

Appendix I
Summary of Responses from
Members of the Community (with Project Responses)

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 47 Questionnaire and Written Responses

Issue no.	Topic	Response to consultation	No. of responses	Response status: 1. Ongoing consideration 2. Stage 2 Response 3. Out of MetroWest Phase 1 scope 4. Noted	Response to consultee
0. SCHEME COMMENTS - GENERAL					
0.1	DCO Scheme – supportive	General comments in support of the DCO Scheme's proposals.	665	4. Noted	
0.2	DCO Scheme – not supportive	General comments not in support of the DCO Scheme's proposals.	18	4. Noted	
0.3	Timescale concerns	General concerns over the amount of time the DCO Scheme is taking to develop. A final decision is needed – problems selling houses in times of uncertainty.	106	2. Stage 2 Response	Information about the DCO Scheme in respect of the infrastructure, planning, environmental etc requirements and related timescales and estimated costs was set out in our Preliminary Business Case (Sept 2014) and Outline Business Case (Dec 2017). The DCO Scheme requires a Development Consent Order to build and operate the dis-used line between Portishead and Pill. The timescales for this technical work are governed by a range of factors including completing engineering design stages, meeting prescribed technical requirements, statutory processes and other factors such as the wider rail industry work programme. There are some factors outside of the control of the DCO Scheme, however our plan is to complete all these technical and statutory processes by 2020 and then proceed with construction.
0.4	Costs	Concerns over the costs of the DCO Scheme's development and construction and management of them.	19	2. Stage 2 Response	Information about the project estimated costs and technical work undertaken on the project was set out in our Preliminary Business Case (Sept 2014) and Outline Business Case (Dec 2017)

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0. SCHEME COMMENTS - GENERAL					
0.5	Hourly service not enough / capacity concerns / route concerns	<p>Hourly service is not enough, particularly at peak times.</p> <p>Service frequency needs to be 'turn up and go' such as every 15 minutes.</p> <p>If commuters miss the train they will not wait another hour.</p> <p>Trains will run empty during the day – expensive / environmentally unfriendly.</p>	202	2. Stage 2 Response	<p>A multi-modal transport model (mathematical model) known as G-BATS4, alongside rail industry models are being used to forecast rail passenger demand and highway traffic impacts. Early forecasts were reported in the Preliminary Business Case (Sept 2014), with more detailed work in the Outline Business Case (Dec 2017). The Transport Assessment will be included in the Environmental Statement as part of the DCO application.</p>
0.6		<p>Services could be increased / more resilient to breakdowns by:</p> <ul style="list-style-type: none"> • increased amount of double tracking; • second platform at Portishead; • run-around loop at Portishead; • build a siding at Portishead; and • re-open the old sidings at Clange Road to hold freight trains and increase capacity. 		2. Stage 2 Response	<p>For the proposed frequency, MetroWest Phase 1 is proposing additional line capacity via double tracking through Pill (from the eastern side of Pill Viaduct, to Pill Station and to west Pill) separating passenger trains from freight trains. This additional line capacity was identified by technical work undertaken by Network Rail which involved modelling the MetroWest Phase 1 train paths and the freight train paths.</p>
0.7		<p>Proposed infrastructure needs to be future proofed.</p> <p>Ensure enough land is safeguarded for future upgrades / line increases.</p>		2. Stage 2 Response	<p>Future proofing of infrastructure has been incorporated into the design, where possible. For instance, for any future upgrade to enable to operation of a half hourly passenger train service, no further infrastructure works would be required between Pill and Portishead. The major works to facilitate this would be limited to works to increase the line speed through the Avon Gorge, double tracking works through Bower Ashton and enhancement works to Parson Street Junction.</p>
0.8		Train speed is not enough.		2. Stage 2 Response	<p>Train speed and line capacity for the proposed hourly passenger train service, was identified by technical work undertaken by Network Rail which involved modelling the MetroWest Phase 1 train paths and the freight train paths. By maintaining the current line speed through the Avon Gorge, work in the Avon Gorge is reduced and still provides a journey time of approximately 23 minutes between Portishead and Bristol Temple Meads.</p>

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0. SCHEME COMMENTS - GENERAL					
0.9		Proposed number of carriages is not enough / platform should be longer to accommodate more carriages.		2. Stage 2 Response	Technical assessment work has been undertaken to quantify the rail passenger demand. The assessment indicates 3 car units (3 train carriages) will provide sufficient passenger capacity in the early years of operation. In the medium to long term additional carriages could be introduced and the platforms at Portishead and Pill Stations will be built to accommodate 5-carriage trains. Parson Street station requires only minor alterations for 5-carriage trains and Bedminster station already accommodates 5-carriage trains. This is reported in more detail in the Outline Business Case (Dec 2017).
0.10		Services should run through to the Severn Beach Line, Bath, and other destinations.		2. Stage 2 Response	Funding limitations identified in March 2017 resulted in Phase 1 being re-evaluated and promoted as an initial 1 train per hour scheme. This service pattern and rolling stock only allows for a shuttle service between Portishead and Bristol Temple Meads. The current working assumption is the MetroWest Phase 1 train service will utilise platform 4 at Bristol Temple Meads. The MetroWest Phase 1 train operator could extend the service beyond Bristol Temple Meads as part of its future service planning and timetable scheduling.
0.11	Hourly service - supportive	Hourly service is preferred to none	23	4. Noted	

SECTION 1 – PORTISHEAD TO ROYAL PORTBURY DOCK

1.1	Portishead Station design - supportive	Support for: design, layout, future proofing, retail unit, toilets, waiting room.	37	4. Noted	
1.2	Portishead Station design - concerns	Portishead Station will be a very important gateway for the town. The design needs to be attractive and welcoming. The current design of the station is too basic. Station design is poor. Not at all in keeping with the town's ambience.	11	1. Ongoing Consideration	An architect has been appointed to develop the design of the station building and environment. Further details will be set out in the Design & Access Statement as part of the DCO application and will be included in the Consultation Report accompanying the DCO application.

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1.3		<p>The visual that show the walls that would enclose the end of the railway line/station appear unsightly and need refinement to appear attractive.</p> <p>The structural protection that surrounds the end of the track as it meets Quays Avenue must be designed appropriately, recognising that this will be a prominent viewpoint for station users and residents. It would be worthwhile for instance considering how this could potentially be treated using green walls.</p>		1. Ongoing Consideration	An architect has been appointed to develop the design of the station building and environment. Further details will be set out in the Design & Access Statement and will be included in the Consultation Report of the DCO application.
1.4		The glass roofing will not wear well over time.		2. Stage 2 Response	The design no longer includes glass roofing.
1.5		<p>There needs to be weather protection for passengers outside the hours of the ticket office.</p> <p>Perhaps stretch the canopy of platform along further down the platform to cover more people who wait.</p>		1. Ongoing Consideration	An architect has been appointed to develop the design of the station building and environment. Further details will be set out in the Design & Access Statement and will be included in the Consultation Report accompanying the DCO application.
1.6		Include solar panels.		2. Stage 2 Response	The design does not currently include solar panels on grounds of cost, however this can be reviewed during the detail design stage.
1.7		Consideration needs to be given to the new landscaping and tree screening around the station and critical areas.		1. Ongoing Consideration	An architect has been appointed to develop the design of the station building and environment. Further details will be set out in the Design & Access Statement and will be included in the Consultation Report accompanying the DCO application.

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1.8	Portishead – Restricted parking (double and single yellow lines) - supportive	<p>Without restrictions those using the station are likely to overspill onto Phoenix Way, part of The Vale housing estate, existing business and residential parking surrounding Harbour Road, and existing car parks.</p> <p>The parking limitations proposed are not extensive enough.</p> <p>Parking is already an issue because residents don't use their garages or driveways to keep highways clear.</p> <p>Parking is an issue on Haven View because of a local business which puts cones out to make room for their lorries.</p> <p>Parking restrictions around the station will aid smoother traffic flow at peak times.</p> <p>Introduce a ticket for discounted parking if you use the train.</p> <p>Harbour Road is at present very difficult to negotiate with constant on road parking related to health centre and local businesses.</p> <p>No parking on Harbour Road and Phoenix Way will make it safer and ease driver frustrations.</p> <p>Parking restrictions are needed to ensure emergency services and refuse lorries can have access at all times, and need to be well policed.</p> <p>Finisterre Parade is a well-used cut through, but parked cars cause it to become very congested. Without parking restrictions it will become worse.</p>	91	1. Ongoing Consideration	The consultation responses received about perceived on-street parking impacts include diverse opinions about what is needed. All the responses are being considered and the outcome will be included in the Consultation Report accompanying the DCO application.

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1.9	Portishead – Restricted parking (double and single yellows) - concerns	<p>I feel this proposal has not yet been fully thought through and could be amended somewhat so that is does truly offer a reasonable and viable option. If we cannot leave our cars outside our homes during the day (which is the only parking option we have), it strongly encourages people to drive their cars to work - the opposite of what you are trying to achieve by reinstating the railway. What about disabled people or others with health issues? How do they get from their car (parked elsewhere) to their house?</p> <p>What about if a resident is ill and unable to move their car? What about friends/family wishing to visit residents during restricted times? Affected residents would be forced to park on adjacent roads. Double yellow lines will only force commuters to park further into the village quarter. They made the roads very narrow and very little if any driveways for residents so if parking restrictions were applied we would have nowhere to park and neither would our visitors.</p> <p>Pick up and drop off times already are a problem locally and the school already asks parents to park away from school as much as possible, how would these restrictions affect them? Family houses were built here which included one parking space. For the many families with more than 1 car, this means parking on the roads.</p> <p>Residents who don't use their car everyday (pensioners, workers at home etc.) will be forced to move their car when the restrictions are in place, increasing trips. Portishead does not have many parking restrictions – this needs to remain to ensure the town stays unique. The restrictions won't be adequately policed. Property prices will be affected by parking restrictions.</p>	108	1. Ongoing Consideration	The consultation responses received about perceived on-street parking impacts include diverse opinions about what is needed. All the responses are being considered and the outcome will be included in the Consultation Report accompanying the DCO application.

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1.10	Portishead – Residents' Parking Permits	<p>Preference for residents only parking permits and visitors permits in The Vale and Village Quarter.</p> <p>Mixed views on whether these should be free or charged for.</p> <p>Parking is an issue now and permits would help.</p>	80	1. Ongoing Consideration	The consultation responses received about perceived on-street parking impacts include diverse opinions about what is needed. All the responses are being considered and the outcome will be included in the Consultation Report accompanying the DCO application.
1.11	Portishead Highway proposals – concerns	<p>Access to car park by station should be off the roundabout rather than Phoenix Way to help traffic leaving The Village Quarter.</p> <p>Ensure that all access to car parks and the station is as far away from the estate as possible.</p> <p>The planned changes to the local road infrastructure do not adequately take into account the present state of residents' access and parking.</p>	21	2. Stage 2 Response	The station and highway design has been informed by the need to provide sufficient space to create a multi-modal interchange, by engineering design standards and road safety audit considerations.
1.12		The bus stops located to the South-west of the station location, (currently Galingale Way) should perhaps have a deeper layby into the pavement area as busses stopping in the proposed layby would most likely intrude on road space and for prolonged periods of time would cause havoc.		2. Stage 2 Response	The bus stops have been designed to modern standards to allow buses of multiple sizes to pull up flush with the kerb. This allows users of all abilities and wheeled users to board and alight safely.
1.13		Pedestrian /cycle bridge over Quays Avenue to reduce accident risk from people rushing for the train from the car park and allow the flow of traffic.		2. Stage 2 Response	Crossings have been designed to meet engineering design standards, and road safety audit considerations.

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1.14		Reduce costs by leaving Quays Avenue and the roundabout where they are and build the station further east.		2. Stage 2 Response	The location of the new Portishead Station was decided following consideration of 6 locations and a consultation in June and July 2014. The Consultation Report is published at www.travelwest.info/metrowest Following the consultation there was further assessment of the feasibility of a level crossing at Quays Avenue and this was submitted to the Office of Rail and Road (ORR). The formal response of the ORR was that "it would not contemplate a level crossing". In light of the strong support made by the community and stakeholders for station option 2B and the response from the ORR, a decision was made in March 2015 by the North Somerset Executive to proceed with option 2B. This option (2B) was taken forward in the scheme stage 1 DCO consultation (June to Aug 2015).
1.15		<p>The roundabout should be sited further west to include access from it to Haven View.</p> <p>Provide more traffic lanes / widen roads to allow for the increase in traffic.</p> <p>Reduce pavement widths on Harbour Road to facilitate better traffic management.</p> <p>The roads around the station (Quays Avenue, Martingale Way, etc) are far too narrow for main routes and need widening.</p>		2. Stage 2 Response	The station and highway design has been informed by the need to provide sufficient space to create a multi-modal interchange, by engineering design standards and road safety audit considerations.
1.16	Portishead Highway proposals - supportive	<p>General support.</p> <p>Highway issues should not take precedent over the railway.</p>	22	4. Noted	

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1.17	Portishead – Car parking - concerns	<p>Not enough spaces - commuters will drive down from the top of Portishead and nearby towns and villages such as Clevedon.</p> <p>Spaces will be taken by non-train users such as the health centre and users of local businesses.</p> <p>Too many spaces proposed – most users are local and will walk.</p>	144	2. Stage 2 Response	Forecasting modelling has been carried out and will be reported in the Transport Assessment. This forecasts passenger demand to help determine appropriate design and adequate capacity.
1.18		Need room for future expansion / multi-storey.		2. Stage 2 Response	The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case (Sept 2014) and Outline Business Case (Dec 2017) for a number of years. This will be periodically reviewed post-opening by North Somerset Council's parking service.
1.19		<p>Parking should be free to stop parking in nearby streets.</p> <p>Parking costs should be carefully considered.</p>		2. Stage 2 Response	Portishead Station and Pill Station car parks are to be retained by North Somerset Council, who will have control over any tariff and permit systems. It is envisaged there will be a nominal tariff for the car park, with prices similar to other council operated station car parks. However, a formal decision is yet to be made; discussions will continue with the Council, as will regular reviews once it is operational.
1.20	Portishead – Car parking - supportive	Supportive of proposals including numbers and locations.	53	4. Noted	

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1.21		<p>Consider pay and display / permits / short term tickets.</p> <p>Consider different costs / waiting times between car parks A and B.</p> <p>Consider a parking management plan to review its use annually.</p> <p>Needs to be a drop off / pick up zone for taxis and lift shares.</p> <p>Enough electric charging points.</p>		1. Ongoing Consideration	<p>Portishead Station and Pill Station car parks are to be retained by North Somerset Council, who will have control over any tariff and permit systems. It is envisaged there will be a nominal tariff for the car park, with prices similar to other council operated station car parks, however a formal decision is yet to be made and discussions will continue with the Council, as will regular reviews once it is operational.</p> <p>The station designs include a place for a drop off area and the car park will have parking for a wide range of modes of transport, and disabled spaces.</p> <p>Space for electric charging points has been included.</p>
1.22	Portishead – Congestion – concerns	<p>Concerns the effect the station and car parks will have on already congested roads in the area.</p> <p>Station drop off/waiting likely to cause congestion.</p> <p>A pedestrian crossing and on-street bus stops will further exacerbate the traffic flow problems at peak times.</p>	77	2. Stage 2 Response	Changes to parking and traffic flows resulting from the scheme have been assessed and reported on. A multi-modal transport model (mathematical model) known as G-BATS4, alongside rail industry models are being used to forecast rail passenger demand and highway traffic impacts. Early forecasts were reported in the Preliminary Business Case (Sept 2014), with more detailed work in the Outline Business Case (Dec 2017). The Transport Assessment will be included in the Environmental Statement as part of the DCO application.
1.23		<p>Consider a new roundabout or traffic lights to enter/exit The Vale.</p> <p>Roads leading to the station should have more lanes to cope with traffic increases.</p> <p>Quays Avenue seems to be narrower on the plans.</p>		2. Stage 2 Response	

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1.24		<p>Small incidents can have disproportionately large knock-on effects to the local area.</p> <p>Congestion may cause drivers to use unsuitable alternative routes.</p> <p>New flats and houses will add to existing congestion problems.</p> <p>Highway proposals are not future proofed for longer term traffic increases.</p>		2. Stage 2 Response	
1.25		<p>The low frequency of the trains is unlikely to have a significant impact on the high level of traffic congestion on the Portbury Hundred or on local Portishead roads.</p>		2. Stage 2 Response	
1.26	Portishead – Cycle parking	<p>Ensure enough covered, secure cycle parking / lockers.</p> <p>Include more cycle parking.</p> <p>Allow bikes on trains.</p>	24	2. Stage 2 Response	<p>The wider connectivity of the pedestrian and cycle path network and cycle parking will be considered as part of the Transport Assessment.</p> <p>It is envisaged that bicycles will be allowed on trains, however, the trains operating the MetroWest Phase 1 service will form part of the train operators' wider fleet covering a large geographic area. Decisions about the on-board facilities are made by the train operator, in the context of passenger needs of the wider train service network.</p>

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1.27	Portishead – Trinity footbridge - supportive	<p>General support for the footbridge.</p> <p>Needed as the walk around the station is too long for disabled / elderly / pushchairs etc.</p> <p>Ensures good links between The Vale and Village Quarter.</p> <p>Needed given the amount of school children that cross at this location.</p> <p>If it isn't provided it could encourage breaches onto the railway.</p> <p>If it isn't provided it increases conflicts with traffic as users will walk around the station.</p> <p>Provides an opportunity to include the school children in its design / art work.</p> <p>Ensure passive provision for electrification.</p>	75	4. Noted

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1.28	Portishead – Trinity footbridge - concerns	<p>Concerns over the design / over-engineering.</p> <p>Concerns about the height.</p> <p>Concerns about the size.</p> <p>Concerns about the visual impact.</p> <p>Consider shorter / circular ramps or steps only.</p> <p>Move it to another location such as closer to the station.</p>	59	2. Stage 2 Response	<p>Key determinates of the scale, appearance and position of the footbridge are:</p> <ul style="list-style-type: none"> • The need to provide a ramped access at a suitable width and gradient for users with mobility impairments; and • The need to provide sufficient height clearance over the railway line, including clearance for future electrification of the line; • The need for the footbridge design and associated lighting and landscaping design to take account of the surrounding residential setting; • The need to provide a deterrent against vandalism and protective measures to prevent access onto the line and for example items being thrown onto the line • The limits of the space available • Apparatus belonging to utilities undertakers • Keeping to a minimum encroachment on public open space
1.29		<p>Concerns over privacy and security as people using the foot bridge will be able to see:</p> <ul style="list-style-type: none"> • through people's windows; • into people's gardens; and • into the school. <p>Concerns that planting will not resolve the privacy issues.</p> <p>Lighting needs to be balanced between safety and intrusive to local properties.</p> <p>Concerns over the proximity to the school / houses.</p> <p>High barriers to stop items being thrown from the bridge.</p>		1. Ongoing Consideration	<p>The footbridge design entails a parapet height of approx. 1.8m, while the sides of the ramps are approx. 1.2m in height.</p> <p>Consideration will be given to whether it would be feasible to either increase the height of the sides of the ramps or add screening to the sides of the ramps, to reduce overlooking of nearby properties. The outcome will be included in the Consultation Report accompanying the DCO application.</p>

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1.30		<p>The cost is not justified given the alternative walking route is only 600m.</p> <p>The use of the existing crossing does not warrant a bridge – it is not used as much as reported.</p> <p>Build a subway instead.</p>		2. Stage 2 Response	<p>As set out in para 3.24 of the Stage 1 Consultation Report, 63% of responses to the consultation were in favour of a footbridge being provided with 23% having no opinion and 14% preferring diversion of the footpath only (no footbridge). In light of this and taking into account the high usage of the footpath (our count surveys shows a daily average of over 500 pedestrians and over 100 cyclists), we are taking forward the design of the footbridge, as an integral part of the scheme.</p> <p>A subway is not suitable in this location given the lack of space and proximity of the pond on the southern side of the railway, the ground levels and conditions making it liable to flooding. There would also be safety concerns to users given the projected length it would need to be.</p>
1.31		<p>Footbridge appears to have very tight 180-degree turn, this may not be accessible for some cycle users.</p> <p><u>Ensure cyclists dismount before using the bridge.</u></p>		2. Stage 2 Response	The design of the footbridge has been informed by NSC and Network Rail design standards and technical requirements and be suitable for cyclists to use.
1.32		Concerns over the effects to its setting in a green space / residential area.		2. Stage 2 Response	The design has been informed by Network Rail design standards, e.g. electrification clearance heights, parapet heights, provision and gradient of ramps etc. These aspects dictate the footprint of the bridge. The landscaping design will help mitigate some of these concerns.
1.33		Concerns over anti-social behaviour and who will police the area.		2. Stage 2 Response	The footbridge design has been informed by a need to minimise any anti-social behaviour impacts by protective measures to prevent access onto the line and through the lighting design.

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1.34		<p>Bridge is not required as with the new road layout and routes around the station it is better to have people walk around. They would soon get used to not cutting through from the Village Quarter to The Vale.</p> <p>Restrict access to the station from the Village Quarter side by not providing a bridge thereby encouraging people to park on the station side of the development, closer to Car Park B.</p> <p>The path from the bridge steps leads pedestrians onto Tansy Lane near a blind bend creating a potential road accident spot.</p>		2. Stage 2 Response	<p>As set out in para 3.24 of the Stage 1 Consultation Report, 63% of responses to the consultation were in favour of a footbridge being provided with 23% having no opinion and 14% preferring diversion of the footpath only (no footbridge). In light of this and taking into account the high usage of the footpath (our count surveys shows a daily average of over 500 pedestrians and over 100 cyclists), we are taking forward the design of the footbridge, as an integral part of the scheme.</p> <p>The footpath design will ensure users approaching or exiting the bridge can do so safely.</p>
1.35	Portishead – Cycle / walking routes	<p>Supportive / proposals improve the walking and cycling routes in the area.</p> <p>Ensure routes are well lit and have litter bins.</p> <p>Ensure both sides of Quays Avenue have pavement.</p>	166	4. Noted	
1.36		<p>Improve / extend routes around Portishead.</p> <p>Need more provision e.g. a route all the way into Bristol alongside the railway.</p> <p>More crossings / footbridges over adjacent roads to aid station access.</p> <p>Improve the existing surfaces e.g. stony path next to Sainsbury's.</p> <p>Widen existing routes / diversion routes to allow two bikes to pass.</p>		3. Out of MetroWest Phase 1 scope	
1.37		The pathways will allow members of the public to come into very close proximity to school children.		2. Stage 2 Response	This is not a unique project issue and design standards will be followed.

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1.38		Path to the north of the railway alongside Tansy Lane is unnecessary and may cause unwanted noise and littering.		1. Ongoing Consideration	This will be considered during the scheme's further development stages. The outcome will be included in the Consultation Report accompanying the DCO application.
1.39		Path between Peartree Field and Quays Avenue is not needed and will disturb residents.		1. Ongoing Consideration	This will be considered during the scheme's further development stages. The outcome will be included in the Consultation Report accompanying the DCO application.
1.40		2.5m is too narrow for a shared path.		2. Stage 2 Response	The new shared use pedestrian and cycle path links will be 3m in width, except where there is insufficient space. At some locations such as through under bridges the path width will be 2.5m.
1.41		Build an accessible walking/cycling bridge instead of lights on Quays Avenue that would advantage all modes, including buses.		2. Stage 2 Response	A bridge over Quays Avenue would require a large footprint and is not warranted given the road traffic volumes and pedestrian and cycle volumes. The proposed at-grade crossings have been road safety audited and incorporated into the transport modelling demonstrating minimal impacts.
1.42		The boulevard should be segregated - shared paths in busy areas don't work and lead to user conflict. The boulevard will need to be well lit and safe to provide a real encouragement and ease of access for locals using the station and those getting to it by bus from the other side of town. Separate funding to improve cycle links to the boulevard should be sought.		2. Stage 2 Response	The boulevard will be 4 metres wide, which meets engineering design standards for a shared use pedestrian and cycle path. The boulevard will incorporate street lighting. Further details will be set out in the Design & Access Statement as part of the DCO application. Improving cycle links is constantly under review by the council and funding bids are submitted where opportunities arise.
1.43	Portishead – Noise concerns (post construction)	Concerns over close proximity of houses and school to the railway being exposed to unacceptable levels of noise and proposed mitigations not being enough.	32	2. Stage 2 Response	The modelling of the scheme's noise, its impacts and proposed mitigations is covered in detail in the noise chapter of the Preliminary Environmental Information Report (PEIR) and submitted as part of the DCO Consultation application in the Environmental Statement.

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SECTION 1 – PORTISHEAD TO ROYAL PORTBURY DOCK					
1.44		<p>Concerns over noise of idling trains in the station.</p> <p>Concerns over brakes screeching as they come into the station.</p> <p>Train speeds should be restricted to keep noise levels to a minimum.</p> <p>If the frequency of the trains increases or additional carriages are added then noise levels will rise.</p> <p>Can you guarantee we won't hear the trains from inside our homes?</p>		2. Stage 2 Response	<p>Noise modelling, impacts and proposed mitigation are covered in detail in the noise chapter of the Preliminary Environmental Information Report (PEIR) and submitted as part of the DCO Consultation application in the Environmental Statement. Specific points:</p> <ul style="list-style-type: none"> • idling of trains is taken into consideration in the assessment; • unless something is wrong the train, brakes should not screech. It cannot be predicted within the noise assessment; • if speeds are limited then the timetable will not be met as the turnaround time at Portishead is minimal; • future year scenario takes account of 5 carriage trains; and • where necessary, mitigation measures such as sound barriers are proposed.
1.45		<p>Concerns from the tannoy announcements.</p> <p>Concerns from noisy station users.</p> <p>Concerns from increase in traffic noise.</p>		2. Stage 2 Response	<p>Noise modelling, impacts and proposed mitigation are covered in detail in the noise chapter of the Preliminary Environmental Information Report (PEIR) and submitted as part of the DCO Consultation application in the Environmental Statement. Specific points:</p> <ul style="list-style-type: none"> • Tannoy announcements are taken into consideration during assessment, together with traffic noise; and <ul style="list-style-type: none"> • alongside Peartree Field, the project design includes a noise barrier to mitigate noise from the railway as a likely significant environmental effect at this location.
1.46	Portishead – Noise - mitigation	What are your levels for compensation for noise levels during the construction phase and how do we go about claiming for this?	4	2. Stage 2 Response	This will be considered within the applications under Section 61 of the Control of Pollution Act 1974 by Network Rail.
1.47		<p>Our house is in a zone of > 3dB (this will rise to > 20db as the train enters and leaves the station) and we strongly request (can we demand?) that the noise barrier is extended along the length of our property.</p> <p>Sound barrier should be extended beyond the school to include all residential properties through Portishead.</p>		1. Ongoing Consideration	This will be considered during the scheme's further development stages. The outcome will be included in the Consultation Report accompanying the DCO application.

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 47 Questionnaire and Written Responses

SECTION 1 – PORTISHEAD TO ROYAL PORTBURY DOCK					
1.48		<p>The consideration to the noise levels within the report is misleading. The report averages out the noise over a period of time. As the train only comes and goes in one hour the report looks like the train is almost silent. This is not the case. The actual decibels of the train (> 20dB?) should be clearly stated.</p>		1. Ongoing Consideration	<p>This will be considered during the scheme's further development stages. The outcome will be included in the Consultation Report accompanying the DCO application.</p>
1.49	Portishead – Air Quality - concerns	<p>Fumes from trains.</p> <p>Concerns that train pollution is highest when pulling away from a station.</p> <p>Trains should be electric.</p> <p>Fumes from increase number of cars to the area.</p> <p>Fumes from more congestion.</p> <p>Cars not switching off whilst idling.</p> <p>General decrease in air quality.</p>	27	2. Stage 2 Response	<p>Air quality has been modelled and is detailed in the Preliminary Environmental Information Report (PIER) and Environmental Statement as part of the DCO application. Specific issues:</p> <ul style="list-style-type: none"> • Idling trains is being modelled based on available Information. • Worst-case diesel locomotive emissions data is being used. • Car traffic emissions is being included in modelling. • The line will not be electrified as part of MetroWest Phase 1, but passive provision for a future upgrade has been included.
1.50	Portishead – Vibration / erosion concerns	<p>The vibration aspect with our soil type has not been addressed. The work on the vibration is not comparative. It was done in Oxford and the soil types are not the same. We regularly lose soil as it goes into the rhyne (drain) and the vibration of the train will accelerate this process. We request a retaining wall alongside our property to prevent soil erosion.</p>	1	1. Ongoing Consideration	<p>This will be considered during the scheme's further development stages. The outcome will be included in the Consultation Report accompanying the DCO application.</p>

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SECTION 1 – PORTISHEAD TO ROYAL PORTBURY DOCK					
1.51	Portishead – Planting / landscaping	<p>Planting and landscaping should be to a high standard.</p> <p>Not enough landscaping proposed.</p> <p>As much planting as possible.</p> <p>Increase the amount of proposed green space.</p> <p>Avoid removal of as many trees as possible.</p> <p>Ensure mature trees are replaced with mature trees.</p> <p>Use evergreen trees to avoid leaves on the tracks.</p> <p>Planting to screen the line and station from local residents.</p> <p>Opportunity to increase native planting.</p> <p>Who will ensure the vegetation / landscaping is maintained after opening?</p>	29	2. Stage 2 Response	<p>Initial consideration of landscaping has been made in line with the Local Planning Authorities' (LPAs) policies and Network Rail policies. Further consideration is underway as the scheme design is progressing and will be reported in the Design and Access Statement and the included in the Environmental Statement. The design will also accord with rail industry guidance and technical requirements.</p> <p>Ongoing maintenance will depend on the area, but will either fall under NSC's and Network Rail's maintenance programmes.</p>

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SECTION 1 – PORTISHEAD TO ROYAL PORTBURY DOCK					
1.52	Portishead – Wildlife	<p>Concerns about disturbance to local badger setts.</p> <p>Concerns over loss of habitats for wildlife.</p> <p>Concerns over effect on existing numbers of birds and other wildlife currently in the area.</p> <p>Concerns that wildlife areas such as The Ashlands that have taken years to establish will be impacted.</p> <p>Ensure there are wildlife routes / corridors adjacent to and under the railway.</p> <p>Concerns over impacts to local ponds, particularly Galingale Way pond which hosts a number of different species.</p>	17	2. Stage 2 Response	<p>Environmental impacts will be considered as part of the Environmental Statement (ES). The ES will assess the impacts of the infrastructure works that require consent and will set out details about how impacts will be mitigated. The will also consider the cumulative impacts of the wider MetroWest Phase 1 project. The ES will accompany the application for development consent. A non-technical summary will also be available. Specific points:</p> <ul style="list-style-type: none"> • badgers are a protected species and have been surveyed with mitigations considered where necessary • habitats retained as much as possible and replanting proposed. • The Portbury Wharf Nature Reserve (Ashlands) to have minimal impacts and mitigation measures included • No direct impact on pond, and surrounding areas to be retained with enhancement where possible
1.53	Portishead – Effect on local area	<p>General concerns over the effect of the construction, highway changes, removal of vegetation, and introduction of a train service will have to the whole of the local area.</p> <p>Concerns on the effect to the Portbury Wharf nature reserve.</p>	35	2. Stage 2 Response	Effects arising during the construction and operation phases will be considered in the Cumulative Effects Assessment chapter of the Environmental Statement and mitigation will be considered where appropriate.
1.54	Portishead – Environment – no concerns	No concerns.	25	4. Noted	

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SECTION 1 – PORTISHEAD TO ROYAL PORTBURY DOCK					
1.55	Portishead – Construction concerns – traffic impacts	<p>Concern that construction vehicles will cause too much disruption to traffic.</p> <p>Traffic/Parking problems along Phoenix Way and Harbour Road should be addressed before construction starts.</p> <p>Construction traffic should avoid rush hours.</p> <p>Ensure that Sheepway is available for people to use to bypass the congestion on the Portbury Hundred as much as possible throughout construction.</p>	43	2. Stage 2 Response	Traffic impacts have been modelled and will be reported in the Transport Assessment, of the Environmental Statement.
1.56		<p>Concerns over the number of lorries affecting safety, traffic, pollution, noise etc.</p> <p>Construction traffic needs to be carefully managed.</p> <p>Where will workers park?</p>		2. Stage 2 Response	Traffic impacts have been modelled and will be reported in the Transport Assessment, of the Environmental Statement.
1.57	Portishead – Construction - hours of working / noise	<p>Concerns over days and hours of working.</p> <p>Concerns to those who work night shifts being disturbed during the day.</p> <p>Concerns of construction noise.</p>	27	2. Stage 2 Response	Construction noise is being assessed and mitigation measures will be discussed with the relevant planning authority. Some night-time activities will be required, for instance on the operational railway.
1.58	Portishead – Construction - impacts to public transport	Ensure that any changes to bus schedules during construction are well publicised and efficient for all residents.	1	4. Noted	
1.59	Portishead – Construction - timescales	<p>The order of works needs to be carefully considered to reduce impacts.</p> <p>Construction should be as quick as possible.</p>	22	2. Stage 2 Response	The order of construction works is being considered, with key elements including reduction of impacts on neighbours but also seeking efficient construction timetable.

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SECTION 1 – PORTISHEAD TO ROYAL PORTBURY DOCK					
1.60	Portishead – Construction – environmental impacts	<p>Concerns over increased pollution.</p> <p>Concerns over mud, dust and debris.</p> <p>Proximity of construction work to local wildlife areas such as Galingale Way Pond and the nature reserve.</p> <p>Preserve historic structures.</p>	7	2. Stage 2 Response	<p>Detailed construction dust assessment will be carried out to recommend Best Practice mitigation for dust emissions. Air quality modelling will consider changes in pollutant concentrations as per Defra guidance.</p> <p>Proximity to neighbouring land and properties has been considered and will be managed through the Code of Construction Practice, and mitigation included where necessary.</p> <p>Historic assets have been considered and will be reported on in the Environmental Statement.</p>
1.61	Portishead – Construction - impacts to residents	<p>Contractors should be members of Considerate Construction.</p> <p>Regular emails or letter drop updates for local residents with contact details of how to raise issues and complaints and make positive comments is needed.</p> <p>What are your levels for compensation for noise levels during the construction phase and how do we go about claiming for this?</p>	4	2. Stage 2 Response	<p>The construction impacts on residents is being considered, with key elements including reduction of impacts on residents but also seeking efficient construction timetable.</p> <p>Noise impacts will be mitigated, and compensation will be considered with the applications under Section 61 of the Control of Pollution Act 1974 by Network Rail.</p>

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SECTION 1 – PORTISHEAD TO ROYAL PORTBURY DOCK					
1.62	Portishead – Construction - compounds	<p>Impacts of scheme on land used for temporary compounds, with concerns including landowner access and site restoration.</p> <p>Lodway compound – concerns for impacts on neighbours.</p> <p>Ensure temporary compounds are returned to their natural state.</p>	1	1. Ongoing Consideration	This will be considered during the scheme's further development stages. Site restoration will be included as a Requirement in the draft DCO.
1.63	Portishead – Construction access points	Access points along the line needs careful consideration to avoid excessive security fencing and unauthorised access.	1	2. Stage 2 Response	Construction accesses will be considered with the local highway authority and the relevant planning authority.
1.64	Portishead – Construction - misc.	Use local labour and materials.	2	2. Stage 2 Response	Network Rail's strict procurement and materials requirements may preclude use of local labour and materials.
1.65	Portishead – Construction – no concerns	No concerns.	14	4. Noted	
1.66	Portishead – Hours of operation - concern	Should not be too early or too late as residents will be disturbed.	4	2. Stage 2 Response	The proposed train timetable is to be determined by the train operator in conjunction with Network Rail. The first train of the day is anticipated to be from around 06:00 and the last train around 23:00 Monday to Saturday, with reduced hours on Sundays.
1.67	Portishead – Hours of operation – no concerns	<p>No concerns with the proposed hours of operation.</p> <p>Late night running needed for those out in the evening in Bristol.</p>	6	4. Noted	

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SECTION 1 – PORTISHEAD TO ROYAL PORTBURY DOCK					
1.68	Portishead – Ticket costs and /or combined tickets	Multi-modal tickets. Combined parking and train tickets. Timetable co-ordination between all public transport modes. Concerns over tickets costs. Should be free for the over-60's or they will use the bus.	13	2. Stage 2 Response	The fares for the re-opened Portishead line are yet to be determined, but are likely to be similar to comparative fares across the rest of the local network, except the Severn Beach line which has zoned fares. More information about our ticketing proposals for MetroBus can be found at: http://travelwest.info/metrobus bus ticketing at: http://travelwest.info/bus/fares and the existing smartcard availability in the West of England area at: http://travelwest.info/smartcards
1.69	Portishead – Improve bus services / introduce circular bus route	Multi-modal integration.	31	2. Stage 2 Response	The station design has been developed to consider the access by all modes and users with mobility or sensory impairments. The new infrastructure will comply with Equalities Act and will be designed to enable attractive access by non-car modes. Portishead Station will include a multi-modal interchange forecourt to enable physical integration across all main stream modes of transport. Through ticketing will be available from Portishead (and Pill Station) to anywhere on the UK passenger rail network. The integration of public transport and other modes will be considered in more detail in the Transport Assessment.
1.70		Circular bus route connecting all parts of Portishead. Advertise the X3/X4 as circular routes. Route more buses to the station including those from nearby towns and villages.		3. Out of MetroWest Phase 1 scope	While the MetroWest project team will engage further with bus operators (and other transport providers), alterations to existing bus services to service the new stations and the provision of any new bus services, are matters for commercial consideration by bus operators.
1.71	Portishead – Privacy	The height of the train track and overlooking of private property by train passengers.	1	1. Ongoing Consideration	Details of vegetation retention, planting and screening will be considered in the Environmental Management Plan.
1.72	Portishead – Operations – no concerns	No concerns.	14	4. Noted	

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SECTION 1 – PORTISHEAD TO ROYAL PORTBURY DOCK					
1.73	Portishead – Level crossing	A level crossing should be reconsidered across Quays Avenue.	4	2. Stage 2 Response	The location of the new Portishead Station was decided following consideration of 6 locations and Stage 1 consultation in June and July 2014 (the Stage 1 Consultation Report is published at www.travelwest.info/metrowest). Following the consultation there was further assessment of the feasibility of a level crossing at Quays Avenue and this was submitted to the Office of Rail and Road (ORR). The formal response of the ORR was that "it would not contemplate a level crossing". In light of the strong support made by the community and stakeholders for station option 2B and the response from the ORR, a decision was made in March 2015 by the North Somerset Executive to proceed with option 2B. This option (2B) was taken forward in the scheme stage 1 DCO consultation (June to Aug 2015).
1.74	Portishead – Station location wrong	Should be further into the town centre. Should be further out towards Sheepway / M5. The station should be built away from residential areas and the school. The station should be a park and ride / parkway.	30	2. Stage 2 Response	The location of the new Portishead Station was decided following consideration of 6 locations and Stage 1 consultation in June and July 2014 (the Stage 1 Consultation Report is published at www.travelwest.info/metrowest). Following the consultation there was further assessment of the feasibility of a level crossing at Quays Avenue and this was submitted to the Office of Rail and Road (ORR). The formal response of the ORR was that "it would not contemplate a level crossing". In light of the strong support made by the community and stakeholders for station option 2B and the response from the ORR, a decision was made in March 2015 by the North Somerset Executive to proceed with option 2B. This option (2B) was taken forward in the scheme stage 1 DCO consultation (June to Aug 2015).
1.75	Portishead – Mitigation	Local residents should be compensated and / or mitigations offered.	1	2. Stage 2 Response	The statutory compensation code will apply to those whose land is taken for the DCO Scheme.
1.76	Portishead – Change mode	If rail is too expensive consider the route for another cheaper more deliverable mode. Consider trams, light rail, ULTra PRT, Skyran.	4	3. Out of MetroWest Phase 1 scope	

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SECTION 1 – PORTISHEAD TO ROYAL PORTBURY DOCK					
1.77	Portishead – Accountability	Who is accountable for the budget misjudgements / management?	1	2. Stage 2 Response	This is detailed in the Management Case of the Outline Business Case (Dec 2017). Governance arrangements are in place at both programme and project level. At programme level, the West of England Joint Committee decides on the allocation of all Local Growth Fund funding, oversees the delivery of prioritised schemes, and is the ultimate decision-making body for changes escalated through the governance structure. At project level, the Rail Programme Board authorises project plans to be delivered by the project managers and authorise strategic decisions, or seeks authority for key strategic decisions. A Programme Senior Responsible Owner (SRO) is responsible for ensuring that the Rail Programme's objectives are met, working closely with the DCO Scheme's Project Manager.
1.78	Portishead – Planning	No more housing should be built until the railway is running.	10	3. Out of MetroWest Phase 1 scope	
1.79	Portishead – Subsidy	Further evidence required to ensure it is used enough to be cost effective without subsidy.	5	2. Stage 2 Response	This is detailed in the Financial Case of the Outline Business Case (Dec 2017). After the opening year the forecast revenue increases each year such that the train service breaks even in year six. By the end of year 10 the train service is forecast to generate a net surplus of just under £1M per annum.
1.80	Portishead – Misc.	The station should be managed by local volunteers. Locals should name the station.	4	2. Stage 2 Response	The stations once opened will form part of the national rail network, and their management will be by the train operating company.
1.81	Portishead – No concerns	No concerns with the proposals. Supportive of the train service as a more sustainable mode of transport.	55	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 47 Questionnaire and Written Responses

SECTION 2 – ROYAL PORTBURY DOCK TO EAST OF THE M5 (PILL)					
2.1	Cycle path retention	Cycle path should be retained through construction and operation	19	2. Stage 2 Response	The cycle path (NCN26) between Marsh Lane to the M5 underbridge will be used as a construction haul route, and consequently it will be necessary to close this section of the cycle path during the construction works. Diversion routes will be advertised and sign posted.
2.2	Diversion routes - concern	<p>Diversion routes must be simple enough to follow with clear signage.</p> <p>Lengthy road diversions are not acceptable.</p> <p>Road diversions through Pill are dangerous as they are used by buses and will also cause congestion.</p> <p>Has the old foot-way route under the west pier of the Avon Bridge been explored as a diversionary route (currently blocked by a closed gate)?</p>	8	2. Stage 2 Response	<p>The proposed diversion routes will be well-signed for users. Any on-road routes will include signage for drivers to be aware.</p> <p>The bridleway is proposed to be extended under Avonmouth Bridge to connect to the cycle footpath to Pill.</p>
2.3	Cycle path improvements	<p>Sections get very muddy – improve the surface along the whole length.</p> <p>Lighting and litter bins needed along the route.</p>	7	3. Out of MetroWest Phase 1 scope	
2.4	Safety concerns	<p>Install fencing under the bridges early to retain the routes</p> <p>Speed of trains should be reduced through the bridges given its close proximity to the cycle paths.</p> <p>Speed bumps needed to deter motorcyclists.</p>	3	2. Stage 2 Response	<p>Routes under bridges will be diverted during construction for safety reasons.</p> <p>The close proximity of the paths to trains is allowed by Network Rail's design standards.</p> <p>Speed bumps will not be installed as it is part of the National Cycle Network.</p>
2.5	Construction - concerns	Ensure debris is cleared from the path to avoid punctures during construction	1	4. Noted	The Code of Construction Practice will deal with sweeping and cleaning of highways and public rights of way during construction.
2.6	Environment	Opportunity to improve landscaping along the cycle routes	1	3. Out of MetroWest Phase 1 scope	
2.7	No concerns	No concerns	20	4. Noted	

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SECTION 3 – PILL TO HAM GREEN					
3.1	Pill – Traffic impacts	<p>Concerns over a general increase in traffic by station users.</p> <p>Concerns over the speed of traffic, particularly if parking restrictions free up road space.</p> <p>20mph zone / speed bumps should be introduced.</p> <p>Insufficient research into the impact of vehicle traffic on foot traffic conflicts.</p> <p>Concerns over visibility and safety at Heywood Road / Station Road junction</p> <p>Concerns over impacts to junctions further afield such as the M5 J19</p>	11	2. Stage 2 Response	Traffic, parking and related issues will be considered in detail in the Transport Assessment as part of the Environmental Statement for the DCO application. This will determine the requirements needed.

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SECTION 3 – PILL TO HAM GREEN					
3.2	Pill – Parking concerns / residents parking	<p>Concerns station users will park for free in residential streets.</p> <p>Consider residents' parking permits.</p> <p>Do not consider residents' parking.</p> <p>Parking is already difficult in Pill.</p> <p>Residents need somewhere new to park if restrictions are put in place</p> <p>Station Road / Monmouth Road restrictions will push residential parking issues to neighbouring streets. Particular concern for Heywood Terrace</p> <p>Restrictions must be adequately policed, particularly short term for Co-op customers.</p> <p>Provide short term parking for local shops.</p> <p>Concerns users will park in Railway Court private parking spaces.</p> <p>Concerns that Sambourne Lane will be affected – already used by visitors to Pill Clinic affecting residents, most of whom are elderly / mobility issues.</p>	26	1. Ongoing Consideration	This will be considered during the scheme's further development stages. The outcome will be included in the Consultation Report of the DCO application.
3.3	Pill Station – Car park - supportive	Enough spaces. No other option for it – better than none.	8	4. Noted	

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SECTION 3 – PILL TO HAM GREEN					
3.4	Pill Station – Car park - concerns	<p>Not enough spaces / not large enough.</p> <p>Wrong location – consider the Memorial Club car park.</p> <p>Should be on the same side of the line as the station platform.</p> <p>Location and difficult access routes will discourage its use.</p> <p>Needs to be free to avoid parking on residential streets.</p> <p>Car park access point is not suitable for users of the Co-op.</p>	13	2. Stage 2 Response	<p>Given the size of Pill village, there are few areas where parking could be provided. Following feedback from the stage 1 consultation, a forecourt is proposed on the site of the old station house to provide a drop off area with disabled parking and make the station entrance more fitting.</p> <p>Traffic, parking and related issues will be considered in detail in the Transport Assessment as part of the Environmental Statement for the DCO application. This will determine the requirements needed.</p>
3.5	Pill Station – Forecourt	General support for the forecourt / drop off area	5	4. Noted	
3.6		Ensure ample cycle parking		4. Noted	
3.7		Retain the station house. Include an indoor waiting area, cafe and small museum		3. Stage 2 Response	In a small station site, priority is being given to accessibility and non-motorised users, with cycle parking and mobility-impaired parking.
3.8	Pill Station design - supportive	General support for the station design / layout, assuming ramp and area is fully accessible	4	4. Noted	
3.9	Pill Station – Soil nails	Concern for the soil nails under gardens including affecting value of properties, curtailing construction above the nails, and future mortgaging.	2	1. Ongoing Consideration	Soil-nail requirements are being considered during the scheme's further development stages. The outcome will be included in the Consultation Report accompanying the DCO application.

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SECTION 3 – PILL TO HAM GREEN					
3.10	Pill Station – Platform access ramp	Ramp should not be built – stairs and a lift instead Concerns for loss of wildlife on the strip of land behind houses needed for the ramp.	1	2. Stage 2 Response	<p>Access to Pill station has been considered during all stages of the development. The design has evolved to include a forecourt and disabled parking area at the site of the former Pill Station house. Equalities groups and Network Rail's internal equality panel were consulted. A ramp was considered the most appropriate method of access for the location.</p> <p>Environmental surveys have taken place and clearance works will be carried out under ecological supervision to ensure protected species are not disturbed.</p>
3.11	Avon Road Bridge	Is the replacement of the bridge necessary with the reduced service?	2	2. Stage 2 Response	To provide a passenger service this section of track needs to be doubled to enable the required capacity. This can only be achieved by providing a double span bridge.
3.12	Pill – Access concerns - deliveries, emergencies	Increase in traffic and parking may hinder emergency and delivery vehicle access	2	2. Stage 2 Response	Traffic, parking and related issues will be considered in detail in the Transport Assessment as part of the Environmental Statement for the DCO application.
3.13	Pill Station – Open both platforms / station location	Needs both platforms to be opened to increase capacity Station is too cramped – move to east of the viaduct	2	2. Stage 2 Response	<p>MetroWest Phase 1 is proposing additional line capacity via double tracking through Pill (from the eastern side of Pill Viaduct, to Pill Station and to west Pill) separating passenger trains from freight trains. To bring the northern platform back into use would require significant additional engineering work and include an additional crossover west of the station.</p> <p>Pill Station is in the heart of the village. Moving it further east to Ham Green is not viable because the station would be located on a single-track section of line which could not be double tracked because of the proximity of Pill tunnel which is a single bore 600 metre tunnel. Locating the station on a single-track section would utilise considerable line capacity and constrain the operation of freight trains, while the single-track section is occupied.</p>

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SECTION 3 – PILL TO HAM GREEN					
3.14	Pill Station – Noise - concerns	<p>Concerns over noise of trains</p> <p>Sound barriers needed on Monmouth Road</p> <p>Concerns over station tannoy announcements</p> <p>Noise measurements are not accurate due to:</p> <ul style="list-style-type: none"> -Location of recording muffled by embankment on Monmouth Road. It should be done further west level with the tracks -Doesn't consider overnight maintenance works -Only takes into account train and station noise, not foot traffic or vehicles to/from the car park – which could be 200 movements per day -Noise data averaged out over 16 hours and is only measured as 'slight' – does not account for peak times or weekends. Needs re-measuring. -Does not account for cumulative noise levels caused by all noise contributors. 	4	1. Ongoing Consideration	This will be considered during the scheme's further development stages. The outcome will be included in the Consultation Report accompanying the DCO application.
3.15	Pill Station – Lighting -concerns	<p>Concerns over the effect of car park lighting to local residents and their hours of operation</p> <p>Concerns lighting will be excessive</p>	2	2. Stage 2 Response	The lighting design at the stations is being assessed and will be reported as part of the Design and Access Statement, and the Environmental Statement.

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SECTION 3 – PILL TO HAM GREEN					
3.16	Pill – Walking and cycling routes	<p>Cycling and walking routes must remain.</p> <p>Improve routes around Pill with better signage, surfacing and lighting.</p> <p>Consider a footbridge linking the car park to the platform at the western end.</p> <p>Walking route to the car park to be properly step free with very low curbs, wide pavements and clear way finding.</p> <p>Impact of construction and maintenance vehicles accessing compounds by Chapel Pill Lane as cycle route passes by there.</p> <p>Safety and visibility will need to be improved for pedestrians crossing the roads to or from Station Road at the junction with Heywood Road, Lodway, and the Memorial Club.</p>	15	2. Stage 2 Response	<p>The wider connectivity of the pedestrian and cycle path network will be considered as part of the Transport Assessment in the Environmental Statement.</p> <p>A bridge over the railway between the proposed car park and station platform is not warranted given the volume of users, and has been included in the traffic modelling demonstrating suitability.</p> <p>Construction impacts will be assessed as part of the construction strategy and Code of Construction Practice.</p>
3.17	Pill – Privacy	No accounting for loss of privacy to houses due to increased footfall along Monmouth Road	4	2. Stage 2 Response	For the proposed one train per hour scheme, the increase in users of the footpath to enter and exit Pill Station car park is not considered to have a significant impact.
3.18	Pill – Privacy and cumulative effects	<p>Privacy issues to Sambourne Lane residents.</p> <p>I don't feel that the combined effect of noise, light, privacy etc. to local residents has been cumulatively assessed.</p>	1	2. Stage 2 Response	<p>The houses on Sambourne Lane are above Pill Station (which is in a cutting) and are set back from the station's ramp and retaining wall. It is estimated that privacy will be no worse than the existing situation.</p> <p>The in-combination effects of different elements of the DCO Scheme on local residents will be assessed in the Environmental Statement, chapter 18.</p>

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SECTION 3 – PILL TO HAM GREEN					
3.19	Environment - concerns	<p>Concern over the effects to WatchHouse Hill vegetation next to the line.</p> <p>Concern over the removal of mature trees / vegetation at Ham Green gardens.</p> <p>Concerns over effect to wildlife, particularly protected species.</p> <p>Concerns habitats will not be restored after construction.</p> <p>Concerns over fumes and noise from idling freight trains on the viaduct.</p> <p>Concerns over what mitigations will be in place for those closest to the line e.g. near Ham Green tunnel. Is there a budget set aside?</p> <p>Concerns over vibrations which can already be felt by freight trains at Ham Green.</p>	13	2. Stage 2 Response	<p>Environmental impacts will be considered as part of the Environmental Statement (ES). The ES will assess the impacts of the infrastructure works that require consent and will set out how impacts will be mitigated. The ES will also consider the cumulative impacts of the wider MetroWest Phase 1 project. Our ES will accompany the application for development consent. A non-technical summary will also be available.</p> <p>Protected species have been surveyed and avoidance or mitigation will be undertaken.</p>
3.20	Environment – no concerns	No concerns given the line is open to freight.	1	1. Noted	
3.21	Heritage	There is an old railway asset within the vegetation behind Ham Green houses and predates 1903/1904 as it can be seen on one of the historic maps for Pill in the later part of the 19th century	1	2. Stage 2 Response	A line walk revealed nothing of interest (see Preliminary Environmental Information Report (PEIR) at Chapter 8, appendix 8.1) but as the asset is within Network Rail's boundary, it will remain in their possession and is unaffected by the scheme.

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SECTION 3 – PILL TO HAM GREEN					
3.22	Construction - concerns	<p>Concerns over general disruption to the village.</p> <p>Concerns that construction traffic will cause congestion.</p> <p>Concerns compounds will be lit overnight.</p> <p>Concerns of noise from overnight working.</p> <p>Concerns over access for heavy machinery and removal of waste by road.</p> <p>Concerns Avon Road residents may be blocked in during construction.</p> <p>Concerns over use of Chapel Pill Lane by construction vehicles</p> <p>Concerns over the use of green space at Lodway Farm being used as a temporary railway yard when there is so much industrial / waste land around the port and in the proposed new car park site that could be used instead.</p> <p>Reduce freight train movements so more can be done and quicker.</p> <p>Ham Green tunnel needs better drainage.</p>	15	2. Stage 2 Response	<p>These issues will be considered for the Construction Management Plan and the Construction Code of Conduct. Contractors will work with residents who will be kept informed about the works and timetable.</p> <p>Any impacts from night working will be assessed in the Environmental Statement if possible, but if information is not known then it will be addressed by applications under Section 61 of the Control of Pollution Act 1974 by Network Rail.</p> <p>Construction traffic movements will be considered in the Transport Assessment.</p> <p>Siting of compounds have been carefully considered. There are not enough brown field sites to utilise, and the Port has their own uses for their land.</p> <p>The Port is operational and requires usage of the freight line throughout the year. We are working with the Port for the most appropriate solution.</p> <p>Pill tunnel drainage has been previously addressed and improved by Network Rail, including management of discharges to Ham Green Lake.</p>
3.23	Construction – no concerns	No concerns	2	4. Noted	

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SECTION 3 – PILL TO HAM GREEN					
3.24	Operation - concerns	<p>Concerns the trains will be full before arriving at Pill</p> <p>Concerns an hourly service is not enough</p> <p>Timing of arrival at Temple Meads is critical – ensure it is not too close to the top of the hour for those that start at these times.</p> <p>Allow plenty of space on the trains for cycles</p>	10	2. Stage 2 Response	<p>Technical assessment work has been undertaken to quantify the rail passenger demand. The assessment indicates 3 car units (3 train carriages) will provide adequate passenger capacity in the early years of operation. In the medium to long term additional carriages could be introduced and the platforms at Portishead and Pill Stations will be sufficient for 5 train carriages. Further information is reported in more detail in the Outline Business Case.</p> <p>Timetabling at Bristol Temple Meads is complex with very limited opportunities to dictate the timetable. It is likely the arrival and departure times will be the same each hour but this is still to be determined.</p> <p>The trains operating the MetroWest Phase 1 service will form part of the train operators' wider fleet covering a large geographic area. Decisions about the on-board facilities are made by the train operator, in the context of passenger needs of the wider train service network.</p>
3.25	Bus routes	Ensure connectivity with bus timetables	1	2. Out of MetroWest Phase 1 scope	This is not under the control of the project; it will be determined by the bus operators.
3.26	No concerns	No concerns	10	4. Noted	

SECTIONS 4 & 5 – HAM GREEN TO BOWER ASHTON (INCLUDING AVON GORGE)					
4.1	Pedestrian / cycle route diversions	<p>Diversions proposed are too long / not adequate.</p> <p>Ensure diversions and closures are advertised well in advance.</p> <p>Build adjacent routes to sections due to be closed to avoid lengthy diversions. It needs to be given the same priority as if it were a road.</p>	9	2. Stage 2 Response	<p>The proposed diversion routes will be well signed for users. Any on-road routes will include signage for drivers to be aware. The diversion routes will be the shortest appropriate and available route.</p> <p>Building dedicated diversion routes is impracticable given the physical constraints within the Avon Gorge.</p>
4.2	Pedestrian / cycle routes – no concerns	No concerns	5	1. Noted	

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SECTIONS 4 & 5 – HAM GREEN TO BOWER ASHTON (INCLUDING AVON GORGE)					
4.3	Tow Path	<p>Improve the tow path for cyclists – it is dangerous / muddy / floods in places</p> <p>Put lighting on the tow path.</p> <p>No one knows who owns the tow path – it needs maintaining</p>	5	3. Out of MetroWest Phase 1 scope	
4.4	Re-open stations through the Gorge	<p>Ham Green Halt should be reopened</p> <p>Leigh Woods should have a stop for people to access the woodlands.</p>	2	3. Stage 2 Response	<p>Additional stations would impact on timetabling, frequency and service.</p>
4.5	Environment - concerns	<p>2 trains an hour will spoil the peace</p> <p>Concerns of the impact of train noise and pollution to the Gorge</p> <p>Concerns over impact to SSSI</p> <p>Concerns over the removal of trees through the Gorge.</p> <p>Remove enough trees and canopy through the Gorge to enable views of the river and avoid leaves on the line</p> <p>Danger to animals in the vicinity of the trains.</p>	6	2. Stage 2 Response	<p>An appropriate assessment of the impacts on the Avon Gorge and mitigation are being progressed in consultation with Natural England.</p> <p>Wildlife encroaching on the line is not unique to this project and will be dealt with by Network Rail's standard processes.</p>
4.6	Environment – no concerns	No concerns	2	4. Noted	

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SECTIONS 4 & 5 – HAM GREEN TO BOWER ASHTON (INCLUDING AVON GORGE)					
4.7	Construction - concerns	<p>Concerns that construction vehicles may cause damage / destruction</p> <p>Concerns to the loss of vegetation for construction / widening works</p> <p>Concerns that contractors will not be careful enough with regards to rare flora and fauna</p> <p>Damage caused to tow path by contractors.</p> <p>Port opened the line on the cheap – this should not become a project cost.</p>	7	2. Stage 2 Response	<p>Contractors will be experienced with these types of projects and will adhere to the Code of Construction Practice, with ecological supervision.</p> <p>The works required in the Avon Gorge have been identified to bring the railway up to the appropriate standard for passenger services.</p>
4.8	Operation - concerns	<p>30mph is too slow – used to do 45mph in the 1950s.</p> <p>Why it is not possible to align a standard gauge railway to modern passenger standards on a track-bed originally built to broad gauge standards?</p> <p>Have a viewing railcar so tourists can view the Suspension Bridge.</p> <p>Line should be electrified</p>	4	3. Stage 2 Response	<p>Design has been assessed to provide appropriate line speeds to deliver the proposed service pattern.</p> <p>Rolling stock will be a matter for the train operating company.</p> <p>Scheme design will not prevent future electrification of the line.</p>
4.9	Operation – no concerns	No concerns	2	4. Noted	

SECTION 6 – BOWER ASHTON TO ASHTON VALE					
6.1	Ashton Gate Station	<p>A station should be included at Ashton Gate</p> <p>Ensure passive provision for a future station</p>	45	3. Stage 2 Response	The current design does not prohibit the provision of a station at Ashton Gate if a business case emerges and funding is available.

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SECTION 6 – BOWER ASHTON TO ASHTON VALE					
6.2	Level crossing concerns	<p>The level crossing should be closed and an alternative route provided, even with the proposed service pattern</p> <p>What happens to the level crossing if the service pattern is increased?</p> <p>Saving money by not closing it now will mean it costs more in the future.</p> <p>Increased barrier down time could impede emergency access</p>	4	2. Stage 2 Response	<p>The proposed work to the Ashton Vale Road–Winterstoke Road junction including "MOVA" system of control for traffic lights will allow for increased service pattern to function similarly to current service pattern.</p> <p>The considerable additional cost of providing a new access to Ashton Vale Road is not justified by the current service pattern proposals.</p> <p>In respect operating a half hourly passenger train service, additional line capacity would be needed to facilitate this, including line speed increases, double tracking and junction enhancement works. It would also be necessary to consider whether alternative highway access would be needed to mitigate increased highway impacts. This would be a separate project with a separate business case, statutory processes and funding.</p>
6.3	Grade separation	Support at Ashton Vale Road for either a road or rail bridge / tunnel to overcome the need for the level crossing	2	2. Stage 2 Response	There is not enough land available to provide a bridge or tunnel at this location.
6.4	Cycle / walking routes	<p>Do not permanently close Barons Close</p> <p>Provide links from the Park and Ride site / MetroBus stops</p>	4	2. Stage 2 Response	For safety reasons Barons Close pedestrian level crossing is proposed to be closed. The re-introduction of passenger trains makes the crossing more dangerous to use. The alternative crossing route to the north via Ashton Vale Road will be accessible by the new MetroBus route with parallel pedestrian and cycle path. The MetroBus route has a dedicated cycle and pedestrian route from the park and ride to Ashton Vale Road.
6.5	Cycle / walking routes – no concerns	<p>Support for the ramp</p> <p>If the level crossing gets closed, ensure a cycle crossing remains</p>	5	4. Noted	The Ashton Vale Road highway level crossing is proposed to remain open, however a cycle and pedestrian ramp is proposed as an alternative when the barriers are down.

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SECTION 6 – BOWER ASHTON TO ASHTON VALE					
6.6	Traffic -concerns	Extension of the left-hand lane on Winterstoke Road should be longer Deliveries use Barons Close (road) and its roundabout and works need to be carefully managed to ensure businesses aren't affected Level crossing will negatively impact on traffic to and from the industrial estate	3	1. Ongoing Consideration	This will be considered during the scheme's further development stages. The outcome will be included in the Consultation Report accompanying the DCO application.
6.7	Traffic – no concerns	No concerns	2	4. Noted	
6.8	Environment – no concerns	No concerns	3	4. Noted	
6.9	Construction – concerns	Why are compounds necessary – won't access points be sufficient?	1	2. Stage 2 Response	This will be detailed in the Construction Management Plan. The construction works, include replacement of ballast, rails and signalling works, which require space for material storage, so access points are not enough.
6.10	Construction – no concerns	No concerns	1	4. Noted	
6.11	Housing	Need to consider needs of local development sites	1	4. Noted	
6.12	No concerns	No concerns stated	2	4. Noted	

7. MISCELLANEOUS					
7.1	Misc.	Put pressure on the Secretary of State to make a decision faster than 18 months		2. Stage 2 Response	The 18-month period is not just the period for the Secretary of State to make a decision, it's the period for the Development Consent Order process, including application acceptance, pre-examination, examination, decision and post decision. It may be possible for the process to take less than 18 months, but there are many factors beyond the control of the project.
7.2	Misc.	Independent railway project experts need to validate Network Rail's work		2. Stage 2 Response	Independent railway consultants have been used to evaluate the project at various times during the development stages.
7.3	Misc.	Funding for other schemes such as MetroBus must not compromise the scheme		4. Noted	
7.4	Misc.	Event driven demand not taken into account e.g. Bristol Arena		2. Stage 2 Response	Demand forecasts will be detailed in the Transport Assessment.

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7. MISCELLANEOUS					
7.5	Misc.	<p>Very local residents e.g. Peartree Field have not been involved enough in the plans.</p> <p>Peartree Field residents want more information about the look and feel of the proposals outside their homes. Information is inadequate.</p>		1. Ongoing Consideration	<p>Further work is being undertaken on the visual impacts in the vicinity of Peartree Field. This will be set out in the Environmental Statement for the DCO application, and outcomes will be considered in the Consultation Report accompanying the DCO application.</p> <p>Photomontages and sections have been prepared to ensure further information is conveyed as to the visual appearance as well as the visibility of the station within the view. This will be shared with residents.</p>
7.6	Misc.	Instead consider a relief road / rail bridge alongside the current M5 bridge, taking pressure of the M5 network and junction 19, as well as providing a rail link across the river.		3. Out of MetroWest Phase 1 scope	
7.7	Misc.	Longer-term, consideration should be given to reopening the old line connecting the docks to Temple Meads		3. Out of MetroWest Phase 1 scope	
7.8	Misc.	A number of crossings / rights of way will be closed with no replacement - this will negatively impact the local communities, and also encourage people to trespass in order to cross the railway which is both a safety and operational concern		2. Stage 2 Response	<p>Discussions have taken place with those who have a right to cross the railway, and with public rights of way groups. Where crossings are to be closed, alternatives or compensation have been discussed. Many rights are historical and no longer used. Only one public right of way is being permanently closed (Barons Close) and a suitable alternative now exists following the MetroBus works.</p> <p>Other crossing such as private accommodation crossings being closed without replacement have for the most part not been used for many years. Where such crossings are currently in use by adjoining landowners, new or improved alternative access from the highway will be provided.</p>
7.9	Misc.	Other parts of the Country are getting huge amounts of funding e.g. HS2, Northern Powerhouse for infrastructure improvements yet the West Country is losing out.		4. Noted	
7.10	Misc.	Platform at Temple Meads should be as close as possible to connecting trains' platforms to make it as easy as possible to catch connecting services		4. Noted	

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7. MISCELLANEOUS					
7.11	Misc.	Portishead trains calling at Parson Street and Bedminster should not be used as a reason to reduce the service level on the Weston-super-Mare line at these stations. Trains should be timed to give connection to/from stations to Weston-super-Mare.		4. Noted	Service patterns outside the MetroWest Phase 1 proposals are not under the control of the project.
7.12	Misc.	If the cut-down scheme is allowed to go ahead then the probability is that an upgrade to a 30 minute service will never happen.		4. Noted	
7.13	Misc.	Why is this consultation document confusing the DCO issue (and costs) with other improvements like Severn Beach, the benefits of which are not stated or statistically shown to be necessary?		4. Noted	MetroWest Phase 1 is wider than the DCO scheme as it includes rail improvements to the network across the West of England. This consultation only covers the DCO elements as this is what is required for the DCO application process.
7.14	Misc.	We have not received more information in the post making us / keeping us fully up to date with process / proposals despite completion of all documents and giving you full details of the property deeds		2. Stage 2 Response	The MetroWest project team is seeking to engage in public consultation over and above the minimum statutory requirements, and has revisited the individual circumstances and made further contact with the relevant consultee. Relevant information has been available online and via regular newsletters, with contact details provided for any queries.
7.15	Misc.	Defer until there is sufficient funding available to provide all aspects of mitigation and infrastructure required to support the goal of introducing a fast and frequent passenger train services		2. Stage 2 Response	Multiple options were presented through the West of England Councils' governance process when a two train per hour scheme became unaffordable. Proceeding with the one train per hour scheme was the option selected for the MetroWest Phase 1 project.
7.16	Misc.	Works under Network Rail's PD rights – will residents in the Parson Street junction and surrounding areas be kept informed of hours of working etc.?		2. Stage 2 Response	This will follow Network Rail's procedures for works to an existing line.
7.17	Misc.	Consider tram-trains so they can serve other areas such as Portishead town centre		3. Out of MetroWest Phase 1 scope	
7.18	Misc.	In addition to the railway build a MetroBus route along the south of the railway to Marsh Lane, then tunnel underneath Ashton Court Estate		3. Out of MetroWest Phase 1 scope	
7.19	Misc.	Too much money spent on consultations, consultants, and general time wasting		4. Noted	

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7. MISCELLANEOUS					
7.20	Misc.	The scheme objectives need revisiting, including the identification of performance indices which reflect these objectives, and the methodologies by which these performance indices are calculated.		2. Stage 2 Response	This has been conducted at various intervals during the scheme's development, including the Preliminary and Outline Business Case stages.
7.21	Misc.	Lessons should be learnt from other similar rail schemes e.g. Falmouth to Truro branch, Felixstowe		4. Noted	
7.22	Misc.	GRIP3 2TPH vs 1TPH - a detailed "before and after" listing of features and costs and the trade-offs between them would be useful in fully understanding what has led to the considerable increase in cost and revised scheme.		4. Noted	
7.23	Misc.	Example timetable should be published to investigate services / resilience		4. Noted	This is an important part of Network Rail's timetabling and train path modelling work.

8. EQUALITIES					
8.1	Equalities	Adequate, nearby parking to the stations		4. Noted	Provided at both Portishead and Pill.
8.2	Equalities	Links / adequate routes to bus stops		1. Ongoing Consideration	This will be considered during the scheme's further development stages. The outcome will be included in the Consultation Report accompanying the DCO application.
8.3	Equalities	CCTV cameras make all users feel able to use public transport and the related infrastructure safely.		2. Stage 2 Response	CCTV is incorporated into the design of the new stations and car parks.
8.4	Equalities	Allow mobility scooters on trains		4. Noted	Train operator decision
8.5	Equalities	Allow wheelchairs on trains		4. Noted	Train operator decision
8.6	Equalities	Allow buggies on trains		4. Noted	Train operator decision
8.7	Equalities	No steps		2. Stage 2 Response	Step-free access has been designed where possible.
8.8	Equalities	Parking restrictions will impact all users dependent on their cars		4. Noted	Dedicated disabled parking bays are included in the design. General parking space numbers are being provided based on the demand modelling.
8.9	Equalities	Conductors / guards needed		4. Noted	Train operator decision
8.10	Equalities	Stations should be manned		2. Stage 2 Response	Train operator decision
8.11	Equalities	Concerns of having to step up from platform to the train		2. Stage 2 Response	Platforms at Portishead and Pill have been designed to provide level access to trains.

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8. EQUALITIES					
8.12	Equalities	Concerns around access to areas for emergency vehicles during construction and operation		1. Ongoing Consideration	This will be considered during the scheme's further development stages. The outcome will be included in the Consultation Report accompanying the DCO application.
8.13	Equalities	Young people's fares should be considered		4. Noted	Train operator decision

9. CONSULTATION					
9.1	Consultation comments	People not made aware More consultation required I have not received a response to my query No one returned my calls Staff were unable to answer my queries Consultation time should be longer Too many consultation documents to review in time – adverts should have made it clear how many there were Too many abbreviations and technical terms Requested USB didn't arrive Library staff couldn't find the documents Consultation was professional and well organised	11	2. Stage 2 Response	<p>The Statement of Community Consultation was consulted on twice and adhered to during both Stages 1 and 2. The majority of consultees were able to view the material and respond in the given consultation periods, the minimum of which is 28 days; we allowed 6 weeks. This is reflected in the number of responses received - over 1,000.</p> <p>All known queries and requests were responded to within the consultation period, which was organised via a dedicated set of contact details to ensure queries were handled adequately.</p>