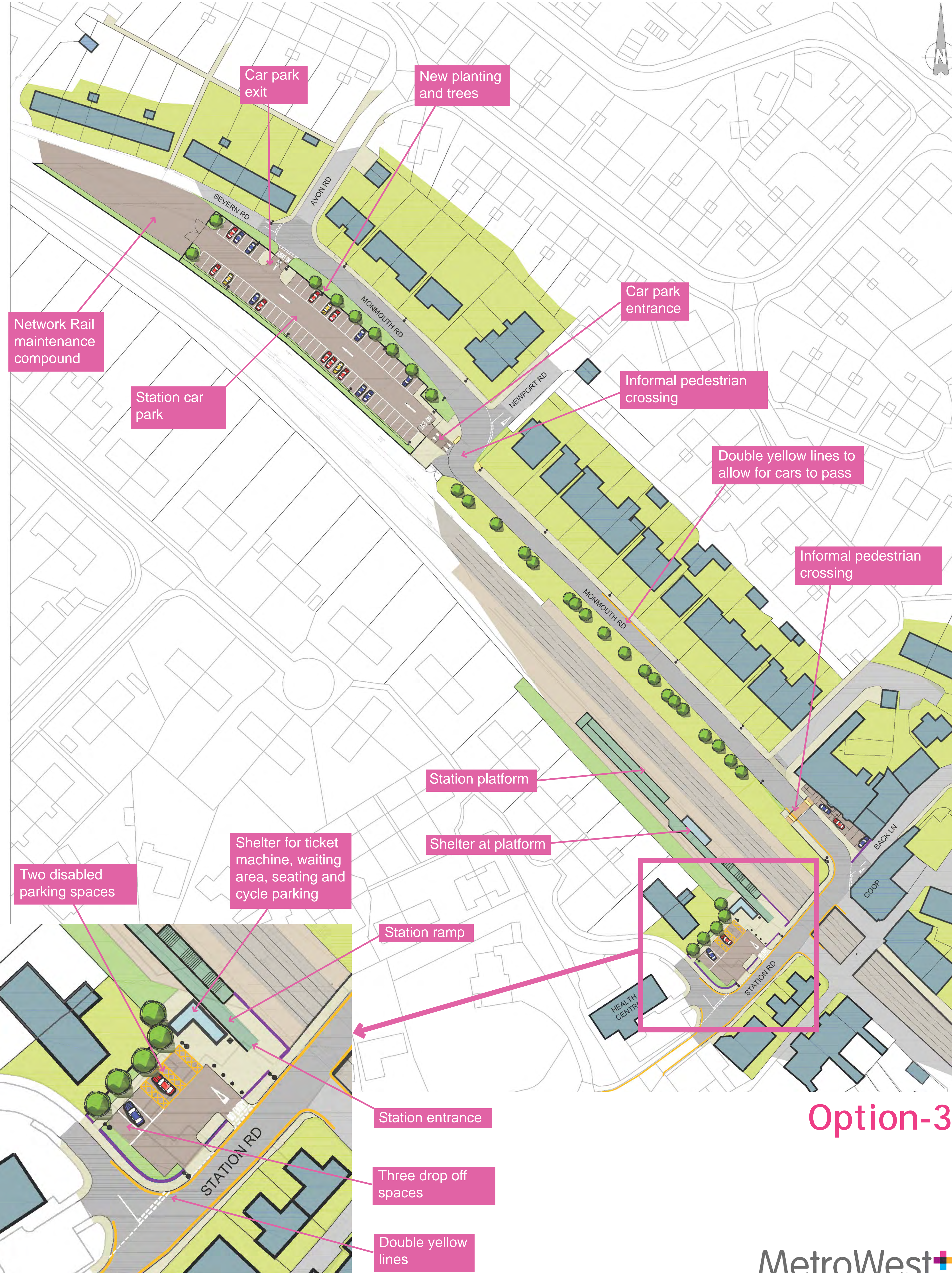
Option-1
As consultation
summer 2015

Pill station



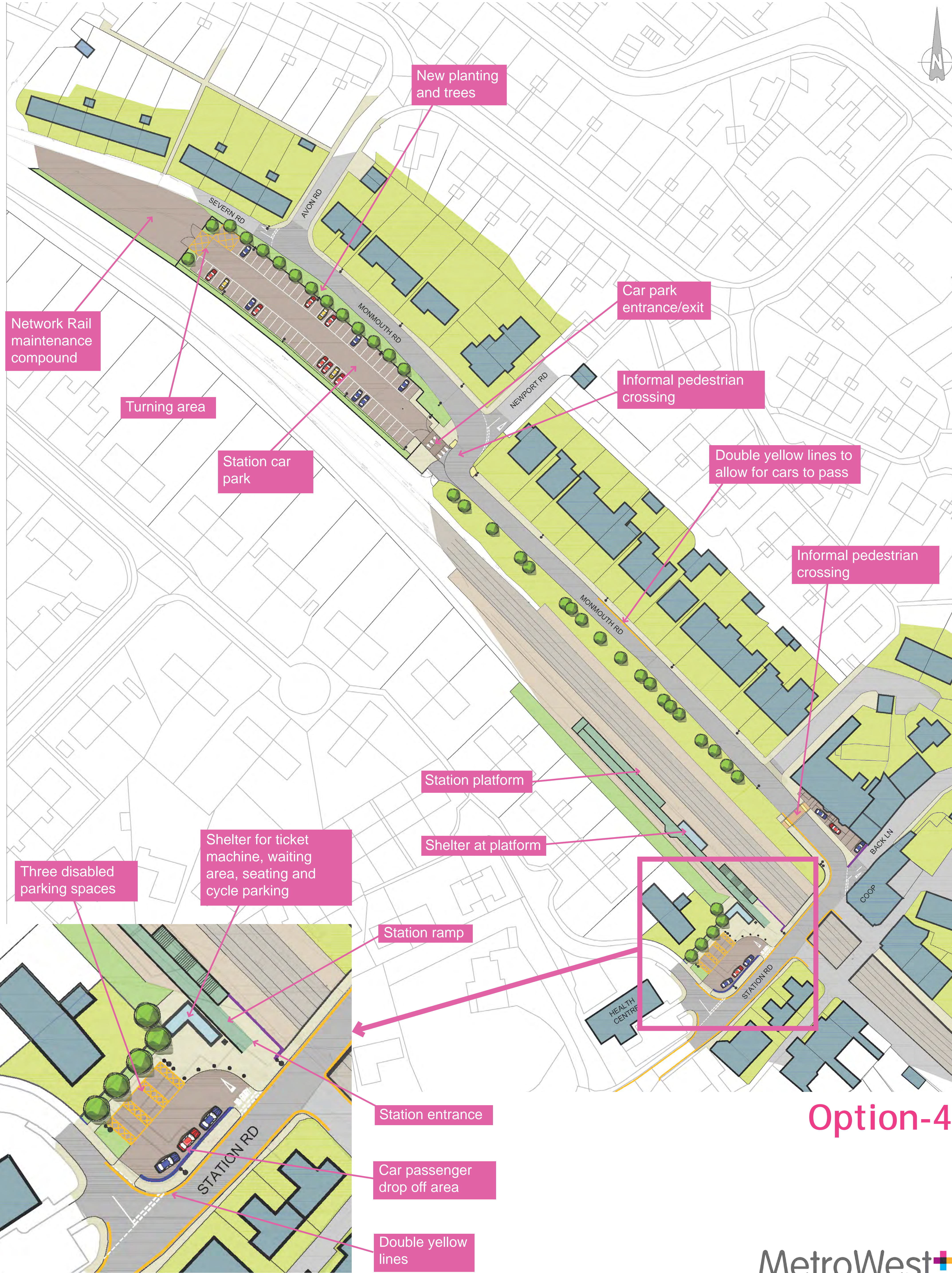
Option-2

Pill station



Option-3

Pill station



Option-4

QUESTION 1: What do you think about our new proposals for the Pill Station access?

QUESTION 2: So we can link your views to your neighbourhood, what is your postcode?

Write to us at: MetroWest, Engine Shed, Station Approach, Temple Meads, Bristol, BS1 6QH

Appendix E
Statutory Bodies letter

25th February 2016

Dear Stakeholder,

METROWEST PHASE 1 – CONSULTATION ON PROPOSALS FOR ASHTON VALE ROAD LEVEL CROSSING & BARONS CLOSE LEVEL CROSSING

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.

In July 2015 we held a stage 1 public consultation setting out our indicative operational and infrastructure proposals for the project. Since last summer our project technical development has progressed and are currently preparing our outline engineering design / operational proposal.

I am writing to you specifically about the Ashton Vale Road highway level crossing and the Barons Close pedestrian only level crossing, to seek your views on proposals to make changes affecting the level crossings. These include the possible closure of both level crossings.

Access to and from Ashton Vale Road is currently constrained by the level crossing and by the highway traffic signals with Winterstoke Road. Currently the Ashton Vale Road level crossing barriers operate (barriers down across the highway) on average less than 4 times per day, for the current volume of freight train operations. However our proposed MetroWest Phase 1 train service entails operating up to 30 passenger trains per day in each direction. 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.

Emerging work for our Transport Assessment indicates that this 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.

Ashton Vale Road proposals

In order to address this traffic impact we have undertaken initial optioneering to evaluate how impacts on highway conditions can be mitigated. This includes an option to revise the existing junction of Ashton Vale Road and Winterstoke Road and a range of options to create a new highway route linking the industrial estate to one of the surrounding highway corridors to the north, west, east or south.

This work has identified 6 potentially feasible highway access options of which 5 options entail a new route to the west to the B3128 Long Ashton Park & Ride junction. Options to create a new highway route linking to the north, east or south are not feasible due to fundamental delivery constraints in respect of; the extent of engineering scope and cost, inability to meet engineering/technical design and safety standards, etc.

The 6 potentially feasible options are:

- Option 1: modify existing junction Winterstoke Road/Ashton Vale Road
- Option 2: new highway access via land owned by Bristol Sport, Manheim Auctions & Bristol City Timber
- Option 3: new highway access via land owned by Bristol Sport and Bristol City Timber
- Option 4: new highway access via land owned by Bristol Sport and Manheim Auctions
- Option 5: new highway access via land owned by Bristol Sport and Delaney Estates
- Option 6: new highway access via land owned by Bristol Sport, David Lloyd and ETM Contractors

Concept plans of the 6 options are attached to this letter. The options 2 to 6 would provide direct access onto arterial highway routes, via the high capacity B3128 Park & Ride junction. Furthermore approx. 500 metres to the west of this junction South Bristol Link (currently under construction) will provide a new A370 to A38 and A4174 arterial route, enhancing highway connectivity further.

Barons Close proposals

The pedestrian only level crossing at Barons Close is proposed to be closed permanently by MetroWest Phase 1. This 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.

Ashton Vale Road (highway and pedestrian) level crossing will either remain open or may be closed to all users, including pedestrians, pending further assessment. However a new path is to be built by the adjacent MetroBus project between Barons Close and Ashton Vale Road on the western side of the railway. Should Ashton Vale Road level crossing need to be closed to all users, this would result in a need for alternative pedestrian crossing over the railway to allow pedestrians to access Winterstoke Road.

Our optioneering work has identified 2 potentially feasible options

- Option A: a pedestrian/cycle path with ramp next to the location of Ashton Vale Road level crossing heading north along the railway boundary (to the east of Babcock's premises) onto the existing Ashton Road bridge over the railway, or
- Option B: a pedestrian/cycle footbridge at Barons Close over the railway and the MetroBus guideway.

Concept plans of the 2 options are attached to this letter. There is a significant difference in the cost of delivering the 2 options. The estimated construction cost of option A is approx. £500,000, while the estimated cost of option B is approx. £4m. Both options would provide fully inclusive (step free) access, with users of option A having the choice of using the existing pedestrian crossing on Ashton Road and the pedestrian underpass linking to Winterstoke Road or the existing steps from Ashton Road to Ashton Gate Underpass/Winterstoke Road.

How to respond our consultation

We are seeking the views of those directly affected by the options and wider stakeholders before the MetroWest Councils finalise their proposals for formal consultation purposes.. 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 and the pedestrian access options to be taken forward for further development of the project design. Following this, in June 16, we intend to undertake formal public consultation, on the project in preparation of our application to the Secretary of State for a Development Consent Order at the end of the year. The project is a nationally significant infrastructure project and therefore requires a Development Consent Order for powers to build and operate the project.

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

- visiting <http://travelwest.info/project/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. 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) Lansdown Club Room 1 & 2 on **Tuesday 8th March from 12:30pm to 7.30pm**. Ashton Gate Stadium, Ashton Road, Bristol, BS3 2EJ.

The consultation is now open and remains open until **midnight 23rd March 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 1 to 6 and pedestrian access options A & B

travelwest 

Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire
councils working together to improve your local transport

Appendix F
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 G
Pill Station Consultation Responses

Subject	Count	Collated summarised consultation comments and issues
Parking	8	Concern that there is currently limited space for parking in the locality of the station and that parking restrictions coupled with station users not using the car parks (to avoid parking charges or because parking on-street is more convenient) will exacerbate parking issues, making it difficult for some local residents to park.
	4	Does not believe that there is a need for parking restrictions on Monmouth Road, as there are already passing spaces provided by the location of residential driveways.
	3	Would it be possible to provide a residential parking scheme, such as the use of parking permits or allowing residents to park in the station car park?
	2	Specific concern about people parking on Samborne Lane if parking restrictions are in place on adjacent roads.
	1	Suggestion that parking restrictions are only implemented after a trial period following the opening of Pill Station and when there is a better understanding of traffic issues.
	1	Supportive of parking restrictions along Station Road to improve traffic flow.
	1	Supportive of parking restrictions along Samborne Lane to prevent station users parking.
	1	Supportive of 1 hour parking only on Monmouth Road to deter station users from parking.
	1	Will there be compensation for the inconvenience caused by parking restrictions?
	1	Would it be possible to use the Memorial Club car park as a station car park?
	1	Would it be possible to provide short stay parking on Station Road for visitors to the Co-op.
	1	Concern that the station car park is not large enough for all station users.
Option preference	11	Generally supportive of the new options that replace 7 Station Road (Station House) with a station forecourt with parking (options 2-4)
	7	Preference for option 4.
	4	Supportive of drop-off parking spaces at the station forecourt.
	3	Preference for option 1.
	3	Supportive of disabled parking located at the station forecourt.
	2	Preference for option 3.
	1	Supportive of provision for cycle parking.
	1	Concern that 2 disabled parking spaces would be inadequate.
	1	Concern that in options 2 and 3 the headlights of vehicles using the disabled parking spaces would shine into the property opposite the proposed station forecourt.
Traffic	2	Would like to ensure that there are controls in place to prevent speeding on Monmouth Road, particularly near the entrance to the main station car park.
	2	General concern about the potential for increased levels of traffic as a result of the new station.

	2	Concern about the potential for increased levels of traffic on Monmouth Road specifically.
	2	Concern that larger vehicles, such as refuse vehicles and emergency vehicles, would find it difficult to negotiate Pill if there is an increase in on-street parking and traffic caused by station users.
	2	Concern about the potential for increased levels of traffic on Station Road, Church Walk and New Road.
Access to the station platform	1	Preference for a bridge linking the main car park to the platform.
Rail service	2	View that Pill Station is not necessary and would not be heavily utilised.
Station facilities	1	Would like a waiting shelter to protect from the rain and the provision of train information displays.
	1	Preference that lighting associated with the new station is designed to minimise light pollution to neighbouring properties.

Appendix H
Ashton Vale Industrial Estate Responses

Subject	From	Comment
Option 1	Affected business	Option 1 unlikely to be sufficient to deal with delays caused by increased barrier down time.
	Affected business	Option 1 is a non-starter which would have a major impact on viability and profitability and would impact jobs. We formally object to this option.
	Affected business	Option 1 is no option at all for commercial businesses on the estate and must not be contemplated.
	Affected business	A barrier down time of 20 minutes each hour would have a very detrimental effect on our business and pose real safety risks.
	Affected business	A total barrier down time of 20 minutes each hour at the existing road junction would be a logistical nightmare for us and our suppliers, and would have a very detrimental effect on our business. It would also pose real safety risks. We do not object to the closure of this junction combined with a replacement access road to the west.
	Member of public	Option 1 will cause a lot more traffic problems than it will solve.
	Affected landowner	The Ashton Vale Level Crossing must be retained. If the level crossing is destined to be operating for 40 uninterrupted minutes per hour then it has to be suitably safely modified (with possible stacking lanes on Winterstoke Road approaches) together with the rear access routes shown in combination on Options 4 or 5.
Option 2	Affected business	Option 2 preferred.
	Affected business	Option 2 takes valuable land away from Manheim which will have an impact on the business in terms of causing an operating capacity reduction. All traffic (including car transporters) would need to travel a lengthy route almost the full length of Ashton Vale Road.
	Affected business	If Option 2 were to be implemented we would favour a land swap arrangement where alternative land could be provided to mitigate the loss of land subject to CPO. We would also like to discuss a new direct access on to the new road.
	Affected business	Option 2 a potentially workable option and we rate it as our option preference No. 4 (where No. 1 is the most desirable).
Option 3	Affected business	Option 3 is one of the better options but we are concerned as to the implications of access via Ashton Vale Road. We would be interested in a direct access on to the new road. This as our option preference No. 3 (where No. 1 is the most desirable).
Option 4	Affected business	Option 4 entails the greatest land take [redacted name(s)] and would result in huge disruption to flows, loss of considerable operational land and a huge reduction in capacity and profitability.
	Affected business	We formally object to Option 4 unless we are to be compensated by the provision of new land on which to operate on. We do not believe this to be a practical option we have not rated it in terms of a preference ranking.
	Affected business	Option 4 has some merit in that it leaves intact the employment potential of the estate as no businesses are materially affected.
	Member of public	Option 4 preferred. Requires the least loss of green and blue space.
	Member of public	Option 4 would be enhanced if specific provision for Manheim vehicle transporters to unload off the main highway were included. Currently, they frequently block Ashton Vale Road completely.

Option 5	Affected business	Option 5 is best, due to the close proximity of the road to the car auctions entrance which causes the most traffic issues in the industrial estate.
	Affected business	Option 5 requires no land take from Manheim) and circumvents the congestion issues identified in Options 2 & 3 . This is a very good option and is our option preference No. 2 (where No. 1 is the most desirable).
	Affected business	Option 5 would have the effect of terminating a business that currently runs a taxi fleet of 420 vehicles and books over 4000 trips a day. I am not in favour of the destruction of unit 4a.
Option 6	Affected business	Option 6 requires no land take from Manheim and is therefore considered a good option. On the assumption that good traffic flow can be assured through the trading estate, this is our option preference No. 1.
	Affected business	Option 6 is the best option.
	Member of public	Option 6 looks to be the most effective.
	Member of public	Option 6 is the best option, as right and left turns would just contribute to horrendous local traffic.
	Member of public	The documents make reference to an earlier engineering option deemed too costly. Can details of this be made publicly available?
	Member of public	Option 6 is the best solution, with easy access onto the main road network, and through into the estate.
All road options	Affected landowner	The Estate currently enjoys access directly onto Winterstoke Road which thereby affords direct and easy access to and from the City Centre and routes both north and south. The options to close the level crossing whilst re-opening the closed line to rail and diverting the estate traffic via the A370 to a rear access to the estate, will prove severely detrimental to the future popularity and wellbeing of the estate as it will no longer have direct access to Winterstoke Road and hence the City Centre. New signage for the diversion onto the A370 and B1323 will cause confusion as to how to gain access to the estate which will lose prominence and accessibility. Traffic will also be caught up in the inevitable queuing which builds on the Cumberland Basin routes especially during commuting hours.
	Affected business	The level crossing should remain open (alongside one of the new road options) with reduced access and with filter lane extended. Consideration should be given to limiting access/egress to trucks only or to exit-only movements.
	Affected business	If the crossing is closed, Babcock will need to move its entrance gates West, leading to alterations in parking facilities
	Affected business	None of the proposals are satisfactory until a way can be found of gaining access into the north east of the auction site using Options 2, 3 & 6 .
	Affected business	Options 4 & 5 for new access road preferred. It would create a new through road for access which does not have entrances to units or sites and appears more practical and safer than Options 2, 3, & 6 .
	Affected business	Our preferred road options are Options 4 & 5 .
	Affected business	Option 1 will make entry / exit to Ashton Vale Road almost impossible due to the number of train movements. Options 2, 3 & 6 would have a major impact on the traffic at the west end of the road, The waste transfer station already has an extremely high number of vehicle movements and extra vehicles coming in this way would only exacerbate the situation.
	Affected business	Options 2, 3, 4 & 5 are acceptable.
	Affected business	We do not object to the closure of the junction combined with replacement access to the west.

	Affected business	Option 2 & 3 would solve the problem of the skip and recycling lorries as they would no longer need to exit by the level crossing. However, this could lead to transporter lorries from the car auction causing increased congestion as they take greater advantage of parking in the road.
	Affected business	If access into the auction site can be by a spur from the new Option 2 & 3 road, the best of all worlds would be achieved and the result would be highly satisfactory.
	Affected business	Option 6 may be as equally effective as Options 2 & 3 but leaves the issue of the transporter lorries.
	Affected business	We prefer option 4 or 5 . This would create a new through road for access, i.e. one which does not have entrances to units or sites. As such, it is a more equivalent replacement to the access resulting from the closure than options 2, 3, or 6 . It appears to be more practical and safer than a partially new access road as shown in options 2, 3, and 6 .
	Affected business	Could the Mannheim entrance be moved to the west end of their land? This would reduce the heavy traffic within the Ashton Vale site whichever option is chosen.
	Member of public	It is most feasible to proceed with Options 2 to 6 because traffic could become very bad on Winterstoke Road with long crossing closures.
	Member of public	Options 4, 5, 6 are the best options but will only work if the crossing/barriers are permanently closed. Traffic waiting at the crossing often form a long queue and options 4, 5, 6 will create long tailbacks that will bring the estate to a standstill unless the crossing is closed.
	Member of public	Ashton Vale Road should stay open. A good compromise would be to make it one way to help the A3029 run smoothly e.g. site access only, removing the need for the traffic lights.
	Member of public	I would vote for closing the Ashton Vale Road junction into Winterstoke road. This is a notably disagreeable junction to use, because of the delays getting out onto Winterstoke Road. I have no preference between Options 2 to 6 .
	Member of public	The railway was there long before the businesses, they should just put up with the increase in rail traffic on this crossing.
	Member of public	Turning circle of car transporters and large loads could be limited.
Pedestrian crossing, options A & B	Member of public	Vehicles travelling down Winterstoke Road will have longer journeys if the level crossing is permanently closed.
	Affected business	Ramp in Barons Close option A must not compromise the security of the site. The ramp should be enclosed and consideration given to additional lighting and CCTV.
	Affected business	Option A is no good as most pedestrians want access to Sainsbury's or local shops and this sends you in the wrong direction.
	Affected business	Option B is by far the best option for pedestrian access.
	Affected business	Any footbridge crossing the railway line at Baron's Close must be integrated into the future design of Ashton Gate station.
	Affected business	Option A seems to be unsafe as there could be large volumes of people trying to gain access to the stadium via this route on match days and that could cause crowding on a very busy road with fast moving cars. This seems to be dangerous and unnecessary. In the event of the level crossing closure we believe that Option B is the only way to go. It would enable stadium visitors using MetroBus to alight at Ashton Vale and walk to the stadium.
	Affected landowner	The closure of pedestrian access routes south towards local shops and Sainsbury's will mean that employees on the estate will have a lengthy, convoluted route for

		convenience shopping and other services which can be easily accessed at present.
	Local Campaign Group	Option B should be taken forwards, amended as necessary, to ensure the footbridge can also serve Ashton Gate Station.
	Local Campaign Group	Both pedestrian options should be built. Option A is also needed for access to Ashton Vale Road trading estate.
	Local Campaign Group	A footbridge at Barons Close would serve the large number of people who will want to walk between the stadium / Ashton Gate area, the Long Ashton Park & Ride site and Ashton Vale MetroBus stop along the MetroBus path.
	Affected business	Our preferred pedestrian option is Option A , otherwise people will still cross the road at the same point & not walk down to the crossing point further away from the estate.
	Member of public	It essential to have at least option A as it is relatively low cost. Only having option B would mean a considerable detour for pedestrians and cyclists wishing to access Ashley Vale Road from the north.
	Member of public	With option A , a ramp could be considered under Ashton Gate Underpass to give easier access to the top of the ramp. Cycling through the tunnel is not very safe especially when many school pupils are around.
	Member of public	Pedestrian access via Babcock will not get approved. [redacted statement]
	Member of public	Pedestrian access to Ashton Vale Road would have to be maintained (via a footbridge) as many of the workers in the area walk to work.
	Member of public	The pedestrian bridge should be built rather than making people walk around Babcock, The majority of pedestrians that leave the estate head to shops located in the opposite direction. The Babcock route would be challenging for those who are less mobile and could also deter people who walk from local areas from using services on the estate.
Operational/ Financial impact	Affected business	We assume that any additional costs would be reimbursed by the scheme.
	Affected business	Proposals have a major financial impact on our business. A robust solution is needed to preserve access for staff, customers and the many daily vehicular transporters attending our site to deliver in and collect cars.
	Affected business	We wish to put on record our interest in acquiring additional land to further grow our operations, and hence employment on site, should there be any opportunities of doing so.
	Affected landowner	The potential loss of direct access onto Winterstoke Road has already led to concern amongst clients' tenant occupiers and is causing them to think short term in considering lease renewal and investment options. The proposed scheme is already causing generalised blight to the estate and will seriously damage investment value, from now and over a period of years to come.
	Member of public	One of the options requires demolition of the V Cars building. This potentially removes a business, and also space for further businesses. What help would be offered to the V Cars business for relocation etc?
Construction impacts	Affected business	Construction of Options 2-6 must be completed before any works on the level crossing.
	Affected business	Construction will cause major disruption for 18 months and might in some cases result in a terminal situation. Business rates should be suspended for a period of at least 2 years and thereafter reduced to 50% of the current rate.
	Member of public	What drainage and sewerage options are being proposed during the build project and once the metro system is up and running?

Cyclists / pedestrians	Member of public	The two options proposed do not meet the needs of existing cyclists and will not encourage new users to consider the cycle as a viable form of transport for South Bristol.
	Member of public	Scheme will result in increased cycle traffic on routes that at present are mostly used by pedestrians.
	Member of public x 2	Option A has good points but requires dangerous cycling manoeuvres in order to connect with Paxton Drive and Festival Way.
	Member of public x 2	It is not acceptable to provide a new rail connection at the expense of cyclists.
	Member of public x 2	Potential alternative cycle routes are too narrow for shared use, with tight turns and in places adjacent to a 40mph road (plan provided). Cyclist should not be expected to dismount.
	Member of public x 4	Problems can largely be resolved by providing an additional route over unused land in between the allotments and the railway line (plan provided).
	Member of public x 2	Can cycle/pedestrian access be provided using the existing bridges to the south of Baron's Close?
	Member of public	Concerned about ease and safety for pedestrians/cyclists crossing the junction and Winterstoke Road.
	Member of public	A safer and convenient way of crossing both Winterstoke Road and the A370 should be provided, particularly given the high number of school children that require access to Ashton Park.
	Member of public	Cyclists going to Ashton Vale Road will have to ride along the carriageway near the Sam FM building. This is a dangerous section due to traffic speeds and multiple lane changes. A dedicated cycle path access from both the city side and the Long Ashton side of Ashton Vale Road needs to be added to the plan for safety reasons.
Traffic issues	Affected business	Appropriate traffic management needed to avoid congestion at David Lloyd facility and P&R at peak times.
	Affected business	Junction with B3128 needs to provide adequate turning radius for large HGVs and oversize loads.
	Member of public	Scheme will result in increased delays at peak times northbound on the A370 due to traffic exiting the Aston Vale Road.
	Member of public	Access to the east should be considered in addition to the proposed access to the south.
	Affected business	Could the Mannheim entrance be moved to the west end of their land? This would reduce heavy traffic within the Ashton Vale site.
	Affected business	Problems are currently caused by transporter lorries parked in Ashton Vale Road and by the movements of skip lorries. Any plan that reduces these problems would be helpful.
	Affected business	Skip lorries pass hazardously close to cars parked either side of the road. Environment Agency has previously been asked to help reduce the hazard of the skip vehicles, but problems have recurred.
	Affected business	A roundabout should be constructed on the B3128 with preferential traffic lights at peak times for egress from Ashton Vale.
	Affected business	Emergency vehicle access to businesses on Ashton Vale trading estate must be considered.
Potential Ashton	Affected business	Further thought should be given to providing a station at Ashton.
	Member of public	Opening of an Ashton rail station adjacent to Brunel Ford is a brilliant idea.

Gate station	Member of public	If the level crossing is to be closed, there is an opportunity is to reinstate the Ashton Vale Station to serve local businesses and the Stadium.
	Member of public	Ashton Gate station should have pedestrian access to David Lloyd and interchanges with the Metro Bus.
Statutory consultee response	Bristol Port	<p>The fourth paragraph of your correspondence refers to the Ashton Vale Road level crossing being operated on average less than 4 times per day. I remind you that current freight traffic on the rail link is no indication of future traffic and that the limit on freight traffic is an average of 20 trains daily per calendar year in and out of the Port (NSC full planning permission ref: 11/P/1893/F dated 2 December 2011).</p> <p>In response to the current consultation The Bristol Port Company considers that the impact of permitted freight traffic and the proposed passenger services will require a new highway access to Ashton Vale Road and that Option 1, being the proposal to modify the level crossing in an effort to accommodate all the new train paths, is not workable. Given our view that the existing level crossings at Ashton Vale Road and Barons Close must both be closed we have no particular view on the arrangements for pedestrians and either of the options suggested appear satisfactory</p>
Statutory consultee response	Bristol Water	<p>We attach a copy of the ordnance survey sheet upon which we have marked the sizes and approximate positions of our water mains in the area of your proposals, which are normally laid with 750mm of cover in footpaths and verges and 900mm of cover in roads. We do not normally keep records of service pipes, however, a number of such pipes may be indicated upon our ordnance sheet, but no guarantee as to the accuracy of this information can be given.</p> <p>As you see, your proposals will affect our mains. When you have selected your preferred option, we would be pleased to receive further details including existing and proposed ground levels over and adjacent our mains, any change of use or cover over our mains. Should you propose to lower ground levels we may require to divert our mains at your cost. Your Contractor will be required to take great care when excavating in the vicinity of our mains.</p>
Statutory consultee response	Coal Authority	<p>I have reviewed the proposals and can confirm that the proposed works at Ashton Gate Level Crossing and Barons Close Level Crossing would be located within the defined coalfield, and accordingly due consideration should be afforded to ground conditions and the potential for unstable land resulting from past coal mining activities to impact on the proposed development options.</p> <p>Our coal mining records indicate the presence of recorded mine entries within the vicinity of the Ashton Gate Level Crossing and Barons Close Level Crossing, and the likely presence of historic unrecorded underground coal mining at shallow depth within this part of the Bristol urban area. Accordingly, we would expect due consideration to be afforded to ground conditions and these potential coal mining legacy risks, including any proposals for intrusive site investigations and/or remedial measures if necessary, to inform any proposed development in this area and to ensure that new development would be safe and stable.</p>
Statutory consultee response	Environment Agency	<p>Please find hereunder the Agency's comments in respect of the options submitted:</p> <p>Option 1</p>

		<p>We have no major concerns with this option, however, we highlight that the Agency needs to have 24/7/365 access for both emergency works and routine maintenance to the Agency's compound for the Ashton Vale weed screen structure off Ashton Vale Road. The access needs to be sufficient for crane-size vehicles. We also highlight that we currently use the Barons Close pedestrian level crossing for access to check the entrance to the Old Colliters Brook. We note that you intend to close this crossing permanently, however, this should not be a problem for us as we have reached an agreement with the AVTM Metrobus (BCC) for us to use the AVTM Metrobus maintenance track along the route from which we could gain access to the new trash screen arrangement on the Old Colliters Brook.</p> <p>Option 2</p> <p>It is unfortunate that this option involves new bridge crossings on the New Colliters Brook, which follows the construction of another new crossing just upstream as part of the AVTM Metrobus route. Any proposed new bridge crossing should be clear span in design and tested through modelling (CAFRA model) to demonstrate that the capacity of the Ashton Vale Flood Defence Scheme will not be reduced. Furthermore, the proposed road along the right bank of the New Colliters Brook should be no less than 10m from the top of bank of the watercourse to provide maintenance access for the Agency. A suitable crossing over the road would need to be provided.</p> <p>As with Option 1, we highlight that the Agency needs to have 24/7/365 access for both emergency works and routine maintenance to the Agency compound for the Ashton Vale weed screen structure off Ashton Vale Road. The access needs to be sufficient for crane-size vehicles.</p> <p>Option 3</p> <p>This option proposes to significantly alter the Ashton Vale Flood Defence Scheme. We require much more detail to explain the intentions. The plan indicates an Environment Agency trash screen where there currently is not one - does this imply that a new trash screen will be constructed on the assumption that the Agency will maintain it? We would then have two structures to maintain. Who would maintain the new culvert structure? We may also seek commuted sums for any new structure we are expected to maintain. The proposals must be fully tested through modelling (CAFRA model) to demonstrate that the capacity of the Ashton Vale Flood Defence Scheme will not be reduced. As with Option 1 and 2 we highlight that the Agency needs to have 24/7/365 access for both emergency works and routine maintenance to the Agency compound for the Ashton Vale weed screen structure off Ashton Vale Road and for any new structure we are expected to maintain. The access needs to be sufficient for crane-size vehicles. A full WFD assessment will be required for the significant length of proposed culverting.</p> <p>Option 4</p> <p>This option appears to involve a new road being constructed through our Ashton Vale weed screen compound off Ashton Vale Road. We have not previously been approached about this and we have significant concerns about it. The Agency needs to have 24/7/365 access for both emergency works and routine maintenance to the Ashton Vale weed screen compound. The access needs to be sufficient for crane-size vehicles. Again as with the other options, it is unfortunate that this option involves new bridge crossings on the New Colliters Brook, which follows the construction of another new</p>
--	--	--

		<p>crossing just upstream as part of the AVTM Metrobus route. Any proposed new bridge crossing should be clear span in design and tested through modelling (CAFRA model) to demonstrate that the capacity of the Ashton Vale Flood Defence Scheme will not be reduced. Furthermore, the proposed road along the right bank of the New Colliters Brook should be no less than 10m from the top of bank of the watercourse.</p> <p>Option 5 Like Option 3, this option also proposes to significantly alter the Ashton Vale Flood Defence Scheme. We require much more detail to explain the intentions. The plan indicates an Environment Agency trash screen where there currently is not one - does this imply that a new trash screen will be constructed on the assumption that the Agency will maintain it? Who would maintain the new culvert structure? The proposals must be fully tested through modelling (CAFRA model) to demonstrate that the capacity of the Ashton Vale Flood Defence Scheme will not be reduced.</p> <p>As with the other options we highlight that the Agency needs to have 24/7/365 access for both emergency works and routine maintenance to the Agency compound for the Ashton Vale weed screen structure off Ashton Vale Road and for any new structure we are expected to maintain. The access needs to be sufficient for crane-size vehicles. We may also seek commuted sums for any new structure we are expected to maintain. A full WFD assessment will be required for the significant length of proposed culverting.</p> <p>Option 6 As with the other options, it is unfortunate that this option involves new bridge crossings on the New Colliters Brook, which follows the recent construction of another new crossing just upstream as part of the AVTM Metrobus route. Any proposed new bridge crossing should be clear span in design and tested through modelling (CAFRA model) to demonstrate that the capacity of the Ashton Vale Flood Defence Scheme will not be reduced. Furthermore, the proposed road along the right bank of the New Colliters Brook should be no less than 10m from the top of bank of the watercourse to provide maintenance access for the Agency. A suitable crossing over the road would need to be provided. As with Option 1 we highlight that the Agency needs to have 24/7/365 access for both emergency works and routine maintenance to the Agency compound for the Ashton Vale weed screen structure off Ashton Vale Road. The access needs to be sufficient for crane-size vehicles.</p>
Statutory consultee response	Instalcom	With reference to your enquiry regarding the above noted location, I can confirm that LEVEL 3, GLOBAL CROSSING (UK) LTD, GLOBAL CROSSING PEC FIBERNET UK LTD and FIBRESPAN LTD networks <u>DO NOT</u> have any apparatus within the immediate proximity of your proposed works.
Statutory consultee response	KCOM Group PLC	<p>With regards to your request for details of existing services in the search area supplied, we can confirm that based on the details provided to us, we have no buried plant or equipment in the identified area.</p> <p>This is valid for 3 months from the date of receipt of this email.</p>

Statutory consultee response	Verizon	We have reviewed your plans and have determined that Verizon (Formally known as MCI WorldCom, MFS) has no apparatus in the areas concerned.
Statutory consultee response	Vodafone	Please accept this email as confirmation that Vodafone: Fixed <u>does not</u> have apparatus within the vicinity of your proposed works detailed below.
Statutory consultee response	Wessex Water	<p>Having reviewed your client's proposals, please find our comments below to enable you to progress forward:</p> <p>1. The proposed works to provide new vehicular access to the David Lloyd Centre: Options 1-6)</p> <p>Having reviewed options 1 to 6, Wessex Water can advise that any of the proposed works over the stated options themselves, will generate negligible impact upon our existing public waste water sewers within the area, on the basis that we have these existing public sewers recorded as being at least 2.0m deep to invert.</p> <p>This assessment is based upon where options 1-6 will seek to have a maximum excavation depth of no more than 0.5m deep to accommodate and allow for the new highway construction itself and will not seek to permanently reduce the levels significantly, resulting in reduced coverage over our existing waste water public sewers at the above location and may subsequently seek to increase the risk of disruption in Wessex Waters ability to meet and satisfy current service levels</p> <p>We note that these options are high level and indicative only and are subject to selection, which will then be subject to further site investigation as deemed appropriate to enable the preferred option to progress to detailed design stage. However, if permanent lowering of the existing levels are required either for the new proposed access to DLC or as part of the existing permanent way level crossing, then further consultation will be required with WW to agree a suitable way forward.</p> <p>2. The proposed pedestrian access: (Options A & B)</p> <p>Having reviewed options A & B, Wessex Water can advise that we have some concerns with regards to option B only, of which this proposal consists of proving new ramped access for pedestrians and cyclists.</p> <p>Wessex Water can confirm that we have an existing 150mm diameter FW public sewer recorded as being located within this area and will be more than likely be impacted upon by the proposed option B, where we have the depth of this sewer being recorded as ranging from 0.7m to 1.45m deep to invert.</p> <p>Our maps are only indicative, therefore, if option B is progressed, WW advises that further site investigation will be required to ascertain the real depths and location of this sewer relative to the location of proposed option B, to ensure that option B does not negatively impact on the performance of this sewer itself as not to seek to increase the risk of sewage flooding or pollution in the downstream catchment, where any scheme as part of the overarching sewer protection issue</p>

		<p>in this location will need to include items such as maintaining our current access arrangements for maintenance at the MH's, and ensuring that minimum cover to the existing sewer is maintained, - where it is not, - the developer will need to agree suitable adequate protection measures are constructed as appropriate and promote this to use for further appraisal and comment.</p> <p>Wessex Water would need to understand the impact of any supporting structure and their associated foundations under option B, where we anticipate will penetrate deep into the ground in the location of where we believe our FW public sewer is located.</p> <p>I have attached and included an extract of our asset sewer plan for your reference, highlighting the public sewer in question that we believe may be impacted upon by proposed option B.</p>
Statutory consultee response	Western Power Distribution	<p>We do have some electricity cables (low voltage (230v / 400V) and high voltage (11,000v)) present in the areas of the proposals as well as some electricity substations.</p> <p>If any of these cables or substations need to be repositioned then these work would be chargeable.</p> <p>I have attached copies of our records for your information.</p> <p>I would like to make a few comments about each option together with budget costs. All budget costs exclude VAT.</p> <p><u>Ashton Vale Road :</u></p> <p>Option 1 : We do have cables present here but they are laid in ducts underneath the existing line and hopefully they should not be affected by the proposals.</p> <p>Option 2 : There are cables present where the new access road meets Ashton Vale Road which would need to be lowered. Budget cost £4k</p> <p>Option 3 : There are cables present where the new access road meets Ashton Vale Road which would need to be lowered. Budget cost £4k</p> <p>Option 4 : There are cables present where the new access road meets Ashton Vale Road which would need to be lowered. Budget cost £4k</p> <p>Option 5 : There are cables present where the new access road meets Ashton Vale Road which would need to be lowered. Budget cost £4k</p>

		<p>Option 6 : (1) We have a substation close to the proposed new access road. Hopefully this should not be affected but if it needed to be moved then a budget cost for this would be £40k - £50k</p> <p>(2) There are cables present where the new access road meets Ashton Vale Road which would need to be lowered. Budget cost £6k</p> <p><u>Barons Close :</u></p> <p>We have no cables present here so neither option should affect us.</p>
Statutory consultee response	WWUtilities	<p>WWU has an 8" Low Pressure Gas Main in this level crossing, see screen print below. This crossing of the existing railway by our gas main is covered by WWU's Statutory Rights under the Gas Act 1986 and NRSWA and we assume the level crossing would be closed by means of a stopping up order and we request that such order reserves these statutory rights in the normal way. If works are required in addition to the Stopping Up Order these may require protection of the pipe or diversion at the cost of the Metro West Operator and access will be required to effect such works.</p>