

**DCO Stage 2
Consultation Report**

MetroWest Phase 1

July 2018

MetroWest 

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1. Introduction and Background

MetroWest Programme Overview

1.1 The West of England (WoE) Councils comprising of Bath & North East Somerset, Bristol City, North Somerset and South Gloucestershire, shown in Figure 1.1, together with the West of England Combined Authority (WECA) are progressing plans to deliver a series of strategic enhancements to the local rail network over the next five years and beyond, through the "MetroWest Programme". The aim of the MetroWest Programme is to establish a 'Metro' local rail network, similar to comparable sized city regions, through targeted investment in strategic rail corridors, including existing lines, freight only lines and dis-used lines.

Figure 1.1 – West of England Councils and WECA



1.2 The MetroWest Programme currently comprises the following schemes:

- MetroWest Phase 1;
- MetroWest Phase 2;
- Portway Park & Ride station;
- a range of new station/re-opening schemes, subject to separate business cases; and
- smaller scale localised enhancement schemes.

1.3 These are a diverse range of interventions from large schemes increasing the UK passenger train network (network mileage and number of stations) entailing both infrastructure and service enhancements, to more modest localised projects.

1.4 The MetroWest Programme is jointly promoted by the WoE Councils and WECA which has responsibility for strategic and transport planning (together with Bath & North East Somerset, Bristol City and South Gloucestershire Councils as WECA's constituent councils), with support of the West of England Local Enterprise Partnership (LEP) through the Local Growth Fund, and also working alongside Network Rail, Great Western Railway and the wider rail industry.

1.5 The MetroWest Programme has been developed in collaboration with the rail industry. Although it was established as a conventional third party promoted programme, it is not a standalone programme. It is a sub-programme within the Great Western Programme for delivery in early Control Period 6 (the designated national period for improvements to the rail network in the period 2019–2024).

1.6 Under the Planning Act 2008 (the 2008 Act), the re-opening of the Portishead branch line as part of MetroWest Phase 1 is classed as a Nationally Significant Infrastructure Project (NSIP), and therefore requires a development consent order (DCO) from the Secretary of State for Transport. Those parts of MetroWest Phase 1 that will be included in the DCO are referred to in this document as "the DCO Scheme".

1.7 MetroWest Phase 1 is being led by North Somerset District Council (NSDC).

Development Consent Order (DCO) Consultation

1.8 Consultation is required for the DCO Scheme, which is made up of the re-opening the branch line to Portishead by reinstating the railway from Pill along the old alignment which closed to passengers in the 1960s, and the upgrading of parts of the existing freight line which the passenger train services will utilise.

- 1.9 The DCO application process requires extensive consultation with affected and interested parties. NSDC has decided to hold two consultation stages. In June 2015 "Stage 1" Consultation began, with NSDC consulting the public, statutory bodies, and stakeholders including community and local interest groups on the DCO Scheme's proposals.
- 1.10 From October to December 2017, "Stage 2" Consultation was carried out with the persons consulted at Stage 1 and all persons identified as having an interest in land required to be consulted under the 2008 Act. Consultation was carried out in accordance with NSDC's Revised Statement of Community Consultation (SoCC) published in September 2017 (as revised from the original SoCC of June 2015, which had been published for Stage 1 Consultation).
- 1.11 This Stage 2 Consultation Report details and summarises the Stage 2 Consultation. It also details an additional period of Stage 2 Consultation in February 2018 with interested parties in the Ashton Vale Industrial Estate.

Previous Consultation

- 1.12 Since the MetroWest Phase 1 scheme began in 2013, several elements of the DCO Scheme have been consulted on to help develop its proposals:

Portishead Station Site Consultation – February 2013

- 1.13 In February 2013, NSDC undertook public consultation on its 'Sites and Policies Development Plan Document'. As part of the consultation, NSDC carried out its Portishead Station Site Consultation, publishing an evidence paper, 'Re-opening Portishead Railway Line and Options for the Location of Portishead Railway Station'. This set out the DCO Scheme's background and proposals for Portishead including three potential station sites, with qualitative summary tables for each option.

Portishead Station Options Appraisal – June 2014

- 1.14 Having considered the Portishead Station Site Consultation responses and a number of significant delivery challenges with some of the three station site options, there was a clear need to take a wider examination of potential sites for Portishead Station including looking at other locations. A total of six potential sites were considered. The 'Options Appraisal Report' concluded that three sites around Quays Avenue (options 2A, 2B and 2C) were potentially viable sites and merited further consideration. These three sites were short listed for the next stage of consultation.

Portishead Station Location – June 2014

1.15 Three station site options (2A, 2B and 2C), shortlisted from the Options Appraisal Report were subject to a six week public consultation. A series of exhibitions were held along a consultation website and questionnaire. A consultation report was produced and published in October 2014 and this showed that Option 2B was both the most popular and had the smallest number of objections. This option required partial realignment of Quays Avenue, but did not require a level crossing.

Feasibility of a Level Crossing at Quays Avenue

1.16 Following the publication of the October 2014 consultation report, a small number of local stakeholders challenged the outcome of the consultation. They felt option 2B was not close enough to the town centre and were advocating an option (option 1A) which required a level crossing. Although option 1A had been considered in the Options Appraisal Report and discounted, a more detailed analysis of this option was undertaken. The Office of Rail Regulation (ORR) provided a list of criteria they use to assess any request for a new level crossing. A detailed report was compiled addressing the ORR criteria, setting out the implications of a new level crossing on Quays Avenue. The report was submitted to the ORR in December 2014. Following submission of the report, the ORR provided a detailed response, which concluded that "...the ORR would not contemplate a new level crossing on Quays Avenue.....". Both the Options Appraisal Report and the response from the ORR were subsequently published on the scheme website.

Formal Decision on the Location of Portishead Station

1.17 After the June 2014 public consultation on the location of Portishead Station which established a preference for option 2B, and the ORR's detailed response on the level crossing proposal, the NSDC Executive determined on 17th March 2015 to proceed with option 2B for the location for Portishead station.

Stage 1 Consultation

1.18 In June 2015, the Stage 1 Consultation commenced. At the time it was anticipated that much of the work on the existing freight line would be carried out by Network Rail relying on its Permitted Development rights. As a result, the Stage 1 Consultation focussed on the major physical works on the disused section of the Portishead branch line as well as works in the vicinity of Ashton and Pill. The specific elements considered in detail were:

- Portishead Station and associated infrastructure such as highway alterations;
- footbridge linking Trinity Primary School in Portishead;
- Pill Station and associated infrastructure;
- impacts on National Cycle Route 26;
- emergency access route to Pill Tunnel;
- double tracking and bridge widening works through Pill; and
- Ashton Vale level crossing works and closure of Barons Close pedestrian crossing.

1.19 Stage 1 Consultation was successful in highlighting issues and gauging the level of support for the scheme. It demonstrated that overall the DCO Scheme had very high levels of support, with 95% of respondents supporting the proposals entirely or mainly.

1.20 Stage 1 Consultation was successful in engaging with members of the public, statutory bodies, community groups, business and interested parties. Issues raised have been considered through the development of the DCO Scheme's engineering design and wider technical case, and have directly influenced elements of the DCO Scheme as presented at subsequent consultations.

1.21 An example of some of the DCO Scheme elements which were directly influenced as a result of the Stage 1 Consultation are:

- temporary and permanent traffic regulation orders in Portishead and Pill;
- Pill station re-design, including new forecourt and replacement of pedestrian footbridge to access the platform by a ramp on the adjacent bank;
- consideration of alternative highway access to Ashton Vale Road industrial estate, and associated level crossing works;
- further consideration of construction and traffic impacts in the Transport Assessment and Construction Management workstreams and possible mitigations; and
- continued engagement with statutory bodies and key stakeholders to ensure their views and issues were taken into account at each development stage.

Micro-Consultations

1.22 Following the Stage 1 Consultation and further DCO Scheme development, two main areas of the DCO Scheme were identified as requiring possible changes to the design: Pill Station and access to Ashton Vale Industrial Estate. The design changes were felt to be significant enough to consult with the local communities to explain the options and gauge opinion. These micro-consultations were carried out in February 2016 and enabled the

DCO Scheme to develop further. A second micro-consultation which specifically focused on the Ashton Vale Industrial Estate area was undertaken in November 2016.

DCO Scheme Changes, March 2017

- 1.23 The scope of the DCO Scheme and its consultation up to March 2017 was based on two passenger trains per hour serving the re-opened railway to Portishead. As the design progressed, the estimated cost of the DCO Scheme increased significantly to between £145m and £175m. This caused affordability challenges for the WoE Councils and a need to re-consider the scope and phasing of the MetroWest Phase 1.
- 1.24 The West of England Joint Transport Board decided to take a staged approach to MetroWest Phase 1, focusing on delivery of service improvements to the Severn Beach Line and the Bath Spa to Bristol Line (which are to be delivered under Network Rail's permitted development rights and therefore are outside of the scope of the DCO Scheme and its consultation) and an initial hourly passenger service for Portishead. The passenger train services are to operate all day from early morning to late evening, with a possible AM and PM peak additional service (the 'hourly plus service').
- 1.25 Given that an hourly passenger train service entails half the number of passenger trains operating per day compared to the original half hourly service, the DCO Scheme's traffic impacts on the Ashton Vale Road level crossing have considerably reduced. Accordingly, an alternative highway access for Ashton Vale Road is no longer required.
- 1.26 The Stage 2 Consultation was the first opportunity for consultees to comment formally on the amended proposals.

Wider Engagement and Consultation

- 1.27 MetroWest Phase 1 has been included in sub-regional and local transport policy for many years. Therefore it has been subject to a series of strategic engagements and consultations including:
 - West of England Joint Transport Study (JTS) and Joint Spatial Plan (JSP) consultation;
 - local authority planning including Core Strategies; Local Plans; Sites and Policies Plans; Supplementary Planning documents; and Neighbourhood Development Plans;
 - Joint Local Transport Plan 3 (JLTP3) consultation;
 - Strategic Economic Plan (SEP) consultation;

- West of England Multi-Area Agreement, Local Economic Assessment, LEP Business Plan; and
- MetroWest Stakeholder meetings (including engagement with rail interest groups).

1.28 Each of these have been reported to or approved through the appropriate governance channels, including:

- West of England Joint Committee;
- WECA Committee;
- Local Authority Executive/Full Council meetings;
- Strategic Leaders Board;
- West of England Joint Transport Board comprising the Joint Transport Body Board and the Joint Transport Executive Committee;
- Rail Programme Board; and
- Scrutiny Panels.

1.29 The reports of these committees and other governance bodies are available online:

- TravelWest – www.travelwest.info/metrowest;
- North Somerset Council – www.n-somerset.gov.uk;
- West of England LEP – www.westofenglandlep.co.uk; and
- West of England Combined Authority – www.westofengland-ca.gov.uk

2. Stage 2 Consultation Programme

Scope

- 2.1 The Stage 2 Consultation was the final planned stage of community consultation, and therefore it consulted on all aspects of the DCO Scheme requiring consent under the 2008 Act. This differed from the Stage 1 Consultation when it was anticipated that much of the work on the existing freight line would be carried out by Network Rail relying on its Permitted Development rights. The Stage 1 Consultation therefore focussed on the major physical works on the disused section and at Pill and works at Ashton Vale.
- 2.2 To assist and focus respondents, the Stage 2 Consultation materials split the DCO Scheme into six geographical areas, following the path of the proposed route from Portishead in the west to Ashton Vale in the east.
- 2.3 Respondents were encouraged to comment on any aspects they wished, including:
 - new infrastructure such as Portishead and Pill stations, the footbridge near Trinity School, and the pedestrian ramp in Ashton Vale;
 - highway and parking proposals;
 - walking and cycling routes;
 - traffic aspects;
 - environmental aspects;
 - construction aspects; and
 - operational aspects.
- 2.4 These categories were used to assist respondents and focus their concerns but were not exclusive; all comments and issues were captured for consideration.

Methodology

- 2.5 The aim of the Stage 2 Consultation 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 an online consultation website.
- 2.6 A consultation questionnaire was considered one of the most effective ways of gauging opinion for most consultees. The majority of questions were qualitative to ensure that all issues could be captured. Other methods of responding were accepted, but the

promotional material encouraged completing the questionnaire online. A copy of the questionnaire is attached as Appendix A.

2.7 Six weeks was considered a suitable period for the Stage 2 Consultation, allowing enough time for the publicity material to be read, exhibitions held, briefings to occur, and responses made. Stage 2 Consultation opened on 23rd October 2017 and closed on 4th December 2017. This did not coincide with any other consultations, and spanned both school time and half-term holiday periods.

Revised Statement of Community Consultation (SoCC) and Section 48 Notice

2.8 In line with statutory requirements under the 2008 Act, the Revised SoCC was published in September 2017, detailing how consultation on the DCO Scheme would proceed. The Revised SoCC was advertised in the local press, namely the Bristol Post and Western Daily Press on 14th September 2017. This ensured full geographical coverage, and advised that the Revised SoCC was available to view at the locations listed below, as well as online:

- Somerset Hall, Portishead;
- Trinity Primary School, Portishead;
- Community Centre, Pill;
- Community Centre, Long Ashton;
- Ashton Gate Stadium, Bristol;
- Engine Shed, Bristol;
- North Somerset Council offices, Clevedon;
- Bristol City Council offices, 100 Temple Street, Bristol;
- Portishead Library;
- Pill Library;
- Long Ashton Library;
- Bedminster Library, Bristol;
- Bristol Central Library;
- Marksbury Road Library, Bristol; and
- Weston-super-Mare Library.

2.9 A copy of the Revised SoCC is attached as Appendix B.

2.10 In line with statutory requirements under the 2008 Act, a Section 48 notice was published in the local and national press. The notice appeared in the same local papers as the Revised SoCC for two consecutive weeks on 23rd and 30th October 2017, and *The Guardian* and *London Gazette* for one week on the 23rd October 2017.

2.11 Copies of the press notices are in Appendix D.

Consultation Publicity Material

2.12 The following consultation materials were produced and distributed:

- **Leaflets** – an information leaflet contained a MetroWest Phase 1 programme and DCO Scheme overview for context, and then detailed each element of the DCO Scheme which was being consulted on. It directed people to sources of further information, including the dedicated MetroWest website and the exhibitions. It also contained information on how to respond to the Stage 2 Consultation, including the online questionnaire address, postal address, and email address.
- **Postcards** – these invited people to attend planned exhibitions, view the DCO Scheme proposals online, and submit comments. Over 5,000 postcards were printed and delivered by Royal Mail to all properties within 200 metres either side of the DCO red line boundary, and within 400 metres of Portishead and Pill station sites. A postal distribution map is at Appendix C. The postcards were also handed out to passers-by on the morning of each exhibition. A number were also left at shops and local public amenities in Portishead, Pill and Bristol.
- **Posters** – posters were distributed widely, assisted by campaign groups and the parish and town councils. They were displayed on numerous community notice boards and in shops. Each of the locations for viewing the Revised SoCC (as listed above at paragraph 2.8) was asked to place one copy of it on display. Further copies were given out at every stakeholder meeting that had public access, such as health centres, care homes and visitor centres.



Above: examples of Stage 2 Consultation posters on display at Pill and Portishead

- **Press coverage** – local media were issued a press release before the Stage 2 Consultation period began. It detailed the purpose of the consultation and how to take part in it, DCO scheme information, and sources of further information. Stage 2 Consultation received wide media coverage, for example in the Bristol Post and North Somerset Times, and on the BBC and Portishead Railway Group websites. North Somerset Life – NSDC's magazine sent to all households in North Somerset – covered the story in detail, and Trinity Primary School featured the story in their newsletter to all parents.
- **Newsletter** – since the launch of the Stage 1 consultation, MetroWest has had its own newsletter which is sent out to all subscribers multiple times a year. Stage 2 Consultation was therefore the lead story in the newsletter's October edition, which reached 1,720 people.
- **Online** - the TravelWest website hosts information on cross-boundary, cross-promoted transport schemes in the West of England. Since the Stage 1 Consultation, MetroWest has been promoted with its own hyperlink to the TravelWest site's MetroWest page at www.travelwest.info/metrowest which contains the latest updates on the DCO Scheme. The Stage 2 Consultation was the lead content on the site for the duration of the consultation, and the site contained links to the consultation materials and questionnaire. The materials included electronic copies of the consultation documents, details of the exhibition dates and locations, background to the DCO Scheme, and previous relevant reports. The TravelWest site's consultation page encouraged people to read the materials or visit an exhibition before responding to the questionnaire. The Stage 2 Consultation was also promoted through both NSDC and Bristol Councils' websites. As a result of the publicity, interest groups and other parties informally published the information on their websites as well.

2.13 Prior to the launch of the Stage 2 Consultation, it was felt all previous reports and information for the development of the DCO Scheme should be available on one website. This prompted the launch of a bespoke 'Document Store' website at www.metrowestphase1.org which is linked to the TravelWest website. The Document Store will remain live for the duration of the DCO Scheme's development with all documents available for download, including those that have been superseded as the DCO Scheme has progressed. It was felt that the launch of the Stage 2 Consultation was the most appropriate time to bring together all the relevant documents to date in one location and allow those that wished to review past material, to aid their consultation response.

- **Social media** – the MetroWest Twitter account was used to promote the Stage 2 Consultation, prompting re-tweets by a significant number of accounts, including the MetroBus account. Approximately 1,950 followers could have seen the tweets or re-tweets from these accounts, with many more organisations and individuals also re-tweeting them. Therefore the Twitter reach was likely substantial. Facebook was used to advertise the exhibitions. Adverts targeted those in each exhibition's local area both on the day and before the exhibition, and reached a total of 21,522 people in local communities.
- **Partner communications** – partners involved in the DCO Scheme have their own communication processes and contacts. They were sent the Stage 2 Consultation materials, which they distributed or promoted through their own channels. They include Great Western Railway, Network Rail, the Local Enterprise Partnership, the WoE councils and WECA, and numerous contractors.
- **NSDC ward Councillor briefings, Parish/Town Council and MPs** – briefing sessions were held for NSDC Councillors, and parish/town Councils and consultation materials sent to them. MPs and relevant Bristol City Councillors also received the materials with a letter explaining the Stage 2 Consultation.
- **Governance meetings** – the DCO Scheme's governance processes require information to be presented at multiple meetings. Some of these are public meetings. Presentations were made at the:
 - West of England Joint Committee;
 - West of England Rail Programme Board;
 - West of England Joint Scrutiny;
 - North Somerset Council Executive; and
 - North Somerset Council meeting.

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

Consultees

2.15 Pursuant to the 2008 Act, the following groups were consulted:

- A. prescribed statutory consultees;
- B. prescribed local authorities;
- C. persons with an interest in land;

D. local community; and

E. stakeholders including community groups, business and other interested parties.

2.16 This Stage 2 Consultation Report (below from paragraphs 2.17 to 2.41) focuses on the responses received from the groups A, D and E as listed above (at 2.15). All other consultee responses are being considered and will be reported in the consultation report submitted as part of the DCO application.

A. Prescribed Statutory Consultees

2.17 Statutory consultees were identified from a prescribed list (see Appendix E). In addition to these, a number of local bodies, groups, and businesses were identified and consulted in the same manner. A copy of the letter is attached as Appendix F.

2.18 Statutory consultees were contacted on multiple occasions prior to the launch of the consultation period. The timeline was as follows:

September 6 th 2017	Letter / email advising of the scheme's intention to begin the Stage 2 Consultation, asking to confirm the preferred method of contact, contact address, format of consultation documents, and offer of a meeting if appropriate.
September 15 th – October 20 th 2017	Consultees that had not yet responded and had been identified by the scheme as a known interested party were contacted individually to confirm the requested details in the previous letter / email.
October 19 th 2017	Formal notification of consultation letters issued.

B. Prescribed Local Authorities

2.19 NSDC – as promoter of the DCO Scheme on behalf of the four WoE Councils – was required to consult local authorities with regards to their role as the local planning authorities (LPA). Therefore the following authorities were written to inviting response:

- North Somerset District Council;
- Bristol City Council;
- South Gloucestershire Council;
- Bath & North East Somerset Council;
- Mendip District Council;
- Sedgemoor District Council;

- Somerset County Council;
- Monmouthshire County Council;
- City of Cardiff Council;
- Newport City Council; and
- Vale of Glamorgan Council.

2.20 In addition to being written to, a series of meetings were arranged with the two host authorities (Bristol and NSDC). Specialists from each authority were invited to discuss the specifics detailed in the DCO Scheme's Preliminary Environmental Information Report (PEIR). These meetings informed a collated response from the respective Development Management departments.

C. Persons with an Interest in Land

2.21 Landowners and those with land interests and rights were contacted. These were identified from the DCO Scheme's draft Book of Reference (required under the 2008 Act as a register of land interests affected by the scheme). Meetings were held on request with persons with an interest in land.

D. Local Community

2.22 Six exhibitions were organised during the Stage 2 Consultation period. Most venues chosen had been used during the previous consultations, and were at relevant locations to the scheme. Two additional venues were chosen, at Trinity Anglican Primary School, and Long Ashton Community Centre. The school was chosen because of its closeness to the Portishead station site and the proposed footbridge. The community centre was chosen at the request of Long Ashton Parish Council who asked that an exhibition be held in their Parish which was agreed to. All venues were chosen because of their close proximity to the areas which will be affected by the DCO Scheme, their good public transport links, and their being fully accessible. The exhibition dates were:

- 10th November 2017, 12pm to 8pm – Somerset Hall, Portishead;
- 15th November 2017, 12pm to 8pm – Engine Shed, Bristol Temple Meads;
- 21st November 2017, 1pm to 8pm – Trinity Anglican Primary School, Portishead;
- 22nd November 2017, 12pm to 8pm – Ashton Gate Stadium, Bristol;
- 23rd November 2017, 3.30pm to 7.30pm – Community Centre, Long Ashton;
- 24th November 2017, 12pm to 8pm – Community Centre, Pill; and
- w/c 27th November 2017 – 100 Temple Street, Bristol (unmanned).

2.23 Copies of the Stage 2 Consultation leaflets were handed to visitors upon arrival at the welcome desk and attendance was recorded at each session. Five exhibition boards displayed all key elements of the scheme, separated and grouped by geographical location from Portishead to Ashton Vale. This mirrored the consultation leaflet layout on the DCO Scheme:

- overview;
- proposals between Portishead and Royal Portbury Dock, including Portishead Station and footbridge near Trinity School;
- proposals between Royal Portbury Dock and east of the M5, including effects to the National Cycle Network and construction compounds;
- proposals between Pill and Ham Green, including Pill Station; and
- proposals between Ham Green and Ashton Vale, including the Avon Gorge and Ashton Vale level crossing.



Above: exhibition boards at Ashton Gate Stage 2 Consultation event

2.24 Members of the public were invited to read the exhibition boards and leaflet and ask the members of the team any questions. There were a number of DCO Scheme representatives from its various workstreams available at each of the exhibitions to answer the wide-ranging issues. Attendees were encouraged to record their responses using the online questionnaire, but hard copies were available at the venues on request. The questionnaire also asked for home or business postcodes to enable quantitative analysis of responses by geographical distribution.

2.25 After the six manned exhibitions, an unmanned display was left in Bristol City Council's Citizen Service Point, which is open to the public at 100 Temple Street opposite Bristol Temple Meads station. This was in place for a week, commencing Monday 27th November 2017.

2.26 The exhibitions proved popular, with over 650 people attending:

10 th November 2017, 12pm to 8pm	
Somerset Hall, Portishead	257
15 th November 2017, 12pm to 8pm	
Engine Shed, Bristol Temple Meads	77
21 st November 2017, 1pm to 8pm	
Trinity Anglican Primary School, Portishead	137
22 nd November 2017, 12pm to 8pm	
Ashton Gate Stadium, Bristol	36
23 rd November 2017, 3.30pm to 7.30pm	
Community Centre, Long Ashton	20
24 th November 2017, 12pm to 8pm	
Community Centre, Pill	126
Total	653



Above: Stage 2 Consultation event at Pill

2.27 A copy of the exhibitions boards is also contained within Appendix D.

E. Stakeholders including Community Groups, Business and Other Interested Parties

2.28 The programme of exhibitions was supported by a series of stakeholder meetings. Typical meetings included a PowerPoint presentation followed by opportunity for discussion, questions and answers. Meetings were widely offered and held with the following:

- MetroWest stakeholder group;
- local transport groups e.g. Portishead Rail Group
- town and parish councils;
- local landowners;
- local businesses and organisations e.g. Chamber of Commerce, Bristol Port Company, Trinity School;
- equalities officers and related groups; and
- other interested parties.

2.29 Stakeholder notification letters are attached as Appendix F.

The Stage 2 Consultation Period

2.30 Consultation with statutory bodies and the local community was carried out in parallel, and began on October 23rd 2017, running for six weeks until 4th December 2018.

2.31 Engagement began following promotion through the methods above in the lead up to the launch date. Respondents were directed towards completing the questionnaire online, with hard copies available for those that requested them. Written responses via letter or email were also accepted. 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.

2.32 For those unable to attend the exhibitions, or had further queries, 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 DCO Scheme proposals. Their role was also to coordinate programme wide consultation periods ensuring there was no confusion with exactly what aspects of the scheme or programme views are being sought on. The MetroWest

communications team worked with the DCO Scheme's partners to ensure compliance with their consultation guidelines.

- 2.33 During the Stage 2 Consultation period a number of meetings were held, some of which included presentations from members of the project team. Issues raised were recorded in official meeting notes or agreed to be submitted as an official response, unless meetings were commercially sensitive and confidential in nature. Engagement with stakeholders and parties affected by the scheme are continuing, to address and resolve issues raised.
- 2.34 The consultation period closed on 4th December 2017, with emails, letters, and written questionnaires accepted for a short time after the closing date for recording as part of the Stage 2 consultation process.

Additional Consultation Period for Ashton Vale Road Industrial Estate

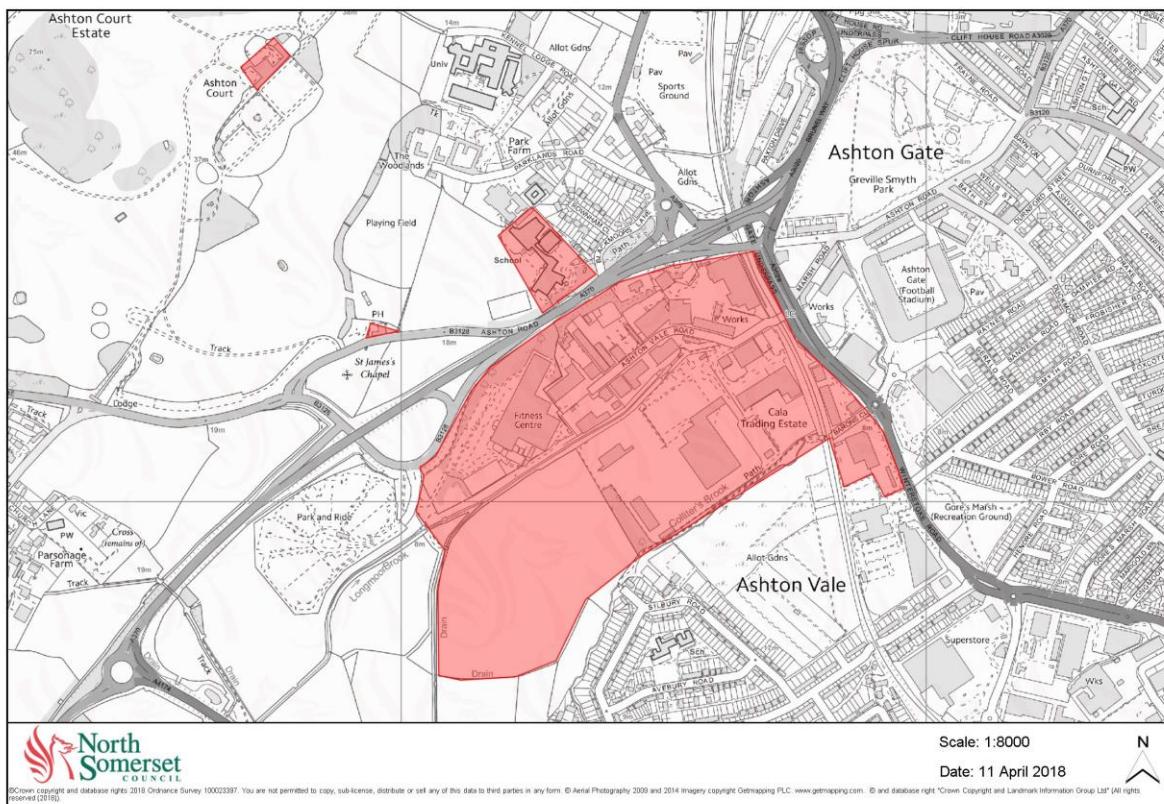
- 2.35 During the Stage 2 Consultation period, a small number of landowners and businesses on Ashton Vale Road industrial estate had commented that not all interested parties of the industrial estate had been written to directly advising them of the consultation. This was because they were no longer included within the DCO Scheme's redline land plans due to the removal of the alternative highway option required for the previously proposed half hourly service.
- 2.36 Some respondents thought all interested parties on the industrial estate should have been contacted directly during the Stage 2 Consultation period to ensure the possible issues were fully understood.
- 2.37 Although most of the industrial estate was no longer included in the DCO Scheme's redline land plans, all parties had been contacted twice prior to the launch of the Stage 2 Consultation advising them the alternative highway was no longer included as part of the scheme. They were also covered by the tier 2 community engagement plan detailed in the Revised SoCC. However, given the concerns raised and that two micro-consultations had taken place for an alternative highway, it was considered fair to extend the consultation period and notify all interested parties personally.
- 2.38 Given the initial feedback, it was considered appropriate to carry out additional consultation to ask owners and occupiers of the Ashton Vale Industrial Estate to consider issues which may directly affect their operations and help develop the scheme. A small number of questions were appended to the letters and sought to understand the most appropriate times and days for construction works in the area.

2.39 On 19th February 2018 letters were issued by registered post and consultees asked to respond by 24th March 2018. A small number were returned as unknown owners, so the property addresses were written to on the 9th March 2018 and given a further 28 days, being asked to respond by 13th April 2018. A copy of the letters is included in Appendix F.

2.40 A distribution map for these additional consultees is shown in Figure 2.1 below.

2.41 Responses received have been counted and included with all other responses detailed in Section 3 of this Report.

Figure 2.1 – distribution map for additional consultees in the vicinity of Ashton Vale industrial estate



3. Stage 2 Consultation Responses

- 3.1 A total of 976 questionnaire responses were received. A total of 79 letters, emails and meeting notes were received, however the majority completed the questionnaire online. A small number requested paper copies of the questionnaire which were either filled in at the exhibitions or posted to the given address at a later date.
- 3.2 The majority of statutory consultees responded via letter or meetings with the project team rather than via the questionnaire.

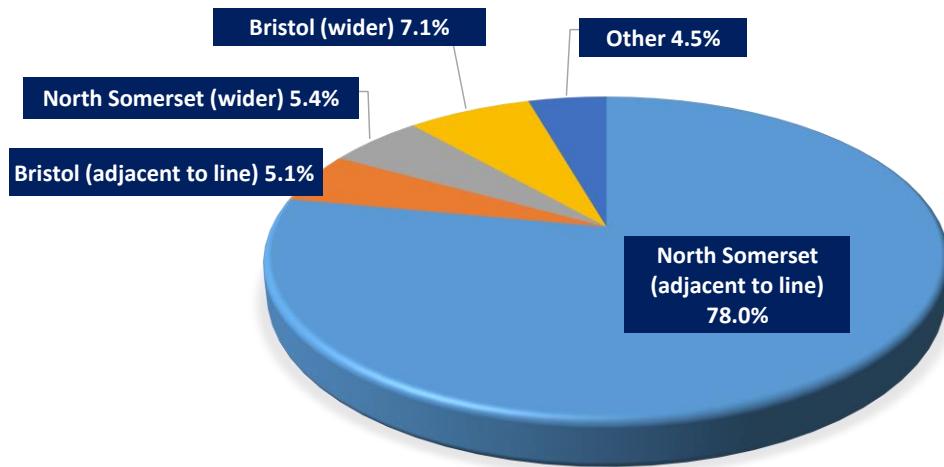
Response Areas

- 3.3 Local community respondents were asked to include their postcode if completing via the questionnaire. As per previous stages of consultation, this is to ensure a number of factors:
 1. that it had been publicised enough to the areas that would be most affected by the scheme as detailed in the Revised SoCC;
 2. to distinguish between interest groups and those who would be affected by the proposals, which could be disaggregated if needed; and
 3. those aspects of the scheme which would only have a very local impact could be filtered and analysed separately if necessary.

The Stage 2 Consultation could not then be swayed by people outside of the area wanting to comment on such aspects but would be largely unaffected.

- 3.4 Figure 3.1 (below) demonstrates that the targeted approach to advertising the Stage 2 Consultation resulted in the majority of respondents (83.1%) resided in areas targeted by the postcards and advertising material, adjacent to the alignment of the scheme. Of the remaining respondents, 12.5% resided in North Somerset or Bristol. This meant less than 5% were from outside the area. A map showing the full extent of the respondents is attached in Appendix G.

Figure 3.1 – Stage 2 Consultation responses by area



Questionnaire Responses

3.5 To aid consultees with their response, the questionnaire and consultation material divided the scheme into six geographical areas. This enabled people to focus their particular issues or concerns. Each geographical area had a series of questions specific to infrastructure in that area, along with questions common to each area regarding environment, construction, and operation. A freetext box was also included to allow comments on any other issues. The six geographical areas were:

1. Portishead to Royal Portbury Dock
2. Royal Portbury Dock to east of the M5 (Pill)
3. Pill to Ham Green
4. Ham Green to Avon Gorge North
5. Avon Gorge North to Bower Ashton
6. Bower Ashton to Ashton Vale

3.6 There was a need to capture all possible issues, therefore the format of the questionnaire was designed to produce mainly qualitative results. The separation of answers into geographical areas helped group them for analysis; any that were entered in other areas were marked and recorded correctly.

3.7 As the consultation covered six geographical areas of the scheme, consultees were given the option to answer questions only about the area(s) they were interested in. This was achieved by making the questionnaire interactive, selecting which sections they wished to

comment on at the beginning of the questionnaire and then only being presented with those questions rather than all.

- 3.8 Each section of the questionnaire was analysed and grouped depending upon topic.

Letters, Emails and Meeting Notes

- 3.9 Statutory consultees mainly responded by letter or email. A number were satisfied with meeting notes as their official response, whilst others used any meetings held to inform their response. A total of 62 responses were received and are attached as Appendix H.
- 3.10 As stated above, the vast majority of consultees responded via the questionnaire. Seventeen responses were received by letter or email. A contact address was included in the consultation leaflet as well as on the website for people that wished to do this. These have been analysed and are included with the questionnaire responses.

Local Planning Authorities

- 3.11 The Local Planning Authorities (LPAs) were consulted, with the two hosting authorities – NSDC and Bristol City Council – engaged significantly during the Stage 2 Consultation period. Multiple meetings were set up between their specialists and the authors of the PEIR where aspects of the scheme were discussed in detail and questions answered. The meetings and responses continue to help with the scheme's development and will be reported on fully in the consultation report submitted as part of the DCO application.

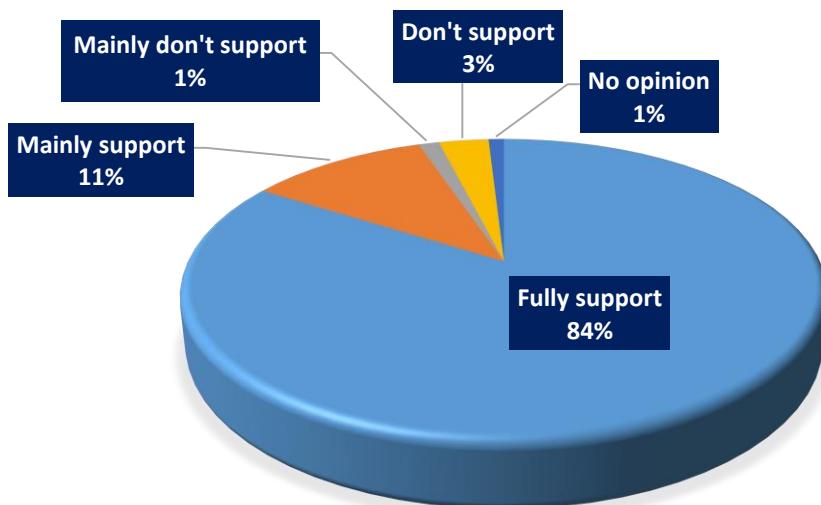
Results

- 3.12 The results described in the following sections have been combined from the statutory bodies and local community responses. Therefore unless otherwise stated no distinction has been made between who the response is from.
- 3.13 Each section of the questionnaire asked respondents to state their relationship with the area in question, for example whether they resided, worked or regularly visited there. This was to enable the results to be disaggregated if required to establish if there were any differences between the views of those that lived there from others. Analysis of the results showed that there were no significant differences between them and so the following commentary is based on the results of all responses.

Overall Support and General Concerns

3.14 Questions at the beginning and the end of the questionnaire sought people's views on the scheme as a whole. The results shown below in Figure 3.2 demonstrate that the majority support the scheme overall – 95% support entirely or mainly. This demonstrates the same level of support as at the Stage 1 Consultation, despite the reduction from a half hourly service as a result of the scheme changes in March 2017. In total 665 comments were made at various points throughout the questionnaire and letters in support of the scheme, with only 18 not in support.

Figure 3.2 – Level of support for the scheme overall



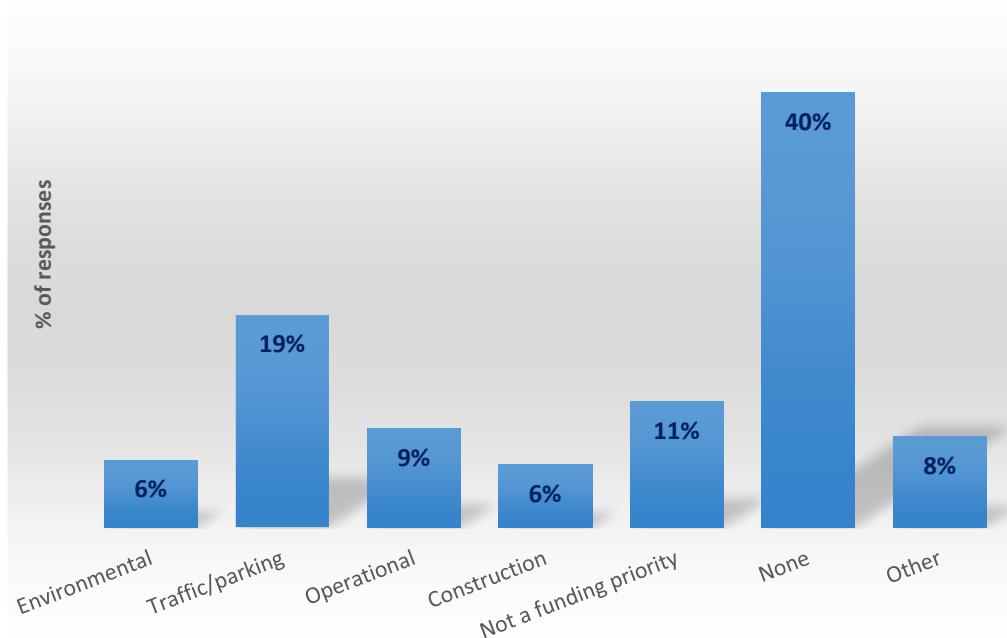
3.15 When asked what their main concerns were overall, there was a clear indication that most respondents had none (40%). Of the remaining options, 'traffic or parking' was highlighted by almost a fifth of respondents (19%).

3.16 A proportion (11%) of respondents stated 'not a funding priority' as their main concern. Those that elaborated made it clear that their concern was the possibility that it could be considered less of a funding priority by the councils or local / national government rather than the belief that funding should be reallocated.

3.17 8% chose 'other' and raised concerns mainly related to the scheme changes made in March 2017, reducing the service frequency. 202 comments were received throughout the questionnaire, with many suggesting ways to increase capacity and infrastructure to enable a more frequent service without affecting costs. 106 comments were concerning the length of the time the scheme is taking to come to fruition.

3.18 A breakdown of general concerns are shown in Figure 3.3.

Figure 3.3 – General concerns



Section 1 : Portishead to Royal Portbury Dock

3.19 Consultees were asked for their thoughts on the proposals between Portishead and Royal Portbury Dock. This included Portishead station, highway and parking changes, and the footbridge near Trinity Primary School. A total of 391 people completed this section.

Portishead Station and Surrounding Proposals

3.20 The design proposals for Portishead Station have not significantly altered since they were consulted on during Stage 1 Consultation. Therefore only 48 comments were received about this. Concerns related to the design of station, with some stating that it was too basic to be the gateway to the town envisaged by some.

3.21 One change introduced since the Stage 1 Consultation is the inclusion of a wall around the railway's safety buffer at the end of the track. This raised a few concerns regarding the material used, and the consultation documentation showed the wall as white. There were

a number of points raised regarding its prominence to visitors and therefore requested that the material used should be carefully considered and graffiti-proof.

- 3.22 Other comments related to the length of canopy, materials used and a request to include additional planting and landscaping around the area.
- 3.23 However, the majority that responded to this question thought the proposals were adequate, with 37 supportive comments received. They were content with the design, layout, toilets, waiting area, and passive provision for a retail unit of some kind. Most raised no concerns.

Changes to the Highway Network, Proposed Parking Provision, and On-street Parking Restrictions

- 3.24 Parking issues – particularly the perceived impacts to residential streets surrounding the station – were the most commented on issue for this portion of the scheme. Proposals were included following feedback from the Stage 1 Consultation, where a significant number raised concerns about the impact to parking in residential streets by station users.
- 3.25 For the Stage 2 Consultation, a series of permanent and temporary traffic regulation orders (TROs) were proposed and invited comment. Permanent no parking TROs were proposed on through routes where traffic levels were expected to increase significantly enough to warrant restrictions for safety reasons and traffic flows. Permanent restricted parking TROs were proposed on residential streets adjacent to the station site, both north and south of the line. 279 comments were received during Stage 2 relating to parking restrictions and possible solutions. Respondents were split with their views, with 91 in favour of some restrictions, and 108 sharing concerns.
- 3.26 The permanent no parking TROs were generally seen as favourable and required, in respect of the proposed double yellow line restrictions around the new stations. This is in part because of existing traffic problems on the roads affected by the amount of vehicles using it for parking, which most respondents thought would get worse when the station and car parks open.
- 3.27 However, a number of responses stated that parking was needed in this area because there are no other areas to park when visiting local businesses or amenities such as the doctor's surgery. Concerns were also raised from local businesses about where staff would park given their need to drive as part of their job (district nurses is one example

cited). Small car parks are allocated to businesses in the area however they are limited in capacity and often shared with visitors.

- 3.28 There were a number of requests that spaces in the proposed car parks be allocated for short term parking and also considered for permanent allocation to local businesses for staff to use.
- 3.29 The permanent restricted parking TRO proposals had significantly more comments, and opinion was divided. However most of those that responded were in agreement that commuters should be discouraged from using residential streets to avoid car park charges.
- 3.30 The permanent restricted parking TRO plans consulted on proposed 23 hours of unrestricted parking, with an hour of restricted parking in the middle of the day. This would stop commuters from parking their cars all day whilst at work. Some local residents believed that the proposed TROs were too restrictive and punished those households without a garage or driveway. Concerns raised included:
 - residents would be unable to leave their own cars outside their houses all day and catch the train;
 - disabled people or those with ill health unable to leave their cars outside their houses all day;
 - nearby roads without TROs would see an increase in parking from residents on restricted roads; and
 - households with multiple vehicles would be unable to leave their cars outside their houses.
- 3.31 A proportion of residents welcomed the proposals and thought they weren't restrictive enough. This is in part due to existing problems with parking in the area and many welcomed any measures that sought to resolve some of these issues.
- 3.32 A popular suggested alternative to the proposed temporary TROs was the introduction of a resident's only parking permit scheme generating 80 comments. This is in part related to the large number of comments received regarding concerns about the station car parks. 144 comments were made about the size of the car parks, costs, and use by non-station users. A large number related parking costs and to the use of residential streets for free parking, which prompted many to suggest the resident's permit scheme.

Pedestrian and Cycle Routes including the New Footbridge Provision near Trinity Primary School

3.33 166 comments were received on the proposed pedestrian and cycle routes, but only a small number of those had concerns. The vast majority felt the proposals were adequate and went some way towards improving cycling and walking provision in the area. The boulevard connecting the town centre to the station attracted positive comments.

3.34 Of those concerns raised, most centred around safety. Given the proximity of the footbridge proposals to a primary school and residential areas, people were concerned that the routes may encourage more people into the area by foot, and may not be adequately lit.

3.35 Some comments questioned the need for footpaths adjacent to the railway both to the north and south, connecting Tansy Lane and Peartree Field with Quays Avenue / the station, with concerns they would bring footfall to an area which currently has very little.

3.36 The footbridge proposals next to Trinity Primary School were not commented on as much as at the Stage 1 Consultation. This may be because the proposals had not significantly altered. There remains considerable support for the bridge, with 75 comments stating it is needed as an important link between the two residential areas, particularly as there is a school nearby.

3.37 59 concerns mainly discussed the footbridge's size, considering it too high, wide or visually unattractive particularly given its perceived sub-urban location. Other concerns raised include:

- the effects to privacy and security to the school and nearby houses;
- safety including lighting and possibility of items being thrown from the bridge;
- planting not adequately masking the structure; and
- a possible anti-social behaviour attractor.

Environmental Aspects

3.38 Environmental concerns were raised by 138 respondents. Most of these related to noise once the service was operating, with 32 comments mentioning in particular:

- trains running;
- trains idling in the station;

- squeaking of train brakes;
- station Tannoy announcements;
- station users;
- increase in traffic; and
- the proposed sound barriers are not adequate enough to mitigate the effects.

3.39 27 comments related to the possibility of an increase in pollution, mainly from the introduction of diesel trains to a residential area, but also from an increase in traffic in the area, particularly at peak times.

3.40 81 comments raised concerns on planting and wildlife. There was considerable support for the retention of existing vegetation, particularly mature trees, and provision of more planting and green spaces. Many suggested the use of planting to screen the line and station where appropriate. Protection of wildlife corridors and areas was also requested, particularly given how long it has taken to establish since the housing developments were built. Concerns were also raised on possible impacts to the Portbury Wharf Nature which borders the urban area to the east and which the line runs adjacent to.

Construction Aspects

3.41 Comments were made by 115 people regarding the construction of the scheme. The biggest concern (43 comments) was how traffic would be impacted given there are existing issues with congestion and the fear was that construction would aggravate this. The number of construction vehicle movements per day, the timing of their movements, and parking areas for construction workers were all highlighted as issues to consider.

3.42 General disturbance during construction was also a concern. These varied from:

- hours of working;
- order of works to minimise disruption;
- length of construction time; and
- environmental concerns such as dust, mud on the road, and pollution from construction traffic.

3.43 14 comments stated no concerns with the construction proposals.

Operational Aspects

3.44 One of the most commented issues was as a result of the frequency changes made in March 2017 – the reduction from a half hourly service. The majority of the 125 respondents registered concern that the proposed frequency would not be enough, particularly at peak times. Many of these responses gave suggestions as to how to increase the frequency of services by:

- double tracking sections;
- providing a loop and/or siding; or
- providing a second platform at Portishead Station.

3.45 Some commented that if the frequency could not be increased, enough capacity should be provided, and the project design should allow for future capacity increases. Suggestions included extending the platform length and providing more carriages. However there was a preference for a reduced frequency (hourly) service rather than cancelling the scheme.

3.46 Of those that expressed little concern with the proposed frequency, many caveated their response with ensuring passive provision to upgrade the frequency at a future date was included in the design.

Other Issues

3.47 The remainder of the issues raised for this area related to decisions made earlier in the scheme and had been consulted on previously, such as the station location, mode, and a level crossing over Quays Avenue. Others were out of the DCO Scheme's scope.

3.48 55 respondents stated no concerns with the proposals in this area.

Section 2 : Royal Portbury Dock to East of the M5 (Pill)

3.49 Respondents were asked for their thoughts on the proposals between Royal Portbury Dock and the M5 which runs to the west of Pill. The main impacts of the scheme to this section of the line relate to the pedestrian / cycling and bridleway route that runs adjacent to and in some places crosses it. A total of 60 people completed this section, reflecting the low number of residential dwellings.

3.50 Almost all responses made reference to the DCO Scheme's impacts on the bridleway path. 19 comments requested that the path be retained during both construction and operation. Proposed diversion routes were generally considered suitable, although 8 comments were made concerning clear signage, simple to follow, and not lengthy on-road.

3.51 7 comments asked if there was an opportunity to improve the path laying a better surface and providing lighting and litter bins along its length.

3.52 There were conflicting views where the path intersects with Royal Portbury Dock Road, Marsh Lane, and the M5. The proposals seek to retain a fenced off path alongside the railway under the bridges. The type and height of the fence proposed garnered conflicting wishes between horse users, cyclists, and those concerned with safety.

3.53 The temporary diversion of the cycle route to follow the existing bridleway which crosses under Royal Portbury Dock Road to a new crossing over the road also saw opposing views, with some stating it should be a formal Pegasus crossing given its bridleway status and others against any form of crossing at all.

3.54 There were some perceived impacts on Royal Portbury Dock. As the existing railway serves the Dock which forms part of Bristol Port, concerns were also raised about works proposed to enable passenger services to use it, such as to signalling.

3.55 20 respondents commented that they had no concerns with the proposals in this area.

Section 3 : Pill to Ham Green

3.56 Respondents were asked for their thoughts on the proposals between Pill and Ham Green. This area includes Pill station, the replacement of Avon Road Bridge and diversion of cycle routes. A total of 70 people completed this section.

3.57 A micro-consultation on Pill Station proposals had been carried out in February 2016. Since this time, the proposals changed very little, and therefore few comments were received. Most that commented on the station design and forecourt were in support of the proposals.

3.58 58 comments were raised regarding the possible negative impacts of traffic to the village such as volumes, safety, speed and parking. 26 comments believed that users would park in residential streets rather than pay to use the car park. There were also concerns

regarding the proposed permanent TROs, questioning their need. As in Portishead, some asked for residents' parking permits to be considered.

- 3.59 13 comments believed the Pill Station car park was not big enough or should be relocated closer to the station. There were also concerns that the walking routes to the station may discourage its use, and the increased footfall as a result may disturb or create privacy issues to some residents.
- 3.60 There was support for multi-modal connections, particularly for bus users who requested services be timed correctly to allow easy interchange, and that the walking route between the bus stops and the station be fully accessible. Cycle parking and ensuring train carriages had enough space for bicycles was also mentioned.
- 3.61 14 respondents raised environmental concerns. These were mainly related to noise, both during the construction and operational phases. It was believed by some that sound barriers should be provided to restrict noise impacts, particularly to Monmouth Road residents.
- 3.62 Other environmental concerns raised included impacts to wildlife and vegetation, fumes from idling trains, and excessive lighting causing a disturbance.
- 3.63 Statutory consultees raised specific environmental issues in the area, specifically around the Ham Green Lakes area.
- 3.64 Concerns over the impacts during construction were stated, with 15 comments concerned about the limited amount of space within the village perceived to cause a significant amount of disruption. This mainly related to construction traffic movements and hours of working. The proposed compound at Lodway was seen to contribute to this and it was suggested an alternative location should be considered.
- 3.65 The final concerns with this area relate to the operational stage, with 10 comments received. Again there were concerns that the proposed frequency was not enough, however many thought that the train carriages would not have enough capacity and be full at their time of arrival in Pill.
- 3.66 10 commented that they had no concerns with the proposals in this area.

Sections 4 & 5 : Ham Green to Bower Ashton including Avon Gorge

3.67 Thirty-three respondents commented on the DCO Scheme's proposals for the Ham Green to Bower Ashton area, reflecting its low residential density and the presence of the existing operational freight line. Most of the responses regarding this area were from statutory consultees.

3.68 A significant percentage had environmental concerns given the number of designations throughout the Avon Gorge and its surroundings. These related mainly to the rare flora and fauna already identified – such as Whitebeam – and the possible impacts to vegetation which may in turn affect the Avon Gorge and Clifton Suspension Bridge's setting.

3.69 The DCO Scheme has had continued involvement with a number of statutory bodies in relation to the Avon Gorge and its environmental matters. Whilst these bodies responded as part of the Stage 2 Consultation, there was an understanding from both sides there would be a continued dialogue during the scheme's development, and their consultation responses reflected this.

3.70 One such matter concerns the ongoing management plan for the Avon Gorge, including vegetation, trees and protected species. A plan is being produced to mitigate the impacts of the DCO Scheme, building upon Network Rail's current management plan for the operation of the freight line. This is partly reflected in the consultation responses received.

3.71 Only a small amount of physical works are proposed along the section of the railway through the Gorge, and therefore responses on such works were limited. The relevant responses requested further information on the type and amount of fencing to be used in the Avon Gorge, on the location and height of the proposed GSM-r (railway communications) mast in the Gorge, and on the height and width of any vegetation clearance (particularly if it were to affect the canopy cover and landscape views). Works to one of the quarry bridges in the Gorge which allows access from the tow path to adjacent land also prompted comments.

3.72 Construction impacts were also a concern with 7 comments highlighting the possible damage which may be caused to the Ham Green to Bower Ashton area during any works.

3.73 Other consultees made reference to the single track restrictions through the Avon Gorge, questioning how the infrastructure and speed would impact upon frequency, suggesting ideas to increase both.

3.74 The River Avon Tow Path runs between the railway and the River Avon and is a popular cycling route. 5 respondents commented that the DCO Scheme is a good opportunity to improve the tow path, including improvement to its surface and providing lighting.

Section 6 : Bower Ashton to Ashton Vale

3.75 The final section was between Bower Ashton and Ashton Vale. Two micro-consultations were undertaken on this area in 2016, exploring options for closing the level crossing and providing an alternative highway access to the industrial estate. This may be the reason why only 45 responses were received for this area. This area also includes the additional consultees detailed above in paragraphs 2.31–2.36.

3.76 4 comments questioned the DCO Scheme's proposals to keep the level crossing operational, and whether this would constrain possible future increases to passenger services on the Portishead branch line. Some believed the alternative highway should still be constructed. Other comments related to specific impacts which the proposed land acquisition, level crossing and associated infrastructure may have.

3.77 3 comments were received as a result of the extended consultation for interested parties of the Ashton Vale Road industrial estate. This may have been because several businesses are being represented by an agent on their behalf. These concerns are mainly associated with the removal of the alternative highway access from the scheme and continued use of the level crossings. Their concerns questioned the traffic modelling used to determine the impacts to congestion and queuing to enter or exit the estate with an increase number of barrier down cycles. Several businesses registered concern (via an agent) that there would be impacts to their businesses if traffic was affected, particularly at peak operational times. There were also further requests to include the alternative highway into the scheme.

3.78 5 comments supported the proposed pedestrian and cycle ramp which provides unconstrained access between Ashton Vale Road and Ashton Road bridge, avoiding the level crossing, with only minor alterations suggested for safety reasons.

3.79 45 responses called for a new station to be provided at Ashton Gate, or at least provide passive provision for one in the future. There are numerous constraints in relation to

land, capital cost, business case, and scheme timescales that meant that it couldn't be included in Phase 1 of the scheme. Further detail is included in Appendix I.

3.80 2 commented that they had no concerns with the proposals in this area.

Issue Specific Comments

3.81 Some responses contained comments relevant to multiple areas of the scheme as a whole. These were mainly from consultees with statutory duties.

3.82 Many of these relate to ongoing workstreams and will continue to be developed as the scheme progresses. Some requested further information with the understanding that these will be shared once complete. Issues included:

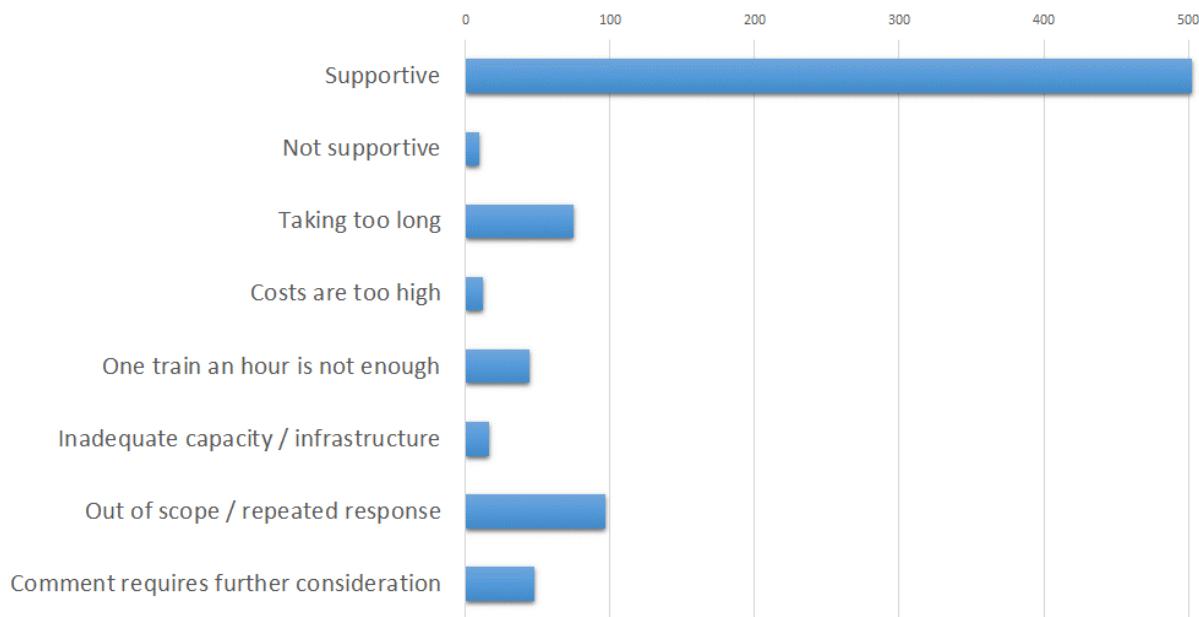
- ground conditions in relation to mining areas;
- flood Risk Assessment, drainage impacts and Water Framework Directive;
- construction compound impacts including possible contaminates;
- clarification of habitat and woodland creation / enhancements;
- vegetation management including rare species and non-native species;
- pipeline and hazard zone exclusions;
- traffic impacts;
- Code of Construction Practice and Construction Traffic Management Plan;
- impacts to protected species such as bats;
- incorporation of safety features through design such as at station sites and parking areas;
- impacts to protected characteristics under the Equalities Act, with suggested refinements; and
- consideration of other development proposals in close proximity to the DCO Scheme.

'Other Comments'

3.83 Almost two thirds of respondents (615) completed the questionnaire's 'Other Comments' section. Here 502 comments were made to register support for the DCO Scheme and the frequency of its proposed passenger service, with only 10 comments against. 48 comments related to issues not covered elsewhere in the questionnaire. The remainder were comments made about decisions that had already been determined or fixed issues unable to be consulted on, such as timeframes and costs.

3.84 A breakdown of the 'Other Comments' is shown in figure 3.4 below.

Figure 3.4 – 'Other Comments'



3.85 NSDC's responses to all comments made by members of the community are in Appendix I.

Statutory Consultees

3.86 Statutory consultees highlighted very specific issues, technical requirements, and areas of concern. Comments were received from the following:

- Avon and Somerset Constabulary;
- Bristol Airport;
- Bristol Port Company;
- Environment Agency;
- Forestry Commission;
- Health and Safety Executive;
- Highways England;
- Historic England;
- Homes and Communities Agency;
- Local Access Forums;
- Marine Management Organisation;
- National Grid;
- National Trust;

- Natural England;
- North Somerset Community Partnership;
- North Somerset Levels Internal Drainage;
- Office of Rail and Road;
- Pill and Easton in Gordano Parish Council;
- Portishead Town Council;
- Public Health England;
- Royal Mail Group;
- The Coal Authority;
- train and freight Operating Companies;
- private landowners; and
- utilities.

3.87 Comments received have been included in the analysis above where relevant. Where meetings were held and notes taken, there were no further general issues raised that have not already been captured through the questionnaires or written responses. Where individual matters have been raised, the project team will continue to work with statutory consultees to address these.

3.88 The DCO Scheme's response to all comments made by statutory bodies are in Appendix J.

3.89 Following the Stage 2 Consultation, the NSDC project team will continue to engage with statutory bodies on the technical case of the DCO Scheme.

4. Conclusion and Next Steps

- 4.1 The Stage 2 Consultation effectively engaged with statutory bodies, community groups, businesses and other interested parties. It successfully highlighted issues and gauged the level of support for the DCO Scheme. It has demonstrated that overall the DCO Scheme has very high levels of support, with 95% of respondents supporting the proposals entirely or mainly.
- 4.2 Some of the responses to the Stage 2 Consultation from the community included comments which are outside of the scope of MetroWest Phase 1, and some raised detailed queries about the DCO Scheme. All responses are now being considered through the development of the DCO Scheme's engineering design and wider technical case, before NSDC's application for the DCO is submitted to the Planning Inspectorate.

Appendices

- Appendix A Questionnaire
- Appendix B Revised Statement of Community Consultation (SoCC), September 2017
- Appendix C Postcard Distribution Map
- Appendix D Publicity Materials
- Appendix E List of Statutory Bodies
- Appendix F Stakeholder Notification Letters
- Appendix G Map of Respondents
- Appendix H Stakeholder and Statutory Bodies' Responses
- Appendix I Summary of Responses from Members of the Community (with Project Responses)
- Appendix J Summary of Responses from Statutory Bodies (with Project Responses)