

From: [REDACTED]
To: [Metrowest1](#)
Subject: Issue Specific Hearing 2, Day 1, Agenda item 3 (v) - Lack of Acoustic & Barrier - M5 overbridge
Date: 11 January 2021 17:10:58

Bill Ovel, representing Pill & Easton-in-Gordano Parish Council

Ref: DCO, Section 2.37 National Cycle Route (NCN) Temporary and Permanent Works Plan

Currently, the disused railway and a permissive route run side-by-side through the M5 overbridge to the west of Pill. This permissive route is heavily utilised by pedestrians and cyclists on national cycle way NCN 26 and, occasionally, by horse riders. The bridge is effectively a short, narrow tunnel about 50 metres long. It is believed that, once MetroWest construction is complete, the intention is for the permissive way to be reopened. It is recognised that an alternative, longer route, bypassing the overbridge to the north, will be provided by the proposed re-routing of the bridleway. However, if the pedestrian/cycle route is to be retained in close proximity to the operational railway, then a significant health and safety issue would result for any people and animals who were on the path inside the M5 overbridge when a train transited under the bridge due to the deafening noise levels that would inevitably be generated. The length of the bridge is such that it might not be possible for many people to get out of the "tunnel" in time even if a train was heard to be approaching. Accordingly, if the permissive route is to be retained, then an acoustic barrier should be installed for the full length of the overbridge to shield pedestrians, cyclists and animals from the noise caused by the passage of the train. Of course, an alternative solution would be to close that section of the permissive route and oblige all users to use the diverted bridleway but that is not shown as being the case in the DCO. Of course, it would be necessary to ensure that the re-routed bridleway would be compatible with simultaneous use by pedestrians, cyclists and horse-riders.

Regards,

Bill Ovel