



MetroWest+

Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council

5.1 – Consultation Report and Appendices

Appendix I8: Stage 2 Consultation (Section 47 formal consultation and Section 42 formal consultation)

Planning Act 2008: Sections 37(3)

Author: North Somerset District Council

Date: November 2019

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 exhibitions 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.

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.

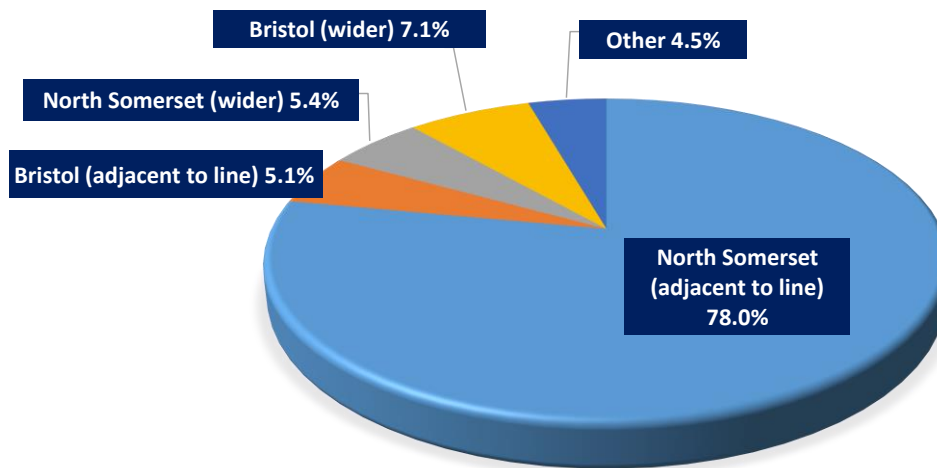
Response Areas

- 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.

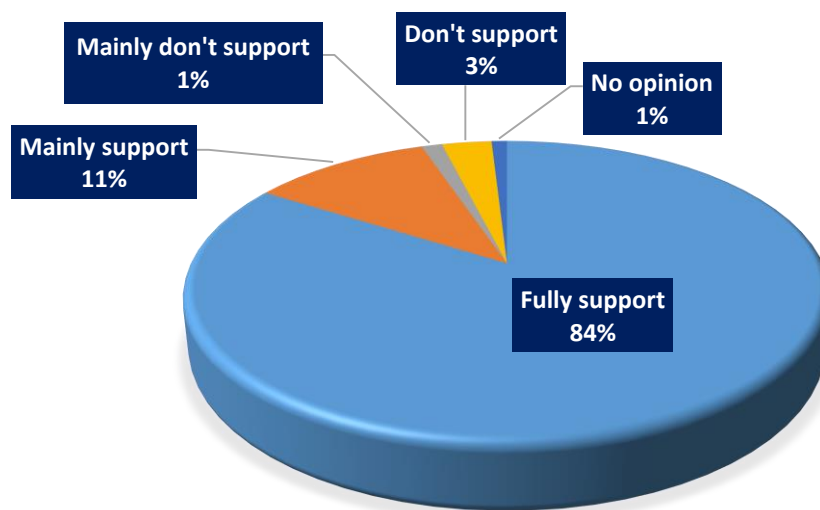
Results

- 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.

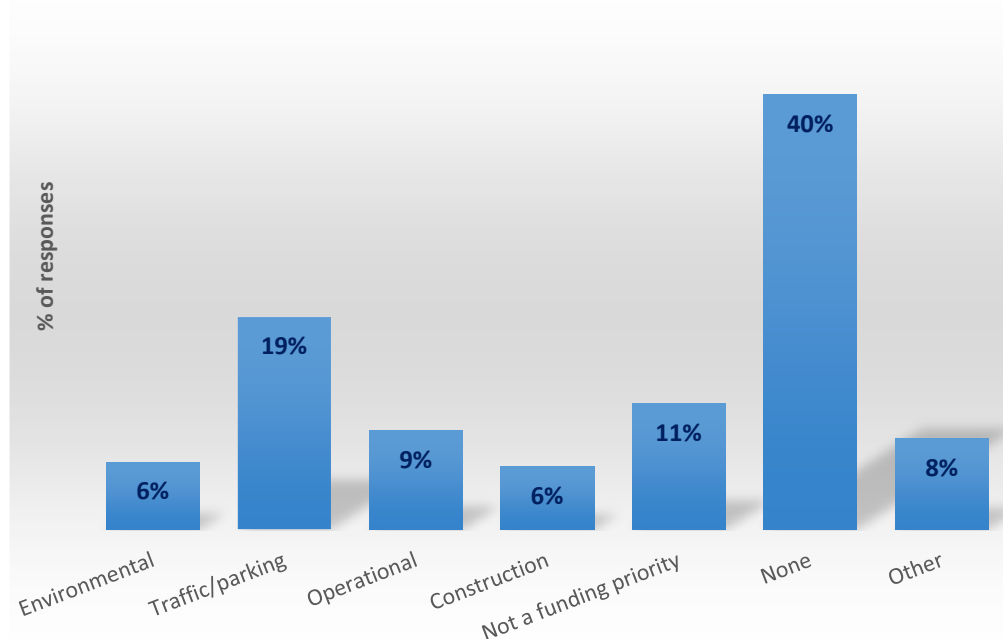
Figure 3.2 – Level of support for the scheme overall



- 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:

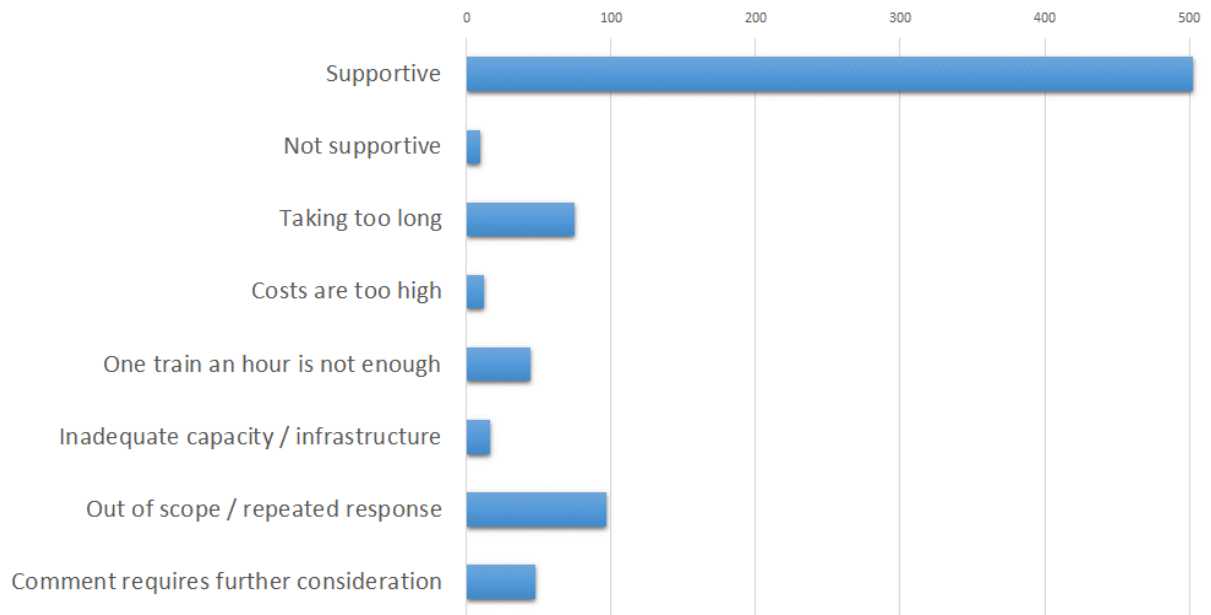
- ground conditions in relation to mining areas;
- flood Risk Assessment, drainage impacts and Water Framework Directive;
- construction compound impacts including possible contaminants;
- clarification of habitat and woodland creation / enhancements;
- vegetation management including rare species and 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)

Appendix A

Questionnaire

Thanks for taking the time to help us improve our plans. Please make sure you have read the plans in the consultation leaflet before you respond to this consultation. For a copy of the leaflet please ring 0117 922 4513, collect from one of the exhibitions or go to our website at www.travelwest.info/metrowest

1) Are you responding...?

☐ As an individual

If so, what is your home postcode?

☐ Giving the official response on behalf of an organisation

If so, what is the name of the organisation, and what is your position?

2) What, if any, are your main concerns with the scheme overall? Select at least 1 option.

☐ Environmental aspects

☐ Traffic or parking aspects

☐ Operational aspects

☐ Construction aspects

☐ Not a funding priority

☐ None

☐ Other

Please summarise your concerns below. There is more space later to explain more fully

The following questions refer to the different geographical sections of the scheme. Please refer to the consultation leaflet for details on which elements are included in each section. You may answer questions on as many sections as you wish.

Section 1 – Between Portishead and Royal Portbury Dock including Portishead Station area and footbridge near Trinity School

3) Regarding the scheme's area between Portishead and Royal Portbury Dock including Portishead Station area and footbridge near Trinity School, which of the following best describes you?

- ☐ Local resident
- ☐ Local business owner
- ☐ Local employee (non-resident)
- ☐ Student (non-resident)
- ☐ Regular visitor
- ☐ Other. Please say below what you mean by other

4) For the section of the scheme between Portishead and Royal Portbury Dock including Portishead Station area and footbridge near Trinity School, please tick which aspects you'd like to share any thoughts on and use the box below to explain. You may use additional sheets if you wish:

- ☐ Portishead Station and surrounding proposals
- ☐ Changes to the highway network, proposed parking provision, and on street parking restrictions
- ☐ Pedestrian and cycle routes including new footbridge provision near Trinity School
- ☐ Environmental aspects
- ☐ Construction aspects
- ☐ Operational aspects
- ☐ Any other aspects you wish to comment on

Please continue on a separate sheet if necessary

Section 2 – Between Royal Portbury Dock and east of the M5 including the National Cycle Network and bridleway

5) For the section of the scheme between Royal Portbury Dock and east of the M5 including the National Cycle Network and bridleway, which of the following best describes you?

- ☐ Local resident
- ☐ Local business owner
- ☐ Local employee (non-resident)
- ☐ Student (non-resident)
- ☐ Regular visitor
- ☐ Other. Please say what you mean by other

6) For the section of the scheme between Royal Portbury Dock and east of the M5 including the National Cycle Network and bridleway, please tick which aspects you'd like to share any thoughts on and use the box below to explain. You may use additional sheets if you wish:

- ☐ Changes (temporary or permanent) to the National Cycle Network and bridleway, including proposals at Royal Portbury Dock Road bridge, Marsh Lane bridge, and the M5 underbridge
- ☐ Other pedestrian and cycle routes
- ☐ Environmental aspects
- ☐ Construction aspects
- ☐ Operational aspects
- ☐ Any other aspects you wish to comment on

Please continue on a separate sheet if necessary

Section 3 - Between Pill and Ham Green including Pill Station area

7) For the section of the scheme between Pill and Ham Green including Pill Station area, which of the following best describes you?

- ☐ Local resident
- ☐ Local business owner
- ☐ Local employee (non-resident)
- ☐ Student (non-resident)
- ☐ Regular visitor
- ☐ Other. Please say what you mean by other

8) For the section of the scheme between Pill and Ham Green including Pill Station area, please tick which aspects you'd like to share any thoughts on and use the box below to explain. You may use additional sheets if you wish:

- ☐ Proposed parking provision
- ☐ Pedestrian and cycle routes
- ☐ Environmental aspects
- ☐ Construction aspects
- ☐ Operational aspects
- ☐ Any other aspects you wish to comment on

Please continue on a separate sheet if necessary

Sections 4 & 5 – Between Ham Green and Bower Ashton including Avon Gorge

9) For the section of the scheme between Ham Green and Bower Ashton including Avon Gorge, which of the following best describes you?

- ☐ Local resident
- ☐ Local business owner
- ☐ Local employee (non-resident)
- ☐ Student (non-resident)
- ☐ Regular visitor
- ☐ Other. Please say what you mean by other

10) For the section of the scheme between Ham Green and Bower Ashton including Avon Gorge, please tick which aspects you'd like to share any thoughts on and use the box below to explain. You may use additional sheets if you wish:

- ☐ Pedestrian and cycle routes
- ☐ Environmental aspects
- ☐ Construction aspects
- ☐ Operational aspects
- ☐ Any other aspects you wish to comment on

Please continue on a separate sheet if necessary

Section 6 – Between Bower Ashton and Ashton Vale including crossings at Ashton Vale Road and Barons Close

11) For the section of the scheme between Bower Ashton and Ashton Vale including crossings at Ashton Vale Road and Barons Close, which of the following best describes you?

- ☐ Local resident
- ☐ Local business owner
- ☐ Local employee (non-resident)
- ☐ Student (non-resident)
- ☐ Regular visitor
- ☐ Other. Please say what you mean by other

12) For the section of the scheme between Bower Ashton and Ashton Vale including crossings at Ashton Vale Road and Barons Close, please tick which aspects you'd like to share any thoughts on and use the box below to explain. You may use additional sheets if you wish:

- ☐ Traffic aspects including the proposed minor changes to the network around Ashton Vale Road level crossing
- ☐ Pedestrian and cycle routes including new pedestrian / cycle ramp and diversion of public rights of way
- ☐ Environmental aspects
- ☐ Construction aspects
- ☐ Operational aspects
- ☐ Any other aspects you wish to comment on

Please continue on a separate sheet if necessary

13) Please use this section for any other comments you wish to make about the scheme

Please continue on a separate sheet if necessary

14) Can we get back to you to discuss your responses in more detail if we need to?

If so, please leave either your email address or telephone number

If you are answering as an individual (or sole trader), your email address counts as personal information. This information is being collected by North Somerset Council, solely for the purposes of getting back to you about your responses here. We will manage and store this information according to the Data Protection Act 1998.

15) Please select your overall level of support for the proposals as a whole:

- ☐ Support the proposals
- ☐ Mainly support the proposals
- ☐ Mainly don't support the proposals
- ☐ Don't support the proposals
- ☐ No opinion

16) If you would like to be kept updated on the MetroWest Phase 1 scheme, please leave your email or postal address

If you are answering as an individual (or sole trader), your email address counts as personal information. This information is being collected by North Somerset Council, solely for the purposes of getting back to you about your responses here. We will manage and store this information according to the Data Protection Act 1998.

17) Finally, we want to make sure you are not disadvantaged by the proposals because of protected characteristics such as:

- age
- sex
- disability
- ethnicity
- other 'protected characteristics' (as defined in the Equality Act 2010); or
- other relevant characteristic like being a:
 - carer
 - parent
 - having a relevant diagnosis

Is there anything you think we should change to ensure that you are not disadvantaged because of any characteristics?

Please continue on a separate sheet if necessary

Thank you for taking the time to complete this questionnaire. Completed paper copies should be handed to us at one of the manned exhibition events or returned by 4 December 2017 to:

West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol, BS1 6ER

Appendix B
Revised Statement of Community Consultation (SoCC),
September 2017



MetroWest⁺

Portishead branch line (MetroWest Phase 1) Revised Statement of Community Consultation – September 2017

travelwest⁺

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

Portishead branch line (MetroWest Phase 1)

North Somerset District Council's Revised Statement of Community
Consultation pursuant to Section 47 of the Planning Act 2008

September 2017

Introduction

MetroWest programme

The West of England Councils are working together on proposals to deliver major improvements to the local rail network over the next ten years. North Somerset District Council, Bristol City Council, Bath and North East Somerset Council, and South Gloucestershire Council ("the four West of England Councils") are working with Network Rail Infrastructure Limited (Network Rail), Great Western Railway and the freight train operators to deliver the MetroWest programme, which will be carried out in phases.

MetroWest Phase 1

The four West of England Councils are taking forward Phase 1 of the MetroWest proposals ("MetroWest Phase 1"), to enhance the local rail network across the West of England area.

The MetroWest Phase 1 proposals comprise reopening the railway line from Portishead to Parson Street Junction in Bristol for passenger services, as well as new facilities for services to turn back at Bathampton (north-east of Bath), allowing trains terminating at Bath from Bristol to reverse at Bathampton. Other associated works include new and enhanced signalling at Avonmouth and on the Severn Beach Line.

North Somerset District Council (NSDC) is the promoter of MetroWest Phase 1 on behalf of the four West of England Councils and will therefore be applying for consent for the works as necessary and where required.

The DCO Scheme

The element of MetroWest Phase 1 comprising the re-opening of the railway from Portishead to Pill requires a Development Consent Order (DCO) under the Planning Act 2008 (the Act), being a Nationally Significant Infrastructure Project (NSIP) as defined under the Act. Works are also required to the existing operational railway both within and outside the operational boundary; these works are known as 'Associated Development' and support the NSIP works. The NSIP works and the Associated Development works together are referred to as "the DCO Scheme", which is the subject of this document.

The component parts of the DCO Scheme are detailed in the section on "DCO Scheme Description".

NSDC as promoter of the DCO is required to consult on the DCO Scheme before submitting an application for development consent.

Other MetroWest Phase 1 Works

In addition to the DCO scheme, MetroWest Phase 1 entails the delivery of minor works at the following locations to enable the operation of the proposed train services:

- Liberty Lane Freight Depot;
- Parson Street Junction;
- Parson Street Station;
- Bedminster Down Relief Line;
- Avonmouth and Severn Beach signalling; and
- Bathampton turnback.

For further information about these works refer to page 10.

The Role of North Somerset District Council, Bristol City Council and the West of England Combined Authority as Host Authorities

NSDC and Bristol City Council (BCC) are the local planning authorities and local highway authorities for the land on which the DCO Scheme will be built. NSDC's officers promoting the DCO Scheme are dealing with the authorities as would any other promoter of a DCO and are consulting with the authorities. The West of England Combined Authority (WECA) was created in March 2017 and is made up of three local authorities - Bath & North East Somerset, Bristol and South Gloucestershire - to deliver economic growth, skills, housing and transport. As strategic transport is part of WECA's remit, the DCO Scheme is consulting WECA as a local authority for the purposes of section 42 of the Act.

Each of the West of England authorities have provided comments on this document and will be consulted with during the finalising of proposals for the DCO Scheme. NSDC's officers engaged in promoting the DCO are not involved in consultation responses and a clear separation of roles will be maintained throughout the process for seeking consent and subsequently, if consent is given, during construction of the DCO Scheme.

Other MetroWest Phases

Any consents that may be required for other aspects of the MetroWest programme including Phase 2, comprising the proposed re-opening to passenger services of the current freight-only line through Henbury, north of Bristol, will be applied for and consulted on separately. They are not the subject of this document or its related consultation processes.

Statement of Community Consultation

A Statement of Community Consultation (SoCC) for the DCO Scheme was first published by NSDC in June 2015, prior to opening Stage 1 Community Consultation. This revised version of the SoCC has been published in accordance with section 47 of the Act. It explains how NSDC as the promoter of the DCO Scheme will keep you informed throughout the development process for the DCO Scheme, and how you can comment on the proposals and help shape the DCO Scheme. It also provides details, for information only, on the wider MetroWest Phase 1 proposals.

This revised SoCC updates the original SoCC issued in June 2015. It provides updates on the changes to the DCO Scheme since June 2015, and summarises the first round of consultation under section 47 of the Act. This revised SoCC has been prepared to provide additional information on the DCO Scheme to reflect the outcomes of that first stage consultation process. A second stage of section 47 consultation will be carried out together with consultations with landowners and statutorily designated consultees for six weeks commencing in late October 2017 and is detailed in this document.

The environmental Scoping Report for the DCO Scheme, submitted to the Planning Inspectorate in June 2015, provided Preliminary Environmental Information (PEI) in support of the first stage of Community Consultation. More detailed PEI will be published in October 2017 and will be made available to the public for the second stage of Community Consultation, prior to submission of the application to the Planning Inspectorate in Spring/Summer 2018.

This revised SoCC explains:

- **What** we are proposing to develop, including a brief description of:
 - the proposals for works on the Portishead branch line and the other elements of MetroWest Phase 1;
 - details of the DCO Scheme; and
 - the development consent process including how environmental impacts are assessed (see page 11);
- **When** we will be consulting (see pages 15 - 16);
- **Who** and **where** we will be consulting (see pages 17 - 21);
- **How** we will consult with individuals, groups and organisations (see page 18);
- **How** consultees can respond to the consultation (see pages 22- 23); and
- **How** feedback will be taken into account (see page 23).

What is a Statement of Community Consultation?

The Act provided a new regime for the development of NSIPs. The Planning Inspectorate is the body responsible for administering the planning process on behalf of the relevant Secretary of State (SoS) for an NSIP.

For such projects, the appointed Examining Authority (ExA) or Panel examines the application and will make a recommendation to the relevant Secretary of State, who will make the decision on whether to grant or to refuse development consent.

This DCO Scheme comprises an NSIP for the purposes of the Act. NSDC therefore intends to make an application to the Planning Inspectorate, acting on behalf of the Secretary of State for Transport for a DCO under the Act to authorise the DCO Scheme.

In determining the application, the Secretary of State will have regard to the National Policy Statement for National Networks which sets out the need for development of the national rail network.

Consultation is a key part of the planning and development process. The Act requires developers (in this case, NSDC) to consult with individuals, groups and organisations affected by the proposed NSIP. This process is referred to as pre-application consultation and must be carried out before the application for a DCO can be submitted to the Planning Inspectorate.

This document sets out how NSDC intends to undertake its obligation to consult under the Act.

As required under the Act, when the application is submitted, responses and views will be made clear in the Consultation Report which is submitted as one of the application documents as required under section 37 of the Act and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. The Consultation Report will explain how we have taken responses and views into account (as required by section 49 of the Act) during the development of the DCO Scheme proposals.

Please note that all consultation responses received will be considered and potentially published within the DCO Scheme's Consultation Report. No personal details will be made public.

About MetroWest Phase 1

The West of England's population exceeded 1.1 million in 2016, and its economic prosperity is beginning to be constrained by its transport network. As demand on the transport network increases as a result of economic and population growth, further investment is needed to ensure the transport network is sufficiently accessible and has sufficient capacity and resilience to continue to meet the sub-region's needs.

MetroWest is a series of projects that will improve rail transport in the West of England by investing up to £200 million in a series of complimentary local rail projects. It will be jointly funded from multiple organisations including the West of England LEP, the Department for Transport (through a devolved major scheme grant), and the four West of England Councils.

MetroWest Phase 1 is a scheme promoted by NSDC on behalf of the four West of England Councils. It is a priority for the West of England's local authorities and the West of England LEP, as it would connect over 50,000 additional people to the railway network.

The DCO Scheme

The MetroWest Phase 1 DCO Scheme comprises the delivery of infrastructure and passenger train operations to provide:

- i. a half hourly service for the Severn Beach line (hourly for St. Andrews Road station and Severn Beach station);
- ii. a half hourly service for Keynsham and Oldfield Park stations on the Bath Spa to Bristol line; and
- iii. an hourly service (or an "hourly service plus") for a reopened Portishead branch line with new/re-opened stations at Portishead and Pill and also serving existing stations at Parson Street, Bedminster and Bristol Temple Meads.

MetroWest Phase 1 proposed to re-open the Portishead branch line with works sufficient to enable a half hourly passenger train service each way. However, due to capital cost pressures, the decision was taken in mid-2017 to reduce the proposed service pattern to an hourly service or hourly service plus.

The hourly service for the Portishead branch line entails passenger trains operating hourly all day between Portishead and Bristol Temple Meads, calling at Pill, Parson Street, and Bedminster. This provides up to 18 passenger trains in each direction per day (Mon-Sat), with approximately 10 passenger trains in each direction on Sundays.

The alternative hourly service plus for the Portishead branch line entails passenger trains operating every 45 minutes during the am and pm peak and hourly off peak, between Portishead and Bristol Temple Meads, calling at Pill, Parson Street, and Bedminster. The hourly service plus option provides up to 20 passenger trains in each direction per day (Mon-Sat), with approximately 10 passenger trains in each direction on Sundays.

The reopening of the Portishead branch line requires consent via a Development Consent Order, and these works are referred to as the DCO Scheme. This revised SoCC sets out the promoter's (NSDC) approach to how it intends to consult on the DCO Scheme.

Other proposed rail improvements in MetroWest Phase 1

The rest of the works required to operate the MetroWest Phase 1 train services are within their existing operational railway and will be carried out using Network Rail's general permitted development rights. Therefore comments are not sought on these elements.

MetroWest Phase 2

MetroWest Phase 2 will introduce half hourly train services to Yate and hourly services on the Henbury line (which is currently freight-only). This does not form part of the application for the DCO Scheme and will be subject to separate consents at a later date.

DCO Scheme Description

The NSIP, as defined under the Act, is a permanent railway approximately 5450 metres long from Quays Avenue, Portishead, North Somerset (OSGR ST471765) to Pill in North Somerset (OSGR ST520762). It comprises of the reconstruction of 4750 metres of disused railway from Quays Avenue in Portishead to the existing operational railway (the Portbury freight line) to the east of the M5 Motorway. The NSIP then comprises 750 metres of new track through Pill village parallel to the operational railway line from Portbury Dock. The NSIP terminates at a new junction east of Pill Viaduct (to be known as Pill Junction), where it connects with the existing operational railway.

The associated permanent works in summary include:

- a new station, station building, forecourt, car parks and highway modifications in Portishead;
- new Trinity Primary School footbridge in Portishead;
- a new maintenance compound and road rail access point off the highway at Sheepway near Portishead;
- a new access for agricultural purposes to the west of Station Road, Portbury from the Portbury Hundred;
- minor works to bridges and structures along the disused railway;
- works to widen and strengthen the embankment where the disused railway meets the operational railway at Lodway Close in Pill;
- replacing an existing rail bridge over the Avon Road / Lodway Close pedestrian and cycle underpass (to the west of Pill station) with a new wider bridge to support a new double track section of railway;
- minor alterations to the Bridleway (LA8/66/10) and National Cycle Route 26 south of Royal Portbury Dock;
- extension of bridleway LA8/67/10 north of the M5 underbridge to connect with the National Cycle Route 41 to the east of the M5 that connects with Pill;
- construction of a new station at Pill on the site of the existing southern platform, with new access, forecourt and car park located on Monmouth Road;
- a new emergency and maintenance access to Pill Tunnel eastern portal;
- a new vehicular maintenance road rail access point from the highway of Clanage Road, Bower Ashton to the Portishead branch line Railway; and
- various improvement works along the operational railway line between Pill and Ashton Junction.

Whilst the Ashton Vale Road (Ashton Junction) level crossing will remain operational, and no alterations will be undertaken to the level crossing itself, the following works are proposed to reduce the highway traffic impact from the increased use of the level crossing:

- Extension of the left turn flair lane on Winterstoke Road;
- optimisation of the Ashton Vale Road signals and upgrade of signals to 'MOVA' (Microprocessor Optimised Vehicle Actuation - responsive to traffic conditions and often leads to junction capacity increases); and
- provision of a ramp to the north of the level crossing to connect pedestrians and cyclists from Ashton Vale Road to Ashton Road.

In light of the possibility that Baron's Close pedestrian level crossing may not be closed permanently before MetroWest Phase 1 opens, MetroWest Phase 1 is proposing to close it as part of the DCO Scheme. Alternative pedestrian access will be provided, utilising a pedestrian and cycle path (currently under construction by the MetroBus scheme) linking to the Ashton Vale Road level crossing and the proposed MetroWest Phase 1 pedestrian / cycle ramp.

Improvements are also required along the operational railway line between Pill Junction and Ashton Junction, including replacement of ballast; minor works to bridges and structures; minor modifications to the vertical and horizontal alignment of the railway; new signalling; telecommunications including a mast in Avon Gorge, and aials at Pill Tunnel and Portishead station; and new fencing for the entire branch line where natural boundaries are not sufficient.

The geographic extent of the works in the DCO is shown in **Figure 1** (see pages 24-29). These are the elements on which NSDC seeks your views.

Most of the land required for the DCO Scheme is owned by NSDC or by Network Rail. Areas of land will be required for construction compounds, maintenance access routes, and permanent works such as the new highways. Where additional land is required temporarily or permanently for works, powers of compulsory acquisition will be sought under the DCO to be used where acquisition cannot be achieved through private agreement.

Wider MetroWest Phase 1 works

The following further elements are required for operation of the MetroWest Phase 1 train service, but are outside of the scope of the DCO Scheme. All are within Network Rail's operational boundary and can be implemented using their general permitted development rights:

- Liberty Lane Freight Depot – a buffer stop and trap points are required at the depot entrance;
- Parson Street Junction – partial junction renewal and upgrade of some signalling equipment;
- Parson Street Station – minor platform and drainage works are required to bring platform 3 back into use;
- Bedminster Down Relief Line – works will include the construction of a new crossover (turnout), renewal of approximately 1 km of track on the Down Carriage Line and associated signalling to enable the regulation of freight trains before entering the branch line;
- Avonmouth and Severn Beach signalling – minor signalling works are required to enable a longer layover period for passenger trains at Avonmouth and Severn Beach stations; and
- Bathampton Turnback – a new crossover between the existing Up line to London and the Down line to Bristol allowing trains terminating at Bath Spa (from Bristol) to reverse at Bathampton.

As these works will be carried out by Network Rail, using their general permitted development rights, comments are not sought by NSDC on them.

Assessing Environmental Impacts

Under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (**EIA Regulations**), NSDC as promoter of the DCO Scheme is required to undertake an Environmental Impact Assessment (**EIA**) to identify likely significant environmental effects of the DCO Scheme. The results of the EIA will be published in an Environmental Statement (**ES**) that will accompany the DCO application for the DCO Scheme. A Non-Technical Summary (**NTS**) of the ES will also be provided.

The EIA Regulations also require us to set out in the SoCC how we intend to publicise and consult on the Preliminary Environmental Information (**PEI**).

Scoping Report & Scoping Opinion

In order to agree the environmental studies required for the EIA with statutory consultees, we submitted a Scoping Report to the Planning Inspectorate in June 2015. This document included information on the approach to EIA for the DCO Scheme, an indicative description for the works, and a summary of potential impacts which will be assessed. The Scoping Report comprises the PEI for the first stage of Community Consultation.

The Scoping Report is available on the DCO Scheme website at www.travelwest.info/metrowest

In August 2015 the Planning Inspectorate issued its Scoping Opinion for the DCO Scheme. This can also be found at www.travelwest.info/metrowest

DCO Scheme Benefits

In part through the Scoping Report and Scoping Opinion, we have identified the following potential public benefits which may result from the DCO Scheme:

- **economic growth** through enhancing transport links to major employment centres across the West of England;
- **enhanced rail capacity** on the local network;
- **more resilient local transport** with quicker, more frequent and more reliable journey times;
- **improved accessibility** to the rail network with new and re-opened rail stations;
- **improved quality of life** through a positive contribution to social well-being and life opportunities;
- **reduced traffic congestion** due the shift from road to rail; and
- **reduced environmental impact** of the transport network due to encouraging the shift from road to rail.

Previous consultation

Non-statutory Consultation on the DCO Scheme

In December 2013/January 2014, the West of England LEP consulted on their Strategic Plan, which identified MetroWest Phases 1 and 2 as a funding priority.

Non-statutory consultation on the location of Portishead railway station took place in June and July 2014. Two consultation events were held at Portishead Methodist Church, where stakeholders were able to meet the project team.

Three possible locations for the station were presented in the consultation and a total of 421 consultation responses were received. Following the consultation, the preferred location was selected and the decision to apply for consent for the DCO Scheme with the new station in that location was made by Councillors leading on promotion of the DCO Scheme in March 2015.

Stage 1 Community Consultation

The Stage 1 consultation started in June 2015, guided by the original SoCC, and lasted six weeks. The main subjects of the consultation were, in summary:

- Portishead – site of the new station and the proposed footbridge by Trinity Primary School;
- Pill – site of the new station and railway works including double-tracking and access to Pill tunnel;
- Footbridge – linking to Trinity Primary School; and
- Associated works – including changes to the National Cycle Network 26; double tracking, signalling and bridge works in Pill; and emergency access to Pill Tunnel.

The consultation was widely publicised through the local press, local exhibitions, letters and leaflets. There were a large number of local respondents, with 600 people attending the exhibitions, and 858 people responding to the consultation questionnaire. In addition, seven statutory consultees besides a number of landowners responded to the consultation. Overall, 95 per cent of the respondents supported the scheme, either entirely or mainly.

In December 2015, we provided the preliminary findings of the first stage consultation, making this information available online to the local community: see www.travelwest.info/metrowest

The comments received through the Stage 1 Community Consultation have helped to shape the DCO Scheme, informing the ongoing assessment work being undertaken to understand the following potential impacts:

- temporary disruption of the road network at Quays Avenue/Harbour Road in Portishead and in the vicinity of Pill station during construction;

- local traffic issues associated with increased demand to the Portishead and Pill station locations during operation;
- traffic impacts to the increased use of the level crossing by trains at the Ashton Vale Road industrial estate;
- noise impacts associated with the new passenger trains;
- temporary construction impacts on local households, including increased traffic and noise during construction;
- increased visual intrusion due to the loss of vegetation and new stations and bridges; and
- increased disturbance and local air emissions through the Avon Gorge Woodlands Special Area of Conservation, Avon Gorge Site of Special Scientific Interest and Leigh Woods National Nature Reserve.

Topic Specific Consultations at Pill and Ashton Vale

In February and March 2016, the MetroWest Phase 1 project undertook two smaller (informal, non-statutory) consultations over a four week period, concerning Pill rail station and the existing Ashton Vale Road level crossing and access to the adjoining industrial estate. Both consultations included a public exhibition where property owners, local organisations, local stakeholders and members of the public had an opportunity to provide feedback to the project team. Letters were sent to property owners within close proximity of the two proposals and the consultations also included an online consultation portal with details of the proposals and an online consultation feedback form, and details about other ways to provide feedback.

A second non-statutory consultation on access to Ashton Vale Road took place in November 2016. This sought views on two of the highway options still being considered as a result of the previous micro-consultation, with a new third option. The methodology for consulting with affected parties was repeated; letters were sent and an exhibition held locally. Views were gathered through the same feedback channels.

In March 2017, the project was changed to provide one passenger train per hour for the Portishead branch line instead of two trains per hour. This halving of the number of passenger trains significantly reduced the level crossing barrier down time. As a result we no longer propose to provide alternative highway access to Ashton Vale Road.

Previous Consultation Timetable

Month	Consultation Activity
June and July 2014	Consultation on the location of the new Portishead station (completed)
May and June 2015	Statutory consultation with the local authorities on the content of the original SoCC (completed)
June 2015	Publication of notice of the original SoCC and deposit of the original SoCC in Council buildings, including local libraries and on the DCO Scheme website (completed)
June – August 2015	Stage 1 Community Consultation in accordance with the original SoCC (completed)

Month	Consultation Activity
February and March 2016	Topic specific consultations at Pill and Ashton Gate (completed)
March and April 2016	Statutory consultation with the local authorities on the content of the revised SoCC (completed)
November and December 2016	Topic specific consultation at Ashton Gate (completed)
November and December 2016	Further statutory consultation with the local authorities on the content of the revised SoCC (completed)
July – September 2017	Final statutory consultation with the local authorities on the content of the revised SoCC (completed)

Stage 2 Community Consultation

NSDC's Stage 2 Community Consultation as promoter of the DCO Scheme is the key pre-application consultation required under the Act. It will start in October 2017 and run until December 2017. It will be advertised in the Bristol Post, Western Daily Press, North Somerset Life and the MetroWest electronic newsletter. Posters will be placed in appropriate locations, and stakeholder groups and relevant organisations briefed. The TravelWest website will also promote it, and Twitter will be actively updated. It will take place at the same time as official notice of the intended application is published in the local and national press (under section 48 of the Act) and consultation is undertaken with local authorities, statutory consultees and landowners, under section 42 of the Act.

Stage 2 Community Consultation will include an updated PEI Report (which will be in the form of a draft ES). The updated PEI will provide a description of the proposals and baseline information to date. It will also set out the potential impacts of the DCO Scheme, as identified by the ongoing assessment work since the Stage 1 Community Consultation that was held in 2015, together with possible measures to reduce, prevent or offset the anticipated impacts where these have been settled.

The updated PEI will be available for inspection at www.travelwest.info/metrowest, at public exhibitions and at document deposit locations. For the details of where to find these exhibitions and document deposit locations, see **Figure 2** (pages 30 - 32).

Stage 2 of the Community Consultation will enable local communities to have the most up to date information possible to comment on the proposals prior to the submission of the application (which will contain the full ES, with full details of the DCO Scheme and its environmental effects), and therefore help to shape the DCO Scheme proposals in advance of submission of the application to the Planning Inspectorate.

All responses to Stage 2 Community Consultation will be collated and considered by the DCO Scheme team and potentially published within the DCO Scheme's Consultation Report that will be submitted to the Planning Inspectorate with the application for development consent. A summary of responses to consultation, and the outcome of the DCO Scheme's team's consideration of them, will be reported to the Planning Inspectorate in the Consultation Report. No personal details will be made public.

Consultation Timetable

The table below sets out the preliminary timetable for consultation on the DCO Scheme up to submission of the application for development consent.

Month	Consultation Activity
October – December 2017	Stage 2 Community Consultation in accordance with this revised SoCC (dates and details to be advertised closer to the time)

Month	Consultation Activity
October - December 2017	Formal consultation with statutory consultees such as local authorities and other stakeholders (this is outside the scope of the SoCC)
December – March 2018	Consideration of outcomes from consultation exercises and preparation of application for DCO
Spring / Summer 2018	Submission of application to the Planning Inspectorate

Scope of Consultation

In accordance with Section 47 of the Act, we are required to consult with people in the vicinity of the DCO Scheme.

Consultation with the relevant local authorities on the preparation and revision of the SoCC has helped to identify the local communities and determine the consultation methods most appropriate to ensure an inclusive process. This included the identification of hard-to-hear groups and ways of enabling these groups to access relevant information. Consultation will include engaging with disability and equality groups and forums, the use of social media to raise awareness among young people, and ensuring documents are available in libraries for people without internet access.

We will be focussing our consultation with the communities identified in **Figure 1 (the Tier 1 Communities)** on pages 24 - 29. These communities have been identified due to their proximity to the DCO Scheme and their potential to be affected by the DCO Scheme (i.e. within 200 metres of the DCO Scheme and 400 metres around Portishead and Pill stations). In order to identify the Tier 1 consultation area, we considered the scope of the DCO Scheme's construction and operational impacts. These include noise, air quality, and landscape and visual impacts resulting from the scheme.

We have also considered the **Tier 2 Communities**, i.e. people who will be indirectly affected by the DCO Scheme, but who are not close enough to be physically affected by it. These include residents in Portishead and Pill who live further than 400 metres from the DCO Scheme.

However, anyone can comment on the proposals and, as set out in the next section, written information will be made widely available to ensure that the consultation is accessible and effective.

How will we consult with Local Communities?

Structure of Statutory Consultation

Formal statutory consultation will be structured around a series of exhibition events and an online consultation website, along with a number of supporting consultation documents.

We recognise that different individuals, groups and organisations will have different requirements for receiving and responding to consultation information, and our consultation process will reflect this. Therefore we will inform the community of the consultation's start dates, together with the dates and locations of its exhibition events. We will do so using the following methods:

- **Mail drop:** we will write directly to the Tier 1 Communities, providing details of the consultation, where information can be viewed and how to submit comments.
- **Newsletter:** we will promote the consultation in an email newsletter, which will be distributed to around 990 subscribers who are interested in transport issues.
- **Leaflets:** we will hand out leaflets at local relevant locations such as Portishead High Street and Bristol Temple Meads Railway Station to promote the consultation.
- **Press adverts:** we will place adverts promoting the consultation in appropriate publications at the relevant time.
- **Press releases:** we will issue information to local media outlets (newspapers, radio and TV) to encourage media coverage of the consultation.
- **Posters:** we will place posters in Portishead Town Council and Pill Parish Council offices; Portishead and Pill libraries; and other strategic locations such as North Somerset and Bristol City Council offices, libraries along the route, supermarkets and local shops, village halls, leisure centres, and community notice boards to promote the consultations and explain where to view information and how to submit comments.
- **Stakeholders, groups and organisations:** we will engage with a broad range of stakeholder groups and organisations - including local campaign and interest groups - in an appropriate manner including briefings and meetings as required. They will be kept informed by regular electronic newsletters.
- **Website:** we will promote the consultation on the TravelWest website, which will include a direct link to the consultation webpage.
- **Social media:** we will promote the consultation through the DCO Scheme's Twitter account, providing a direct link to the online consultation webpage.

To engage with hard-to-hear sectors of the communities, the following groups will be included:

- Bristol Women's Voice;
- Bristol Disability Equality Forum;
- Bristol BME Voice;
- Bristol Lesbian, Gay and Bisexual and Transgender Forum;
- Bristol Older People's Forum;
- North Somerset Black, and Minority Ethnic Network;
- North Somerset Disability Access Group; and

- North Somerset Partnership.

The Tier 2 Communities will be made aware of the statutory consultation by the newsletters (where they have subscribed), press adverts, press releases, posters, website and social media. On the day of each of the events, postcards containing the consultation details will be handed out to people passing close to the venues, and at Bristol Temple Meads Station to target commuters.

Consultation Events for Stage 2 Community Consultation

Consultation events will be held in the areas that are potentially most affected by the proposals. However, those who are not directly affected may also wish to take part in the events.

For Stage 2 Community Consultation, staffed public exhibitions will be held in the following locations:

- 10th November 2017, 12:30pm – 7.30pm – Somerset Hall, The Precinct, High Street, Portishead BS20 6AH
- 15th November 2017, 12:30pm – 7.30pm – Engine Shed, Station Approach, Bristol, BS1 6QH
- 21st November 2017, 13:30pm – 7.30pm – Trinity School, Marjoram Way, Portishead, BS20 7JF
- 22nd November 2017, 12:30pm – 7.30pm – Ashton Gate Stadium, Ashton Road, Bristol, BS3 2EJ
- 23rd November 2017, 4:00pm – 7:00pm – Long Ashton Community Centre, Keedwell Hill, Long Ashton, BS41 9DP
- 24th November 2017, 12:30pm – 7.30pm – Pill Community Centre, Pill, BS20 0AE

Exhibition boards will then be on display at an unmanned exhibition at the following location:

- 27th November- 1st December 2017, 9:00am – 5:00pm – 100 Temple Street, Bristol, BS1 6AG

Figure 2 (pages 30 – 32) illustrates the locations of consultation events.

Documents Available

E-copies of the consultation documents will be available during the consultation period on the consultation website at www.travelwest.info/metrowest Paper copies of the consultation documents will also be available during the consultation period at NSDC and BCC offices, and at other publicly accessible buildings including local libraries (details of locations are set out below). These consultation documents will include the revised SoCC as well as Planning Inspectorate Advice Notes on how the public can get involved in the development consent process.

The details of the locations where paper copies of the consultation documents for stage 2 Community Consultation can be found are as follows:

North Somerset

- Castlewood North Somerset Office, Tickenham Road, Clevedon BS21 6FW
Monday to Friday 08-30 to 17-00
- Long Ashton Library, Lovelinch Gardens, Long Ashton BS41 9AH
Tuesday 09-30 to 12-30; 13-30 to 17-00 (*10-00 3rd Tuesday of the month)*
Thursday 09-30 to 12-30; 13-30 to 17-00
Saturday 09-30 to 13-00
- Pill Library, Crockerne House, Underbanks, Pill BS20 0AT
Tuesday 09-30 to 12-30
Wednesday 13-30 to 17-00
Friday 09-30 to 12-30; 13-30 to 17-00
Saturday 09-30 to 12-30
- Portishead Library, Horatio House, 24 Harbour Road, Portishead BS20 7AL
*Tuesday 09-30** to 17-00 (**10-00 2nd Tuesday of the month)*
Wednesday 09-30 to 17-00
Thursday 09-30 to 17-00
Friday 09-30 to 17-00
Saturday 09-30 to 13-00
Sunday 10-30 to 14-30
- Weston-super-Mare Library, Town Hall, Walliscote Grove Road, Weston-super-Mare BS23 1UJ
Monday to Friday 08-30 to 20-00
Saturday 08-30 to 19-00
This library is partially staffed during these times. Times reflect the opening times of the town hall.

Bristol City

- Bedminster Library, 4 St Peter's Court, Bedminster Parade, Bristol BS3 4AQ
Monday 10-00 to 19-00
Wednesday 10-00 to 19-00
Thursday 10-00 to 17-00
Friday 10-00 to 17-00
Saturday 10-00 to 17-00
- Bristol Central Library, College Green, Bristol BS1 5TL
Monday 10-00 to 19-00
Tuesday 10-00 to 19-00
Thursday 10-00 to 19-00
Friday 10-00 to 17-00

Saturday 10-00 to 17-00

Sunday 13-00 to 17-00

- Marksbury Road Library, Marksbury Road, Bedminster, Bristol BS3 5LG

Tuesday 10-00 to 17-00

Thursday 10-00 to 17-00

Saturday 11-00 to 17-00

- Citizen Service Point, Bristol City Council, 100 Temple Street, BS1 6AG

Monday to Friday 9-00 to 17-00

What are We Consulting On?

Consultation will be carried out on issues relating to the whole of the proposed DCO Scheme. It will include potential impacts of the proposed development. Consultation will seek views on topics including:

- the DCO Scheme;
- any concerns about the DCO Scheme;
- the design proposals for Portishead station;
- the proposed highways changes in Portishead;
- the proposed footbridge near Trinity Primary School;
- the proposals for Pill station;
- noise from new passenger trains;
- works affecting the Avon Gorge and its natural habitats;
- the proposed changes to Ashton Vale Road crossing and the closure of Barons Close (Ashton Containers) pedestrian crossing in Ashton Vale; and
- the DCO Scheme's likely environmental impacts and appropriate mitigation proposals.

Other Consultations in the Area

The following consultations are not related to the MetroWest Project, but may be taking place during the consultation period for the DCO Scheme.

Consultation	Consulting body	Date
New South Gloucestershire Local Plan	South Gloucestershire Council	Draft Plan – Winter 2017 (6 weeks)
West of England Joint Spatial Plan and Joint Transport Study	West of England Councils	Autumn/Winter 2017

Keeping People Informed of the DCO Application Process

The DCO Scheme's team will keep people informed of the DCO application process by:

- inviting people to sign up to the MetroWest email newsletter to receive Project updates (www.travelwest.info/metrowest);
- providing updates through the media (press releases); and
- providing updates on www.travelwest.info/metrowest and Twitter links (<https://twitter.com/metrowestrail>) to these updates.

How to Submit your Views

Whilst your views are welcomed throughout the development of the DCO Scheme, we request that responses to the second stage of statutory consultation (comprising

simultaneous consultations under sections 42, 47 and 48 of the Act) should be received from the start of the consultation in late October 2017 for 6 weeks.

In response to our statutory consultation, you can submit your views in a number of ways. You can complete the online feedback form at www.travelwest.info/metrowest, and you can complete a feedback form (on paper) available either at one of our public exhibitions or at one of the locations listed on pages 19 to 21 of this document, before returning your feedback form to:

West of England Councils MetroWest
3 Rivergate
Temple Way
Bristol
BS1 6ER

Responses can also be emailed to metrowest@westofengland.org

How Feedback will be Taken into Account

All relevant responses to the statutory consultation (i.e. those received before the end of the consultation period in December 2017) will be recorded, reviewed and considered as part of the consultation process.

We will publish a Consultation Report outlining the relevant responses received and explaining how we have taken them into account in developing the DCO Scheme. The Report will be submitted as part of the application for development consent. If responses on a particular issue have not resulted in a change to the proposed development, the Consultation Report will explain why.

As there may be a large number of responses, the Consultation Report may group comments into broad issues of concern. No personal details will be made public.

Refer to sheet 1

Refer to sheet 2

Refer to sheet 3

Refer to sheet 4

Refer to sheet 5

KEY:

- DCO Indicative Red Line Boundary
- Tier 1 Consultation Area

CH2M HILL
The National Transport Planning and Design Unit
Tel: 01274 2511000 Fax: 01274 2511001
www.ch2m.com

travelwest
Sustainable and Quality Transport Solutions

ch2m

Project
PORTISHEAD BRANCH LINE
(METROWEST PHASE 1)

Drawing
SoCC: Tier 1 Consultation Area
(KEY PLAN)

Drawn By	Checkd By	Approved By	Date	Scale

Drawing No.
674946.BQ.42.01-020

Drawing Scale: NTS @ A1

Revision
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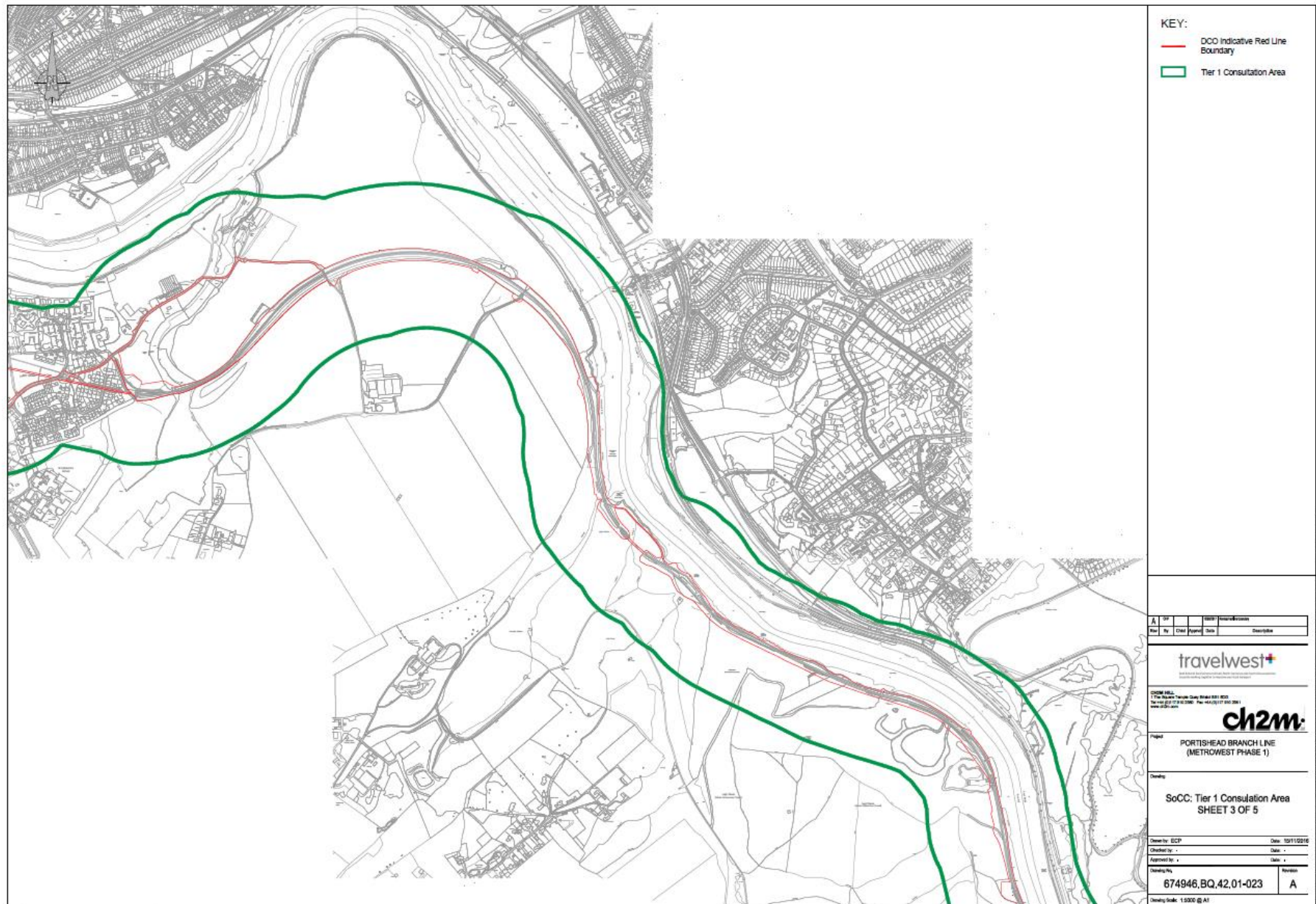
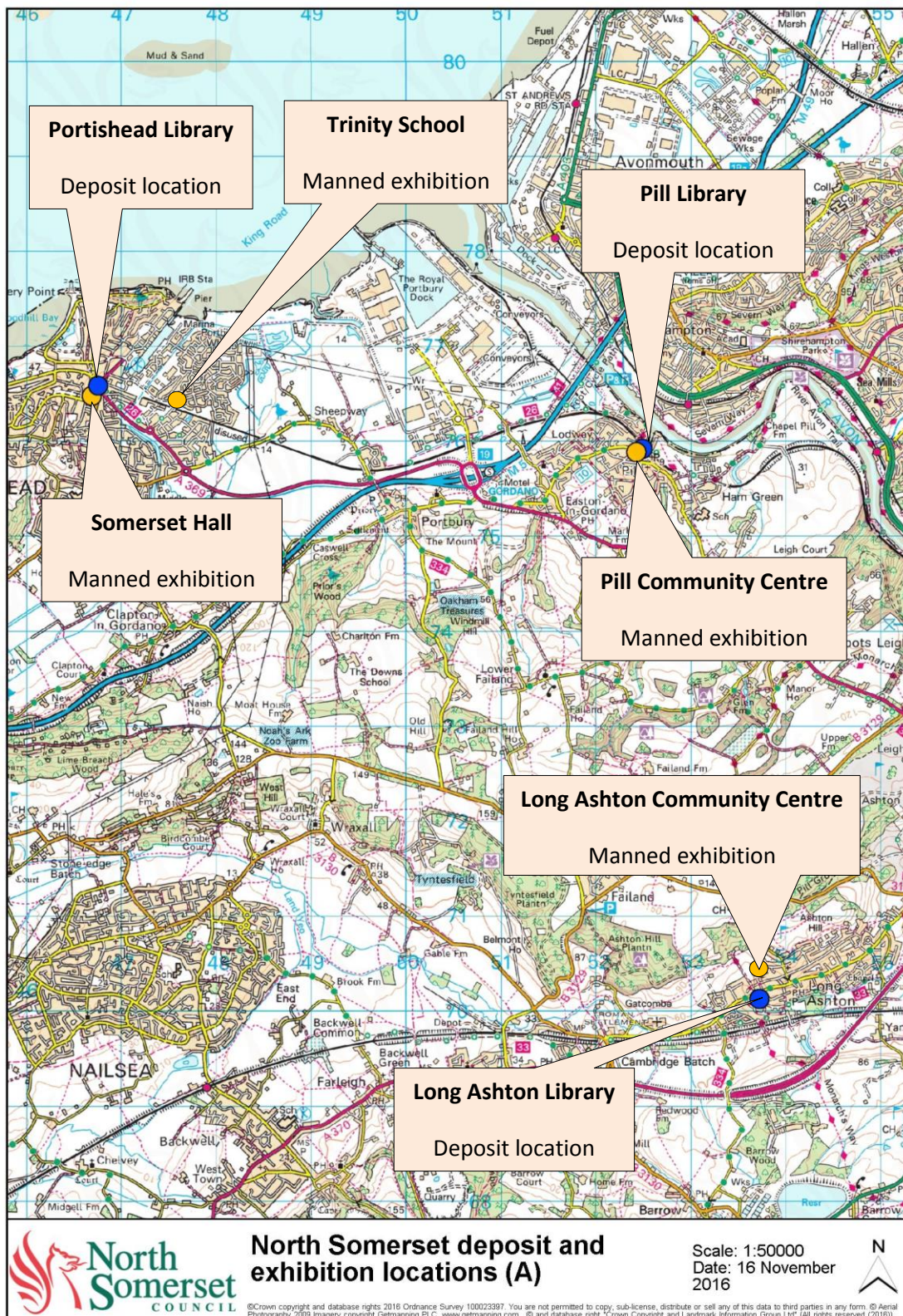
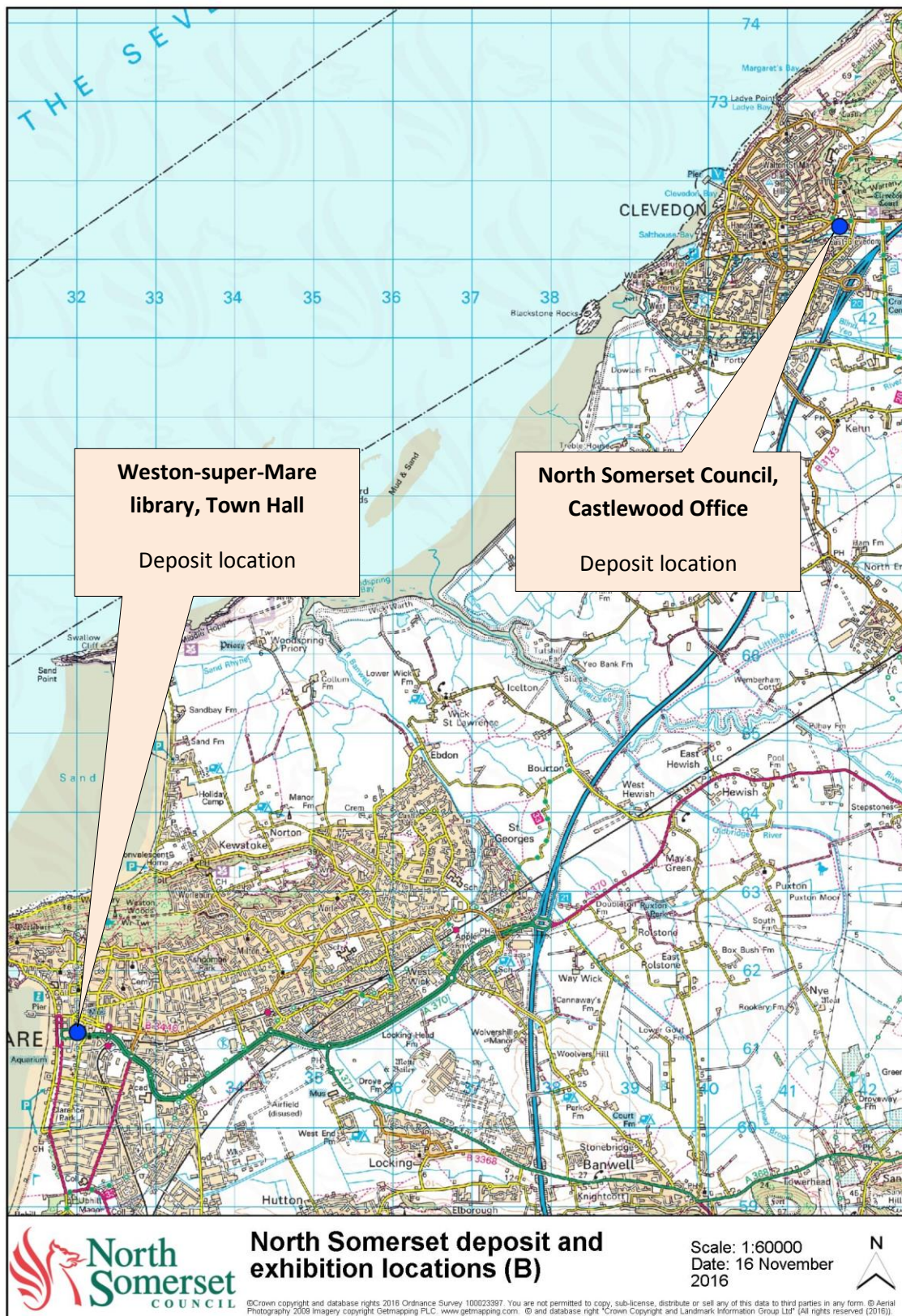


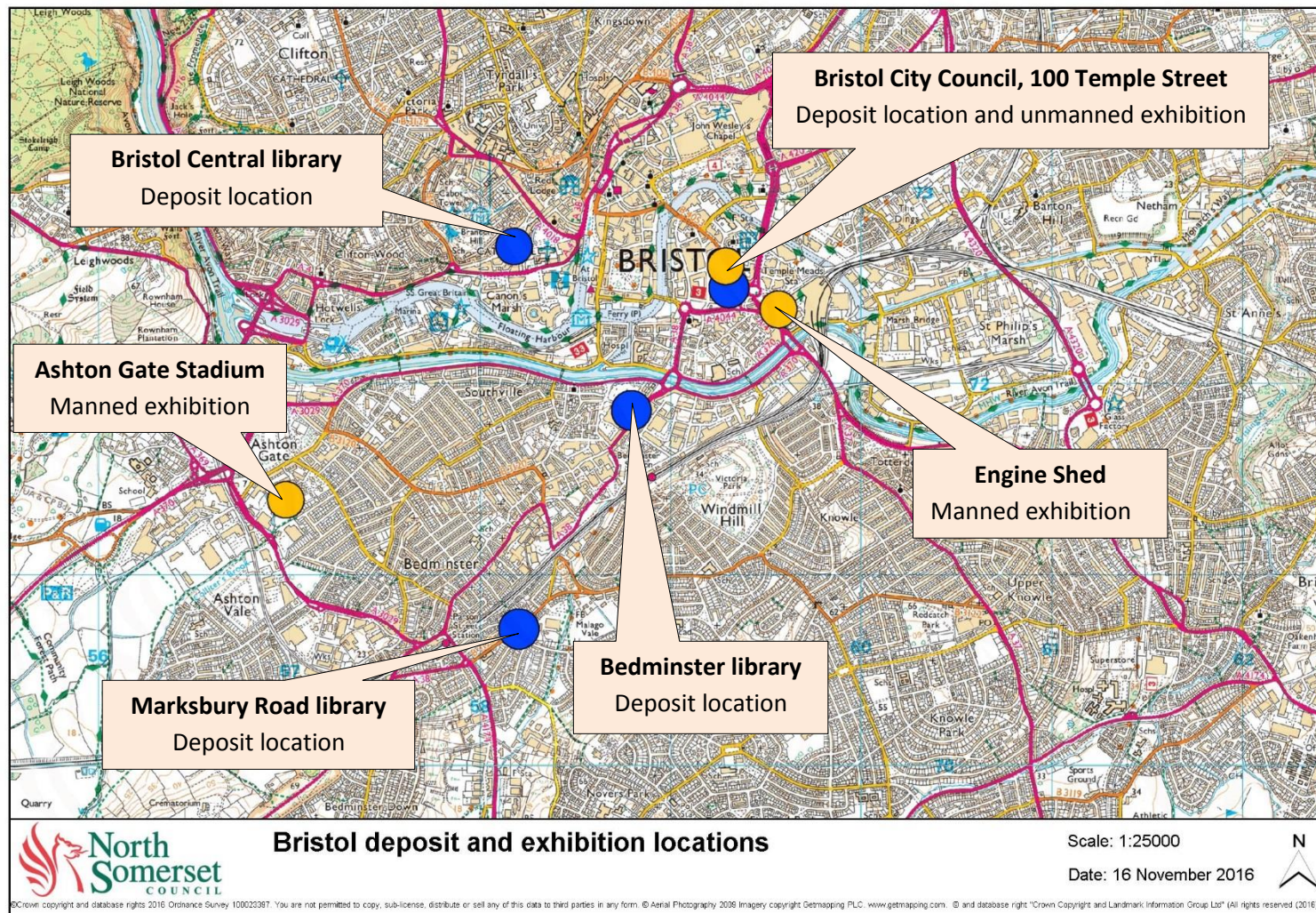




Figure 2 - Deposit and Exhibition Locations in North Somerset and Bristol (pages 30 – 32)







Appendix C
Postcard Distribution Map

Refer to sheet 1

Refer to sheet 2

Refer to sheet 3

Refer to sheet 4

Refer to sheet 5

KEY:

- DCO Indicative Red Line Boundary
- Tier 1 Consultation Area

CH2M HILL
The National Transport Planning and Design Unit
Tel: 01274 251100 Fax: 01274 251101
www.ch2mhill.com

travelwest
Sustainable Transport Solutions

ch2m

Project: PORTISHEAD BRANCH LINE (METROWEST PHASE 1)

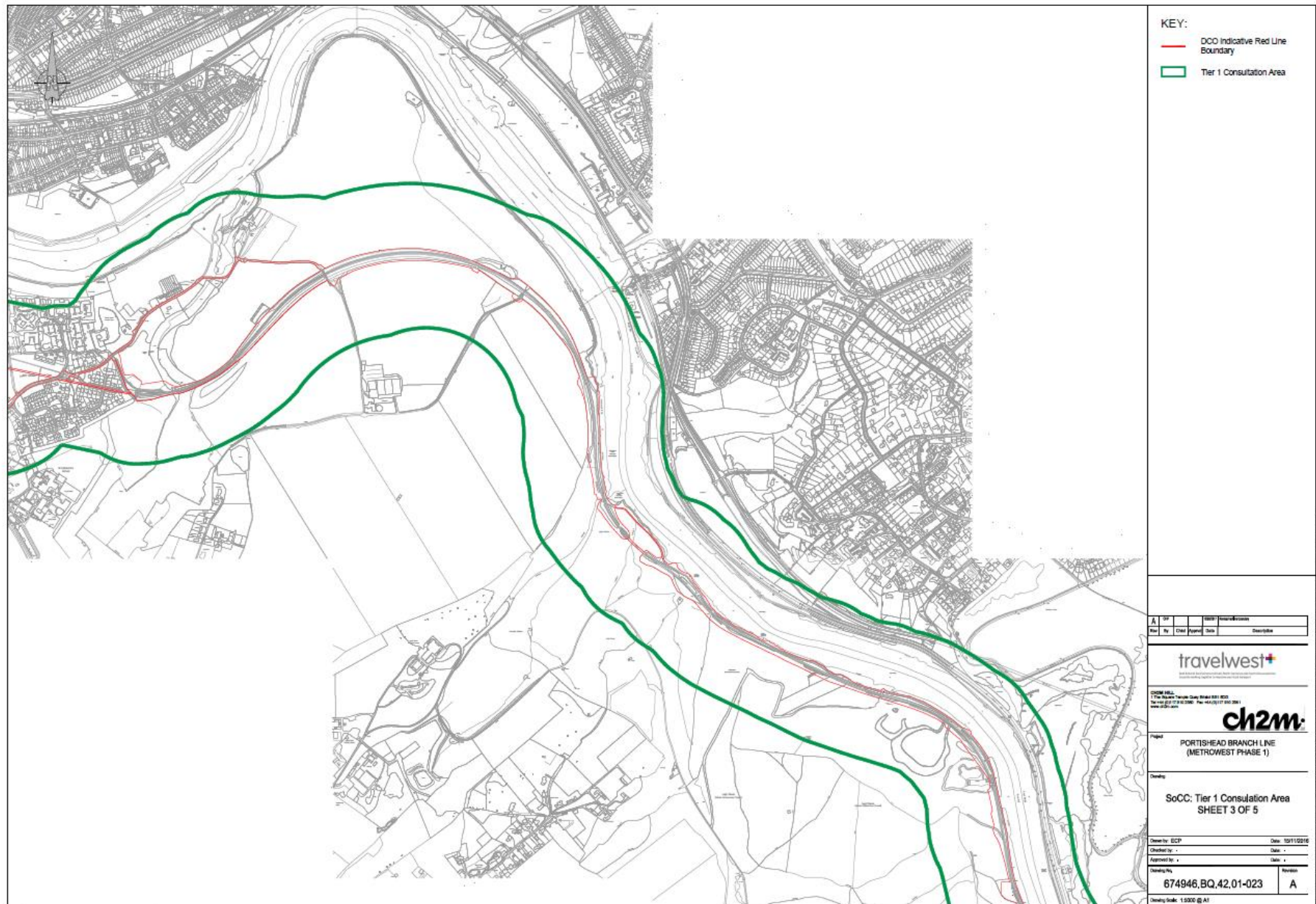
Drawing: SoCC: Tier 1 Consultation Area (KEY PLAN)

Drawn By	Checkd By	Approved By	Date

Drawing No: 674946.BQ.42.01-020
Drawing Scale: NTS @ A1











Appendix D

Publicity Materials



MetroWest⁺

**Stage 2 Consultation on
re-opening the Portishead
branch line as part of
MetroWest Phase 1**

October to December 2017

travelwest⁺

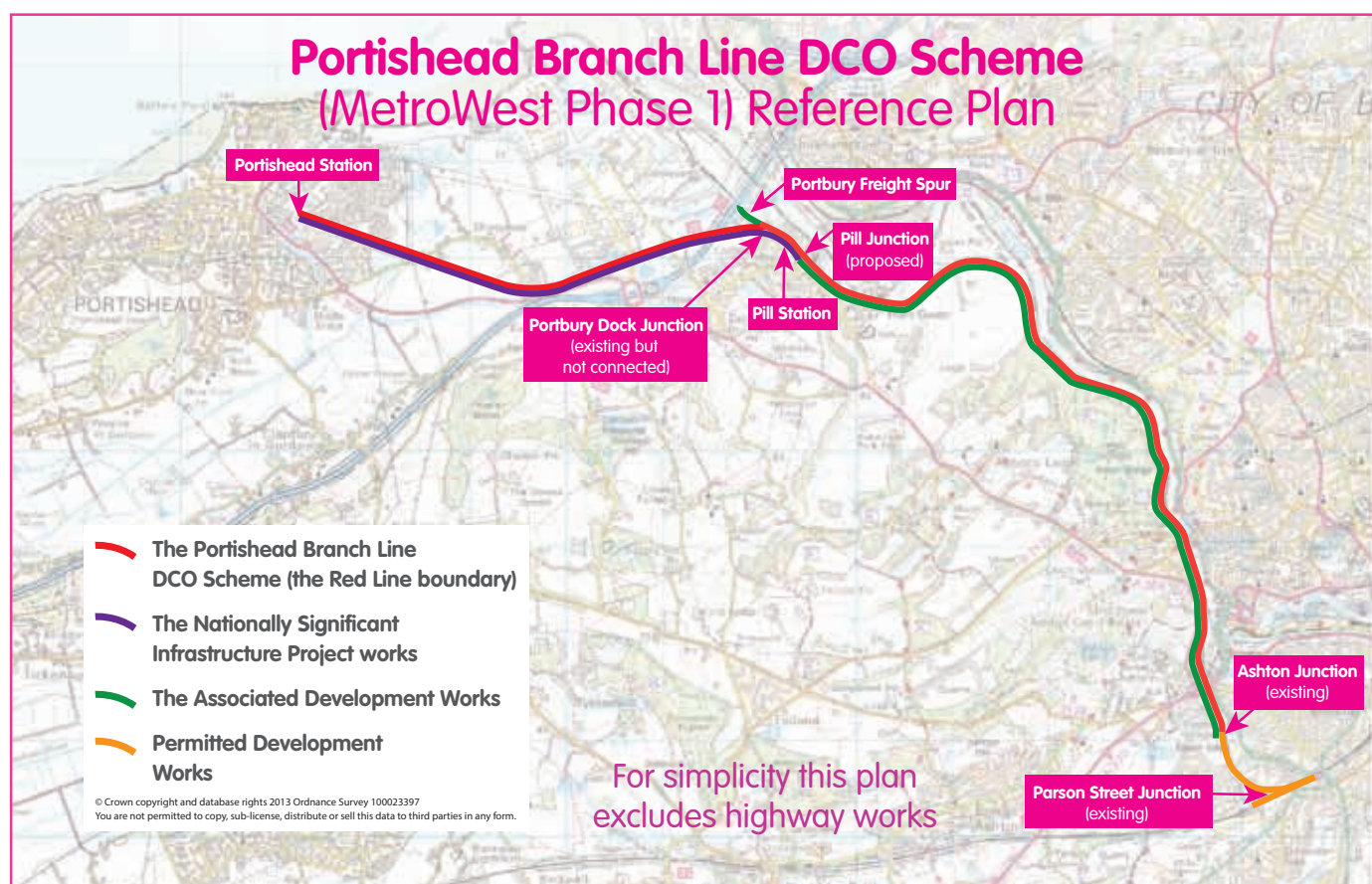
Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire
councils working together to improve your local transport

Stage 2 Consultation on re-opening the Portishead branch line as part of MetroWest Phase 1

23 October to 4 December 2017

This Public Consultation

North Somerset District Council (NSDC) are consulting the local community, land/property owners, statutory bodies, government agencies, local interest groups and wider stakeholders on our plans to re-open the Portishead branch line and re-introduce passenger train services, as part of MetroWest Phase 1. Re-opening the Portishead branch line requires development consent from the Secretary of State for Transport through a Development Consent Order (DCO). The geographic extent of the DCO application is shown in the plan below, and we are formally consulting on this part of the MetroWest Phase 1 project, through this consultation. Details of our proposals are set out in the pink pages from page 11 to 23 inclusive – these pink pages explain our proposals for the DCO scheme on which we are seeking your views. The wider MetroWest Phase 1 proposals also entail increasing the frequency of trains for the Severn Beach Line and the Bath Spa to Bristol line, however this does not require any development consent. This consultation is about our proposal to apply for a DCO to re-open the Portishead branch line. Details of how to respond to this consultation are set out on page 27.



Portishead Branch Line (MetroWest Phase 1) – Indicative Red Line Boundary

Re-opening the Portishead Branch Line

The purpose of this consultation is to consult on our proposals to seek consent for re-opening the Portishead branch line for scheduled passenger train services. The branch line was closed to passengers in 1964 under the Beeching cuts. Since then the population of Portishead has more than quadrupled. Our proposals for the branch line entail re-opening 5 km of disused railway (from Portishead to Pill) and minor works to 9 km of existing operational railway (Portbury Freight Line from Pill to Parson Street). Two new stations are proposed; Portishead and Pill. The train service will also serve Parson Street, Bedminster and Bristol Temple Meads stations. The re-opened branch line will be owned and maintained by Network Rail as part of the national rail network. The train service will be operated by the local train operator, currently Great Western Railway.

The Development Consent Order Process

Re-opening the Portishead branch line is a Nationally Significant Infrastructure Project (NSIP) as it entails railway works of over 2km, outside Network Rail's existing operational railway network. All NSIPs are required by the 2008 Planning Act to use the Development Consent Order (DCO) process for powers to build and operate the scheme. The DCO process is overseen by the Planning Inspectorate. Independent planning inspectors are appointed for the examination in public, who then report their recommendations to the Secretary of State.

The DCO process requires the applicant to meet various requirements on engagement and consultation, to identify all the land needed to build and operate the scheme and to produce a Preliminary Environmental Information Report. The applicant must consider responses it receives during the pre-application consultation process. When the DCO application has been submitted to the Planning Inspectorate, it takes up to 18 months to complete the remaining stages culminating in a decision by the Secretary of State. During this time the applicant will continue to negotiate with land owners on the acquisition of land needed, both the permanent land and temporary land for construction. If agreement cannot be reached with land owners, the DCO if made is likely to provide powers for compulsory acquisition of land.

Development Consent Order Timescales

Summer 2015	Autumn 2017	Spring 2018	Autumn 2018	Autumn 2019	Winter 2019/20	Spring 2020
Stage 1 Consultation	Stage 2 Consultation (this consultation)	Submit DCO Application	Examination	Decision by Secretary of State	Discharge planning conditions, legal and contractual processes and mobilisation of construction contractor	Start construction of principal works*

* We aim to undertake some enabling works such as setting up some of the temporary construction compounds, in Autumn 2019 subject to securing the land, any planning consent and funding approval.



The MetroWest Programme

The four West of England councils (North Somerset District Council, Bristol City Council, Bath and North East Somerset Council, and South Gloucestershire Council) are working together on proposals to upgrade the local rail network fit for a city region with a population of over 1.1 million. Railways are complex systems and have to be designed with the safety of passengers, industry personnel and the public as the first priority. The complexity means the delivery of rail schemes can take longer than many highway and other transport schemes the councils typically deliver.

The aim of the MetroWest programme is to introduce fast and frequent metro rail services across the local area, by making better use of existing railway lines and re-opening viable disused lines.

MetroWest Phase 1 will provide the foundation on which further enhancements can be developed over the medium term.

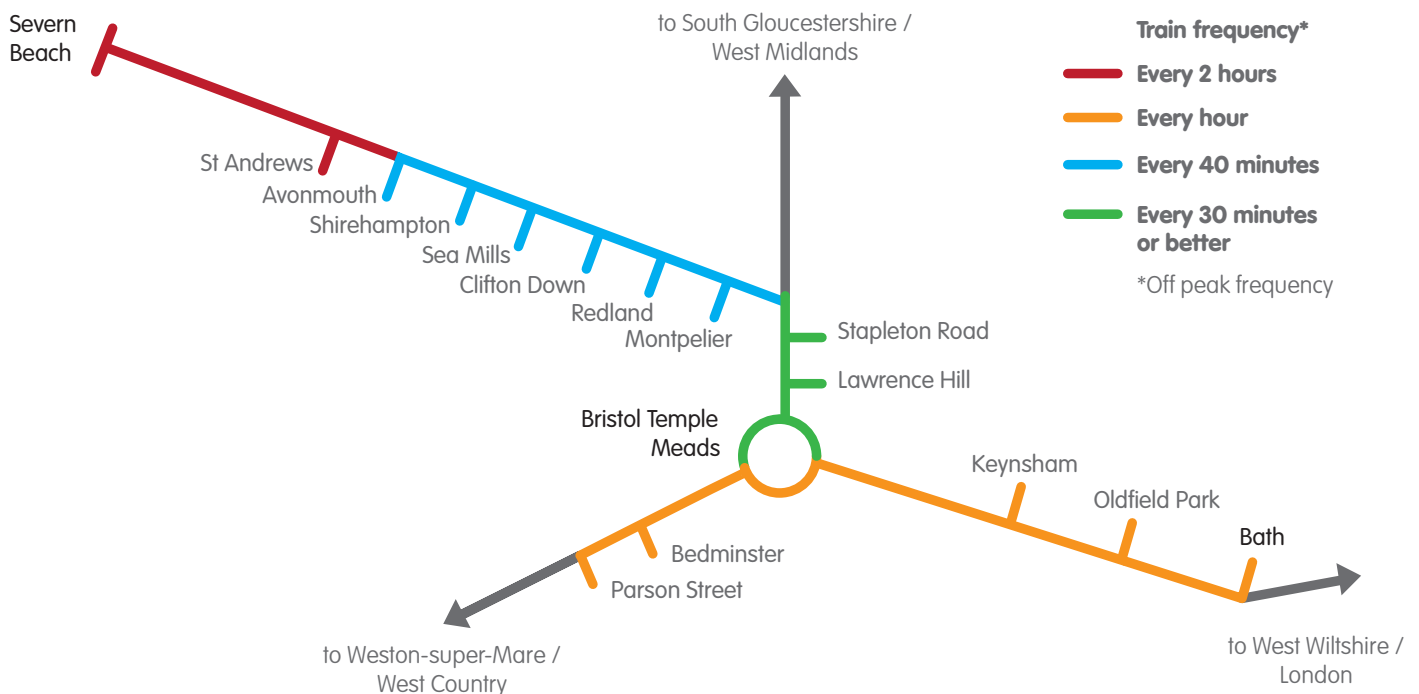
MetroWest Phase 1 includes:

- Re-opening the Portishead branch line including stations at Portishead and Pill, with an hourly train service* to Bristol Temple Meads, stopping at Parson Street and Bedminster stations.
- Upgrading the Severn Beach line with a half hourly train service for all stations to Avonmouth (hourly for St. Andrews Road and Severn Beach stations).
- Upgrading the Bath Spa to Bristol line with a half hourly train service for Keynsham and Oldfield Park stations.

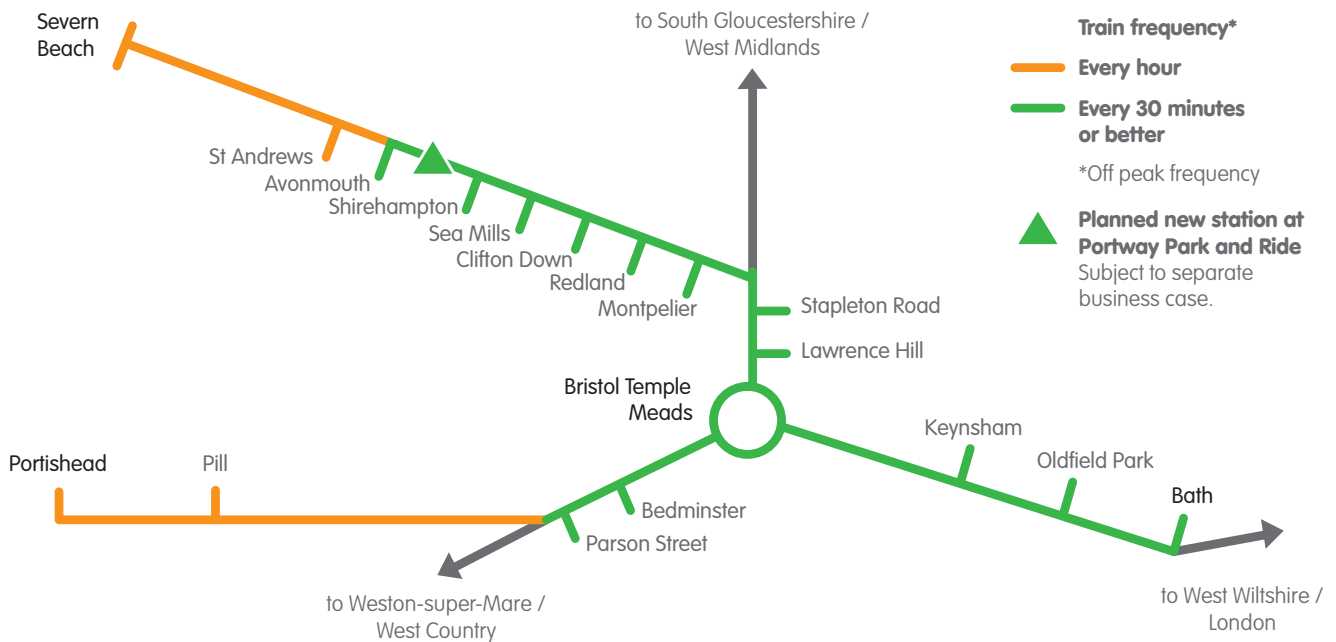
* An hourly service operating approximately 18 trains in each direction per day (Mon-Sat, less on Sundays) or an hourly service plus with additional trains in the AM and PM peak period entailing approximately 20 trains in each direction per day (Mon-Sat, less on Sundays).

A separate scheme, MetroWest Phase 2 entails upgrading the Henbury freight line for scheduled passenger train services with new stations at Henbury, North Filton and Ashley Down, along with upgrading the train service from Yate to Bristol Temple Meads to a half hourly service.

Existing MetroWest Phase 1 Network (Not currently MetroWest branded)



Proposed MetroWest Phase 1 Network



Scheme Objectives

MetroWest Phase 1 principal business objectives are:

- To support economic growth
- To deliver a more resilient transport offer
- To improve accessibility to the rail network
- To make a positive contribution to social well-being

MetroWest Phase 1 supporting objectives are:

- To contribute to reducing traffic congestion
- To contribute to enhancing the capacity of the local rail network
- To contribute to reducing the overall environmental impact of the transport network

Scheme Benefits

The pressures on our transport network are considerable as travel demand continues to increase year on year. With our road and rail network becoming increasingly congested and overcrowded, we need to invest across all modes of transport, and particularly in the modes that can help us to sustain economic growth and reduce environmental impacts.

MetroWest Phase 1 will reduce journey times which will not erode over time. MetroWest Phase 1 will also increase the number of people living within 30 minutes' travel time of key employment areas such as the Temple Quarter Enterprise Zone and the sub-region's Enterprise Areas. This will generate a series of wider economic benefits, such as helping to increase business confidence and assisting in job creation, including:

- Gross Value Added (GVA) of £264m in the first ten years of the railway opening;
- 514 net new permanent jobs;
- Providing £3 of quantified benefits for every £1 invested to deliver the scheme.

After an initial period of revenue support in the early years after opening, the scheme is forecast to generate a revenue surplus every year from year 6 onwards. MetroWest Phase 1 will also enhance the accessibility of the rail network, and bring an additional 50,000+ people within the immediate catchment of the network with the new stations at Portishead and Pill. Furthermore, the upgrade to train services at 16 existing stations across the sub-region, will serve a combined catchment of 180,000 within 1km of the stations.

MetroWest Phase 1 and the wider MetroWest Programme will integrate with Network Rail's Western Route Modernisation Programme, which includes schemes such as the electrification of the Great Western main line, four tracking of Filton Bank, and many other capacity enhancement and renewal schemes. The improved access to the local rail network provided by MetroWest Phase 1 will consequently extend the benefits of the schemes being delivered by Network Rail, through the Western Route Modernisation Programme.

The construction works for the Portishead branch line in summary include:

- 5km of new permanent way and civil engineering works for the disused line (Portishead to Pill)
- Portishead station including platform, station building, forecourt, car parks and highway alterations
- A footbridge linking to Trinity Primary School
- Three permanent maintenance compounds and various highway access points for the railway
- Minor alterations to the bridleway / National Cycle Network route 26 between Portbury and Pill including an extension north of the M5 underbridge to connect with Pill
- Replacing the existing rail bridge over the Avon Road / Lodway Close pedestrian and cycle underpass in Pill with a wider bridge to support a new double track section of railway, and embankment works
- Pill station on the site of the existing disused southern platform, with new access ramp, passenger shelter, forecourt and car park located on Monmouth Road
- Double tracking works through Pill with a new railway Junction (Pill Junction) east of Pill Viaduct
- Temporary diversion of National Cycle Network Route 26 between Marsh Lane and Pill, and Route 41 between Pill and Avonmouth during construction
- Minor works within the Avon Gorge to upgrade the Portbury freight line for passenger services including replacement of sections of track, sleepers, and ballast; minor works to bridges and structures; and minor modifications to the vertical and horizontal alignment of the railway
- New signaling and lineside equipment; and new telecommunications including a GSMR (radio communications) mast in Avon Gorge, with repeater aerials at Pill Tunnel and Portishead station
- Ashton Junction (Ashton Vale Road) highway level crossing will remain operational. The level crossing equipment may be replaced. No alterations will be undertaken to the level crossing itself. To reduce the highway impacts of increased use of the crossing, the left hand lane on Winterstoke Road will be extended, traffic signals optimised, and a ramp constructed to the north of the level crossing to connect pedestrians and cyclists from Ashton Vale Road to Ashton Road
- Ashton Containers (Barons Close) pedestrian crossing will be closed permanently, with the public right of way diverted north using a new path under construction by the MetroBus Project. This will connect to a new pedestrian and cycle ramp parallel to the railway linking Ashton Vale Road to Ashton Road
- Landscaping, fencing and environmental mitigation works.

A more detailed description of what we are consulting on is between pages 11 - 23.

Additional works for the MetroWest Phase 1 in summary include:

The following additional elements are required for operation of the MetroWest Phase 1 train service, but are outside the scope of the DCO Scheme. All are within Network Rail's operational boundary and can be implemented using their Permitted Development rights:

- Liberty Lane Freight Depot – A buffer stop and trap points are required
- Parson Street Junction – junction renewal and upgrade of some signaling equipment
- Parson Street Station – minor platform and drainage works are required to platform 3
- Bedminster Down Relief Line – approximately 1km of the Down Carriage Line running from Bristol Temple Meads will be reinstated to enable the regulation of freight trains before entering the branch line;
- Avonmouth and Severn Beach signaling - minor signaling works are required to enable a longer layover period for passenger trains at Avonmouth and Severn Beach stations; and
- Bathampton Turnback - a new crossover allowing trains terminating at Bath Spa (from Bristol) to reverse at Bathampton.

As these works will be carried out by Network Rail on its operational railway land using their Permitted Development Rights, comments are not sought on these elements.

Scheme Design and Technical Processes

Before the construction works can begin the following technical work has to be completed along with achieving development consent:

- The final design of the Portishead Branch Line including the rail engineering design and the highway engineering / urban design and technical approval
- Powers to build and operate the railway are needed via a Development Consent Order
- The Environmental Impact Assessment and Habitats Regulations Assessment
- The Business Case and funding approval process
- The acquisition of land, including permanent land, temporary land and land rights
- The procurement of the construction works and the procurement of the train operator
- Legal and contractual processes

Each of these processes have detailed specific requirements that have to be met. For instance, the railway engineering design is undertaken through Network Rail's GRIP process (Governance for Railway Investment Projects). The GRIP process also encompasses railway project management, technical approval and interfaces with the wider scheme. GRIP is an 8 stage process, with construction at stage 6 (programmed to commence Spring 2020).

Evolution of the Scheme

The MetroWest Phase 1 scheme commenced in 2013. GRIP stages 1&2 (Feasibility) were completed in 2015 along with the Preliminary Business Case. GRIP stage 3 (Option Selection / Outline Design) for a two trains per hour service to Portishead and Pill was completed in early 2017, alongside the highway outline design and the draft Environmental Assessment. However the estimated capital cost of the Scheme in early 2017 was substantially greater than the available budget. The four councils have now decided to take a staged approach to the delivery of the scheme. The proposals for the Severn Beach Line and the Bath Spa to Bristol Line remain unchanged. The proposals for the Portishead Line now entail the delivery of an initial hourly service or hourly service plus. The hourly service may be upgraded to a 1/2 hourly service at some point in the future but this would be a separate project with separate funding, business case and major processes.

The design and technical development of the scheme has been informed by various public consultations. To date the following public consultations have taken place:

- Portishead station location consultation - June 2014
- Formal Stage 1 Scheme Consultation - June 2015
- Pill Station Consultation - February 2016
- Ashton Vale Road Consultation Round 1 - February 2016
- Ashton Vale Road Consultation Round 2 - November 2016

In parallel with the above, we are engaging with land/property owners, statutory bodies, government agencies, local interest groups and wider stakeholders.



In summary, this process of engagement and consultation has informed the evolution of the scheme as follows.

Scheme Element	Details	Outcome
Portishead station location	A total of 6 options were considered for the station location. Some of the options required a level crossing at Quays Avenue but the Office of Rail and Road ruled this out. 3 shortlisted options were included in the June 2014 consultation.	Some of the 3 options had constraints including highway issues, or required demolition of buildings, or had a lack of space for station facilities and parking. Further detail is set out in the Consultation Report which is available at: www.travelwest.info/metrowest The option with the greatest support, which also had the least constraints, was option 2B. A decision to proceed with option 2B was made by the North Somerset Council Executive in March 2015.
Footbridge linking to Trinity Primary School	The existing permissive pedestrian/cycle crossing over the railway will have to be closed for safety reasons. The crossing is highly used by local residents and the diversion route via Quays Avenue (re-aligned) would increase the walking distance by around 600 metres.	A footbridge is proposed and indicative details were set out in the June 2015 consultation. The footbridge has to conform to accessibility standards. The visual impact of the bridge has been softened, using earth bunds on the northern side along with landscaping on both sides of the railway.
Portishead & Pill station platform length	The initial design was for a 105 metre (4 train carriages) platform length. Further engagement with the current train operator identified a need in the medium term to operate trains with up to 5 carriages.	The design for the Portishead and Pill station platforms was increased from 105 metres to 130 metres.
National Cycle Network & bridleway Portishead to Pill	The existing NCN26 links using the railway underbridges at Royal Portbury Dock Road, Marsh Lane and M5 Railway underbridge, are to be retained as permissive paths. In addition various enhancements are proposed, including an extension to the existing bridleway from the western side of the M5 to the eastern side.	The bridleway extension will provide an alternative link under the M5 bridge and connect onto the NCN26 linking into Pill village. The extension will provide a route for horses and other bridleway users, away from the railway.
Pill station	The feasibility design (GRIP2) for Pill station initially entailed a footbridge over the railway with a pedestrian entrance on Monmouth Road. During the outline design (GRIP3) an alternative option came to light entailing the acquisition and demolition of Pill station house. The alternative option provided space for a station forecourt and didn't require a footbridge. A consultation was undertaken in February 2016 on four options.	There was very strong support for option 4. This option entails demolishing Pill station house and creating a station forecourt with highway access entering via Sambourne Lane and existing via Station Road.

Appendix D - MetroWest leaflet

Maintenance Compounds	An additional permanent maintenance compound is needed at Sheepway and another at the southern end of Avon Gorge (Clanage Road). The design for the previously proposed compound at Pill Tunnel Eastern Portal has been modified to site the compound on the northern side of the railway.	The outline designs for all three permanent maintenance compounds, plus other highway access points for the railway. The three permanent compounds will also be used during construction and a number of other temporary compounds and haul routes will also be required. Further details of the construction phase are set out on page 22.
Works to Upgrade the Portbury Freight Line	The works required to upgrade the Portbury Freight Line for an hourly or hourly plus passenger service are less than those required by the earlier outline design (GRIP 3) for two trains per hour. Works to retain the line speed at 30mph are minimal, retaining much of the track and sleepers, with some works required to bridges, tunnels, culverts, and retaining walls. Upgrades are required to signaling and lineside equipment, a GSMR communications mast will be built near to Clifton Tunnel no. 1, aerals installed at Pill Tunnel, and landscaping, fencing, and environmental mitigation works will occur throughout. Small welfare and materials compounds will be needed during construction.	The emerging design includes all of this additional infrastructure. There is no highway access for the section of railway through Avon Gorge, therefore the proposal for small compounds is essential to undertake the works.
Ashton Vale Road highway and pedestrian access	<p>During the development of the outline design for a half hourly service, it became apparent that the traffic impact of the increased operation of the Ashton Vale Road highway level crossing would be severe, with the barriers being down for up to 20 minutes each hour. In February 2016 the scheme undertook a consultation entailing six options for alternative access to the neighbouring industrial estate. Further technical work was undertaken and in November 2016 a further round of consultation was undertaken on three options. A pedestrian and cycle ramp was also proposed, linking Ashton Vale Road with Ashton Road providing alternative connecting pedestrian and cycle routes.</p> <p>However it has since been determined that for an hourly or hourly service plus the level crossing can remain in situ given that barrier down time is unlikely to exceed 4 minutes, and therefore an alternative highway is no longer required.</p>	The November 2016 consultation resulted in support for two of the three highway options. However these are not required for the proposed hourly or hourly plus service and have been removed from the scheme. The level crossing will remain operational. The equipment may be replaced but no alterations will be undertaken to the level crossing itself. To reduce highway impacts from the more frequent barrier down times, the left hand queuing lane from Winterstoke Road will be extended and the traffic signals will be optimised. The new pedestrian and cycle ramp remains part of the scheme and will provide an alternative route for non-motorised users when the level crossing is closed.

DCO Scheme design revisions

In March 2017 the DCO scheme's outline design including GRIP3 (Option Selection) for a half hourly service was completed along with an updated scheme capital cost estimate. The amount of works required for a half hourly service made the scheme unaffordable and it was decided to reduce the service to an hourly or hourly service plus, reducing the amount of works and infrastructure, principally in the Avon Gorge.

The key drivers for the additional cost were:

- Works through the Avon Gorge in order to meet modern safety standards to deliver the necessary line speeds to achieve a half hourly service aspiration.
- The poor access to the railway in the Gorge reducing construction productivity.
- The impact on the Ashton Vale Level crossing of a half hourly service all day plus existing freight paths resulting in the need to consider an alternative highway access to the neighbouring industrial estate.
- The consequential impact from the above on the amount of land needed to be acquired, DCO (planning) requirements and environmental mitigation needed for the DCO scheme.

Since then, we have reduced the scope of the scheme to an hourly or hourly service plus which has reduced the amount of infrastructure works required to deliver an initial passenger service on the Portishead Branch Line.

Highlights of work completed over the last two years:

- The outline design for the highway works has been completed which includes works in Portishead, Ashton Vale and various maintenance compounds along the branch line.
- Environmental assessment has progressed for both the disused section of railway and the existing operational freight railway. The freight railway passes through the Avon Gorge which has multiple environmental protection designations.
- We have set out our initial assessment of the environmental impacts in our Preliminary Environmental Information Report (see www.travelwest.info/metrowest).
- Some strategically important parcels of land have been bought, and negotiations on both the permanent and temporary land requirements are progressing.
- We are engaging with train operators and the Department for Transport to secure the train services, including the rolling stock and operational resources.
- Discussions on our proposals are progressing with affected parties such as local property owners, utility companies, statutory bodies / government agencies, local interest groups and wider stakeholders, feeding into the DCO application.
- Development of the business case continues, which includes the forecast passenger demand and the quantified wider economic benefits. This work shows the scheme 'value for money' remains high.



Portishead Branch Line Proposals

The next 13 pages set out an overview of our proposals for re-opening the Portishead branch line, starting at Portishead, with sections of the line covering the 14km to Ashton Vale.

Section 1 Portishead to Royal Portbury Dock

Section 2 Royal Portbury Dock to east of M5 (Pill)

Section 3 Pill to Ham Green

Section 4 Ham Green to Avon Gorge North

Section 5 Avon Gorge North to Bower Ashton

Section 6 Bower Ashton to Ashton Vale

Section 1 Portishead to Royal Portbury Dock

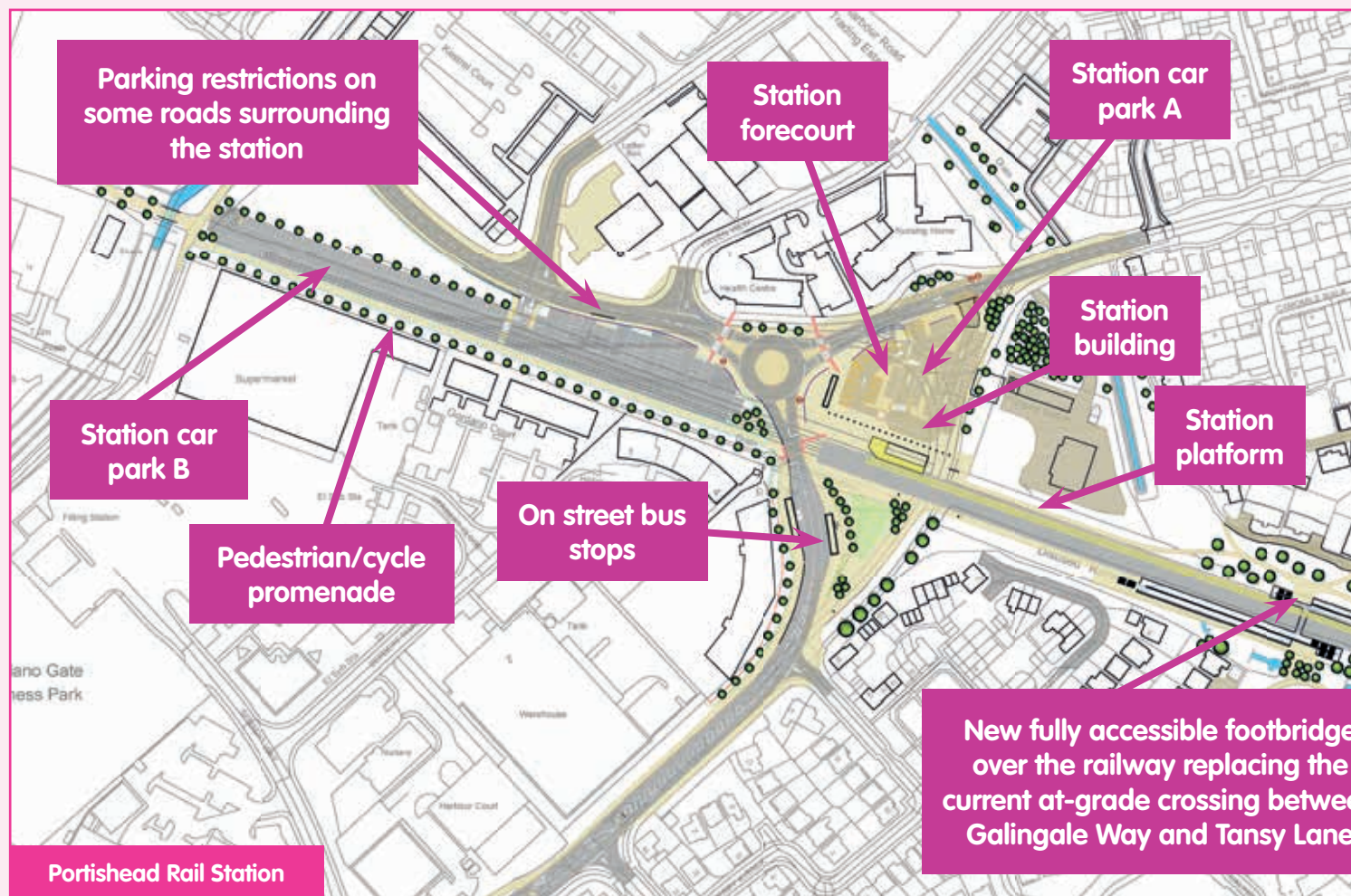


Our proposals in summary include:

- Re-alignment of Quays Avenue to the west and a relocated roundabout where Quays Avenue meets Harbour Road and Phoenix Way
- A single platform, lighting, passenger information departure displays and audible information with a canopy over part of the platform
- A station building with roof mounted communications aerial, a ticket office, waiting area, toilets and space for a retail concession
- A multi-modal station forecourt with seating, cycle parking, taxi rank, disabled parking, bus stop, lighting and a car park (car park A) with up to 70 car parking spaces
- A highway access point at Quays Avenue for Portishead station maintenance
- A larger car park opposite the station accessed from Harbour Road (car park B) with up to 210 car parking spaces. Associated facilities include lighting, a signal controlled pedestrian & cycle crossing on Quays Avenue and various informal pedestrian crossing points on all sides of the new roundabout.
- A 300 metre pedestrian & cycle boulevard with lighting, linking towards the town centre, the marina and Old Mill Lane (which has been identified for potential re-development)
- On-street bus stops with lighting, immediately in front of the station on Quays Avenue
- Landscaping, fencing and environmental mitigation works

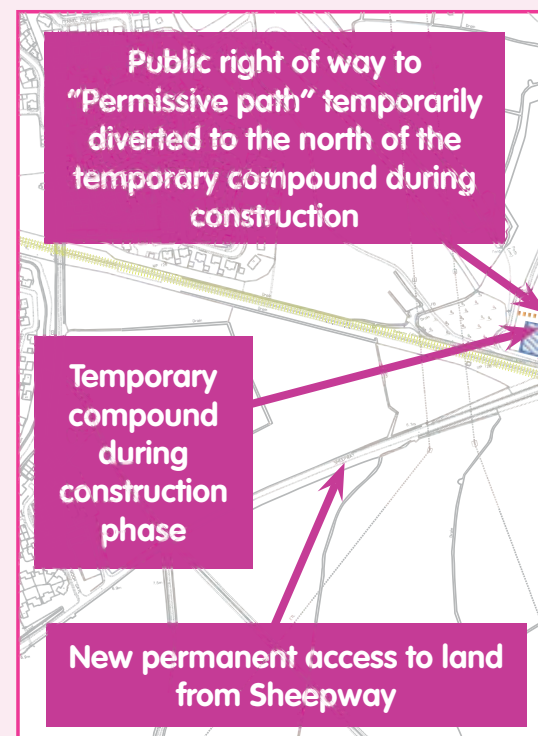
Portishead Branch Line Proposals

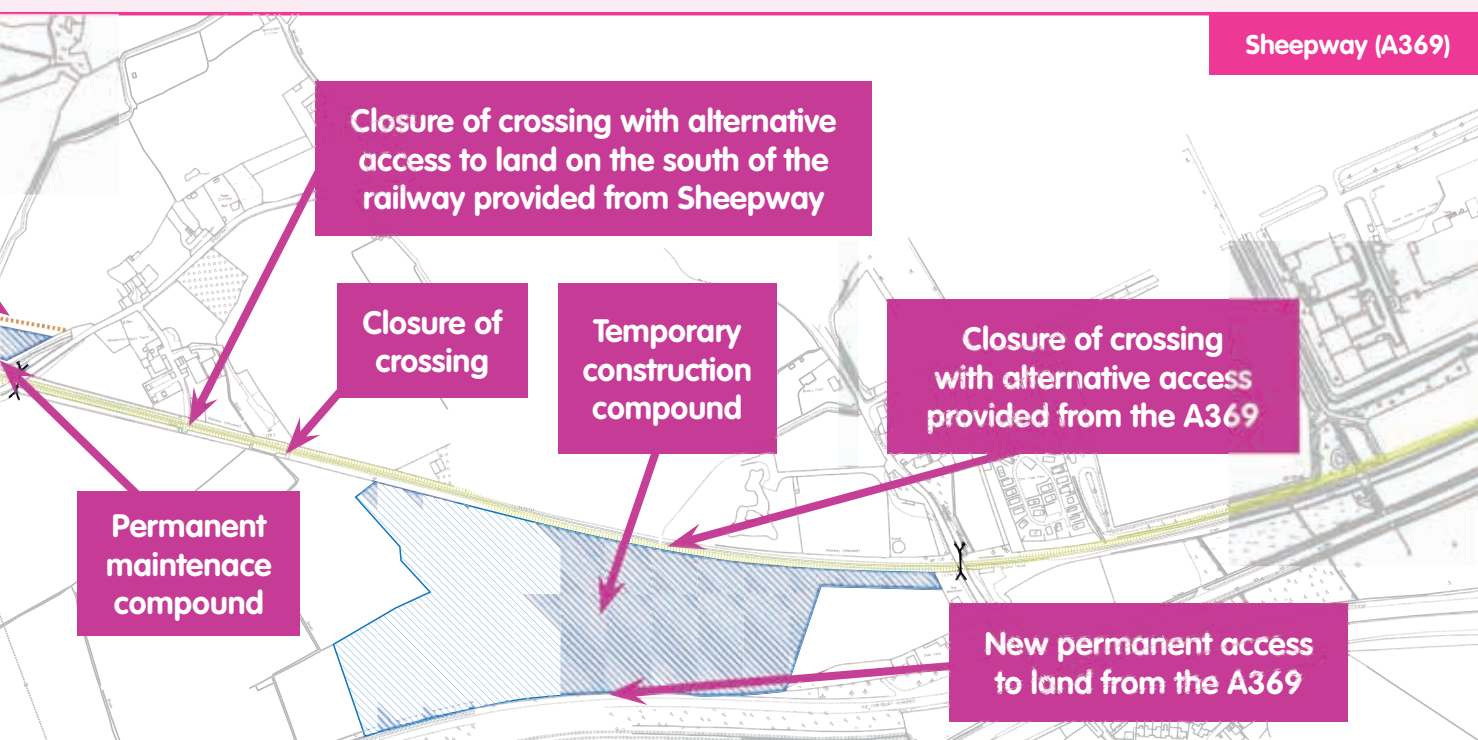
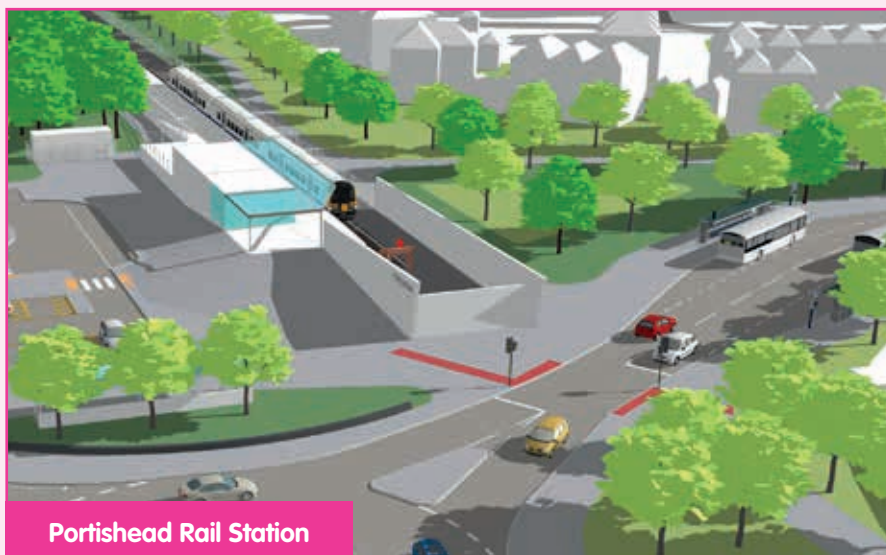
Section 1 Portishead to Royal Portbury Dock (...continued)



Our proposals in summary include:

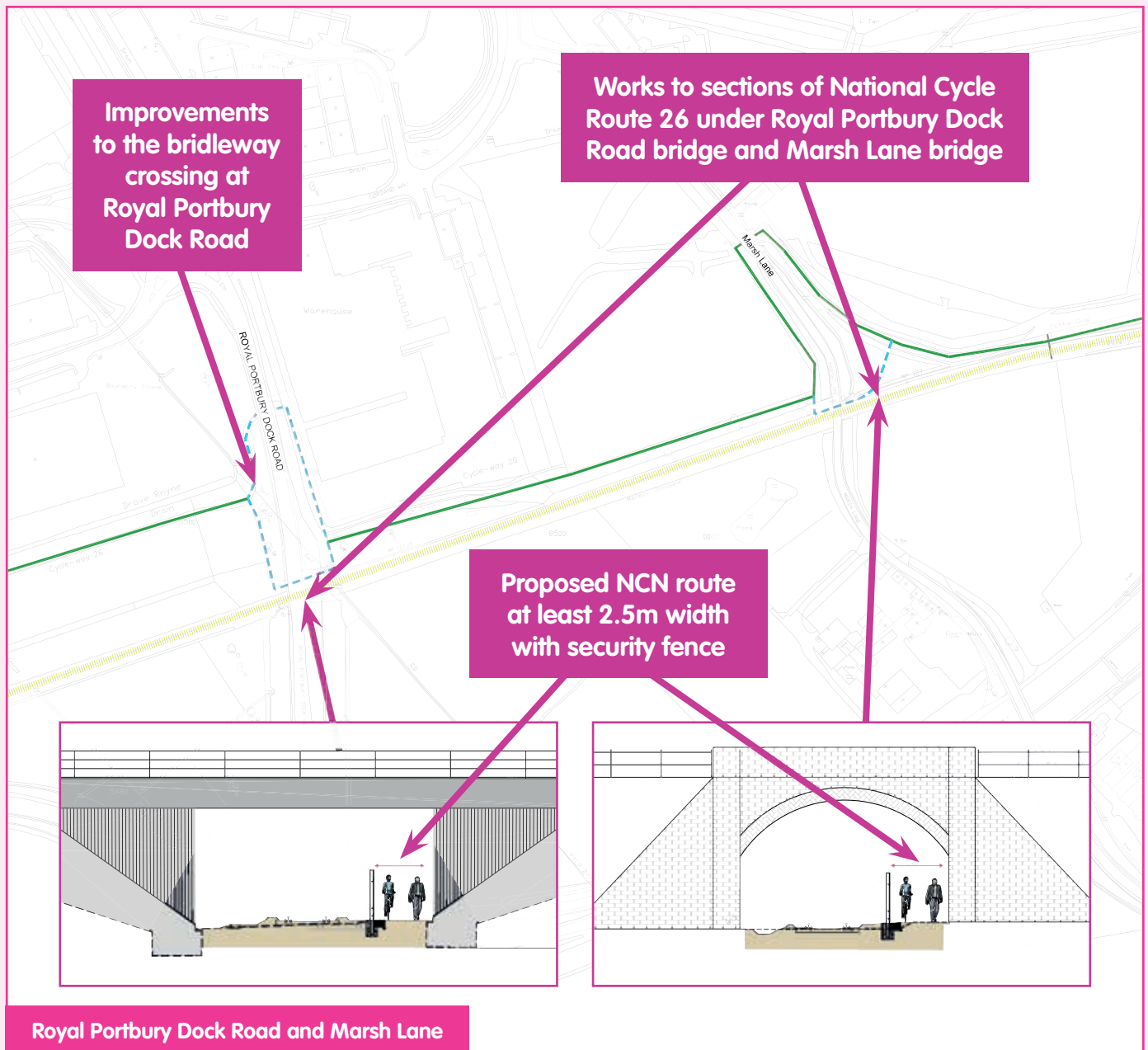
- Portishead station (see page 11)
- A footbridge linking to Trinity Primary School and footpath links
- Formal closure of historic level crossings and permissive level crossings
- Civil engineering works including works to culverts and bridges
- Track and lineside equipment works
- A permanent maintenance compound at Sheepway
- Landscaping, fencing and environmental mitigation works
- Relaying the single line railway and associated civil engineering works
- A temporary compound at Sheepway during the construction phase, becoming a permanent maintenance compound
- A temporary HGV haul route adjacent to the railway during the construction phase
- Introduction of some on-street parking restrictions on some roads surrounding the station. For further information see the TRO plans online at www.travelwest.info/metrowest or come along to one of the exhibition events (see page 26)
- New access to the Portbury Hundred for agricultural access to neighbouring field





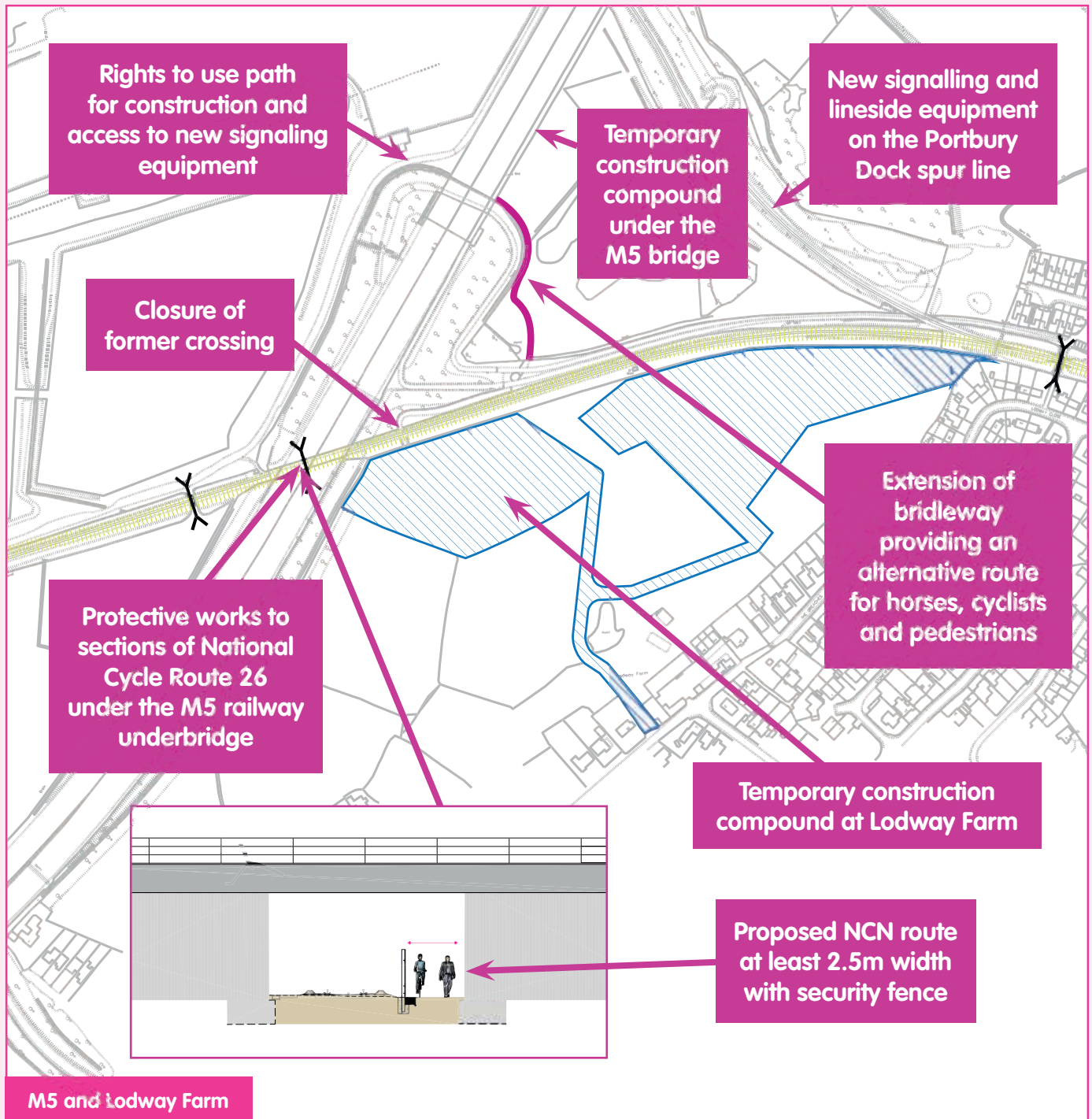
Portishead Branch Line Proposals

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



Our proposals in summary include:

- Relaying the single line railway
- Formal closure of historic level crossings
- Civil engineering works including works to culverts and bridges
- Track and lineside equipment works
- Works to sections of National Cycle Route 26 under Royal Portbury Dock Road bridge and Marsh Lane bridge
- Improvements to the brideway crossing of Royal Portbury Dock Road
- Formal closure of historic level crossing at Lodway
- Works to sections of National Cycle Route 26 under the M5 railway underbridge
- New permanent rail access from Portbury Hundred at the Wessex Water pumping station



- Extension of a bridleway west of the M5 to east of the M5 providing an alternative route for horses, cyclists and pedestrians, avoiding the M5 railway underbridge
- Signalling and lineside equipment for the spur line leading to Portbury Dock
- Landscaping, fencing and environmental mitigation works
- Temporary compounds at Lodway Farm and under the M5 Avonmouth Bridge during the construction phase
- A temporary HGV haul route adjacent to the railway during the construction phase from Marsh Lane to Lodway Farm compound
- Temporary diversion of sections of National Cycle Route 26 and 41 during the construction phase (see page 23 for further details)

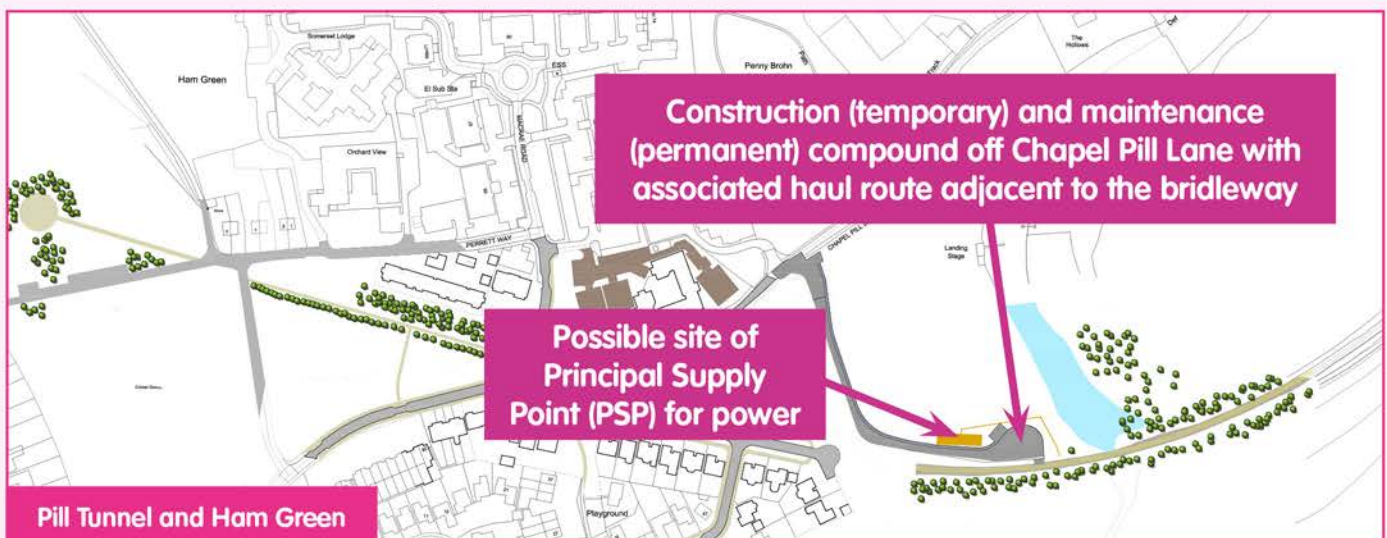
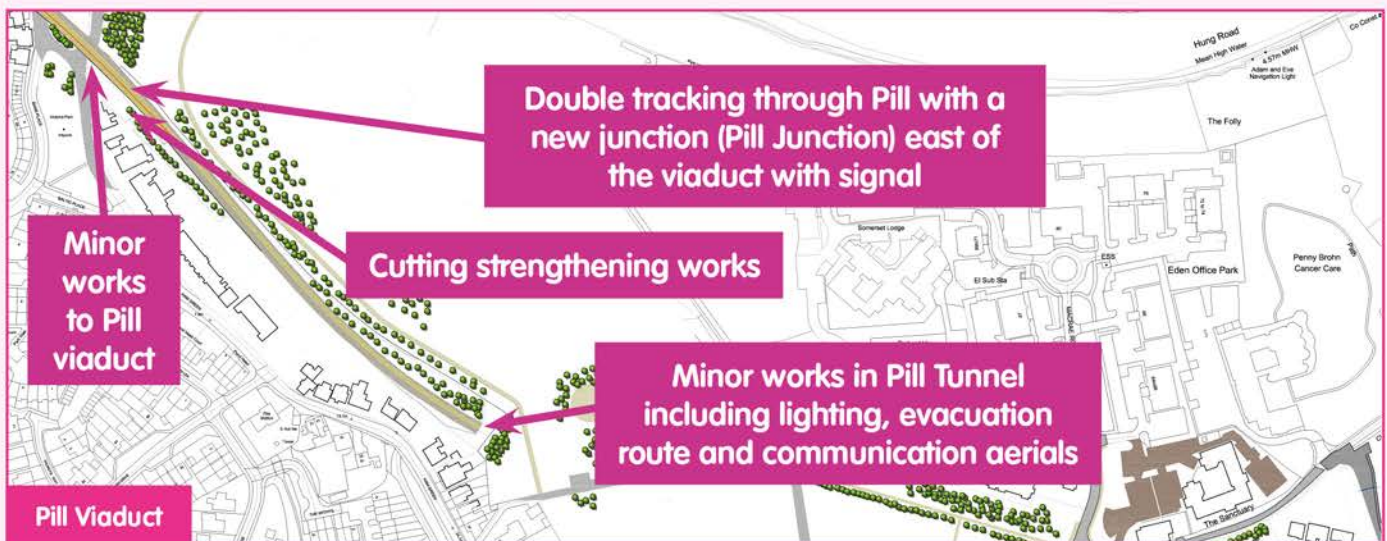
Portishead Branch Line Proposals

Section 3 Pill to Ham Green



Our proposals in summary include:

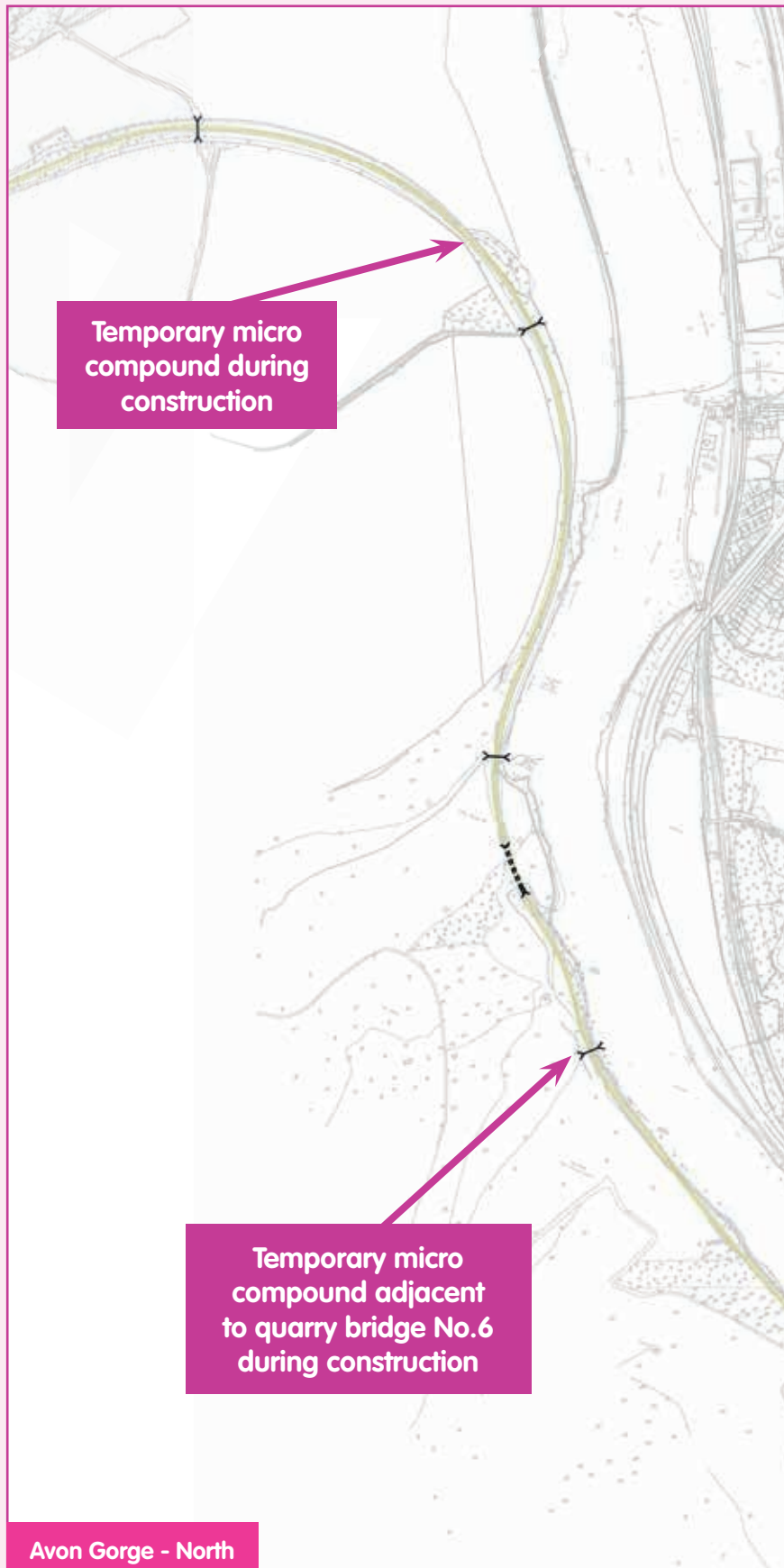
- Laying a new single line railway which will run parallel to the existing railway line from Portbury Dock
- Replacing Avon Road/Lodway railway bridge and embankment works
- Pill station including new platform, access ramp (and earthworks), passenger shelter, forecourt, and car park with up to 65 car parking spaces
- Demolition of existing Pill station house to create space for station forecourt
- Installation of a Principal Supply Point (PSP) power supply building in Pill station car park
- Introduction of some on-street parking restrictions on some roads surrounding the station. For further information see the TRO plans online at www.travelwest.info/metrowest or come along to one of the exhibition events (see page 26)
- Civil engineering works including works to culverts, bridges and earthworks (cuttings and embankments)
- Double tracking works through Pill with a new railway Junction (Pill Junction) east of Pill Viaduct with signal
- Other track and lineside equipment works
- Small, temporary compound near Pill library



- Landscaping, fencing and environmental mitigation works
- A permanent maintenance compound at Pill Tunnel Eastern Portal (off Chapel Pill Lane)
- Minor works to Pill Tunnel including emergency lighting, evacuation route and repeater aerials
- A temporary compound at Pill Tunnel Eastern Portal (off Chapel Pill Lane) during the construction phase and possible site of Principal Supply Point (for power)
- Other temporary works in Pill village, during the construction phase

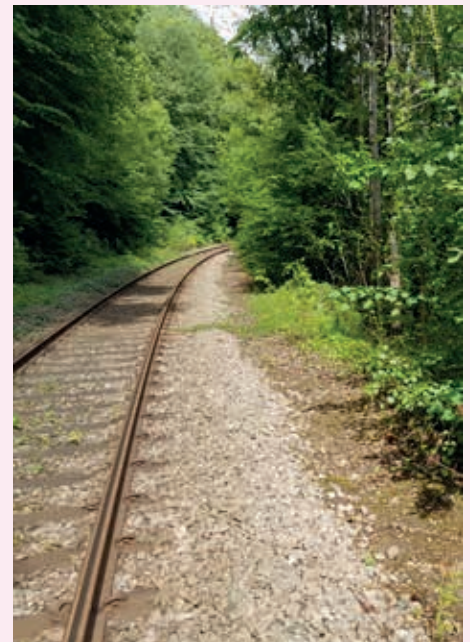
Portishead Branch Line Proposals

Section 4 Ham Green to Avon Gorge North



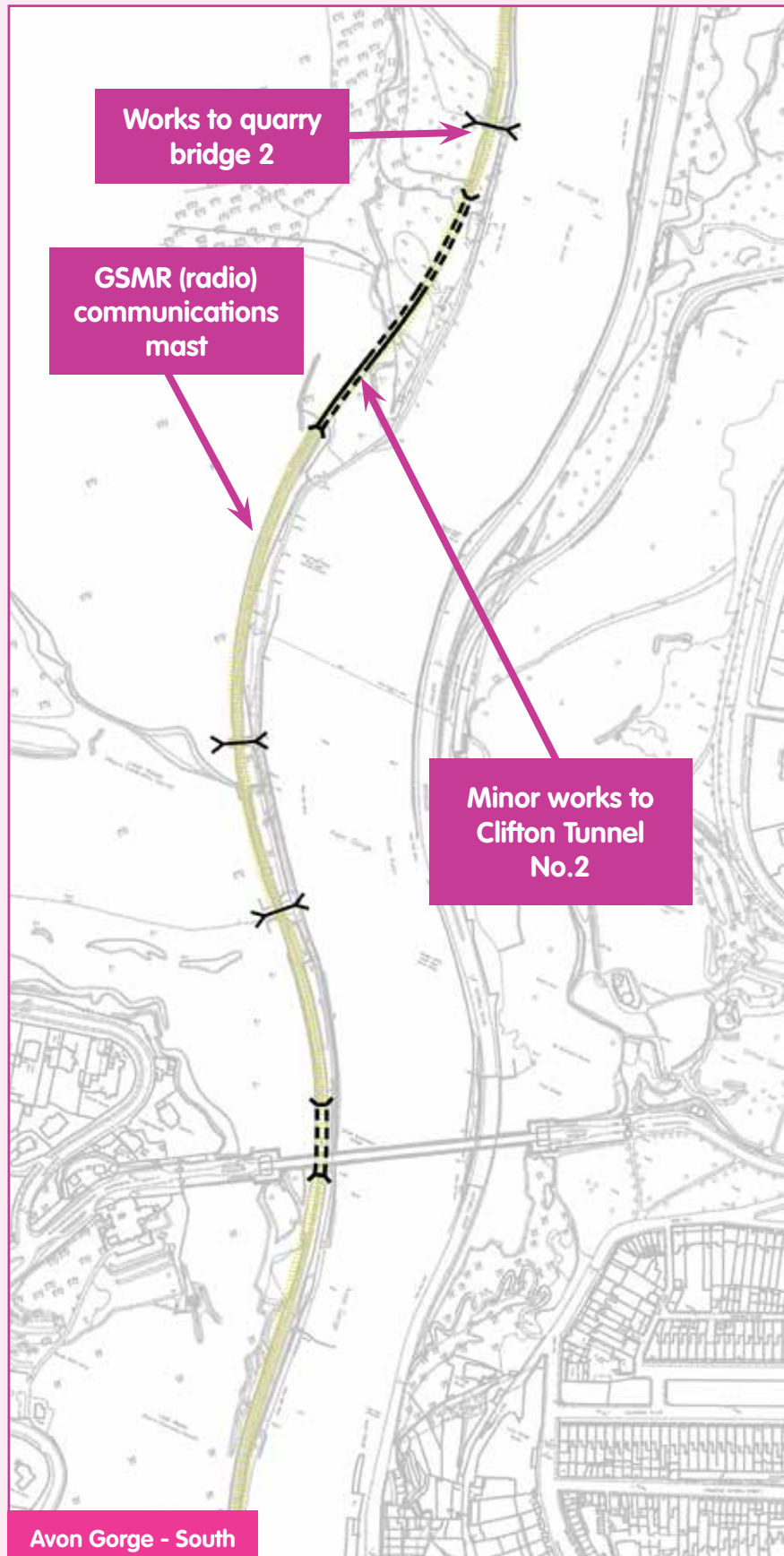
Our proposals in summary include:

- Civil engineering works including works to culverts, bridges, and retaining walls
- Replacement of sections of track, sleepers and ballast
- Lineside equipment works
- Intermediate signal
- Landscaping, fencing and environmental mitigation works
- A temporary micro compound at Chapel Pill Farm and quarry bridge No.6, during the construction phase
- Temporary welfare sites next to the railway for contractor staff during the construction phase
- Temporary closure of sections of the Avon Gorge Tow Path during the construction phase (see page 23 for further details)



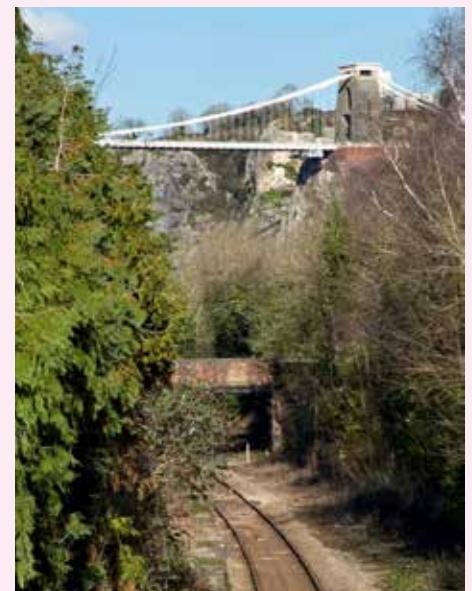
Portishead Branch Line Proposals

Section 5 Avon Gorge North to Bower Ashton



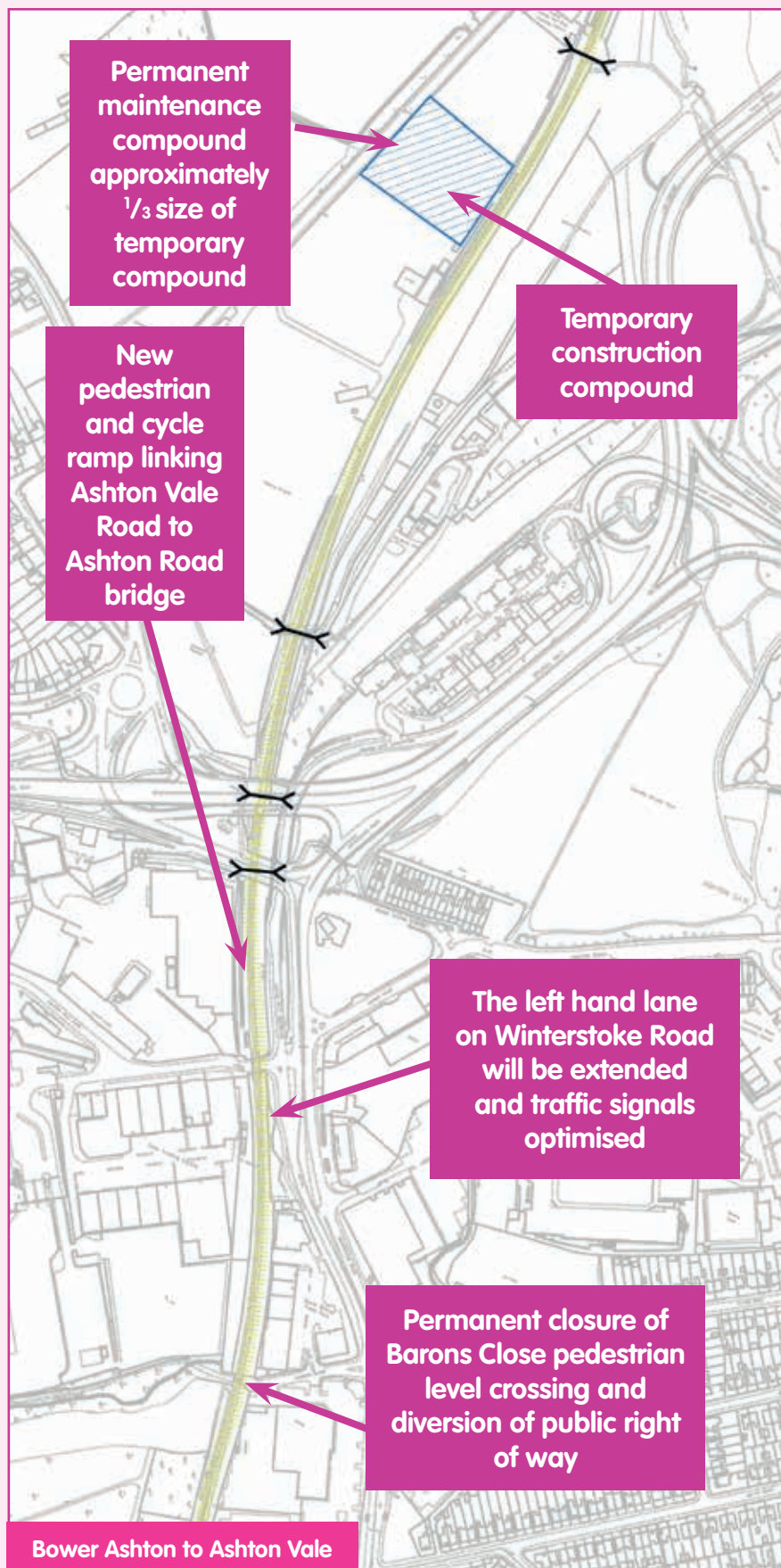
Our proposals in summary include:

- Civil engineering works including works to culverts, bridges, retaining walls and earthworks
- Replacement of sections of track, sleepers and ballast
- Lineside equipment works
- Minor works to Clifton Tunnel No1 and Clifton Tunnel No.2
- Landscaping, fencing and environmental mitigation works
- GSMR (radio communications) repeater mast south of Clifton Tunnel No.2
- Temporary welfare sites next to the railway for contractor staff during the construction phase
- Temporary closure of sections of the Avon Gorge Tow Path during the construction phase (see page 23 for further details)
- Works to Quarry Underbridge 2



Portishead Branch Line Proposals

Section 6 Bower Ashton to Ashton Vale

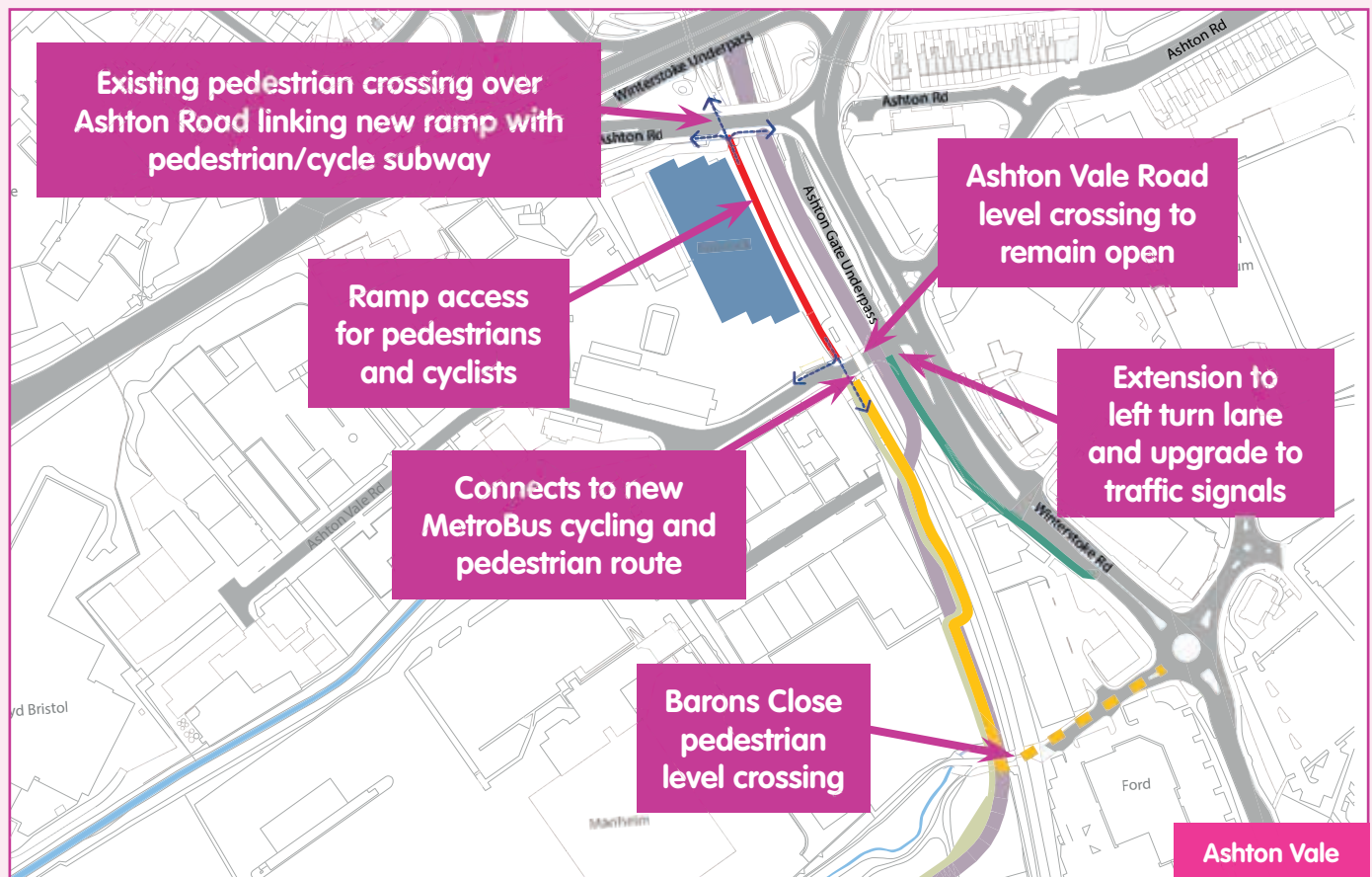


Our proposals in summary include:

- Civil engineering works including works to culverts, bridges and earthworks
- Replacement of sections of track, sleepers and ballast
- Llineside equipment works
- A temporary compound at Clanage Road, during the construction phase
- A permanent maintenance compound at Clanage Road approximately 1/3 size of temporary compound
- Alternative pedestrian / cycle access linking to Ashton Road
- Ashton Vale Road level crossing will remain operational, with no alterations undertaken to the level crossing itself. To reduce the highway impacts the left hand lane on Winterstoke Road will be extended and traffic signals optimised
- Permanent closure of Ashton Containers (Barons Close) pedestrian crossing, diverting the public right of way north to a new pedestrian and cycle ramp running parallel to the railway linking Ashton Vale Road to Ashton Road
- Landscaping, fencing and environmental mitigation works
- Temporary welfare sites next to the railway for contractor staff during the construction phase
- Temporary closure of sections of the Avon Gorge Tow Path during the construction phase (see page 23 for further details)

Portishead Branch Line Proposals

Ashton Vale



New Pedestrian Access At Ashton Vale and Closure of the Container Crossing (Barons Close) Pedestrian Level Crossing

There is a pedestrian crossing at Barons Close in Ashton Vale (called Container Crossing) that was closed temporarily during the construction of the Ashton Vale to Temple Meads MetroBus project. MetroWest Phase 1 is proposing to close this crossing permanently as part of the DCO Scheme.

Alternative pedestrian access will be provided via a new pedestrian and cycle link currently under construction by the Ashton Vale to Temple Meads MetroBus project, north from the existing level crossing to the carriageway of Ashton Vale Road next to the existing Ashton Vale Road level crossing. The route will then be extended north by the construction of a pedestrian and cycle ramp parallel to the railway to link Ashton Vale Road to Ashton Road. The ramp forms part of the MetroWest Phase 1 DCO Scheme which also includes designating part of the MetroBus pedestrian and cycle link as a public right of way.

Ashton Junction (Ashton Vale Road) Highway Level Crossing

Ashton Vale Road level crossing will remain operational. No alterations will be undertaken to the level crossing itself, however the following works are proposed to reduce the highway traffic impact from the increased use of the level crossing:

- Extension of the left turn flair lane on Winterstoke Road;
- Optimisation of the Ashton Vale Road signals and upgrade of signals to 'MOVA' (computerised system responsive to traffic conditions); and
- Provision of a ramp to the north of the level crossing to connect pedestrians and cyclists from Ashton Vale Road to Ashton Road.

Information about the Construction of the Scheme

The construction works will take approximately 18 months to complete. Some of the works can only be undertaken at certain times of the year and if the slot is missed for whatever reason the construction works would take longer to complete. For example, the works to build a new platform and access ramp for Pill station and the replacement of the nearby Avon Road/Lodway railway bridge, embankment works and double tracking works, require the existing freight line to be closed for 4 weeks. This is likely to be in August 2020 and August 2021 as the volume of goods and freight to and from Royal Portbury Dock, moved by freight train tends to be lower than the rest of the year.

Outside of August, most of the works to upgrade the freight line will mainly be carried out during the day and night at weekends during line possessions throughout the 18 month construction period. With the freight line in daily use during weekdays, there are not sufficient windows of time available during the weekdays for all but the most basic construction activity. Where the construction work is close to residential property, the contractor will be required to engage with residents on the timing of works that are likely to be particularly noisy. The contractor will also be required to put in place practical measures to reduce construction noise as far as possible.

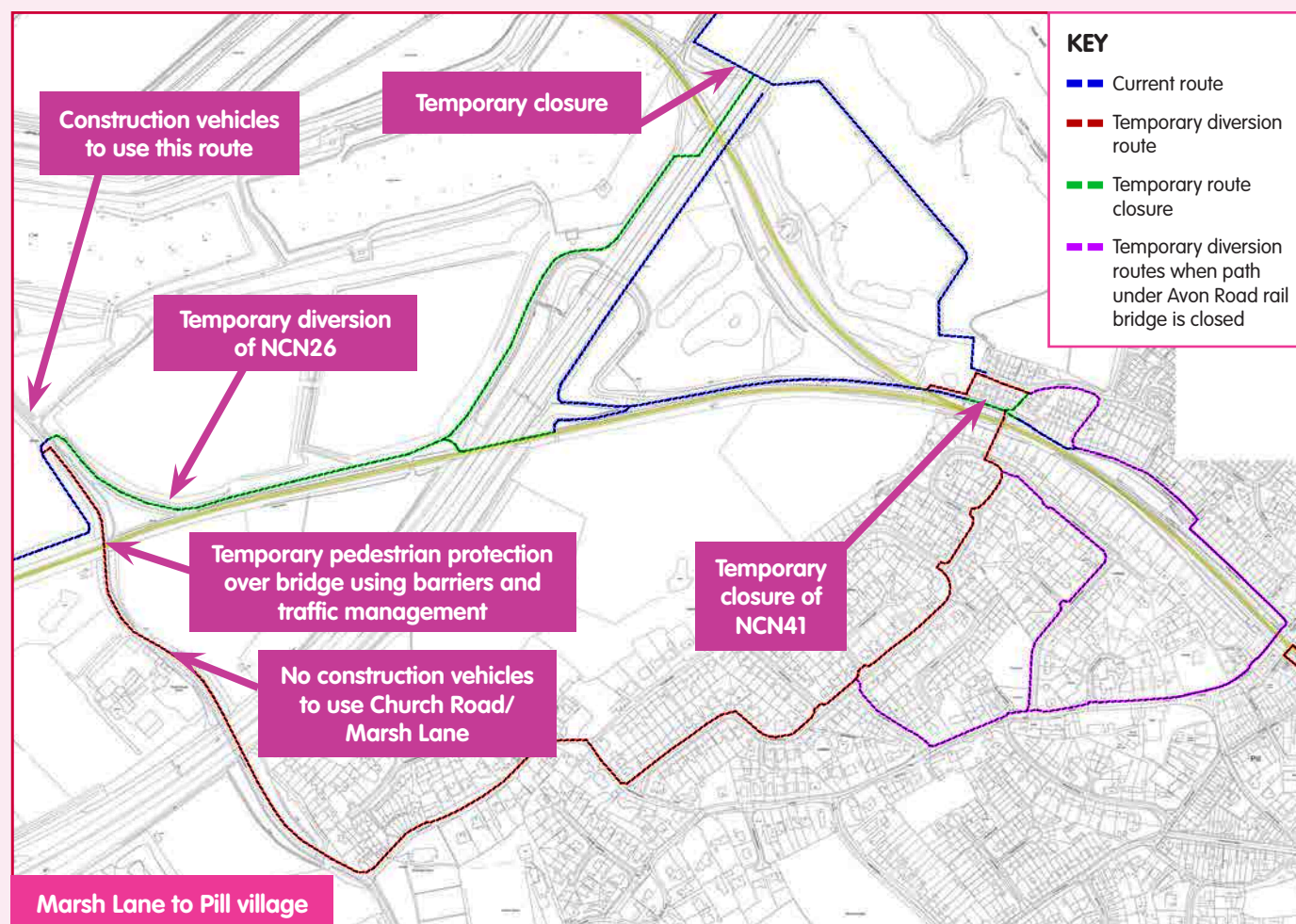
Construction works on the disused line will be mostly done in daytime hours on weekdays and Saturdays but some additional weekend working may be necessary. With no existing train service to work around, there are fewer access constraints for the contractor, however where works are undertaken close to residential property, the contractor will be required to engage with residents. The highway construction works will be undertaken mainly during daytime hours on weekdays, but some weekend and night working may be necessary. For example where new sections of highway are connected into the existing highway network, road closures may be needed. To minimise the impact of this on highway users, these works may be done at night, when traffic volumes are very light.



Temporary closure of Public Rights of Way and permissive pedestrian and cycle paths

There are a number of public rights of way and permissive paths very close and in some cases immediately next to the disused railway / freight line, and for safety reasons it will be necessary to close sections of these paths during the construction of the scheme. In some cases there are very close alternative routes available so the inconvenience can be minimised. However, a section of bridleway, which also forms part of National Cycle Network Route 26 between Marsh Lane and the M5, will need to be closed for up to 18 months, and a temporary diversion route will be way marked as shown in the plan below. A section of NCN Route 41 will be temporarily closed during work to Avon Road Bridge and a temporary diversion route will be way marked as shown in the plan below. The diversion routes are via public highway, which is not part of a major through route and has a 30mph speed limit. Advance signing and advertising of the closures will be undertaken.

It is also proposed that there will be closures of some sections of the Avon Gorge Tow Path to enable works and repairs to railway retaining walls, culverts and bridges. The closures are likely to be limited to a few hours of a day at a time, and some closures of a few days at a time. Due to the local topography there are limited options for path diversions, however advance advertising of the closures will be undertaken including advance notices on the tow path.



Traffic Regulation Orders (TROs)

Traffic Regulation Orders (TROs) govern or restrict the use of public roads and are required to construct and operate the railway. Both temporary and permanent TROs are proposed, mainly affecting routes around Portishead and Pill, but also on the surrounding highway network to assist construction traffic travelling to and from the railway. Permanent TROs are predominantly proposed around the Portishead and Pill station sites and may include parking restrictions such as double yellow lines to control parking. Temporary TROs will mainly be used during the construction period and may include banned turns on construction traffic routes.

Plans showing the TRO proposals are available online at www.travelwest.info/metrowest and will be available to view at the exhibitions detailed on page 26.

Strategic Planning

The West of England councils are currently preparing a Joint Spatial Plan and Joint Transport Study for next 20 years. The West of England Region is a growing area, both economically and demographically. It is projected the West of England population will grow by 185,500 (16.4%) and there will be an increase of 82,500 jobs and employment over the next 20 years.

It is therefore essential to continue to invest in the quantity and quality of our housing stock and the infrastructure needed to support sustainable communities to house, train and employ this growing population and provide a good quality of life. The emerging plans identify the need for the expansion of the local rail network as part of an integrated and sustainable approach to meeting our transport challenges. MetroWest Phase 1 and MetroWest Phase 2 will provide the foundation on which further enhancements can be developed over the medium term.

Improving the Existing Stations

MetroWest Phase 1 includes 16 existing stations which we are planning to refresh leading up to the introduction of improved train services. This includes new passenger shelters, improved information systems, improved CCTV and access improvements, subject to the availability of funding. These works will be carried out under Network Rail's Permitted Development Rights.



Trains, train operator and fares

The trains used for MetroWest services will be diesel multiple units, as used across the existing local rail network. Initially the trains are likely to operate using three carriages but more carriages could be added in the future. In the longer term the local rail network may be electrified as part of the rail industry and central Government future investment plans but there are no current plans for this. The train operator for MetroWest Phase 1 is yet to be determined. The franchise for the existing train operator, Great Western Railway runs until 2019, or 2020 if extended by the Department for Transport. Leading up to 2019 the Department for Transport will be undertaking a competitive re-franchising process and we will work with the successful train operator for the franchise post April 2019, to deliver the train service. 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. The full range of standard rail card discounts will be available, as MetroWest Phase 1 will form part of the national rail network.

The Environment

MetroWest Phase 1 will provide a greater choice of sustainable travel options which will result in overall long term environmental benefits. The scheme will also result in some localised impacts, some of which will be temporary (during the construction phase only), while some will be permanent. The scheme passes through a number of environmentally sensitive areas including the Avon Gorge Special Area of Conservation (SAC), a number of Sites of Special Scientific Interest (SSSI), and a number of local wildlife sites. Our Preliminary Environmental Information Report (PEIR) assesses these benefits and impacts. The PEIR assessment includes the impacts of the infrastructure works that require development consent and also considers the cumulative impacts of the wider MetroWest Phase 1 scheme. The PEIR will then be developed further to form the basis for our Environmental Statement (ES) which will set out in detail the likely environmental impacts and how we will implement measures to reduce adverse impacts. Our ES will accompany the application for development consent. The PEIR document is available from www.travelwest.info/metrowest

Facts & Figures

MetroWest Phase 1:

- will increase the UK national passenger network by 14 km and add two new stations
- will upgrade the existing train service frequency at 16 stations across 3 rail corridors: from the South East at Bath Spa to Bristol; from the North West and from the South at Parson Street to Bristol, directly benefiting 180,000 people
- will bring an additional 50,000+ people within the immediate catchment of the national rail network with new stations at Portishead and Pill
- includes works to 4 tunnels, 3 viaducts, 12 under bridges, 14 over bridges and 3 km of retaining walls
- includes some environmentally important areas along the railway alignment, including Avon Gorge which is a Special Area of Conservation
- includes 16 km of railway works and 1 km of highway works
- will provide £3 of quantified benefits for every £1 invested to deliver the scheme
- will provide a journey time from Portishead to Bristol Temple Meads of around 23 minutes
- will have a line speed of 75 mph between Portishead and Pill and 30 mph from Pill to Ashton Vale
- will be operated with modern diesel trains, with three carriages initially, with up to 270 seats
- will enhance the regional economy by £264m in the first ten years and will create 514 permanent new jobs

Further Technical Information

Please visit www.travelwest.info/metrowest or come along to one of the exhibition events (see page 26)

Have your say on the MetroWest Phase 1 proposals

We are holding six exhibitions at the following dates and venues:

- **Friday 10 November** – Somerset Hall, The Precinct, Portishead, BS20 6AH
(12.30pm - 7.30pm)
- **Wednesday 15 November** – Engine Shed, Station Approach, Bristol BS1 6QH
(12.30pm - 7.30pm)
- **Tuesday 21 November** – Trinity Anglican Primary School (Community Hall), Marjoram Way, Portishead, BS20 7JF (13.30pm - 7.30pm)
- **Wednesday 22 November** – Ashton Gate Stadium, Ashton Rd, Bristol BS3 2EJ
(12.30pm - 7.30pm)
- **Thursday 23 November** – Long Ashton Community Centre, Keedwell Hill, Long Ashton, BS41 9DP (3.30pm – 7.30pm)
- **Friday 24 November** – Community Centre, Church Place, Pill, BS20 0AE
(12.30pm - 7.30pm)

The railway, highway design and associated proposals will be displayed at all exhibitions. Members of the MetroWest project team will be on hand to answer any questions.

Following the exhibitions, the plans will go on display from:

- **Week commencing Monday 27 November**
100 Temple Street, Bristol, BS1 6HT
9am - 5pm

We will publish a summary of the consultation responses later this year on our website:
www.travelwest.info/metrowest

The councils will use your views to inform their decisions on the scheme.

How to comment

Complete the online questionnaire at
www.travelwest.info/metrowest

If you do not have internet access, paper copies will be available at the exhibition events or by calling
0117 922 4513.

Completed paper copies of questionnaires should be handed to us at one of the manned exhibition events or returned to West of England Councils MetroWest,
3 Rivergate, Temple Way, Bristol, BS1 6ER

If you require the questionnaire in any other format, let us know at one of the manned exhibition events or email us at
metrowest@westofengland.org

The consultation starts on 23 October 2017 and runs for six weeks. Please respond by 4 December 2017.

What happens next

We will consider all consultation responses and where appropriate, changes to the DCO scheme will be made. The Outline Business Case will then be completed, to support the technical case for funding the whole scheme and also to support the DCO process. Subject to securing the remaining funding to deliver the scheme, the DCO application will be submitted in spring 2018 and the process for obtaining development consent will be fully underway. See page 3 for further information about the Development Consent Order process and timescales.

Working with partners

The West of England councils are working with Network Rail, CH2M, Arup, Bond Dickinson, Ardent and Great Western Railway to deliver MetroWest Phase 1.

More information

If you want to receive regular MetroWest updates email us at metrowest@westofengland.org

For further information about MetroWest Phase 1 go to:
www.travelwest.info/metrowest • www.n-somerset.gov.uk/prs

Contact us

West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol, BS1 6ER metrowest@westofengland.org

travelwest 
www.travelwest.info

Stage 2

Consultation on reopening the Portishead branch line as part of MetroWest Phase 1

MetroWest



Have your say

We would like to hear your views on our proposals to reopen the Portishead branch line, as part of MetroWest Phase 1.

The consultation opens on **Monday 23 October 2017** and runs for six weeks. Please respond by **Monday 4 December 2017**. Come along to one of our exhibitions:

- **Friday 10 November, 12.30-7.30pm**
Somerset Hall, The Precinct,
Portishead BS20 6AH
 - **Wednesday 15 November
12.30-7.30pm**
Engine Shed, Station Approach,
Bristol BS1 6QH
 - **Tuesday 21 November, 1.30-7.30pm**
Trinity Anglican Primary School
(Community Hall), Marjoram Way,
Portishead, BS20 7JF
 - **Wednesday 22 November
12.30-7.30pm**
Ashton Gate Stadium, Ashton Rd,
Bristol BS3 2EJ
 - **Thursday 23 November,
3.30-7.30pm**
Long Ashton Community Centre,
Keedwell Hill, Long Ashton, BS41
9DP
 - **Friday 24 November, 12.30-7.30pm**
Community Centre, Church Place, Pill
BS20 0AE
- Following the exhibitions, the plans of the project proposals will go on display:**
- **from Monday 27 November to
Friday 1 December, 9am-5pm**
Citizen Service Point, 100 Temple
Street, Bristol, BS1 6HT

Consultation on reopening the Portishead branch line as part of MetroWest Phase 1

MetroWest Phase 1 will reopen the Portishead branch line with an hourly train service to Bristol Temple Meads, and new stations at Portishead and Pill stopping at Parson Street and Bedminster stations. The project also entails half hourly services on the Severn Beach line (hourly service for St. Andrews Road station and Severn Beach station), and half hourly services for Keynsham station and Oldfield Park station, on the Bath Spa to Bristol line.

We are consulting the local community, land/property owners, statutory bodies, government agencies, local interest groups and wider stakeholders on our plans to re-open the Portishead branch line and reintroduce passenger train services, as part of MetroWest Phase 1. Reopening the Portishead branch line requires a major planning application through the Development Consent Order process. MetroWest Phase 1 also entails other physical works to upgrade the frequency of trains for the Severn Beach line and the Bath Spa to Bristol line, but this does not require planning consent.

You can also view our proposals and submit your comments online at www.travelwest.info/metrowest The consultation opens on **Monday 23 October** and lasts for six weeks, so please respond by **Monday 4 December 2017**.



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

Stage 2

Consultation on reopening the Portishead branch line as part of MetroWest Phase 1

MetroWest



MetroWest Phase 1 will reopen the Portishead branch line with an hourly train service to Bristol Temple Meads, and new stations at Portishead and Pill stopping at Parson Street and Bedminster stations. The project also entails half-hourly services on the Severn Beach Line (hourly service for St. Andrews Road station and Severn Beach), and half hourly services for Keynsham station and Oldfield Park station, between Bath Spa and Bristol.

Have your say

We are holding six exhibitions and would like your views. You can view the proposals in detail, talk with the MetroWest project team and give your feedback on:

- **Friday 10 November, 12.30-7.30pm**
Somerset Hall, The Precinct, Portishead
BS20 6AH
 - **Wednesday 15 November, 12.30-7.30pm**
Engine Shed, Station Approach, Bristol
BS1 6QH
 - **Tuesday 21 November, 1.30-7.30pm**
Trinity Anglican Primary School
(Community Hall), Marjoram Way,
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Long Ashton Community Centre, Keedwell
Hill, Long Ashton BS41 9DP
 - **Friday 24 November, 12.30-7.30pm**
Community Centre, Church Place, Pill
BS20 0AE
- Following the exhibitions, the plans of the project proposals will go on display:**
- **from Monday 27 November to Friday 1 December, 9am-5pm**
Citizen Service Point, 100 Temple Street
Bristol, BS1 6HT

You can also view the options and submit comments online at
www.travelwest.info/metrowest

The consultation starts on **Monday 23 October 2017** and runs for six weeks. Please respond by **Monday 4 December 2017**

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Public Notices

24/7 Advertising for private and trade

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Public Notices

Section 47(6) Planning Act 2008 METROWEST PHASE 1 NOTICE OF DEPOSIT – REVISED STATEMENT OF COMMUNITY CONSULTATION							
North Somerset District Council (the Council) has placed on deposit for inspection (free of charge) at the locations listed below a revised Statement of Community Consultation (Revised SoCC). This is for the proposed reopening of the Portishead railway line for passenger services and associated works (part of Phase 1 of the MetroWest proposals) (the Project). The Revised SoCC explains how the Council will consult on the Project with the local community, residents, businesses and organisations in the area, provides updates on the changes to the Project since June 2015, summarises the first round of statutory consultation under Section 47 of the Planning Act 2008 and provides details of the second round of statutory consultation from Monday 23 October to Monday 4 December 2017.							
As the Project is a Nationally Significant Infrastructure Project, the Council will apply to the Planning Inspectorate for a Development Consent Order under the requirements of the Planning Act 2008.							
The Council is required to consult with local communities before the application is submitted to the Planning Inspectorate. The Council is also required to produce a Consultation Report detailing how the public's views have been taken into consideration and how the consultation requirements of the Planning Act 2008 have been complied with.							
MetroWest Phase 1 is an Environmental Impact Assessment (EIA) development and so the Council will prepare an Environmental Statement to accompany the application to the Planning Inspectorate. Preliminary Environmental Information will be made available for people to inspect at the locations listed below, as well as at www.travelwest.info/metrowest .							
Where the Revised SoCC can be viewed from Monday 18 September to Monday 4 December 2017							
Location	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Castlewood North Somerset Council Office, Tickenham Road, Clevedon BS21 6FW	08-30 to 17-00	08-30 to 17-00	08-30 to 17-00	08-30 to 17-00	08-30 to 17-00	Closed	Closed
Long Ashton Library, Lovelinch Gardens, Long Ashton BS41 9AH	Closed	*09-30 – 12-30; 13-30 – 17-00 (*10-00 3 rd Tuesday in the month)	Closed	09-30 – 12-30; 13-30 – 17-00	Closed	09-30 – 13-00	Closed
Pill Library, Crockerne House, Underbanks, Pill BS20 0AT	Closed	09-30 to 12-30	13-30 to 17-00	Closed	09-30 to 12-30; 13-30 to 17-00	09-30 to 13-00	Closed
Portishead Library, Horatio House, 24 Harbour Road, Portishead BS20 7AL	Closed	*09-30 to 17-00 (*10-00 2 nd Tuesday of the month)	09-30 to 17-00	09-30 to 17-00	09-30 to 17-00	09-30 to 13-00	10-30 to 14-30
Weston-super-Mare Library, Town Hall, Walliscote Grove Road, Weston-super-Mare BS23 1UJ	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 19-00	Closed
Bedminster Library, 4 St Peter's Court, Bedminster Parade, Bristol BS3 4AQ	10-00 to 19-00	Closed	10-00 to 19-00	10-00 to 17-00	10-00 to 17-00	10-00 to 17-00	Closed
Bristol Central Library, College Green, Bristol BS1 5TL	10-00 to 19-00	10-00 to 19-00	Closed	10-00 to 19-00	10-00 to 17-00	10-00 to 17-00	13-00 to 17-00
Marksbury Road Library, Marksbury Road, Bedminster, Bristol BS3 5LG	Closed	10-00 to 17-00	Closed	10-00 to 17-00	Closed	11-00 to 17-00	Closed
Citizen Service Point, Bristol City Council, 100 Temple Street, BS1 6AG	09-00 to 17-00	09-00 to 17-00	09-00 to 17-00	09-00 to 17-00	09-00 to 17-00	Closed	Closed

The Revised SoCC is also available on the MetroWest Phase 1 website at www.travelwest.info/metrowest.
Public Exhibitions
Members of the Project team will be available to answer queries on the second round of statutory consultation under Section 47 at public information events being held by the Council at the following locations and times:

Location	Event	Date / Time
Somerset Hall, The Precinct, High Street, Portishead BS20 6AH	Public Information Day	Friday 10 November between 12-30 – 19-30
Engine Shed, Station Approach, Bristol, BS1 6QH	Public Information Day	Wednesday 15 November between 12-30 – 19-30
Trinity Anglican Primary School, Marjoram Way, Portishead, BS20 7JF	Public Information Day	Tuesday 21 November between 13-30 – 19-30
Ashton Gate Stadium, Ashton Road, Bristol BS3 2EJ	Public Information Day	Wednesday 22 November between 12-30 – 19-30
Long Ashton Community Centre, Keedwell Hill, Long Ashton, Bristol, BS41 9DP	Public Information Day	Thursday 23 rd November between 15-30 – 19-30
Pill Community Centre, Church Place, Pill, Bristol BS20 0AE	Public Information Day	Friday 24 November between 12-30 – 19-30
Citizen Service Point, Bristol City Council, 100 Temple St, Bristol BS1 6HT	Unmanned exhibition	Monday 27 November – Friday 1 December between 09-00 – 17-00

Have your say
Whilst your views are welcomed throughout the development of the Project, responses should be received from the start of the second round of statutory consultation under Section 47 on **23 October 2017** to the end of the consultation period on **4 December 2017**.
In response to the statutory consultation, you can submit your views in a number of ways. You can complete the online feedback form at www.travelwest.info/metrowest, and you can complete a feedback form (on paper) available either at the public exhibitions or at the locations listed above, before returning your feedback form to:
West of England Councils MetroWest
3 Rivergate, Temple Way, Bristol, BS1 6ER
Responses can also be emailed to metrowest@westofengland.org
Following the consultation, the plans will be finalised and an application is expected to be submitted to the Planning Inspectorate in Spring/ Summer 2018.
James Willcock
Project Manager MetroWest Phase 1
North Somerset Council, Town Hall, Walliscote Grove Road, Weston-super-Mare, BS23 1UJ

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Public Notices

Town and Country Planning Act 1990
Town and Country Planning (Development Management Procedure) (England) Order 2015
Notice under Article 13
Planning (Listed Building & Conservation Areas) Act 1990
Notice under Section 67 & 73
You may inspect copies of plans and documents of the following applications and make representations on line at www.nsomerset.gov.uk/planning. Or you can submit your comments in writing to: Development Management, Post point 15, North Somerset Council, Town Hall, Weston-super-Mare, BS23 1UJ. All comments should be received by us within 21 days of this publication and will be displayed in full on the Council's website. You should not submit comments which are offensive or defamatory in any way. If we refuse permission there may be no further opportunity to object to an appeal on a householder application.

Application in a Conservation Area
17/P/2112/F - Construction of conservatory in enclosed courtyard at 3 Coach House Mews, Bracken Hill, North Road, Leigh Woods
17/P/2134/F - Single storey rear extension at 75 Woodacre, Portishead
Listed Building Application
17/P/2100/LB - Listed building consent for internal and external alterations to convert an outbuilding/garage to create residential accommodation to be annexed to the main dwelling at South Common Farm, Netherton Wood Lane, Nailsea
17/P/2122/F & 17/P/2123/LB - Adapting the existing external steel stair to the rear; removal of another external steel stair and replacement with a masonry stair and various associated minor alterations; alteration of a door to a window to the front elevation; removal of existing fence to rear of buildings and replacement with roughcast rendered blockwork wall with stone coping and new wooden gate; erection of a gazebo; external hard and soft landscaping proposals at Battleaxes Inn, Bristol Road, Wraxall
Major Application affects a Public Right of Way
17/P/2111/O - Outline planning permission for the demolition of existing buildings and redevelopment to provide up to 47no. dwellings with associated hard/soft landscape works, access improvements, parking and drainage. All matters reserved except access at Former Western Trade Centre, Knightcott Road, Banwell

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Public Notices

NORTH SOMERSET DISTRICT COUNCIL
LANGFORD LANE, LANGFORD, NORTH SOMERSET
(TEMPORARY PROHIBITION OF USE BY VEHICLES)
ORDER 2017
Notice is hereby given that North Somerset District Council in pursuance of the provisions of section 14 of the Road Traffic Regulation Act 1984, as amended, have made an order the effect of which will be to close, temporarily, to vehicles the lengths of roads specified in the Schedule to this Notice.
This order was required because of the likelihood of danger to the public consequent upon work by Wessex Water to carry out sewer renovation works. This will become operative on the 2 October 2017 for a maximum period of eighteen months. However, the closures may not be implemented for the whole of the period but only as necessitated by the works which is anticipated to be of five days in duration.
ALTERNATIVE ROUTES
Langford Road (part unaffected), Bath Road (A368), Bristol Road (A38), Bypass (A38) and vice versa.
N P BRAIN
Head of Legal and Democratic Services
Town Hall
Weston-super-Mare BS23 1UJ
Tel No: (01934) 888802
Ref: T17-105
SCHEDULE
LANGFORD LANE – from its junction with Bypass (A38) for approximately two hundred and eighty metres in a southerly direction to property Langford Court Lodge.

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Public Notices

NORTH SOMERSET DISTRICT COUNCIL
MILTON HILL, WESTON-SUPER-MARE, NORTH SOMERSET
(TEMPORARY PROHIBITION OF USE BY VEHICLES)
ORDER 2017
Notice is hereby given that North Somerset District Council in pursuance of the provisions of section 14 of the Road Traffic Regulation Act 1984, as amended, intend to make an order the effect of which will be to close, temporarily, to vehicles the lengths of roads specified in the Schedule to this Notice.
This order is required because of the likelihood of danger to the public consequent upon work by Wales and West Utilities to carry out gas mains replacement works. This will become operative on the 23 October 2017 for a maximum period of eighteen months. However, the closures may not be implemented for the whole of the period but only as necessitated by the works which is anticipated to be of five days in duration.
ALTERNATIVE ROUTES
Ashbury Drive, Upper Bristol Road, Milton Hill (part unaffected) and vice versa.
N P BRAIN
Head of Legal and Democratic Services
Town Hall
Weston-super-Mare BS23 1UJ
Tel No: (01934) 888802
Ref: T17-116
SCHEDULE
MILTON HILL – from its junction with Ashbury Drive for approximately twenty metres in a south easterly direction to property number 19 Atlantis.

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Public Notices

Section 47(6) Planning Act 2008 METROWEST PHASE 1						
NOTICE OF DEPOSIT - REVISED STATEMENT OF COMMUNITY CONSULTATION						
North Somerset District Council (the Council) has placed on deposit for inspection (free of charge) at the locations listed below a revised Statement of Community Consultation (Revised SoCC). This is for the proposed reopening of the Portishead railway line for passenger services and associated works (part of Phase 1 of the MetroWest proposals) (the Project). The Revised SoCC explains how the Council will consult on the Project with the local community, residents, businesses and organisations in the area, provides updates on the changes to the Project since June 2015, summarises the first round of statutory consultation under Section 47 of the Planning Act 2008 and provides details of the second round of statutory consultation from Monday 23 October to Monday 4 December 2017. As the Project is a Nationally Significant Infrastructure Project, the Council will apply to the Planning Inspectorate for a Development Consent Order under the requirements of the Planning Act 2008. The Council is also required to produce a Consultation Report detailing how the public's views have been taken into consideration and how the consultation requirements of the Planning Act 2008 have been complied with. MetroWest Phase 1 is an Environmental Impact Assessment (EIA) development and so the Council will prepare an Environmental Statement to accompany the application to the Planning Inspectorate. Preliminary Environmental Information will be made available for people to inspect at the locations listed below, as well as at www.travelwest.info/metrowest . Where the Revised SoCC can be viewed from Monday 18 September to Monday 4 December 2017.						
Location	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Castlewood North Somerset Council Office, Tickenham Road, Clevedon BS21 6FW	08-30 to 17-00	08-30 to 17-00	08-30 to 17-00	08-30 to 17-00	08-30 to 17-00	Closed
Long Ashton Library, Lovelich Gardens, Long Ashton BS41 9AH	Closed	*09-30 - 12-30 13-30 - 17-00 (*10-00 3 rd Tuesday in the month)	Closed	09-30 - 12-30; 13-30 - 17-00	Closed	09-30 - 13-00
Pill Library, Crockerne House, Underbanks, Pill BS20 0AT	Closed	09-30 to 12-30	13-30 to 17-00	Closed	09-30 to 12-30; 13-30 to 17-00	Closed
Portishead Library, Horatio House, 24 Harbour Road, Portishead BS20 7AL	Closed	*09-30 to 17-00 (*10-00 2 nd Tuesday of the month)	09-30 to 17-00	09-30 to 17-00	09-30 to 17-00	10-30 to 14-30
Weston-super-Mare Library, Town Hall, Walliscote Grove Road, Weston-super-Mare BS23 1UJ	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	Closed
Bedminster Library, 4 St Peter's Court, Bedminster Parade, Bristol BS3 1AD	10-00 to 19-00	Closed	10-00 to 19-00	10-00 to 17-00	10-00 to 17-00	Closed
Bristol Central Library, College Green, Bristol BS1 5TL	10-00 to 19-00	10-00 to 19-00	Closed	10-00 to 19-00	10-00 to 17-00	13-00 to 17-00
Marksbury Road Library, Marksbury Road, Bedminster, Bristol BS3 5LG	Closed	10-00 to 17-00	Closed	10-00 to 17-00	Closed	11-00 to 17-00
Citizen Service Point, Bristol City Council, 100 Temple Street, BS1 6AG	09-00 to 17-00	09-00 to 17-00	09-00 to 17-00	09-00 to 17-00	09-00 to 17-00	Closed

The Revised SoCC is also available on the MetroWest Phase 1 website at www.travelwest.info/metrowest. Public Exhibitions
Members of the Project team will be available to answer queries on the second round of statutory consultation under Section 47 at public information events being held by the Council at the following locations and times:

Location	Event	Date / Time
Somerset Hall, The Precinct, High Street, Portishead BS20 6AH	Public Information Day	Friday 10 November between 12-30 - 19-30
Engine Shed, Station Approach, Bristol, BS1 6DH	Public Information Day	Wednesday 15 November between 12-30 - 19-30
Trinity Anglican Primary School, Marjoram Way, Portishead, BS20 7JF	Public Information Day	Tuesday 21 November between 13-30 - 19-30
Ashton Gate Stadium, Ashton Road, Bristol BS3 2EJ	Public Information Day	Wednesday 22 November between 12-30 - 19-30
Long Ashton Community Centre, Keedwell Hill, Long Ashton, Bristol, BS41 9DP	Public Information Day	Thursday 23 rd November between 15-30 - 19-30
Pill Community Centre, Church Place, Pill, Bristol BS20 0AE	Public Information Day	Friday 24 November between 12-30 - 19-30
Citizen Service Point, Bristol City Council, 100 Temple St, Bristol BS1 6HT	Unmanned exhibition	Monday 27 November - Friday 1 December between 09-00 - 17-00

Have your say
Whilst your views are welcomed throughout the development of the Project, responses should be received from the start of the second round of statutory consultation under Section 47 on **23 October 2017** to the end of the consultation period on **4 December 2017**.
In response to the statutory consultation, you can submit your views in a number of ways. You can complete the online feedback form at www.travelwest.info/metrowest, and you can complete a feedback form (on paper) available either at the public exhibitions or at the locations listed above, before returning your feedback form to:
West of England Councils MetroWest
3 Rivergate, Temple Way, Bristol, BS1 6ER
Responses can also be emailed to metrowest@westofengland.org
Following the consultation, the plans will be finalised and an application is expected to be submitted to the Planning Inspectorate in Spring/Summer 2018.
James Willcock
Project Manager MetroWest Phase 1
North Somerset Council, Town Hall, Walliscote Grove Road, Weston-super-Mare, BS23 1UJ

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Public Notices

SOUTH GLOUCESTERSHIRE COUNCIL

RAYSFIELD SCHOOL AREA, CHIPPING SODBURY – TRAFFIC ORDERS

Details of the proposed changes
NOTICE is hereby given that South Gloucestershire District Council proposes to make the following orders under provisions contained in the Road Traffic Regulation Act 1984 as amended:

1. Ref. **L3/STOP/PT5732** – The South Gloucestershire Council (Finch Road and Heron Way, Chipping Sodbury) (Prohibition of Waiting) Order 2011(-) under sections 1(1), 2(1) to (3) and 4(2) to the said Act the effect of which will be to prohibit vehicles waiting at any time in lengths of **Finch Road** and **Heron Way** in the vicinity of Raysfield School, Chipping Sodbury. Exemptions in the order permit any vehicle to wait for the purpose of boarding or alighting; loading or unloading goods; delivering postal packets; maintenance of the road; supply of gas, water or electricity; the pursuance of statutory powers or duties; taking in petrol, oil, water or air from any garage, weddings or funerals and in accordance with the current provisions for vehicles displaying a disabled person's badge.
2. Ref. **L3/STOP/PT5733** – The South Gloucestershire Council (Finch Road, Chipping Sodbury – Protection of School Entrances) (Prohibition of Stopping) Order 2011(-) under sections 1(1), 2(1) to (3), 4(1) and 4(2) of and Part IV of Schedule 9 to the said Act the effect of which will be to protect areas marked with school entrance markings in accordance with the Traffic Signs Regulations and General Directions 2016 in lengths of **Finch Road**, Chipping Sodbury by prohibiting any vehicle stopping during the restricted hours which will be the hours shown on traffic signs placed at that location.

Exemptions in the order permit any vehicle to wait for the purpose of building or demolition works; removal of obstruction to traffic; maintenance of the road; supply of gas, water or electricity; the pursuance of statutory powers or duties and fire brigade, ambulance or police purposes.

Full details of the proposal are contained in the draft orders. If you would like to see copies of the draft orders, a map, any notes to be varied/revised and a statement of the Council's reasons for making the orders, you can do so at a Day One Stop Shop (next to the Leisure Centre), Kennedy Way, Yate and at Chipping Sodbury Public Library, Old Grammar School, High Street, Chipping Sodbury during normal opening hours. You can also view plans relating to this notice on the Council's website at www.southglos.gov.uk/consultation

What if I want to send a letter about the proposals?
If you would like to send us a letter about the proposals, please check that you:

1. Include reasons for any comments you make, for or against, the proposals
2. Send all comments in writing to the Head of Legal, Governance and Democratic Services at the address below.
3. Quote the relevant reference in your letter.
4. Send all letters by 16 November 2017.
5. Mark your letter for the attention of Debbie Finch.

Please note that all the letters received may be considered in public by the Council. The content of letters, together with the name and address of the person making it, could become available for public inspection.

(STATION ROAD, PILNING) (TEMPORARY PROHIBITION OF USE BY VEHICLES, FOOT PASSENGERS, PEDAL CYCLES AND EQUESTRIANS) ORDER 2017

Notice is hereby given that South Gloucestershire District Council in pursuance of the provisions of section 14 of the Road Traffic Regulation Act 1984 as amended intends to make an order the effect of which will be to close, temporarily, to vehicles that length of Station Road from a point 870 metres from its junction with Marsh Common Road for a distance of 50 metres northwards.

This order is required in connection with bridge inspection works and will be operative from the 14 November 2017 for a maximum period of eighteen months. The closure however may not be implemented for the whole of the period but only when signs are in position and only for so long as is necessitated by the works which are anticipated to be of **1 DAY** duration.

ALTERNATIVE ROUTE

Station Road (part unaffected), B4055 Marsh Common Road, B4055 Cross Hands Road, Bank Road, Pilning Street, Station Road (part unaffected) and vice versa.

(SHAYMOOR LANE, PILNING) (TEMPORARY PROHIBITION OF USE BY VEHICLES) ORDER 2017

Notice is hereby given that South Gloucestershire District Council in pursuance of the provisions of section 14 of the Road Traffic Regulation Act 1984 as amended intends to make an order the effect of which will be to close, temporarily, to vehicles that length of Shaymoor Lane from a point 700 metres from its junction with Station Road for a distance of 60 metres northwards.

This order is required in connection with bridge inspection works and will be operative from the 13 November 2017 for a maximum period of eighteen months. The closure however may not be implemented for the whole of the period but only when signs are in position and only for so long as is necessitated by the works which are anticipated to be of **1 DAY** duration.

ALTERNATIVE ROUTE – No alternative route available.

WILLOWHERB ROAD AND HOWSMOOR LANE, EMERSONS GREEN – TRAFFIC ORDERS

Details of the proposed changes
NOTICE is hereby given that South Gloucestershire District Council proposes to make the following orders under provisions contained in the Road Traffic Regulation Act 1984 as amended:

1. Ref. **L3/STOP/PT5728** – The South Gloucestershire Council (Howsmoor Lane, Emersons Green) (Prohibition of Driving) Order 2011(-) under sections 1(1) and 2(1) to 3 to the said Act the effect of which will be to prohibit any vehicle entering, proceeding or waiting in the length of **Howsmoor Lane** from its junction with Willowherb Road to the new sports facility access.
2. Ref. **L3/STOP/PT5731** – The South Gloucestershire Council (Willowherb Road, Emersons Green) (Protection of School Entrances – No Stopping) Order 2011(-) under sections 1(1), 2(1) to (3), 4(1) and 4(2) to the said Act the effect of which will be to protect areas marked with school entrance markings in accordance with the Traffic Signs Regulations and General Directions 2016 in the length of **Willowherb Road**, Emersons Green by prohibiting any vehicle stopping during the restricted hours which will be the hours shown on traffic signs placed at that location.

Exemptions in the order permit any vehicle to wait for the purpose of building or demolition works; removal of obstruction to traffic; maintenance of the road; supply of gas, water or electricity; the pursuance of statutory powers or duties and fire brigade, ambulance or police purposes.

Full details of the proposals are contained in the draft orders. If you would like to see copies of the draft orders, a map, and a statement of the Council's reasons for making the orders, you can do so at Kingswood One Stop Shop, Kingswood Civic Centre, Kingswood and at Emersons Green Public Library, Emersons Way, Emersons Green, South Gloucestershire during normal opening hours. You can also view plans relating to this notice on the Council's website at www.southglos.gov.uk/consultation

What if I want to send a letter about the proposals?
If you would like to send us a letter about the proposals, please check that you:

1. Include reasons for any comments you make, for or against, the proposals
2. Send all comments in writing to the Head of Legal, Governance and Democratic Services at the address below.
3. Quote the relevant reference in your letter.
4. Send all letters by 16 November 2017.
5. Mark your letter for the attention of Debbie Finch.

Please note that all the letters received may be considered in public by the Council. The content of letters, together with the name and address of the person making it, could become available for public inspection.

Dated: 23 October 2017
John McCormack, Monitoring Officer and Head of Legal, Governance and Democratic Services,
PO Box 1953, Bristol, BS37 0DB

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The closing date for registrations is 12pm noon, Monday 30th October 2017. All registered schools can be found at

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4. One school will receive a cheque for £10,000 to spend on anything in the name of Science, made payable to the winning school. The prize is as stated, not transferable and no alternative will be offered.

5. The prize will be awarded to the school drawn at random from all complete entries received by the closing date of 12pm noon, Thursday 7th December 2017. Any prize draw slips received after the closing date will not be counted or entered into the draw.

6. Each entry needs an original completed entry form and 100 tokens attached. No Photocopies will be accepted.

7. No purchase is necessary to enter this competition. Tokens can be obtained free on the day of publication only. Bristol Post office, Floor 2, 1 Temple Way, BS2 0BY, 10am – 4pm. Only one token per organisation will be given per day.

8. Proof of posting or other delivery is not proof of the company's receipt of submission and the company accepts no responsibility for tokens that are lost, stolen, delayed, destroyed or damaged.

Any prize draw entry slip, which is incomplete, illegible or incorrect, will be invalid.

9. Bristol News & Media and Renishaw accepts no responsibility after the prize has been handed over and shall not be held liable for any damage or injury caused by the competition prize.

10. The winning school will be asked to participate in in-paper and online publicity.

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MetroWest

Section 48 Planning Act 2008

Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

PORTISHEAD BRANCH LINE (METROWEST PHASE 1) ORDER

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

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The Application relates to the re-opening for passenger services of the railway branch line between Portishead and Pill, North Somerset, and to works to improve the existing railway line between Pill and Ashton Junction, Bristol (**the Project**). The Project is part of the MetroWest Phase 1 programme to enhance the West of England's local rail network. The Applicant is the promoter of the Project on behalf of itself and Bristol City Council, Bath & North East Somerset Council and South Gloucestershire Council.

The proposed Development Consent Order will, amongst other things, authorise:

1. Construction of a 5.4km railway line from Portishead to Pill;
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3. A pedestrian bridge over the Portishead branch line near Trinity Anglican Methodist Primary School, Portishead;
4. A permanent compound and rail access point at Sheepway, on the northern side of the Portishead branch line and western side of Sheepway;
5. A temporary compound and haul road south of the Portishead branch line and north of the Portbury Hundred highway;
6. Works to the existing brideway forming part of National Cycle Network Route 26 between Portishead and Pill;
7. Temporary compounds and haul roads north of the Portishead branch line on the north side of and beneath the M5 Motorway;
8. A temporary compound and haul road between the Portishead branch line and Lodway Close, Pill;
9. Re-opening the railway station at Pill, including a car park, pedestrian and cycle access, and associated highways works;
10. Works to the existing Portbury Freight Line between Royal Portbury Dock and Ashton Junction, Bristol, including repairs and/or modifications to bridges, tunnels, culverts and retaining walls, as well as replacement of track, sleepers and ballast;
11. A permanent compound at Chapel Pill Lane, Ham Green, Pill;
12. A new compound and permanent railway access at Clanage Road, Bower Ashton;
13. A new pedestrian ramp next to the existing railway in the vicinity of the existing Ashton Vale Road level crossing;
14. Closure of the footpath crossing over the existing railway at Barons Close in Bristol;
15. The permanent and/or temporary compulsory acquisition of land and/or rights for the Project;
16. Powers for temporary and permanent traffic regulation orders on highways and streets;
17. Overriding of easements and other rights over or affecting land for the Project;
18. Extinguishment of accommodation crossings;
19. The application and/or disapplication of legislation relevant to the Project including legislation relating to compulsory purchase;
20. Such ancillary, incidental and consequential provisions, permits or consents as are necessary and/or convenient.

The Project is an Environmental Impact Assessment (EIA) development, and an Environmental Statement will be submitted as part of the Application.

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Stage 2

Consultation on re-opening the Portishead Branch Line as part of MetroWest Phase 1

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Bristol Central Library College Green, Bristol BS1 5TL	10am-7pm	10am-7pm	Closed	10am-7pm	10am-5pm	10am-5pm	1-5pm
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Responses and other representations will be made public; comments will not be attributed to individuals and no personal details will be made public.

James Willcock, MetroWest Phase 1 Project Manager
19 October 2017.

MetroWest

Stage 2 Consultation on re-opening the Portishead Branch Line as part of MetroWest Phase 1

Section 48 Planning Act 2008 Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 PORTISHEAD BRANCH LINE (METROWEST PHASE 1) ORDER NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

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Stage 2
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ENVIRONMENT & INFRASTRUCTURE

TRANSPORT

WELSH GOVERNMENT

TRANSPORT AND WORKS ACT 1992

The Cabinet Secretary for Environment and Rural Affairs, one of the Welsh Ministers, gives notice under sections 14(1)(b) and 14(2A) of the Transport and Works Act 1992 ("the Act") that she has determined under section 13(1) of the Act to make without modifications the Network Rail (Summerway Overbridge) Order 2017 ("the Order").

The Order was applied for by Network Rail Infrastructure Limited of 1 Eversholt Street, London NW1 2DN. It will confer powers on Network Rail to extinguish all public and private rights of way over the former occupation crossing known as the Summerway Overbridge (No. 133A) located on the South Wales Mainline in the City and County of Newport and for the temporary possession of land in connection with works required to demolish the Summerway Overbridge.

The Cabinet Secretary for Environment and Rural Affairs has, pursuant to section 14(1)(a) of the Act, given notice of her determination by way of a decision letter, dated 17 October, copies of which may be obtained from Decisions Branch, Planning Directorate, Welsh Government, Crown Buildings, Cathays Park, Cardiff CF10 3NQ. That letter gives the reasons for the determination; the considerations upon which it is based; information about the public participation process; and information regarding the right to challenge the validity of the determination and the procedure for doing so.

NORTH SOMERSET DISTRICT COUNCIL

SECTION 48 PLANNING ACT 2008

REGULATION 4 INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

PORTISHEAD BRANCH LINE (METROWEST PHASE 1) ORDER

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

Notice is hereby given that North Somerset District Council (the Applicant), of Town Hall, Walliscote Grove Road, Weston-super-Mare, North Somerset, BS23 1UJ, proposes to apply to the Secretary of State under section 37 of the Planning Act 2008 for the above-mentioned Development Consent Order (the Application).

The Application relates to the re-opening for passenger services of the railway branch line between Portishead and Pill, North Somerset, and to works to improve the existing railway line between Pill and Ashton Junction, Bristol (the Project). The Project is part of the MetroWest Phase 1 programme to enhance the West of England's local rail network. The Applicant is the promoter of the Project on behalf of itself and Bristol City Council, Bath & North East Somerset Council and South Gloucestershire Council.

The proposed Development Consent Order will, amongst other things, authorise:

1. Construction of a 5.4km railway line from Portishead to Pill;
2. A new railway station at Portishead, including a car park, pedestrian and cycle access, and associated highways works;
3. A pedestrian bridge over the Portishead branch line near Trinity Anglican Methodist Primary School, Portishead;
4. A permanent compound and rail access point at Sheepway, on the northern side of the Portishead branch line and western side of Sheepway;
5. A temporary compound and haul road south of the Portishead branch line and north of the Portbury Hundred highway;
6. Works to the existing bridleway forming part of National Cycle Network Route 26 between Portishead and Pill;
7. Temporary compounds and haul roads north of the Portishead branch line on the north side of and beneath the M5 Motorway;
8. A temporary compound and haul road between the Portishead branch line and Lodway Close, Pill;
9. Re-opening the railway station at Pill, including a car park, pedestrian and cycle access, and associated highways works;
10. Works to the existing Portbury Freight Line between Royal Portbury Dock and Ashton Junction, Bristol, including repairs and/or modifications to bridges, tunnels, culverts and retaining walls, as well as replacement of track, sleepers and ballast;
11. A permanent compound at Chapel Pill Lane, Ham Green, Pill;
12. A new compound and permanent railway access at Clanage Road, Bower Ashton;
13. A new pedestrian ramp next to the existing railway in the vicinity of the existing Ashton Vale Road level crossing;
14. Closure of the footpath crossing over the existing railway at Barons Close in Bristol;
15. The permanent and/or temporary compulsory acquisition of land and/or rights for the Project;
16. Powers for temporary and permanent traffic regulation orders on highways and streets;
17. Overriding of easements and other rights over or affecting land for the Project;
18. Extinguishment of accommodation crossings;
19. The application and/or disapplication of legislation relevant to the Project including legislation relating to compulsory purchase;
20. Such ancillary, incidental and consequential provisions, permits or consents as are necessary and/or convenient.

The Project is an Environmental Impact Assessment (EIA) development, and an Environmental Statement will be submitted as part of the Application.

The Applicant is consulting on its proposals for the Project. The consultation will take place from Monday 23 October 2017 to Monday 4 December 2017. The following consultation documents will be available for inspection free of charge from 23 October 2017 to 4 December 2017 at the locations and during the hours set out below:

1. **MetroWest Stage 2 Consultation Leaflet** outlining the proposals for the re-opening of the Portishead branch line as part of MetroWest Phase 1.

Neil Hemington, Chief Planner, Planning Directorate, Department for Economy, Skills and Natural Resources, Welsh Government (2891245)

Planning

TOWN PLANNING

DEPARTMENT FOR TRANSPORT

TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (Yorkshire and the Humber) (No.51) Order 2017" authorising the stopping up of the whole of the footpath and adjoining verge at the corner of Senior Road and Waverley Road at Darnall, in the City of Sheffield. This is to enable development as permitted by Sheffield City Council, reference 17/02770/FUL.

Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gsi.gov.uk (quoting NATTRAN/Y&H/S247/2939) and may be inspected during normal opening hours at Darnall Library, Britannia Road, Sheffield S9 5JG.

Any person aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 23 October 2017 apply to the High Court for the suspension or quashing of the Order or of any provision included.

S Zamenzadeh, Casework Manager

(2891293)

2. **Preliminary Environmental Information Report (PEIR)**, including a Non-Technical Summary of PEIR's assessment of MetroWest Phase 1's potential environmental impacts.
3. **Land Plan** showing the land required for the MetroWest Phase 1 DCO proposals.
4. **Works Plan** illustrating the proposed works for the MetroWest Phase 1 DCO proposals.
5. **Temporary Traffic Regulation Orders (TROs) Plan** showing the temporary TROs proposed as part of the MetroWest Phase 1 DCO proposals.
6. **Permanent Traffic Regulation Orders (TROs) Plan** showing the permanent TROs proposed as part of the MetroWest Phase 1 DCO proposals.
7. **Public Rights of Way (PROWs) Diversions Plan** showing the PROWs to be diverted or stopped-up as part of the MetroWest Phase 1 DCO proposals.
8. **Visualisations** illustrating what the MetroWest Phase 1 DCO proposals will look like at Portishead Station, Pill Station and Ashton Vale once the Portishead branch line has been re-opened.
9. **A Non-Technical Summary of the draft Development Consent Order** for the re-opening of the Portishead branch line as part of MetroWest Phase 1.

Location	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Castlewood North Somerset Council Office, Tickenham Road, Clevedon BS21 6FW	08-30 to 17-00	08-30 to 17-00	08-30 to 17-00	08-30 to 17-00	08-30 to 17-00	Closed	Closed
Long Ashton Library, Lovellinch Gardens, Long Ashton BS41 9AH	Closed	*09-30 to 12-30; 13-30 to 17-00 (*10-00 on the 3 rd Tuesday of the month)	Closed	09-30 to 12-30; 13-30 to 17-00	Closed	09-30 to 13-00	Closed
Pill Library, Crockerne House, Underbanks, Pill BS20 0AT	Closed	09-30 to 12-30; 13-30 to 17-00	Closed	Closed	09-30 to 12-30; 13-30 to 17-00	09-30 to 13-00	Closed
Portishead Library, Horatio House, 24 Harbour Road, Portishead BS20 7AL	Closed	*09-30 to 17-00 (*10-00 on the 2 nd Tuesday of the month)	09-30 to 17-00	09-30 to 17-00	09-30 to 17-00	09-30 to 13-00	10-30 to 14-30
Weston-super-Mare Library, Town Hall, Walliscote Grove Road, Weston-super-Mare BS23 1UJ	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 19-00	Closed
Bedminster Library, 4 St Peter's Court, Bedminster Parade, Bristol BS3 4AQ	10-00 to 19-00	Closed	10-00 to 19-00	10-00 to 17-00	10-00 to 17-00	10-00 to 17-00	Closed
Bristol Central Library, College Green, Bristol BS1 5TL	10-00 to 19-00	10-00 to 19-00	Closed	10-00 to 19-00	10-00 to 17-00	10-00 to 17-00	13-00 to 17-00
Marksbury Road Library, Marksbury Road, Bedminster, Bristol BS3 5LG	Closed	10-00 to 17-00	Closed	10-00 to 17-00	Closed	11-00 to 17-00	Closed
Citizen Service Point, Bristol City Council, 100 Temple Street, BS1 6AG	09-00 to 17-00	09-00 to 17-00	09-00 to 17-00	09-00 to 17-00	09-00 to 17-00	Closed	Closed

The PEIR and other consultation documents will be available online from 23 October 2017 at www.travelwest.info/metrowest. Paper copies of the consultation documents can be obtained by contacting the Applicant by email at metrowest@westofengland.org, by telephone on 0117 922 4513, or by writing to James Willcock, MetroWest Phase 1 Project Manager, West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol, BS1 6ER. A reasonable copying charge may apply, up to a maximum of £500 for the full suite of documents and £5 for an electronic copy on USB flash drive.

During the consultation period, members of the Project team will be available to answer queries at public information events being held by the Applicant at the following locations and times:

Location	Event	Date / Time
Somerset Hall, The Precinct, High Street, Portishead BS20 6AH	Public Information Day	Friday 10 November between 12.30pm and 7.30pm
Engine Shed, Station Approach, Temple Meads,		

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Public Notices

SOUTH GLOUCESTERSHIRE COUNCIL

(VARIOUS ROADS, ACTON TURVILLE AREA) (20 MPH SPEED LIMIT) (30 MPH SPEED LIMIT) (40 MPH SPEED LIMIT) (50 MPH SPEED LIMIT) ORDER 2017

Notice is hereby given that on 23 October 2017 South Gloucestershire District Council made an order under sections 82(2), 83(2) and 84(1) and (2) of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 as amended the effect of which is to:

a) prohibit the driving of motor vehicles at a speed exceeding 20 miles per hour in Badminton Station Drive (also known as Station Approach), B4039 The Street, B4040 Malmesbury Road (also known as Luckington Road and Sodbury Road), Chapel Lane, Hollybush Close, Littleton Drew Road and Station Road, Acton Turville; and

b) consolidate other speed limits in the area

The order will come into operation on 6 November 2017 and a copy thereof together with a map, copies of any orders to be varied/revoked and a copy of the Council's Statement of Reasons for making the order, may be inspected at Marshfield Post Office, 59 High Street, Marshfield, Chippenham and at Yate One Stop Shop (next to the Leisure Centre), Kennedy Way, Yate during normal opening hours.

(OLD GLOUCESTER ROAD, EARTHCOTT GREEN)
(TEMPORARY PROHIBITION OF USE BY VEHICLES)
ORDER 2017

Notice is hereby given that South Gloucestershire District Council in pursuance of the provisions of section 14 of the Road Traffic Regulation Act 1984 as amended intends to make an order the effect of which will be to close, temporarily, to vehicles that length of Old Gloucester Road which extends from a point 650 metres from its junction with Church Road for a distance of 200 metres southwards. This order is required and will be operative from the 25 November 2017 for a maximum period of eighteen months. The closure however may not be implemented for the whole of the period but only when signs are in position and only for so long as is necessitated by the works which are anticipated to be of 2 DAYS duration.

ALTERNATIVE ROUTE
Old Gloucester Road (part unaffected), Perratip Road, B4058 Bristol Road, B4059 Lattendige Road and vice versa

TOWN AND COUNTRY PLANNING ACT 1990 – SECTION 257
SOUTH GLOUCESTERSHIRE COUNCIL (FOOTPATH LSG 22
(PART) AT STOKES GIFFORD) PUBLIC PATH DIVERSION
ORDER 2016

Notice is hereby given that the provisions of Article 2 of the above order made on 24 August 2016 and confirmed on 8 November 2016 have now been complied with. The order became operative from 24 October 2017.

John McCormack, Monitoring Officer and Head of Legal, Governance and Democratic Services, PO Box 1953, Bristol, BS37 0DB

Public Notices

SOUTH GLOUCESTERSHIRE COUNCIL
(B4058 BRISTOL ROAD, HAMBROOK)
(TEMPORARY PROHIBITION OF LEFT TURN) ORDER 2017

NOTICE is hereby given that South Gloucestershire District Council in pursuance of the provisions of section 14 of the Road Traffic Regulation Act 1984 as amended intends to make an order the effect of which will be to prohibit any vehicle proceeding in the road specified in column 1 of the Schedule to this notice from making a left turn into the road specified in relation to that road in column 2 of the said Schedule.

This order is required in connection with the need to restrict and regulate traffic consequent upon works being carried out to the Bromley Heath Viaduct and will be operative from the 13 November 2017 for a maximum period of eighteen months. The closure however may not be implemented for the whole of the period but only for so long as is necessitated by the works which are anticipated to be of 8 MONTHS duration.

ALTERNATIVE ROUTE
Right turn into A4174 (westbound), M32 Junction 1 roundabout, A4174 (eastbound)
John McCormack, Monitoring Officer and Head of Legal, Governance and Democratic Services, PO Box 1953, Bristol, BS37 0DB

SCHEDULE

column 1	column 2
B4058 Bristol Road north of the A4174 Avon Ring Road	A4714 Avon Ring Road

MAUREEN ANN SARGENT (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of 29 Southwood Avenue Bristol BS9 2QN, who died on 07/09/2017, are required to send particulars thereof in writing to the undersigned on or before 12/01/2018, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.

CO-OP LEGAL SERVICES LIMITED
Atrac 650 Atrac West
Almondsbury Bristol BS32 4SD
(Ref: EWA/4127730P/Sargent) 7514689

Planning Notices

TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015 NOTICE UNDER ARTICLE 14 OF APPLICATION FOR PLANNING PERMISSION

Proposed development at land at Severn Road, Avonmouth
Notice is hereby given that an application is being made to South Gloucestershire Council for a Gas fuelled capacity mechanism embedded generation plant to support the National Grid by Mr David Sheppard at GPP II Ltd.

Any owner of the land (namely a person with a freehold interest or leasehold interest with at least 7 years left to run) and/or agricultural tenant who wishes to make representations to South Gloucestershire Council about the application should do so within 21 days of the date of publication of this notice to: Department for Environment and Community Services, South Gloucestershire Council, PO BOX 299, Strategic Planning, Civic Centre, High Street, Bristol, BS15 0DR.


Please forward a copy of the Advertisement with your application.

Signed by Mr David Sheppard
On behalf of GPP II Ltd.
Dated: 26/10/2017

GOODS VEHICLE OPERATOR'S LICENCE
CJD TRANSPORT LTD of 79 Court Meadow, Stone, Berkley, Gloucestershire, GL13 9LR is applying to change an existing licence as follows: to add an operating centre to keep 2 goods vehicles and 0 trailers at: UNIT 1, RIVERFIELDS ESTATE, CENTRAL AVENUE, HALLEN, BRISTOL, BS10 7ES.

Owners or occupiers of land (including buildings) near the operating centre who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Hilkrest House, 388 Harehills Lane, Leeds LS9 6NF, stating their reasons, within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A guide to Making Representations is available from the Traffic Commissioner's office.

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1. Standard Trinity Mirror promotional rules apply; visit www.bristolpost.co.uk/rules for more details.

2. Employees of Bristol Post, Trinity Mirror and their families are not eligible to collect tokens.

3. Where necessary, you must have permission from the relevant school body before registering them and submitting any prize draw entry.

4. One school will receive a cheque for £10,000 to spend on anything in the name of Science, made payable to the winning school. The prize is as stated, not transferable and no alternative will be offered.

5. The prize will be awarded to the school drawn at random from all complete entries received by the closing date of 12pm noon, Thursday 7th December 2017. Any prize draw slips received after the closing date will not be counted or entered into the draw.

6. Each entry needs an original completed entry form and 100 tokens attached. No Photocopies will be accepted.

7. No purchase is necessary to enter this competition. Tokens can be obtained free on the day of publication only. Bristol Post office, Floor 2, 1 Temple Way, BS2 0BY, 10am – 4pm. Only one token per organisation will be given per day.

8. Proof of posting or other delivery is not proof of the company's receipt of submission and the company accepts no responsibility for tokens that are lost, stolen, delayed, destroyed or damaged.

Any prize draw entry slip, which is incomplete, illegible or incorrect, will be invalid.

9. Bristol News & Media and Renishaw accepts no responsibility after the prize has been handed over and shall not be held liable for any damage or injury caused by the competition prize.

10. The winning school will be asked to participate in in-paper and online publicity.

Bristol*
Post**

Monday, October 30, 2017

MetroWest

Section 48 Planning Act 2008

Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

PORTISHEAD BRANCH LINE

(METROWEST PHASE 1) ORDER

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- A temporary compound and haul road south of the Portishead branch line and north of the Portbury Hundred highway;
- Works to the existing bridleway forming part of National Cycle Network Route 26 between Portishead and Pill;
- Temporary compounds and haul roads north of the Portishead branch line on the north side of and beneath the M5 Motorway;
- A temporary compound and haul road between the Portishead branch line and Lodway Close, Pill;
- Re-opening the railway station at Pill, including a car park, pedestrian and cycle access, and associated highways works;
- Works to the existing Portbury Freight Line between Royal Portbury Dock and Ashton Junction, Bristol, including repairs and/or modifications to bridges, tunnels, culverts and retaining walls, as well as replacement of track, sleepers and ballast;
- A permanent compound at Chapel Pill Lane, Ham Green, Pill;
- A new compound and permanent railway access at Clanage Road, Bower Ashton;
- A new pedestrian ramp next to the existing railway in the vicinity of the existing Ashton Vale Road level crossing;
- Closure of the footpath crossing over the existing railway at Barons Close in Bristol;
- The permanent and/or temporary compulsory acquisition of land and/or rights for the Project;
- Powers for temporary and permanent traffic regulation orders on highways and streets;
- Overriding of easements and other rights over or affecting land for the Project;
- Extinguishment of accommodation crossings;
- The application and/or disapplication of legislation relevant to the Project including legislation relating to compulsory purchase;
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- Preliminary Environmental Information Report (PEIR)**, including a Non-Technical Summary of PEIR's assessment of MetroWest Phase 1's potential environmental impacts.
- Land Plan** showing the land required for the MetroWest Phase 1 DCO proposals.
- Works Plan** illustrating the proposed works for the MetroWest Phase 1 DCO proposals.
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- Permanent Traffic Regulation Orders (TROs) Plan** showing the permanent TROs proposed as part of the MetroWest Phase 1 DCO proposals.
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- Visualisations** illustrating what the MetroWest Phase 1 DCO proposals will look like at Portishead Station, Pill Station and Ashton Vale once the Portishead branch line has been re-opened.
- A Non-Technical Summary of the draft Development Consent Order** for the re-opening of the Portishead branch line as part of MetroWest Phase 1.

Stage 2

Consultation on re-opening the Portishead Branch Line as part of MetroWest Phase 1

Location	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Castlewood North Somerset Council Office , Tickenham Road, Clevedon BS21 6FW	8.30am-5pm	8.30am-5pm	8.30am-5pm	8.30am-5pm	8.30am-5pm	Closed	Closed
Long Ashton Library Lovelinch Gardens, Long Ashton BS41 9AH	Closed	*9.30am-12.30pm; 1.30-5pm (*10am on the 3rd Tuesday of the month)	Closed	9.30am-12.30pm; 1.30-5pm	Closed	9.30am-1pm	Closed
Pill Library Crockerne House, Underbanks, Pill BS20 0AT	Closed	9.30am-12.30pm; 1.30-5pm	Closed	Closed	9.30am-12.30pm; 1.30-5pm	9.30am-1pm	Closed
Portishead Library Horatio House, 24 Harbour Road, Portishead BS20 7AL	Closed	*9.30am-5pm (*10am on the 2nd Tuesday of the month)	9.30am-5pm	9.30am-5pm	9.30am-5pm	9.30am-1pm	10.30am-2.30pm
Weston-super-Mare Library Town Hall, Walliscote Grove Road, Weston-super-Mare BS23 1UJ	8.30am-8pm	8.30am-8pm	8.30am-8pm	8.30am-8pm	8.30am-8pm	8.30am-7pm	Closed
Bedminster Library 4 St Peter's Court, Bedminster Parade, Bristol BS3 4AQ	10am-7pm	Closed	10am-7pm	10am-5pm	10am-5pm	10am-5pm	Closed
Bristol Central Library College Green, Bristol BS1 5TL	10am-7pm	10am-7pm	Closed	10am-7pm	10am-5pm	10am-5pm	1-5pm
Marksbury Road Library Marksbury Road, Bedminster, Bristol BS3 5LG	Closed	10am-5pm	Closed	10am-5pm	Closed	11am-5pm	Closed
Citizen Service Point Bristol City Council, 100 Temple Street BS1 6AG	9am-5pm	9am-5pm	9am-5pm	9am-5pm	9am-5pm	Closed	Closed

The PEIR and other consultation documents will be available online from 23 October 2017 at www.travelwest.info/metrowest. Paper copies of the consultation documents can be obtained by contacting the Applicant by email at metrowest@westofengland.org, by telephone on 0117 922 4513, or by writing to James Willcock, MetroWest Phase 1 Project Manager, West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol, BS1 6ER. A reasonable copying charge may apply, up to a maximum of £500 for the full suite of documents and £5 for an electronic copy on USB flash drive.

During the consultation period, members of the Project team will be available to answer queries at public information events being held by the Applicant at the following locations and times:

Location	Event	Date / Time
Somerset Hall The Precinct, High Street, Portishead BS20 6AH	Public Information Day	Friday 10 November between 12.30-7.30pm
Engine Shed Station Approach, Temple Meads, Bristol BS1 6QH	Public Information Day	Wednesday 15 November between 12.30-7.30pm
Trinity Anglican Methodist Primary School Marjoram Way, Portishead, Bristol BS20 7JF	Public Information Day	Tuesday 21 November between 1.30-7.30pm
Ashton Gate Stadium Ashton Road, Bristol BS3 2EJ	Public Information Day	Wednesday 22 November between 12.30-7.30pm
Long Ashton Community Centre Keedwell Hill, Long Ashton, Bristol BS41 9DP	Public Information Day	Thursday 23 November between 3.30-7.30pm
Pill Community Centre Church Place, Pill, Bristol BS20 0AE	Public Information Day	Friday 24 November between 12.30-7.30pm
Citizen Service Point Bristol City Council 100 Temple St, Bristol BS1 6HT	Unmanned Public Information Exhibition	Monday 27 November – Friday 1 December between 9am-5pm

If you have any responses to this consultation, or any other representations you would like make or discuss in respect of the Project, you can submit your views in a number of ways:

- by completing the online feedback form at www.travelwest.info/metrowest;
- by email to metrowest@westofengland.org;
- by completing the paper feedback form available at the locations and public information events during the consultation period as listed in the tables above;
- by post addressed to James Willcock, MetroWest Phase 1 Project Manager, West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol BS1 6ER.

Any responses to or other representations in respect of the Project MUST

- be received by the Applicant **on or before 4 December 2017**;
- be made in writing;
- state the grounds of the response or representation;
- indicate who is making the response or representation; and
- give an address to which correspondence relating to the response or representation may be sent.

Responses and other representations will be made public; comments will not be attributed to individuals and no personal details will be made public.

James Willcock, MetroWest Phase 1 Project Manager 26 October 2017.

MetroWest

Section 48 Planning Act 2008

Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

PORTISHEAD BRANCH LINE (METROWEST PHASE 1) ORDER

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

Notice is hereby given that North Somerset District Council (**the Applicant**), of Town Hall, Walliscote Grove Road, Weston-super-Mare, North Somerset, BS23 1UJ, proposes to apply to the Secretary of State under section 37 of the Planning Act 2008 for the above-mentioned Development Consent Order (**the Application**).

The Application relates to the re-opening for passenger services of the railway branch line between Portishead and Pill, North Somerset, and to works to improve the existing railway line between Pill and Ashton Junction, Bristol (**the Project**). The Project is part of the MetroWest Phase 1 programme to enhance the West of England's local rail network. The Applicant is the promoter of the Project on behalf of itself and Bristol City Council, Bath & North East Somerset Council and South Gloucestershire Council.

The proposed Development Consent Order will, amongst other things, authorise:

1. Construction of a 5.4km railway line from Portishead to Pill;

2. A new railway station at Portishead, including a car park, pedestrian and cycle access, and associated highways works;

3. A pedestrian bridge over the Portishead branch line near Trinity Anglican Methodist Primary School, Portishead;

4. A permanent compound and rail access point at Sheepway, on the northern side of the Portishead branch line and western side of Sheepway;

5. A temporary compound and haul road south of the Portishead branch line and north of the Portbury Hundred highway;

6. Works to the existing bridleway forming part of National Cycle Network Route 26 between Portishead and Pill;

7. Temporary compounds and haul roads north of the Portishead branch line on the north side of and beneath the M5 Motorway;

8. A temporary compound and haul road between the Portishead branch line and Lodway Close, Pill;

9. Re-opening the railway station at Pill, including a car park, pedestrian and cycle access, and associated highways works;
10. Works to the existing Portbury Freight Line between Royal Portbury Dock and Ashton Junction, Bristol, including repairs and/or modifications to bridges, tunnels, culverts and retaining walls, as well as replacement of track, sleepers and ballast;

11. A permanent compound at Chapel Pill Lane, Ham Green, Pill;

12. A new compound and permanent railway access at Clanage Road, Bower Ashton;

13. A new pedestrian ramp next to the existing railway in the vicinity of the existing Ashton Vale Road level crossing;

14. Closure of the footpath crossing over the existing railway at Barons Close in Bristol;

15. The permanent and/or temporary compulsory acquisition of land and/or rights for the Project;

16. Powers for temporary and permanent traffic regulation orders on highways and streets;

17. Overriding of easements and other rights over or affecting land for the Project;

18. Extinguishment of accommodation crossings;

19. The application and/or disapplication of legislation relevant to the Project including legislation relating to compulsory purchase;

20. Such ancillary, incidental and consequential provisions, permits or consents as are necessary and/or convenient.

The Project is an Environmental Impact Assessment (**EIA**) development, and an Environmental Statement will be submitted as part of the Application.

The Applicant is consulting on its proposals for the Project. The consultation will take place from **Monday 23 October 2017 to Monday 4 December 2017**. The following consultation documents will be available for inspection free of charge from **Monday 23 October 2017 to Monday 4 December 2017** at the locations and during the hours set out below:

1. **MetroWest Stage 2 Consultation Leaflet** outlining the proposals for the re-opening of the Portishead branch line as part of MetroWest Phase 1.

2. **Preliminary Environmental Information Report (PEIR)**, including a Non-Technical Summary of PEIR's assessment of MetroWest Phase 1's potential environmental impacts.

3. **Land Plan** showing the land required for the MetroWest Phase 1 DCO proposals.

4. **Works Plan** illustrating the proposed works for the MetroWest Phase 1 DCO proposals.

5. **Temporary Traffic Regulation Orders (TROs) Plan** showing the temporary TROs proposed as part of the MetroWest Phase 1 DCO proposals.
6. **Permanent Traffic Regulation Orders (TROs) Plan** showing the permanent TROs proposed as part of the MetroWest Phase 1 DCO proposals.

7. **Public Rights of Way (PROWs) Diversions Plan** showing the PROWs to be diverted or stopped-up as part of the MetroWest Phase 1 DCO proposals.

8. **Visualisations** illustrating what the MetroWest Phase 1 DCO proposals will look like at Portishead Station, Pill Station and Ashton Vale once the Portishead branch line has been re-opened.

9. **A Non-Technical Summary of the draft Development Consent Order** for the re-opening of the Portishead branch line as part of MetroWest Phase 1.

Stage 2

Consultation on re-opening the Portishead Branch Line as part of MetroWest Phase 1

Location	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Castlewood North Somerset Council Office, Tickenham Road, Clevedon BS21 6FW	8.30am-5pm	8.30am-5pm	8.30am-5pm	8.30am-5pm	8.30am-5pm	Closed	Closed
Long Ashton Library Lovelinch Gardens, Long Ashton BS41 9AH	Closed	*9.30am-12.30pm; 1.30-5pm (*10am on the 3rd Tuesday of the month)	Closed	9.30am-12.30pm; 1.30-5pm	Closed	9.30am-1pm	Closed
Pill Library Crockerne House, Underbanks, Pill BS20 0AT	Closed	9.30am-12.30pm; 1.30-5pm	Closed	Closed	9.30am-12.30pm; 1.30-5pm	9.30am-1pm	Closed
Portishead Library Horatio House, 24 Harbour Road, Portishead BS20 7AL	Closed	*9.30am-5pm (*10am on the 2nd Tuesday of the month)	9.30am-5pm	9.30am-5pm	9.30am-5pm	9.30am-1pm	10.30am-2.30pm
Weston-super-Mare Library Town Hall, Walliscote Grove Road, Weston-super-Mare BS23 1UJ	8.30am-8pm	8.30am-8pm	8.30am-8pm	8.30am-8pm	8.30am-8pm	8.30am-7pm	Closed
Bedminster Library 4 St Peter's Court, Bedminster Parade, Bristol BS3 4AQ	10am-7pm	Closed	10am-7pm	10am-5pm	10am-5pm	10am-5pm	Closed
Bristol Central Library College Green, Bristol BS1 5TL	10am-7pm	10am-7pm	Closed	10am-7pm	10am-5pm	10am-5pm	1-5pm
Marksbury Road Library Marksbury Road, Bedminster, Bristol BS3 5LG	Closed	10am-5pm	Closed	10am-5pm	Closed	11am-5pm	Closed
Citizen Service Point Bristol City Council, 100 Temple Street BS1 6AG	9am-5pm	9am-5pm	9am-5pm	9am-5pm	9am-5pm	Closed	Closed

The PEIR and other consultation documents will be available online from 23 October 2017 at **www.travelwest.info/metrowest**. Paper copies of the consultation documents can be obtained by contacting the Applicant by email at **metrowest@westofengland.org**, by telephone on 0117 922 4513, or by writing to James Willcock, MetroWest Phase 1 Project Manager, West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol, BS1 6ER. A reasonable copying charge may apply, up to a maximum of £500 for the full suite of documents and £5 for an electronic copy on USB flash drive.

During the consultation period, members of the Project team will be available to answer queries at public information events being held by the Applicant at the following locations and times:

Location	Event	Date / Time
Somerset Hall The Precinct, High Street, Portishead BS20 6AH	Public Information Day	Friday 10 November between 12.30-7.30pm
Engine Shed Station Approach, Temple Meads, Bristol BS1 6QH	Public Information Day	Wednesday 15 November between 12.30-7.30pm
Trinity Anglican Methodist Primary School Marjoram Way, Portishead, Bristol BS20 7JF	Public Information Day	Tuesday 21 November between 1.30-7.30pm
Ashton Gate Stadium Ashton Road, Bristol BS3 2EJ	Public Information Day	Wednesday 22 November between 12.30-7.30pm
Long Ashton Community Centre Keedwell Hill, Long Ashton, Bristol BS41 9DP	Public Information Day	Thursday 23 November between 3.30-7.30pm
Pill Community Centre Church Place, Pill, Bristol BS20 0AE	Public Information Day	Friday 24 November between 12.30-7.30pm
Citizen Service Point Bristol City Council 100 Temple St, Bristol BS1 6HT	Unmanned Public Information Exhibition	Monday 27 November – Friday 1 December between 9am-5pm

- If you have any responses to this consultation, or any other representations you would like make or discuss in respect of the Project, you can submit your views in a number of ways:

 - by completing the online feedback form at **www.travelwest.info/metrowest**;
 - by email to **metrowest@westofengland.org**;
 - by completing the paper feedback form available at the locations and public information events during the consultation period as listed in the tables above;
 - by post addressed to James Willcock, MetroWest Phase 1 Project Manager, West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol BS1 6ER.
- Any responses to or other representations in respect of the Project MUST

(i) be received by the Applicant **on or before 4 December 2017**;

(ii) be made in writing;

(iii) state the grounds of the response or representation;

(iv) indicate who is making the response or representation; and

(v) give an address to which correspondence relating to the response or representation may be sent.

Responses and other representations will be made public; comments will not be attributed to individuals and no personal details will be made public.

James Willcock, MetroWest Phase 1 Project Manager
26 October 2017.

STARTS

Press release: Next stage of consultation on reopening the Portishead branch line begins

Residents are being invited to have their say as the next stage of consultation on plans to reopen the Portishead branch line and reintroduce passenger train services as part of MetroWest Phase 1 begins on Monday.

People have until 4 December 2017 to give their feedback. There will be six staffed public exhibitions and an additional unmanned exhibition during the consultation period. Responses can be submitted through an online questionnaire at www.travelwest.info/metrowest or by completing a paper questionnaire at one of the exhibitions.

North Somerset Council is the lead authority for MetroWest Phase 1 on behalf of the four West of England councils.

Cllr Elfan Ap Rees, Deputy Leader of North Somerset Council, said:

"This is an important milestone for this key project. The last nine months have been very challenging with considerable unexpected cost increases, particularly in relation to our proposals to re-open the Portishead Line. Our proposals to upgrade the Severn Beach Line and the Bath Spa to Bristol Line remain unchanged, with the delivery of a half-hourly train service. An examination of costs and scope for the Portishead Line has resulted in considerable cost savings for an initial hourly service, using larger three carriage trains and then in the future up to five carriage trains. We would hope to increase this frequency in due course "

About the MetroWest Phase 1 proposals

The MetroWest Phase 1 proposals comprise reopening the railway line from Portishead to Parson Street Junction in Bristol for passenger services, as well as new facilities for services to turn back at Bathampton (north-east of Bath), allowing trains terminating at Bath from Bristol to reverse at Bathampton. Other associated works include new and enhanced signalling at Avonmouth and on the Severn Beach Line.

North Somerset Council, Bristol City Council, Bath and North East Somerset Council, and South Gloucestershire Council are working with Network Rail, Great Western Railway and the freight train operators to deliver the MetroWest programme. North Somerset Council is the lead authority for MetroWest Phase 1 and will therefore be applying for consent for the works as necessary and where required.

About the consultation

The consultation will run from Monday 23 October to Monday 4 December. Responses can be submitted through an online questionnaire at www.travelwest.info/metrowest or by completing a paper questionnaire at one of the exhibitions.

Appendix D - MetroWest press release

Staffed public exhibitions will be held in the following locations:

- Friday 10 November, 12.30pm - 7.30pm – Somerset Hall, The Precinct, High Street, Portishead, BS20 6AH
- Wednesday 15 November, 12.30pm - 7.30pm – Engine Shed, Station Approach, Bristol, BS1 6QH
- Tuesday 21 November, 1.30pm - 7.30pm – Trinity School, Marjoram Way, Portishead, BS20 7JF
- Wednesday 22 November, 12.30pm - 7.30pm – Ashton Gate Stadium, Ashton Road, Bristol, BS3 2EJ
- Thursday 23 November, 3.30pm – 7.30pm – Long Ashton Community Centre, Keedwell Hill, Long Ashton, BS41 9DP
- Friday 24 November, 12.30pm - 7.30pm – Pill Community Centre, Pill, BS20 0AE

Exhibition boards will then be on display at an unmanned exhibition at:

- Monday 27 November – Friday 1 December, 9am - 5pm – 100 Temple Street, Bristol, BS1 6AG

The consultation will be asking people for their views on a range of topics including:

- design proposals for stations in Portishead and Pill
- proposed highway changes in Portishead
- a proposed new footbridge near Trinity Primary School in Portishead
- works affecting the Avon Gorge and its natural habitats
- proposed changes to Ashton Vale Road crossing and the closure of Barons Close pedestrian crossing in Ashton Vale
- the scheme's likely environmental impacts and appropriate mitigation proposals.

ENDS

Issued by:

Gary Cockram

MetroWest Communications

Portishead rail line to Bristol consultation begins - Clevedon, Portishead and Nailsea news

northsomersettimes.co.uk/news/metrowest-consultation-begins-over-new-stations-for-pill-and-portishead-1-5248509

Poll

Consultation over Portishead railway begins

PUBLISHED: 16:15 23 October 2017 | **UPDATED:** 17:15 23 October 2017

Tom Wright



An artist's impression of what Pill station would look like once built. Picture: MetroWest.

Consultation over plans to reopen the Portishead to Bristol train line begins today (Monday) – and campaigners believe this is the chance for the town to make its voice heard.

Timetable

MetroWest's planned timescales:

* Autumn 2017 – Public consultation.

* Spring 2018 – Submit Development Consent Order to Secretary of State for Transport.

Appendix D - press coverage examples

* Autumn 2018 – Order examined.

* Autumn 2019 – Decision by Secretary of State.

* Spring 2020 – Start construction which is due to take about 18 months.

Rising costs and engineering difficulties have caused setbacks for the project, but this round of consultation by MetroWest aims to get the Government's approval for the scheme.

Design proposals for new stations at Pill and Portishead have been revealed, along with plans for the frequency of trains travelling to Bristol.

It had been hoped by both MetroWest and North Somerset Council that a half-hourly service would be operated, but the costs of allowing trains to travel quickly enough to make that possible mean it has been revised.



An artist's impression of what Portishead station would look like once built. Picture: MetroWest.

Options being considered now are for one train every 45 or 60 minutes on Mondays to Saturdays, with 10 services in each direction on a Sunday.

Portishead Railway Group (PRG) believes it is vital the town gets a Bristol rail link.

Vice chairman Colin Howells told the Times: "Recent events on the M5 and the A369 have shown that any incidents on these vital highways can lead to gridlock, both in and out of Portishead.

"Portishead is in desperate need of an alternative transport route into Bristol and PRG believes the train offers the best alternative. The proposals by MetroWest offer the best, quickest and most practical solution to having trains running again from Portishead to Bristol and beyond."

He urged people to say the town needs a station as it adds weight to the proposals.

Appendix D - press coverage examples

MetroWest meanwhile says the West of England's economy prosperity is 'constrained by its transport network'.



An artist's impression of what Pill station would look like once built. Picture: MetroWest.



An artist's impression of what Pill station would look like once built. Picture: MetroWest.



An artist's impression of what Portishead station would look like once built. Picture: MetroWest.

MetroWest consultation

The consultation will run until December 4 and exhibitions will take place next month.

The plans can be viewed from 12.30-7.30pm (unless stated otherwise) at:

- * November 10 - Somerset Hall in Portishead.
- * November 21 - Trinity Primary School in Portishead.
- * November 23 - Long Ashton Community Centre from 3.30-7.30pm.
- * November 24 - Pill Community Centre.

Online questionnaires about the scheme can be filled out at www.travelwest.info. Paper copies will be available at exhibition events and can be posted to West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol, BS1 6ER.

New consultation launched on whether to reopen Portishead train line

B bristolpost.co.uk/news/bristol-news/new-consultation-launched-whether-reopen-664700

Esme Ashcroft

22/10/2017



Enter your postcode to see news and information near you Community updates, Crime Statistics, Local News & Events and much more...

A new consultation on whether to reopen the train line between Portishead and Bristol Temple Meads has been launched.

Spoken about for years, but first considered as a serious possibility in 2008 – the MetroWest project has rumbled on for almost a decade with seemingly little progress made.

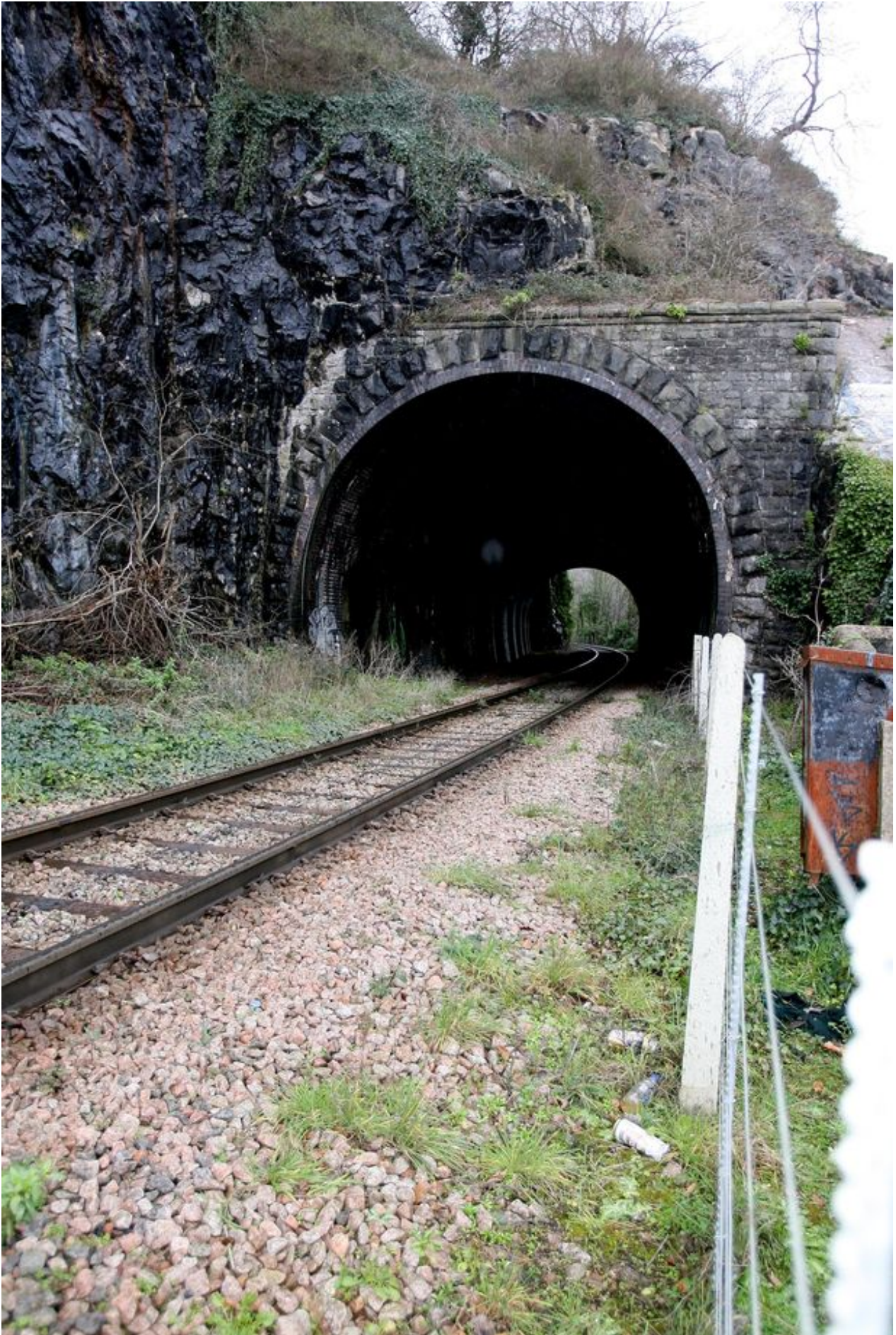
The latest consultation – which will open on Monday, October 23 – seeks to gauge a reaction to the prospect of having an hourly train service between Portishead and Bristol Temple Meads, rather than the half-hourly service initially proposed.

It comes after an updated budget in March revealed the [first phase of the project had trebled](#) in cost from £58million to between £145 and £175million.

Transport Secretary, Chris Grayling, has previously promised the line will reopen and the West of England Combined Authority – which includes Bristol, South Gloucestershire and Bath & North East Somerset (B&NES) – Metro Mayor, Tim Bowles has made positive noises about the scheme.

Read More

- [This is where 105,000 new homes will be built in and around Bristol](#)



A railway tunnel on the Portishead Line near the Clifton Suspension Bridge

While there is widespread support for the project, it is still unclear where the extra funding will come from, leading many to question whether the line will ever reopen.

Appendix D - press coverage examples

The financial uncertainties have slowed down on works on the line - which was originally set to start operating in 2019 – and it now appears that works on the track will not properly begin until 2020 at the earliest.

Portishead is one of the fastest growing towns in the South West and its population has risen by more than 3,000 since 2001 and is expected to increase by a further 8,000 in the coming decade.

The A369 and M5 roads – the main commuter routes in to Bristol – are regularly [congested during peak times](#), and when one or both are blocked it makes it almost impossible for people to drive to and from the city.

TravelWest – the umbrella organisation for Bristol City Council, South Gloucestershire Council, North Somerset Council and B&NES – estimate that the reopened line will provide a £264million boost to the local economy over the next decade.



The Portishead Line near Pill

The consultation document states: “MetroWest Phase 1 will reduce journey times which will not erode over time.

“MetroWest Phase 1 will also increase the number of people living within 30 minutes’ travel time of key employment areas such as the Temple Quarter Enterprise Zone and the sub-region’s Enterprise Areas.

“This will generate a series of wider economic benefits, such as helping to increase business confidence and assisting in job creation.”

The Portishead line was closed to passengers in 1964 under the Beeching cuts. Some 9km of the track is still used for freight services and only “minor works” are required to enable passenger services to run.

However 5km of the track – which are not currently in use – will need greater investment to make it operational.

Two new stations at [Portishead](#) and Pill are proposed under MetroWest phase one plans, and train services will also serve Parson Street, Bedminster, and Bristol Temple Meads stations.

If successfully reopened, the branch line will be owned and maintained by Network Rail and the train service will be operated by the local train operator which is currently Great Western Railway.

Appendix D - press coverage examples

Alongside the Portishead line, phase one of the MetroWest project includes running half-hourly trains on the Severn Beach Line and to Keynsham and Bath Spa.

Read More

- [GWR's new high speed trains return to Paddington route after first day problems are fixed](#)

Phase two of the project will see the [Henbury Spur](#) route reopen and improvements made to the Yate corridor.

Once the consultation has concluded on Monday, December 4, a final plan will be drawn up for the Metro West scheme. If additional funding for the scheme is secured, the plan will then be submitted to central government in the spring.

It will take around 18 months for the plan to be assessed and formally approved or rejected by government. If approved works could begin in early 2020.



New consultation launched on whether to reopen Portishead train line (Image: Matt Cardy/Getty Images)

Information about the consultation

The consultation will open on Monday, October 23 and close on December 4.

Consultation documents and questionnaires are available on the TravelWest website or can be requested by calling 0117 922 4513.

A number of public exhibitions on the scheme will take place on the following days:

Friday, November 10 – Between 12.30pm and 7.30pm at Somerset Hall, The Precinct, Portishead,

Wednesday, November 15 – Between 12.30pm and 7.30pm at the Engine Shed, Station Approach, Bristol, BS1 6QH

Appendix D - press coverage examples

Tuesday, November 21 – Between 1.30pm and 7.30pm at Trinity Anglican Primary School (Community Hall), Marjoram Way, Portishead, BS20 7JF

Wednesday, November 22 – Between 12.30pm and 7.30pm at Ashton Gate Stadium, Ashton Rd, Bristol, BS3 2EJ

Thursday, November 23 – Between 3.30pm and 7.30pm at Long Ashton Community Centre, Keedwell Hill, Long Ashton, BS41 9DP

Friday, November 24 – Between 12.30pm and 7.30pm at the Community Centre, Church Place, Pill, BS20 0AE

Following the exhibitions, the plans will go on display from:

Monday, November 27 – Between 9am and 5pm at 100 Temple Street, Bristol, BS1 6HT

PRG Logo

Portishead Railway Group

23 October 2017:

The next stage of the project to reopen the Portishead line is underway. This is the public consultation for the Development Consent Order, a legal requirement for the next, critical step towards trains running.

The aim of the consultation is to collect public opinion about the proposed line and train service as a whole, as currently planned. It is NOT about choices over what stations, what service levels or what extra features need to be added in. We are past that stage!

Even if you completely agree with the current proposal, it is really important that you respond to the public consultation and comment to that effect.

When:

The consultation opens on 23 October and closes on 4 December 2017.

Where:

Fri 10 Nov 12.30 - 19.30 – Somerset Hall, The Precinct, Portishead, BS20 6AH

Wed 15 Nov 12.30 - 19.30 – Engine Shed, Station Approach, Temple Meads, BS1 6QH

Tue 21 Nov 13.30 - 19.30 – Trinity School, Marjoram Way, Portishead, BS20 7JF

Wed 22 Nov 12.00 - 19.30 – Ashton Gate Stadium, Bristol, BS3 2EJ

Thu 23 Nov 15.30 - 19.30 – Long Ashton Community Centre, Keedwell Hill, BS41 9DP

Fri 24 Nov 12.30 - 19.30 – Community Centre, Pill, BS20 0AE

Following the exhibitions, the plans will go on display from 27 November 2017 at:

100 Temple Street, Bristol, BS1 6HT from 9.00 to 17.00

[Consultation booklet >>](#)

You will be able to respond by letter, online, e-mail or filling out the paper or online questionnaire about the consultation.

Link to online [Questionnaire](#). Please read consultation booklet before doing questionnaire.

Results of the consultation will be published in early 2018.



Consultation opens about passenger trains from Portishead

Proposals to re-launch passenger trains from Portishead are moving forward and a public consultation is now being held on the next stage of planning.

North Somerset Council is working with the other West of England councils on an ambitious programme of rail improvements over the next 10 years, known as MetroWest.

Phase One includes re-opening the Portishead branch line with new stations at Portishead and Pill, with a new passenger train service to Bristol Temple Meads which also stops at Parson Street and Bedminster stations.

In March this year the scheme's outline design for a half-hourly service was completed, along with an updated capital cost estimate.

The amount of work required for this frequency made the scheme unaffordable so it was decided to provide an initial hourly service with the possibility of some additional peak time trains.

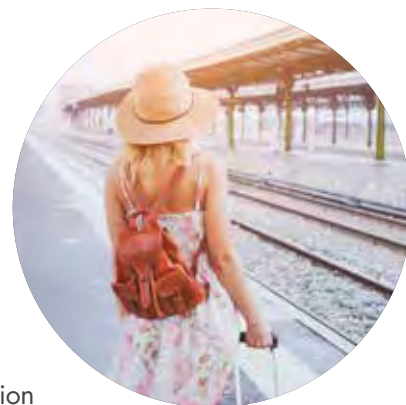
This reduces the amount of infrastructure works required, which in turn lessens the impact on the sensitive environmental areas, while still meeting modern safety standards.

Re-opening the disused section between Portishead and Pill requires planning consent through a Development Consent Order and a formal consultation is now under way.

The rest of the scheme won't need consent as it is already within the existing operational railway.

Progress so far:

- outline design for the road changes required has been completed
- outline design for the railway works is under way
- environmental assessment has started for both the disused section of railway and existing operational freight railway which passes through Avon Gorge, which has multiple environmental protection designations
- an initial assessment of the environmental impact, with the proposed mitigations, has been made in the Preliminary Environmental Information Report - available at www.travelwest.info/metrowest
- strategically important parcels of land have been purchased, with negotiations on others progressing
- continued talks with train operators and the Department for Transport to secure the train services, including the rolling stock and operational resources
- discussions continue with affected parties, such as local land and property owners, utility companies, statutory bodies, government agencies, local interest groups and wider stakeholders
- development of the business case continues, which continues to show the scheme's 'value for money' remains high, providing £3 of benefits for every £1 invested.



Timescales

Autumn 2017 – formal consultation

Spring 2018 – submit Development Consent Order

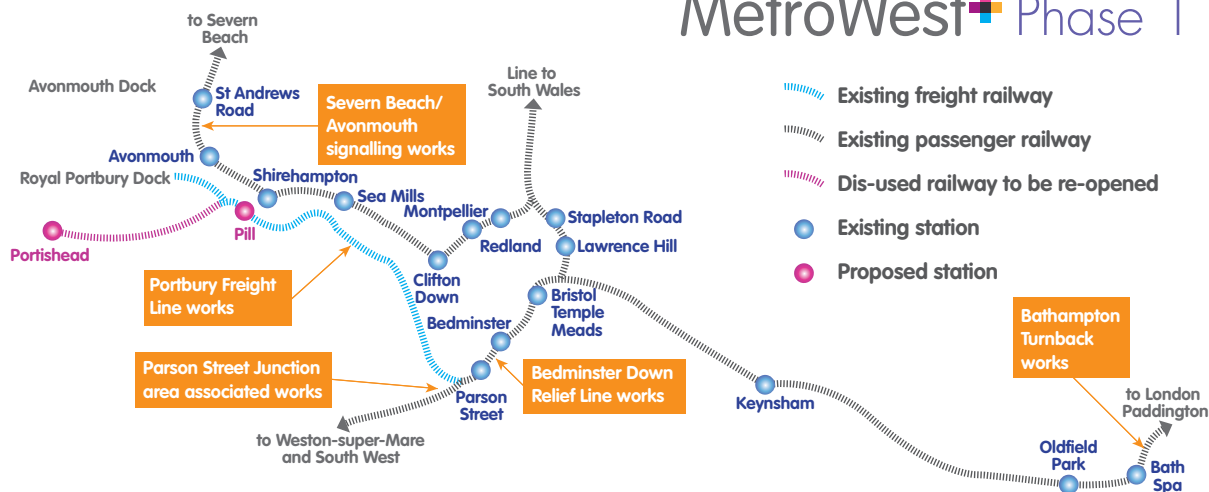
Autumn 2018 – examination in public

Autumn 2019 – decision by Secretary of State

Winter 2019 – sign off planning conditions and mobilise contractors

Spring 2020 – start construction of principal works

MetroWest Phase 1



Have your say Six exhibitions will be held in November for people to find out more and have their say:

Friday 10 – 12.30-7.30pm, Somerset Hall, The Precinct, Portishead

Wednesday 15 – 12.30-7.30pm, Engine Shed, Station Approach, Bristol

Tuesday 21 – 1.30-7.30pm, Trinity Anglican Primary School (community hall), Marjoram Way, Portishead

Wednesday 22 – 12.30-7.30pm, Ashton Gate Stadium, Ashton Road, Bristol

Thursday 23 – 3.30-7.30pm, Long Ashton Community Centre, Keedwell Hill, Long Ashton

Friday 24 – 12.30-7.30pm, Community Centre, Church Place, Pill

Following the exhibitions, plans will be on display for a week from Monday 27 November, from 9am-5pm, at the Citizen Service Point, 100 Temple Street, Bristol.

MetroWest Phase One will...

- increase the UK national rail network (passenger trains) by 14km
- bring an additional 50,000 people within the immediate catchment of the rail network
- include work to four tunnels, three viaducts, 12 under-bridges, 14 over-bridges and 3km of retaining walls
- run through some environmentally-important areas such as Avon Gorge, a Special Area of Conservation
- enable passengers to get from Portishead to Bristol Temple Meads in about 23 minutes
- have a line speed of 75mph between Portishead and Pill, and 30mph from Pill to Bower Ashton
- have modern diesel trains, with three carriages initially with up to 270 seats
- include 16km of railway works and 1km of highway works.



For more information and how you can take part in the consultation, visit www.travelwest.info/metrowest • Responses needed by Monday 4 December.



Trinity Anglican Methodist Primary School

NEWSLETTER

www.trinityprimaryschool.co.uk

Edition 4 – 28th September 2017

Celebrations this Week

We always start our weekly newsletter with a celebration of those children who have achieved 'Golden Book' status. This means that they have received three green cards, with each green card being achieved due to excellent behavior or learning. We look forward to seeing the more names in the following weeks.

Don't Forget/ Important

Gordano Open Evening TONIGHT 6pm

Lack of parking on site due to building works on site.

End of school

Please could parents ensure they are with their children when they go through the school gates after they have been collected from class. If your children do go on ahead, please remind them to wait for you by the white line at the gate. We have had a number of children separated from their adults at the end of the day recently and would like to work together to do everything we can to ensure the children's safety.

Children's summer reports from the last academic year

As we have had a few parents asking for copies of last year's reports for their children, we will open the link for you to print them out for 1 week starting today. We cannot regenerate passwords or logins, so please have a look for them and save or print the report before next Thursday 5th October.

Change to your email addresses

If sending data forms back and your email has changed please remember YOU need to change it in Parentpay. Thank you.

Data collection forms – return by TOMORROW Friday 29th September 2017

Each child from Year 1 to Year 6 has received an envelope with the data sheet and a fair processing letter and consent form this week. Reception children will receive theirs shortly. Please carefully check the details we hold for your child/ren and return the form with amendments if needed. Please also return the consent form for local trips/ photographs and google apps.

Year 6 School Nurse forms – return forms by TOMORROW Friday 29th September

Children in Y6 were all given an envelope from the school nurses regarding the health check. Please return the forms in the envelope provided by **Friday 29th September** so we can hand to the North Somerset School Nursing Team.

Scholastic book orders

There are **only 4 days left to order** from our latest **Scholastic Book Club**. Just go to <http://schools.scholastic.co.uk/trinity-anglican-methodist> to browse the latest books and place your order. Please place your **order online by October 2nd, 2017**.

Every £1 you spend on this month's Book Club will earn **25p for our school** in Scholastic Rewards.

School dinner menu change - Thursday 5th October - fish and chips!

Three times a year every school provides information to the DfE, most of the information creates funding for the school. One of the factors is Universal Free School Meals – we have to inform the DfE on how many school meals were taken up on a particular day from children in Reception – Year 2. This impacts on what funding the school receives. The more children who have a school dinner on our census days assists the school with funding. If numbers are low, then the school can have funding withdrawn. We have therefore arranged for the menu to be changed on Thursday 5th October to Fish and Chips as this is a firm favourite. Friday 6th October will be roast dinner. Please could you encourage your child to have a school dinner on Fish and Chip Thursday! Many thanks.

Dogs

As a reminder, dogs are not permitted on school property, so any 'mess' you may see on the playground is likely to be due to foxes. Luna is taken off site for toileting and has responsible owners to pick up after her.



NEW: Mathematics Presentation Workshops –29th September 2pm

We are committed to ensuring our maths results improve across the school, but we need your help! Please come to this workshop and help us help your child.

Mrs Nickells, Trinity's interim headteacher, will be attending this event, providing an informal opportunity for you to meet her.

Year 4 Wow Day

Year 4 will be exploring the events of Pompeii for our first wow day of the year. We will not be dressing up for this day due to the messy nature of some of the activities so normal school uniform please!

Bottle tops request

We are working with Portishead in Bloom for a project next year. The coming year of 2018 commemorates one hundred years since the end of World War One. They would like our help in creating a river of small poppies which would hopefully be displayed in Jubilee Park. Would it be possible for you all to start collecting red and black bottle tops and send them into school. We will need quite a few!

Harvest Festival – Wednesday 4th October

This year our food donations will be supporting the Crisis Centre Ministries in Bristol. This is a Christian run support centre for people living on the street or who have hit on hard times. Most of our food will go to the Wild Goose in Easton, which is an ex-pub that now provides free food and support for these vulnerable people. If you refer to the link below in the letter they can find some information about the Crisis Centre Ministries and there is also a list of the food needed. <https://www.crisis-centre.org.uk/harvest2017>

Items in **BOLD** most needed:

Instant coffee, Sugar, Jam, Marmite, Peanut butter, Rice, Tinned tomatoes, Cooking sauces, Black pepper, Curry powder, Paprika, Mixed dried herbs, Vegetarian stock cubes, Dried red lentils, Cornflour, Porridge oats, Cooking oil, Pickles, Chutney, Mustard, Tomato ketchup, Brown sauce, Mayonnaise, Greaseproof paper, Cling film, Bleach, Washing-up liquid, Cleaning/dish cloths and scourers, Pump dispenser hand soap.

Deadlines and dates for your calendar (please see main part of the newsletter for information)	
29th Sept	Maths Presentation 2pm
2nd Oct	Year 4 WOW day – SCHOOL UNIFORM!
4th Oct	Harvest service – donations to Crisis centre
5th Oct	Change of school dinner menu
10th Oct	Prospective parents – 2pm and 7pm – No need to book a place
13th October	Non Uniform day – collection for Animal care
13th Oct	FoT Family Disco – see below for ticket details
14th Oct	FoT Table top sale – see below for details
16th – 22nd Oct	NO SCHOOL CLUBS ALL WEEK
20th Oct	Inset Day End of Term 1
30th Oct	Term 2 Starts



Lunchbreak Supervisor Vacancy

We would love to hear from you if you are interested in serving the school, and getting paid, as one of our valued lunchtime 'superhelpers', as they have been affectionately called by the children. Please drop into school and talk to one of our office team.

Railway news – consultation Tuesday 21st November 1.30-7.30pm Trinity School

The project to re-open the Portishead line to passenger rail services is part of the MetroWest programme to improve local rail services across the West of England. To reopen the line, the project requires a Development Consent Order (planning consent) under the 2008 Planning Act. An important part of the planning process is to consult with members of the local community, and the school has agreed be one of the exhibition venues on **Tuesday 21st November from 1.30pm – 7.30pm**. Members of the project team will be available with plans and leaflets to explain the proposals and how the scheme has developed since the first stage of consultation in 2015. The consultation will be open to the local community and is planned to run from 23rd October until the 4th December. More information at www.travelwest.info/metrowest

Future Stars October Fun Clubs

Is your child looking for a new, fun & exciting sporting experience? We are providing holiday clubs at venues across N-Somerset, Bristol & South Gloucestershire, with our famous sporting themed days, where children aged 5-12 get a chance to participate in some of their old favourite sports, as well as some brand new ones - with plenty of chances to win prizes each day! For further information on dates, activities & bookings - see <https://www.futurestarscoaching.co.uk/book-holiday-clubs> and book online today!

FOT AGM

Thank you to everyone who attended the meeting. As a quick recap, from the 16 fundraising events we ran last year we made a profit of £11,531.00. We spent £14,308.00 on equipment for the school and going into this year we have a balance in our accounts of £6,108.00. To ensure that we can continue to support the school for the coming year we are looking for both committee members and event helpers, without this additional support we will unfortunately not be able to run our usual events calendar. If you are able to spare any time to assist FoT please speak to a FoT member.

FoT Family disco- Friday 13th October 6-8pm- tickets go on sale on Monday 2nd October

We look forward to seeing you at the family disco; it's always a great event with music for all ages. Tickets will be sold on a first come basis and will go on sale on Monday 2nd October. We'll be selling tickets outside the school's main entrance on the following dates and times; Monday 2/10- 8.50am, Tuesday 3/10- 8.50am, Wednesday 4/10-3pm, Friday 6/10- 8.40am & 3pm. Please note that this event has previously been very popular and tickets sell quickly. Ticket prices are; adults £3, children £2 under 3's are free but must still have a ticket. Please note that children must be accompanied by an adult.

FoT Table top sale- Saturday 14th October 10am-12noon

Grab a bargain or get rid of your clutter. Entrance £1 per adult. To rent a table it will cost £10, and sellers can set up from 9.15am. To reserve a table or if you have any questions, please contact Rachael Denham at rachaelcot@gmail.com. There will be a café serving bacon and sausage rolls and other refreshments.

Children's Christmas design

At the end of next week each child will receive a special sheet to draw a picture on. The picture will be turned into a Christmas card proof and you will have the option to buy a number of goods with your child's picture printed on, including cards, mugs, mug mats and more. For every item purchased, FoT receive a small amount of money. Class teachers can decide if the children will complete these during school time or if they will be sent home to complete in book bags. If they are sent home, please return them by MONDAY 30th OCTOBER to ensure proofs can be received in time to view and orders can then be received in time for Christmas. Please check with the class teacher to ensure your child completes a design if you think you might like to place an order!

New FoT logo and slogan

At the end of last term we announced that we'd chosen a new logo designed by Emmie Crockford and a new slogan created by Soraya Johnson. We're really pleased with the final digital design and there's a copy attached to this weeks newsletter.

Update on the West of England's MetroWest network

[View this email in your browser](#)

MetroWest+ News

Issue 7 | October 2017

MetroWest Phase 1: Stage 2 consultation on re-opening the Portishead branch line



Above: Portishead Railway station visualisation

We are consulting on plans to re-open the Portishead branch line and re-introduce passenger train services as part of MetroWest Phase 1.

Our consultation runs from 23 October to 4 December 2017.

Details of the proposals are set out in our consultation leaflet and additional consultation information, all of which can be viewed online at www.travelwest.info/metrowest.

Alternatively, we are holding a series of public exhibitions where our proposals will be displayed. Members of the MetroWest project team will be on hand to answer any questions you have.

Details of the public exhibitions can be found below.

Public exhibitions will be held at the following locations and times:

- **Friday 10 November** Somerset Hall, The Precinct, Portishead, BS20 6AH (12.30pm - 7.30pm)
- **Wednesday 15 November** Engine Shed, Station Approach, Bristol BS1 6QH (12.30pm - 7.30pm)
- **Tuesday 21 November** Trinity Anglican Primary School (Community Hall), Marjoram Way, Portishead, BS20 7JF (13.30pm - 7.30pm)
- **Wednesday 22 November** Ashton Gate Stadium, Ashton Rd, Bristol BS3 2EJ (12.30pm - 7.30pm)
- **Thursday 23 November** Long Ashton Community Centre, Keedwell Hill, Long Ashton, BS41 9DP (3.30pm - 7.30pm)
- **Friday 24 November** Community Centre, Church Place, Pill, BS20 0AE (12.30pm - 7.30pm)

Following the exhibitions, the plans will go on display from:

- **Week commencing Monday 27 November** 100 Temple Street, Bristol, BS1 6HT (9am - 5pm).

About the consultation

Re-opening the Portishead branch line requires development consent from the Secretary of State for Transport through a Development Consent Order (DCO).

This consultation is about our proposal to apply for a DCO to re-open the Portishead branch line as part of MetroWest Phase 1. Our wider MetroWest Phase 1 proposals also include increasing the frequency of trains for the Severn Beach Line and the Bath Spa to Bristol line – this does not require development consent and does not form part of this consultation.

How to comment

To view the documents for this consultation and complete our online questionnaire visit our website: www.travelwest.info/metrowest.

Responses can also be submitted by completing a paper questionnaire at one of our exhibitions.

Please submit your comments by 4 December 2017.



Twitter



Website



Email us



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Investing in our local rail network



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Stage 2 Consultation on re-opening the
Portishead branch line as part of MetroWest
Phase 1

From 23 October to 4 December 2017 we are consulting with the local community, land/property owners, statutory bodies, government agencies, local interest groups and wider stakeholders on our plans to reopen the Portishead branch line and re-introduce passenger train services, as part of MetroWest Phase 1.

tw Projects

MetroWest

Cribbs Patchway MetroBus Extension

Bath Transportation Package

Cycle Ambition Fund

Local Highways Maintenance Challenge Fund

Local sustainable transport fund

Major transport schemes

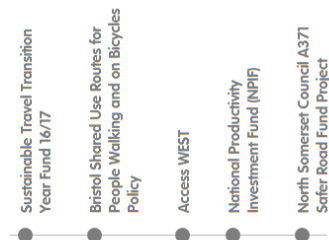
Better Bus Area

Local pinch point fund

JLTP – Joint Local Transport Plan

Merchant's Dock Consultation

West of England Low Emission Bus Scheme bid



Re-opening the Portishead branch line requires development consent from the Secretary of State for Transport through a Development Consent Order (DCO).

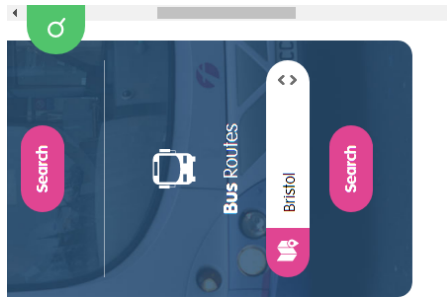
This consultation is about our proposal to apply for a DCO to re-open the Portishead branch line as part of MetroWest Phase 1. Our wider MetroWest Phase 1 proposals also include increasing the frequency of trains for the Severn Beach Line and the Bath Spa to Bristol line – this does not require development consent and does not form part of this consultation.

Details of our proposals are set out in the consultation leaflet which can be downloaded below. We are formally consulting on the pink pages from page 11 to 23 inclusive – these pink pages explain our proposals for the DCO scheme on which we are seeking your views. To support the consultation we are holding a series of exhibitions. Details of these are below.

We have also made available a number of technical and historical documents including:

1. **Formal notice** (under Section 48 of the 2008 Act) of the MetroWest Phase 1 DCO proposals
2. **MetroWest Stage 2 Consultation Leaflet** outlining the proposals for the re-opening of the Portishead branch line as part of MetroWest Phase 1.
3. **Preliminary Environmental Information Report (PEIR)**, including a Non-Technical Summary of PEIR's assessment of MetroWest Phase 1's potential environmental impacts.
4. **Land Plan** showing the land required for the MetroWest Phase 1 DCO proposals.
5. **Works Plan** illustrating the proposed works for the MetroWest Phase 1 DCO proposals.
6. **Temporary Traffic Regulation Orders (TROs) Plan** showing the temporary TROs proposed as part of the MetroWest Phase 1 DCO proposals.
7. **Permanent Traffic Regulation Orders (TROs) Plan** showing the permanent TROs proposed as part of the MetroWest Phase 1 DCO proposals.
8. **Public Rights of Way (PROWs) Diversions Plan** showing the PROWs to be diverted or stopped-up as part of the MetroWest Phase 1 DCO proposals.
9. **Visualisations** illustrating what the MetroWest Phase 1 DCO proposals will look like at Portishead Station, Pill Station and Ashton Vale once the Portishead branch line has been re-opened.
10. **A Non-Technical Summary of the draft Development Consent Order** for the re-opening of the Portishead branch line as part of MetroWest Phase 1.

These are held on the scheme's document store linked below.



How are you consulting?

Further details on how we are consulting during this period is published in a Statement of Community Consultation (SoCC). The SOCC can be viewed by clicking the link below

Where can I view paper copies of the documents?

Paper copies of the consultation documents are held at the following locations until 4 December:

- Castlewood North Somerset Council Office, Tickenham Road, Clevedon BS21 6FW
- Long Ashton Library, Lovelinch Gardens, Long Ashton BS41 9AH
- Pill Library, Crockerne House, Underbanks, Pill BS20 0AT
- Portishead Library, Horatio House, 24 Harbour Road, Portishead BS20 7AL
- Weston-super-Mare Library, Town Hall, Walliscote Grove Road, Weston-super-Mare BS23 1UJ
- Bedminster Library, 4 St Peter's Court, Bedminster Parade, Bristol BS3 4AQ
- Bristol Central Library, College Green, Bristol BS1 5TL
- Marksbury Road Library, Marksbury Road, Bedminster, Bristol BS3 5LG
- Citizen Service Point, Bristol City Council, 100 Temple Street, BS1 6AG

How do I comment?

Complete the online questionnaire [here](#)

Paper copies will be available at the exhibition events listed below by calling 0117 922 4513.

Completed paper copies of questionnaires should be handed to us at one of the manned exhibition events or returned to West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol, BS1 6ER

If you require the questionnaire in any other format, let us know at one of the manned exhibition events or email us at metrowest@westofengland.org

The consultation starts on 23 October 2017 and runs for six weeks. Please respond by 4 December 2017.

Exhibition details

We are holding six exhibitions at the following dates and venues:

- Friday 10 November – Somerset Hall, The Precinct, Portishead, BS20 6AH (12.30pm - 7.30pm)
- Wednesday 15 November – Engine Shed, Station Approach, Bristol BS1 6QH (12.30pm - 7.30pm)
- Tuesday 21 November – Trinity Anglican Primary School (Community Hall), Marjoram Way

- Portishead, BS20 7JF (13.30pm - 7.30pm)
- Wednesday 22 November – Ashton Gate Stadium, Ashton Rd, Bristol BS3 2EJ (12.30pm - 7.30pm)
- Thursday 23 November – Long Ashton Community Centre, Keedwell Hill, Long Ashton, BS41 9DP (3.30pm – 7.30pm)
- Friday 24 November – Community Centre, Church Place, Pill, BS20 0AE (12.30pm - 7.30pm)

The railway, highway design and associated proposals will be displayed at all exhibitions. Members of the MetroWest project team will be on hand to answer any questions.

Following the exhibitions, the plans will go on display from:

- Week commencing Monday 27 November - 100 Temple Street, Bristol, BS1 6HT (9am - 5pm)



MetroWest Phase 1
Consultation Leaflet



MetroWest Phase 1
Document Store



Consultation
Questionnaire

Appendix D - social media screenshots



Metro West @MetroWestRail · 4 Dec 2017



Today's the last day of our consultation on our plans to reopen the Portishead railway line. Submit your comments here travelwest.info/projects/metro...



Metro West @MetroWestRail · 22 Nov 2017



You can find out about our plans to reopen the Portishead railway line at the Ashton Gate Stadium. We're there until 7.30pm today.
travelwest.info/projects/metro...



Appendix D - social media screenshots



Metro West @MetroWestRail · 21 Nov 2017

We're holding a drop-in session today about our proposals to reopen the Portishead railway line. Visit us at Trinity Anglican Primary School in Portishead between 13.30 & 19.30 to find out more!



↻ 4

♡ 3



Metro West @MetroWestRail · 15 Nov 2017

Come visit us at @EngineShed_BB today! We're explaining our proposals to reopen the Portishead railway line to passenger services.



WBD Planning UK @WBD_PlanningUK

Just popped across to see the #MetroWest #travelwest public exhibition at Engine Shed #Bristol. Good numbers of curious people having a look at the proposals today! @MetroWestrail @RGuyatt [twitter.com/MetroWestRail/...](https://twitter.com/MetroWestRail/)



↻ 1

♡ 2



Metro West @MetroWestRail · 9 Nov 2017

We're consulting on reopening the Portishead railway line to passenger services. Our first public exhibition is tomorrow at Somerset Hall in Portishead, 12.30pm to 7.30pm. Find out more: travelwest.info/metrowest



♡ 2

↻ 4

♡ 6

Appendix D - social media screenshots



Metro West @MetroWestRail · 23 Oct 2017



We're also holding some public exhibitions about our proposals. Check our website for more information



MetroWest - Travelwest

travelwest.info



2

3



Metro West @MetroWestRail · 23 Oct 2017



We're consulting on plans to reopen the Portishead railway line. View our proposals and comment at travelwest.info/metrowest



1

11

18



NOV
24

Portishead branch line reopening - have your say

Public · Hosted by North Somerset Council

★ Interested

✓ Going

...

🕒 Friday, 24 November 2017 at 12:30–19:30
about 4 months ago

📍 Community Centre, Church Place, Pill BS20 0AE

About

Discussion

Scheme Overview

MetroWest

Re-opening the Portishead Branch Line

The purpose of this consultation is to consult on our proposals to seek consent for re-opening the Portishead branch line for scheduled passenger train services. The branch line was closed to passengers in 1964 under the Beeching cuts. Since then the population of Portishead has more than quadrupled. Our proposals for the branch line entail re-opening 5 km of disused railway (from Portishead to Pill) and minor works to 9 km of existing operational railway (Portbury Freight Line from Pill to Parson Street). Two new stations are proposed: Portishead and Pill. The train service will also serve Parson Street, Bedminster and Bristol Temple Meads stations. The re-opened branch line will be owned and maintained by Network Rail as part of the national rail network. The train service will be operated by the local train operator, currently Great Western Railway.

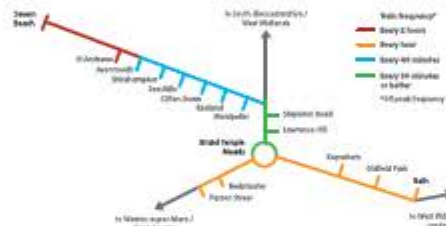
The MetroWest Programme

The four West of England councils (North Somerset District Council, Bristol City Council, Bath and North East Somerset Council, and South Gloucestershire Council) are working together on proposals to upgrade the local rail network for a city region with a population of over 1.1 million. Railways are complex systems and have to be designed with the safety of passengers, industry personnel and the public as the first priority. The complexity means the delivery of rail schemes can take longer than many highway and other transport schemes the councils typically deliver.

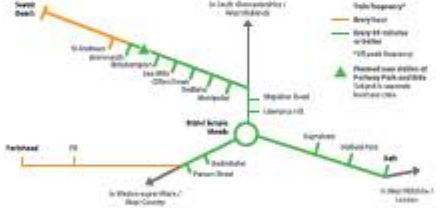
The aim of the MetroWest programme is to introduce fast and frequent metro rail services across the local area, by making better use of existing railway lines and re-opening viable disused lines.

MetroWest Phase 1 will provide the foundation on which further enhancements can be developed over the medium term.

Existing MetroWest Phase 1 Network our current MetroWest network



Proposed MetroWest Phase 1 Network



Phase 1

The Development Consent Order Process

Re-opening the Portishead branch line is a Nationally Significant Infrastructure Project (NSIP) as it entails railway works of over 20m, outside Network Rail's existing operational railway network. All NSIPs are required by the 2008 Planning Act to use the Development Consent Order (DCO) process for powers to build and operate the scheme. The DCO process is overseen by the Planning Inspectorate. Independent planning inspectors are appointed for the examination in public, who then report their recommendations to the Secretary of State.

The DCO process requires the applicant to meet various requirements on engagement and consultation, to identify all the land needed to build and operate the scheme and to produce a Preliminary Environmental Information Report. The applicant must consider responses it receives during the pre-application consultation process. When the DCO application has been submitted to the Planning Inspectorate, it takes up to 18 months to complete the remaining stages culminating in a decision by the Secretary of State. During this time the applicant will continue to negotiate with land owners on the acquisition of land needed, both the permanent land and temporary land for construction. If agreement cannot be reached with land owners, the DCO if made is likely to provide powers for compulsory acquisition of land.

Development Consent Order Timescales

Summer 2017	Autumn 2017	Spring 2018	Autumn 2018	Autumn 2019	Winter 2019/20	Spring 2020
Stage 1 Consultation	Stage 2 Consultation (DCO consultation)	Submit DCO Application	Examination	Decision by Secretary of State	Discharge planning conditions, legal and contractual provisions and mobilisation of construction contractor	Start construction of principal works*

*We also undertake some enabling works such as setting up some of the temporary construction compounds, in Autumn 2019 subject to securing the land, any planning consent and funding approval.

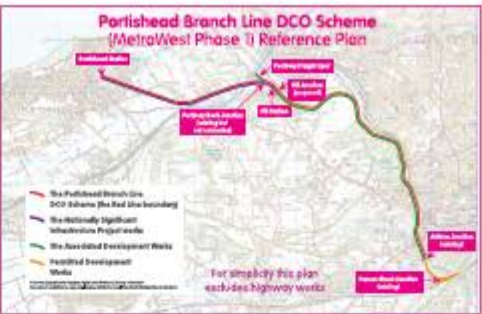
Scheme Benefits

MetroWest Phase 1 will reduce journey times which will not erode over time. MetroWest Phase 1 will also increase the number of people living within 30 minutes' travel time of key employment areas such as the Temple Quarter Enterprise Zone and the sub-region's Enterprise Areas. This will generate a series of wider economic benefits, such as helping to increase business confidence and assisting in job creation, including:

- Gross Value Added (GVA) of £244m in the first ten years of the railway opening;
- 514 net new permanent jobs;
- Providing £3 of quantified benefits for every £1 invested to deliver the scheme.

After an initial period of revenue support in the early years after opening, the scheme is forecast to generate a revenue surplus every year from year 6 onwards. MetroWest Phase 1 will also enhance the accessibility of the rail network, and bring an additional 50,000+ people within the immediate catchment of the network with the new stations at Portishead and Pill. Furthermore, the upgrade to train services at 16 existing stations across the sub-region, will serve a combined catchment of 180,000 within 10m of the stations.

MetroWest Phase 1 and the wider MetroWest Programme will integrate with Network Rail's Western Route Modernisation Programme, which includes schemes such as the electrification of the Great Western main line, four tracking of Filton Bank, and many other capacity enhancement and renewal schemes. The improved access to the local rail network provided by MetroWest Phase 1 will consequently extend the benefits of the schemes being delivered by Network Rail, through the Western Route Modernisation Programme.



Portishead Branch Line MetroWest Phase 1 - Indicates Rail Line Boundary

How to comment

Complete the online questionnaire at www.travelwest.info/metrowest

If you do not have internet access, paper copies will be available at the exhibition events or by calling 0117 922 4513.

Completed paper copies of questionnaires should be handed to us at one of the manned exhibition events or returned to West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol, BS1 6ER

If you require the questionnaire in any other format, let us know at one of the manned exhibition events or email us at metrowest@westofengland.org

The consultation starts on 23 October 2017 and runs for six weeks. Please respond by 4 December 2017.

travelwest

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

Scheme Overview

Portishead to Royal Portbury Dock

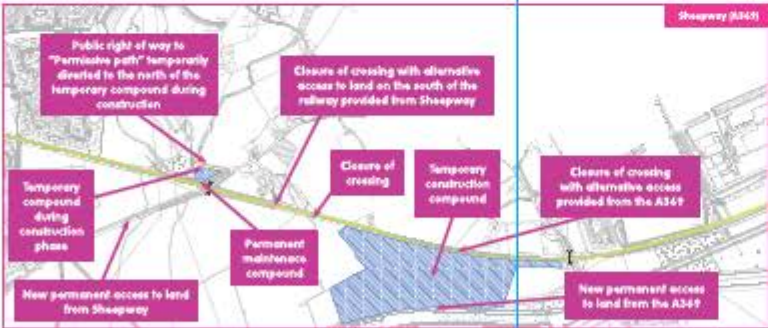
MetroWest+ Phase 1



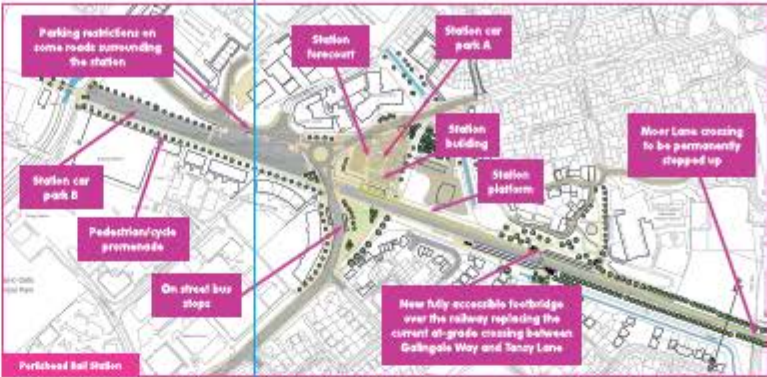
Portishead Rail Station

Our proposals in summary include:

- Re-alignment of Quays Avenue to the west and a relocated roundabout where Quays Avenue meets Harbour Road and Phoenix Way
- A single platform, lighting, passenger information departure displays and audible information with a canopy over part of the platform
- A station building with roof mounted communications aerial, a ticket office, waiting area, toilets and space for a retail concession
- A multi-modal station forecourt with seating, cycle parking, taxi rank, disabled parking, bus stop, lighting and a car park (car park A) with up to 70 car parking spaces
- A highway access point at Quays Avenue for Portishead station maintenance
- A 300 metre pedestrian & cycle boulevard with lighting, linking towards the town centre, the marina and Old Mill Lane (which has been identified for potential re-development)
- A larger car park opposite the station accessed from Harbour Road (car park B) with up to 210 car parking spaces. Associated facilities include lighting, a signal controlled pedestrian & cycle crossing on Quays Avenue and various informal pedestrian crossing points on all sides of the new roundabout.
- On-street bus stops with lighting, immediately in front of the station on Quays Avenue
- Landscaping, fencing and environmental mitigation works



Sheepway (A349)

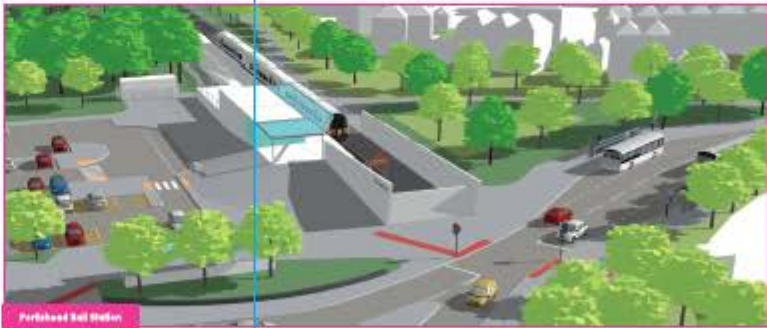


Portishead Rail Station

- A footbridge linking to Trinity Primary School and footpath links
- Formal closure of historic level crossings and permissive level crossings
- Civil engineering works including works to culverts and bridges
- Track and lineside equipment works
- A permanent maintenance compound at Sheepway
- Landscaping, fencing and environmental mitigation works
- Relaying the single line railway and associated civil engineering works
- A temporary compound at Sheepway during the construction phase, becoming a permanent maintenance compound
- A temporary HGV haul route adjacent to the railway during the construction phase
- Introduction of some on-street parking restrictions on some roads surrounding the station. For further information see the TRO plans online at www.travelwest.info/metrowest or ask to view them at the exhibition events
- New access to the Portbury Hundred for agricultural access to neighbouring field



Class 144 train



Portishead Rail Station

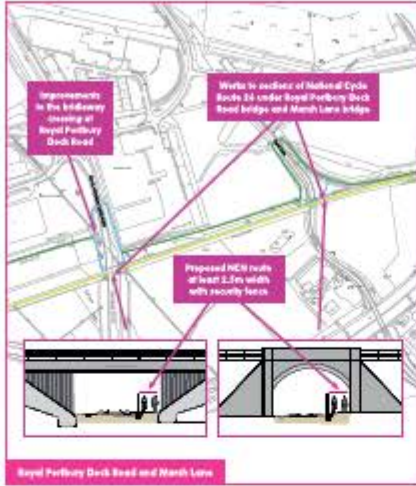
travelwest+

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

Portishead to Royal Portbury Dock

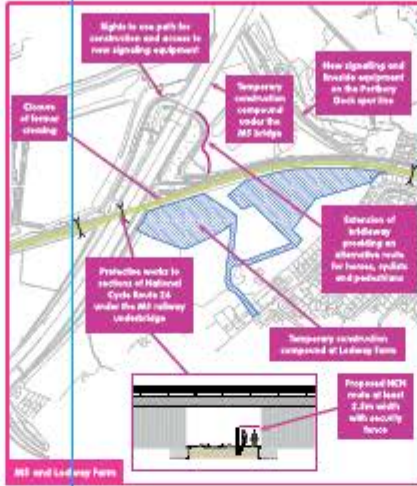
MetroWest+ Phase 1

Royal Portbury Dock to East of the M5 (Pill)

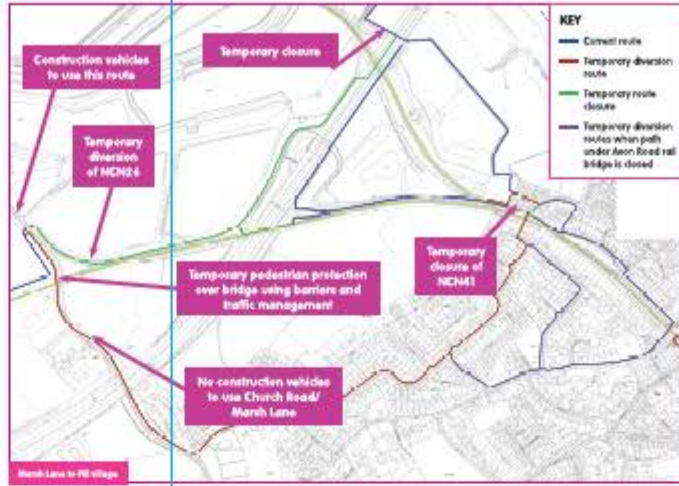


Our proposals in summary include:

- Relaying the single line railway
- Formal closure of historic level crossings
- Civil engineering works including works to culverts and bridges
- Track and lineside equipment works
- Works to sections of National Cycle Route 26 under Royal Portbury Dock Road bridge and Marsh Lane bridge
- Improvements to the brideway crossing of Royal Portbury Dock Road
- Formal closure of historic level crossing at Lodway
- Works to sections of National Cycle Route 26 under the M5 railway underbridge
- New permanent rail access from Portbury Hundred at the Wessex Water pumping station
- Extension of a brideway west of the M5 to east of the M5 providing an alternative route for horses, cyclists and pedestrians, avoiding the M5 railway underbridge



- Signalling and lineside equipment for the spur line leading to Portbury Dock
- Landscaping, fencing and environmental mitigation works
- Temporary compounds at Lodway Farm and under the M5 Avonmouth Bridge during the construction phase
- A temporary HGV haul route adjacent to the railway during the construction phase from Marsh Lane to Lodway Farm compound
- Temporary diversion of sections of National Cycle Route 26 and 41 during the construction phase



Temporary closure of Public Rights of Way and permissive pedestrian and cycle paths

There are a number of public rights of way and permissive paths very close and in some cases immediately next to the disused railway / freight line, and for safety reasons it will be necessary to close sections of these paths during the construction of the scheme. In some cases there are very close alternative routes available so the inconvenience can be minimised. However, a section of brideway, which also forms part of National Cycle Network Route 26 between Marsh Lane and the M5, will need to be closed for up to 18 months, and a temporary diversion route will be way marked as shown in the plan below. A section of NCN Route 41 will be temporarily closed during work to Avon Road Bridge and a temporary diversion route will be way marked as shown in the plan below. The diversion routes are via public highway, which is not part of a major through route and has a 30mph speed limit. Advance signing and advertising of the closures will be undertaken.

It is also proposed that there will be closures of some sections of the Avon Gorge Tow Path to enable works and repairs to railway retaining walls, culverts and bridges. The closures are likely to be limited to a few hours of a day at a time, and some closures of a few days at a time. Due to the local topography there are limited options for path diversions, however advance advertising of the closures will be undertaken including advance notices on the tow path.

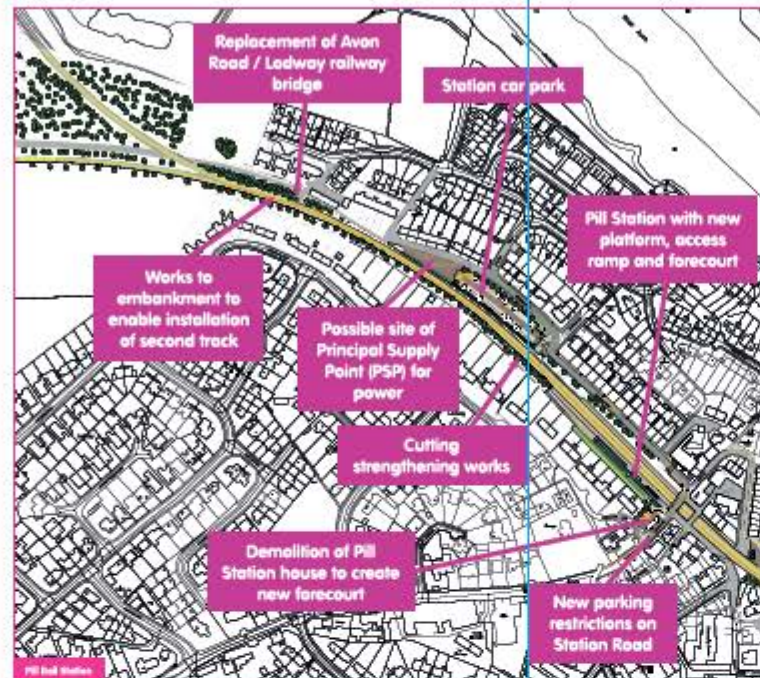
travelwest+

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

Royal Portbury Dock to East of the M5 (Pill)

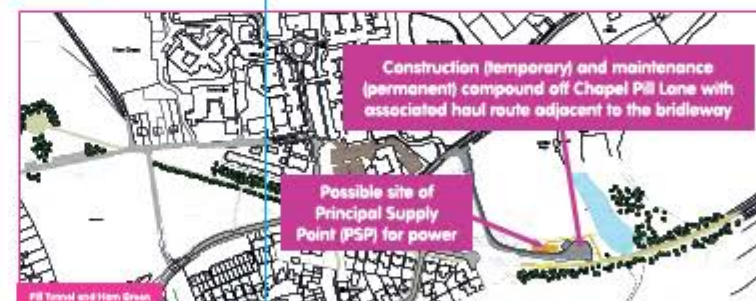
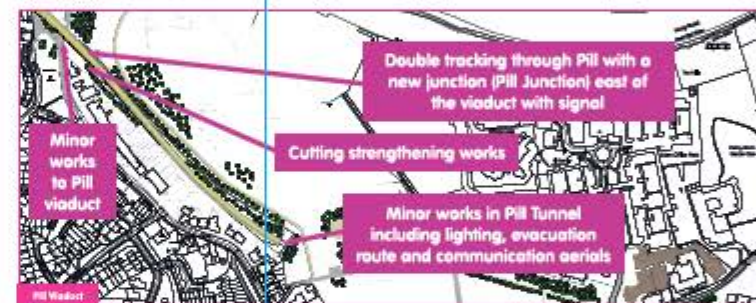
MetroWest+ Phase 1

Pill to Ham Green



Our proposals in summary include:

- Laying a new single line railway which will run parallel to the existing railway line from Parbury Dock
- Replacing Avon Road/Ladway railway bridge and embankment works
- Pill station including new platform, access ramp (and earthworks), passenger shelter, forecourt, and car park with up to 65 car parking spaces
- Demolition of existing Pill station house to create space for station forecourt
- Installation of a Principal Supply Point (PSP) power supply building in Pill station car park
- Introduction of some on-street parking restrictions on some roads surrounding the station. For further information see the TRO plans online at www.travelwest.info/metrowest or ask to view them at the exhibition events
- Civil engineering works including works to culverts, bridges and earthworks (cuttings and embankments)
- Double tracking works through Pill with a new railway junction (Pill Junction) east of Pill Viaduct with signal
- Other track and lineside equipment works
- Small, temporary compound near Pill library
- Landscaping, fencing and environmental mitigation works
- A permanent maintenance compound at Pill Tunnel Eastern Portal (off Chapel Pill Lane)
- Minor works to Pill Tunnel including emergency lighting, evacuation route and repeater aerials
- A temporary compound at Pill Tunnel Eastern Portal (off Chapel Pill Lane) during the construction phase and possible site of Principal Supply Point (for power)
- Other temporary works in Pill village, during the construction phase



travelwest+

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

Pill to Ham Green

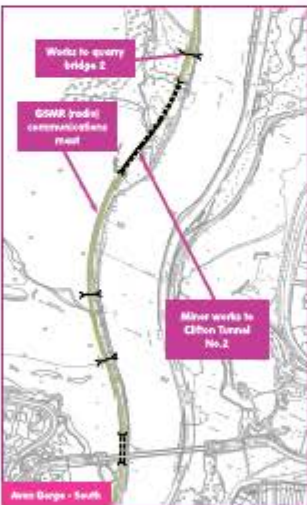
Avon Gorge



- Our proposals in summary include:
- Civil engineering works including works to culverts, bridges, and retaining walls
 - Replacement of sections of track, sleepers and ballast
 - Linework equipment works
 - Intermediate signal
 - Landscaping, fencing and environmental mitigation works
 - A temporary micro compound at Chapel Hill Farm and quarry bridge No. 4, during the construction phase
 - Temporary welfare sites next to the railway for contractor staff during the construction phase
 - Temporary closure of sections of the Avon Gorge Tow Path during the construction phase

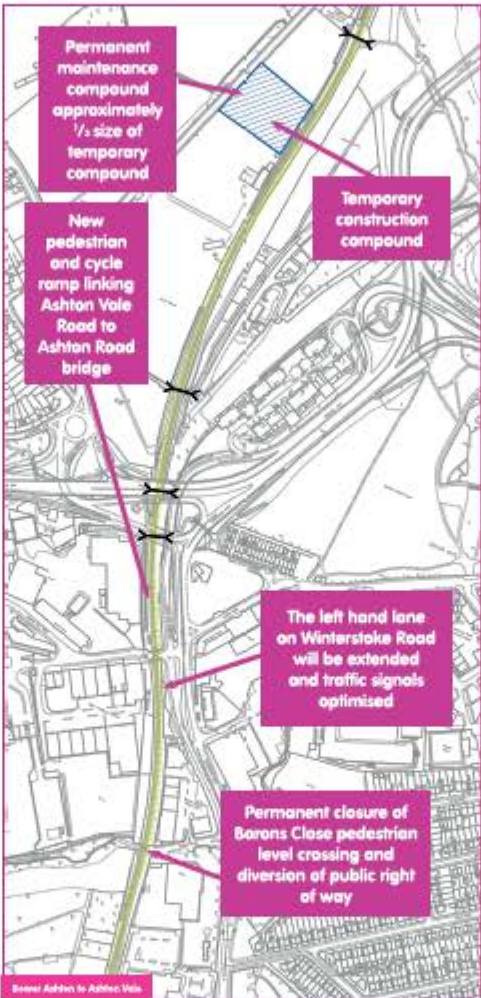
Avon Gorge - North

- Our proposals in summary include:
- Civil engineering works including works to culverts, bridges, retaining walls and earthworks
 - Replacement of sections of track, sleepers and ballast
 - Linework equipment works
 - Minor works to Clifton Tunnel No.1 and Clifton Tunnel No.2
 - Landscaping, fencing and environmental mitigation works
 - GSM-R (radio communications) mast south of Clifton Tunnel No.2
 - Temporary welfare sites next to the railway for contractor staff during the construction phase
 - Temporary closure of sections of the Avon Gorge Tow Path during the construction phase
 - Works to Quarry Underbridge 2

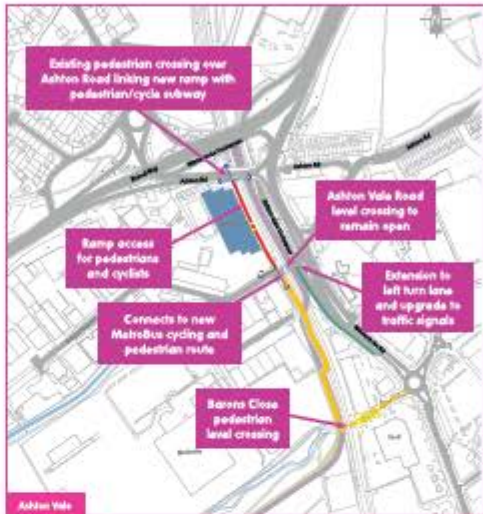


Avon Gorge - South

Bower Ashton and Ashton Vale



Bower Ashton to Ashton Vale



Ashton Vale

New Pedestrian Access At Ashton Vale and Closure of the Container Crossing (Barons Close) Pedestrian Level Crossing

There is a pedestrian crossing at Barons Close in Ashton Vale (called Container Crossing) that was closed temporarily during the construction of the Ashton Vale to Temple Meads Metrobus project. MetroWest Phase 1 is proposing to close this crossing permanently as part of the DCO Scheme.

Alternative pedestrian access will be provided via a new pedestrian and cycle link currently under construction by the Ashton Vale to Temple Meads Metrobus project, north from the existing level crossing to the carriageway of Ashton Vale Road next to the existing Ashton Vale Road level crossing. The route will then be extended north by the construction of a pedestrian and cycle ramp parallel to the railway to link Ashton Vale Road to Ashton Road. The ramp forms part of the MetroWest Phase 1 DCO Scheme which also includes designating part of the Metrobus pedestrian and cycle link as a public right of way.

Ashton Junction (Ashton Vale Road) Highway Level Crossing

Ashton Vale Road level crossing will remain operational. No alterations will be undertaken to the level crossing itself, however the following works are proposed to reduce the highway traffic impact from the increased use of the level crossing:

- Extension of the left turn fair lane on Winterstoke Road;
- Optimisation of the Ashton Vale Road signals and upgrade of signals to 'WQVW' (computerised system responsive to traffic conditions); and
- Provision of a ramp to the north of the level crossing to connect pedestrians and cyclists from Ashton Vale Road to Ashton Road.

Appendix E
List of Statutory Bodies

Schedule 1 Description	Consultee
Schedule 1 organisations	
Welsh Ministers	Welsh Ministers
The Health and Safety Executive	Health and Safety Executive
The National Health Service Commissioning Board	NHS England (legally referred to as National Health Service Commissioning Board)
	NHS England South (South West office)
The relevant Clinical Commissioning Group	North Somerset Clinical Commissioning Group
	Bristol Clinical Commissioning Group
Natural England	Natural England
The Historic Buildings and Monuments Commission for England	Historic England
	Historic England South West
The Relevant Fire and Rescue Authority	Avon Fire and Rescue Service
The Relevant Police and Crime Commissioner	Avon and Somerset Police and Crime Commissioner
The Relevant Parish Councils / neighbourhood partnerships	Abbots Leigh Parish Council
	Long Ashton Parish Council
	Pill and Easton-in-Gordano Parish Council
	Portbury Parish Council
	Portishead Town Council
	Avonmouth & Lawrence Weston Neighbourhood Partnership
	Henbury, Brentry and Southmead Neighbourhood Partnership
	Henleaze, Stoke Bishop and Westbury-on-Trym Neighbourhood Partnership
	Bishopston, Cotham and Redland Neighbourhood Partnership
	Central, Clifton and Harbourside Neighbourhood Partnership
	Ashley, Easton and Lawrence Hill Neighbourhood Partnership

Schedule 1 Description	Consultee
	Greater Bedminster Community Partnership
	Filwood, Knowle and Windmill Hill Neighbourhood Partnership
	Dundry View Neighbourhood Partnership
	Horfield and Lockleaze Neighbourhood Partnership
Environment Agency	The Environment Agency Wessex (North) Region
Relevant AONB Conservation Boards	Cotswolds AONB
	Mendip Hills AONB
The Civil Aviation Authority	Civil Aviation Authority
The Relevant Highways Authority	North Somerset District Council
	Bristol City Council
The Relevant Strategic Highways Company	Highways England Company Limited
	Highways England (Bristol)
The Coal Authority	The Coal Authority
The Relevant Internal Drainage Board	North Somerset Levels Internal Drainage Board
	Lower Severn Internal Drainage Board
The British Waterways Board	Canal and River Trust
Public Health England, an executive agency to the Department of Health	Public Health England
The Crown Estate Commissioners	The Crown Estate
The Forestry Commission	Forestry Commission
	Forestry Commission South West England (Area Office)
	Forestry Commission South West England (Forest District Office)
The Secretary of State for Defence	Ministry of Defence
Statutory undertakers	
Local Area Team (NHS)	Bristol, North Somerset, Somerset and South Gloucestershire Local Area Team

Schedule 1 Description	Consultee
Ambulance Trusts	South Western Ambulance Service
Railways	Network Rail Infrastructure Ltd
	Highways England Historical Railways Estate
Road Transport	Clifton Suspension Bridge Trust
Dock/Harbour	Bristol Harbour Authority
	Bristol Port Company
Licence Holder (Chapter 1 of Part 1 Of Transport Act 2000)	NATS En-Route Safeguarding
Universal Service Provider	Royal Mail Group Limited
Relevant Homes and Communities Agency	Homes and Communities Agency
Water and Sewage Undertakers	Bristol Water Plc
	Wessex Water Limited
Public Gas Transporters / Electricity Distributors with CPO Powers	Energetics Gas Limited
	ES Pipelines Ltd
	ESP Connections Ltd
	ESP Networks Limited
	Fulcrum Pipelines Ltd
	Independent Pipelines Ltd
	National Grid Gas Plc
	Quadrant Pipelines Ltd
	Indigo Pipelines Limited
	SSE Pipelines Limited
	Scotland Gas Networks Plc
	Southern Gas Networks Plc
	Wales and West Utilities Ltd
	Energetics Electricity Ltd
	ESP Electricity Ltd
	Independent Power Networks Ltd

Schedule 1 Description	Consultee
	The Electricity Network Company Ltd
	Utility Assets Ltd
	Western Power Distribution (South West) Plc
Electricity Transmitters with CPO Powers	National Grid Electricity Transmission Plc
Joint Nature Conservation Committee	The Joint Nature Conservation Committee (JNCC Support Co)
The Maritime and Coastguard Agency	The Maritime and Coastguard Agency
The Secretary of State for Transport	Department For Transport
West of England Joint Committee	West of England Joint Committee
Trinity House Corporation	Trinity House Corporation
English Heritage	English Heritage
Marine Management Organisation	Marine Management Organisation
Local Authorities	
Local Authorities	North Somerset District Council
	Bristol City Council
	South Gloucestershire Council
	Bath and North East Somerset Council
	Mendip District Council
	Sedgemoor District Council
	Somerset County Council
	Monmouthshire County Council
	City of Cardiff Council
	Newport City Council
	Vale of Glamorgan Council
Other Consultees – A (non-statutory technical consultees)	
Combined Authorities	West of England Combined Authority
Train Operating Companies / Freight Operating Companies	Great Western Railway (GWR)
	South Western Railway

Schedule 1 Description	Consultee
	Arriva Cross Country (Arriva Group Limited)
	DB Cargo (UK) Limited
	Freightliner Limited
	GB Railfreight (GB Railways Limited)
	Direct Rail Services Limited
	Mendip Rail Limited
	Colas Rail Limited
	London & Continental Railways Limited
Misc.	Historical Railways Estate
	Bristol Airport Limited
	Port of Bristol Police
	North Somerset Council Local Access Forum
	South Gloucestershire, Bath and North-east Somerset and Bristol City Joint Local Access Forum
	Bristol Public Right of Way Forum
	The National Trust
	The Society of Merchant Venturers
Other Consultees – B (non-statutory consultees)	
Campaign / interest groups	Friends of Bristol Suburban Railways
	Portishead Railway Group
	Clifton & Hotwells Improvement Society
Other Consultees – C (NSDC- identified consultees)	
Misc.	Avon and Wiltshire Mental Health Partnership NHS Trust
	North Somerset Community Partnership
	Bristol Community Partnership
	University Hospitals Bristol NHS Foundation Trust
	Office of Rail and Road
	Interoute Networks Ltd

Schedule 1 Description	Consultee
	Skanska area 2 (representing HE)
	BT Openreach
	C. A. Telecom UK Limited
	Cable & Wireless Limited
	CityFibre Holdings Limited
	Envoy Asset Management Limited
	Vodafone
	KCOM Group Plc (Kingston communications)
	Sky PLC
	MCI WorldCom Ltd (Verizon UK Limited)
	Virgin Media
	Avon and Somerset Constabulary
	Trinity School Portishead
	Wiltshire County Council
	Gloucestershire County Council
Other Consultees –S47 to be written to / require meetings	
Local interest groups	Abbots Leigh Wildlife Group
	Friends of Watch House Hill
	Avon Gorge and Downs Wildlife Project
	Avon Wildlife Trust
	Forest of Avon
	West of England Nature Partnership
	British Horse Society
	Ashton Court Estate
Transport groups	MetroWest Stakeholder meeting (attendees include FOSBR, South West Transport Network / David Redgwell, Campaign for better transport, Transport for Greater Bristol Alliance)
	Bristol and North Somerset Cycle Forums

Schedule 1 Description	Consultee
	British Transport Police
	Sustrans
	Sevenside Community Rail Partnership
	First Bristol, Bath and West
Equalities groups / impacts	North Somerset disability access group and Bristol disability access group,
	South West Equality Network (WECIL)
	Ashton Park School
	Marina Health Centre (Harbourside Family Practice)
	Pill Health Clinic
	Haven View Lodge
	DfT Equalities Forum
	Christ Church, Pill
	Pill Baptist Church
	Pill Methodist Church
	Salvation Army-Pill Corps
	Teddies Nursery, Bristol
	Busy Bees Nursery, Portishead
	Bristol Women's Voice
	Bristol Disability Equality Forum
	Bristol BME Voice
	Bristol Lesbian, Gay and Bisexual and Transgender Forum
	Bristol Older People's Forum
	North Somerset Black, and Minority Ethnic Network
	North Somerset Disability Access Group
	North Somerset Partnership
Business groups / businesses	Federation of Small Businesses
	Business West

Schedule 1 Description	Consultee
	Portishead Chamber of Commerce
	Bristol Chamber of Commerce
	Ashton Gate Stadium
	Ashton Vale industrial estate businesses
MPs	Karin Smyth (Bristol South)
	Liam Fox (North Somerset)

Appendix F
Stakeholder Notification Letters

My ref: MWP1/S42
Contact: James Willcock
Direct dial: 01934 426414
Email: metrowest@westofengland.org
Address: West of England Councils MetroWest
3 Rivergate
Temple Way
Bristol
BS1 6ER

19 October 2017

Dear Stakeholder

Portishead Branch Line (MetroWest Phase 1)

Consultation from 23 October 2017 to 4 December 2017

Section 42 Planning Act 2008

North Somerset District Council (**NSDC**) proposes to re-open the Portishead branch line for passenger train services. The re-opening of the Portishead branch line comprises a “nationally significant infrastructure project” as defined under the Planning Act 2008 Act (**the 2008 Act**). As a result, NSDC is required to submit an application for a Development Consent Order (**DCO**) to the Planning Inspectorate (**PINS**). PINS will examine the application on behalf of the Secretary of State.

NSDC as the promoter of the DCO is now at the pre-application stage where it wishes to consult with statutory consultees on its proposals, as required under Section 42 of the 2008 Act. This letter is sent to you as a statutory consultee as prescribed under Section 42 of the 2008 Act.

MetroWest Phase 1

NSDC is promoting the re-opening of the Portishead branch line as Phase 1 of the wider MetroWest package of major rail improvements for the West of England region which are being delivered by the West of England councils (NSDC, Bristol City Council, South Gloucestershire Council and Bath and North East Somerset Council), working in partnership with Network Rail and Great Western Railway.

Consultation on MetroWest Phase 1

You may have been contacted by PINS in connection with our proposals for MetroWest Phase 1 when PINS requested your comments on NSDC’s Environmental Impact Assessment (**EIA**) Scoping Report. In August 2015 PINS published its MetroWest Phase 1 Scoping Opinion, which can be viewed online at <https://infrastructure.planninginspectorate.gov.uk/projects/south-west/portishead-branch-line-metrowest-phase-1>. The Scoping Opinion has informed the EIA being carried out for MetroWest Phase 1, and the

results to date of the EIA are reported within NSDC's Preliminary Environmental Information Report (PEIR).

Your feedback on this consultation under Section 42 of the 2008 Act will be considered before we finalise our application to PINS for a DCO to authorise MetroWest Phase 1, and, along with any representations you have already made, will be reported to PINS when the application is submitted.

Consultation Documents

We are providing copies of the following consultation documents, all available online at www.travelwest.info/metrowest:

1. **Formal notice** (under Section 48 of the 2008 Act) of the MetroWest Phase 1 DCO proposals, enclosed in hard copy with this letter.
2. **MetroWest Stage 2 Consultation Leaflet** outlining the proposals for the re-opening of the Portishead branch line as part of MetroWest Phase 1.
3. **PEIR**, including a Non-Technical Summary of PEIR's assessment of MetroWest Phase 1's potential environmental impacts.
4. **Land Plan** showing the land required for the MetroWest Phase 1 DCO proposals.
5. **Works Plan** illustrating the proposed works for the MetroWest Phase 1 DCO proposals.
6. **Temporary Traffic Regulation Orders (TROs) Plan** showing the temporary TROs proposed as part of the MetroWest Phase 1 DCO proposals.
7. **Permanent Traffic Regulation Orders (TROs) Plan** showing the permanent TROs proposed as part of the MetroWest Phase 1 DCO proposals.
8. **Public Rights of Way (PROWs) Diversions Plan** showing the PROWs to be diverted or stopped-up as part of the MetroWest Phase 1 DCO proposals.
9. **Visualisations** illustrating what the MetroWest Phase 1 DCO proposals will look like at Portishead Station, Pill Station and Ashton Vale once the Portishead branch line has been re-opened.
10. **A Non-Technical Summary of the draft DCO** for the re-opening of the Portishead branch line as part of MetroWest Phase 1.

Paper copies of these documents can be obtained by contacting NSDC by email at metrowest@westofengland.org, by telephone on 0117 922 4513, or by writing to James Willcock, MetroWest Phase 1 Project Manager, West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol, BS1 6ER. A reasonable copying charge may apply, up to a maximum of £500 for the full suite of documents and £5 for an electronic copy on USB flash drive.

Providing these documents is a formal part of the consultation process under Section 42 of the 2008 Act, and the period for consideration and response to them will run from 23 October 2017 to 4 December 2017.

Accordingly, **please reply with any comments to the addresses below by 4 December 2017.**

If you wish to respond to this consultation or to discuss any other issues in connection with MetroWest Phase 1, you can submit your views:

- by email to metrowest@westofengland.org; or
- by post addressed to James Willcock, MetroWest Phase 1 Project Manager, West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol, BS1 6ER.

We look forward to hearing from you.

Yours faithfully



James Willcock
MetroWest Phase 1 Project Manager
19 October 2017

Enclosure: Notice under Section 48 of the 2008 Act.

Section 48 Planning Act 2008
Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and
Procedure) Regulations 2009

PORTISHEAD BRANCH LINE (METROWEST PHASE 1) ORDER
NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT
CONSENT ORDER

Notice is hereby given that North Somerset District Council (**the Applicant**), of Town Hall, Walliscote Grove Road, Weston-super-Mare, North Somerset, BS23 1UJ, proposes to apply to the Secretary of State under section 37 of the Planning Act 2008 for the above-mentioned Development Consent Order (**the Application**).

The Application relates to the re-opening for passenger services of the railway branch line between Portishead and Pill, North Somerset, and to works to improve the existing railway line between Pill and Ashton Junction, Bristol (**the Project**). The Project is part of the MetroWest Phase 1 programme to enhance the West of England's local rail network. The Applicant is the promoter of the Project on behalf of itself and Bristol City Council, Bath & North East Somerset Council and South Gloucestershire Council.

The proposed Development Consent Order will, amongst other things, authorise:

1. Construction of a 5.4km railway line from Portishead to Pill;
2. A new railway station at Portishead, including a car park, pedestrian and cycle access, and associated highways works;
3. A pedestrian bridge over the Portishead branch line near Trinity Anglican Methodist Primary School, Portishead;
4. A permanent compound and rail access point at Sheepway, on the northern side of the Portishead branch line and western side of Sheepway;
5. A temporary compound and haul road south of the Portishead branch line and north of the Portbury Hundred highway;
6. Works to the existing bridleway forming part of National Cycle Network Route 26 between Portishead and Pill;
7. Temporary compounds and haul roads north of the Portishead branch line on the north side of and beneath the M5 Motorway;
8. A temporary compound and haul road between the Portishead branch line and Lodway Close, Pill;
9. Re-opening the railway station at Pill, including a car park, pedestrian and cycle access, and associated highways works;
10. Works to the existing Portbury Freight Line between Royal Portbury Dock and Ashton Junction, Bristol, including repairs and/or modifications to bridges, tunnels, culverts and retaining walls, as well as replacement of track, sleepers and ballast;
11. A permanent compound at Chapel Pill Lane, Ham Green, Pill;
12. A new compound and permanent railway access at Clanage Road, Bower Ashton;
13. A new pedestrian ramp next to the existing railway in the vicinity of the existing Ashton Vale Road level crossing;
14. Closure of the footpath crossing over the existing railway at Barons Close in Bristol;
15. The permanent and/or temporary compulsory acquisition of land and/or rights for the Project;
16. Powers for temporary and permanent traffic regulation orders on highways and streets;
17. Overriding of easements and other rights over or affecting land for the Project;
18. Extinguishment of accommodation crossings;
19. The application and/or disapplication of legislation relevant to the Project including

20. Such ancillary, incidental and consequential provisions, permits or consents as are necessary and/or convenient.

The Applicant is consulting on its proposals for the Project. The consultation will take place from Monday 23 October 2017 to Monday 4 December 2017. The following consultation documents will be available for inspection free of charge from 23 October 2017 to 4 December 2017 at the locations and during the hours set out below:

1. **MetroWest Stage 2 Consultation Leaflet** outlining the proposals for the re-opening of the Portishead branch line as part of MetroWest Phase 1.
2. **Preliminary Environmental Information Report (PEIR)**, including a Non-Technical Summary of PEIR's assessment of MetroWest Phase 1's potential environmental impacts.
3. **Land Plan** showing the land required for the MetroWest Phase 1 DCO proposals.
4. **Works Plan** illustrating the proposed works for the MetroWest Phase 1 DCO proposals.
5. **Temporary Traffic Regulation Orders (TROs) Plan** showing the temporary TROs proposed as part of the MetroWest Phase 1 DCO proposals.
6. **Permanent Traffic Regulation Orders (TROs) Plan** showing the permanent TROs proposed as part of the MetroWest Phase 1 DCO proposals.
7. **Public Rights of Way (PROWs) Diversions Plan** showing the PROWs to be diverted or stopped-up as part of the MetroWest Phase 1 DCO proposals.
8. **Visualisations** illustrating what the MetroWest Phase 1 DCO proposals will look like at Portishead Station, Pill Station and Ashton Vale once the Portishead branch line has been re-opened.
9. **A Non-Technical Summary of the draft Development Consent Order** for the re-opening of the Portishead branch line as part of MetroWest Phase 1.

[illegible]

Long Ashton Library, Lovelinch Gardens, Long Ashton BS41 9AH	Closed	*09-30 to 12-30; 13-30 to 17-00 (*10-00 on the 3 rd Tuesday of the month)	Closed	09-30 to 12-30; 13-30 to 17-00	Closed	09-30 to 13-00	Closed
Pill Library, Crockerne House, Underbanks, Pill BS20 0AT	Closed	09-30 to 12-30; 13-30 to 17-00	Closed	Closed	09-30 to 12-30; 13-30 to 17-00	09-30 to 13-00	Closed
Portishead Library, Horatio House, 24 Harbour Road, Portishead BS20 7AL	Closed	*09-30 to 17-00 (*10-00 on the 2 nd Tuesday of the month)	09-30 to 17-00	09-30 to 17-00	09-30 to 17-00	09-30 to 13-00	10-30 to 14-30
Weston-super-Mare Library, Town Hall, Walliscote Grove Road, Weston-super-Mare BS23 1UJ	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 19-00	Closed
Bedminster Library, 4 St Peter's Court, Bedminster Parade, Bristol BS3 4AQ	10-00 to 19-00	Closed	10-00 to 19-00	10-00 to 17-00	10-00 to 17-00	10-00 to 17-00	Closed
Bristol Central Library, College Green, Bristol BS1 5TL	10-00 to 19-00	10-00 to 19-00	Closed	10-00 to 19-00	10-00 to 17-00	10-00 to 17-00	13-00 to 17-00
Marksbury Road Library, Marksbury Road,	Closed	10-00 to 17-00	Closed	10-00 to 17-00	Closed	11-00 to 17-00	Closed

Bedminster, Bristol BS3 5LG							
Citizen Service Point , Bristol City Council, 100 Temple Street, BS1 6AG	09-00 to 17-00	09-00 to 17-00	09-00 to 17-00	09-00 to 17-00	09-00 to 17-00	Closed	Closed

The PEIR and other consultation documents will be available online from 23 October 2017 at www.travelwest.info/metrowest. Paper copies of the consultation documents can be obtained by contacting the Applicant by email at metrowest@westofengland.org, by telephone on 0117 922 4513, or by writing to James Willcock, MetroWest Phase 1 Project Manager, West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol, BS1 6ER. A reasonable copying charge may apply, up to a maximum of £500 for the full suite of documents and £5 for an electronic copy on USB flash drive.

During the consultation period, members of the Project team will be available to answer queries at public information events being held by the Applicant at the following locations and times:

Location	Event	Date / Time
Somerset Hall , The Precinct, High Street, Portishead BS20 6AH	Public Information Day	Friday 10 November between 12.30pm – 7.30pm
Engine Shed , Station Approach, Temple Meads, Bristol BS1 6QH	Public Information Day	Wednesday 15 November between 12.30pm – 7.30pm
Trinity Anglican Methodist Primary School , Marjoram Way, Portishead, Bristol BS20 7JF	Public Information Day	Tuesday 21 November between 1.30pm – 7.30pm
Ashton Gate Stadium , Ashton Road, Bristol BS3 2EJ	Public Information Day	Wednesday 22 November between 12.30pm – 7.30pm
Long Ashton Community Centre , Keedwell Hill, Long Ashton, Bristol, BS41 9DP	Public Information Day	Thursday 23 November between 3.30pm – 7.30pm
Pill Community Centre , Church Place, Pill, Bristol, BS20 0AE	Public Information Day	Friday 24 November between 12.30pm – 7.30pm
Citizen Service Point , Bristol City Council, 100 Temple St, Bristol BS1 6HT	Unmanned Public Information Exhibition	Monday 27 November – Friday 1 December between 9.00am – 5.00pm

If you have any responses to this consultation, or any other representations you would like make or discuss in respect of the Project, you can submit your views in a number of ways:

- by completing the online feedback form at www.travelwest.info/metrowest;

- by email to metrowest@westofengland.org;
- by completing the paper feedback form available at the locations and public information events during the consultation period as listed in the tables above; or
- by post addressed to James Willcock, MetroWest Phase 1 Project Manager, West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol, BS1 6ER.

Any responses to or other representations in respect of the Project MUST (i) be received by the Applicant **on or before 4 December 2017**; (ii) be made in writing; (iii) state the grounds of the response or representation; (iv) indicate who is making the response or representation; and (v) give an address to which correspondence relating to the response or representation may be sent.

Responses and other representations will be made public; comments will not be attributed to individuals and no personal details will be made public.

James Willcock, MetroWest Phase 1 Project Manager, 19 October 2017.

Monday 19th February 2018

BY RECORDED DELIVERY POST

Dear

Portishead Branch Line (MetroWest Phase 1)

Consultation regarding proposals in the vicinity of Ashton Vale Road

North Somerset District Council (**NSDC**) proposes to re-open the Portishead Branch Line for passenger train services. NSDC is the promoter of MetroWest Phase 1 on behalf of itself and the three other West of England councils (Bristol City, Bath and North East Somerset and South Glos. Councils).

The element of MetroWest Phase 1 comprising the re-opening of the railway from Portishead to Pill comprises a “nationally significant infrastructure project” as defined under the Planning Act 2008 (the **2008 Act**). As a result, NSDC is required to submit an application for a Development Consent Order (**DCO**) to the Planning Inspectorate (**PINS**), who will examine the application on behalf of the Secretary of State.

Previous Consultations with you on MetroWest Phase 1

In August 2015 PINS published its Scoping Opinion for MetroWest Phase 1, which can be viewed on the website at <https://infrastructure.planninginspectorate.gov.uk/projects/south-west/portishead-branch-line-metrowest-phase-1>. The Scoping Opinion has informed the Environmental Impact Assessment (**EIA**) being carried out for MetroWest Phase 1, and the results of the EIA to date are reported within NSDC's Preliminary Environmental Information Report (**PEIR**).

NSDC consulted with statutory consultees on the MetroWest Phase 1 proposals, as required under Section 42 of the 2008 Act, in October–December 2017. This was part of our second round of consultation on the whole project.

Feedback is now being considered before we finalise our application to PINS for a DCO seeking powers for MetroWest Phase 1. Pre application consultation outcomes also will be reported to PINS when the application is submitted. Representations you have already made will be reported in our Consultation Report. We will also consider any further representations we receive between now and the application for the DCO being submitted.

We have also engaged in additional consultation rounds with you and your neighbours, to assist us in our decision on whether a new access road to the Ashton Vale Road Industrial Estate could be provided as part of the DCO process.

When we wrote to you in September 2017 we informed you that, a result of budget constraints and feedback from landowners, we have scaled back our proposals for trains using the Portishead Branch Line. Our proposals are to now provide a scheme that envisages the train operator running up to 20 passenger trains in each direction per day, compared with our original proposition to plan for a half hourly service of up to 36 trains in each direction per day.

Based on our revised proposals, we are confident the existing highway network can continue to function well, subject to minor modifications to the Winterstoke Road/Ashton Vale Road junction.

In our letter in September 2017 we also informed you that we would not be scheduling owners and occupiers of Ashton Vale Road in the Book of Reference we must submit with the application for development consent. This decision was based on our understanding of the modelling we have carried out for our proposals at Ashton Vale Road.

As some owners have indicated their wish to be consulted formally we have decided to schedule all Ashton Vale Road owners and occupiers in the Book of Reference, so that those that wish to be included in the DCO examination process are more able to be kept informed of progress on the DCO.

Our Current proposals for Ashton Vale Road

Our traffic experts' conclusions are that, with works to Winterstoke Road and the addition of a "MOVA" system being installed to control the phasing of the traffic lights, the junction of Ashton Vale Road and Winterstoke Road will not be significantly adversely affected by the additional trains crossing Ashton Vale Road at the level crossing. Our analysis shows that the junction should function in a similar way to how it works at present when the additional train services operate.

At peak times the modelling suggests a small additional wait time may occur for vehicles leaving the Ashton Vale Road estate if a train is passing at that time, based on current road traffic movements. Any additional queuing is predicted to disperse within a short time period and the Winterstoke Road/Ashton Vale Road junction will quickly revert to a situation very similar to the current levels of waiting at red lights at the junction. Out of peak periods, the revised junction should result in improvements to traffic flows compared with the current level of waiting times at the junction.

In addition to the new left turn lane for vehicles turning from Winterstoke Road from the south into Ashton Vale Road, we intend to coordinate the level crossing's operations with the operation of the existing traffic lights at the Winterstoke Road/Ashton Vale Road junction.

Whilst works to the traffic light sequencing and a left turn lane for traffic from Winterstoke Road in to Ashton Vale Road are proposed, there is no need for substantial work to the level crossing over Ashton Vale Road itself. The level crossing is already a fully gated, operator controlled level crossing with CCTV.

NSDC is now discussing with Bristol City Council the best way forward for implementing works to Winterstoke Road. . As the works should be relatively minor in nature, any disruption to the highway of Ashton Vale Road during construction should be limited. .

Once the MetroWest Phase 1 services are running, the new "MOVA" system for traffic light control will operate to co-ordinate barrier down time with traffic light phasing. As a result additional queuing caused by the additional trains crossing Ashton Vale Road will be minor.

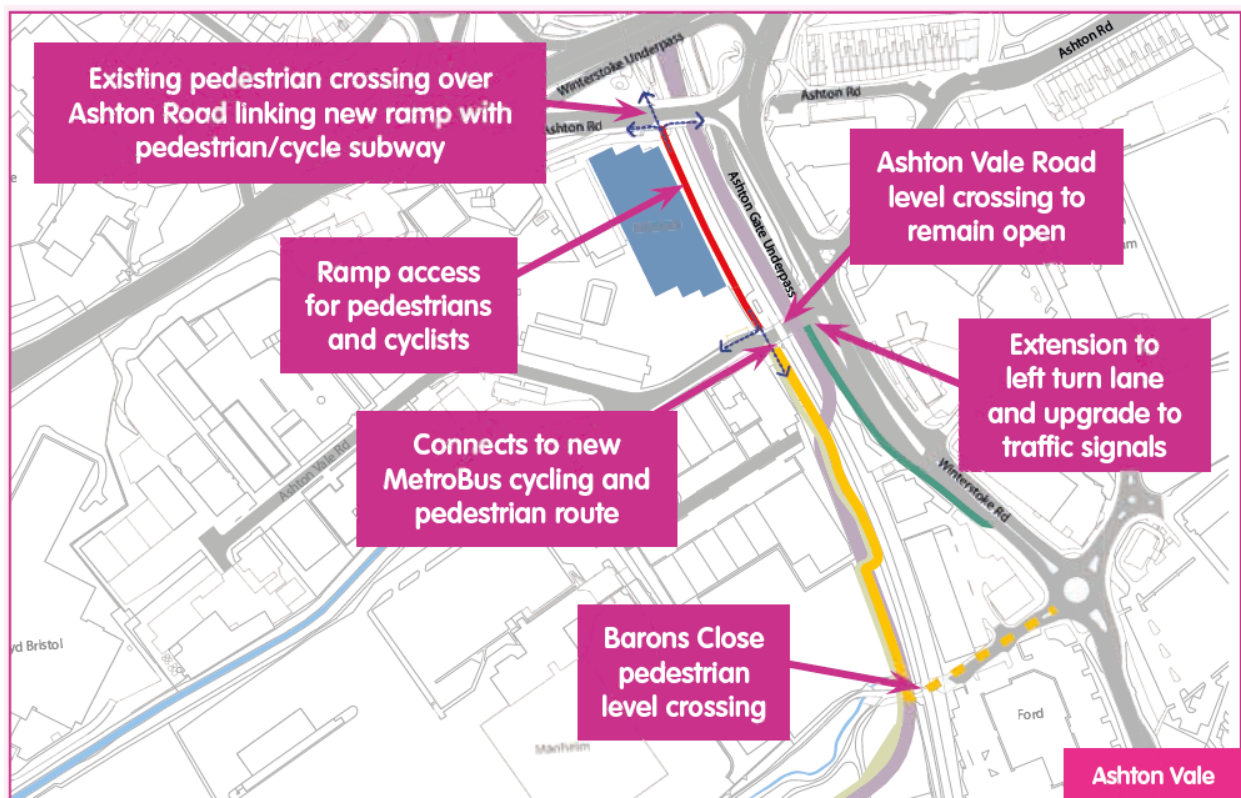
Further proposed works in the vicinity that we are considering include:

- (a) A new pedestrian ramp to link Ashton Vale Road and the A370 Brunel Way – this is being provided for as an alternative pedestrian and cycle route for users not wishing to cross the level

crossing, or not wishing to wait until the level crossing barriers are raised. It would be located on Network Rail land, between Babcock's premises and Network Rail's running line.

- (b) Minor tying in works will be required where the new path leading to the ramp meets Ashton Vale Road.
- (c) The pedestrian route will extend south of Ashton Vale Road to the location of the current Ashton Containers level crossing (also known as Barons Close level crossing). This pedestrian and cycle route will be on the service road route being provided by the Ashton Vale to Temple Meads MetroBus scheme. As a result of the pedestrian crossing movements, minor variations to the stop lines and traffic signals at Ashton Vale Road, on the western side of the level crossing, may also be required.
- (d) It is proposed that the pedestrian level crossing known as Ashton Containers crossing, which connects to the highway of Barons Close, will be permanently shut.

A plan showing the proposed works in the vicinity of Ashton Vale Road is provided below.



Additional Consultation for Ashton Vale Road owners and occupiers

Whilst we will continue to consider representations already received during MetroWest Phase One's Stage 2 consultation process that took place between October and December 2017, the impacts of the works described above may be something you would wish to provide your views on. We anticipate that overall there will be limited disruption as a result of the proposed works being constructed, but we want to make sure that we get our approach right, so as to cause as little inconvenience as possible to owners

and occupiers on the Ashton Vale Road Industrial Estate, as well as consider your thoughts on the project overall.

We are also keen to understand the best sequencing for our construction proposals. This will allow us to understand if it is better to have fewer, shorter interruptions of traffic, or whether we carry out works for a longer period of time, but with less impact on Ashton Vale Road.

We have set out at Appendix 1 a series of questions we would like to receive answers on, to better frame our construction strategy. We also set out here our thinking on the following points included in Appendix 1:

a. When is the best time of day for works on Ashton Vale Road?

We anticipate that you would prefer that we work only outside of normal trading hours and at weekends. It would be helpful if you could tell us what requirements you have for access between 6pm and 6am on a daily basis.

b. Do you open at weekends? Would our limiting access for periods of time at weekends substantially affect you?

It will help us to understand how often you do require access at weekends. If so, is this requirement throughout the weekend or at set times?

c. Would a 14 day prior notice of weekend or night time closures of the highway reduce the impact of any temporary closure on you?

We are considering how much notice occupiers will need of works requiring temporary closures of the highway, if any closures are needed for any of the proposed works.

d. Are there any other matters that are a concern to you during the construction phase of MetroWest Phase 1?

Please let us know any other considerations you would wish to make us aware of.

Consultation Documents

To assist you, we are re-providing copies of the following consultation documents:

- 1 PEIR non-technical Summary (available online at www.metrowestphase1.org/peir).
- 2 PEIR (available online at www.metrowestphase1.org/peir).
- 3 Formal notice of the MetroWest Phase 1 DCO proposals (enclosed with this letter) at Appendix 3.

Additional documents available on line at www.metrowestphase1.org are:

- 1 Land plans showing the land required for the MetroWest Phase 1 DCO proposals.
- 2 Plans illustrating the proposed works for the MetroWest Phase 1 DCO proposals.
- 3 Plans showing the proposed Traffic Regulation Orders that will be included as part of the MetroWest Phase 1 DCO proposals.
- 4 A summary of the principal provisions of the proposed Development Consent Order.
- 5 A consultation leaflet outlining the principal components of the MetroWest Phase 1 DCO proposals.
- 6 Plans showing the public rights of way to be diverted or stopped-up as part of the MetroWest Phase 1 DCO proposals.
- 7 Visualisations illustrating what the MetroWest Phase 1 DCO proposals will look like at Portishead Station, Pill Station and Ashton Vale once the Portishead branch line has been re-opened.
- 8 The VISSIM (traffic modelling) report, available as Appendix P in Chapter 16 of the PEIR (direct link is <https://metrowestphase1.files.wordpress.com/2017/09/appendix-p-vissim-modelling.pdf>).
- 9 Video simulations showing traffic impacts from the modelling are also available from <https://travelwest.info/projects/metrowest/metrowest-phase-1>

Hard copies of all the consultation documents may be inspected free of charge on weekdays only from 19 February to 24 March 2018 at Womble Bond Dickinson LLP, 3 Temple Quay, Temple Back East, Bristol, BS1 6DZ, between the hours of 0930 and 1700. Please ask for George Morton Jack if seeking to inspect the documents.

A list of our questions for you is provided at Appendix 1. We will consider any additional representations you make on MetroWest Phase 1.

Please reply with any comments to the addresses below by 24 March 2018.

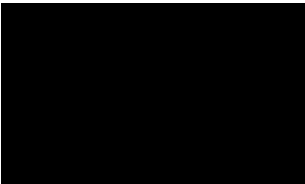
If you wish to discuss this consultation or any other issues in connection with MetroWest Phase 1, you can submit your views in a number of ways:

- by email to metrowest@westofengland.org; or
- by post addressed to James Willcock, Project Manager MetroWest Phase 1, North Somerset Council, Town Hall, Walliscote Grove Road, Weston-super-Mare, BS23 1UJ.

If you wish to discuss this consultation or any other issues in connection with MetroWest Phase 1, please contact us by email to metrowest@westofengland.org or by post addressed to James Willcock, Project Manager MetroWest Phase 1, North Somerset Council, Town Hall, Walliscote Grove Road, Weston-super-Mare, BS23 1UJ.

We look forward to hearing from you.

Yours faithfully



James Willcock

MetroWest Phase 1 Project Manager

Enclosed:

Appendix 1: List of questions

Appendix 2: Previous correspondence from March 2017 and September 2017

Appendix 3: Formal notice of the MetroWest Phase 1 proposals.

Appendix 1: List of Questions

a. When is the best time of day for works on Ashton Vale Road?

We anticipate that you would prefer that we work only outside of normal trading hours and at weekends. It would be helpful if you could tell us what requirements you have for access between 6pm and 6am on a daily basis.

b. Do you open at weekends? Would our limiting access for periods of time at weekends substantially affect you?

It will help us to understand how often you do require access at weekends. If so, is this requirement throughout the weekend or at set times?

c. Would a 14 day prior notice of weekend or night time closures of the highway reduce the impact of any temporary closure on you?

d. Are there any other matters that are a concern to you during the construction phase of MetroWest Phase 1?

Date: 20 March 2017
My ref: MCAV-STAND-L0483
Contact: James Willcock
Direct dial: 01934 426414
Email: James.Willcock@n-somerset.gov.uk
Post: MetroWest Phase 1
Engine Shed
Station Approach
Temple Meads
Bristol, BS1 6QH

Ref: Ashton Vale Road alternative access consultation

Dear Stakeholder,

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

I write to update you following the second round of micro-consultation we undertook in November/December 2016.

The current design is based on two passenger trains per hour for the Portishead line. Last week, the West of England councils issued a media release (see <https://travelwest.info/metrowest/metrowest-cost-increases>) about a report to the West of England Joint Transport Board on the 17 March, stating costs have increased to between £145m and £175m. This raises some challenges about the affordability of the project in its current form.

Unfortunately the cost estimate was much higher than we expected, driven by constructability challenges through the Avon Gorge and consequential impact on the amount of land, DCO (planning) requirements and environmental mitigation needed.

The Board therefore was asked to consider following options:

- Option 1 - Do nothing – cancel the entire project;
- Option 2 - Continue to promote the project as currently proposed; and
- Option 3 - Deliver the project in stages.

Option 3 entails the following stages:

Stage	Description
Stage A	Deliver the service improvements on the Severn Beach & Bath corridors.
Stage B	Deliver an initial rail passenger service to Portishead
Stage C	Deliver the full two trains per hour passenger service to Portishead at a later date.

The Board decided to:

- i) Progress technical development of Stage A and B, and
 - ii) Pending the outcome of Stage A & B, investigate Stage C in due course;
- subject to further details on Stages A, B and C including funding profile and delivery programme, being brought to the next Joint Transport Decision Making Meeting and the Joint West of England Committee.

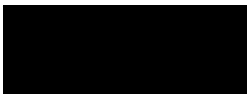
We now need to carry out further technical work on the scope of Stage B – initial passenger service for Portishead. Subject to further technical work it is likely that this initial service will be an hourly service, operating all day from early morning to late evening.

Given that an hourly passenger service would halve the number of passenger trains operating per day, we now need to undertake further technical work on the traffic impact arising from the operation of the Ashton Vale Road level crossing. This work will determine whether or not alternative highway access for Ashton Vale Road is still required.

We are aiming to complete this work by June 2017 and will write to you again about it, along with details on a revised timeline for the project.

More details about the project options can be found here: www.travelwest.info/metrowest

Yours faithfully



James Willcock
MetroWest Phase 1

Date: 22 September 2017
My ref: ASHVALERD/SEPT17
Contact: James Willcock
Direct dial: 01934 426414
Email: James.Willcock@n-somerset.gov.uk
Post: West of England Councils
MetroWest
3 Rivergate
Temple Way
Bristol, BS1 6ER

Ref: Ashton Vale Road level crossing, Bristol

Dear Sir / Madam,

METROWEST PHASE 1 – DEVELOPMENT CONSENT ORDER

I write to update you following my letter of 20th March 2017 about our scheme proposals in the Ashton Vale area. As set out in my March letter, our Joint Transport Board determined to take a staged approach to the delivery of the MetroWest Phase 1 scheme, which entails an initial passenger train service for the Portishead Line (Stage B of the scheme), along with improvements to the Severn Beach and Bath to Bristol local train service (Stage A).

The initial passenger service for the Portishead Line will be either:

Option i) Hourly service – Passenger trains operating hourly all day between Portishead and Bristol Temple Meads, calling at Pill, Parson Street and Bedminster. Providing up to 18 trains in each direction per day (Mon-Sat), with less trains on Sundays.

Option ii) Hourly service plus – Passenger trains operating every 45 minutes during the am and pm peak and hourly off peak, between Portishead and Bristol Temple Meads, calling at Pill, Parson Street and Bedminster. Providing up to 20 trains in each direction per day (Mon-Sat), with less trains on Sundays.

Emerging costs for delivering the initial two stages of the scheme still exceed the available budget; the councils are currently considering options for bridging the funding gap. In the medium term there remains an aspiration to ultimately deliver a half hourly passenger train service for the Portishead Line (Stage C), however this is not part of our current proposals. Any future proposals to deliver an enhancement to operate a half hourly train service (and associated infrastructure) would be taken forward as a separate project with separate planning consents and other major processes. No timescales have been set out for any future upgrade to a half hourly train service.

We have now completed highway traffic modelling to determine the traffic impact of our proposed hourly service/hourly service plus, for the Portishead Line. The modelling results show that with specific mitigation, the existing Ashton Vale Road level crossing can remain open and it will not be necessary to provide alternative highway access to the Ashton Vale Industrial Estate.

The proposed mitigation is to:

- Extend the length of the left turn flare lane on Winterstoke Road for vehicles turning in to Ashton Vale Road,

- Optimise the phasing of the Winterstoke Road junction traffic signals, including an upgrade to 'MOVA', and
- Install a ramp to the north of the level crossing to connect pedestrians and cyclists from Ashton Vale Road to Ashton Road and the existing network of at grade and subway footpaths and cyclepaths.

NB. MOVA stands for 'Microprocessor Optimised Vehicle Actuation' and comprises of both hardware and software which responds to live traffic volumes to adjust and optimise the timing of traffic signal phases to make best use of the available capacity.

To show visually the traffic impact of our scheme we have taken the model output to produce a 3d visualisation movie file. The file is hosted at the following web address:

<https://travelwest.info/metrowest>

Further technical details about the highway traffic impact modelling is set out in the appendix to this letter.

Next Steps

We are now preparing our Development Consent Order (DCO) formal consultation (2008 Planning Act section 42 and section 47 consultation), which we are planning to launch in late October 2017. The consultation will include public exhibitions, printed information, online information and a questionnaire. Further information about the consultation will be available in due course at:

<https://travelwest.info/metrowest>

Our consultation will also be advertised in the local press. We will also place notices at the Winterstoke Road/Ashton Vale Road junction before the consultation giving details of how to respond to the consultation.

The DCO consultation process requires us to identify any parties that we think may have grounds for a relevant claim for compensation because that party benefits from a property right which will be interfered with by the works authorised by the DCO and their property will be reduced in value as a result of that interference. Such parties we identify then have to be listed in our DCO Book of Reference. On the basis that we are not proposing any alterations to the Ashton Vale Road (Ashton Junction) level crossing itself (other than renewal of existing equipment), and propose to improve the Winterstoke Road/Ashton Vale Road junction, we have been advised there are no grounds for claims arising from MetroWest Phase 1 at Ashton Vale Road. We therefore will not be scheduling property owners along Ashton Vale Road or the surrounding area in our DCO Book of Reference, except in instances where land is required from owners for utility diversions or working space.

This does not preclude you from making representations about the MetroWest scheme, as part of the consultation referred to above or throughout the DCO process. Further details of the DCO process can be found at: www.infrastructure.planninginspectorate.gov.uk/application-process/the-process/

After the next consultation period ends in early December 2017 we will review responses we receive, before submitting our final application for a DCO to the Planning Inspectorate in Spring/Summer 2018. If our application is accepted by the Planning Inspectorate there will be the opportunity to provide representations to the Secretary of State on our DCO scheme before the examination into our proposals commences. The examination is likely to commence in the Autumn

of 2018 and will include hearings at which your views on our proposals can be put to the examining authority who will report on our proposals to the Secretary of State.

Report on our previous consultation

In November / December 2016 we undertook a micro-consultation setting out options for alternative highway access, but we did not publish a consultation report because in early 2017 it became apparent that changes were going to have to be made to the overall scheme because the cost of the scheme for a half hourly passenger train service on the Portishead Line was unaffordable.

Whilst the scheme is now proposing an hourly or an hourly service plus, our Consultation Report for the November / December 2016 consultation (based on a half hourly passenger service) is available from our website at: <https://travelwest.info/metrowest>

I hope the information in this letter is helpful. Please contact me if you require any further clarification or have any queries.

Yours faithfully



James Willcock
MetroWest Phase 1

Attached: Appendix “Highway Traffic Impact Modelling Results”

Appendix

Highway Traffic Impact Modelling Results

The modelling assessment demonstrates that, for both the hourly and 45-minute rail service, with all of the combined mitigation (extension of the left turn and MOVA), there will be no overall detriment to the highway level of service within the local network. The results show that with a level crossing barrier down times of up to four minutes, and assuming the Worst-Case number and timing of rail movements (for both the hourly and 45-minute rail service), traffic on Winterstoke Road queuing to turn left into Ashton Vale Road can do so without blocking the main northbound ahead traffic flow during the AM period when the left turn flow into Ashton Vale Road is dominant.

With respect of traffic queuing to exit Ashton Vale Road, the model shows that with the same level crossing barrier down times and the Worst-Case rail number and timing of rail movements, (for both the hourly and 45-minute rail service), traffic queues show only a modest increase compared to baseline levels, but return to these levels within two to three minutes during the critical PM peak period when large volumes are exiting the industrial estate.

The level crossing barriers will be down over the highway for up to approximately 12 ½ minutes per hour in total, consequently the barriers will be up for approximately 47 ½ minutes or more per hour. For the 45-minute interval rail service the crossing barrier will be down for up to approximately 16 ½ minutes. The modelling shows that the proposed mitigation will provide an extended green signal phase for traffic entering and exiting Ashton Vale Road when the level crossing barriers are up. This is without detriment to other approach arms to the junction. This is also apparent for the sensitivity test of a 45-minute interval rail scenario.

The overall position is the increased green signal phase for approximately 47 ½ minutes or more per hour is greater than the time the traffic signals are red, when the barriers are down. This together with the relatively short periods for traffic conditions to return to normal conditions (after the level crossing barriers are lifted) shows that the proposed mitigation more than off-sets the impact of the increased cycles of the level crossing barriers.

The modelling includes allowance of an increased level of freight train operations (above the existing average volume) based on existing commercial rights held by Bristol Port. This approach has provided a robust basis for the assessment of the impact of the MetroWest Phase 1 proposals on the level crossing and its users. The modelling assessment demonstrates that it will not be necessary to provide alternative highway access for either an hourly or every 45-minute passenger rail service (Stage B of the scheme) and there is no technical case for the delivery of alternative highway access for Stage B. However, in the medium term after the delivery of the initial passenger service (Stage B), should funding for the aspired half hourly project (Stage C) be identified, and subject to further technical work and separate processes and consents (business case, planning consent, voluntary/compulsory acquisition of land etc.) it is likely that alternative highway access will need to be considered.

Section 48 Planning Act 2008
Regulation 4 Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009

PORTISHEAD BRANCH LINE (METROWEST PHASE 1) ORDER
NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

Notice is hereby given that North Somerset District Council (**the Applicant**), of Town Hall, Walliscote Grove Road, Weston-super-Mare, North Somerset, BS23 1UJ, proposes to apply to the Secretary of State under section 37 of the Planning Act 2008 for the above-mentioned Development Consent Order (**the Application**).

The Application relates to the re-opening for passenger services of the railway branch line between Portishead and Pill, North Somerset, and to works to improve the existing railway line between Pill and Ashton Junction, Bristol (**the Project**). The Project is part of the MetroWest Phase 1 programme to enhance the West of England's local rail network. The Applicant is the promoter of the Project on behalf of itself and Bristol City Council, Bath & North East Somerset Council and South Gloucestershire Council.

The proposed Development Consent Order will, amongst other things, authorise:

1. Construction of a 5.4km railway line from Portishead to Pill;
2. A new railway station at Portishead, including a car park, pedestrian and cycle access, and associated highways works;
3. A pedestrian bridge over the Portishead branch line near Trinity Anglican Methodist Primary School, Portishead;
4. A permanent compound and rail access point at Sheepway, on the northern side of the Portishead branch line and western side of Sheepway;
5. A temporary compound and haul road south of the Portishead branch line and north of the Portbury Hundred highway;
6. Works to the existing bridleway forming part of National Cycle Network Route 26 between Portishead and Pill;
7. Temporary compounds and haul roads north of the Portishead branch line on the north side of and beneath the M5 Motorway;
8. A temporary compound and haul road between the Portishead branch line and Lodway Close, Pill;
9. Re-opening the railway station at Pill, including a car park, pedestrian and cycle access, and associated highways works;
10. Works to the existing Portbury Freight Line between Royal Portbury Dock and Ashton Junction, Bristol, including repairs and/or modifications to bridges, tunnels, culverts and retaining walls, as well as replacement of track, sleepers and ballast;
11. A permanent compound at Chapel Pill Lane, Ham Green, Pill;
12. A new compound and permanent railway access at Clanage Road, Bower Ashton;
13. A new pedestrian ramp next to the existing railway in the vicinity of the existing Ashton Vale Road level crossing;
14. Closure of the footpath crossing over the existing railway at Barons Close in Bristol;
15. The permanent and/or temporary compulsory acquisition of land and/or rights for the Project;
16. Powers for temporary and permanent traffic regulation orders on highways and streets;
17. Overriding of easements and other rights over or affecting land for the Project;
18. Extinguishment of accommodation crossings;
19. The application and/or disapplication of legislation relevant to the Project including legislation relating to compulsory purchase;

[illegible]

Long Ashton Library, Lovelinch Gardens, Long Ashton BS41 9AH	Closed	*09-30 to 12-30; 13-30 to 17-00 (*10-00 on the 3 rd Tuesday of the month)	Closed	09-30 to 12-30; 13-30 to 17-00	Closed	09-30 to 13-00	Closed
Pill Library, Crockerne House, Underbanks, Pill BS20 0AT	Closed	09-30 to 12-30; 13-30 to 17-00	Closed	Closed	09-30 to 12-30; 13-30 to 17-00	09-30 to 13-00	Closed
Portishead Library, Horatio House, 24 Harbour Road, Portishead BS20 7AL	Closed	*09-30 to 17-00 (*10-00 on the 2 nd Tuesday of the month)	09-30 to 17-00	09-30 to 17-00	09-30 to 17-00	09-30 to 13-00	10-30 to 14-30
Weston-super-Mare Library, Town Hall, Walliscote Grove Road, Weston-super-Mare BS23 1UJ	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 20-00	08-30 to 19-00	Closed
Bedminster Library, 4 St Peter's Court, Bedminster Parade, Bristol BS3 4AQ	10-00 to 19-00	Closed	10-00 to 19-00	10-00 to 17-00	10-00 to 17-00	10-00 to 17-00	Closed
Bristol Central Library, College Green, Bristol BS1 5TL	10-00 to 19-00	10-00 to 19-00	Closed	10-00 to 19-00	10-00 to 17-00	10-00 to 17-00	13-00 to 17-00
Marksbury Road Library, Marksbury Road, Bedminster, Bristol BS3	Closed	10-00 to 17-00	Closed	10-00 to 17-00	Closed	11-00 to 17-00	Closed

5LG							
Citizen Service Point , Bristol City Council, 100 Temple Street, BS1 6AG	09-00 to 17-00	09-00 to 17-00	09-00 to 17-00	09-00 to 17-00	09-00 to 17-00	Closed	Closed

The PEIR and other consultation documents will be available online from 23 October 2017 at www.travelwest.info/metrowest. Paper copies of the consultation documents can be obtained by contacting the Applicant by email at metrowest@westofengland.org, by telephone on 0117 922 4513, or by writing to James Willcock, MetroWest Phase 1 Project Manager, West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol, BS1 6ER. A reasonable copying charge may apply, up to a maximum of £500 for the full suite of documents and £5 for an electronic copy on USB flash drive.

During the consultation period, members of the Project team will be available to answer queries at public information events being held by the Applicant at the following locations and times:

Location	Event	Date / Time
Somerset Hall , The Precinct, High Street, Portishead BS20 6AH	Public Information Day	Friday 10 November between 12.30pm – 7.30pm
Engine Shed , Station Approach, Temple Meads, Bristol BS1 6QH	Public Information Day	Wednesday 15 November between 12.30pm – 7.30pm
Trinity Anglican Methodist Primary School , Marjoram Way, Portishead, Bristol BS20 7JF	Public Information Day	Tuesday 21 November between 1.30pm – 7.30pm
Ashton Gate Stadium , Ashton Road, Bristol BS3 2EJ	Public Information Day	Wednesday 22 November between 12.30pm – 7.30pm
Long Ashton Community Centre , Keedwell Hill, Long Ashton, Bristol, BS41 9DP	Public Information Day	Thursday 23 November between 3.30pm – 7.30pm
Pill Community Centre , Church Place, Pill, Bristol, BS20 0AE	Public Information Day	Friday 24 November between 12.30pm – 7.30pm
Citizen Service Point , Bristol City Council, 100 Temple St, Bristol BS1 6HT	Unmanned Public Information Exhibition	Monday 27 November – Friday 1 December between 9.00am – 5.00pm

If you have any responses to this consultation, or any other representations you would like make or discuss in respect of the Project, you can submit your views in a number of ways:

- by completing the online feedback form at www.travelwest.info/metrowest;

- by email to metrowest@westofengland.org;
- by completing the paper feedback form available at the locations and public information events during the consultation period as listed in the tables above; or
- by post addressed to James Willcock, MetroWest Phase 1 Project Manager, West of England Councils MetroWest, 3 Rivergate, Temple Way, Bristol, BS1 6ER.

Any responses to or other representations in respect of the Project MUST (i) be received by the Applicant **on or before 4 December 2017**; (ii) be made in writing; (iii) state the grounds of the response or representation; (iv) indicate who is making the response or representation; and (v) give an address to which correspondence relating to the response or representation may be sent.

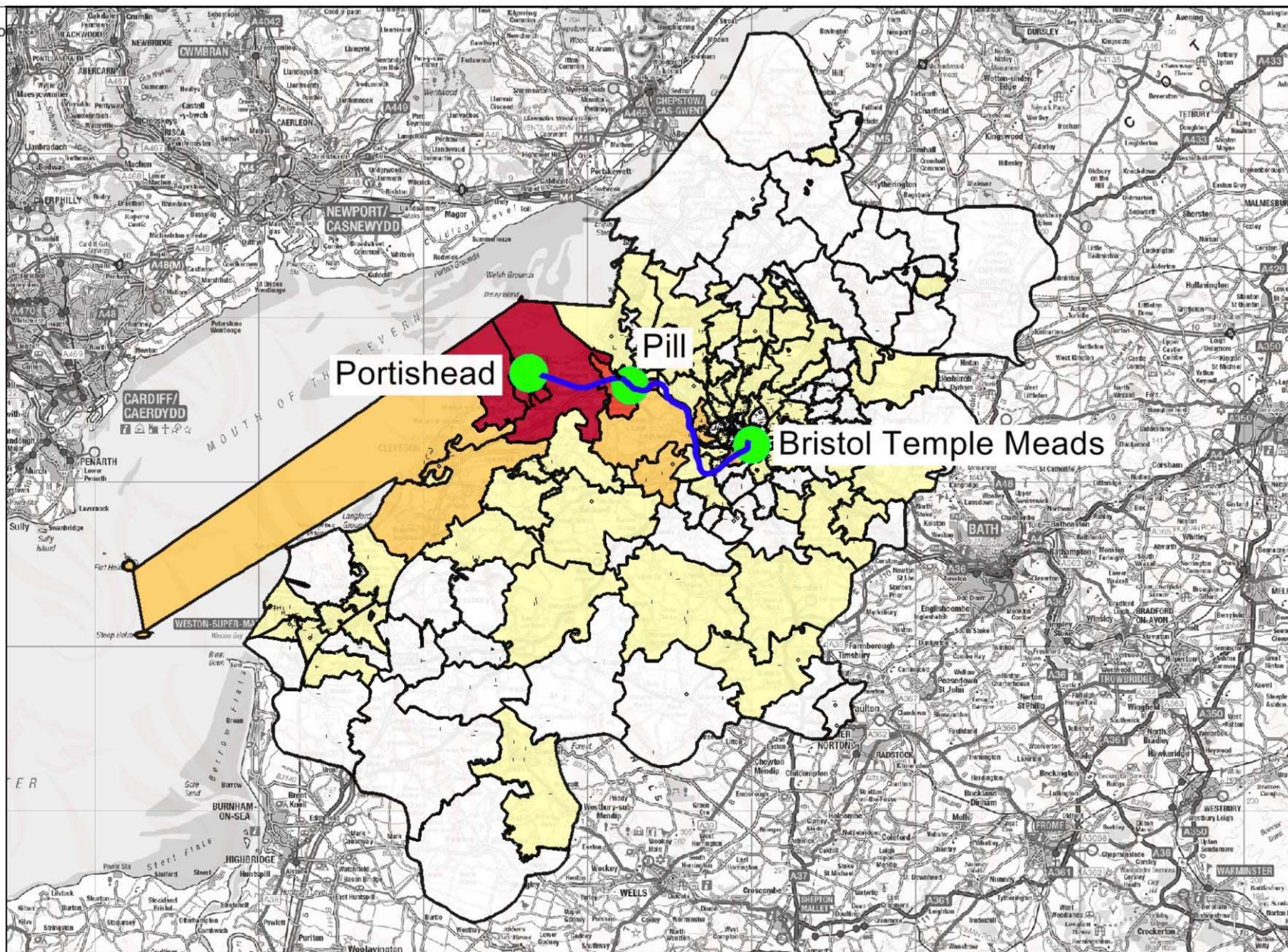
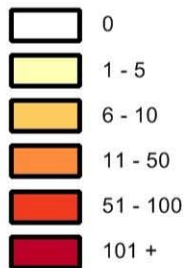
Responses and other representations will be made public; comments will not be attributed to individuals and no personal details will be made public.

James Willcock, MetroWest Phase 1 Project Manager, 19 October 2017.

Appendix G

Map of Respondents

Metrowest Phase 1 - Stage 2 response



Scale: 1:350000
 Drawn by: Steven Penaluna
 Date: 19 April 2018
 Time: 12:22:06



Appendix H

Stakeholder and Statutory Bodies' Responses

Steven Penaluna

From: Ann.Thomas@gov.wales
Sent: 06 December 2017 15:43
To: Steven Penaluna
Subject: FW: Portishead branch line (MetroWest Phase 1) section 42 consultation notification
Attachments: MetroWest Phase 1 Section 42 Notification.pdf

Good Afternoon

The Welsh Government have no comments to make on this consultation

Kind Regards

Ann

Ann Thomas
Yr Uned Rheilffyrdd/Rail Unit
Adran yr Economi a'r Seilwaith/Department for Economy & Infrastructure
Llywodraeth Cymru/Welsh Government
Parc Cathays/Cathays Park
Caerdydd/Cardiff
CF10 3NQ / Ffôn/Tel: 03000 255244
e-mail/e-bost Ann.Thomas@gov.wales/ Ann.Thomas@llyw.cymru

From: Steven Penaluna [<mailto:Steven.Penaluna@n-somerset.gov.uk>]
Sent: 19 October 2017 21:07
To: Steven Penaluna
Subject: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

Dear Stakeholder

North Somerset District Council as the promoter of the Portishead branch line (MetroWest Phase 1) Development Consent Order is now at the pre-application stage where it wishes to consult with statutory consultees on its proposals, as required under Section 42 of the 2008 Act. The attached letter is sent to you as a statutory consultee as prescribed under Section 42 of the 2008 Act.

Kind regards

Steven Penaluna
Principal Transport Policy Officer (MetroWest Phase 1)
Development & Environment
North Somerset Council

Tel: 01934 427692
E-Mail: steven.penaluna@n-somerset.gov.uk
Post: Town Hall, Walliscote Grove Road, Weston-super-Mare, BS23 1UJ
Web: www.n-somerset.gov.uk / www.travelwest.info

CEMHD Policy - Land Use Planning
NSIP Consultations
Building 2.2
Redgrave Court
Merton Road
Bootle
Merseyside
L20 7HS

HSE email: NSIP.applications@hse.gov.uk

Mr Steven Penaluna
MetroWest Phase 1 Project Team
Highways and Transport
North Somerset Council
(By email)

Dear Steven

27th November 2017

**Section 42 Planning Act 2008: Statutory Consultation
Portishead Branch Line (MetroWest Phase 1)**

Thank you for your letter of 19th October 2017 consulting the Health and Safety Executive (HSE) under Section 42 of the Planning Act 2008 for the proposed Portishead Branch Line (MetroWest Phase 1).

HSE's land use planning advice

Will the proposed development fall within any of HSE's consultation distances?

With reference to the plans contained in the **Land Plan showing the land required for the MetroWest Phase 1 DCO proposals**, HSE has identified two Major Accident Hazard Pipelines (Natural Gas), Operator Wales and West Utilities, which traverse the proposed railway development in the vicinity of Lodwey.

HSE is unable to provide specific LUP advice regarding this proposal until details of any proposed alterations/upgrade to these Major Accident Hazard Pipeline(s) are made available to HSE, by the Applicant / Pipe-line Operator. Only on receipt of this information will HSE be in a position to provide case specific LUP advice. However providing appropriate risk reduction measures are employed, which includes adequate separation distances for pipelines which run parallel with any proposed track routing, it would be unlikely that HSE would advise against the current proposal.

A parcel of land to be acquired, reference **Land Plan showing the land required for the MetroWest Phase 1 DCO proposals**, which is associated with the proposed Portishead Railway Station falls within the HSE Outer Consultation Zone of Coleman (UK), Gordano Gate, Wynham, Portishead, Bristol, North Somerset, BS20 7GG (HSE H3528). HSE is unable to provide specific LUP advice regarding this proposal until details of the proposed land use relating to the permanent land acquisition is made available to HSE by the Applicant. Only on receipt of this information will HSE be in a position to provide case specific LUP advice.

Would Hazardous Substances Consent be needed?

The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) may require Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 as amended. The substances, alone or when aggregated with others, for which HSC

is required, and the associated Controlled Quantities, are set out in The Planning (Hazardous Substances) Regulations 2015.

Hazardous Substances Consent would be required if the site is intending to store or use any of the Named Hazardous Substances or Categories of Substances and Preparations at or above the controlled quantities set out in schedule 1 of these Regulations.

Further information on HSC should be sought from the relevant Hazardous Substances Authority for the proposed development.

Explosives

The proposed Project does not impinge on any licensed explosives sites. Therefore, HSE has no comment to make.

Electrical Safety

No comment from a planning perspective.

Please note any further electronic communication on this project can be sent directly to the HSE's designated e-mail account for NSIP applications the details of which can be found at the top of this letter.

Alternatively, hard copy correspondence should be sent to:

Mr Dave Adams (MHPD)
NSIP Consultations
2.2 Redgrave Court
Merton Road, Bootle
Merseyside, L20 7HS

Yours sincerely


Dave Adams

Date: 04 December 2017
Our ref: 229362
Your ref: Portishead branch line (MetroWest Phase 1) section 42 consultation notification (North Somerset)



Steven Penaluna
Principal Transport Policy Officer (MetroWest Phase 1)
Development & Environment
North Somerset Council

Customer Services
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

BY EMAIL ONLY

steven.penaluna@n-somerset.gov.uk

Dear Steven

Application No: N/A

Description: Portishead branch line (MetroWest Phase 1) section 42 consultation notification (North Somerset)

Thank you for your pre-application stage consultation for the above project which was received by Natural England on the 19 October 2017 by email.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Overall Natural England very much welcomes the level of information which has been supplied to date. This gives us a good understanding of the project and the existing interest in terms of designated habitats and protected species found within the MetroWest development area.

We highly value the information and survey work which has provided regarding the Avon Gorge SSSI / SAC within the Network Rail ownership. However, we still await further project details to be able to advise on the likely significance.

The impacts on the Avon Gorge SSSI / SAC are of greatest concern to NE and we would like to make the following comments:-

1. Because the final details in terms of the route alignment and other key specifics do not yet appear to have been fully finalised (section 9.7.1 states GRIP 3 has not yet been completed) we are not able to thoroughly assess the impacts on the notified features. We therefore need to see more details around this to provide further comments and advice.
2. Similarly in terms of the proposed mitigation measures, linked to the above comments (once the final package is agreed), we need to see the full proposals, to be able to assess their suitability in terms of off-setting the impacts. We would very much like (through the existing DAS contract) to engage with the specific discussions surrounding development of these measures. To date various suggestions have been made in terms of mitigation (at previous meetings), and the suitability of these need further thought. The likelihood of the measures being successful will clearly be an important factor in assessing whether they provide enough off-setting to determine the projects overall impact.

3. The association of the project with the Network Rail management plan(s) needs further understanding and discussion. As you know we feel that the development and works which will form part of this project, will need to be considered as potential in combination effects linked to the works set out in the management plans (and vice versa). We welcome the willingness of Network Rail and North Somerset to work together with NE to develop and deliver an effective plan. We need to be confident that Network Rail and North Somerset (where appropriate) will be committed to adequately resourcing the delivery of the positive enhancements that we hope to see on the ground.
4. Section 9.6.23 (& 9.6.44/45) of PEIR Chapter 9 Ecology & Biodiversity sets out a list of 'losses' to various populations of different species of Sorbus and more detail is needed regarding this. What do you mean by losses (is it complete removal that you are suggesting or some form of management option?)? What are the specific reasons for these losses? Are these young or mature trees? What current risks do they present to the successful delivery of the project? What other alternatives have been considered to avoid these losses? Overall in relation to Sorbus, we feel that there could be potential for long term major adverse impact and overall we need to see that complete losses are minimised.
5. Chapter 4 of Descriptions of geo-technical works, Table 4-4: Summary of confirmed and potential remedial works required along the Avon Gorge (& section 4.3.80). Appears to list works that have the potential to affect certain species of Sorbus (and other habitats). It is not clear whether these are the same as those listed in the above mentioned section or additional trees / habitats? This needs clarifying and again further explanation / justification (as above) needs providing, for us to be able to assess the impact and potential need for mitigation. For example coppicing a rare species of Sorbus (as mentioned in 4.3.80), isn't directly ensuring its survival. Additional management measures may need to be put in place. Overall, we would expect that there should be a series of principles set out to avoid losses or damage to habitats (during all works) and if they cannot be avoided that a very clear justification will be needed as supporting information (and this will need mitigation).
6. Additionally in chapter 4, Table 4-5: Summary of Permanent Works within the Avon Gorge Woodlands SAC, it suggests that the works are fairly limited to relatively minor railway engineering works. But we feel that because these have the potential to affect features of SSSI / SAC interest, there should be supporting information and details to show that any locations of sensitivity will be given protection. Many of those operations listed, including rock picking, modifications to the vertical and horizontal alignment replacing steel sleepers, ballast cleaning/replacement, installing signals, and trenching and cabling, can clearly if not done in a planned way have the potential to cause damage.
7. Section 4.3.99 Replacement of fencing. Whilst we support a review and upgrade of fencing to manage and reduce trespass and damage to sensitive parts of the Avon Gorge, we need to be sure that the landscape and visual impacts have been assessed (as well as more broadly in terms of overall landscape because of the local significance of the Gorge itself). Additionally, we need to be confident that the physical fencing installation works have been considered in terms of their potential impact on sensitive features.
8. There appears to be less detail regarding the overall effect of the works on the other SSSI / SAC features and habitats and we assume that once the final design is completed this will be more readily available.

In terms of the wider scheme outside of the Avon Gorge SSSI / SAC (although the effect on bats in the gorge need further consideration) we would like to make the following comments:-

1. Overall, where the details of the proposed scheme are known, we think the assessment of likely impacts appear fairly reasonable, including for other designated sites and species.
2. In terms of the effect of the project on bat species we welcome the work you've done to date and the proposed ongoing surveys, but have these specific comments:-
 - a. Chapter 9 of Volume 2 – on Ecology and Biodiversity is slightly confused in terms of references to horseshoe bats. Our suggestion is that there needs to be separate consideration of impacts on GH and LH because of their different needs and ecology.
 - b. We support the conclusion that the disused railway line as a linear landscape feature is important at a Regional level for movement of bats from the SACs.
 - c. The information is incomplete in relation to hibernation sites because surveys are ongoing.
 - d. We cannot draw conclusions about the importance of the tunnels or the likely impacts of development on them until surveys have been completed.
 - e. At this stage we are not able to endorse the suggestion that the tunnels are of Local importance only because the information is not complete.
 - f. We very much welcome your intention to develop mitigation strategies for EPS in consultation with NE.

We welcome the opportunity to continue to engage with Network Rail and North Somerset as the project details are finalised.

For any queries relating to the specific advice in this letter please contact me on 07786027774. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours sincerely

Chirs Westcott
Somerset, Avon & Wiltshire Area Team



Historic England

SOUTH WEST OFFICE

Mr Steve Penaluna
North Somerset Council
Town Hall
Walliscote Grove Road
Weston Super Mare
BS23 1UJ

Direct Dial: 0117 975 0742

Our ref: PL00198843

15 November 2017

Dear Mr Penaluna

Portishead Branch Line (MetroWest Phase 1) Development Consent Order.

Thank you for consulting Historic England on the above proposals.

We previously advised that the local authority requested an EIA in relation to the historic environment, as we identified a number designated heritage assets along the route of the Portishead Branch Line that may be affected. These included a concentration of several highly-graded assets in the area where the Floating Harbour meets the River Avon (to include the Clifton Suspension Bridge, listed Grade I), the Registered Park and Garden at Ashton Court (Grade II*) and three Scheduled Monuments to include Clifton Down Camp, Stokeleigh Camp, and part of the Roman settlement in Abonae. A comprehensive list of the identified heritage assets is included within the Preliminary Environmental Information Report (PEIR). Many of these assets are designated as grade I and II*, and as such are in the top 8% of listed buildings. Therefore, greater weight should be given to their conservation. The National Planning Policy Framework (NPPF) defines 'conservation' as 'the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance'.

In addition to highly-graded heritage assets, there are many additional identified designated and undesignated heritage assets that may be impacted by the proposals. We are aware that you have consulted with the conservation specialists of the relevant local authorities, and the PEIR examines the cumulative impacts in section 8.8. This includes the impact of the proposed removal of existing historic railway infrastructure as part of the construction phase. As those assets identified are undesignated, we would defer to the local authority in respect to the demolition of key historic structures and a programme of recording should removal be accepted.

With regard to potential impacts upon the setting of highly-graded assets, Registered Parks and Gardens and Scheduled Monuments, there are varying degrees of inter-visibility with the DCO scheme. In terms of the construction phase, the potential



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HistoricEngland.org.uk





SOUTH WEST OFFICE

impacts identified in the PEIR include the clearance of vegetation along the route of the existing line. At present the visibility of the line and its route is low (but varied) as a result of the density of undergrowth and extending tree crowns over the line. The extent of clearance has potential to change the appearance of the western side of the Avon Gorge, particularly when viewed from elevated historic areas and heritage assets on the Clifton side of the gorge. We understand that the clearance in this area as outlined in section 8.6.29 of PEIR will be limited, and on the basis that this will be confined to essential removal, we do not consider that a greater visibility of the railway will impact adversely on aspects of setting of assets that contribute to their significance.

We believe that the most visual impact upon setting would be as a result from the proposed security fencing on both sides of the railway. The cumulative impact of fencing, the proposed communications mast and new signals would draw attention to the operating railway, together with the projected frequency of passenger trains (20 per day, Monday to Saturday). We advise that the impact of new equipment and design/finishes of fencing is carefully considered. We acknowledge that further engineering designs will be prepared as minuted at a stakeholders meeting on 24th October 2017. We understand that a 3-5m clearance from each of the running rails will be required, and following further design work it would be beneficial for us to see some visuals to appreciate the levels of impact. This should also include details and locations of the proposed lighting associated with signalling etc.

With regard to the proposed GSM-R repeater mast, it would be useful to have confirmation of exactly where these are to be positioned in the vicinity of the Clifton Suspension Bridge.

We support the principle of this infrastructure project and recognise the benefits of re-opening the disused line to expand upon Bristol's sustainable transport provision. There is likely to be some impact upon the historic environment, but from the information submitted, it seems unlikely that this will be considered harmful. We would be happy to attend any future stakeholders meetings and comment upon the proposals as they develop.

Central to our consultation advice is the requirement of the Planning (Listed Buildings and Conservation Areas) Act 1990 in Section 66(1) for the local authority to "have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest which it possesses". Section 72 of the act refers to the council's need to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area in the exercise of their duties. When considering the current proposals, in line with Para 128 of the NPPF, the significance of the asset's setting requires consideration. Para 132 states that in considering the impact of proposed development on significance great weight



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should be given to the asset's conservation and that the more important the asset the greater the weight should be. It goes on to say that clear and convincing justification is needed if there is loss or harm.

Yours sincerely,

[Redacted signature]
Stephen Guy
Inspector of Historic Buildings and Areas
stephen.guy@historicengland.org.uk



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Historic England is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.

Subject: FW: Portishead Branch Line: Response to consultation

From: Annabel Harford [<mailto:Annabel.Harford@avonfire.gov.uk>]
Sent: 20 February 2018 12:26
To: Metro West
Cc: Clare Pratt
Subject: Portishead Branch Line: Response to consultation

Attn: James Willcock

With reference to your letter of 30 Jan 2018 regarding our response to the Portishead Branch Line Proposals, we would like to respond as follows:

Avon Fire & Rescue Service is fully supportive and in favour of this proposed development as a nationally significant infrastructure project. In September 2017, the headquarters of Avon Fire & Rescue was moved to co-locate with the Avon & Somerset Constabulary at Portishead. Daily commuting and travelling for staff to our new HQ has been challenging due to the lack of adequate and timely public transport provision from other urban areas in the region (Bristol, Bath, Keynsham, Nailsea etc).

As such, we would very much welcome the additional commuting option that a branch line would provide for all our staff working at or visiting our HQ.

Best wishes, Annabel

Annabel Harford
Environmental Project Officer, Finance & Asset Management
Avon Fire & Rescue Service
Telephone: 0117 926 2061 Extension: 350
Mobile: 07976640957
www.avonfire.gov.uk

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Steven Penaluna

Subject: Re: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

From: Janet Turp (LAPC) [mailto:clerk@longashtonparishcouncil.com]

Sent: Thursday, February 15, 2018 7:21 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: Re: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

Dear Mr Penaluna

Thank you for your email. Long Ashton parish Council's concern about the MetroWest Phase 1 plans were associated with the problems caused by closing the level crossing in Ashton Gate – now this is no longer included in your plans the Parish Council have no comment.

Thank you for the opportunity to comment.

Regards

Janet

Janet Turp
Clerk to Long Ashton Parish Council
01275 393551
PO Box 3102
Long Ashton
Bristol
BS41 9XA
(Monday to Thursday 09:00 to 16:00)

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The Resource Centre
4 Baltic Place
Pill
North Somerset
BS20 0EJ
Tel/Fax: 01275 374442
Email:
eigparish.council@btinternet.com

4th December 2017

West of England Councils MetroWest
3 Rivergate
Temple Way
BRISTOL
BS1 6ER

Dear Sir or Madam

Pill and Easton in Gordano Parish Council Response to Metro West Stage 2 Consultation.

I am writing on behalf of the Parish Council to express our thanks to Metro West for your professional, helpful and attentive approach to issues we have raised relating to the proposed railway. Whilst councillors might complete individual questionnaires, this letter records the key issues which concern the Parish Council at the moment and I should be grateful if you would ensure they are included in the consultation process.

The Parish Council wishes to draw your attention to the following:

1. There is very strong support for the proposed railway and confidence that Metro West will be able to keep the local population well informed about developments in plenty of time for concerns to be considered carefully.
2. Whilst the railway will bring undoubted benefits to the local community and make the villages of Pill and Easton in Gordano increasingly attractive places to live, there are significant implications which need to be under constant scrutiny before and during work on the railway.
3. Foremost amongst our concerns is the health and safety of local residents and visitors during the period of construction. The likely increase in traffic movements, initially during the construction period and subsequently after the line is in operation, will require extremely careful planning and will need to take note of the number of different users of all ages– pedestrians, cyclists and motorists – in tight spaces and with minimal room for parking.
4. The proximity of the cycle path to the work taking place on the railway will need vigilant and continual assessment so that commuters and other users feel completely protected from any dangers during working hours. We would particularly emphasize the need to ensure continuous access along the route to the Royal Portbury Dock estate and to Portishead as this is a route to work for many.

... / cont.

5. The disruption to residents will be considerable so every effort will need to be made to ensure that the impact on their daily lives is minimized. In particular this concerns the protection of parking spaces outside houses, especially in those adjacent roads which have a high percentage of elderly residents.
6. The Parish Council believes that consideration should be given to a residents only parking zone in many of the roads surrounding the station (subject to detailed consultation) and that the spaces identified near to the Co-op should be limited to short term parking only. We would like to discuss the viability of taking on the administration of the resident parking scheme as there might be significant advantages in having local oversight of this potentially difficult operation.
7. The Parish Council has identified the area around the Co-op, Sambourne Lane, the new car park, and the bus stop outside The Memorial Club as potentially the most pressurized for traffic. We need reassurance that the implications will have been carefully modeled to ensure that access to and from the railway station does not become congested. We believe that special attention should be given to the junction of Station Road, Heywood Road and Lodway to improve access and improve the current Bus Stop outside the Memorial Club to make it DDA compliant and safer for pedestrians crossing the road.
8. Pill, Easton in Gordano and Abbots Leigh are all villages with historically strong commitment to environmental matters. There are many local groups which take responsibility for Watchhouse Hill, cycle path clearance, bird and wild life protection, meadow maintenance, Gorge protection, SSSI areas, and litter collection. All of these groups will show positive support for the railway provided their local knowledge and expertise are respected and they feel actively included in the railway development.

I am sure that there will be more issues as the project continues but we are pleased that Metro West has made it clear that you value our ideas and will do your best to ensure that the proposed railway is a project which boosts our community and your reputation.

With best wishes.

Yours sincerely



Andrew Jopp

Chair – Pill & Easton-in-Gordano Parish Council

Response: Portishead Town Council

Dear Steve

Portishead Town Council responds:

Q1: Are you responding as an individual or giving an official response on behalf of an organisation?

A: On behalf of an organisation – Portishead Town Council

Q2: What, if any, are your main concerns with the scheme overall? Select at least 1 option?

A: None. Portishead Town Council fully supports this proposal.

Q3: Regarding the scheme's area between Portishead and Royal Portbury Dock including Portishead Station area and footbridge near Trinity School, which of the following best describes you?

A: Other. Parish Council. Portishead Town Council fully supports this proposal. The town is in desperate need of a railway and it welcomes the footbridge near Trinity school.

Q4: For the section of the scheme between Portishead and Royal Portbury Dock including Portishead Station area and footbridge near Trinity School, please tick which aspects you'd like to share any thoughts on and use the box below to explain. You may use additional sheets if you wish.

A: Any other aspects you wish to comment on.

It is hoped that any actions taken at this stage will not jeopardise
the future development of two trains per hour when funds become available.

Q15. Please select your overall level of support for the proposals as a whole:

A: Support the proposal. Fully supports the project and we welcome the assurance that nothing in these proposals will prevent the desired upgrade to a full half hour service

The Assistant Clerk's contact email address is provided in response to questions 14 and 16.

Please do contact me if you have any queries or concerns.

Thank you.

Sharon

Sharon Sherborne

Assistant Clerk

Portishead Town Council

01275 847078

www.portishead.gov.uk

Response: Environment Agency

Mr James Willcock
West of England Councils MetroWest
3 Rivergate
Temple Way
Bristol
BS1 6ER

Our ref: WX/2017/131068/01-L01
Your ref: MWP1/S42
Date: 04 December 2017

Dear Mr Willcock

METROWEST PHASE 1 PORTISHEAD BRANCH LINE - SECTION 42 CONSULTATION

Thank you for your consultation regarding the above.

The Agency is essentially satisfied in respect of the range of highlighted issues pertinent to its interests, together with the identified risks and associated mitigation proposals. The scope of source documentation and respective regulatory requirements is acknowledged.

Notwithstanding the above, the following comments must be noted:

Flood Risk Management

The Agency would be pleased review the project FRA at the earliest opportunity, to establish the actual flood risks associated with the proposed works.

The Agency would however, provide the following comments in respect of the submitted documentation:

Table 17-3 – It is not possible to rely on “significant changes in strategic flood risk management interventions” before 2135. This is a long timeframe and it is therefore not known if future policy or funding will allow for any interventions. The proposal should assume none.

Section 17.4.45 – as above, despite the intentions of the draft SMP, there is no certainty that improvements can or will be made.

Section 17.6.11 – As previously advised, the Agency will require further evidence regarding the impact of the Clanage Road compound within the FRA.

Section 17.6.21 – As above, the flood plan should not assume that a strategic solution, to address the future flood risk, will be adopted.

Water Quality and Water Resources

It is acknowledged the Preliminary Environmental Information Report (PEIR) states that any risks to water quality and wider water resources will be mitigated by adhering to the measures outlined in the 'Code of Construction Practice' (CoCP).

The Agency would, however, highlight that the Ham Green Fishing Lakes adjacent to the railway line at Pill Tunnel, which receives treated surface run off from the railway via settlement tanks, will need to be closely monitored during construction. Care must be taken to ensure the collection of sediment is maintained effectively, due to the likely increase in loading.

With regard to the proposed Maintenance Compound near Pill Tunnel, the Agency would request specific details regarding the management of any polluting substances stored on site, that may potentially impact on the lakes in the event of a discharge from the site.

Groundwater and Contaminated Land

The PEIR document indicates a good understanding of the hydrogeological sensitivities of the route and potential sources of contamination, both on the route and from surrounding land uses. The Agency would advise that detailed information will ultimately be required in the form of an appropriate desk study and site investigation proposal.

Biodiversity

The submitted habitat and species surveys have considered, at an appropriate level, those aspects relevant to the interests of the Agency.

Notwithstanding the above, there would appear to be a requirement for additional work with regard to adequate mitigation for impacts on watercourses and otters. As stated in the report, there will be slight adverse impacts on otters, due predominantly to night working, which can disrupt foraging and dispersal behaviour, and the removal of vegetation as a result of site clearance. Accordingly, agreed measures will need to be implemented to minimise any disturbance.

The Agency would welcome clarification in respect of habitat creation/enhancement proposals.

Finally, the Agency would welcome the opportunity to review outstanding documentation, including the aforementioned FRA and the WFD assessment, at the earliest opportunity.

Should you wish to discuss this matter further please contact me direct.

Yours sincerely

Mr Dave Pring

Planning Specialist

Direct dial 02030 250153

Direct e-mail nwx.sp@environment-agency.gov.uk

Our ref:N.SomTR040011_DCO
Your ref:

Steven Penaluna
Principal Transport Policy Officer (MetroWest Phase 1)
North Somerset Council
Town Hall
Walliscote Grove Road,
WESTON- SUPER- MARE
BS23 1UJ

Gaye Fairfield
Assistant Spatial Planner
Ground Floor
Brunel House
930 Aztec West
Bristol BS32 4SR

Direct Line: 0300 470 4160
Mobile:

4 December 2017

Dear Mr Penaluna

PORTISHEAD BRANCH LINE (METROWEST PHASE 1) SECTION 42 CONSULTATION NOTIFICATION

Thank you for your email of 19th October, 2017 consulting Highways England on your proposal to re-open the branch line from Portishead to Parson Street.

Highways England ("we") has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and are the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Introduction

A Draft Transport Assessment (DTA) has been prepared by CH2M and will be submitted in support of the Portishead Branch Line Development Consent Order (DCO) scheme (MetroWest Phase 1). The scheme proposes to reopen the Portishead line with stations at Portishead and Pill in North Somerset. In principle, we are supportive of your proposals.

The project is being led by North Somerset Council (NSC) on behalf of the four West of England (WoE) councils. CH2M are acting as their consultants.

The location of the scheme means it has the potential to impact on M5 junction 19. This issue was raised by us during scoping discussions with the applicant and should be considered within the final TA.

At time of writing, the DTA is being updated to reflect a change in the rail stopping patterns. We have therefore reviewed only the overarching methodology. Detailed

results contained within the DTA have not been checked but will be once the document has been finalised and submitted.

Scheme Overview

The DTA gives an overview of the scheme. The MetroWest programme as a whole comprises:

- The MetroWest Phase 1 project;
- The MetroWest Phase 2 project;
- A range of station re-opening / new station projects; and
- Smaller scale enhancement projects for the West of England (WoE) local rail network.

It should be noted that the DCO is for MetroWest Phase 1 only. For reference, Phase 1 comprises the delivery of infrastructure and passenger train operations to provide enhanced services on the Severn Beach line, local stations on the Bath to Bristol line and for a reopened Portishead Branch Line with stations at Portishead and Pill. Existing freight train operations on the Portishead Branch Line will be maintained.

More details of the scheme are provided in the DTA. This includes scheme objectives, relevant policy surrounding the scheme and consultation which has been undertaken, both with statutory stakeholders and the public.

Policy Context

Relevant policy, both at a national and local level, has been identified in the TA. How these policies are relevant to the scheme itself are then explained.

Scheme Proposals

This section of the DTA summarises the main elements of the proposal with the focus being on transport related aspects of the development. This includes the level of service provided, access, and parking arrangements at both the Portishead and Pill stations. Highways improvements in the vicinity of these stations are also described in this section.

It should be noted that details contained within this section of the DTA have not been reviewed as they will change in the updated version of the TA.

Existing Conditions

This section of the TA outlines the existing baseline conditions in order to understand the implications of the scheme. This includes existing transport networks and their operation, taking into account both motorised and non-motorised users. Other factors such as committed developments, existing parking and infrastructure improvements are also included.

The Greater Bristol Area Transport Model (GBATS4) strategic model has been used to assess committed developments included in the DTA. These are listed and should be agreed with NSC prior to assessment.

As with committed developments, infrastructure and improvement schemes to be included in the MetroWest Future Year Do Minimum Scenario have also been based on the GBATS4 model. It should be noted that this includes a number of upgrades to the SRN, namely:

- Widening of M5 junction 16 motorway off-slips;
- Signing & lining changes on M5 junction 17 southbound off-slip;
- M4 junction 19 – 20 and M5 junction 15 – 17 Smart Motorway Scheme (SMS); and
- Replacement of left turn off the southbound exit slip with two lanes at M5 junction 19.

Collision data within the vicinity of both the Portishead and Pill stations, including M5 junction 19 have been assessed. These data cover the period between 1st January 2011 and 30th June 2016 and have been assessed in order to identify any existing accident trends and hot spots.

We accept the scope of the collision analysis.

Impact Methodology and Assumptions

The DTA sets out the methodology used to determine the likely demand for the scheme. Trip generation, assignment and distribution has been calculated using outputs from the Rail Demand Model (RDM). These outputs have then been applied to traffic count data.

The RDM is based on MOIRA and bespoke spreadsheet models. It has been used to assess rail enhancements offered by the MetroWest Phase 1 development. The model considers:

- Trips at new stations (on existing and re-opened lines);
- Diversion of existing trips to new stations; and
- Changes in demand at existing stations from new or amended services (including suppression of a demand by extra station calls).

As no data have been specifically collected, forecasts have employed existing data sources, namely:

- The National Rail Travel Survey (NRTS)
- Office of the Rail Regulator (ORR) Statistics;
- West of England annual station survey;
- MOIRA; and
- The Passenger Demand Forecasting Handbook (PDFH).

We accept this approach.

New Station Demand

New station demand is calculated via a regression technique. This takes into account the relationship between journeys and catchments at potential stations and journey times between the two. Potential destination stations are based on those observed for nearby existing stations, with journey times calculated for the new station. This generates demand for each movement and ticket type. A gravity model is then used to distribute trips.

We accept this approach.

Diversion of existing trips to the new station

The number of new trips to the railway or transferring from other stations has been estimated using a station access logit model, with generalised costs calculated for journeys from the 'true' origin of a trip to existing stations, compared with a similar trip using a new station. This is based on actual origin to station trips, as seen in the results of the NRTS.

The model calculates the likelihood of station change, based on proximity. NRTS figures for time and distance between origins and stations are adjusted for the new stations using factors derived from comparison of straight-line distances from true origin to the existing station used versus the distance from true origin to the new station. A forecast 'station share' is calculated based on the new station versus existing station. The station shift has been calibrated using behaviour at existing stations, the main principle being that unrealistic transfers are eliminated.

We accept this approach.

Demand at Existing Stations

MOIRA has been used to assess the impacts of MetroWest Phase 1 on existing stations in the WoE as well as the wider rail network. In addition, generalised journey time, demand and revenue figures have been extracted from MOIRA for stations in the MetroWest area to use in the forecasts of the new stations.

We accept this approach.

Variable Demand Model

A Variable Demand Model (VDM) has been developed using EMME and SATURN software. The model therefore includes both public transport and highway trips. The decision for people to change mode, travel to alternative destinations or not travel at all is allowed for in this model. Analysis of schemes using the GBATS4 model must consider:

- Changes in the amount of travel;
- Changes in the travel patterns (O-D);

- Changes in highway use; and
- Changes in bus use.

This is acceptable to us.

Model Adjustments

As the GBATS4 model struggles to model changes to a mode that has a comparatively small proportion of total demand, the DTA suggests model adjustments so that outputs align with the RDM forecasts.

GBATS4 matrices have been adjusted by amending rail demand trip matrices so that their assignment to the network results in station-by-station demand that is close to that generated by the RDM. It is not clear at exactly which point these adjustments take place. This should be clarified.

The proportion of the resulting (adjusted) rail demand from former car trips has been identified, and removed from highway matrices. Overall modal changes, and hence car transfers, have been derived from GBATS4 results.

Assumptions

As previously mentioned the DTA being reviewed by us is based on a more intensive half-hourly rail service pattern. The document is currently being updated to reflect an hourly service pattern.

Opening Year and Horizon Year Assessment.

It was agreed during scoping discussions that an Opening Year of 2019 and a Future Year of 2029 would be assessed. It is now likely that the Opening Year will be 2021 (and therefore the Future Year should be 10 years post). Due to the marginal difference in traffic growth between 2019 and 2021, the Opening and Future year of 2019 and 2029 respectively have been retained. This is acceptable to us.

Growth rates for the Opening and Future Year have been calculated using the TEMPro database. It should be noted that trip rates have been calculated using the TEMPro 6.2 dataset, rather than the more up to date TEMPro 7.2. Values have also not been adjusted using National Transport Mode (NTM) traffic growth calculations.

We have undertaken an independent TEMPro exercise in order to check that growth factors included within the DTA are appropriate and can confirm that they are acceptable.

For the avoidance of doubt the agreed trip rates are set out in the table below:

Area	2015 – 2019 Origin	2015 – 2019 Destination	2015 – 2029 Origin	2015 – 2029 Destination
00HC8 Portishead AM	1.0301	1.0441	1.1221	1.1487
00HC8 Portishead PM	1.0428	1.0342	1.1498	1.1335

00HA1 Bristol (Part) AM	1.0351	1.0385	1.1053	1.1290
00HA1 Bristol (Part) PM	1.0383	1.0358	1.1266	1.1103
00HB1 Bristol (Main) AM	1.0409	1.0479	1.1429	1.1660
00HB1 Bristol (Main) PM	1.0449	1.0397	1.1580	1.1406
00HB2 Avonmouth AM	1.0397	1.0464	1.1364	1.1487
00HB2 Avonmouth PM	1.0447	1.0387	1.1544	1.1349

Parking Assumptions

The number of parking spaces proposed to serve the stations are based on NSC parking standards. The level of parking provided should be discussed and agreed with the Council's own Transport Development Management officers.

Passenger Car Unit (PCU)

The DTA applies a value of 2.5 to flows relating to HGVs (all sizes) and buses. This has been taken from the GBATS4 model. This is acceptable to us.

Distribution and Assignment

The distribution and assignment of traffic both to and from both stations has been informed by the outputs from the RDM and the GBATS4 strategic model for the WoE area. A number of distribution assumptions have been made:

- All vehicle trips are regarded as new to the network. No allowance has been made for reassignment of existing journeys;
- The most direct route to / from the stations has been assumed;
- With drop off and pick up trips, in Portishead 50% are assumed to return to the origin of the journey with 25% towards Portishead town centre. The remaining 25% are routed towards M5 junction 19;
- Sensitivity tests on the above percentages show the extent of potential variation on different routes; and
- In Pill, a similar 50% of drop off and pick up trips are assumed to return to their origin with 25% heading towards M5 junction 19.

For one way trips to Portishead Station, 0.9% of trips both arrive and depart via M5 junction 19 in both the AM and PM peak hours. As noted above, this increases to 25% for the drop off and pick up trip type at the station.

It should be noted that distribution diagrams for Pill Station included within the DTA do not demonstrate the percentage of one way trips which use M5 junction 19. The same issue occurs with drop off and pick up trips. As with Portishead Station, the DTA does specify that 25% of pick up and drop off trips at Pill Station will be routed by M5 junction 19 (although this is not displayed diagrammatically).

The above distribution is accepted by us – in essence whilst the DTA shows that trips linked to the development will pass through M5 junction 19, it is not expected that these will be new trips, rather that their trip classification will be altered.

Strategic Operational Impact Assessment

This section sets out the strategic operational impacts of the scheme including highway impacts at M5 junction 19. As noted previously, traffic counts have been undertaken at the junction to determine the baseline traffic situation.

As the DTA is currently being updated to reflect a change in planned train stopping patterns, detailed results such as those demonstrating specific impacts at M5 junction 19 are likely to change.

It should be noted that the nature of the development means that the scheme has the potential to reduce the number of vehicles impacting on M5 junction 19. Even with the reduction now proposed in service frequency there is still a high likelihood that there will be a reduction in vehicular trips through the junction as a result of modal shift.

Trips which currently use M5 junction 19 (and subsequently the wider SRN network) may be replaced by more local trips within Portishead; vehicles will travel to / from the residential areas in order to use the station. These journeys will not use of M5 junction 19 and may reduce vehicle impacts in the AM and PM peak hours.

The DTA acknowledges that M5 junction 19 is 'reaching capacity and congestion is particularly notable'. This will be compounded by the level of economic growth planned in the WoE over the coming years. The scheme therefore offers some potential to mitigate the impact of growth expected at the junction.

Local Operational Impact Assessment

This section sets out the impacts of the scheme at a local level.

The location and configuration of the car parks for the new station are an issue that we will need to consider in order to ensure that there is no blocking back onto the Local Highway Network which could subsequently impact on the SRN.

Construction Impact Assessment

The DTA assesses the extent of the construction impacts on the transport network. It is noted that the Construction Strategy will not be fully detailed until a contractor is appointed. The approach included in the DTA is what is expected at time of writing and this is accepted by us.

The construction strategy will aim to move as much of the construction materials and waste by rail. This will minimise the impact of the scheme on the operation of the SRN. When access by road is needed, peak traffic periods will be avoided where possible.

We will also wish to be consulted on the Construction Phase Management Plan and particularly management of plant or materials brought to site via the SRN, with a view to avoiding peaks.

The likely level of traffic generation arising from the construction works is not given in the DTA. This should be calculated, based on expected movements at the site, so that the number of trips impacting on M5 junction 19 during the AM and PM peak hour are known. This information should be included in the final Construction Traffic Management Plan (CTMP).

Specific waiting areas for construction traffic, located off the SRN should be identified. Drivers should be informed of these prior to visiting the site in order to stop construction vehicles waiting at inappropriate locations on the network.

Mitigation

Highway Mitigation

The DTA identifies that the impact of the scheme is unlikely to have a major detrimental impact on the capacity and operation of junctions and links assessed. As noted previously, the impact of the scheme on junctions will change when the TA has been updated to reflect changes in rail stopping patterns. The level of mitigation may also have to be changed to recognise these differences.

Taking in to account the above, details included within this section of the DTA have not been reviewed by us.

Construction Impact Mitigation

The CTMP identified five key areas of potential mitigation. These comprise:

- Delivery routes;
- Management of abnormal loads;
- Phasing of construction and operating periods;
- Traffic management measures within compounds including parking; and
- Local traffic management measures relating to temporary or partial highway network closures.

Six of the eight delivery routes identified involve vehicles using M5 junction 19. Traffic Management Plans (TMP) will be produced to assess the impact of construction traffic on the network. This may include the identification of additional measures which may be required.

Abnormal loads will be grouped together and moved outside the network peaks in order to reduce disruption to traffic. A feasibility report looking at the access route used to

deliver the abnormal load will be prepared before the load is moved. This should be approved by us, prior to any moving of abnormal loads.

Additional Concerns

Operationally, we will need to understand and approve any physical works which are carried out under or in close proximity to the M5. Any works or maintenance compounds with the potential to impact on the SRN should be discussed and approved by us. Any discussions should, in the first instance, take place between the developer and Terry Robinson terry.robinson@highwaysengland.co.uk.

We look forward to further consultation on this proposal.

Yours sincerely

Gaye Fairfield

Email: gaye.fairfield@highwaysengland.co.uk

The Coal Authority (questionnaire response)

planningconsultation@coal.gov.uk

4 Dec 2017 08:55:34

The Coal Authority records indicate that within the area identified for the Portishead branch line there are 13 mine entries and areas of likely historic unrecorded coal mine workings at shallow depth. The Coal Authority would expect the exact location of the recorded mine entries, which fall within the site, to be established and any layout designed to avoid building over or close to these features. The Coal Authority is of the opinion that building over the top of, or in close proximity to, mine entries should be avoided wherever possible, even after they have been capped, in line with our adopted policy:

<https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries>

The Coal Authority notes that the PEIR identifies the potential risks posed by past coal mining activity and states that a Risk Assessment has been undertaken.

It is noted that Section 10.6 of the PEIR states that the proposed construction sites at Pill and Portishead stations will be investigated to determine the ground conditions, including ground stability.

Section 10.9.2 and 10.9.3 of the PEIR comment that geotechnical assessments of mining stability have yet to be completed for elements of the DCO Scheme and that these will be included in the ES to be submitted with the finalised DCO application.

The Coal Authority would expect the intrusive site investigations to establish the exact situation in respect of coal mining legacy issues to be carried out on site, in the case of the mine entries to inform the layout, where possible, and in all other cases prior to commencement of the development.

North Somerset Levels Internal Drainage Board

Dan Alsop
Consultant Engineer
Telephone 01934 833388
Fax 01934 833099
Email: developmentcontrol@nslidb.org.uk
: admin@nslidb.org.uk

The Cider House
The Grange Business Park
Hewish
Weston-super-Mare
North Somerset
BS24 6RR

Your Ref: **Stage 2 Consultation**

Date: 3/12/2017

West of England Councils MetroWest,
3 Rivergate,
Temple Way,
Bristol,
BS1 6ER

Dear Sir or Madam,

Background

The IDB was initially consulted by one of the consultants in May 2014 and returned comments and drawings indicating their interests and concerns in November 2014 (Appendix). Since that time, apart from further specific discussions regarding the localised issues of surface water drainage for Portishead Station with a different consultant, and the location of the station and nearby footbridge, no further liaison between the IDB and the original consultant regarding the detailed design of the railway occurred until the outline presentation held at the North Somerset Council offices on 24th October. Although a number of the Board's concerns were identified and recorded at this meeting, in the absence of the FRA, a drainage strategy and much important detail on the drawings supplied in respect of the current consultation, many aspects of the proposals are currently unacceptable to the IDB or cannot be agreed until further information is available.

Land Drainage Consent is a legal requirement and would not be forthcoming with the level of information as it is currently presented and the Board would likely object to the DCO.

General Comments

The submitted drawings lack much of the detail which the IDB will need to assess before final approval. As far as possible those drawings associated with this current consultation and of relevance to the Board's interests have been marked up with the Board's comments and copies are returned herewith. The drawings retain the consultant's numbering system with the addition of the suffix /IDB NOV 2017.

IDB Boundary and Land Drainage Act Consents

The approximate line of the Board's boundary has been marked in green. Any permanent or temporary works within 9m of any watercourse inside the boundary will require the written consent of the Board prior to commencement of the works.

The Board has a series of Byelaws that any construction should comply with.

These can be found on our website:

www.nslidb.org.uk

Watercourses within Temporary Possession Zones

Several ditches fall within the areas identified for haul roads / working areas. Free drainage paths must be preserved and any changes (eg culverting) agreed and consented by the IDB prior to commencement of construction.

Access to maintain IDB watercourses must be retained in the temporary and permanent situation.

Fencing Alignments & Specification

It is noted that further land is to be acquired, either permanently or temporarily, in connection with the project. There are important drainage ditches both inside and outside the existing boundaries. At several locations these watercourses are interconnected and interdependent. Details of any proposed realignment of the fencing will need to ensure that the Board's access requirements are not compromised.

Some of the ditches just outside the railway boundary are currently inaccessible for maintenance except from the railway land and consideration will need to be given to ensuring that alternative means of access is provided, or other measures adopted such as culverting or diversion.

The height and nature of proposed fencing is not specified, but if greater than 1.2m may also constrain access to adjacent watercourses.

Culverts

The position of the culverts is not annotated on the drawings nor any indication of what is proposed for them (renewal, repair, etc.). Visual inspection of those known to the Board suggest that complete replacement is likely to be necessary in most cases. The culverts are of vital importance to the drainage of the area (including that of the railway) and which the IDB is charged with safeguarding. In most cases the existing headwalls lie within the railway boundary leaving short lengths of open ditch inside the boundaries at each end which, once construction commences, will not be accessible to those responsible for maintaining the respective water courses. This feature has proved problematic on the main line railway in the area and has involved regular (annual or biannual) access onto the railway for clearance with associated administrative effort and disruption. The Board recommends that any replacement culvert headwalls should be situated on or just outside the respective boundary fencing in order to obviate this issue.

Track Drainage

Specific drainage proposals for the track have not been presented and should be provided for review.

Run-off rates

Unattenuated run-off is only allowable from the Portishead Station roof areas. Areas of car parking will require appropriate attenuation and water quality mitigation.

Specific Comments

Dwg 102 and Land Plan Sheet 1

The watercourse labelled as The Cut is cleared of vegetation and any siltation annually by the IDB. The length between the marked points X and Z is carried out using a 13 tonne wheeled slew which takes access along the route indicated on the drawing.

This watercourse is critical to the drainage of adjacent low-lying and densely populated housing areas and it is thus essential for the Board's operations that this access should be preserved.

The length labelled XY is shown on the land plan as being acquired for the railway construction, partly permanent, part temporary. It is not clear from Dwg 102 what this acquisition is for but the IDB access must be preserved.

Moreover this access is narrow such that during watercourse clearance operations the rear of the Board's machine overhangs the existing railway fence. As this practice is likely to be unacceptable once

construction commences and the width of the railway land holding is so great along this length, it is suggested that consideration should be given to moving the alignment of the permanent boundary fence Northwards.

Dwg 103 and Land Plan Sheet 2

Culvert at approx Ch17400 – General Comments refer. The drainage area to this culvert has been modified as a consequence of the development in the area which has involved ground re-profiling. Its capacity and invert level should be reviewed for adequacy.

Sheepway access point. Access for watercourse maintenance using 13 tonne slew excavators is currently provided here and should be maintained, including provision for offloading from low-loader IDB was unable to confirm this point from the drawings provided.

Dwg 104 and Land Plans 2a and 3

Culverts at approx Chs 16850 and 16400. General Comments refer. The whole of the zone south of Sheepway between the road overbridge and Station Road drains under the railway. There have been issues with waterlogging and flooding in this area in the past and free discharge through the culverts must be maintained.

The exits to these culverts both fall within working / haul road zones – see General Comments above.

Dwg 105 and Land Plans Sheet 3 & 4

Culvert at approx Ch 15570 carries run off from M5 and is heavily silted, causing water logging on the S side of the railway. The watercourse on the N side is under P of B control and is currently being improved. See General Comments also regarding the lineside ditches between approx Chs 15880 and 15540 which and as well as servicing the railway are essential components of the local drainage network. These fall both within and just outside the permanent and temporary acquisition zones and it is essential that their functionality be maintained.

The existing access point off the Portbury 100 at the old Drove is used by Wessex Water and is also available to the IDB for maintenance access. It is noted that it is intended to permanently acquire land at this point but provision for unrestricted access should be maintained.

Dwg 106 & Land Plans Sheets 4 & 5

Possible culvert at approx CH 15550. Possibly now redundant; discussion with IDB essential prior to any decision not to maintain or replace.

Culvert under Dock Road at approx Ch14925. Outlet stream is not shown and falls within temporary acquisition zone. See General Comments. On S side inlet channel and old brick headwall inside railway boundary. New parking zone under construction will feature drainage swale and weedscreen close to or within temporary acquisition zones. Continued access for maintenance / operations essential.

Dwg 107 & Land Plan Sheet 5

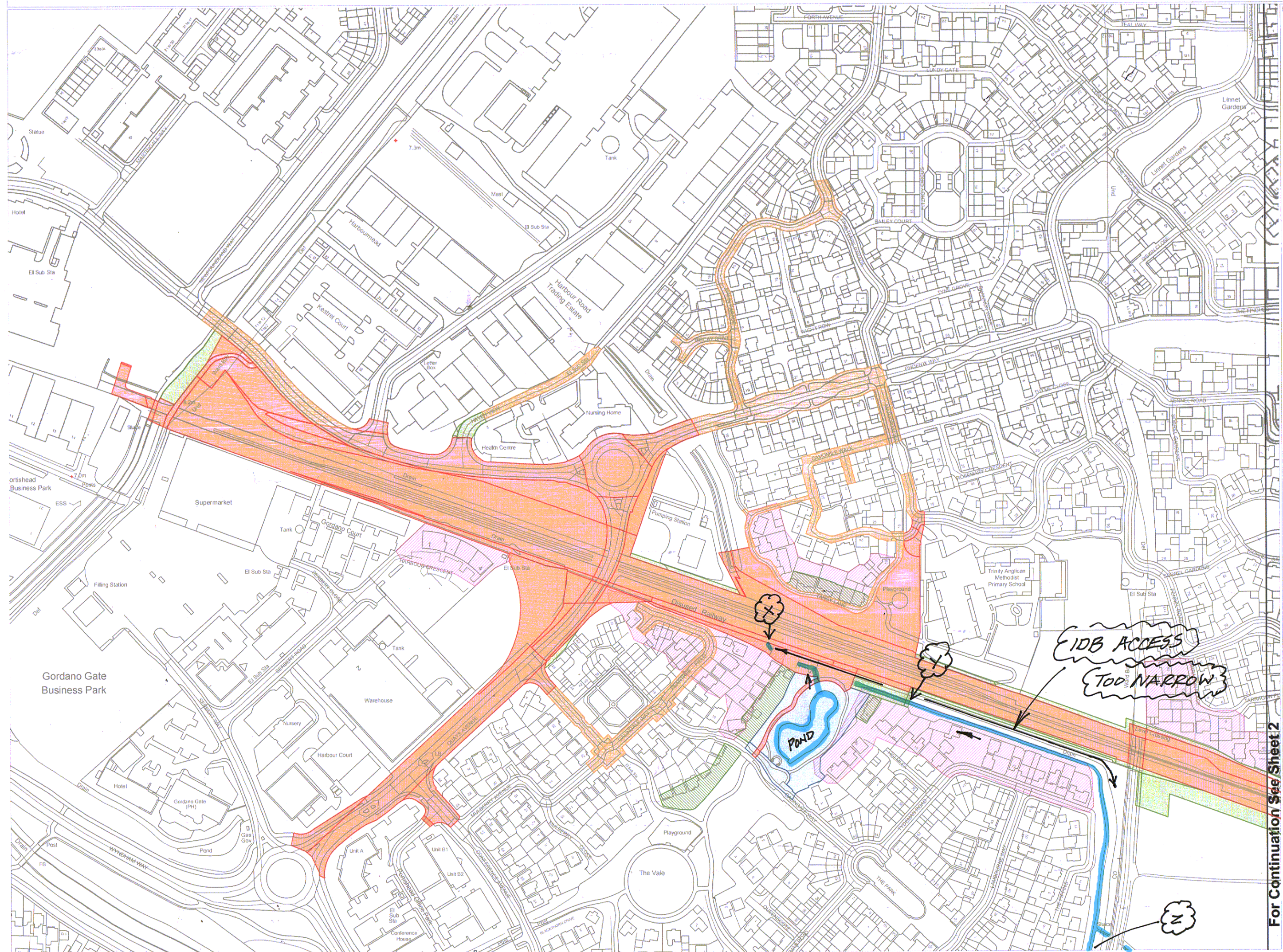
IDB boundary ends at approx Ch14500. Immediately to the east of Marsh Lane an important drainage path runs under the railway with long culverted sections falling within the acquisition zones. The watercourse serves a large upland catchment and has been subject to blockages and resultant flooding in the past.

We look forward to receiving further information to reassure the Board that its requirements have been taken into consideration in the preparation of the documents for the DCO.

Yours sincerely

Dan Alsop

Consultant Engineer to the North Somerset Levels Internal Drainage Board



- Key:
- Land to be Acquired
 - Land to be used Temporarily
 - Rights to be Acquired Permanently
 - Temporary TRO Limits
 - Permanent TRO Limits
 - Subsoil Rights
 - Crane over sailing Rights
 - Subsoil Rights and Temporary Acquisition
 - Proposed Noise Increase >3db
 - Proposed Light Increase

Colourings on plans showing nature of acquisition is indicative only and nature of interest to be taken may change.

For Continuation See Sheet 2

Portsmouth Branch Line
(MetroWest Phase 1)
Plan title: Land Plan
Sheet No: 1 of 17
Date: xx xx 2017
Author: Ardent
1:1250 @A1

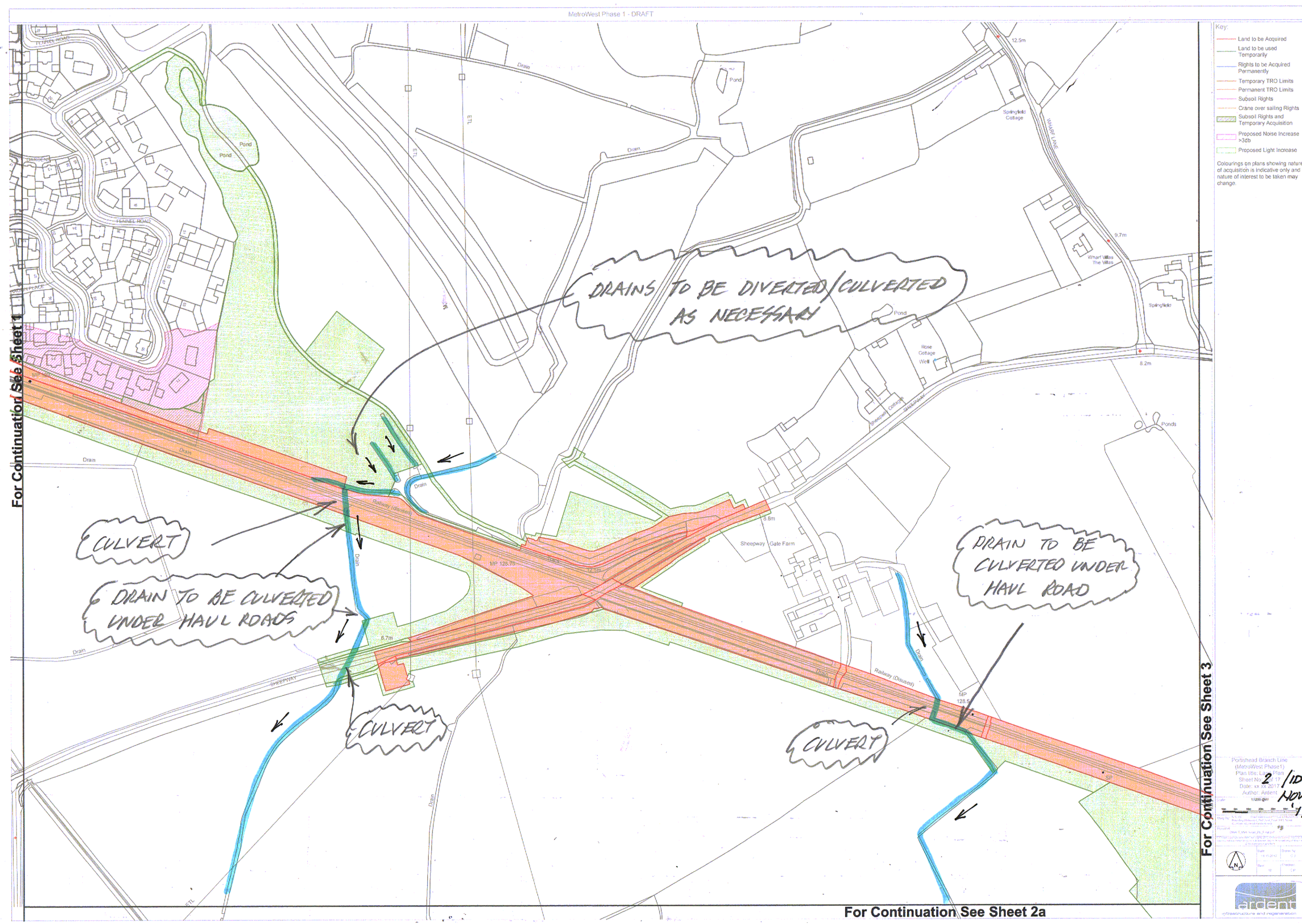
1/10B
Nov
17

ardent
infrastructure and regeneration

- Key:
- Land to be Acquired
 - Land to be used Temporarily
 - Rights to be Acquired Permanently
 - Temporary TRO Limits
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 - Subsoil Rights
 - Crane over sailing Rights
 - Subsoil Rights and Temporary Acquisition
 - Proposed Noise Increase >3db
 - Proposed Light Increase

Colourings on plans showing nature of acquisition is indicative only and nature of interest to be taken may change.

For Continuation See Sheet 1



For Continuation See Sheet 3

Porthead Branch Line
(MetroWest Phase 1)
Plan title: Lay Plan
Sheet No: 2 / 17
Date: xx xx 2017
Author: Ardent
11/2017

Scale	1:1000
Drawn by	11/10/17
Checked by	11/10/17
Author	11/10/17
1:1000	



For Continuation See Sheet 2a

For Continuation See Sheet 2

- Key:
- Land to be Acquired
 - Land to be used Temporarily
 - Rights to be Acquired Permanently
 - Temporary TRO Limits
 - Permanent TRO Limits
 - Subsoil Rights
 - Crane over sailing Rights
 - Subsoil Rights and Temporary Acquisition
 - Proposed Noise Increase >3db
 - Proposed Light Increase

Colourings on plans showing nature of acquisition is indicative only and nature of interest to be taken may change.

For Continuation See Sheet 3

Portishead Branch Line
(MetroWest Phase 1)
Plan title: Land Plan
Sheet No: 2a of 17
Date: xx/xx/2017
Author: Ardent

2a

1:2500 GA1

Using the NAD83 datum, the horizontal coordinates are given in metres above sea level (MSL). The vertical coordinates are given in metres above sea level (MSL).

1:2500 GA1

1:2500 GA1

1:2500 GA1

1:2500 GA1

1:2500 GA1

1:2500 GA1

11DB NOV '17

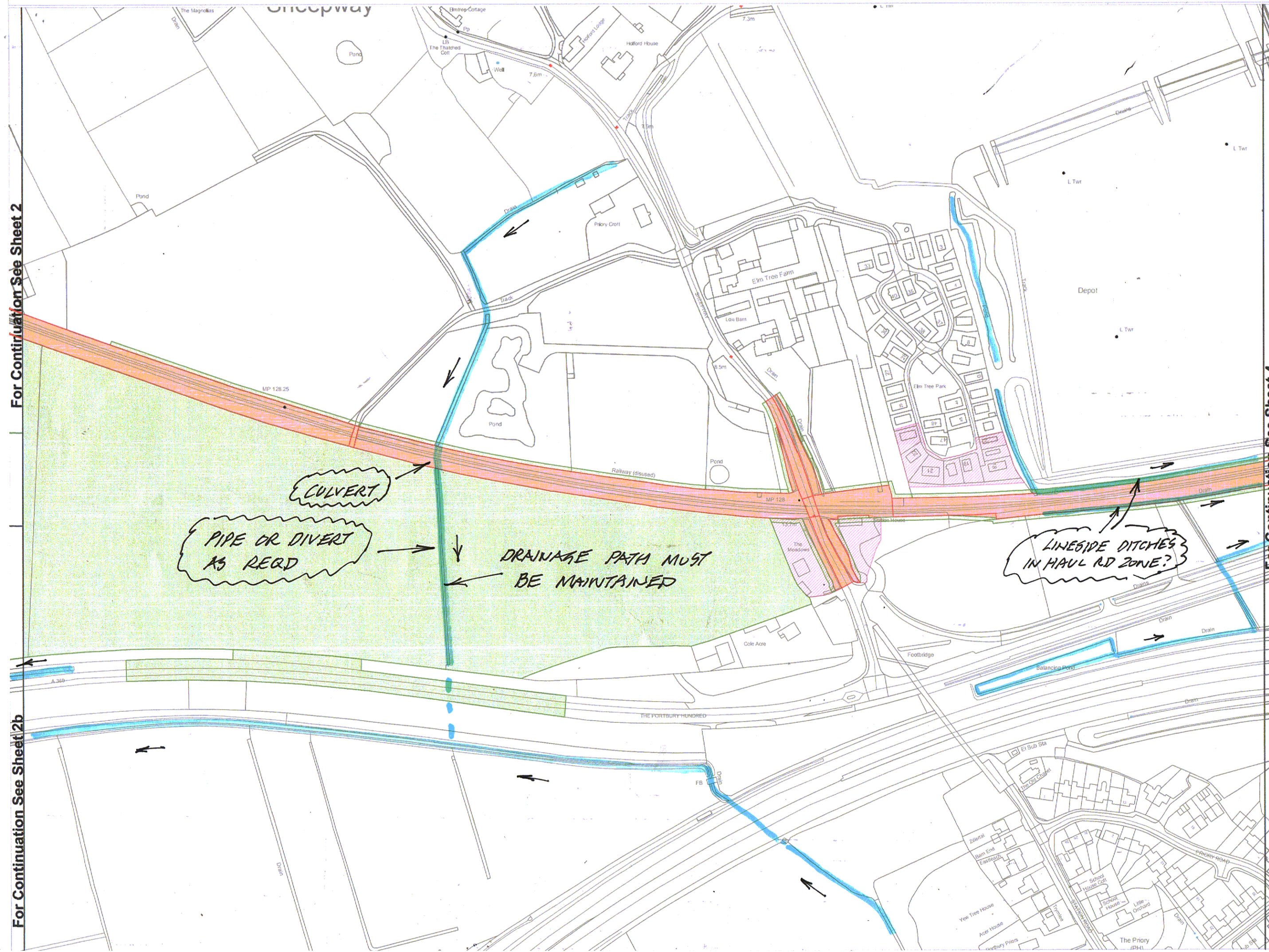
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 - Land to be used Temporarily
 - Rights to be Acquired Permanently
 - Temporary TRO Limits
 - Permanent TRO Limits
 - Subsoil Rights
 - Crane over sailing Rights
 - Subsoil Rights and Temporary Acquisition
 - Proposed Noise Increase >3db
 - Proposed Light Increase

Colourings on plans showing nature of acquisition is indicative only and nature of interest to be taken may change.

For Continuation See Sheet 2

For Continuation See Sheet 4

For Continuation See Sheet 2b



Porishad Branch Line
(MetroWest Phase 1)
Plan title: Land Plan
Sheet No: 3 of 17
Date: 11/11/2017
Author: Ardent

Scale: 1:250 @ A1

Drawn by: G. J. (G. J. Ardent)
Checked by: C. P. (C. P. Ardent)

Project: MetroWest Phase 1
Location: Porishad Branch Line
Sheet: 3 of 17

Drawn by: G. J. (G. J. Ardent)
Checked by: C. P. (C. P. Ardent)

Project: MetroWest Phase 1
Location: Porishad Branch Line
Sheet: 3 of 17

Drawn by: G. J. (G. J. Ardent)
Checked by: C. P. (C. P. Ardent)

Project: MetroWest Phase 1
Location: Porishad Branch Line
Sheet: 3 of 17

- Key:
- Land to be Acquired
 - Land to be used Temporarily
 - Rights to be Acquired Permanently
 - Temporary TRO Limits
 - Permanent TRO Limits
 - Subsoil Rights
 - Crane over sailing Rights
 - Subsoil Rights and Temporary Acquisition
 - Proposed Noise Increase >3db
 - Proposed Light Increase

Colourings on plans showing nature of acquisition is indicative only and nature of interest to be taken may change.

DRIVE RHINE (EA)

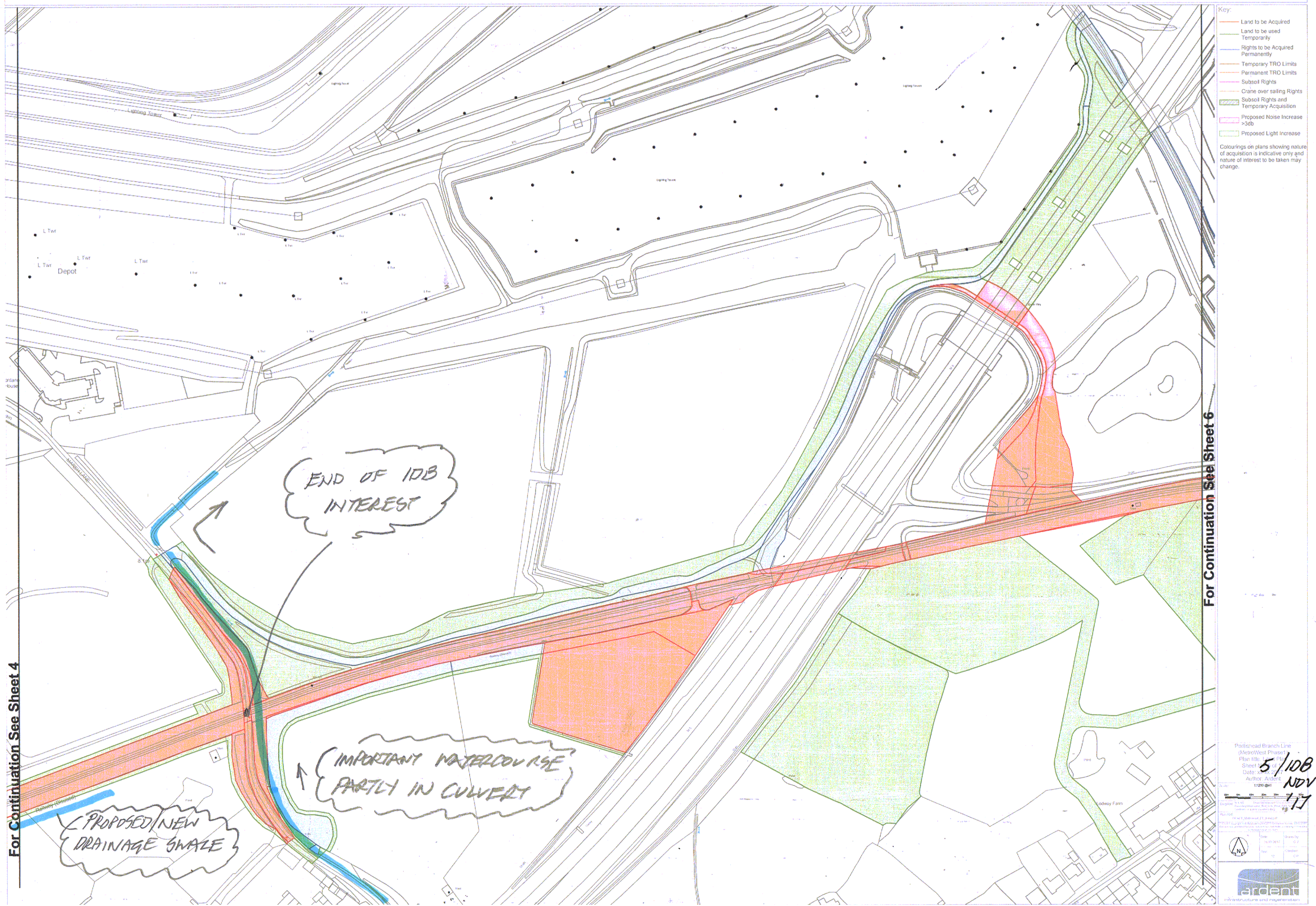
OPEN WATERCOURSE CD
IS NOT SHOWN. THIS
MUST BE SAFEGUARDED

OPEN LENGTH
INSIDE RAILWAY
BOUNDARY

EXISTING ACCESS IS
AVAILABLE FOR IDB MACHINE
ACCESS

(WESSEX P/STN
(FLOODS))

Runoff from M5



Key:

- Land to be Acquired
- Land to be used Temporarily
- Rights to be Acquired Permanently
- Temporary TRO Limits
- Permanent TRO Limits
- Subsoil Rights
- Crane over sailing Rights
- Subsoil Rights and Temporary Acquisition
- Proposed Noise Increase >3db
- Proposed Light Increase

Colourings on plans showing nature of acquisition is indicative only and nature of interest to be taken may change.

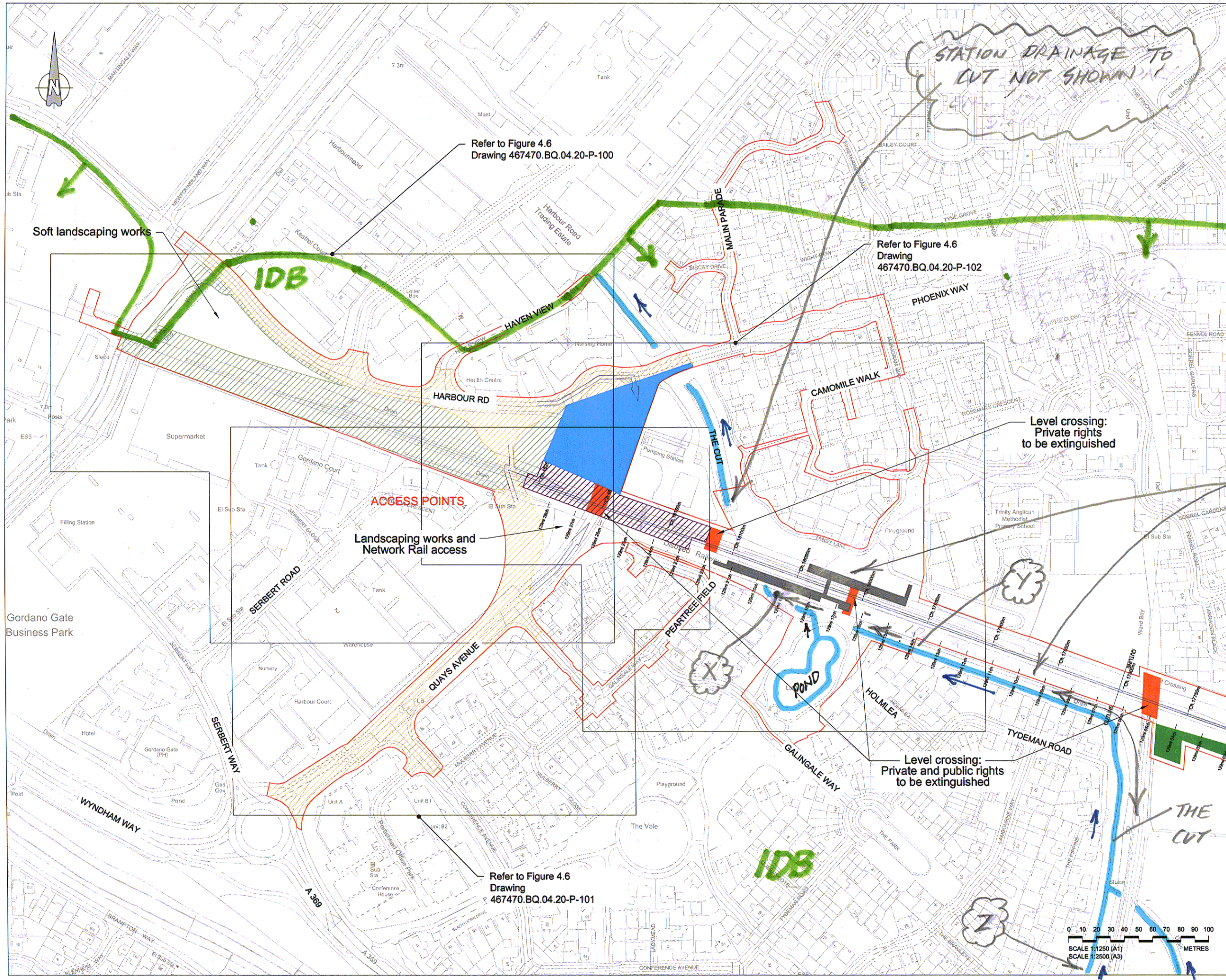
For Continuation See Sheet 6

Portland Branch Line
(MetroWest Phase I)
Plan title: Portland
Sheet No.: 5/10B
Date: 05/20/2017
Author: Audent
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0 10 20 30 40 50 60 70 80 90 100
Feet

0 10 20 30 40 50 60 70 80 90 100
Meters

317' 2" (96.6m) 322' 0" (98.1m) 326' 0" (99.3m) 330' 0" (100.6m) 334' 0" (101.8m) 338' 0" (103.0m) 342' 0" (104.3m) 346' 0" (105.5m) 350' 0" (106.7m) 354' 0" (108.0m) 358' 0" (109.2m) 362' 0" (110.5m) 366' 0" (111.7m) 370' 0" (113.0m) 374' 0" (114.2m) 378' 0" (115.5m) 382' 0" (116.7m) 386' 0" (118.0m) 390' 0" (119.2m) 394' 0" (120.5m) 398' 0" (121.7m) 402' 0" (123.0m) 406' 0" (124.2m) 410' 0" (125.5m) 414' 0" (126.7m) 418' 0" (128.0m) 422' 0" (129.2m) 426' 0" (130.5m) 430' 0" (131.7m) 434' 0" (133.0m) 438' 0" (134.2m) 442' 0" (135.5m) 446' 0" (136.7m) 450' 0" (138.0m) 454' 0" (139.2m) 458' 0" (140.5m) 462' 0" (141.7m) 466' 0" (143.0m) 470' 0" (144.2m) 474' 0" (145.5m) 478' 0" (146.7m) 482' 0" (148.0m) 486' 0" (149.2m) 490' 0" (150.5m) 494' 0" (151.7m) 498' 0" (153.0m) 502' 0" (154.2m) 506' 0" (155.5m) 510' 0" (156.7m) 514' 0" (158.0m) 518' 0" (159.2m) 522' 0" (160.5m) 526' 0" (161.7m) 530' 0" (163.0m) 534' 0" (164.2m) 538' 0" (165.5m) 542' 0" (166.7m) 546' 0" (168.0m) 550' 0" (169.2m) 554' 0" (170.5m) 558' 0" (171.7m) 562' 0" (173.0m) 566' 0" (174.2m) 570' 0" (175.5m) 574' 0" (176.7m) 578' 0" (178.0m) 582' 0" (179.2m) 586' 0" (180.5m) 590' 0" (181.7m) 594' 0" (183.0m) 598' 0" (184.2m) 602' 0" (185.5m) 606' 0" (186.7m) 610' 0" (188.0m) 614' 0" (189.2m) 618' 0" (190.5m) 622' 0" (191.7m) 626' 0" (193.0m) 630' 0" (194.2m) 634' 0" (195.5m) 638' 0" (196.7m) 642' 0" (198.0m) 646' 0" (199.2m) 650' 0" (200.5m) 654' 0" (201.7m) 658' 0" (203.0m) 662' 0" (204.2m) 666' 0" (205.5m) 670' 0" (206.7m) 674' 0" (208.0m) 678' 0" (209.2m) 682' 0" (210.5m) 686' 0" (211.7m) 690' 0" (213.0m) 694' 0" (214.2m) 698' 0" (215.5m) 702' 0" (216.7m) 706' 0" (218.0m) 710' 0" (219.2m) 714' 0" (220.5m) 718' 0" (221.7m) 722' 0" (223.0m) 726' 0" (224.2m) 730' 0" (225.5m) 734' 0" (226.7m) 738' 0" (228.0m) 742' 0" (229.2m) 746' 0" (230.5m) 750' 0" (231.7m) 754' 0" (233.0m) 758' 0" (234.2m) 762' 0" (235.5m) 766' 0" (236.7m) 770' 0" (238.0m) 774' 0" (239.2m) 778' 0" (240.5m) 782' 0" (241.7m) 786' 0" (243.0m) 790' 0" (244.2m) 794' 0" (245.5m) 798' 0" (246.7m) 802' 0" (248.0m) 806' 0" (249.2m) 810' 0" (250.5m) 814' 0" (251.7m) 818' 0" (253.0m) 822' 0" (254.2m) 826' 0" (255.5m) 830' 0" (256.7m) 834' 0" (258.0m) 838' 0" (259.2m) 842' 0" (260.5m) 846' 0" (261.7m) 850' 0" (263.0m) 854' 0" (264.2m) 858' 0" (265.5m) 862' 0" (266.7m) 866' 0" (268.0m) 870' 0" (269.2m) 874' 0" (270.5m) 878' 0" (271.7m) 882' 0" (273.0m) 886' 0" (274.2m) 890' 0" (275.5m) 894' 0" (276.7m) 898' 0" (278.0m) 902' 0" (279.2m) 906' 0" (280.5m) 910' 0" (281.7m) 914' 0" (283.0m) 918' 0" (284.2m) 922' 0" (285.5m) 926' 0" (286.7m) 930' 0" (288.0m) 934' 0" (289.2m) 938' 0" (290.5m) 942' 0" (291.7m) 946' 0" (293.0m) 950' 0" (294.2m) 954' 0" (295.5m) 958' 0" (296.7m) 962' 0" (298.0m) 966' 0" (299.2m) 970' 0" (300.5m) 974' 0" (301.7m) 978' 0" (303.0m) 982' 0" (304.2m) 986' 0" (305.5m) 990' 0" (306.7m) 994' 0" (308.0m) 998' 0" (309.2m) 1002' 0" (310.5m) 1006' 0" (311.7m) 1010' 0" (313.0m) 1014' 0" (314.2m) 1018' 0" (315.5m) 1022' 0" (316.7m) 1026' 0" (318.0m) 1030' 0" (319.2m) 1034' 0" (320.5m) 1038' 0" (321.7m) 1042' 0" (323.0m) 1046' 0" (324.2m) 1050' 0" (325.5m) 1054' 0" (326.7m) 1058' 0" (328.0m) 1062' 0" (329.2m) 1066' 0" (330.5m) 1070' 0" (331.7m) 1074' 0" (333.0m) 1078' 0" (334.2m) 1082' 0" (335.5m) 1086' 0" (336.7m) 1090' 0" (338.0m) 1094' 0" (339.2m) 1098' 0" (340.5m) 1102' 0" (341.7m) 1106' 0" (343.0m) 1110' 0" (344.2m) 1114' 0" (345.5m) 1118' 0" (346.7m) 1122' 0" (348.0m) 1126' 0" (349.2m) 1130' 0" (350.5m) 1134' 0" (351.7m) 1138' 0" (353.0m) 1142' 0" (354.2m) 1146' 0" (355.5m) 1150' 0" (356.7m) 1154' 0" (358.0m) 1158' 0" (359.2m) 1162' 0" (360.5m) 1166' 0" (361.7m) 1170' 0" (363.0m) 1174' 0" (364.2m) 1178' 0" (365.5m) 1182' 0" (366.7m) 1186' 0" (368.0m) 1190' 0" (369.2m) 1194' 0" (370.5m) 1198' 0" (371.7m) 1202' 0" (373.0m) 1206' 0" (374.2m) 1210' 0" (375.5m) 1214' 0" (376.7m) 1218' 0" (378.0m) 1222' 0" (379.2m) 1226' 0" (380.5m) 1230' 0" (381.7m) 1234' 0" (383.0m) 1238' 0" (384.2m) 1242' 0" (385.5m) 1246' 0" (386.7m) 1250' 0" (388.0m) 1254' 0" (389.2m) 1258' 0" (390.5m) 1262' 0" (391.7m) 1266' 0" (393.0m) 1270' 0" (394.2m) 1274' 0" (395.5m) 1278' 0" (396.7m) 1282' 0" (398.0m) 1286' 0"



- KEY:**
- Order limits
 - Access point
 - Construction compound
 - Haul Road
 - Area of proposed station
 - Area of proposed car park
 - Proposed highway works
 - Proposed footbridge
 - Level crossing to be extinguished
 - Public rights of way
 - Nationally Significant Infrastructure Project (NSIP)

Rev	By	Chd	Apprv	Date	Description
A	KS	ADL	ADL	11/10/2017	Order info updated

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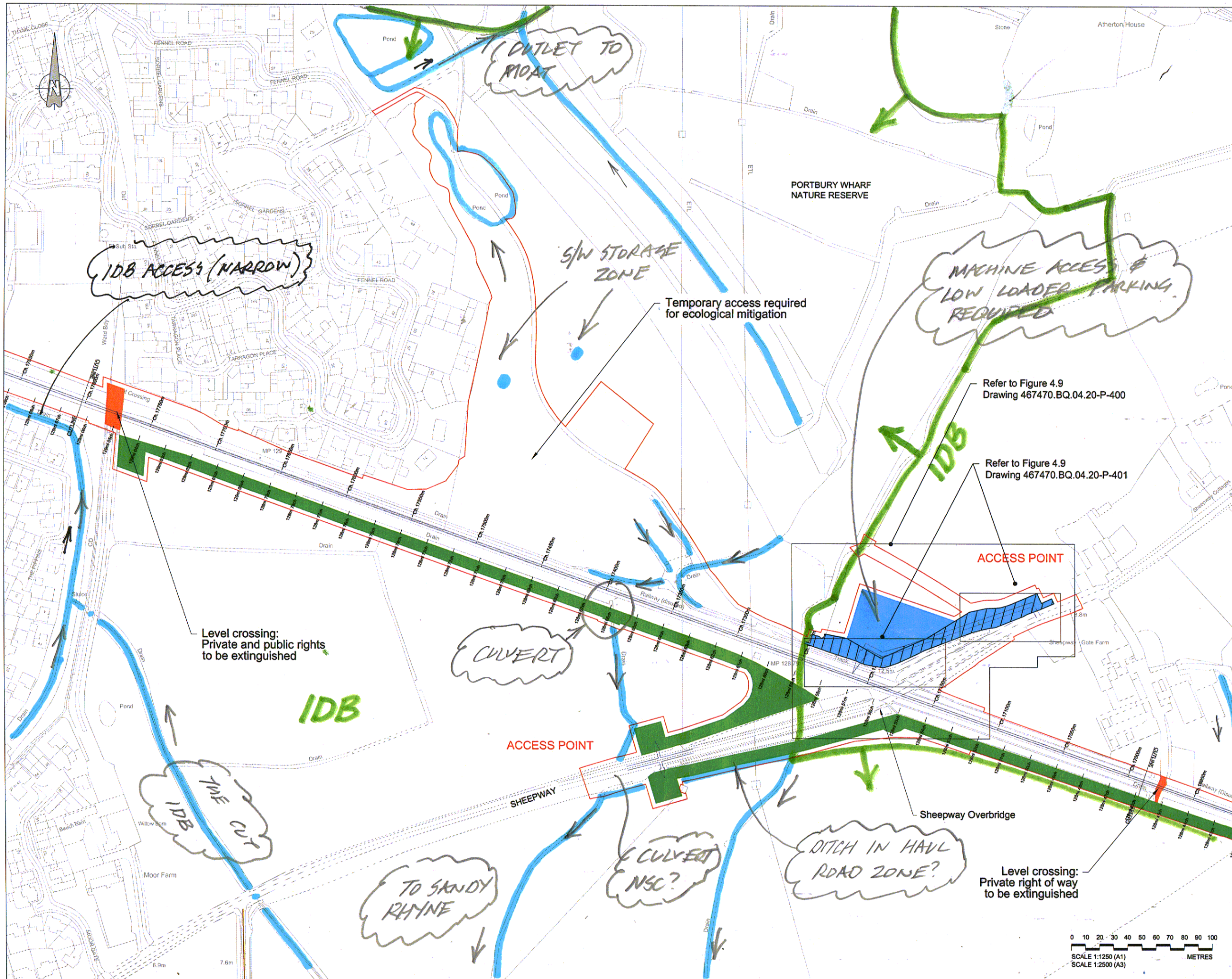
Project: PORTISHEAD BRANCH LINE (METROWEST PHASE 1)

Drawing: FIGURE 4.2 THE DCO SCHEME SHEET 1 OF 20 PORTISHEAD

Drawn by: ECP Date: 31/10/2016
Checked by: ADL Date: 31/10/2016
Approved by: ADL Date: 31/10/2016

Drawing No: 674946.BQ.42.01-P-102
Drawing Scale: 1:2500 @ A3

IDB NOV '17



Rev	By	Chk	Appr	Date	Description
A	KI	ADL	ADL	11/10/2012	Order into issued

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Project
**PORTISHEAD BRANCH LINE
(METROWEST PHASE 1)**

Drawing
**FIGURE 4.2
THE DCO SCHEME
SHEET 2 OF 20
SHEEPWAY 1**

Drawn by: ECP Date: 31/10/2016

Checked by: ADL Date: 31/10/2016

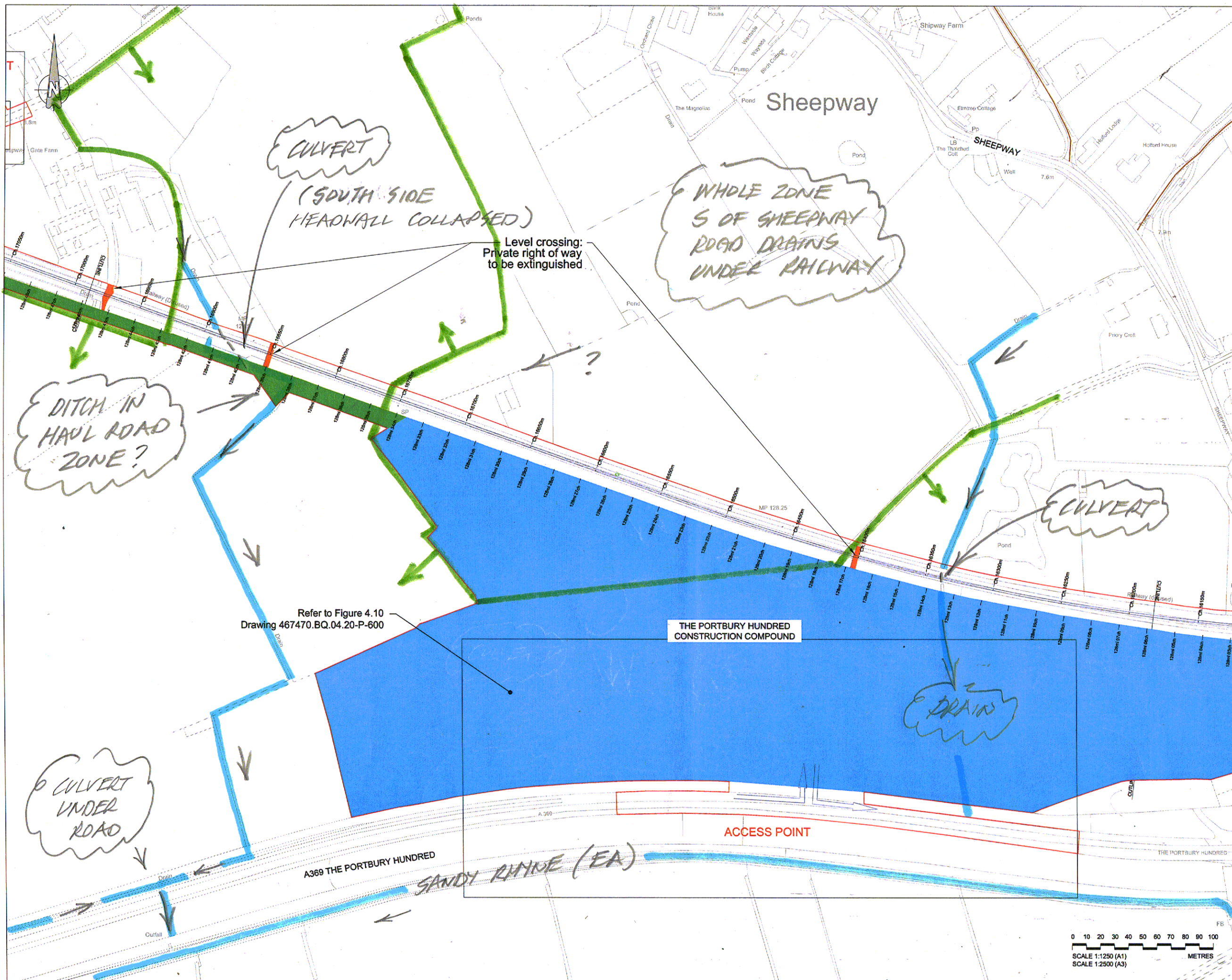
Approved by: ADL Date: 31/10/2016

Drawing No. Revision

674946.BQ.42.01-P-103 A

Drawing Scale: 1:2500 @ A3

100 NOV '17



- KEY:**
- Order limits
 - Access point
 - Construction compound
 - Haul Road
 - Public rights of way
 - Nationally Significant Infrastructure Project (NSIP)

Rev	By	Chkd	Apprvd	Date	Description
A	AS	ADL	ADL	15/10/2017	Order limits added

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Project
**PORTISHEAD BRANCH LINE
(METROWEST PHASE 1)**

Drawing
**FIGURE 4.2
THE DCO SCHEME
SHEET 3 OF 20
SHEEPWAY 2**

Drawn by: ECP Date: 31/10/2016

Checked by: ADL Date: 31/10/2016

Approved by: ADL Date: 31/10/2016

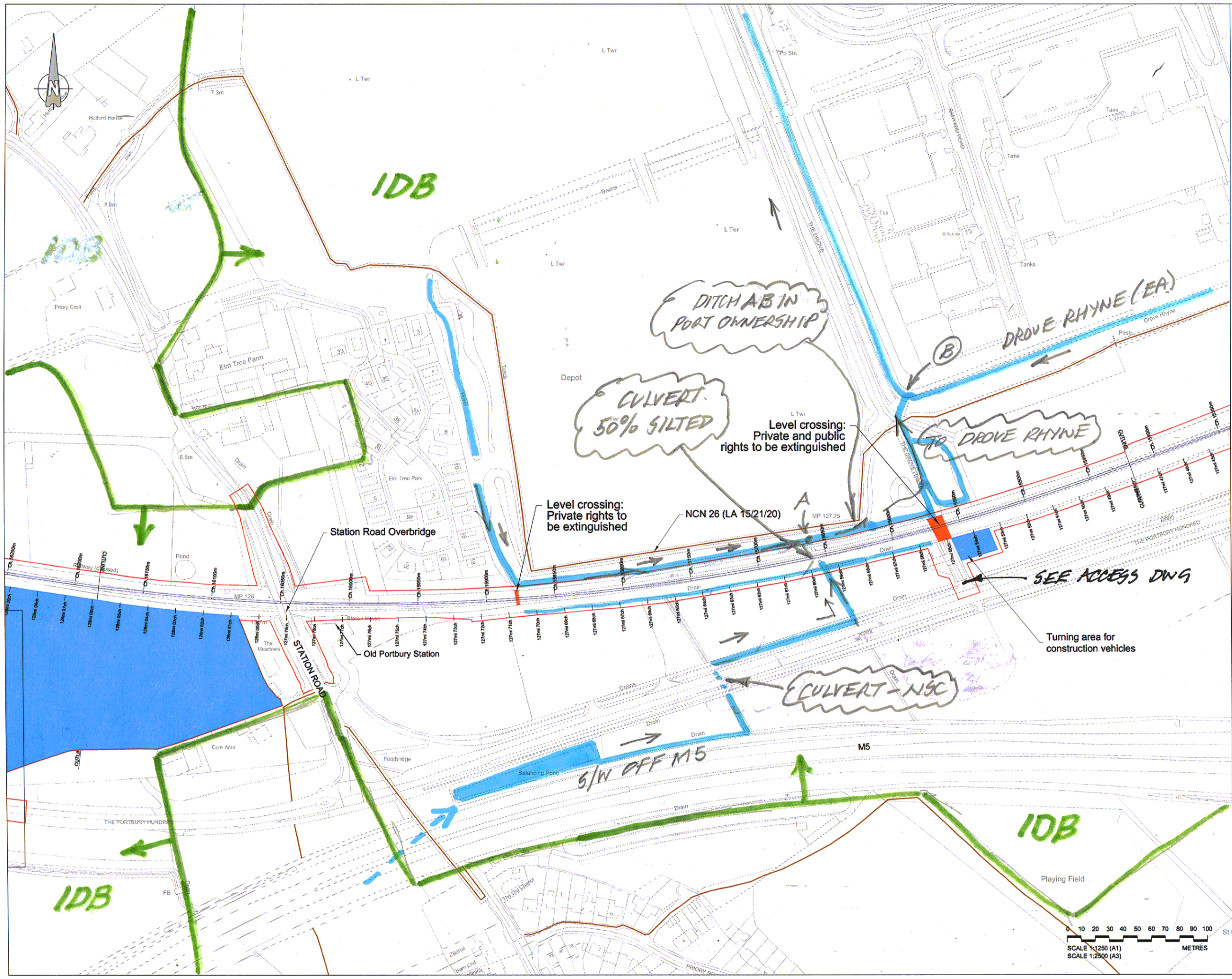
Drawing No. Revision

674946.BQ.42.01-P-104 A

Drawing Scale: 1:2500 @ A3

0 10 20 30 40 50 60 70 80 90 100
SCALE 1:1250 (A1)
SCALE 1:2500 (A3)
METRES

1/IDB NOV '17



- KEY:**
- Order limits
 - Construction compound
 - Level crossing to be extinguished
 - Public rights of way
 - Nationally Significant Infrastructure Project (NSIP)

Rev	By	Chkd	Apprv	Date	Description
A	MS	ADL	ADL	11/10/2017	Order limits updated

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Project: PORTISHEAD BRANCH LINE (METROWEST PHASE 1)

Drawing: FIGURE 4.2 THE DCO SCHEME SHEET 4 OF 20 OLD PORTBURY STATION

Drawn by: ECP	Date: 31/10/2016
Checked by: ADL	Date: 31/10/2016
Approved by: ADL	Date: 31/10/2016
Drawing No: 674946.BQ.42.01-P-105	Revision: A
Drawing Scale: 1:2500 @ A3	

IDB NOV '17



Canal &
River Trust

16 November 2017

James Willcock
West of England Councils Metrowest
3 Rivergate
Temple way
Bristol BS1 6ER

Dear Mr Willcock,

**NSIP: Portishead Branch Line (Metrowest Phase 1)
Waterway:**

Thank you for your consultation.

The Canal & River Trust (the Trust) is the guardian of 2000 miles of historic waterways across England and Wales. We are among the largest charities in the UK. Our vision is that "living waterways transform places and enrich lives". We are a prescribed consultee in the Nationally Significant Infrastructure Project (NSIP) process.

The Trust has reviewed your proposals, and on the basis that they appear unlikely to have any impact at all on our waterway we have **no comment** to make at this time. However, if because of consultation your proposals become significantly altered, we ask that you re-consult us in order that we can re-consider this position.

Yours sincerely

Jane Hennell Bloggs MRTPI
Area Planner South

jane.hennell@canalrivertrust.org.uk
07747 897793

Canal & River Trust, Fradley Junction, Alrewas, Burton-upon-Trent, Staffordshire, DE13 7DN
T 0303 040 4040 E planning@canalrivertrust.org.uk W www.canalrivertrust.org.uk

Patron: HRH The Prince of Wales
CRT: A charitable company limited by guarantee registered in England & Wales. Company number 7807276
Registered charity number 1146792
Registered address First Floor North, Station House, 500 Elder Gate, Milton Keynes, MK9 1BB



Public Health
England

CRCE/NSIP Consultations
Chilton
Didcot
Oxfordshire OX11 0RQ

email: Nsipconsultations@phe.gov.uk

www.gov.uk/phe

Mr James Wilcock
Project Manager
MetroWest Phase 1
West of England Councils Metrowest
3 Rivergate
Temple Way
Bristol BS1 6ER

Your Ref: N/A

Our Ref CIRIS 40454

4th December 2017

Dear Mr Wilcock

**Nationally Significant Infrastructure Project
MetroWest Phase 1: Reopening of Portishead Branch Line
Section 42 Consultation**

Thank you for your consultation regarding the above Nationally Significant Infrastructure Planning (NSIP) development. Public Health England (PHE) welcomes the opportunity to comment on your proposals and preliminary environmental information report at this stage of the project.

We note that we have replied to earlier consultations as listed below and this response should be read in conjunction with that earlier correspondence.

Request for Scoping Opinion

23rd July 2014

We have assessed the submitted documentation in relation to the proposed schemes' impact on health relating to air, water, land quality and from Electric and Magnetic Fields. We wish to make the following comments.

- 1) The scheme is considered as falling into two sections, part of the project falling under the scope of the NSIP framework but with a significant section of the project falling outside of NSIP regime but being considered as an associated development. We accept the *legislative distinction but recommend that the full impacts of both parts of the project* (NSIP and associated development) should be considered in the final Environmental Assessment submitted with the request for a development consent order.
- 2) We are generally satisfied with the proposed structure and layout of the Environmental Information Report / Environmental Assessment. In the report (PIER Volume 2 Table 7-4) you refer to a Health Impact Assessment (HIA)

being included in Appendix 17.2 of volume 4. Volume 4 does not appear to be available for download via your webpage:

(https://metrowestphase1.org/the_consultation_documents/), consequently We are unable to comment on the HIA at this time. We welcome its proposed inclusion and will comment at the next stage of the NSIP process.

- 3) We note however, that the assessments of impacts were undertaken using 'worst-case' scenarios for air quality impacts and that these were selected using professional judgement. Whilst we understand the desire to minimise unnecessary monitoring or modelling, we recommend that the final report should identify all sensitive receptors which may experience poorer air quality as a result of the project and that the impacts be modelled on an individual property / receptor basis. If this is not possible detailed reasons for the exclusion or scoping out of unassessed receptors should be included.
- 4) We note that the scheme impinges on the Bristol City Council (BCC) Air Quality Management Area (AQMA) and that the developer has been in discussions with BCC. We welcome this liaison with BCC, particularly as they are in the process of developing proposals to improve air quality.
- 5) Many of the construction stage impacts will be managed / mitigated by the use of a Construction and Environmental Management Plan. We accept that such impacts can typically be managed by the implementation of industry good practice. We note that the plan is not available for comment, therefore we will provide comments once the documentation is available at the next stage of the NSIP process.
- 6) We note that the cumulative effects are being further assessed and will be updated in the Environmental Statement. We will submit additional comments at this stage.
- 7) The current submission does not consider any risks or impacts that might arise as a result of electric and magnetic fields associated with the development. We understand that the trains will be predominantly diesel-powered, but would be grateful if the proposer can confirm that there are no proposed electrification works, or works to existing infrastructure, that may pose a risk to public health. Please see our initial scoping response for details of the exposure thresholds / assessment criteria.

Should you have any questions or concerns please do not hesitate to contact us.

Yours sincerely

Allister Gittins
Environmental Public Health Scientist
nsipconsultations@phe.gov.uk

Please mark any correspondence for the attention of National Infrastructure Planning Administration.

Steven Penaluna

From: Metro West <metrowest@westofengland.org>
Sent: 07 December 2017 11:50
To: Steven Penaluna
Subject: FW: Public Health England's Response - Portishead Branch Line
Attachments: Public Health England Response - Portishead Branch Line.docx

From: Nsipconsultations [mailto:Nsipconsultations@phe.gov.uk]
Sent: 04 December 2017 16:16
To: Metro West
Cc: Nsipconsultations
Subject: FW: Public Health England's Response - Portishead Branch Line

Dear Mr Willcock

Thank you for advising us regarding the HIA now becoming available on the website. Please accept the PHE response as previously sent, we will look at the HIA in due course and respond within the next 14 days.

Kind regards
Carol Richards
NSIP Admin Team

From: Nsipconsultations
Sent: 04 December 2017 09:59
To: 'metrowest@westofengland.org'
Cc: Nsipconsultations
Subject: Public Health England's Response - Portishead Branch Line

Dear Mr Willcock

Please find attached Public Health England's response to the above consultation.

Should you require any further information please email the NSIP team at Nsipconsultations@phe.gov.uk

Kind regards

Carol Richards
Admin - NSIP Team

The information contained in the EMail and any attachments is confidential and intended solely and for the attention and use of the named addressee(s). It may not be disclosed to any other person without the express authority of Public Health England, or the intended recipient, or both. If you are not the intended recipient, you must not disclose, copy, distribute or retain this message or any part of it. This footnote also confirms

that this EMail has been swept for computer viruses by Symantec.Cloud, but please re-sweep any attachments before opening or saving. <http://www.gov.uk/PHE>

South West Forest Services

Bullers Hill
Kennford
Exeter
EX6 7XR

Tel 0300 067 5549

southwestfce@forestry.gsi.gov.uk

Area Director

Mark Prior

Date: 20 December 2017

Your ref: MWP1/S42

Steven Penaluna
Principal Transport Policy Officer
Metrowest Phase 1
Development and Environment
North Somerset Council

BY EMAIL ONLY

Dear Mr Penaluna,

Portishead branch line (MetroWest Phase 1) section 42 consultation notification (North Somerset)

Thank you for your pre-application stage consultation for the above project. I apologise for our late response to this consultation.

The Forestry Commission is the Government expert on forestry & woodland and a statutory consultee (as defined by Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms And Procedures) Regulations 2009)^[1] for major infrastructure (Nationally Significant Infrastructure Projects (NSIPS)) that are likely to affect the protection or expansion of forests and woodlands (Planning Act 2008).

Please note that Forest Services are responding in the capacity above, not as the land managers of the Forestry Commission landholding within the area subject to the proposals. We understand that you are already in contact with our colleagues in Forest Enterprise.

The Forestry Commission's responsibility is to discharge its consultee roles as efficiently, effectively and professionally as possible, based on the forestry principles set out in the [The UK Forestry Standard](#) (4th edition published 2017). **Page 23** "Areas of woodland are material considerations in the planning process and may be protected in local authority Area Plans. These plans pay particular attention to woods listed on the Ancient Woodland Inventory and areas identified as Sites of Local Nature Conservation Importance (SLNCIs).

^[1] <http://www.legislation.gov.uk/ukxi/2009/2264/contents/made>

Ancient Semi-Natural Woodland (ASNW) is highlighted in the *Irreplaceable habitats including ancient woodland and veteran trees* section of the National Policy Statement National Networks (NPSNN), Paragraph 5.32: “Ancient woodland is a valuable biodiversity resource both for its diversity of species and for its longevity as woodland. Once lost it cannot be recreated. The Secretary of State should not grant development consent for any development that would result in the loss or deterioration of irreplaceable habitats including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the national need for and benefits of the development, in that location, clearly outweigh the loss. Aged or veteran trees found outside ancient woodland are also particularly valuable for biodiversity and their loss should be avoided. Where such trees would be affected by development proposals, the applicant should set out proposals for their conservation or, where their loss is unavoidable, the reasons for this.”

The Forestry Commission has also prepared joint [standing advice](#) with Natural England on ancient woodland and veteran trees which we refer you to as it notes that ancient woodland is an irreplaceable habitat, and that, in planning decisions, Plantations on Ancient Woodland Sites (PAWS) should be treated equally in terms of the protection afforded to ancient woodland.

In relation to the Metrowest application, we have reviewed the consultation documents and we note that the designated and non-designated sites that will be impacted have been identified. We note that the habitats and species that need to be considered in the Environmental Impact Assessment (EIA) have been identified and that the applicant has outlined how they will do this. We look forward to seeing more detail on size and quality of the woodlands affected, especially the impact on ASNW. We note that the applicant has proposed that there will be mitigation for any losses to woodland habitats or species and we look forward to seeing what that will be, bearing in mind that ASNW are irreplaceable habitats, the loss of which cannot be fully compensated for. We would welcome mitigation works that result in an increase in woodland cover in this area, without impacting on other valuable habitats, especially where this improves natural flood management or water quality. We would also support mitigation work that reduces the impact of some non-native species, such as rhododendron, or tree health issues, such as the likely significant impact of ash dieback. We would encourage you to ensure that access to the woodlands affected is also considered to ensure that they can be managed efficiently and sustainably after the development takes place. We support the request from Natural England for more detailed information on the works within the Avon Gorge SAC since we are concerned about the impact. We also support the request for arboricultural surveys to assess impacts on trees and woodlands.

When there is more information on the content of the EIA available, we will involve our in-house biodiversity and landscape specialists to contribute their comments.

We look forward to hearing from you at the next consultation stage for these proposals. Please send all documents to southwestfce@forestry.gsi.gov.uk. For specific enquiries, you can email me at kate.tobin@forestry.gsi.gov.uk or ring me directly on 0300 067 5870, or write to us at the above address.

Yours sincerely

Kate Tobin
Local Partnership Adviser

Steven Penaluna

Subject: RE: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

From: Richard Marlow [mailto:Richard.Marlow@swast.nhs.uk]

Sent: Tuesday, February 20, 2018 6:46 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Cc: William Lee <William.Lee@swast.nhs.uk>

Subject: RE: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

Hi Steve – firstly my apologies for the delay in the Trust responding, Nick Spence has now left the Trust and I have just picked this up.

There are no specific concerns other than some potential operational issues around site access/ road closures but so long as these are shared in the usual manner I am sure we will be able to work around. I think the emphasis here would be ensuring we are kept up to date with the works by the project manager, but in a succinct manner that focuses on any access issues. We can then ensure this is shared with the Hub and operations.

Many Thanks,

Kind regards

Rich Marlow | Operations Manager - EPRR
South Western Ambulance Service NHS Foundation Trust



Sign up <https://secure.membra.co.uk/swambapplicationform> to be a member now!

| Mobile 07966349933 | Web www.swast.nhs.uk | E-Mail Richard.Marlow@swast.nhs.uk
Abbey Court, Eagle Way, Exeter EX2 7HY

MetroWest Phase 1 (MW1)

Clifton Suspension Bridge meeting notes

10:30, 23rd November 2017, Clifton Suspension Bridge Trust, Leigh Woods

Attendees CSB – Trish Johnson, Bridge Master; Laura Hilton, Visitor Services Manager SP - Steven Penaluna, MetroWest Phase 1 officer, North Somerset Council	Apologies:
---	-------------------

No	Note	Action owner
1.	SP began by giving an overview of the scheme as a whole, explaining the consultation process, how to respond, and where to view the documentation.	
2.	SP advised that the project team had been liaising with the local authorities and statutory stakeholders including Historic England, who asked that the project team consider all potential impacts to listed structures including the Suspension Bridge.	
3.	SP explained that the cultural heritage and landscape and visual impact assessments had taken into consideration the Suspension Bridge and was detailed in the relevant chapters of the Preliminary Environmental Information Report (PEIR). SP advised CSB that the PEIR is available online and forms part of this consultation.	
4.	SP detailed the issues that had been raised by consultees to date with regards to the Suspension Bridge, specifically: <ul style="list-style-type: none">• The GSMR mast, north of the Suspension Bridge• Visibility of the Clanage Road compound from the Suspension Bridge• Safety concerns from the Suspension Bridge onto the railway• Vegetation management in the Gorge, including protection of rare species such as the Whitebeams• Possible safety fencing through the Gorge	
5.	SP showed CSB a picture of the type of GSMR mast proposed and its dimensions which Network Rail have provided the project team with (it is still to be determined but should be no higher than 10 – 12m.). CSB had few concerns with this and believed that given its location and distance from the Bridge it would not be visible anyway, but asked that this is tested by viewing the location from the Bridge and taking photos, which SP agreed to.	SP
6.	SP explained the purpose and location of the proposed temporary construction compound at Clanage Road. CSB stated that it was unlikely to be viewable from the Bridge given its location and distance but again asked that this is tested by viewing the location from the Bridge and taking photos, which SP agreed to.	SP
7.	SP advised that a considerable amount of work has been done with regards to the ecology and future vegetation management of the Avon Gorge, in particular any potential impacts to the Whitebeams, and have been working closely with Libby Houston. The project team has commissioned Paignton Zoo to propagate some Whitebeams for potential planting in the Gorge to help mitigate any potential impacts of the project. SP explained that the extent of this vegetation management is still being worked on by Network Rail and should form a part of the Outline Engineering Design Work in January 2018. Initial suggestions are that the clearance could be 3-5m from each running rail but is dependent on the work produced at the Outline Engineering Design stage. CSB raised concerns about the level of possible vegetation clearance and asked to see the proposals when they are available. CSB asked that if there is a need for a significant amount of vegetation clearance that the height of the clearance is determined to maintain as much of the canopy as possible. This is because CSB and trustees are keen to maintain the 'magnificent views' from the Bridge, a key attraction of the structure. SP will forward the vegetation management plans when they are available.	SP

No	Note	Action owner
8.	SP explained that there may be a need for new fencing along certain sections of the railway through the Gorge. Again this will be determined for the Outline Engineering Designs. The type of fencing is also yet to be determined but could be palisade, paladin, or mesh. CSB would have a preference for mesh as this can be camouflaged easier through use of planting. CSB requested any fencing to be hidden. CSB also raised a concern that certain parts of the Avon Trail run close to the water where fencing on the railway side may not be appropriate.	SP
9.	CSB advised that the project team speak to the relevant parish councils and local societies to ensure they are aware of the plans.	SP
10.	SP raised a point regarding safety of the line from the Bridge and incident prevention. CSB explained that the tunnel runs under the bridge and it is unlikely an increase in train services would result in an increase of incidents. There are safety measures in place around the bridge such as CCTV and 24hour manning to deter incidents. Safety fencing and wire mesh on the main span is in place to prevent access to those areas of the Bridge above the railway. CSB also advised that the vegetation canopy under the buttress acts as a deterrent and should remain. CSB also reminded SP that if there is an incident the emergency services may close the railway. SP advised that the project team were aware of this and have liaised with the emergency services throughout the project's development.	SP
11.	CSB requested the specific pages of the leaflet be extracted and emailed so they can be shared with attendees of the Trustees Meeting on the 13 th December. SP also suggested sending a copy of the consultation response from Historic England and the meeting notes from the relevant local authority meeting.	SP
12.	SP finished the meeting by advising CSB that if they wished to respond in addition to the meeting note, contact details are on the website and the consultation leaflet, and that responses to issues raised during the consultation will be available in the consultation report in early 2018.	CSB



THE BRISTOL PORT COMPANY

St. Andrew's House, St. Andrew's Road, Avonmouth, Bristol BS11 9DQ.

Tel: 0117 982 0000 Fax: 0117 982 0698

Email: enquiries@bristolport.co.uk Website: www.bristolport.co.uk

West of England Councils MetroWest,
3 Rivergate,
Temple Way,
Bristol,
BS1 6ER

4 December 2017

By e-mail & post

Dear Sirs

STAGE 2 CONSULTATION ON RE-OPENING THE PORTISHEAD BRANCH LINE RESPONSE FROM THE BRISTOL PORT COMPANY

As you know, we are the statutory harbour authority and competent harbour authority for the Port of Bristol and also the Port of Bristol Security Authority. We own and operate the commercial port of Bristol which comprises the Avonmouth, Royal Edward and Royal Portbury Docks ("Port").

We refer to your Stage 2 consultation on re-opening the Portishead branch line as a part of MetroWest Phase 1. We did respond to the Stage 1 consultation (see the enclosed copy of our letter of 31 July 2015) and our issues described in that letter remain relevant because they have not been addressed by your latest proposals. In fact, your latest proposals appear to go further by seeking additional powers over our statutory undertaking.

The Bristol Port Company supports the ambition to provide an alternative transport mode for commuters from Portishead travelling to the Greater Bristol Region; however, the scheme now being considered looks to provide only an hourly service whilst potentially having a significant impact upon our business during construction and involving the permanent loss of land in our ownership. We query the justification for the scheme given the reduction in service provision and the absence of any guaranteed commitment to extend the current proposals to meet the requirements for the targeted half-hourly service. It seems to us that the anticipated benefits of the scheme are outweighed by the serious detriment that it would cause to our statutory undertaking.

We highlight below current issues of specific concern, which are in addition to those previously identified.

1. You have not yet published a draft development consent order ("DCO") and its absence inevitably means that our comments are necessarily incomplete. We would,

The Bristol Port Company is an ISO 9001 Registered Company

First Corporate Shipping Limited trading as The Bristol Port Company

London Office: 7th Floor, 39 St. James's Street, London SW1A 1JD. Tel: 020 7408 1067

Reg No: 2542406. Reg Office: Level 8, 71 Queen Victoria Street, London EC4V 4AY

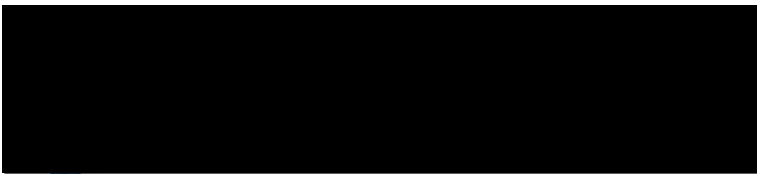
for the avoidance of any doubt, expect our concerns to be addressed either in the terms of the DCO or appropriately drafted protective provisions scheduled to it. When do you intend to publish a draft DCO?

2. Plans within your current Consultation Documents show a red line boundary (or proposed limits of deviation) for your proposed works which penetrate the Port's secure boundary in a significant number of areas. As you know from our latest discussions with you, we would be prepared to consider clearly defined limited rights of access (of whatever type) on terms to be agreed, but we cannot entertain your permanently depriving us, compulsorily, of land which forms part of our statutory undertaking, nor your exercising statutory powers of access to our dock estate and undertaking.
3. We have been unable to reconcile some areas shown on your land plan apparently showing the proposed compulsory acquisition of land outside, but immediately adjacent to, our land with the lack of any supporting explanation in your Stage 2 publication. We therefore need you to provide further clarification so that we can assess the extent to which any proposals may potentially adversely affect our interests.
4. Even if there is a proven need for the proposed rail service, to date you have failed to convince us of the need for some of your proposed works including, for example, those for the installation of pedestrian/equestrian crossings at Royal Portbury Dock Road and Marsh Lane as well as the acquisition, by compulsory purchase, of an area of the Port's land to the south of the M5 overbridge (none of which demonstrates any compelling needs case). While we recognise that you are currently financially constrained and may, therefore, have been unable to develop your proposals beyond the inchoate, please understand that you will need to do so in detail before we can give due and proper consideration to them.
5. Our earlier response expressed our concerns about possible access to our land along the route of our freight rail line in order to provide new rail signalling. We remain unclear as to the need for you, as opposed to Network Rail, to have powers of access. It is essential to maintain our freight line's connectivity at all times to the national rail network but nothing in your proposals to date has addressed this key requirement.
6. Similarly, the preservation of the Port's road access arrangements during all construction works is essential to ensure business continuity. We were concerned to note the extent of the proposed working areas and works affecting several of those key access points including the critical Royal Portbury Dock Road. Among other things, your proposals for (a) the apparent (but unexplained) compulsory acquisition of part of Royal Portbury Dock Road to the south of the rail route and (b) crossings for equestrian use could have significantly adverse long-term implications for unimpeded road access to our undertaking. Again, nothing in your proposals gives any indication

of how you propose to preserve continuity of access at all times, both during and after construction.

Our above comments are based on our understanding that your current public consultation relates only to the proposed re-opening of the Portishead branch line and not to other elements of MetroWest Phase 1. If that understanding is incorrect please let us know because we will want, in due course, to raise with you issues concerning those other elements. In any event, as we hope this letter makes clear, the current undeveloped nature of your proposals means that our comments are inevitably subject to your producing a fully worked-up scheme and draft DCO for our review.

Yours faithfully,



John C Chaplin BSc CEng FICE
Director of External Affairs & Special Projects

Enc.



THE BRISTOL PORT COMPANY

St. Andrew's House, St. Andrew's Road, Avonmouth, Bristol BS11 9DQ.
Tel: 0117 982 0000 Fax: 0117 982 0698
Email: enquiries@bristolport.co.uk Website: www.bristolport.co.uk

MetroWest
Engine Shed
Station Approach
Temple Meads
Bristol
BS1 6QH

31 July 2015

Dear Sirs

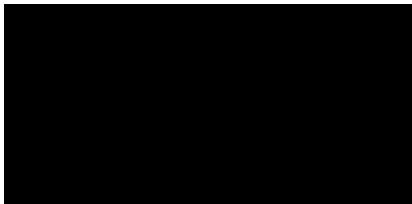
METROWEST PHASE 1

1. We refer to your stage 1 consultation about re-opening the Portishead branch line.
2. We are the statutory harbour authority and competent harbour authority for the Port of Bristol and the Port of Bristol Security Authority.
3. We own and operate the commercial port of Bristol which comprises the Avonmouth, Royal Edward and Royal Portbury Docks ("Port").
4. The Port is recognised as a strategically important national asset, as well as having significant local and regional importance. It is a multimodal transport hub providing transit facilities for cargo with links by sea, road and rail to national and international destinations.
5. In principle, we support the proposal to reopen the rail link to Portishead.
6. The link would use a significant part of the freight line opened by us in 2001 which connects Royal Portbury Dock to the national rail network. It would also re-open the abandoned rail line that runs along the south-east boundary of the Royal Portbury Dock estate.
7. Consent for our freight line was granted by North Somerset Council and your proposal, if authorised and built, must not affect the number or timing of our current rail paths as referred to in that consent and any other applicable arrangements.
8. We highlight below current issues of specific concern to be addressed before you undertake any relevant detailed engineering design work.
9. Figure 2.1 to your Project Scoping Report (June 2015) as submitted to PINS shows a red line boundary (or proposed limits of deviation) for your proposed works which penetrates the Port's secure boundary in a significant number of areas. Please review your proposed red line so that it does not include Port land.

.../...

10. We recognise that you may require access to Port land to the south-east of the M5 motorway in order to provide new rail signalling. We are willing to discuss with you how that should be provided on the basis that the relevant land will be outside your proposed red line boundary.
11. If you believe that the use of other Port land is essential please provide for our consideration a detailed explanation, including a description of the purpose(s) and duration for which any land may be required.
12. The preservation of the Port's access arrangements during any temporary and permanent works is essential to ensure business continuity. This includes the Port's private road network and our freight line, including its connection to the national rail network. Your detailed engineering design work and construction plans must fully address this requirement.
13. The Port handles a wide range of cargo, including motor vehicles which are stored in secure compounds several of which are adjacent to the proposed rail line. Those motor vehicles need to be maintained in pristine condition. It is essential that your works do not create any debris or dust or release any other contaminants that might in any way damage those vehicles. The same considerations apply to other sensitive cargoes which are handled at the Port.
14. Our above comments are based on our understanding that your current public consultation relates only to the proposed re-opening of the Portishead branch line and not to other elements of MetroWest Phase 1. If that understanding is incorrect please let us know because we will want, in due course, to raise with you issues concerning those other elements.

Yours faithfully



John C Chaplin
Director of Special Projects

Response: NATS LTD

From: ROSSI, Sacha [<mailto:Sacha.Rossi@nats.co.uk>]

Sent: 23 October 2017 15:02

To: Metro West

Cc: NATS Safeguarding

Subject: Portishead Branch Line (MetroWest Phase 1), Section 42 Planning Act 2008 [SG25324]

Dear Sir/Madam,

I refer to the consultation referenced above and received by surface mail at our office.

NATS operates no infrastructure in the vicinity of the proposed application and anticipates no impact from the proposed development. Accordingly, it has no comments to make on the Development Consent Order. NATS will re-iterate its position to Planning Inspectorate when a formal consultation is received.

Please send all future correspondence to our address below, noting our preference for email:

NATS LTD
Safeguarding Office
4000 Parkway
Whiteley
Fareham
Hampshire
PO15 7FL

☎: 01489 444 687

✉: natssafeguarding@nats.co.uk



Portishead Branch Line – MetroWest Phase 1

Royal Mail Group Limited Section 42 consultation response to North Somerset Council

Introduction

This representation is in response to the letter to Royal Mail from West of England Councils MetroWest dated 19 October 2017 requesting Royal Mail's comments on the Preliminary Environmental information Report (PEIR) as a statutory consultee for the purposes of section 42 of the Planning Act 2008.

Royal Mail's consultant BNP Paribas Real Estate has reviewed the PEIR as published for consultation and in particular its Chapter 16 – Transport, Access and Non-Motorised Users.

Royal Mail-relevant information

Royal Mail is responsible for providing efficient mail sorting and delivery nationally. As the Universal Service Provider under the Postal Services Act 2011, Royal Mail has a statutory duty to deliver mail to every residential and business address in the country as well as collecting mail from all Post Offices and post boxes six days a week.

Royal Mail's postal sorting and delivery operations rely heavily on road communications. Royal Mail's ability to provide efficient mail collection, sorting and delivery to the public is sensitive to changes in the capacity of the highway network.

Royal Mail is a major road user nationally. Any disruption to the highway network and traffic delays can have direct consequences on Royal Mail's operations, its ability to meet the Universal Service Obligation and comply with the regulatory regime for postal services, thereby presenting a significant risk to Royal Mail's operation and business.

Royal Mail's nearby operational properties to the proposed Portishead Branch Line are:

1. Portishead Delivery Office, 20 High Street Portishead Bristol BS20 6AL
2. Clifton Delivery Office, 2 Clifton Road Bristol BS8 1BJ
3. Clevedon Delivery Office, 2 Albert Road, Clevedon BS21 7RW
4. Nailsea DO, Crown Glass Place Bristol BS48 1RA
5. Avonmouth Delivery Office, St Brendans Way, Bristol BS11 9RY
6. South West Regional Distribution Centre, Western Approach Distribution Park, Bristol BS35 4GG

Every day, in exercising its statutory duties Royal Mail vehicles use all of the main roads that may potentially be affected by additional traffic arising from the construction of the proposed Portishead Branch Line.

Royal Mail therefore wishes to ensure the protection of its future ability to provide an efficient mail sorting and delivery service to the public in accordance with its statutory obligations which may potentially be adversely affected by the construction of the Portishead Branch Line - MetroWest Phase1.



Royal Mail's comments on the PEIR

It is noted that without mitigation the DCO scheme for the Portishead Branch Line - MetroWest Phase1 would be expected to have adverse transportation impacts during the construction works. These have been assessed as **moderate adverse** impact on the local road network, but **not significant** on the strategic road network.

Royal Mail notes that during construction it may be necessary to have partial or full road closures that Traffic Management should have **moderate adverse** impact on the local road network.

Royal Mail notes that the mitigation measures will evolve around a Construction Traffic Management Plan (CTMP) which will focus on highway delivery routes, delivery of abnormal loads, phasing of construction / operating periods, traffic management measures and compounds.

Royal Mail's position at the Section 42 consultation stage

Royal Mail has no issue with the principle of the proposed Portishead Branch Line which should, once constructed, promote modal shift away from private vehicle use, thus reducing demand for the public highway. However, Royal Mail does have concerns about the impact that the construction of the Portishead Branch Line will have on its road based operations from the above identified operational Royal Mail facilities.

Royal Mail therefore has the following comments / requests:

1. In further developing the scheme and the DCO application, the West of England Councils MetroWest should have regard to the Royal Mail's statutory requirements and operational sensitivity to changes in the capacity of the highways network, as summarised above.
2. The West of England Councils MetroWest should note the location of Royal Mail's nearby operational properties as listed above.
3. Royal Mail requests that the ES to be submitted with the DCO application includes information on the needs of major road users (such as Royal Mail) and acknowledges the requirement to ensure that major road users are not disrupted through full consultation at the appropriate time in the DCO and development process.
4. Royal Mail requests that it is fully pre-consulted by West of England Councils MetroWest on proposed road closures / diversions/ alternative access arrangements, hours of working and on the content of the CTMP. The ES should formally acknowledge the need for this consultation with Royal Mail and other relevant local businesses / occupiers.

Royal Mail is able to supply information on its road usage / trips if required.

Should PINS or West of England Councils MetroWest have any queries in relation to the above then in the first instance please contact Holly Trotman (holly.trotman@royalmail.com) of Royal Mail's Legal Services Team or Daniel Parry-Jones (daniel.parry-jones@bnpparibas.com) of BNP Paribas Real Estate.



Homes & Communities Agency

James Willcock
MetroWest Phase 1 Project Manager
3 Rivergate
Temple Way
Bristol
BS1 6ER

01 December 2017

By email only to: metrowest@westofengland.org

Dear James,

RE: HCA Consultation Response: Portishead Branch Line (MetroWest Phase 1)

The Homes and Communities Agency (HCA) have been notified of the intention of North Somerset District Council to re-open the Portishead Branch line for passenger services.

The HCA are freeholders of 3 parcels of land at Ashton Gate Depot (Title numbers BL113390 and BL134476). The attached plan outlines the HCA land holdings in the vicinity.

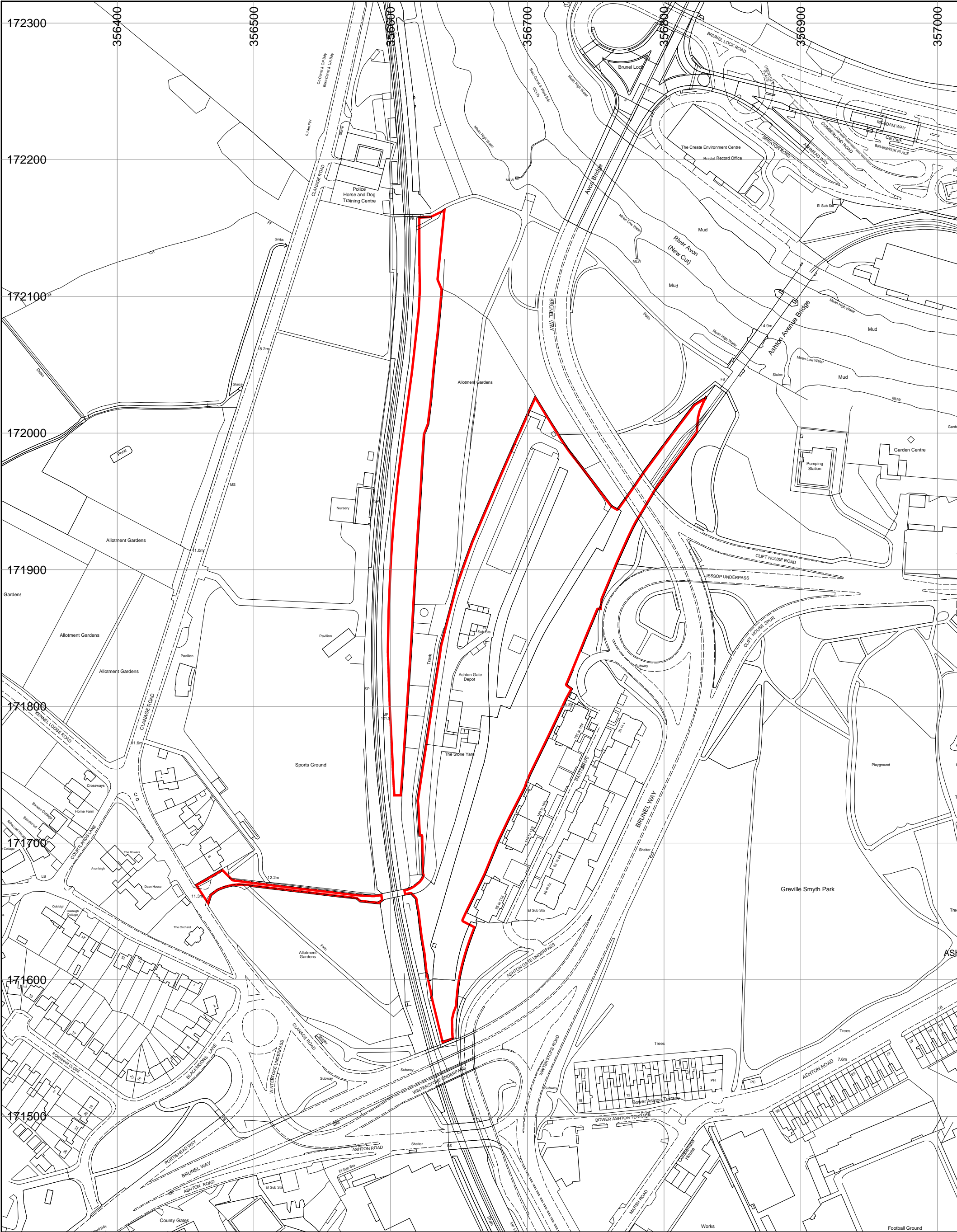
Whilst it is unclear how the Metro West Phase 1 works may impact on HCA land, please note the following:

- The HCA are in a conditional contract for the delivery for a residential scheme with [REDACTED] on the principal parcel of land (Title number: BL113390).
- The HCA land is affected by two Demarcation Agreements dated 6th March 1996 and 29th February 1996 between RailTrack PLC and British Railways Board. The Demarcation Agreements provides a number of rights including access to the principal development site, via the rail bridge accessed off Clanage Road. This access must be maintained under any future development of the Portishead Branch Line. The HCA would be concerned of any impact on access to HCA land as a result of these proposals.
- We are also aware of the plans for the maintenance compound in close proximity to HCA land – whilst it is unclear the impact this may have on future development proposals, please can HCA be fully updated on the nature of this element of the works.

If you require any further information please do not hesitate to get in contact.

Yours Sincerely,

Adam Frontczak
Specialist – Public Sector Land
Homes and Communities Agency
T 0117 9377260 M:07554331725



TITLE
CITY GATEWAY (ASHTON GATEWAY)
CLANGE ROAD
BOWER
ASHTON
BRISTOL
BS3 2JX

ITP NO.

PCS NO.

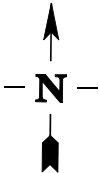
DRG NO.
SXC1068

DATE
03/02/2014

SCALE
1:2,500

SIZE
A3

Information shown is correct to the best of Spatial Intelligence Department's knowledge at date of issue.
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Homes &
Communities
Agency

Spatial and Market
Intelligence

Tel: 0300 1234500
Email - spatialintelligence@hca.gsi.gov.uk
www.homesandcommunities.co.uk

Response: GTC

From: Thomas.Anderson@gtc-uk.co.uk [<mailto:Thomas.Anderson@gtc-uk.co.uk>]

Sent: 20 October 2017 16:16

To: Metro West

Subject: MWP1/S42

Please note in respect of the above reference, we have no comment to make.

This regards the following companies

Utility Grid Installations

Independent Pipelines

GTC

Electric Network Company

Quadrant Pipelines

Independent Power Networks

Kind Regards

Tom Anderson

Engineering Support Officer

GTC

Engineering

Energy House

Woolpit Business Park

Woolpit

Bury St. Edmunds

Suffolk

IP30 9UP

Fax: 01359 244046

Email: tom.anderson@gtc-uk.co.uk

Web: www.gtc-uk.co.uk

Sent electronically to:

metrowest@westofengland.org

Nick Dexter
DCO Liaison Officer
Land & Business Support

Nicholas.dexter@nationalgrid.com

Tel: +44 (0)7917 791925

www.nationalgrid.com

4th December 2017

Dear Sir/Madam,

Ref: Portishead Branch Line (MetroWest Phase 1) – Section 42 Planning Act 2008 Consultation

I refer to your letter dated 19th October 2017 in relation to the proposed Portishead Branch Line (MetroWest Phase 1) Section 42 Consultation. Having reviewed the Consultation Documents, I would like to make the following comments:

The National Grid Hinkley Point C Connection Project Order (2016) and Correction Order (2017):

National Grid's Hinkley Point C Connection Project Order (2016) and Correction Order (2017) (the "Order") which provides rights to construct and acquire land to connect the Hinkley Point C New Nuclear Power Station ([click here](#)), are affected by the proposed Metrowest Phase 1 Order and will need to be protected / safeguarded. If any of the rights provided by the "Order" are proposed to be changed or removed then alternative rights will need to be provided by the Metrowest Order that are acceptable to, and have been agreed by National Grid.

Following a number of meetings with yourselves it appears likely that there will be an overlap in the construction of both projects. It will therefore be essential to work together and agree a form of liaison procedure to ensure any potential interactions / conflicts can be proactively managed and resolved.

I hope the above information is useful. If you require any further information please do not hesitate to contact me.

Yours Faithfully



Nick Dexter.

Response: Marine Management Organisation

Dear Stephen,

Sorry for the delay in responding. Please be aware that any works within the Marine area require a licence from the Marine Management Organisation. It is down to the applicant themselves to take the necessary steps to ascertain whether their works will fall below the Mean High Water Line.

The Marine Management Organisation (MMO) is a non-departmental public body responsible for the management of England's marine area on behalf of the UK government. The MMO's delivery functions are; marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, marine emergencies, fisheries management and issuing European grants.

Marine Licensing

Activities taking place below the mean high water mark may require a marine licence in accordance with the Marine and Coastal Access Act (MCAA) 2009.

Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. You can also apply to the MMO for consent under the Electricity Act 1989 (as amended) for offshore generating stations between 1 and 100 megawatts in England and parts of Wales. The MMO is also the authority responsible for processing and determining harbour orders in England, and for some ports in Wales, and for granting consent under various local Acts and orders regarding harbours. A wildlife licence is also required for activities that that would affect a UK or European protected marine species.

Marine Planning

As the marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark. Marine plans will inform and guide decision makers on development in marine and coastal areas. On 2 April 2014 the East Inshore and Offshore marine plans were published, becoming a material consideration for public authorities with decision making functions. The East Inshore and East Offshore Marine Plans cover the coast and seas from Flamborough Head to Felixstowe. For further information on how to apply the East Inshore and Offshore Plans please visit our Marine Information System. The MMO is currently in the process of developing marine plans for the South Inshore and

Offshore Plan Areas and has a requirement to develop plans for the remaining 7 marine plan areas by 2021.

Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to. For marine and coastal areas where a marine plan is not currently in place, we advise local authorities to refer to the Marine Policy Statement for guidance on any planning activity that includes a section of coastline or tidal river. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the Marine and Coastal Access Act and the UK Marine Policy Statement unless relevant considerations indicate otherwise. Local authorities may also wish to refer to our online guidance and the Planning Advisory Service soundness self-assessment checklist.

Minerals and waste plans and local aggregate assessments

If you are consulting on a mineral/waste plan or local aggregate assessment, the MMO recommend reference to marine aggregates is included and reference to be made to the documents below:

- The Marine Policy Statement (MPS), section 3.5 which highlights the importance of marine aggregates and its supply to England's (and the UK) construction industry.
- The National Planning Policy Framework (NPPF) which sets out policies for national (England) construction minerals supply.
- The Managed Aggregate Supply System (MASS) which includes specific references to the role of marine aggregates in the wider portfolio of supply.
- The National and regional guidelines for aggregates provision in England 2005-2020 predict likely aggregate demand over this period including marine supply.

The NPPF informed MASS guidance requires local mineral planning authorities to prepare Local Aggregate Assessments, these assessments have to consider the opportunities and constraints of all mineral supplies into their planning regions – including marine. This means that even land-locked counties, may have to consider the role that marine sourced supplies (delivered by rail or river) play – particularly where land based resources are becoming increasingly constrained.

If require further guidance on the Marine Licencing process please follow the link

<https://www.gov.uk/topic/planning-development/marine-licences>

Kind Regards,

Megan McCoull

Business Support Team| Her Majesty's Government – Marine Management
Organisation Tel: +44 (0)2080 265 093| Megan.Mccoull@marinemanagement.org.uk
| Lancaster House, Hampshire Court, Newcastle Business Park, Newcastle upon
Tyne, NE4 7YH

From: Steven Penaluna [<mailto:Steven.Penaluna@n-somerset.gov.uk>]

Sent: 30 January 2018 17:12

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: Re: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

Dear Stakeholder

North Somerset District Council wrote to you on 19th October 2017 in relation to our statutory consultation on the proposals to re-open the Portishead branch line for passenger train services (MetroWest Phase 1), as required under section 42 of the Planning Act 2008. A copy of the letter is attached.

We do not have record of a response from you. We are therefore contacting you again to ensure that you received the previous correspondence and have had time to consider our proposals. We would politely ask you to consider the following:

- If you do not have any comments in relation to the proposals, we would be grateful if you could send us a short email to this effect for our records.
- If you do wish to respond, details of how to do so are included in the letter. Please could we ask that any comments are received as soon as possible and in any event before 1st March 2018 as we are finalising our application for submission to the Planning Inspectorate.

I look forward to hearing from you.

Kind regards

Steve

From: Steven Penaluna

Sent: Thursday, October 19, 2017 9:07 PM

To: Steven Penaluna (Steven.Penaluna@n-somerset.gov.uk) <Steven.Penaluna@n-somerset.gov.uk>

Subject: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

Dear Stakeholder

North Somerset District Council as the promoter of the Portishead branch line (MetroWest Phase 1) Development Consent Order is now at the pre-application stage where it wishes to consult with statutory consultees on its proposals, as required under Section 42 of the 2008 Act. The attached letter is sent to you as a statutory consultee as prescribed under Section 42 of the 2008 Act.

Kind regards

Steven Penaluna

Principal Transport Policy Officer (MetroWest Phase 1)

Development & Environment

North Somerset Council

Tel: 01934 427692

E-Mail: steven.penaluna@n-somerset.gov.uk

Post: Town Hall, Walliscote Grove Road, Weston-super-Mare, BS23 1UJ

Web: www.n-somerset.gov.uk / www.travelwest.info



Department for Environment and Community Services

Date: 30 November 2017
Your Ref: MWP1/S43
Our Ref:
Enquiries to: Gillian Ellis-King
Section: T&SP
Tel: 01454 86 3724

E-mail: Gillian.ellis-king@
southglos.gov.uk

James Willcock
West of England Councils MetroWest
3 Rivergate
Temple Way
Bristol
BS1 6ER

Dear James

**Portishead Branch Line (MetroWest Phase 1): Consultation: 23 October 2017
to 4 December 2017
Section 42 Planning Act 2008**

Further to your letter of 19 October, we write to provide a delegated officer response in respect of the above. This is provided following consultation with the Chairs of the relevant Committees in accordance with the South Gloucestershire Council Constitution.

We understand that the main works are located in North Somerset and Bristol, with only minor works in South Gloucestershire, including:

- a) Upgrading the Severn Beach line to an hourly service for Severn Beach.
- b) Minor signalling works are required at Severn Beach to enable a longer layover period for passenger trains at Sever Beach station;
- c) The consultation leaflet also states that, subject to available funding, the 16 stations within the MetroWest phase 1 network will be upgraded, including e.g. new passenger shelters, improved information systems, improved CCTV and access improvements, although this proposal does not seem to be included in the Preliminary Environmental Report section 4.8 'Other works required for the MetroWest Phase 1 project'?

Having reviewed the project documentation and visited the exhibition at Pill, our comments are as set out below.

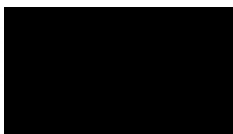
We welcome MetroWest Phase 1 as a project that provides sustainable travel options and has the potential to reduce road traffic. As far as we understand no significant negative effects are predicted for South Gloucestershire.

Officers do however have a technical query regarding the scope of the preliminary environmental information provided, as this does not seem to assess (or provide a justification for not assessing) the cumulative effects of the main MetroWest DCO project along with all of its' other associated works, and particularly those elements proposed to be delivered under Permitted Development Rights (listed at a-c above). Even though these elements (a-c above) are being proposed under Permitted Development Rights, they nonetheless seem to form part of the MetroWest project (as stated in the consultation documents) which is an EIA-scale scheme. It would therefore seem that the PD elements (a-c) should form part of that environmental assessment (Preliminary Environmental Report) even if the effects are ultimately found not to be significant.

In particular, the Severn Beach railway line runs immediately alongside the boundary of the Severn Estuary SPA/Ramsar (European Site) at Chittingen Wharf and accordingly the project needs to be subject to Habitat Regulations Assessment (HRA) under Regulation 61 of the Habitat Regulations 2010 as there may be potential for the works in a-c to impact upon the site (particularly increased train journeys to displace or disturb waterfowl using the saltmarsh). The Environmental Impact Assessment and HRA must both consider the potential for cumulative effects and report, as well as in combination effects with other plans or projects. In this regard, consideration should also be given to assessing the project in combination with other plans or projects, including the proposed new M49 motorway junction at Severnside and the proposed flood defence works at Avonmouth Severnside.

If you have any questions please let me know.

Yours sincerely



Gillian Ellis-King
Strategic Projects Manager
Transport & Strategic Projects

Steven Penaluna

Subject: RE: Portishead branch line (MetroWest Phase 1) section 43 consultation notification

From: Christopher Griggs-Trevarthen [mailto:Chris_Griggs@BATHNES.GOV.UK]

Sent: Thursday, February 15, 2018 10:57 AM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: RE: [OFFICIAL-ENCRYPTED IN TRANSIT] Portishead branch line (MetroWest Phase 1) section 43 consultation notification

Dear Steve,

Thank you for your email and the attached information.

I can confirm that we do not wish to respond.

Kind regards,

Christopher Griggs-Trevarthen

Senior Planning Officer

Development Management

Bath & North East Somerset Council

Telephone: 01225 477572

Email: chris_griggs@bathnes.gov.uk

www.bathnes.gov.uk

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Steven Penaluna

Subject: RE: Portishead branch line (MetroWest Phase 1) section 43 consultation notification

From: Clark, Anna [mailto:Anna.Clark@Mendip.gov.uk]

Sent: Monday, January 15, 2018 3:13 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: [OFFICIAL] RE: Portishead branch line (MetroWest Phase 1) section 43 consultation notification

Dear Steve,

I can confirm we have no comments.

Kind Regards, Anna

Anna Clark BSc (Hons) PGCertTP MA MRTPI

Principal Economic Growth Planner

(Normal working hours: Full-time Mon & Weds; Finishing at 2pm Tues, Thurs & Fri)

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07887 635022

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North Somerset Council
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Sedgemoor District Council

Bridgwater House, King Square, Bridgwater,
Somerset, TA6 3AR

Telephone: 0845 408 2540

DX: 745440 Bridgwater 7

Website: www.sedgemoor.gov.uk

Twitter: twitter.com/SedgemoorDC

Strategy & Development

Reference: PBL01

Contact: Sam Harper

Direct Line: 01278 435393

Fax:

E-mail: samuel.harper@sedgemoor.gov.uk

Date: 23 January 2018

Dear Mr Penaluna

Portishead Branch Line (MetroWest Phase 1) Section 42 Consultation

I thank you and refer to your email dated 15 January 2018 regarding the above-mentioned consultation, and the attached letter from James Willcock dated 19 October 2017. I would first like to apologise for the delay in our response but trust that this letter can be treated as our response to the Section 42 Consultation and submitted in support of your DCO submission.

We have now had the opportunity to consider the detail of the proposals and the documentation published in support of this consultation. We note that the route of the proposed Branch Line runs some distance from the Sedgemoor District Boundary and that the proposals will have a limited impact upon our communities both in construction and in operation. However, it is noted within Chapter 16 of the PEIR that part of the DCO Scheme involves upgrading part of an operational railway meaning that it is likely there will be a requirement for temporary possessions which, presumably, may impact upon services in and out of stations in both Bridgwater and Burnham-on-Sea & Highbridge. As such, Sedgemoor District Council would like to be updated on how those works will affect services into and out of Sedgemoor once a construction contractor is appointed and a programme is agreed.

Notwithstanding this minor comment, Sedgemoor District Council does not have any objections to the proposal and supports the principle of improved rail connectivity and service across the West of England and the greater South-West region.

I trust this is adequate for your purposes but please do not hesitate to come back to me should you require any further detail at all.

Yours sincerely



Sam Harper
Senior Planning Officer (Hinkley C)



James Willcock
West of England Councils MetroWest
3 Rivergate
Temple Way
Bristol
BS1 6ER

Great Western Railway

Exeter St Davids Station
Bonhay Road
Exeter EX4 4NT
GWR.com

1 May 2018

Metro West Phase 1 Development Consent Order

Dear James,

GWR is pleased to offer support for the Metro West Phase 1 scheme and the Development Consent Order (DCO) application on which you have been leading on behalf of the Metro West promoting authorities. The DCO represents a significant milestone in this important project.

As you know, GWR has helped shape the plans to bring forward improvements across the Metro West network, including on the Severn Beach, Bath and Gloucester lines. We are working towards the early delivery of additional capacity and frequency improvements on both the Severn Beach and Bath corridors, responding to growing demand on both routes, and providing a more attractive service which will be the foundation of Metro West services.

GWR has a franchise obligation to fully co-operate with the development of Metro West. To underline our commitment, GWR and the IPA authorities have entered into a development agreement for work to support the planning, preparation and costing of new services and supporting infrastructure. GWR will continue to work with you, as set out in this agreement, to bring forward the proposals.

Metro West builds on GWR's own investment in the cascade of Turbo trains to Bristol, which started with the Severn Beach Line in July 2017 and now includes cross Bristol services to Bristol Parkway, Weston-super-Mare, Cardiff and Taunton. These trains, combined with the timetable changes to be provided from January 2019, will provide more capacity and a better customer experience.

In addition, we have commenced the Smart Ticketing pilot on the Severn Beach Line, introduced a new smart enabled gateline at Bristol Temple Meads (with the new gateline at Weston-super-Mare coming forward later this year) and have enabled mobile ticketing through barcode readers supported by a new App. And, of course, last year we introduced the new InterCity Express Train on services from London Paddington with these new trains serving Bath, Bristol Temple Meads, Bristol Parkway and Weston-super-Mare.

This package is transforming the customer experience in the West of England and helping to deliver our aim, which is to revalue rail in the hearts and minds of the travelling public.

A **First** company

Rail Delivery Group





The rail industry commitment to improved services is also underpinned by the Network Rail route modernisation programme, including the four tracking of Filton bank, which will provide improved capacity, flexibility and operational resilience. This offers an example of the benefits of GWR's alliance with Network Rail and the support of local partners to secure major external investment.

In summary, GWR is proud to be working with the Metro West promoting authorities on this transformational project. On behalf of GWR, I look forward to working with you and the wider team to turn the vision into reality.

Yours sincerely,



Dan Okey
GWR Regional Development Manager - Central

Steven Penaluna

Subject: RE: Portishead branch line (MetroWest Phase 1) consultation notification

From: Richard Gibson [mailto:Richard.Gibson@crosscountrytrains.co.uk]

Sent: Wednesday, January 31, 2018 2:07 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>; metrowest@westofengland.org

Subject: RE: Portishead branch line (MetroWest Phase 1) consultation notification

Dear Steve

Just to confirm, CrossCountry has no comments to make in response at this time. However, we will continue to participate in industry working groups as the project develops, and alongside Network Rail and the local train operator to ensure rail timetables are optimised upon completion.

Kind regards

Richard Gibson, Head of Communications, CrossCountry

Phone: 0121 200 6112 Mobile: 07920 277409 Fax: 0121 200 6001

Address: 5th Floor, Cannon House, 18 The Priory Queensway, Birmingham, B4 6BS



Steven Penaluna

Subject: RE: Portishead Branch line

From: Paul Makepeace [<mailto:paul.makepeace@drsl.co.uk>]

Sent: 05 March 2018 12:22

To: Metro West

Subject: Portishead Branch line

Good afternoon James

Firstly apologies as I believe you have not had a response from DRS regarding the MetroWest Phase , our interim MD has just received it and asked if I could review and respond.

As a freight operator we don't currently use the branch but obviously would want to ensure that freight still would access to the appropriate sidings there for current flows and potentially new flows in the future as rail becomes more of a greener option for bulk freight movements in the UK.

The concept of reconnecting passenger services to parts of, or new cities that are not currently serviced by the rail network is a worthwhile project so wish you every success in the scheme, and if you have any more requirements in the future from DRS please feel free to drop me an email.

I hope this response meets your requirements.

Regards

Paul

Paul Makepeace

Head of Business Development

Direct Rail services Ltd
Regents Court, Baron Way,
Kingmoor Business Park, Carlisle, CA6 4SJ

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Steven Penaluna

Subject: RE: Portishead Branch Line

From: Robin Jacob [<mailto:robin.jacob@mendip-rail.co.uk>]

Sent: 07 February 2018 14:46

To: Metro West

Subject: Portishead Branch Line

Dear James,

In response to your correspondence of 1st February 2018

I can confirm that Mendip Rail Ltd have no adverse comments in respect of the project proposals relating to the Portishead Branch Line upgrade.

My apologies for not responding earlier.

Regards

Rob

Robin Jacob
Distribution Manager
Mendip Rail Ltd
Phone 01749 881204
Fax 01749 880141
Mobile 07718 975184
Robin.Jacob@mendip-rail.co.uk

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Subject: Re: Portishead Branch Line consultation - Bristol Airport response

From: Mark Herbert [<mailto:MHerbert@bristolairport.com>]
Sent: 01 December 2017 16:14
To: Metro West
Subject: Portishead Branch Line consultation - Bristol Airport response

FAO James Willcock

Dear James,

On behalf of Bristol Airport, I would like to thank you for the opportunity to comment at this pre-application stage.

Bristol Airport welcomes the proposed re-opening of the Portishead branch line as part of the wider MetroWest package of rail improvements across the West of England. We note and support the intended scheme benefits, including the reduction in journey times, the increase in business confidence and jobs, and the widening of the rail catchment area, and we welcome the scheme's integration with Network Rail's Western Route Modernisation Programme. These factors are all important to the continued success of the airport as one of the two international gateways to the West of England.

As you will be aware, the airport is fully engaged with North Somerset Council and its partner authorities through the emerging Joint Spatial Plan (JSP) and Joint Transport Study (JTS) for the West of England, as well as the emerging Regional Strategy for the Combined Authority. We welcome the commitment within the JTS Final Report (September 2017) to a comprehensive package to improve access to the airport both by public transport and by road, and the proposed re-opening of the branch line and the provision of two new train stations are supported on the basis that delivery would assist with the wider vision for the regional transportation networks.

Bristol Airport will continue to engage positively with North Somerset Council and regional bodies in respect of the JSP and the emerging Local Transport Plan, and with MetroWest and Network Rail with regard to the regional rail network. We understand that this representation will be reported to PINS, and Bristol Airport wishes the Council and MetroWest well with the DCO application.

Mark Herbert

Mark Herbert
Planning Manager
Bristol Airport,
Bristol, BS48 3DY

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www.bristolairport.com



North Somerset Local Access Forum Response to Metrowest Phase 1 consultation

Thank you for the opportunity to give our view on the latest developments on this project, following the presentation from Metrowest on 10th October 2017. We have the following comments to make concerning the route, starting at the Portishead station end:

1. We understand that Metrowest is liaising with the Internal Drainage Board on the subject of the watercourses by Trinity School.
2. There was concern that there may be conflict between cyclists and pedestrians on the footbridge by the school. We asked that cyclists be asked to dismount over the bridge.
3. We understand that the permissive bridleway opposite Sheepway Gate Farm will be temporarily diverted during the works. We also asked for hatching to be marked in front of the gates to stop motorists from blocking the horse access.
4. We asked that a proper light controlled crossing be installed at the Royal Portbury Dock Road as horses will no longer be able to pass beneath the railway tunnels, meaning they (and other vulnerable users) will be obliged to cross this very busy road. We are aware that you did some research on this but this was carried out mid-week in one of the wettest Februaries on record, so a representative sample of use was not achieved.
5. We asked that on the sections where the bridleway passes right alongside the railway tracks, there could be high, non-see-through fencing so as to minimise the risk of horses panicking along this very narrow section.
6. We understand that there will be a temporary closure and diversion of NCN26 between Marsh Lane and Pill while works are carried out, although the final route will be wider than before.
7. We are very pleased to see that the bridleway into Pill is to be extended around the base of the M5 motorway bridge. This means that this, the only route into Pill for horse riders from this direction, is now preserved. We would like to see high sides on the Marsh Lane bridge from a safety point of view.
8. We understand that it is not possible to make the Avon Road underbridge higher, so asked that mounting blocks for riders be placed at either end. At present, the route is usable on a smaller horse, but riders of larger horses need to dismount. Mounting blocks at either end will make this easier and safer.
9. We understand that there will be some temporary closures of NCN41 during construction, but that these will be well advertised. Similarly, there will be temporary diversions on Winterstoke Road due to the closure of the Baron's Court right of way.
10. Mr Andrew Carroll, of the NSC Rights of Way team, asked that the bridleway surface to the east of Marsh Lane be improved when it is reopened as it is currently in a very poor condition.

Thank you again for the opportunity to give our views. We look forward to seeing the next stage of proposals.

Steven Penaluna

Subject: RE: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

From: Graeme Stark [mailto:Graeme_Stark@BATHNES.GOV.UK]

Sent: Thursday, January 25, 2018 2:30 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: RE: [OFFICIAL-ENCRYPTED IN TRANSIT] Portishead branch line (MetroWest Phase 1) section 42 consultation notification

Dear Steven

Thank you for the further opportunity to comment. Unfortunately, the JLAF have not expressed a desire to provide a consultation response on this occasion and I would be grateful if you could update your records accordingly.

Thanks,

Graeme.

Graeme Stark
Secretary to the Joint Local Access Forum

Telephone: 01225 477650

Email: graeme_stark@bathnes.gov.uk

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BRISTOL CITY COUNCIL
PUBLIC RIGHTS OF WAY LIAISON GROUP

PLACE
Traffic Services

MINUTES

Meeting	Date	Time	Location
PUBLIC RIGHTS OF WAY LIAISON GROUP	Tuesday 5 September 2017	14:00 – 16:00 p.m.	4th Floor, 100 Temple Street (Room 4S2)
Attendees			
Peter Gould, Bristol Civic Society (PG) Keith Budd, Ramblers Association Julie Boston [Chair], SERA Harry Coles, The Conservation Volunteers (HC) Mary Knight, PROW Officer, Highways & Traffic (MK) Christine Pouncett, PROW Officer, Highways & Traffic (CP) Theo Brumhead, PROW Officer, Highways & Traffic (TB) Richard Matthews, Principal Transport Policy Officer, N Somerset Council (RM) Jennifer Devereux, Transport Policy Officer (MetroWest Phase 1) Ditto (JD)			
Apologies			
Duncan Venison, Network Operations Manager, Highways & Traffic Alan Morris, Chair of Bristol Walking Alliance Keith Way, Hartcliffe & Dundry Wildlife Conservation Group Claire Lowman, Public Health, BCC Ann Fay, British Horse Society			

A G E N D A

1. Apologies and Introductions
2. MetroWest Phase 1 scheme – proposed changes to PROWs in Ashton Gate area
- Richard Matthews, Principal Transport Policy Officer, Highways & Transport, North Somerset Council.
3. Minutes from PROWLG meeting of 13 June 2017 - Matters arising.
4. Matters raised by members
 - a) Status of Montpelier Station bridge and approaches (PG)
 - b) Location of 100 Temple St with reference to the 'Enterprise Zone' and the start of the 'Golden Mile' (JB)
 - c) 'Walks to Five Public libraries along the byways, stream and woodlands of Bristol' and link to Bristol Libraries' opening hours. Created by Friends of Suburban Bristol Railways.(JB)
 - d) Publicising PROW team successes (JB)
 - e) Terms of reference of Public Rights of Way Liaison Group (JB)
5. 2026 Cut-off Provisions for historical rights of way – potential routes for prioritising [Standing Item]
6. Footpath improvement works [Standing item]
7. Update on illegally gated PROWs and other long standing enforcement issues (DV) [Standing item]
8. Joint Local Access Forum update [Standing Item]
9. Any other business

Agenda Item	Discussion Points/Outcomes	Actions
1	<p>Apologies and Introductions</p> <p>Apologies noted. Introductions – RM & JD attended from North Somerset Council to provide an overview of the MetroWest Phase 1 scheme.</p>	
2	<p>MetroWest Phase 1 – proposed changes to PROWs in Ashton Gate.</p> <p>RM gave an introduction and JD provided an overview of the MetroWest Phase 1 Scheme and timescales. There would be a new service to Portishead / Pill and an increased frequency of trains on 16 stations across the West of England rail network, including a half hourly service on the Severn Beach Line and to Keynsham/Oldfield Park stations. In answer to a question from PG about the timescales for construction of a rail station in Ashton Gate, RM replied that they were not familiar with the specific proposals for this scheme. However, they are aware that the potential station site is protected but that any plans to proceed with a station at this location would likely require a feasibility study in the first instance.</p> <p>RM set out the proposed temporary diversions that would take place to facilitate the construction of:</p> <ul style="list-style-type: none"> - a new pedestrian / cyclist ramp between Ashton Vale Road and the A370 - an extended left turn land from Winterstoke Road into the industrial estate <p>No objections were raised by the PROW group to these proposals. In answer to a query from MK re. temporary pedestrian crossing arrangements on Winterstoke Road whilst works are being carried out, RM clarified that the diversion will cross the Ashton Gate Stadium roundabout and continue on the opposite side of the road. The Traffic management / crossing arrangements will be decided to prior to construction and would need approval from Bristol City Council's traffic management team and will have to meet their requirements.</p> <p>RM set out the proposed temporary closure of the tow path for a few days or hours at a time to allow NR to safely access / work on their structures. The temporary diversions included the route via NCN33 / NCN334 / Forestry Commission track and cycle path. The group was generally happy that alternative routes had been considered and would be advertised via website and signing.</p> <p><u>NCN 26</u> – RM explained the proposals for the temporary closure of limited sections of NCN26 to the west of Pill and the proposed diversion routes. RM also highlighted that the proposals were for permanent improvements to the NCN26 by widening the paths beneath several bridges and providing an improved crossing at Royal Portbury Dock Rd and a planned extension to the Bridleway beneath the M5 overbridge.</p>	

Agenda Item	Discussion Points/Outcomes	Actions
	<p>The group appeared to be generally pleased with the planned permanent improvements.</p> <p><u>Ashton Vale Industrial Estate</u> – RM set out that there would be permanent changes, including a new pedestrian / cyclist ramp linking Ashton Vale Road to the A370, a new PROW route connecting the Ashton Vale Road to Baron's Close level crossing site and the permanent closure of the level crossing at Baron's Close. It was queried why Baron's Close would have to close and the path be diverted to Ashton Vale Road level crossing, and it was explained that this was due to safety issues associated with an increased frequency of trains. The Ashton Vale level crossing was much safer for a number of reasons including the fact that it is controlled manually via CCTV.</p> <p>A link to the S42 consultation website will be emailed to the group. The S42 Consultation will run for 6 weeks from 23 October to 4th December.</p> <p>Construction work is planned to commence in Spring 2020.</p>	JD/CP
3	<p>Minutes – matters arising</p> <p><u>Kingsweston Bridge</u> – PG pointed out that at the recent JLAF meeting the possibility of making the bridge safe for pedestrians was discussed. DV elected to investigate further and report back.</p>	DV
4	<p>Matters raised by members</p> <p>(a) <u>Montpelier Station Bridge</u> – PG - paving stones had been stolen and as BCC have put tarmac down it appears to have accepted responsibility for the route which links road to road? TB reported that as Network Rail have denied responsibility, the route could possibly have been left off the list of adopted highways. He will contact the Council's Structures Team and the Transport Asset Management officer for an update.</p> <p>PG requested that his thanks be passed on to the team that put down the tarmac.</p>	TB TB
	<p>(b) <u>100 Temple Street premises</u> – JB – 100 Temple Street is difficult to find, especially as it doesn't appear to say Bristol City Council on the building. CP elected to raise this with the Premises team.</p> <p><i>Postscript: The Temple Street Workplace Support team have pointed out that there are two notices fixed at the front of the building which direct staff and Corporate visitors to Bristol City Council to enter the building via the rear entrance.</i></p>	CP
	<p>(c) <u>Friends of Suburban Bristol Railways walks leaflets</u> – JB – FoSBR have recently published 5 x leaflets (Walks to Libraries) and thought Walking for Health would be interested. CP agreed to provide Claire Lowman with the internet link to the leaflets forwarded by JB.</p>	CP

Agenda Item	Discussion Points/Outcomes	Actions
	(d) Publicising PROWs – JB & PG queried whether there were opportunities to publicise paths which had recently been dedicated or improved, e.g. the Nightingale Valley paths. HC flagged up The Conservation Volunteers in Bristol (TCV) newsletter. TB didn't think there was any BCC publicity for paths through public open spaces, but he will try to get Parks to communicate better with the PROW team.	
5	2020 Cut-off Provisions for historical rights of way – PG is looking into the Montpelier station path.	
6	Footpath Improvement Works MK advised that works are planned but there is nothing to report at present. TB reported that an audit had been done of the autumn maintenance work – all OK so far. PG raised an issue about encroachment of a path at Sea Mills. MK explained that the low branches have sloes on at the moment and will be cut back later. JB noted that works including wooden steps were being carried out in Woodland Trust land, path to Bramble Lane. MK explained that the Woodland Trust were doing the work as it is not a right of way.	
7	Update on long standing obstruction issues In the absence of DV, TB advised that StreetScene enforcement team were involved in resolving the obstruction issues concerning BCC/581, Broomhill Road to Bonville Road. MK reported that minor improvement works are being proposed. Flytipping had initially been removed by community payback, with more removed recently.	
8	Joint Local Access Forum update PG had nothing relevant to report concerning the Bristol area, apart from Kingsweston Road bridge (see agenda item 3 above).	
9	Any other business CP advised that visitors will have to use the back door of 100 Temple Street for the next meeting (Canyng Street off Portwall Lane) [see <i>information at Agenda Item 4(b) above</i>]. The next meeting will be held at Temple Street on Tuesday 5 th December. HC flagged up the availability of a small pot of TCV funding for planting hedging or trees, which will be made available to schools etc. for small projects this winter.	

Response: National Trust

From: Baxendale, Eleanor [<mailto:Eleanor.Baxendale@nationaltrust.org.uk>]

Sent: 04 December 2017 19:38

To: Metro West

Subject: Portishead Branch Line (MetroWest Phase 1) Consultation

Dear Mr Willcock

Many thanks for giving the National Trust the opportunity to consult on MetroWest Phase 1. The National Trust is supportive of the endeavour to increase sustainable travel into Bristol. However, we are concerned about how the works affect the long term management of land that we own at Leigh Woods which the work directly affects.

It is important to note that the National Trust has its own Acts, dated from 1907, which protect its land ownership and management. The National Trust was created for the purposes of promoting the permanent preservation for the benefit of the nation of lands and tenements of beauty or historic interest and as regards land for the preservation of their natural aspect, features and animal and plant life. Those areas of land which the National Trust has declared inalienable we can never part with. This includes the land that we own at Leigh Woods. The National Trust has made a commitment to look after it forever. We wish to continue managing this particular area of Leigh Woods at Quarry Underbridge No.2 as limestone grassland. Our current management regime involves clearance of scrub and management of invasive species.

The National Trust acquired the land at Leigh Woods in a number of distinct parcels in March 1933, January 1949 and September 2009. The area of Leigh Woods owned by the National Trust is very highly designated and is a National Nature Reserve (NNR), a Special Area of Conservation (SAC), a Site of Special Scientific Interest (SSSI) and an Ancient Woodland. The area acquired in March 1933 is the most heavily affected by MetroWest Phase 1 and relates to the works to Quarry Underbridge 2. The current access is 3.05 metres wide and 2.18 metres high. This will be reduced significantly to under 1.9 metres in height, though accurate measurements have not been provided to the Trust. The underbridges were built as an Accommodation work under the powers of the Bristol and Portishead Pier and Railway Act 1863 and the National Trust still requires access. In the future we hope to graze this area but this will be very difficult if the access is restricted as livestock vehicles will not be able to get into the quarry.

In ***The Portishead Branch Line Preliminary Environmental Information Report Volume 2 Chapter 4 Description of Proposed Works 4.3.75*** it states the two options available for *Quarry Underbridge no.2 on the operational railway north of Clifton Tunnel No.2 is a masonry, single span, arch bridge. Access through the structure off the River Avon Tow Path is gated and locked. Inspections and assessment indicate that the bridge requires strengthening to accommodate the new passenger service. Two options have been considered for the works. The least environmentally-damaging and most cost effective option is to reinforce the underside of the bridge arch with a supportive lining, but this would result in reduced headroom through the structure. The second option is to rebuild the bridge deck. This would require a larger working area and more impact on flora, but the end result would preserve the current headroom through the structure.*

4.3.102 describes the need to work outside the operational boundary in order to undertake remedial works to Quarry underbridge No. 2. To be clear the National Trust are not supportive of the remedial works to reinforce the underside of the bridge arch and support the rebuilding of the

bridge deck. The Trust is supportive of a Construction compound in order to facilitate bridge replacement works.

There are no considerations for the final option for Quarry Underbridge No. 2 within the Environmental Information Report. The National Trust therefore find it difficult to properly consult on the scheme. There is also very little information within the ***Metrowest Stage 2 Consultation on re-opening the Portishead branch line as part of Metrowest Phase 1***. The Trust believes that the access we currently have through Quarry Underbridge No. 2 needs to be maintained at its current level in order for us to continue to manage the quarry beyond it, and which is our only access due to the topography of the site. In order to protect our management and access we would ask that Quarry Underbridge No. 2 is replaced and not reinforced.

Within the quarries we have found the following species; sheep's fescue, mouse-eared hawkweed, devil's-bit scabious, yellow-wort, hawkweed, purging flax, common milkwort, Bristol rock-cress, lily of the valley, wood false-brome, quaking grass, centaury, fingered sedge and compact brome as well as whitebeams. Many of the whitebeams are rare and one of the management considerations is that the areas around them should be open. The proposed changes to the Quarry Underbridge No.2 access means that vehicular access is almost impossible. Without access into the quarry this will be difficult to manage and makes future management with livestock almost impossible due to the restricted access.

Whilst representatives from MetroWest have voiced concerns about damage to habitat during the build phase we believe that it is better to do the works to Underbridge No. 2 to ensure the best service on the line by meeting the optimum service requirements and that short term damage to habitat is more than off-set by the long term management that the National Trust can provide through our access being maintained. Representatives have said that the build will be difficult but this has not been quantified to us despite our request that this is further explained.

The new passenger line runs adjacent to the National Trust Leigh Woods site and we are concerned that the removal of trees by Network Rail will cause windblow to our own trees. We are also concerned of increased liability on the Trust for rockfalls onto the line. At the moment we manage this appropriately through rope works and surveys, fences and laser scanning the rock faces. We would ask for further information on Network Rail's responsibility for managing falls onto the line.

To conclude the National Trust is supportive of MetroWest Phase 1 as an alternative travel option into Bristol but would ask that works to Quarry Underbridge No.2 are carried out to replace the bridge so that the Trust can fulfil its own obligations in managing the special features of the quarry that is reached through it.

Yours Sincerely

Eleanor Baxendale MRICS

Estate Manager

Tel: 01275 378443

Friends of Suburban Bristol Railways (questionnaire response)

smiler@rob-dixon.co.uk

3 Dec 2017 20:52:56

There needs to be continuing work to explore ways to enable a future half-hourly service.

We welcome and support the proposals for the reopening of the Portishead railway to passenger traffic. It will provide a much needed alternative mode of transport for the area and reduce congestion and carbon emissions. We agree with the objectives of the Portishead scheme and MetroWest. They will lead to a step-change in the provision of rail services in the West of England. They will enable easier travel across the sub-region, making Portishead and other areas and employment more accessible. They will be a stimulus to employment, including in Portishead and South Bristol.

We note the change in specification resulting from the increase in the estimated cost. We believe it is vital that this project continues due to the positive impacts that it will have and that it remains good value for money. We note that the ""hourly plus"" service is only proposed to provide more regular trains during peak hours but urge that this be provided throughout the timetable to ensure the service is an attractive one. This should not be problematic in view of the high benefit-cost ratio.

In view of this we would also expect to see continued work by Network Rail and the local authorities, funded by government, to ensure that a half hourly service can run in the future. Estimated journey times from Portishead, even at 30 mph over the majority of the route, suggest that a half hourly service would be possible in terms of timing without significant and expensive works in the Avon gorge.

Therefore there may be solutions that enable a half hourly service without significant investment. For example, we understand from Network Rail that to make the proposed parallel freight line through Pill into a passing loop for passenger services would enable this. Other options could include a passing loop at Bower Ashton and future small upgrades elsewhere to increase linespeeds.

We recognise that the impact of a half hourly service on access to Ashton industrial estate would need to be explored and overcome. Since the ""hourly plus"" service is not a problem for the level crossing that would clearly be the first step towards a half-hourly service.

We believe that the temporary diversions, re-routing and closures of routes and the building of work compounds are necessary and reasonable in enabling the building and operation of the railway. We support the detail of the plans for stations including the infrastructure at Portishead to allow transfer between bus and train, pedestrian and cycle links and car parking, and the parking restrictions at Pill. We welcome the provision of new pedestrian access from Barons Close to replace the closure of the crossing.

There are no accessibility issues that are apparent from the proposal documents. FOSBR believe it is vital to ensure that rail services are accessible, integrated with other modes and promoted in such a way to maximise their use by all sections of the population.

Support the proposals - Yes

Steven Penaluna

From: Metro West <metrowest@westofengland.org>
Sent: 04 December 2017 12:09
To: Steven Penaluna
Subject: FW: Portishead line consultation

From: matthews alan [mailto:twocvracer@blueyonder.co.uk]
Sent: 03 December 2017 19:42
To: Metro West
Subject: Portishead line consultation

Dear Sirs

My name is Alan Matthews I am chair of the Portishead Railway Group representing 500 plus households in the Portishead and Pill area.

There are three items I wish to comment on, on behalf of our members

- 1) All our members wish the railway line to be opened as soon as possible.
- 2) There was a concern about on street parking in the vicinity of both Portishead and Pill stations. These seem to have been addressed with measure put in place to mitigate on street parking plus a considerable number of parking spaces near Portishead Station.
- 3) There should be a station building at Portishead that complies with Transport policy 1 (TP1) which states that the "Station design should reflect the importance of Portishead" We note that there is a station building on the plans we look forward to seeing a suitable design.

Regards

Alan Matthews

MetroWest Phase 1 (MW1)

North Somerset Community Partnership meeting notes

10:00, 29th November 2017, Castlewood (North Somerset Council office)

Attendees NG – Neil Gadd, Facilities, Security, Health & Safety Manager, North Somerset Community Partnership (NSCP) SP - Steven Penaluna, MetroWest Phase 1 officer, North Somerset Council	Apologies:
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No	Note	Action owner
1.	SP began by giving an overview of the scheme as a whole, explaining the consultation process, how to respond, and where to view the documentation.	
2.	SP explained the scheme's timetable, and highlighted the need to understand the operations of the NSCP at both Portishead and Pill to mitigate where possible any negative impacts through both construction and operation.	
3.	SP began by detailing the proposals around Portishead, with a particular focus on the works closest to the Practice, including: <ul style="list-style-type: none">• the highway changes to Quays Avenue and Phoenix Way;• the station location;• the location of the car parks and number of spaces;• the location of bus stops;• the provision of pedestrian crossings; and• the proposed service pattern.	
4.	SP discussed the proposed changes to parking in Portishead, highlighting the proposals for permanent restrictions on Quays Avenue and Phoenix Way; and restricted hours on Haven View. NG explained that the car park is shared with the Harbourside Family Practice and does not provide enough spaces for both visitors and staff, and they rely on the existing on street parking. SP explained that if parking restrictions are not introduced, station users will park on the roads and are likely to leave their vehicles there all day instead of using the allocated car park.	SP
5.	NG went into detail about who uses the Practice as: <ul style="list-style-type: none">• Community Nurse Teams (of approx. 30 people) attend the Practice before and after they carry out their home visits. Typically this means parking near the Practice between 8am – 10am and 2pm – 4pm.• Therapist and specialist treatment sessions – both the therapists/Drs/nurses and patients attend, sometimes as many as 8-9 clinics per day• Emergency vehicles and Community Transport also attend as and when required. At present all of these attract car drivers and put a strain on parking in the area.	SP
6.	NG stated that the NSCP is growing and offering more services, which would include extended hours, which would also put a strain on parking provision.	SP
7.	SP stated that initial discussions have been made with North Somerset Council's Parking Services Team regarding the possibility of providing discounted annual parking permits for staff to use the station car park. NG welcomed having use of the station car park, but also had some concerns about the details, specifically: <ul style="list-style-type: none">• Cost, particularly given their current financial pressures;• Number of permits made available. SP committed to raise these points with North Somerset Council's Parking Services Team as part of the consultation.	SP

No	Note	Action owner
8.	NG suggested short stay parking be an option, particularly if parking machines could offer a short amount of time of free parking. This in particular would assist the district nurses who only attend the Practice for short amounts of time per day. SP committed to raise these points with North Somerset Council's Parking Services Team as part of the consultation.	SP
9.	NG asked that integration between rail and other transport modes such as buses be considered to reduce dependency on car use as it may go some way to alleviating parking problems. SP stated that multi modal integration has been considered during the design and has helped determine the location of bus stops and walking and cycling routes.	
10.	NG raised concerns about when the parking restrictions would come into force as they could be introduced to aid construction in the area before the station car park is built. This would cause the NSCP operational issues and asked that temporary provision be looked into.	SP
11.	NG requested that the contractors work with the Practice at the time of construction to ensure their operations are affected as little as possible. Use of emergency vehicles was highlighted as a particular concern and that the emergency services would also need to be kept informed of any access changes.	SP
12.	NG raised concerns regarding an adjacent business who impose their own parking restrictions around the practice to accommodate abnormal loads. They stated that they place their own barriers and cones on the roads early in the morning to stop people parking, on average once a week. This can occur during the AM and PM peaks, and they manually stop traffic in both directions to manoeuvre the vehicles in and out which causes congestion issues. SP explained that because Haven View is an unadopted road the Council were unable to enforce or remove private restrictions. SP will discuss the issues raised with the North Somerset Council Highway's Team.	SP
13.	NG explained that the proposals in Pill would also affect the NSCP as the Pill Health Centre is adjacent to the Pill station proposals. NG advised that the building is currently used as a training base but this may change as there is an ongoing review of the estates and its future use is yet to be determined. However NG stated that should it continue to be used parking is already difficult and placing permanent restrictions in the area – particularly on Station Road and Heywood Road – would cause their visitors and staff issues. NG asked that any restrictions proposed for Heywood Road would still allow some parking to remain.	SP
14.	SP finished the meeting by advising NG that if he wished to respond in addition to the meeting note, contact details are on the website and the consultation leaflet, and that responses to issues raised during the consultation will be available in the consultation report in early 2018.	NG

Meeting Notes

MetroWest Phase 1 – Office of Rail and Road (ORR)

2 Rivergate, Bristol

27 November 2017

Attendees

Matthew McNeil (MM), ORR

Simon Smith (SS), ORR

James Willcock (JW), MetroWest Phase 1

Richard Matthews (RM), MetroWest Phase 1

1. Project Summary

RM and JW provided an overview of the MetroWest Phase 1 Project (The Project), including progress to date, current consultation period (which runs until 4 December 2017), and next milestones (as summarised in the attached table).

Milestone	Dates
DCO Formal Consultation (s42/s47)	23 October to 4 December 2017
Completion of Outline Business Case	Late 2017
Submission of Development Consent Order Application	Spring / Summer 2018
Receipt of DCO from Secretary of State – not in our control	Late 2019
Full Business Case Approval	Spring 2020
Start of Main Railway & Highway construction works	Spring 2020
Completion of all Railway & Highway works	Autumn 2021
Start of train services	Late 2021

The DCO process was explained, including our role as scheme promotor, which was one of the reasons we had asked for a meeting with the ORR, rather than Network Rail.

The Project is now for a maximum of one train per hour (or potentially every 45 minutes at peak time) versus the half-hourly service that has been previously proposed.

2. Level crossing near Trinity Primary School Footbridge

JM explained that there are currently several hundred movements per day at the path across the disused railway near Trinity Primary School.

MM said new level crossings must be assessed by a panel. His view (as the local inspector) was that it would be extremely unlikely that a pedestrian level crossing at this location would receive regulatory approval. Key reasons are the volume of usage and the age of the users (children) and its location in close proximity to a school.

The Project proposes to construct a ramped pedestrian / cyclist bridge at this location and stop up the existing permissive pedestrian crossing over the dis-used railway.

3. Bridleway at Royal Portbury Dock Road

SS queried if this was a rail crossing. It was confirmed that this was a bridleway crossing a road. ORR had no further comment to make.

The project is also proposing to retain the existing permissive pedestrian and cycle path under Royal Portbury Dock Road bridge alongside the railway with secure fencing. A similar arrangement is also proposed at the Marsh Lane bridge and M5 railway underbridge.

4. Barons Close (Ashton Containers) level crossing

The Project is seeking to extinguish the level crossing at Barons Close (Ashton Containers crossing), which is currently temporarily closed due to construction works in relation to the AVTM MetroBus Project. No data exists as to prior usage levels because the crossing has been closed for several years, but it is thought to be low (the level crossing connects industrial / business units to fields). A diversion route will be provided via Ashton Vale road and a public right of way that will be dedicated by The Project along the maintenance track that runs beneath and alongside the skew bridge, currently under construction by the MetroBus project.

SS queried if there was likely to be public opposition to the closure of the level crossing and what the plans are if the crossing cannot be closed. RM confirmed that substantial consultation had been undertaken by The Project team including with Cycle Forums, Local Access Forums, and with Public Rights of Way teams at North Somerset Council and Bristol City Council, as part of the current Stage 2 formal DCO consultation. SS stated that if the crossing is low use, and there is opposition to its closure, there may be potential to provide mitigation measures that would allow the crossing to remain open.

5. Ashton Vale Road (Ashton Junction) Level Crossing

RM / JW explained the proposals for the level crossing which will be retained as part of The Project. Modelling has shown that the impact of the new passenger trains on the operation of the level crossing would be mitigated through the provision of an extension to the left turn lane into the industrial estate from Winterstoke Road and optimised traffic signals that rebalance traffic flows to counteract the increased barrier down times.

In addition to these measures, a new shared-use ramp is proposed to connect Ashton Vale Road with the Ashton Road. This allows pedestrians and cyclists to use an alternative route to the level crossing. The ramp provides an option for local police to direct people to who are attending Ashton Gate Stadium and want to access the industrial estate, which is sometimes used for coach parking.

Network Rail produced a risk assessment which indicated only a small change in risk associated with the passenger train service when all the mitigation measures are also included. The Network Rail risk assessment was based on a scenario whereby freight movements occupy all the available freight paths. In practice these freight paths are used infrequently.

SS noted that further work (a Signaller Workload Assessment) would need to be done by Network Rail to ascertain whether the additional work required to safely operate the level crossing CCTV could be accommodated.

SS also queried whether work had been done to justify CCTV as the best method for managing this particular crossing.

SS suggested that a meeting be arranged with Network Rail to discuss the project proposals in more detail (including items below) and it was agreed that a meeting is arranged for January to include MM and SS from ORR.

ACTION: RM to arrange a meeting in January between ORR and Network Rail

Simon queried a note on the Ashton Vale Industrial Estate highway drawings that referred to a toucan crossing being installed across the carriageway in the immediate vicinity of the crossing as part of the separate MetroBus project near the level crossing.

ACTION: RM to query toucan proposals with MetroBus team / ch2m.

MM / SS expressed a view that it would preferable for the route of any pedestrian/cycle to avoid the immediate area of the level crossing as this would add additional safety issues. He explained particularly that any such proposed installation (which appeared from the drawing to traverse the carriageway 'within the vehicle stop lines') of the level crossing would require alteration to the Level Crossing Order and that would require ORR approval. A proposal whereby barriers are placed immediately at the bottom of ramp were discussed, as a means to ensure cyclists would be stopped from continuing straight on and would have to slow and adjust course to cross the road.

ACTION: Richard to review highways drawings to ensure pedestrian / cyclist movements do not elevate risks at the level crossing.

SS comment - Please note this is not a unilateral action – Network Rail is the duty holder for the risks arising at the level crossing and must be fully signed up to any proposals for alteration, and able to justify the same within the legal framework that encompasses their level crossing duties.

James Willcock
MetroWest Phase 1 Project Manager
West of England Councils MetroWest
3 Rivergate Temple Way
Bristol
BS1 6ER
United Kingdom

25th Oct 2017

Reference No: CS00020644404

Dear Sir/Madam,

Thank you for contacting Vodafone Customer Services.

In reference to your letter, I would request you to contact the Business Support Team on 03333040306 or email on business.support.uk@vodafone.com for any supplier queries.

I trust above information helps.

Regards
Balaji Shrinivasan
Vodafone Customer Services





Believe in better

West of England Councils MetroWest
3 Rivergate
Temple Way
Bristol
BS1 6ER

24/11/2017

Dear Sir / Madam,

We have received your letter referenced MWP1/S42A

Please be advised that our plant enquiries office is

SKY UK Ltd,
NRSWA,
70 Buckingham Avenue,
Slough,
Berkshire,
SL1 4PN

Should you wish to submit your enquiries by email our address is NRSWA@sky.uk

Kind Regards,

Tabitha Harris,

NRSWA Administrator



Sky UK Limited, 70 Buckingham Avenue, Slough, SL1 4PN

Call 0333 100 0333 Fax 0333 100 0444 Visit sky.com

Registered in England No. 2906991 VAT registered No. 440 6274 67

Response: Avon and Somerset Police – Prevention Officer

From: Katy Waterman [<mailto:Katy.Waterman@avonandsomerset.police.uk>]

Sent: 30 November 2017 13:54

To: Metro West

Subject: Designing out crime

Good afternoon

I am the crime prevention design advisor covering the North Somerset Area. I attended the exhibition at Long Ashton and have viewed the visualisations for Portishead and Pill stations and associated development on the website.

I am submitting the below questions and comments regarding what measures have been, or should be incorporated to ensure this development has given full consideration to crime and disorder in the design and layout. I am conscious time is short and may not receive any response but wanted to submit comments to be considered.

Visualisation Portishead Station

The car park directly outside the station allows vehicle and pedestrian access day and night with only short length of wall shown. No height restriction or barriers on the entrance to prevent misuse of the car park when the station is closed – will the car park be uncontrolled or a pay and display facility? Car parks should be lit when in use.

Has consideration been given to use of bollards/street furniture to prevent vehicle access onto large forecourt and pedestrian areas?

Vehicle access should be restricted at both ends of the cycle/footpath 'boulevard'

CCTV is mentioned but no details included. Will car parks, cycle parking and ticket machines be covered by cameras?

Station building with ticket office, waiting area, toilets and retail concession. The visualisations appear to show an open access platform with canopy above. Will the station building be locked out of hours to prevent potential misuse of this building and the facilities out of hours? Is the intention for the station building/ticket office to be manned? If all passengers had to enter via the station building then access could be restricted to the whole of the platform when it is locked at night.

Seating is proposed, none shown on visualisations. The design and locations should be carefully considered. Positioned not to create a climbing aid. Location should not encourage inappropriate loitering or gathering that could intimidate other users of the site.

Cycle parking – there are lots of new innovative police approved designs and products tested to sold secure standards, cycle lockers, cycle pods & safes Commuters with high value bicycles may be reluctant to leave them just locked to Sheffield stands. More secure provision should be offered with. Cyclists may feel more inclined to leave bicycles in a location that is covered with CCTV to deter and detect criminal activity. Any cycle provision should be located to allow good levels of natural surveillance.

New DfT Guidance to local authorities: Mitigating security vulnerabilities outside railway, bus and coach stations October 2017 – offers further guidance on cycle security.

Over bridge to School

this should be lit

Visualisation Pill Station

Cycle parking – re-oriented would allow greater natural surveillance over cycles in this shelter – consider more secure cycle security solutions as above.

The ramp is shown with barriers half way down. Will this affect the flow of pedestrians, how will wheelchairs and buggys navigate this? What are these barriers for? Would some measure at the top of the slope (and bottom) be more effective?

Ticket machine at top of stairs with barrier next to it could cause congestion.

Platform – under stairs should be completely blocked off – railings are shown but this will allow access all along to the end of the platform where it stops.

Car Park at the end of Monmouth Road.

The visualisation appears to show a gated entrance. Will this be locked at night to prevent nuisance vehicles using this facility at night? How will this facility operate? No height restriction barrier is shown to prevent unauthorised large vehicles accessing it.

A gate is shown onto track at this location. Is this intended as a crossing for vehicle users – potential desire line?

Underbridges

I am submitting these comments without having visited any of the underbridges - Users of the foot/cycle way should have enough room to pass without infringing personal space (cyclists, mobility scooters, buggies)

There should be clear lines of sight along its length to the exit and not have any hiding places. Landscaping/planting either side should be well maintained to allow good lines of sight.

The motor way underbridge is longer, it is lit to enable users to see who is along its length?

If you require clarification of any of the above please contact me

Katy Waterman

Crime Prevention Design Advisor

North Somerset Police Centre

Weston Gateway Business Park

Filers Way

Weston-super-Mare

BS24 7JP

MetroWest Phase 1 (MW1)

Trinity Anglican Methodist School meeting notes

10:00, 21st November 2017, Trinity Anglican Methodist School, Portishead

Attendees TS – Brian Hunt, Avril Steel, Trinity School SP - Steven Penaluna, MetroWest Phase 1 officer, North Somerset Council	Apologies:
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No	Note	Action owner
1.	SP began by giving an overview of the scheme as a whole, explaining the consultation process, how to respond, and where to view the documentation.	
2.	SP stated that all previous liaisons with the school had mainly been with the former headmistress Karen Sancto, and that meeting notes had been made which could be shared with TS if they wished. SP explained his understanding of the school's position with the regards to the scheme elements (in particular the footbridge proposals). TS stated that their position had not changed now Karen Sancto had left.	
3.	SP detailed the proposals around Portishead, with a particular focus on the works closest to the school, including: <ul style="list-style-type: none">• the footbridge adjacent to the school;• the highway changes to Quays Avenue and Phoenix Way;• the station location;• the location of the car parks and number of spaces;• the location of bus stops;• the provision of pedestrian crossings; and• the proposed service pattern.	
4.	TS reaffirmed their support for the nearby footbridge to replace the existing foot crossing over the railway which it was explained would need to be closed in order to operate train services. TS asked the project to consider: <ul style="list-style-type: none">• additional screening of the school from the bridge through planting or similar, particularly at the north eastern corner where users would exit the bridge close to the school's gate (which is not their main entrance and only used occasionally);• adequate lighting on the footpaths to the north and south of the bridge as it can get very dark in the area;• anti-skateboarding measures on the bridge.	SP
5.	SP discussed the proposed changes to parking, highlighting the proposals for permanent restrictions on Quays Avenue and Phoenix Way and restricted hours on some of the residential streets in The Vale and Village Quarter. It was explained that this is to deter commuters from parking on residential streets and encourage drivers to use the station car park, and was based partly on feedback from residents during the first stage of consultation. TS asked to have a map of the proposed parking measures, particularly given the proximity of the school to some of them (Tansy Lane in particular). TS discussed the limited parking in the area, and questioned how resident's cars would be identified given that residents would also be affected by the limited parking times. TS have observed that a number of houses have multiple vehicle ownership but room for only one on their drives so are forced to park on the road. TS would ask that the project consider these concerns from local residents and look into solutions, including a resident parking permit scheme. SP advised that this issue forms part of the consultation and all views will be considered before any decisions are made.	SP

No	Note	Action owner
6.	SP explained the possible construction timetable, and highlighted the importance of safety to the school children during this period. It was agreed that an ongoing dialogue between the project and the school regarding the construction would happen.	TS / SP
7.	TS would like to involve the children in the project where possible. SP explained that there are many different elements to the project that the children could become involved with and that the project team were happy to have further discussions regarding this. SP asked that TS take a look over the consultation materials, particularly the environmental work (PEIR) so they have a better understanding of the various workstream elements to see if they could be involved in anything. Further discussion can then be had.	TS / SP
8.	TS stated that the project would be discussed at the next Governor's meeting on the 28 th Nov 2017 and requested that a copy of the meeting notes be sent before then to aid discussion.	SP
9.	SP finished the meeting by advising TS that if they wished to respond in addition to the meeting note, contact details are on the website and the consultation leaflet, and that responses to issues raised during the consultation will be available in the consultation report in early 2018.	TS

Steven Penaluna

Subject: RE: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

From: NIBLETT, Robert [mailto:Robert.NIBLETT@gloucestershire.gov.uk]

Sent: Wednesday, January 17, 2018 12:02 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: RE: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

Hello Steve

Thank you for consulting Gloucestershire County Council (GCC) on this matter. My apologies for not responding to the original communication.

The proposal to reopen the Portishead branch line does not directly impact on Gloucestershire. However, the proposals set out in MetroWest Phases 1 & 2 are supported for the benefits they will bring across the wider Bristol area and beyond including Gloucestershire. These include reducing the dependence on cars, improving air quality and increasing public transport options. As you are probably aware GCC is working with South Gloucestershire Council to extend services beyond Yate to Gloucester as part of the MW phase 2 scheme.

If you require any further information from GCC please do not hesitate to contact me.

Thank you

Rob Niblett
Planning Officer

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This email and any attachments are strictly confidential and intended for the addressee only.

If you are not the named addressee you must not disclose, copy or take any action in reliance of this transmission and you should notify us as soon as possible.

This email and any attachments are believed to be free from viruses but it is your responsibility to carry out all necessary virus checks and Gloucestershire County Council accepts no liability in connection therewith.

Subject: FW: Formal Response of British Horse Society to latest Metrowest consultations

----- Forwarded message -----

From: "Barbara Bennett" <barbara.bennett4@gmail.com>

Date: 1 Dec 2017 11:21

Subject: Formal Response of British Horse Society to latest Metrowest consultations

To: <metrowest@westofengland.org.uk>

Cc: "Julie Main" <jcacmain@gmail.com>, "Julie Garbutt" <julie.garbutt@bhs.org.uk>

Dear Sirs,

I give below the response of the British Horse Society to the revised Metrowest plans for the Portishead branch line.

1. We understand that the permissive bridleway opposite Sheepway Gate Farm will be temporarily diverted during the works. We would ask you to make sure that 'hatching' will be marked in front of the gate to stop motorists from blocking horse access.
2. We ask that a proper light controlled crossing be installed at the Royal Portbury Dock Road as horses will no longer be able to pass beneath the railway tunnels, meaning they (and other vulnerable users) will be obliged to cross this very busy road. We are aware that you did some research on this, but this was carried out mid-week in one of the wettest Februaries on record, so a representative sample of use was not achieved.
- 3.. We ask that on the sections where the bridleway passes right alongside the railway tracks (principally on the sections alongside the docks car parks and various industrial buildings), there will be high, non-see-through fencing so as to minimise the risk of horses panicking along this very narrow section.
4. We understand that there will be temporary closure and diversion of the bridleway between Marsh Lane and Pill while works are carried out, although the final route will be wider than before.
5. We are very pleased to see that the bridleway into Pill is to be extended around the base of the M5 motorway bridge. This means that this, the only route into Pill for horse riders from this direction, is now preserved. We would like also to see high sides on the Marsh Lane bridge from a safety point of view.
6. We understand that it is not possible to make the Avon Road underbridge higher, so would be pleased if mounting blocks for riders could be placed at either end. At present, the route is usable on a smaller horse, but riders of larger horses need to dismount. Mounting blocks at either end will make this easier and safer.
7. North Somerset Council Rights of Way teams also asked that the bridleway surface to the east of Marsh Lane be improved when it is reopened as it is currently in a very poor condition.

Thank you again for the opportunity to comment, and we look forward to seeing the next stage of proposals.

Yours faithfully,

Barbara Bennett
BHS Access Officer for North Somerset
01275 842313



PLACE DIRECTORATE Transport

MINUTES

Meeting	Date	Time	Location
Cycle Forum	Thursday 21 Sept 2017	6.30 - 8pm	City Hall, College Green, Bristol
Attendees			
Hannah Taylor (Bristol Cycle Festival), Richard Thomas, Tamsin Harcourt, Kate Cooke, Cllr Charlie Bolton, Sam Kirby (BCC), Tom Southerby (BCC), Jennifer Devereux (N Som CC), Cllr Eleanor Combley, Andy Varney, Andrew Gough, Mark Brough, Terry Miller, Cllr Chris Jackson, Cllr Tom Brook			
Apologies			
Councillor Christopher Jackson, Philip Wright (BCC), Councillor Asher Craig			

Agenda Items:

1. MetroWest Phase 1 scheme - Jennifer Devereux, North Somerset Council
2. Cycling infrastructure project's update – Sam Kirby, Bristol City Council
3. Issue about cyclists use of the Bristol to Bath path - Women Cyclists of Bristol
4. AOB

Agenda Item	Discussion Points / Outcomes & Actions	Action
1.	Welcome and Apologies: Introductions and apologies given.	
2.	MetroWest Phase 1 scheme: <ul style="list-style-type: none"> - Presentation of slides - available online – https://drive.google.com/drive/u/1/folders/0B5UZhdCEQkJoUXFkdWk4c2JLSzA - JD went through an overview of the scheme and timescales. - Ashton Vale Industrial Estate - JD set out the proposed temporary diversions that would take place to facilitate the construction of: <ol style="list-style-type: none"> 1. a new pedestrian / cyclist ramp between Ashton Vale Road and the A370 2. an extended left turn land from Winterstoke Road into the industrial estate - It was raised if we had any consultation with Ashton Park school as Winterstoke Road is a key walking and cycling route. JD explained that the project team hadn't but would add them to the engagement list. - Ashton Vale Industrial Estate – JD set out that there would be permanent changes, including a new pedestrian / cyclist ramp linking 	JD

Agenda Item	Discussion Points / Outcomes & Actions	Action
	<p>Ashton Vale Road to the A370, a new PROW route connecting the Ashton Vale Road to Baron's Close level crossing site and the permanent closure of the level crossing at Baron's Close.</p> <ul style="list-style-type: none"> - Tow Path – JD set out the proposed temporary closure of the tow path for a few days or hours at a time to allow NR to safely access / work on their structures. The temporary diversions included the route via NCN33 / NCN334 / Forestry Commission track and cycle path. - It was raised if anything could be done to improve NCN334 when it is used as a diversion during construction. Currently it can get very muddy. JD agreed to take this back and discuss it with relevant North Somerset Council Highways and Transport colleagues. - There were also concerns about children and families using the diversion route. It was explained that this was the only alternative and MetroWest would make sure there was plenty of publicity well in advance of closures of NCN41, so people were aware. - There was a question about how many closures there would be of the tow path. JD explained that we would not be able to give more detail until the design was complete. This would also be hard to define until the contractor was in place. - NCN 26 – JD explained the proposals for the temporary closure of limited sections of NCN26 to the west of Pill and the proposed diversion routes. JD also highlighted that the proposals were for permanent improvements to the NCN26 by widening the paths beneath several bridges and providing an improved crossing at Royal Portbury Dock Rd and a planned extension to the Bridleway beneath the M5 overbridge. - It was raised that some of the cycle surface needed maintaining on NCN26 and could the project address this. JD to discuss with relevant North Somerset Council Highways and Transport colleagues. - Post meeting note- NCN26 will be restored between Marsh Land and the M5 overbridge where it is used as a haul road. - JD to circulate presentation to the cycle forum. - A question was asked if Pill and Portishead Station would have step free access. JD explained there would be step free access to the platforms at both stations. - A question was asked about bicycle provision on trains. JD said it was expected that this would be similar to provision on other routes. - It was raised if we had taken into account users conflicts when directing the PROW up the AVTM maintenance path. JD explained that the AVTM Metrobus team had designed it as a shared use path and their proposal was approved. - Comments can be provided to Richard.matthews@n-somerset.gov.uk - Formal comments can be given on our proposals through our S42 consultation running from the 23rd October- 4th December. 	
3.	<p>Cycling infrastructure project's:</p> <ul style="list-style-type: none"> - Update on current schemes which are available via travelwest.info/CAF 	SK

Agenda Item	Discussion Points / Outcomes & Actions	Action
	<ul style="list-style-type: none"> - Timeline is also available via a link on Bristol City Council cycle forum page - Cycle Forum comments included: <ul style="list-style-type: none"> - Would prefer coloured routes to differentiate between walking and cycling paths. - “Current cycle infrastructure designs are bewildering! Is there a cycle infrastructure style guide to help provide a consistent standard of design?” <p>Update 16/10/17 - Cllr Tom Brook / Cllr Chris Jackson have clarified the situation regarding colour coding, etc. with the cabinet member (Mhairi Threlfall) and say there will be such a guide in the near future, and it will incorporate colour coding and the other key points attendees raised.</p> <ul style="list-style-type: none"> - Would like a MetroWest for cycling – i.e. MetroCycle – i.e. a cohesive design and network - Cycle Forum requesting insight into who to speak to to make this happen 	
4.	<p>Issue about cyclists use of the Bristol to Bath path</p> <ul style="list-style-type: none"> - Vicky Morris spoke about the concerns of the BBRP – i.e. lack of cohesion of path users resulting in conflict, not wide enough in some places, speeding - “Are there any plans to widen?” - UPDATE 16/10/17 – Ian Townsend wanted to flag this study which is part of project he’s working on, which is seeking to address some of the issues that were raised. http://www.urban-id.co.uk/case-studies/bristol-bath-railway-path 	ALL
5.	<p>AOB</p> <ul style="list-style-type: none"> - Kate Cooke spoke about the tone of road signs being anti-cyclist – gave examples at Cattle Market Road, Hartcliffe Way “Cyclists Dismount’ – suggest a softer more encouraging tone to avoid this conflict - Kate also raised the issue of barriers on walking and cycling routes e.g. Victoria Park and Whitchurch Way and asked the question of why BCC have not had a consistent approach to barriers - Also, congratulations to Bristol Cycle Festival – Sept 2017 for running a successful two week event mainly run by women and aimed at encouraging more people to cycle through a wide range of events - Chocolate Path / Cumberland – Will the cycle lane reopen after MetroBus work? - Where can people submit future infrastructure plans? – i.e. Whitchurch Way 	SK

North Somerset
CYCLE
F O R U M

Minutes of Meeting	Actions
<p>1. Apologies Martin Thomas, Lyn Thomas – In2Gear / In2biking Terry Miller – Bristol Cycling Campaign, Cycling UK Mark Gentle Jonathan Flower</p> <p>2. Welcome & Introductions AR welcomed everyone to the meeting and invited everyone including new attendees and representatives to introduce themselves.</p> <p>Attendees Dave Spencer Kevin Daniels Jonathan Edwards –Yatton Parish Council Simon Talbot-Ponsonby – Abbots Leigh Parish Council William Keogh Peter Bailey – Cycling UK Adrian Read – Chair Cycle Forum Cllr James Tonkin - North Somerset Council / Local Access Forum Andrew Gough – Bristol Cycling Campaign Angela Neil David Neil Frankie Mann - North Somerset Council Ben Searle - North Somerset Council Rupert Crosbee – Sustrans</p> <p>3. Notes of previous meeting (16th March 2017) Actions & matters arising <u>not</u> included in main agenda</p> <p>Ashton (Dovecote) Inn – update on signage - The Inn has not responded to requests to confirm boundary so NSC will install signs as per its Highway records. Similar signs have been agreed with BCC with respect to Ashton Ct car park exit close by and will be installed too.</p> <p>Missing Festival Way section Luke warm support from BCC due to lack of resources and funding. Initiative rests with Sustrans to progress as opportunities permit. BS to provide counter data to RC.</p> <p>Active Travel Strategy Following a successful bid the four West of England authorities have been granted a total of £80K worth of support, plus a longer term programme of further technical support by</p>	<p>BS</p> <p>RC/BS</p> <p>BS</p>

the DFT to develop its LCWIP (Local Cycling and Walking Infrastructure Plans). The LCWIP process uses a prescribed methodology to help identify where the greatest increases in cycling and walking can be achieved. One key tool which will be used is the Propensity to Cycle tool, based on 2011 Census data (<http://pct.bike/>). NSC will now draw on this support to complete its Cycling and Walking Strategies by Spring 2018.

NCN 33 – litter bins around Hutton Moor section

Issue of rubbish on path in this area. No further info available at meeting. Howard Sayer was to approach McDonalds and Weston Town Council for support.

HS

4. MetroWest 1 Phase 2 Consultation and changes to local cycle routes – Richard Matthews

RM from the MetroWest Phase 1 team provided a presentation on the scheme, summarising progress to date and the forward programme before detailing specific issues that will impact cyclists.

A final Development Consent Order was submitted to the Planning Inspectorate in spring / summer 2018 and as scheme promoter, NSC is now required to undertake the Stage 2 consultation on the project. The project includes changes to local access, a new cycling and walking boulevard and a new foot/cycle bridge in Portishead, a new ramp up to the Cumberland Basin bridge as well as temporary diversions to NCN26 (Portbury Bridleway) and ad-hoc diversions to NCN41 (the Pill Path / River Avon Trail). Any member of the public is welcome to complete a consultation questionnaire / submit comments and the Forum will make a submission.

David Neal made various proposals regarding extending and improving existing provision for cyclists between Portishead and Bristol but RM said these were outside of the project scope and funding was already considerably overstretched.

A consultation document is available at local libraries (see link for which) and online at <https://travelwest.info/projects/metrowest>

The consultation deadline is the 4th Dec.

All / AR

The presentation is saved at www.n-somerset.gov/cycleforum in pdf format.

5. Route updates

The Brean Down Way

Initial counter data shows encouragingly high levels of use. Some changes have had to be made to the Walborough Reserve kissing gates to prevent motorcycle access / prevent cattle getting entering them. RADAR key operated locks provide alternative access for disabled people, bypassing the kissing gate.

Uphill Road North

Negotiations are still ongoing with the landowner but it is hoped that planning permission will be applied for this very soon with the work still anticipated to be completed in 2018.

Tutshill Sluice (Weston – Clevedon)

NSC has held very positive talks with DEFRA who are keen to use EU sourced funding to provide a new dedicated bridge on the former railway alignment. This will provide benefits to both cyclists and pedestrians compared to previous budget driven proposals. NSC is now actively working with the landowners and carrying out further preliminary

work to help ensure the funder's tight deadlines are met as all work needs to be completed by 2019.

Strawberry Line

The Bristol Water works around Shute Shelve Tunnel have been delayed due to the bat hibernation season. Work will not now be completed until Spring. Planned improvements to lighting have been objected to by Natural England as it would have an adverse effect on the bats. KD and others said how no lighting has been previously very off-putting to some cyclists and some have fallen off. Alternative lighting plans are being submitted to NE by NSC's PROW team. Apparently the same lighting as the Two Tunnels route cannot be used as these are a different bat species.

Tyntesfield

The NT have raised an order with their contractor to make surface and drainage improvements to the PROW from the south of the estate to the Festival Way. To date work has not commenced due to weather and programming issues. The NT and BS have been chasing the contractor. The NT have informed BS that creating a cycle link across the estate is one of the projects under consideration for the 2019/20 financial year, but no promises are being made at present.

BS

SBL – Festival Way link

Awaiting new gates from manufacturer which will improve access at Festival Way end. Signing has still not been completed – BS to chase.

BS

6. Nailsea to Clevedon via North Drove

The JSP (Joint Spatial Plan) has been approved which allocates areas in North Somerset (and WofE) for future housing allocations. This could lead to 3300 new houses on the west side of Nailsea. Now its partner JTS (Joint Transport Strategy) is being further developed with the next significant consultation taking place summer 2018. The Nailsea – Clevedon corridor is now the subject of further study. BS has been assured by those working on the project that cycling will be fully considered and any new infrastructure would incorporate a cycle route between the two towns. Cllr James Tonkin requested that Nailsea Town Council's request for this had been minuted. For further info see www.jointplanningwofe.org.uk

Post meeting note: Regarding the North Drove proposal a route feasibility study is needed. NSC can provide match funding (up to £2,500) towards this if NTC can also fund?

JT/FM

7. Winter treatment of cycle paths

Kevin Daniels made a presentation 'Encouraging more cycling – evidence based supporting information' highlighting the causes of injury to cyclists and the fact that falling on ice in a non-collision accident is the second most common cause. In absolute figures almost as many cyclists as motorists were admitted to hospital in North Somerset between 2007 and 2017. This begs the question is the best action being taken to reduce risks to cyclists and is more evidence needed to support actions that could address this and decision makers? The point was also made that the perception by the public is therefore that cycling is 'dangerous' and people being are put off cycling. Kevin is continuing this work but all are welcome to contribute ideas or help with further research – eg. Making meaningful analysis of differing data sets.

The presentation is saved at www.n-somerset.gov/cycleforum in pdf format.

Post meeting notes:

Replies by Kevin to questions raised

Q1 How many 'slipping on leaves' incidents were there in the survey?

Answer: 20 or 1.97 %

The source for this can be found at <https://icycleweather.wixsite.com/iceandcycling/5-2-supporting-docs-to-ref-5-2-1-1> under section 3 - Life Cycle Update of Interim findings.

Q2 What comparative data is there to other better known causes of incidents eg mobile phone use

In order to provide this data it is necessary to access two different data sources:

a) STATS 19 - the statistics collected by the police when they attend an incident.

b) HES data - the statistics collected by hospitals.

These two data sources are not directly comparable so care must be taken when passing on this information. But that should not prevent the information being publicised in a controlled way especially as the implications are important.

From the data it is clear that headline figures of accidents caused by mobile phone usage (97) are significantly less than those caused to cyclists by slipping on ice (1776). For more significant causes such as exceeding the speed limit the comparative position is not so clear. However I believe that, even in these cases the precise numbers are not as important as the picture that emerges.

Jonathan Flower has suggested it could form an MSc Transport Planning research project at UWE which he would be happy to put forward.

KD / JF

Winter weather – salt gritting of cycle paths – updates from previous meeting:

Phil Bush is now supplying NS road temperature sensor data for three locations to Vaisala, who publish this data at www.trafficweather.info (for a one year free trial). While not on dedicated cycle routes these should provide a much better indication of actual road and path surface temperatures and whether ice may be present than general weather forecasts which do not predict this (and which can be markedly different). Cyclists are advised to check this data before setting out on winter days. Kevin has been speaking to HE regarding Avonmouth Bridge data (which they've agreed to share) which it is hoped can also be made available online.

Provision of grit bins was previously discussed but due to budgetary and general resource concerns these are no longer provided, even if funding is offered by parish councils.

Automatic ice warning signs have also been previously discussed but a viable sign has not yet been sourced.

8. Cycle Parking Audits

BS is organising an audit of public cycle parking in North Somerset with the aim to secure funding to meet needs. There is some existing funding that can be used too. If you have any suggestions please provide BS with the exact location, number of existing racks (if applicable), estimated number of racks needed, justification (eg. bikes locked to

BS

lampposts and railings, known crime hot spot, anecdotal knowledge) and any issues that may arise (eg. conservation area). Photos may help too.

9. AOB

Bike security marking The Travelwest team will be security marking cycles in January – at Nailsea Station (16th), Worle (17th) and Weston-super-Mare Stn (18th) - all 3-6pm.

Cycle parking at the Italian Gardens, WsM This has been requested by Cllr James Tonkin on behalf of Katie Orchel – NSC Sustainable Travel Team will liaise with John Flanagan to provide this.

Bells and consideration of pedestrians Cllr Jolley asked that ideas to help cyclists consider using bells and giving polite warning of approach to pedestrians be discussed. Initial suggestions include awareness through cycle training sessions and NSC Tweets. Further ideas welcome at the next meeting.

Post meeting notes:

Safer Roads Fund A DfT study identified the A371 as one of the top 50 most dangerous roads in the country (all road users). As part of an associated DfT risk based research project NSC has applied for funding to continue the shared-use path towards Banwell.

Driverless cars trials As part of Jonathan Flower's work at UWE he has been designing and coordinating driverless car trials as part of the [VENTURER](#) project. They will be looking at how autonomous vehicles interact with cyclists and pedestrians, and will require volunteers. On road and simulator trials will be taking place at the University of the West of England (Frenchay Campus, Bristol) from 22 January to 16 February 2018.

The trials are open to new participants who have not been involved in Trial 1 ("hand over") or Trial 2 ("rating trust in the autonomous vehicle's driving"). In order to be considered, you will need to be 18 or over and meet one of the following criteria:

1. Hold a full driving licence for passenger cars or larger vehicles, or
2. Are a regular cyclist and could come to the trials by or with your bike, or
3. Regularly walk for local journeys and could come to the trials on foot or by public transport.

If you meet one of these criteria, are interested and available, please contact jonathan.flower@uwe.ac.uk indicating which categories you fall into (driver, cyclist or pedestrian).

Quiet Lanes (<http://www.cpre.org.uk/resources/transport/roads/item/1867-cpres-guide-to-quiet-lanes>) Jonathan Flower has been promoting this and advises 7 Parish/Town Councils in NS are fully on board and have discussed the idea and proposed lanes in their areas that they feel are suitable to become part of a NS Quiet Lane network, others are keeping a 'watching brief' or are still discussing it, and a couple have decided not to nominate any lanes at this time; if you remember this come out of Yatton's Neighbourhood Development Planning process; as a next step we have written to David Bailey at North Somerset Council about our progress and have asked him for a meeting to discuss how to take things further; at a later stage we will want to broaden the net and engage different user groups (including cycling, walking and equestrian).

Date/s and venue/s of next meetings	
TUES 13th March 2018 – 6pm to 8pm, Castlewood, Clevedon, BS21 6FW. We intend to focus the meeting on ‘Engagement’ – with schools, employers, through cycle training etc.	

Steven Penaluna

Subject: RE: Portishead branch line (Metro West Phase 1) consultation notification

From: Broad, Peter [mailto:Peter.Broad@btp.pnn.police.uk]

Sent: Thursday, February 01, 2018 11:44 AM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: RE: Portishead branch line (Metro West Phase 1) consultation notification

Good Morning Steve Apologies for not noting previous request. I have nothing to add to the consultation progress and will link in with Network rail as the scheme progresses on station design and line side protection such as fencing.

Regards Peter

Peter Broad
Ymgynghorwr Lleihau Troseddau
Crime Reduction Advisor

Heddlu Trafnidiaeth Prydeinig, Adran 'C', Is-adran Cymru, 3 Sgŵar Callaghan, Caerdydd CF10 5BT
British Transport Police, 'C' Division, Wales Sub-Division, 3 Callaghan Square, Cardiff CF10 5BT
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www.btp.police.uk

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[🔒🔒]

Steven Penaluna

Subject: RE: Portishead branch line (Metro West Phase 1) consultation notification

From: Taylor, Shawn [mailto:shawn.taylor@btp.pnn.police.uk]

Sent: Thursday, February 01, 2018 3:20 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>; Broad, Peter <Peter.Broad@btp.pnn.police.uk>

Cc: McKechnie, Scott <scott.mckechnie@btp.pnn.police.uk>

Subject: RE: Portishead branch line (Metro West Phase 1) consultation notification

Steven,

No representations from me either. Sorry I didn't respond previously.

Thanks

Shawn

Shawn Taylor
Inspector, Officer in Charge
Bristol Temple Meads

British Transport Police
Temple Meads Railway Station
Bristol
BS1 6QF

Ph 0117 305 4002
Mob 07825 072587
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Steven Penaluna

Subject: FW: Sustrans S42 RESPONSE

From: Rupert Crosbee [<mailto:Rupert.Crosbee@sustrans.org.uk>]
Sent: Thursday, November 30, 2017 4:07 PM
To: Richard Matthews <Richard.Matthews@n-somerset.gov.uk>
Cc: Alistair Millington <alistair.millington@sustrans.org.uk>
Subject: RE: Metrowest consultation

Good afternoon Richard
Thank you for taking the time to brief me on the project.

You will of course also need to deal separately with the legal interest Sustrans has from Network Rail over part of the track.

In general Sustrans strongly supports Metrowest as an alternative to the private car, and regrets that funding issues are reducing the ambition of the scheme. We are concerned that the less frequent service now proposed will not be sufficient to attract as many commuters as it potentially could if half-hourly or better.

In regard to cycling issues:

Temporary diversion adjacent to compound, Sheepway

Ensure access for cycles maintained by laying sealed surface on diversion

Diversion of bridleway and permissive path NCN26

Consider optimum route to minimise conflict with site and other motor traffic. Possible route via pedestrian / cycle bridge over M5 at Portbury and following Avon Cycle Way.

We welcome the confirmation that the route will continue to pass under the M5, Marsh Lane and Royal Portbury Dock Road alongside the railway and ask you to ensure that space for the path is maximised subject to ORR requirements.

Avon towpath

Exploit any opportunity to improve the drainage and surface of the towpath, for instance by retaining any imported stone brought in for access by Network Rail vehicles.

Ensure advance warning of temporary closures signed well in advance of closure point.

Railway between Sheepway and Portishead

Consider the possibility of creating a route for walking and cycling alongside the railway between Sheepway and Portishead for a more direct and traffic free link into the town.

I know that these issues will be taken into account.

Regards

Rupert

Rupert Crosbee
Network Development Manager
DL: 0117 915 0228
M: 07825 050884
Usual working days: Tuesday to Thursday



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Steven Penaluna

Subject: RE: Portishead Branch Line (MetroWest Phase 1)

From: Penny Scotcher [<mailto:Penny.Scotcher@firstgroup.com>]

Sent: 14 February 2018 12:11

To: Metro West

Subject: Portishead Branch Line (MetroWest Phase 1)

Your Ref: MWP1/S42FOL

Thank you for your letter of 7 February. We are in support of MetroWest works and have no further comments to make.

With kind regards

Penny Scotcher

PA to the Directors of First West of England



0117 3736466 or 07989 424282



penny.scotcher@firstgroup.com



First West of England Ltd
Enterprise House, Easton Road Bristol, BS5 0DZ
Registered in England & Wales No. 00025088

Steven Penaluna

Subject: FW: NS Disability Access Group

From: Anthony Rylands

Sent: Friday, January 12, 2018 12:36 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: RE: NS Disability Access Group

Steve,

Apologies, yes I did raise it and they broadly had nothing to add over and above their previous comments on the initial scheme except to say that they were concerned to ensure that rolling stock was provided that matched the line's infrastructure accessibility.

They would like to be kept up to date and more directly involved in the development of the scheme so that they have a chance to review designs and any changes.

Regards,

Anthony Rylands

Access Officer for Disabled People

Corporate Services

North Somerset Council

Tel: 01934 634989 or 07917 092785

E-Mail: Anthony.Rylands@n-somerset.gov.uk

Post: Town Hall, Walliscote Grove Road, Weston-super-Mare, BS23 1UJ

Web: www.n-somerset.gov.uk

Equality design guidance: <https://theaccessofficer.n-somerset.gov.uk/>

Design standards that are not just about disability

Ashton Park School - Bower Ashton (questionnaire response)

Assistant Headteacher

davidcoates@ashtonpark.net

28 Nov 2017 08:22:20

Main concerns : Safety of students

Although safety of our students is paramount the scheme is well thought out and the traffic network takes into account the ways our students will get to school safely. The school therefore wholeheartedly supports the scheme and its environmental, social and economic benefits to the area.

Pedestrian and cycle access to the school will be enhanced through the pedestrian and cycle ramp making it safer for the students. Fully support the environmental aspect of the project in getting more cars off the road.

The school valued the opportunity to comment - information to the school, pupils and parents will be much valued once the scheme is underway.

Support the proposals

MetroWest Phase 1 (MW1)

Harbourside Family Practice meeting notes

13:30, 14th November 2017, Harbourside Family Practice, Portishead

Attendees HFP – Kyla Dawe (Practice Manager), Dr Tina Chan, and Dr Rhian Johns, Harbourside Family Practice RM – Richard Matthews, MetroWest Phase 1 officer, North Somerset Council SP - Steven Penaluna, MetroWest Phase 1 officer, North Somerset Council	Apologies:
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No	Note	Action owner
1.	SP began by giving an overview of the scheme as a whole, explaining the consultation process, how to respond, and where to view the documentation.	
2.	RM detailed the proposals around Portishead, with a particular focus on the works closest to the Practice, including: <ul style="list-style-type: none"> the highway changes to Quays Avenue and Phoenix Way; the station location; the location of the car parks and number of spaces; the location of bus stops; the provision of pedestrian crossings; and the proposed service pattern. 	
3.	SP explained the possible construction timetable, and highlighted the need to understand the operations of the Practice to mitigate where possible any negative impacts through both construction and operation.	
4.	RM discussed the proposed changes to parking, highlighting the proposals for permanent restrictions on Quays Avenue and restricted hours on Haven View. HFP stated that although the Practice has a car park, staff mainly park on Haven View or Quays Avenue and leave as much of their car park free as possible for visitors. However visitor parking often spills out onto the adjacent roads as well. RM explained that if parking restrictions are not introduced, station users will park on the roads and are likely to leave their vehicles there all day instead of using the allocated car park. RM stated that initial discussions have been made with North Somerset Council's Parking Services Team regarding the possibility of providing discounted annual parking permits for staff to use the station car park. HFP welcomed having use of the station car park, but also had some concerns about the details, specifically: <ul style="list-style-type: none"> Cost, particularly given their current financial pressures; Number of permits made available, with a preference for at least 20 plus 10 for North Somerset Council Community Partnership staff that operate from the same building; Length of time permits would be made available and their annual cost, with concerns that the cost could rise annually or be withdrawn altogether and asked for a commitment of 3 years minimum, preferably 5; and Parking for duty staff – there is usually at least 1 duty nurse that needs to have access to a vehicle at short notice. Ideally HFP would have 1-3 spaces allocated for duty nurses or doctors as close to the building as possible and the station car parks may be too far (particularly as they are over the road). HFP would have a preference for permanent or allocated parking in the station car park rather than permits but would welcome discussion pending further details. RM stated that the Parking Services Team did not support the idea of dedicated parking spaces in previous conversations, but committed to raise these points with North Somerset Council's Parking Services Team.	RM

No	Note	Action owner
5.	<p>HFP detailed the following hours of operation and highlighted concerns about how the operation and construction periods may affect these:</p> <ul style="list-style-type: none"> the peak time for patients arriving is normally around 8am on weekdays; there is a high turnover of staff during the day, with staff going on visits at all times and shift changeovers. Therefore HFP would be concerned with a set number of permits only given the number of staff; and the Practice is open at weekends as well as weekdays so require the same operations 7 days a week. <p>HFP suggested short stay parking be an option. RM will discuss with North Somerset Council's Parking Services Team.</p>	RM
6.	<p>HFP raised concerns about the construction period, specifically:</p> <ul style="list-style-type: none"> emergency vehicles regularly attend the Practice and Haven View Lodge (adjacent) and would need access at all times; the on-call doctor needs access at all times; some patients have mobility issues and require vehicles to collect them and drop them off; and other vehicles require regular access including supplies and maintenance vehicles. 	SP
7.	<p>HFP requested that the contractors work with the Practice at the time of construction to ensure their operations are affected as little as possible. Use of emergency vehicles was highlighted as a particular concern and that the emergency services would also need to be kept informed of any access changes.</p>	SP
8.	<p>HFP advised that they are not the only tenants of the shared building and that North Somerset Community Partnership should be spoken to separately, as they have daily clinics, community visits and shift changes at lunchtime.</p>	SP
9.	<p>HFP raised concerns regarding an adjacent business who impose their own parking restrictions around the practice to accommodate abnormal loads. They stated that they place their own barriers and cones on the roads early in the morning to stop people parking, on average once a week. This can occur during the AM and PM peaks, and they manually stop traffic in both directions to manoeuvre the vehicles in and out which causes congestion issues. RM explained that because Haven View is an unadopted road the Council were unable to enforce or remove private restrictions. RM will discuss the issues raised with the North Somerset Council Highway's Team.</p>	RM
10.	<p>SP finished the meeting by advising HFP that if he wished to respond in addition to the meeting note, contact details are on the website and the consultation leaflet, and that responses to issues raised during the consultation will be available in the consultation report in early 2018.</p>	HFP



Department for Transport

Accessibility Action Plan Consultation Workshop

The objective of this workshop is to provide an opportunity for attendees to have their say on how the transport system can be made more accessible, and to share their own experiences and views.

This will be focused around the draft Accessibility Action Plan, using small facilitated roundtable discussions to discuss specific issues. There are six topics available to discuss, and attendees will be able to attend four roundtables. The event will also provide the opportunity for all attendees to feed in any issues they wish to raise outside roundtable discussions.

Roundtable discussions will be facilitated by colleagues from the Department for Transport and Office for Disability Issues. The topics to be discussed are: staffing, training and public attitudes; air travel; rail travel; bus and taxi travel, national assistance cards and the pedestrian environment.

The roundtable discussions will be facilitated by:

- Jonne Olkinuora (DfT) (Air travel)
- Alfie Casson (DfT) (national assistance cards)
- Audrey Daft (Office for Disability Issues) (staffing, training & public attitudes)
- Angela Greenaway (DfT) (rail travel)
- Paul Baden and Hanan El Omrani (DfT) (buses and taxis)
- Alison Franks (DfT) (pedestrian environment)

To facilitate arrangements on the day, it would be helpful if you could select, in advance, the roundtable discussions that you would like to attend. Please select four of the above topics, and return your choices to AAPConsultation@dft.gsi.gov.uk , marked Bristol Roundtable Choices' by Thursday 9th November.

While we aim to allocate everyone to the sessions they have selected, in the event of high demand for particular topics we may have to allocate you to different discussion groups. Please therefore return your choices as soon as possible. You will be informed which discussions you have been allocated to when you arrive at the event.

Response: Equalities Forum – Notes and Agenda

Attendees

Green Community Travel
North Somerset Council
South Gloucestershire Council
Warwickshire County Council
Essex Council
Borough of Poole
NHS
Equality and Human Rights
Brandon Trust
Centre for the Deaf
Shaw Trust
Bristol Disability Equality Forum
National Federation of the Blind of the UK
Bristol Dementia Wellbeing Service
Bristol Dementia Action Alliance
West of England Combined Authority
Bristol Hate Crime Services
First (West of England Office)

Notes from the day

- Spontaneous travel is a key aim. All users should be able to travel when and wherever they wish.
- Integration between modes – weakest link can prevent all travel.
- Audio and visual announcements are needed on the platforms and trains to cater for different types of users.
- Utilise apps and mobile technologies linked to on site equipment e.g. the tannoy systems, to help users.
- Cameras are required to make all users feel able to use public transport and the related infrastructure safely.
- Rolling stock needs to accommodate multiple wheelchairs at any one time.
- Accessible toilets are required on all trains.
- Guards are required on trains to help users board and alight.
- Staff training to ensure they are aware of initiatives such as dementia cards.
- Rail replacement buses should be fully accessible.
- Roadside shelters are required for users to wait in if a train is cancelled for a bus/taxi replacement.
- Signage – clearly mark 'wheelchair route' to and from the stations
- Colours of signs/other information needs careful consideration as certain colours cause some users problems.
- Bollards need to be large enough to be detected by all users.
- Shared space is difficult for some users and needs to be carefully designed – guide dogs need pavements. Possible move towards 'accessible space'.
- Dual cycle/pedestrian lanes can be problematic.

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
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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)

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

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	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.
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 Clanage Road to hold freight trains and increase capacity. 		2. Stage 2 Response	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.
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	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.
0.8		Train speed is not enough.		2. Stage 2 Response	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.

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

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	<p>Portishead Station will be a very important gateway for the town. The design needs to be attractive and welcoming.</p> <p>The current design of the station is too basic.</p> <p>Station design is poor.</p> <p>Not at all in keeping with the town's ambience.</p>	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.

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					
1.3		<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.

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					
1.8	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.

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					
1.9	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 it 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.

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					
1.10	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.

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					
1.14		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	

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					
1.17	Portishead – Car parking - concerns	Not enough spaces - commuters will drive down from the top of Portishead and nearby towns and villages such as Clevedon.	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.
		Spaces will be taken by non-train users such as the health centre and users of local businesses.			
		Too many spaces proposed – most users are local and will walk.			
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		Parking should be free to stop parking in nearby streets. Parking costs should be carefully considered.		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	

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					
1.21		<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	<p>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.</p>
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	

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					
1.24		<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		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.		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>

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					
1.27	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	

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					
1.28	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. 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>

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					
1.30		<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>Ensure cyclists dismount before using the bridge.</p>		2. Stage 2 Response	<p>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.</p>
1.32		<p>Concerns over the effects to its setting in a green space / residential area.</p>		2. Stage 2 Response	<p>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.</p>
1.33		<p>Concerns over anti-social behaviour and who will police the area.</p>		2. Stage 2 Response	<p>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.</p>

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					
1.34		<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.

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					
1.38		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		<p>The boulevard should be segregated - shared paths in busy areas don't work and lead to user conflict.</p> <p>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.</p> <p>Separate funding to improve cycle links to the boulevard should be sought.</p>		2. Stage 2 Response	<p>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.</p> <p>Improving cycle links is constantly under review by the council and funding bids are submitted where opportunities arise.</p>
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.

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SECTION 1 – PORTISHEAD TO ROYAL PORTBURY DOCK					
1.48		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.		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.
1.49	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	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.	1	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					
1.51	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>

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					
1.52	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	<p>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.</p>
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	<p>Multi-modal tickets.</p> <p>Combined parking and train tickets.</p> <p>Timetable co-ordination between all public transport modes.</p> <p>Concerns over tickets costs.</p> <p>Should be free for the over-60's or they will use the bus.</p>	13	2. Stage 2 Response	<p>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</p>
1.69	Portishead – Improve bus services / introduce circular bus route	Multi-modal integration.	31	2. Stage 2 Response	<p>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.</p>
1.70		<p>Circular bus route connecting all parts of Portishead.</p> <p>Advertise the X3/X4 as circular routes.</p> <p>Route more buses to the station including those from nearby towns and villages.</p>		3. Out of MetroWest Phase 1 scope	<p>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.</p>
1.71	Portishead – Privacy	The height of the train track and overlooking of private property by train passengers.	1	1. Ongoing Consideration	<p>Details of vegetation retention, planting and screening will be considered in the Environmental Management Plan.</p>
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	

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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	<p>Enough spaces.</p> <p>No other option for it – better than none.</p>	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	<p>Ramp should not be built – stairs and a lift instead</p> <p>Concerns for loss of wildlife on the strip of land behind houses needed for the ramp.</p>	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	<p>Needs both platforms to be opened to increase capacity</p> <p>Station is too cramped – move to east of the viaduct</p>	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	

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

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	Additional stations would impact on timetabling, frequency and service.
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.

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

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. The 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.

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

SECTION 6 – BOWER ASHTON TO ASHTON VALE					
6.6	Traffic -concerns	<p>Extension of the left-hand lane on Winterstoke Road should be longer</p> <p>Deliveries use Barons Close (road) and its roundabout and works need to be carefully managed to ensure businesses aren't affected</p> <p>Level crossing will negatively impact on traffic to and from the industrial estate</p>	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.

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

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	

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

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 Rails 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.

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

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	<p>People not made aware</p> <p>More consultation required</p> <p>I have not received a response to my query</p> <p>No one returned my calls</p> <p>Staff were unable to answer my queries</p> <p>Consultation time should be longer</p> <p>Too many consultation documents to review in time – adverts should have made it clear how many there were</p> <p>Too many abbreviations and technical terms</p> <p>Requested USB didn't arrive</p> <p>Library staff couldn't find the documents</p> <p>Consultation was professional and well organised</p>	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>

Appendix J
Summary of Responses from
Statutory Bodies (with Project Responses)

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

Issue no.	Organisation	Response to consultation	Topic	Response status 1. Ongoing Consideration 2. Stage 2 Response 3. Out of MetroWest Phase 1 scope 4. Noted	Response to consultee
Schedule 1 consultees					
1.1	Welsh Ministers	No comments to make on this consultation		4. Noted	
2.1	Health and Safety Executive	Unable to provide specific LUP advice...until details of any proposed alterations/upgrades to [two Major Accident Hazard Pipelines (Natural Gas) Operator Wales and West Utilities which traverse...in the vicinity of Lodwey (sic)] are made available to HSE, by the Applicant / Pipe-line Operator....However providing appropriate risk reduction measures are employed, which includes adequate separation distances for pipelines which run parallel with any proposed track routing, it would be unlikely that HSE would advise against the current proposal.	Utilities	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
2.2		[Land] associated with the proposed Portishead Railway Station falls within the HSE Outer Consultation Zone of Coleman (UK), Gordano Gate, Wynham, Portishead, Bristol, North Somerset, BS20 7GG (HSE H3528). HSE is unable to provide specific LUP advice regarding this proposal until further details of the proposed land use relating to the permanent land acquisition is made to HSE by the Applicant. Only on receipt of this information will HSE be in a position to provide case specific LUP advice.	Land	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
2.3		Hazardous Substances Consent would be required if the site is intending to store or use any of the Named Hazardous Substances or Categories of Substances and Preparations at or above the controlled quantities set out in schedule 1 of [The Planning (Hazardous Substances) Regulations 2015]. Further information should be sought from the relevant Hazardous Substances Authority for the proposed development.	Hazardous substances	1. Ongoing Consideration	This will be detailed in the Environmental Statement
3.1	Natural England	We highly value the information and survey work which has [been] provided regarding the Avon Gorge SSSI / SAC within the Network Rail ownership. However, we still await further project details to be able to advise on the likely significance.	Environment	4. Noted	

MetroWest Phase 1 ("the DCO Scheme") Stage 2 DCO Consultation - Summary of Section 42 and Section 44 Questionnaire and Written Responses

3.2	Because the final details in terms of the route alignment and other key specifics do not yet appear to have been fully finalised (section 9.7.1 states GRIP 3 has not yet been completed) we are not able to thoroughly assess the impacts on the notified features. We therefore need to see more details around this to provide further comments and advice.	Environment	4. Noted	
3.3	Similarly in terms of the proposed mitigation measures, linked to the above comments (once the final package is agreed), we need to see the full proposals, to be able to assess their suitability in terms of off-setting the impacts. We would very much like (through the existing DAS contract) to engage with the specific discussions surrounding development of these measures. To date various suggestions have been made in terms of mitigation (at previous meetings), and the suitability of these need further thought. The likelihood of the measures being successful will clearly be an important factor in assessing whether they provide enough off-setting to determine the projects overall impact.	Environment	4. Noted	
3.4	The association of the project with the Network Rail management plan(s) needs further understanding and discussion. As you know we feel that the development and works which will form part of this project, will need to be considered as potential in combination effects linked to the works set out in the management plans (and vice versa). We welcome the willingness of Network Rail and North Somerset to work together with NE to develop and deliver an effective plan. We need to be confident that Network Rail and North Somerset (where appropriate) will be committed to adequately resourcing the delivery of the positive enhancements that we hope to see on the ground.	Environment	4. Noted	
3.5	Section 9.6.23 (& 9.6.44/45) of PEIR Chapter 9 Ecology & Biodiversity sets out a list of 'losses' to various populations of different species of Sorbus and more detail is needed regarding this. What do you mean by losses (is it complete removal that you are suggesting or some form of management option?)? What are the specific reasons for these losses? Are these young or mature trees? What current risks do they present to the successful delivery of the project? What other alternatives have been considered to avoid these losses? Overall in relation to Sorbus, we feel that there could be potential for long term major adverse impact and overall we need to see that complete losses are minimised.	Environment	2. Stage 2 Response	Any losses to be defined clearly in the Environmental Statement, including reasons for loss (safety, installing fencing etc)

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3.6	Chapter 4 of Descriptions of geo-technical works, Table 4-4: Summary of confirmed and potential remedial works required along the Avon Gorge (& section 4.3.80). Appears to list works that have the potential to affect certain species of Sorbus (and other habitats). It is not clear whether these are the same as those listed in the above mentioned section or additional trees / habitats? This needs clarifying and again further explanation / justification (as above) needs providing, for us to be able to assess the impact and potential need for mitigation. For example coppicing a rare species of Sorbus (as mentioned in 4.3.80), isn't directly ensuring its survival. Additional management measures may need to be put in place. Overall, we would expect that there should be a series of principles set out to avoid losses or damage to habitats (during all works) and if they cannot be avoided that a very clear justification will be needed as supporting information (and this will need mitigation).	Environment	4. Noted	
3.7	Additionally in chapter 4, Table 4-5: Summary of Permanent Works within the Avon Gorge Woodlands SAC, it suggests that the works are fairly limited to relatively minor railway engineering works. But we feel that because these have the potential to affect features of SSSI / SAC interest, there should be supporting information and details to show that any locations of sensitivity will be given protection. Many of those operations listed, including rock picking, modifications to the vertical and horizontal alignment replacing steel sleepers, ballast cleaning/replacement, installing signals, and trenching and cabling, can clearly if not done in a planned way have the potential to cause damage.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
3.8	Section 4.3.99 Replacement of fencing. Whilst we support a review and upgrade of fencing to manage and reduce trespass and damage to sensitive parts of the Avon Gorge, we need to be sure that the landscape and visual impacts have been assessed (as well as more broadly in terms of overall landscape because of the local significance of the Gorge itself). Additionally, we need to be confident that the physical fencing installation works have been considered in terms of their potential impact on sensitive features.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
3.9	There appears to be less detail regarding the overall effect of the works on the other SSSI / SAC features and habitats and we assume that once the final design is completed this will be more readily available.	Environment	2. Stage 2 Response	This will be detailed in the Environmental Statement
3.10	Overall, where the details of the proposed scheme are known, we think the assessment of likely impacts appear fairly reasonable, including for other designated sites and species.	Environment	4. Noted	

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3.11		<p>a. In terms of the effect of the project on bat species we welcome the work you've done to date and the proposed ongoing surveys, but have these specific comments:-</p> <ul style="list-style-type: none"> • Chapter 9 of Volume 2 – on Ecology and Biodiversity is slightly confused in terms of references to horseshoe bats. Our suggestion is that there needs to be separate consideration of impacts on GH and LH because of their different needs and ecology. • We support the conclusion that the disused railway line as a linear landscape feature is important at a Regional level for movement of bats from the SACs. • The information is incomplete in relation to hibernation sites because surveys are ongoing. • We cannot draw conclusions about the importance of the tunnels or the likely impacts of development on them until surveys have been completed. • At this stage we are not able to endorse the suggestion that the tunnels are of Local importance only because the information is not complete. <p>We very much welcome your intention to develop mitigation strategies for EPS in consultation with NE.</p>	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
4.1	Historic England	[Removal of existing historic railway infrastructure] assets identified are undesignated, we would defer to the local authority in respect to the demolition of key historic structures and a programme of recording should removal be accepted	Historical assets	4. Noted	
4.2		The extent of [vegetation] clearance has potential to change the appearance of the western side of the Avon Gorge, particularly when viewed from elevated historic areas and heritage assets on the Clifton side of the gorge. We understand that the clearance in this area as outlined in section 8.6.29 of PEIR will be limited, and on the basis that this will be confined to essential removal, we do not consider that a greater visibility of the railway will impact adversely on aspects of setting of assets that contribute to their significance.	Gorge - vegetation	4. Noted	
4.3		We believe that the most visual impact upon setting would be as a result from the proposed security fencing on both sides of the railway. The cumulative impact of fencing, the proposed communications mast and new signals would draw attention to the operating railway, together with the projected frequency of passenger trains (20 per day, Monday to Saturday). We advise that the impact of new equipment and design/finishes of fencing is carefully considered.	Gorge - fencing	1. Ongoing Consideration	This will be considered during the scheme's further development stages.

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4.4		Would useful to have confirmation of exactly where [the GSM-R repeater mast] are to be positioned in the vicinity of the Clifton Suspension Bridge	Gorge – GSM-R mast	2. Stage 2 Response	The GSM-R repeater mast will be located approximately 520m north west of the Clifton Suspension Bridge. The visual impact of this structure is discussed in more detail in Chapter 11 Landscape and Visual Impact Assessment.
4.5		Central to our consultation advice is the requirement of the Planning (Listed Buildings and Conservation Areas) Act 1990 in Section 66(1) for the local authority to “have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest which it possesses”. Section 72 of the act refers to the council’s need to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area in the exercise of their duties. When considering the current proposals, in line with Para 128 of the NPPF, the significance of the asset’s setting requires consideration. Para 132 states that in considering the impact of proposed development on significance great weight should be given to the asset’s conservation and that the more important the asset the greater the weight should be. It goes on to say that clear and convincing justification is needed if there is loss or harm.	Historical assets	4. Noted	
5.1	Avon Fire and Rescue	Avon Fire & Rescue Service is fully supportive and in favour of this proposed development as a nationally significant infrastructure project. In September 2017, the headquarters of Avon Fire & Rescue was moved to co-locate with the Avon & Somerset Constabulary at Portishead. Daily commuting and travelling for staff to our new HQ has been challenging due to the lack of adequate and timely public transport provision from other urban areas in the region (Bristol, Bath, Keynsham, Nailsea etc). As such, we would very much welcome the additional commuting option that a branch line would provide for all our staff working at or visiting our HQ.	Level of support	4. Noted	
6.1	Long Ashton Parish Council	Long Ashton parish Council’s concern about the MetroWest Phase 1 plans were associated with the problems caused by closing the level crossing in Ashton Gate – now this is no longer included in your plans the Parish Council have no comment.	Level of support	4. Noted	
7.1	Pill Parish Council	There is very strong support for the proposed railway and confidence that Metro West will be able to keep the local population well informed about developments in plenty of time for concerns to be considered carefully.	Level of support	4. Noted	

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7.2	Whilst the railway will bring undoubted benefits to the local community and make the villages of Pill and Easton in Gordano increasingly attractive places to live, there are significant implications which need to be under constant scrutiny before and during work on the railway.		4. Noted	
7.3	Foremost amongst our concerns is the health and safety of local residents and visitors during the period of construction. The likely increase in traffic movements, initially during the construction period and subsequently after the line is in operation, will require extremely careful planning and will need to take note of the number of different users of all ages— pedestrians, cyclists and motorists — in tight spaces and with minimal room for parking.	Construction	2. Stage 2 Response	This will be considered in the Transport Assessment, Construction Environment Management Plan, and Code of Construction Practice
7.4	The proximity of the cycle path to the work taking place on the railway will need vigilant and continual assessment so that commuters and other users feel completely protected from any dangers during working hours. We would particularly emphasize the need to ensure continuous access along the route to the Royal Portbury Dock estate and to Portishead as this is a route to work for many.	Construction	2. Stage 2 Response	A continuous route will remain but may be diverted at times during construction. Diversion routes will be clearly signed and advance notification given
7.5	The disruption to residents will be considerable so every effort will need to be made to ensure that the impact on their daily lives is minimized. In particular this concerns the protection of parking spaces outside houses, especially in those adjacent roads which have a high percentage of elderly residents.	Parking	2. Stage 2 Response	The contractor will be required to follow the Code of Construction Practice which will be developed and approved prior to works starting
7.6	The Parish Council believes that consideration should be given to a residents only parking zone in many of the roads surrounding the station (subject to detailed consultation) and that the spaces identified near to the Co-op should be limited to short term parking only. We would like to discuss the viability of taking on the administration of the resident parking scheme as there might be significant advantages in having local oversight of this potentially difficult operation.	Parking	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 inform the requirements needed.
7.7	The Parish Council has identified the area around the Co-op, Sambourne Lane, the new car park, and the bus stop outside The Memorial Club as potentially the most pressurized for traffic. We need reassurance that the implications will have been carefully modeled to ensure that access to and from the railway station does not become congested. We believe that special attention should be given to the junction of Station Road, Heywood Road and Lodway to improve access and improve the current Bus Stop outside the Memorial Club to make it DDA compliant and safer for pedestrians crossing the road.	Safety	1. Ongoing Consideration	This will be considered during the scheme's further development stages. The proposal for improvements to the Bus Stop at Pill Memorial Club is being taken forward.

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7.8		Pill, Easton in Gordano and Abbots Leigh are all villages with historically strong commitment to environmental matters. There are many local groups which take responsibility for Watchhouse Hill, cycle path clearance, bird and wild life protection, meadow maintenance, Gorge protection, SSSI areas, and litter collection. All of these groups will show positive support for the railway provided their local knowledge and expertise are respected and they feel actively included in the railway development.	Environment	4. Noted	
7.9		I am sure that there will be more issues as the project continues but we are pleased that Metro West has made it clear that you value our ideas and will do your best to ensure that the proposed railway is a project which boosts our community and your reputation.	Liaison	4. Noted	
8.1	Portishead Town Council	Council fully supports the project. The town is in desperate need of a railway.	Level of support	4. Noted	
8.2		Welcomes the footbridge near Trinity school.	Trinity School footbridge	4. Noted	
8.3		It is hoped that any actions taken at this stage will not jeopardise the future development of two trains per hour when funds become available. We welcome the assurance that nothing in these proposals will prevent the desired upgrade to a full half hour service.	Level of service	4. Noted	
9.1	Environment Agency	The Agency is essentially satisfied in respect of the range of highlighted issues pertinent to its interests, together with the identified risks and associated mitigation proposals. The scope of source documentation and respective regulatory requirements is acknowledged.	Environment	4. Noted	
9.2		The Agency would be pleased review the project FRA at the earliest opportunity, to establish the actual flood risks associated with the proposed works.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
9.3		Table 17-3 – It is not possible to rely on “significant changes in strategic flood risk management interventions” before 2135. This is a long timeframe and it is therefore not known if future policy or funding will allow for any interventions. The proposal should assume none.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
9.4		Section 17.4.45 – as above, despite the intentions of the draft SMP, there is no certainty that improvements can or will be made.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
9.5		Section 17.6.11 – As previously advised, the Agency will require further evidence regarding the impact of the Clanage Road compound within the FRA.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
9.6		Section 17.6.21 – As above, the flood plan should not assume that a strategic solution, to address the future flood risk, will be adopted.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.

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9.7		The Agency would.....highlight that the Ham Green Fishing Lakes adjacent to the railway line at Pill Tunnel, which receives treated surface run off from the railway via settlement tanks, will need to be closely monitored during construction. Care must be taken to ensure the collection of sediment is maintained effectively, due to the likely increase in loading.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
9.8		With regard to the proposed Maintenance Compound near Pill Tunnel, the Agency would request specific details regarding the management of any polluting substances stored on site, that may potentially impact on the lakes in the event of a discharge from the site.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
9.9		The PEIR document indicates a good understanding of the hydrogeological sensitivities of the route and potential sources of contamination, both on the route and from surrounding land uses. The Agency would advise that detailed information will ultimately be required in the form of an appropriate desk study and site investigation proposal.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
9.10		The submitted habitat and species surveys have considered, at an appropriate level, those aspects relevant to the interests of the Agency.	Environment	4. Noted	
9.11		Notwithstanding the above, there would appear to be a requirement for additional work with regard to adequate mitigation for impacts on watercourses and otters. As stated in the report, there will be slight adverse impacts on otters, due predominantly to night working, which can disrupt foraging and dispersal behaviour, and the removal of vegetation as a result of site clearance. Accordingly, agreed measures will need to be implemented to minimise any disturbance.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
9.12		The Agency would welcome clarification in respect of habitat creation/enhancement proposals	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
9.13		The Agency would welcome the opportunity to review outstanding documentation, including the aforementioned FRA and the WFD assessment, at the earliest opportunity.	Environment	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
10.1	North Somerset District Council Highways Authority	Continued engagement to be held during the scheme's development	Highways	1. Ongoing Consideration	The responses and continued engagement with the scheme's development will be reported on in the consultation report submitted as part of the DCO application.
11.1	Bristol City Council Highways Authority	Continued engagement to be held during the scheme's development	Highways	1. Ongoing Consideration	The responses and continued engagement with the scheme's development will be reported on in the consultation report submitted as part of the DCO application.
12.1	Highways England	Collision analysis - we accept the scope	Traffic impacts	4. Noted	

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12.2	Impact Methodology and Assumptions – we accept this approach	Traffic impacts	4. Noted	
12.3	New station demand – we accept this approach	Traffic impacts	4. Noted	
12.4	Diversion of existing trips to the new station - we accept this approach.	Traffic impacts	4. Noted	
12.5	Demand at Existing Stations - We accept this approach	Traffic impacts	4. Noted	
12.6	Variable Demand Model - This is acceptable to us.	Traffic impacts	4. Noted	
12.7	Model Adjustments - GBATS4 matrices have been adjusted by amending rail demand trip matrices so that their assignment to the network results in station-by-station demand that is close to that generated by the RDM. It is not clear at exactly which point these adjustments take place. This should be clarified.	Traffic impacts	2. Stage 2 Response	Further information about the Rail Demand Model (RDM) including its interface with the GBATS4 multi-modal model is set out in the Outline Business Case December 2017, which is available at www.travelwest.info/MetroWest
12.8	Assumptions - ... the DTA being reviewed by us is based on a more intensive half-hourly rail service pattern. The document is currently being updated to reflect an hourly service pattern.	Traffic impacts	4. Noted	
12.9	Opening Year and Horizon Year Assessment - It was agreed during scoping discussions that an Opening Year of 2019 and a Future Year of 2029 would be assessed. It is now likely that the Opening Year will be 2021 (and therefore the Future Year should be 10 years post). Due to the marginal difference in traffic growth between 2019 and 2021, the Opening and Future year of 2019 and 2029 respectively have been retained. This is acceptable to us.	Traffic impacts	4. Noted	
12.10	<p>Growth rates for the Opening and Future Year have been calculated using the TEMPro database. It should be noted that trip rates have been calculated using the TEMPro 6.2 dataset, rather than the more up to date TEMPro 7.2. Values have also not been adjusted using National Transport Mode (NTM) traffic growth calculations.</p> <p>We have undertaken an independent TEMPro exercise in order to check that growth factors included within the DTA are appropriate and can confirm that they are acceptable.</p>	Traffic impacts	4. Noted	
12.11	Parking Assumptions - The number of parking spaces proposed to serve the stations are based on NSC parking standards. The level of parking provided should be discussed and agreed with the Council's own Transport Development Management officers.	Traffic impacts	4. Noted	

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12.12	Distribution and Assignment – accepted by us – in essence whilst the DTA shows that trips linked to the development will pass through M5 junction 19, it is not expected that these will be new trips, rather that their trip classification will be altered.	Traffic impacts	4. Noted	
12.13	<p>Strategic Operational Impact Assessment - As the DTA is currently being updated to reflect a change in planned train stopping patterns, detailed results such as those demonstrating specific impacts at M5 junction 19 are likely to change.</p> <p>It should be noted that the nature of the development means that the scheme has the potential to reduce the number of vehicles impacting on M5 junction 19. Even with the reduction now proposed in service frequency there is still a high likelihood that there will be a reduction in vehicular trips through the junction as a result of modal shift.</p> <p>Trips which currently use M5 junction 19 (and subsequently the wider SRN network) may be replaced by more local trips within Portishead; vehicles will travel to / from the residential areas in order to use the station. These journeys will not use of M5 junction 19 and may reduce vehicle impacts in the AM and PM peak hours.</p> <p>The DTA acknowledges that M5 junction 19 is ‘reaching capacity and congestion is particularly notable’. This will be compounded by the level of economic growth planned in the WoE over the coming years. The scheme therefore offers some potential to mitigate the impact of growth expected at the junction.</p>	Traffic impacts	4. Noted	
12.14	Local Operational Impact Assessment - The location and configuration of the car parks for the new station are an issue that we will need to consider in order to ensure that there is no blocking back onto the Local Highway Network which could subsequently impact on the SRN.	Traffic impacts	4. Noted	
12.15	Construction Impact Assessment - The approach included in the DTA is what is expected at time of writing and this is accepted by us.	Traffic impacts	4. Noted	
12.16	We will....wish to be consulted on the Construction Phase Management Plan and particularly management of plant or materials brought to site via the SRN, with a view to avoiding peaks.	Traffic impacts	2. Stage 2 Response	We will continue to engage with you throughout the DCO process.
12.17	The likely level of traffic generation arising from the construction works is not given in the DTA. This should be calculated, based on expected movements at the site, so that the number of trips impacting on M5 junction 19 during the AM and PM peak hour are known. This information should be included in the final Construction Traffic Management Plan (CTMP).	Traffic impacts	1. Ongoing Consideration	The final version of the Transport Assessment will included a detailed assessment of the traffic impact arising during the construction phase of the scheme.

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12.18		Specific waiting areas for construction traffic, located off the SRN should be identified. Drivers should be informed of these prior to visiting the site in order to stop construction vehicles waiting at inappropriate locations on the network.	Traffic impacts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
12.19		Highway Mitigation - The DTA identifies that the impact of the scheme is unlikely to have a major detrimental impact on the capacity and operation of junctions and links assessed. As noted previously, the impact of the scheme on junctions will change when the TA has been updated to reflect changes in rail stopping patterns. The level of mitigation may also have to be changed to recognise these differences. Taking in to account the above, details included within this section of the DTA have not been reviewed by us.	Traffic impacts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
12.20		Construction Impact Mitigation - Six of the eight delivery routes identified involve vehicles using M5 junction 19. Traffic Management Plans (TMP) will be produced to assess the impact of construction traffic on the network. This may include the identification of additional measures which may be required.	Traffic impacts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
12.21		Abnormal loads will be grouped together and moved outside the network peaks in order to reduce disruption to traffic. A feasibility report looking at the access route used to deliver the abnormal load will be prepared before the load is moved. This should be approved by us, prior to any moving of abnormal loads.	Traffic impacts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
12.22		Operationally, we will need to understand and approve any physical works which are carried out under or in close proximity to the M5.	Traffic impacts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
12.23		Any works or maintenance compounds with the potential to impact on the SRN should be discussed and approved by us.	Traffic impacts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
13.1	Coal Authority	The Coal Authority records indicate that within the area identified for the Portishead branch line there are 13 mine entries and areas of likely historic unrecorded coal mine workings at shallow depth. The Coal Authority would expect the exact location of the recorded mine entries, which fall within the site, to be established and any layout designed to avoid building over or close to these features. The Coal Authority is of the opinion that building over the top of, or in close proximity to, mine entries should be avoided wherever possible, even after they have been capped, in line with our adopted policy: https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries	Geotechnical	4. Noted	
13.2		notes that the PEIR identifies the potential risks posed by past coal mining activity and states that a Risk Assessment has been undertaken.	Geotechnical	4. Noted	
13.3		It is noted that Section 10.6 of the PEIR states that the proposed construction sites at Pill and Portishead stations will be investigated to determine the ground conditions, including ground stability.	Geotechnical	4. Noted	

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13.4		<p>Section 10.9.2 and 10.9.3 of the PEIR comment that geotechnical assessments of mining stability have yet to be completed for elements of the DCO Scheme and that these will be included in the ES to be submitted with the finalised DCO application.</p> <p>The Coal Authority would expect the intrusive site investigations to establish the exact situation in respect of coal mining legacy issues to be carried out on site, in the case of the mine entries to inform the layout, where possible, and in all other cases prior to commencement of the development</p>	Geotechnical	4. Noted	
14.1	North Somerset Internal Drainage Board	in the absence of the FRA, a drainage strategy and much important detail on the drawings supplied in respect of the current consultation, many aspects of the proposals are currently unacceptable to the IDB or cannot be agreed until further information is available. Land Drainage Consent is a legal requirement and would not be forthcoming with the level of information as it is currently presented and the Board would likely object to the DCO.	FRA, drainage strategy	2. Stage 2 Response	The FRA and drainage strategy will be made available for review to statutory bodies prior to the DCO application submission
14.2		The submitted drawings lack much of the detail which the IDB will need to assess before final approval. As far as possible those drawings associated with this current consultation and of relevance to the Board's interests have been marked up with the Board's comments and copies are returned	Drainage	4. Noted	
14.3		The approximate line of the Board's boundary has been marked in green. Any permanent or temporary works within 9m of any watercourse inside the boundary will require the written consent of the Board prior to commencement of the works.	IDB byelaws	4. Noted	
14.4		The Board has a series of Byelaws that any construction should comply with. These can be found on our website: www.nslidb.org.uk	IDB byelaws	4. Noted	
14.5		Watercourses within Temporary Possession Zones - Several ditches fall within the areas identified for haul roads / working areas. Free drainage paths must be preserved and any changes (eg culverting) agreed and consented by the IDB prior to commencement of construction. Access to maintain IDB watercourses must be retained in the temporary and permanent situation.	Construction – drainage ditches access	4. Noted	
14.6		Fencing Alignments & Specification - It is noted that further land is to be acquired, either permanently or temporarily, in connection with the project. There are important drainage ditches both inside and outside the existing boundaries. At several locations these watercourses are interconnected and interdependent. Details of any proposed realignment of the fencing will need to ensure that the Board's access requirements are not compromised. Some of the ditches just outside the railway boundary are currently inaccessible for maintenance except from the railway land and consideration will need to be given to ensuring that alternative means of access is provided, or other measures adopted such as culverting or diversion.	Fencing alignments	4. Noted	

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14.7	The height and nature of proposed fencing is not specified, but if greater than 1.2m may also constrain access to adjacent watercourses.	Fencing	2. Stage 2 Response	The height of fencing varies. Through urban areas the fencing will be approx. 1.8m high, except where there will be acoustic fencing which will be up to 2.4m high. Through open countryside the fencing will generally be less than 1.2m, except around structures where it may be higher.
14.8	Culverts - The position of the culverts is not annotated on the drawings nor any indication of what is proposed for them (renewal, repair, etc.). Visual inspection of those known to the Board suggest that complete replacement is likely to be necessary in most cases. The culverts are of vital importance to the drainage of the area (including that of the railway) and which the IDB is charged with safeguarding. In most cases the existing headwalls lie within the railway boundary leaving short lengths of open ditch inside the boundaries at each end which, once construction commences, will not be accessible to those responsible for maintaining the respective water courses. This feature has proved problematic on the main line railway in the area and has involved regular (annual or biannual) access onto the railway for clearance with associated administrative effort and disruption. The Board recommends that any replacement culvert headwalls should be situated on or just outside the respective boundary fencing in order to obviate this issue.	Culverts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
14.9	Track Drainage - Specific drainage proposals for the track have not been presented and should be provided for review.	Drainage - track	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
14.10	Run-off rates - Unattenuated run-off is only allowable from the Portishead Station roof areas. Areas of car parking will require appropriate attenuation and water quality mitigation.	Drainage – Portishead car park	1. Ongoing Consideration	This will be considered during the scheme's further development stages.

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14.11	<p>Dwg 102 and Land Plan Sheet 1 - The watercourse labelled as The Cut is cleared of vegetation and any siltation annually by the IDB. The length between the marked points X and Z is carried out using a 13 tonne wheeled slew which takes access along the route indicated on the drawing. This watercourse is critical to the drainage of adjacent low-lying and densely populated housing areas and it is thus essential for the Board's operations that this access should be preserved. The length labelled XY is shown on the land plan as being acquired for the railway construction, partly permanent, part temporary. It is not clear from Dwg 102 what this acquisition is for but the IDB access must be preserved. Moreover this access is narrow such that during watercourse clearance operations the rear of the Board's machine overhangs the existing railway fence. As this is practice is likely to be unacceptable once construction commences and the width of the railway land holding is so great along this length, it is suggested that consideration should be given to moving the alignment of the permanent boundary fence Northwards.</p>	Drainage	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
14.12	<p>Dwg 103 and Land Plan Sheet 2 - Culvert at approx Ch17400 – General Comments refer. The drainage area to this culvert has been modified as a consequence of the development in the area which has involved ground re-profiling. Its capacity and invert level should be reviewed for adequacy. Sheepway access point. Access for watercourse maintenance using 13 tonne slew excavators is currently provided here and should be maintained, including provision for offloading from low-loader IDB was unable to confirm this point from the drawings provided.</p>	Drainage	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
14.13	<p>Dwg 104 and Land Plans 2a and 3 - Culverts at approx Chs 16850 and 16400. General Comments refer. The whole of the zone south of Sheepway between the road overbridge and Station Road drains under the railway. There have been issues with waterlogging and flooding in this area in the past and free discharge through the culverts must be maintained. The exits to these culverts both fall within working / haul road zones</p>	Drainage	1. Ongoing Consideration	This will be considered during the scheme's further development stages.

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14.14		Dwg 105 and Land Plans Sheet 3 & 4 - Culvert at approx Ch 15570 carries run off from M5 and is heavily silted, causing water logging on the S side of the railway. The watercourse on the N side is under P of B control and is currently being improved. See General Comments also regarding the lineside ditches between approx Chs 15880 and 15540 which and as well as servicing the railway are essential components of the local drainage network. These fall both within and just outside the permanent and temporary acquisition zones and it is essential that their functionality be maintained. The existing access point off the Portbury 100 at the old Drove is used by Wessex Water and is also available to the IDB for maintenance access. It is noted that it is intended to permanently acquire land at this point but provision for unrestricted access should be maintained.	Drainage	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
14.15		Dwg 106 & Land Plans Sheets 4 & 5 - Possible culvert at approx CH 15550. Possibly now redundant; discussion with IDB essential prior to any decision not to maintain or replace. Culvert under Dock Road at approx Ch14925. Outlet stream is not shown and falls within temporary acquisition zone. See General Comments. On S side inlet channel and old brick headwall inside railway boundary. New parking zone under construction will feature drainage swale and weedscreen close to or within temporary acquisition zones. Continued access for maintenance / operations essential.	Drainage	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
14.16		Dwg 107 & Land Plan Sheet 5 - IDB boundary ends at approx Ch14500. Immediately to the east of Marsh Lane an important drainage path runs under the railway with long culverted sections falling within the acquisition zones. The watercourse serves a large upland catchment and has been subject to blockages and resultant flooding in the past.	Drainage	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
15.1	Canal and River Trust	No comment to make	Environment	4. Noted	
16.1	Public Health England	The scheme is considered as falling into two sections, part of the project falling under the scope of the NSIP framework but with a significant section of the project falling outside of NSIP regime but being considered as an associated development. We accept the legislative distinction but recommend that the full impacts of both parts of the project (NSIP and associated development) should be considered in the final Environmental Assessment submitted with the request for a development consent order.	Environment	2. Stage 2 Response	This will be considered in the Cumulative Effects Assessment chapter in the Environmental Statement

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16.2		<p>We are generally satisfied with the proposed structure and layout of the Environmental Information Report / Environmental Assessment. In the report (PIER Volume 2 Table 7-4) you refer to a Health Impact Assessment (HIA) being included in Appendix 17.2 of volume 4. Volume 4 does not appear to be available for download via your webpage:</p> <p>(https://metrowestphase1.org/the_consultation_documents/), consequently We are unable to comment on the HIA at this time. We welcome its proposed inclusion and will comment at the next stage of the NSIP process.</p>	Environment	2. Stage 2 Response	<p>Consultee was contacted during consultation time period advising that the HIA has been available on the website and confirmed that the link was working. Copy by email also offered if they wished. Consultee acknowledged that they will review the HIA and respond shortly.</p>
16.3		<p>We note however, that the assessments of impacts were undertaken using 'worst-case' scenarios for air quality impacts and that these were selected using professional judgement. Whilst we understand the desire to minimise unnecessary monitoring or modelling, we recommend that the final report should identify all sensitive receptors which may experience poorer air quality as a result of the project and that the impacts be modelled on an individual property / receptor basis. If this is not possible detailed reasons for the exclusion or scoping out of unassessed receptors should be included.</p>	Air quality	1. Ongoing Consideration	<p>Methodology will be explained in the Environmental Statement's air quality chapter</p>
16.4		<p>We note that the scheme impinges on the Bristol City Council (BCC) Air Quality Management Area (AQMA) and that the developer has been in discussions with BCC. We welcome this liaison with BCC, particularly as they are in the process of developing proposals to improve air quality.</p>	Air quality	4. Noted	
16.5		<p>Many of the construction stage impacts will be managed / mitigated by the use of a Construction and Environmental Management Plan. We accept that such impacts can typically be managed by the implementation of industry good practice. We note that the plan is not available for comment, therefore we will provide comments once the documentation is available at the next stage of the NSIP process.</p>	Construction	4. Noted	
16.6		<p>We note that the cumulative effects are being further assessed and will be updated in the Environmental Statement. We will submit additional comments at this stage.</p>	Environment	4. Noted	
16.7		<p>The current submission does not consider any risks or impacts that might arise as a result of electric and magnetic fields associated with the development. We understand that the trains will be predominantly diesel-powered, but would be grateful if the proposer can confirm that there are no proposed electrification works, or works to existing infrastructure, that may pose a risk to public health. Please see our initial scoping response for details of the exposure thresholds / assessment criteria.</p>	Environment	2. Stage 2 Response	<p>The scheme is not proposing electrification of the rail line. The trains will diesel powered trains.</p>
17.1	Forestry Commission	<p>We note that the designated and non-designated sites that will be impacted have been identified</p>	Environment	4. Noted	

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17.2		We note that the habitats and species that need to be considered in the Environmental Impact Assessment (EIA) have been identified and that the applicant has outlined how they will do this.	Environment	4. Noted	
17.3		We look forward to seeing more detail on size and quality of the woodlands affected, especially the impact on ASNW [ancient semi-natural woodland]. We note that the applicant has proposed that there will be mitigation for any losses to woodland habitats or species and we look forward to seeing what that will be, bearing in mind that ASNW are irreplaceable habitats, the loss of which cannot be fully compensated for. We would welcome mitigation works that result in an increase in woodland cover in this area, without impacting on other valuable habitats, especially where this improves natural flood management or water quality.	Environment	1. Ongoing Consideration	This will be detailed in the Environmental Statement
17.4		We would also support mitigation work that reduces the impact of some non-native species, such as rhododendron, or tree health issues, such as the likely significant impact of ash dieback.	Environment	1. Ongoing Consideration	This will be detailed in the Environmental Statement
17.5		We would encourage you to ensure that access to the woodlands affected is also considered to ensure that they can be managed efficiently and sustainably after the development takes place	Environment	1. Ongoing Consideration	This will be detailed in the Environmental Statement
17.6		We support the request from Natural England for more detailed information on the works within the Avon Gorge SAC since we are concerned about the impact. We also support the request for arboricultural surveys to assess impacts on trees and woodlands.	Environment	1. Ongoing Consideration	This will be detailed in the Environmental Statement
17.7		When there is more information on the content of the EIA available, we will involve our in-house biodiversity and landscape specialists to contribute their comments	Environment	4. Noted	
Statutory Undertakers					
18.1	South West Ambulance Service Trust	There are no specific concerns other than some potential operational issues around site access/ road closures but so long as these are shared in the usual manner I am sure we will be able to work around. I think the emphasis here would be ensuring we are kept up to date with the works by the project manager, but in a succinct manner that focuses on any access issues. We can then ensure this is shared with the Hub and operations.	Construction	4. Noted	
19.1	Clifton Suspension Bridge (meeting notes)	GSMR mast proposed – [still to be determined but should be no higher than 10 – 12m] few concerns with this and believe that given its location and distance from the Bridge it would not be visible anyway, but ask that this is tested by viewing the location from the Bridge and taking photos	Gorge – GSM-r mast	2. Stage 2 Response	Photos will be taken and inform the Landscape and Visual Impact Assessment in the Environmental Statement

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19.2		[Clanage Road construction compound] - unlikely to be viewable from the Bridge given its location and distance but again ask that this is tested by viewing the location from the Bridge and taking photos	Compound – Clanage Road	2. Stage 2 Response	Photos will be taken and inform the Landscape and Visual Impact Assessment in the Environmental Statement
19.3		Vegetation clearance in the Gorge - concerns about the level of possible vegetation clearance and ask to see the proposals when they are available. If there is a need for a significant amount of vegetation clearance, request that the height of the clearance is determined to maintain as much of the canopy as possible to maintain the 'magnificent views' from the Bridge, a key attraction of the structure.	Gorge – vegetation clearance	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
19.4		Fencing in the Gorge - preference for mesh as this can be camouflaged easier through use of planting. Request any fencing to be hidden.	Gorge - fencing	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
19.5		Concerns that certain parts of the Avon Trail run close to the water where fencing on the railway side may not be appropriate.	Tow path - fencing	3. Out of MetroWest Phase 1 scope	
19.6		Believes an increase in train services would unlikely result in an increase of incidents as the tunnel runs under the bridge and that there are safety measures in place around the bridge such as CCTV and 24 hour manning to deter incidents. Safety fencing and wire mesh on the main span is in place to prevent access to those areas of the Bridge above the railway. Also advise that the vegetation canopy under the buttress acts as a deterrent and should remain. If there is an incident the emergency services may close the railway.	Safety	4. Noted	
19.7		Advises that the project team speak to the relevant parish councils and local societies to ensure they are aware of the plans.	Liaison	4. Noted	
20.1	Bristol Port Company	We did respond to the Stage 1 consultation ... and our issues described in that letter remain relevant because they have not been addressed by your latest proposals. In fact, your latest proposals appear to go further by seeking additional powers over our statutory undertaking	Legal	2. Stage 2 Response	The dis-used railway corridor runs immediately adjacent to Royal Portbury Dock and during the development of the scheme design land-related interfaces with Port property were identified.
20.2		the scheme now being considered looks to provide only an hourly service whilst potentially having a significant impact upon our business during construction and involving the permanent loss of land in our ownership. We query the justification for the scheme given the reduction in service provision and the absence of any guaranteed commitment to extend the current proposals to meet the requirements for the targeted half-hourly service. It seems to us that the anticipated benefits of the scheme are outweighed by the serious detriment that it would cause to our statutory undertaking.	Service viability	2. Stage 2 Response	There is a compelling case for intervention to implement the scheme. Further information is set out in the Outline Business Case, which is available from www.travelwest.info/projects/MetroWest

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20.3	You have not yet published a draft development consent order ("DCO") and its absence inevitably means that our comments are necessarily incomplete. We would, for the avoidance of any doubt, expect our concerns to be addressed either in the terms of the DCO or appropriately drafted protective provisions scheduled to it. When do you intend to publish a draft DCO?	Legal	2. Stage 2 Response	The draft Order is now progressing; a draft has been provided to the Port.
20.4	Plans within your current Consultation Documents show a red line boundary (or proposed limits of deviation) for your proposed works which penetrate the Port's secure boundary in a significant number of areas. As you know from our latest discussions with you, we would be prepared to consider clearly defined limited rights of access (of whatever type) on terms to be agreed, but we cannot entertain your permanently depriving us, compulsorily, of land which forms part of our statutory undertaking, nor your exercising statutory powers of access to our dock estate and undertaking.	Legal	2. Stage 2 Response	Some fence line boundary discrepancies have been identified. The integrity of the Port's fence should not be affected.
20.5	We have been unable to reconcile some areas shown on your land plan apparently showing the proposed compulsory acquisition of land outside, but immediately adjacent to, our land with the lack of any supporting explanation in your Stage 2 publication. We therefore need you to provide further clarification so that we can assess the extent to which any proposals may potentially adversely affect our interests.	Land	2. Stage 2 Response	Further clarification has been provided and liaison continues.
20.6	Even if there is a proven need for the proposed rail service, to date you have failed to convince us of the need for some of your proposed works including, for example, those for the installation of pedestrian/equestrian crossings at Royal Portbury Dock Road and Marsh Lane as well as the acquisition, by compulsory purchase, of an area of the Port's land to the south of the M5 overbridge (none of which demonstrates any compelling needs case). While we recognise that you are currently financially constrained and may, therefore, have been unable to develop your proposals beyond the inchoate, please understand that you will need to do so in detail before we can give due and proper consideration to them.	Land / Highways	2. Stage 2 Response	The land identified at Royal Portbury Dock Road is identified for highway safety improvements. The bridleway extension south of the M5 has been identified to provide equestrian users a safe route to pass the M5 to reach the bridleway network established by the Port.
20.7	Our earlier response expressed our concerns about possible access to our land along the route of our freight rail line in order to provide new rail signalling. We remain unclear as to the need for you, as opposed to Network Rail, to have powers of access. It is essential to maintain our freight line's connectivity at all times to the national rail network but nothing in your proposals to date has addressed this key requirement.	Signalling	2. Stage 2 Response	The rights are sought to ensure the signaling system required to regulate Port and passenger rail traffic can be installed.

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20.8		Similarly, the preservation of the Port's road access arrangements during all construction works is essential to ensure business continuity. We were concerned to note the extent of the proposed working areas and works affecting several of those key access points including the critical Royal Portbury Dock Road. Among other things, your proposals for (a) the apparent (but unexplained) compulsory acquisition of part of Royal Portbury Dock Road to the south of the rail route and (b) crossings for equestrian use could have significantly adverse long-term implications for unimpeded road access to our undertaking. Again, nothing in your proposals gives any indication of how you propose to preserve continuity of access at all times, both during and after construction.	Construction impacts - access	2. Stage 2 Response	No closure of the highway of Royal Portbury Dock Road is proposed.
20.9		Our above comments are based on our understanding that your current public consultation relates only to the proposed re-opening of the Portishead branch line and not to other elements of MetroWest Phase 1. If that understanding is incorrect please let us know because we will want, in due course, to raise with you issues concerning those other elements.	Wider scheme elements	2. Stage 2 Response	Our formal consultation focused on the elements of the MW Phase 1 scheme that require planning consent, however our consultation also described the elements of the scheme that fall under permitted development. All elements of the scheme (the DCO elements and the permitted development elements) will be subject to rail industry formal process such as 'Network Change' which is undertaken during GRIP4. Network Rail will contact the freight train operators about this shortly (June/July 18).
20.10		The current undeveloped nature of your proposals means that our comments are inevitably subject to your producing a fully worked-up scheme and draft DCO for our review	Further information requested	4. Noted	
21.1	Royal Mail	A major road user nationally. Any disruption to the highway network and traffic delays can have direct consequences on Royal Mail's operations, its ability to meet the Universal Service Obligation and comply with the regulatory regime for postal services, thereby presenting a significant risk to Royal Mail's operation and business.	Traffic impacts	4. Noted	
21.2		Royal Mail vehicles use all of the main roads that may potentially be affected by additional traffic arising from the construction of the proposed Portishead Branch Line. Royal Mail therefore wishes to ensure protection of its future ability to provide an efficient mail sorting and delivery service to the public in accordance with its statutory obligations which may potentially be adversely affected by the construction [of the scheme]	Traffic impacts	2. Stage 2 Response	This will be considered in the Transport Assessment, Construction Environmental Management Plan, and Code of Construction Practice

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21.3		Royal Mail has no issue with the principle of the proposed Portishead Branch Line which should, once constructed promote modal shift away from private vehicle use, thus reducing demand for the public highway.	Level of support	4. Noted	
21.4		[The project] should have regard to the Royal Mail's statutory requirements and operational sensitivity to changes in the capacity of the highways network	Traffic impacts	4. Noted	
21.5		<p>[The project] should note the location of Royal Mail's nearby operational properties as:</p> <ul style="list-style-type: none"> • Portishead Delivery Office, 20 High Street, Portishead • Clifton Delivery office, 2 Clifton Road, Bristol • Clevedon Delivery office, 2 Albert Road, Clevedon • Nailsea Delivery Office, Crown Glass Place, Nailsea • Avonmouth Delivery Office, St Brendans Way, Bristol • South West Regional Distribution Centre, Western Approach Distribution Park, Bristol 	Traffic impacts	4. Noted	
21.6		Royal Mail requests that the ES to be submitted with the DCO application includes information on the needs of major road users (such as Royal Mail) and acknowledges the requirement to ensure that major road users are not disrupted through full consultation at the appropriate time in the DCO and development process	Environment	2. Stage 2 Response	This will be considered in the Transport Assessment, Construction Environmental Management Plan, and Code of Construction Practice.
21.7		Royal Mail request that it is fully pre-consulted by [the project] on proposed road closures / diversions / alternative access arrangements, hours of working and on the content of the CTMP. The ES should formally acknowledge the need for this consultation with Royal Mail and other relevant local businesses / occupiers.	Construction	2. Stage 2 Response	This will be considered in the Transport Assessment, Construction Environmental Management Plan and Code of Construction Practice.
22.1	Homes and Communities Agency (now Homes England)	The HCA are freeholders of 3 parcels of land at Ashton Gate Depot (Title numbers BL113390 and BL134476).	Land	4. Noted	
22.2		The HCA are in a conditional contract for the delivery for a residential scheme with [business name] on the principal parcel of land (Title number: BL113390).	Land	4. Noted	
22.3		The HCA land is affected by two Demarcation Agreements dated 6th March 1996 and 29th February 1996 between RailTrack PLC and British Railways Board. The Demarcation Agreements provides a number of rights including access to the principal development site, via the rail bridge accessed off Clanage Road. This access must be maintained under any future development of the Portishead Branch Line. The HCA would be concerned of any impact on access to HCA land as a result of these proposals.	Land	2. Stage 2 Response	The access will be maintained

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22.4		We are also aware of the plans for the maintenance compound in close proximity to HCA land – whilst it is unclear the impact this may have on future development proposals, please can HCA be fully updated on the nature of this element of the works.	Land	2. Stage 2 Response	Our proposals at Clanage Road in summary are for a temporary compound during construction, part of which will be retained as a permanent maintenance compound. In respect of interface with HCA proposals, this is likely to be very limited as our compound proposals are located on the western side of the railway, while your land holding is on the eastern side and your highway access is quite some distance from our proposed compounds.
23.1	Independent Pipelines	No comment to make	Utilities	4. Noted	
24.1	Quadrant Pipelines	No comment to make	Utilities	4. Noted	
25.1	Independent Power Networks	No comment to make	Utilities	4. Noted	
26.1	Electric Network Company	No comment to make	Utilities	4. Noted	
27.1	National Grid (Hinkley Point C Connection)	National Grid's Hinkley Point C Connection Project Order (2016) and Correction Order (2017) (the "Order") which provides rights to construct and acquire land to connect the Hinkley Point C New Nuclear Power Station (click here), are affected by the proposed Metrowest Phase 1 Order and will need to be protected / safeguarded. If any of the rights provided by the "Order" are proposed to be changed or removed then alternative rights will need to be provided by the Metrowest Order that are acceptable to, and have been agreed by National Grid.	Legal	4. Noted	
27.2		Following a number of meetings with yourselves it appears likely that there will be an overlap in the construction of both projects. It will therefore be essential to work together and agree a form of liaison procedure to ensure any potential interactions / conflicts can be proactively managed and resolved.	Construction	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
28.1	GTC	No comment to make	Utilities	4. Noted	
29.1	NATS Ltd	Operates no apparatus in the vicinity of the scheme	Utilities	4. Noted	
30.1	Utility Grid Installations	No comment to make	Utilities	4. Noted	

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31.1	Marine Management Organisation	Activities taking place below the mean high water mark may require a marine licence in accordance with the Marine and Coastal Access Act (MCAA) 2009.	Environment	4. Noted	
31.2		The MMO is also the authority responsible for processing and determining harbour orders in England, and for some ports in Wales, and for granting consent under various local Acts and orders regarding harbours.	Environment	4. Noted	
31.3		A wildlife licence is also required for activities that that would affect UK or European protected marine species.	Environment	4. Noted	
31.4		The MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark.	Environment	4. Noted	
31.5		Planning documents for areas with a coastal influence may wish to make reference to the MMO’s licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to	Environment	4. Noted	
31.6		If you are consulting on a mineral/waste plan or local aggregate assessment, the MMO recommend reference to marine aggregates is included and reference to be made to the documents [listed]	Environment	2. Stage 2 Response	Considered in chapter 12 of the Environmental Statement
31.7		The NPPF informed MASS guidance requires local mineral planning authorities to prepare Local Aggregate Assessments, these assessments have to consider the opportunities and constraints of all mineral supplies into their planning regions – including marine. This means that even land-locked counties, may have to consider the role that marine sourced supplies (delivered by rail or river) play – particularly where land based resources are becoming increasingly constrained.	Environment	2. Stage 2 Response	Considered in chapter 12 of the Environmental Statement
Local Authorities					
32.1	North Somerset District Council	Continued engagement to be held during the scheme’s development	Highways	1. Ongoing Consideration	The responses and continued engagement with the scheme’s development will be reported on in the consultation report submitted as part of the DCO application.
33.1	Bristol City Council	Continued engagement to be held during the scheme’s development	Highways	1. Ongoing Consideration	The responses and continued engagement with the scheme’s development will be reported on in the consultation report submitted as part of the DCO application.

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34.1	South Gloucestershire Council	The consultation leaflet also states that, subject to available funding, the 16 stations within the MetroWest phase 1 network will be upgraded, including e.g. new passenger shelters, improved information systems, improved CCTV and access improvements, although this proposal does not seem to be included in the Preliminary Environmental Report section 4.8 'Other works required for the MetroWest Phase 1 project'?	Level of scope	2. Stage 2 Response	Station upgrades are part of the wider MetroWest programme and are not Phase 1 specific
34.2		We welcome MetroWest Phase 1 as a project that provides sustainable travel options and has the potential to reduce road traffic. As far as we understand no significant negative effects are predicted for South Gloucestershire.	Level of support	4. Noted	
34.3		The preliminary environmental information provided... does not seem to assess (or provide a justification for not assessing) the cumulative effects of the main MetroWest DCO project along with all of its' other associated works, and particularly those elements proposed to be delivered under Permitted Development Rights.... Even though these elements....are being proposed under Permitted Development Rights, they nonetheless seem to form part of the MetroWest project (as stated in the consultation documents) which is an EIA-scale scheme. It would therefore seem that the PD elements (a-c) should form part of that environmental assessment (Preliminary Environmental Report) even if the effects are ultimately found not to be significant.	Environment	2. Stage 2 Response	Potential cumulative effects arising from the DCO Scheme combined with the Other Works for MetroWest Phase 1 have been assessed in the technical topic chapters and within Matrix 2 (Appendix 18.2 in the PEI Report Volume 4 Appendices).
34.4		In particular, the Severn Beach railway line runs immediately alongside the boundary of the Severn Estuary SPA/Ramsar (European Site) at Chittening Wharth and accordingly the project needs to be subject to Habitat Regulations Assessment (HRA) under Regulation 61 of the Habitat Regulations 2010 as there may be potential for the works....to impact upon the site (particularly increased train journeys to displace or disturb waterfowl using the saltmarsh). The Environmental Impact Assessment and HRA must both consider the potential for cumulative effects and report, as well as in combination effects with other plans or projects. In this regard, consideration should also be given to assessing the project in combination with other plans or projects, including the proposed new M49 motorway junction at Severnside and the proposed flood defence works at Avonmouth Severnside.	Environment	2. Stage 2 Response	This has been included in the draft HRA under Projects and Plans with Possible In-Combination Effects on European Sites. Furthermore, potential cumulative effects arising from the DCO Scheme have been assessed in the technical topic chapters and within Matrix 2 (Appendix 18.2 in the PEI Report Volume 4 Appendices).
35.1	Bath and North East Somerset Council	We do not wish to respond.	No comment	4. Noted	
36.1	Mendip District Council	We have no comments	No comment	4. Noted	

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37.1	Sedgemoor District Council	It is noted within Chapter 16 of the PEIR that part of the DCO Scheme involves upgrading part of an operational railway meaning that it is likely there will be a requirement for temporary possessions which, presumably, may impact upon services in and out of stations in both Bridgwater and Burnham-on-Sea & Highbridge. As such, Sedgemoor District Council would like to be updated on how those works will affect services into and out of Sedgemoor once a construction contractor is appointed and a programme is agreed.	Construction	2. Stage 2 Response	Temporary possessions of the existing Portbury Freight line will only affect freight train services. Temporary possessions of the Bristol to Taunton main line will required for works to be undertaken under Network Rail's permitted development rights. These possessions will be limited to a small number of weekends, where bus replacement services will be required, affecting services to and from train stations in Sedgemoor.
37.2		Does not have any objections to the proposal and supports the principle of improved rail connectivity and service across the West of England and the greater South-West region	Level of support	4. Noted	

Other Consultees – A (non-statutory technical consultees)

38.1	Great Western Railway	GWR is pleased to offer support for the Metro West Phase 1 scheme and the Development Consent Order (DCO) application on which you have been leading on behalf of the Metro West promoting authorities. The DCO represents a significant milestone in this important project.	Level of support	4. Noted	
38.2		As you know, GWR has helped shape the plans to bring forward improvements across the Metro West network, including on the Severn Beach, Bath and Gloucester lines. We are working towards the early delivery of additional capacity and frequency improvements on both the Severn Beach and Bath corridors, responding to growing demand on both routes, and providing a more attractive service which will be the foundation of Metro West services.	Level of support	4. Noted	
38.3		GWR has a franchise obligation to fully co-operate with the development of Metro West. To underline our commitment, GWR and the IPA authorities have entered into a development agreement for work to support the planning, preparation and costing of new services and supporting infrastructure. GWR will continue to work with you, as set out in this agreement, to bring forward the proposals.	Level of support	4. Noted	

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38.4		Metro West builds on GWR's own investment in the cascade of Turbo trains to Bristol, which started with the Severn Beach Line in July 2017 and now includes cross Bristol services to Bristol Parkway, Weston-super-Mare, Cardiff and Taunton. These trains, combined with the timetable changes to be provided from January 2019, will provide more capacity and a better customer experience.		4. Noted	
38.5		In addition, we have commenced the Smart Ticketing pilot on the Severn Beach Line, introduced a new smart enabled gateline at Bristol Temple Meads (with the new gateline at Weston-super-Mare coming forward later this year) and have enabled mobile ticketing through barcode readers supported by a new App. And, of course, last year we introduced the new InterCity Express Train on services from London Paddington with these new trains serving Bath, Bristol Temple Meads, Bristol Parkway and Weston-super-Mare.	Level of support	4. Noted	
38.6		In summary, GWR is proud to be working with the Metro West promotional authorities on this transformational project. On behalf of GWR I look forward to working with you and the wider team to turn the vision into reality.	Level of support	4. Noted	
39.1	Arriva Cross Country	no comments to make in response at this time. However, we will continue to participate in industry working groups as the project develops, and alongside Network Rail and the local train operator to ensure rail timetables are optimised upon completion	Operations	4. Noted	
40.1	Direct Rail Services	As a freight operator we don't currently use the branch but obviously would want to ensure that freight still would access to the appropriate sidings there for current flows and potentially new flows in the future as rail becomes more of a greener option for bulk freight movements in the UK.	Operations	4. Noted	
40.2		The concept of reconnecting passenger services to parts of, or new cities that are not currently serviced by the rail network is a worthwhile project so wish you every success in the scheme, and if you have any more requirements in the future from DRS please feel free to drop me an email.	Level of support	4. Noted	
41.1	Mendip Rail	No adverse comments in respect of the project proposals	No comments	4. Noted	
42.1	Bristol Airport Limited	Bristol Airport welcomes the proposed re-opening of the Portishead branch line as part of the wider MetroWest package of rail improvements across the West of England. We note and support the intended scheme benefits, including the reduction in journey times, the increase in business confidence and jobs, and the widening of the rail catchment area, and we welcome the scheme's integration with Network Rail's Western Route Modernisation Programme. These factors are all important to the continued success of the airport as one of the two international gateways to the West of England.	Level of support	4. Noted	

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42.2		As you will be aware, the airport is fully engaged with North Somerset Council and its partner authorities through the emerging Joint Spatial Plan (JSP) and Joint Transport Study (JTS) for the West of England, as well as the emerging Regional Strategy for the Combined Authority. We welcome the commitment within the JTS Final Report (September 2017) to a comprehensive package to improve access to the airport both by public transport and by road, and the proposed re-opening of the branch line and the provision of two new train stations are supported on the basis that delivery would assist with the wider vision for the regional transportation networks.	Level of support	4. Noted	
42.3		Bristol Airport will continue to engage positively with North Somerset Council and regional bodies in respect of the JSP and the emerging Local Transport Plan, and with MetroWest and Network Rail with regard to the regional rail network. We understand that this representation will be reported to PINS, and Bristol Airport wishes the Council and MetroWest well with the DCO application.	Level of support	4. Noted	
43.1	North Somerset Local Access Forum	Concern that there may be conflict between cyclists and pedestrians on the footbridge by the school. We asked that cyclists be asked to dismount over the bridge	Trinity School bridge	2. Stage 2 Response	The design of the footbridge will accord with NSC and Network Rail design standards and technical requirements and be suitable for cyclists to use.
43.2		[Requests] hatching to be marked in front of the gates [at Sheepway layby] to stop motorists from blocking the horse access	Sheepway lay-by	2. Stage 2 Response	The design is confirmed as asphalt for the access path next to the layby, enabling hatching to be marked once complete.
43.3		A proper light controlled crossing be installed at the Royal Portbury Dock Road as horses will no longer be able to pass beneath the railway tunnels, meaning they (and other vulnerable users) will be obliged to cross this very busy road. We are aware that you did some research on this but this was carried out mid-week in one of the wettest Februaries on record, so a representative sample of use was not achieved	Royal Portbury Dock Road crossing	2. Stage 2 Response	A signal controlled Pegasus Crossing has been considered but is not proposed by the scheme, having considered the current and future use of the crossing, its cost, the Port's opposition and other factors. Road safety audit was completed and the current design approved. User count surveys were carried out in line with good practice.

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43.4		On the sections where the bridleway passes right alongside the railway tracks, [we request that] there could be high, non-see-through fencing so as to minimise the risk of horses panicking along this very narrow section.	Bridleway	2. Stage 2 Response	The bridleway west of the M5 is being extended under the Avonmouth Bridge to the eastern side to avoid use of the railway under bridge. Neither the route under the bridge nor Marsh Lane and Royal Portbury Dock under-bridges are dedicated bridleway so fencing will be provided under Network Rail's standard for safety. This also satisfies concerns raised by Avon & Somerset Police. At other locations where the bridleway passes close to the railway such as alongside the Dock car parks, the bridleway is separated by vegetation which provides screening, most of which will be retained.
43.5		[we are] very pleased to see that the bridleway into Pill is to be extended around the base of the M5 motorway bridge. This means that this, the only route into Pill for horse riders from this direction, is now preserved.	Bridleway	4. Noted	
43.6		[we would] like to see high sides on the Marsh Lane bridge from a safety point of view	Marsh Lane bridge	2. Stage 2 Response	The existing Marsh Lane bridge parapet is to be raised (as part of vehicle incursion works).
43.7		[we] understand that it is not possible to make the Avon Road underbridge higher, so ask that mounting blocks for riders be placed at either end. At present, the route is usable on a smaller horse, but riders of larger horses need to dismount. Mounting blocks at either end will make this easier and safer.	Avon Road underbridge	2. Stage 2 Response	This section of the route is not dedicated as bridleway, and therefore mounting blocks are not appropriate.
43.8		[we request] that the bridleway surface to the east of Marsh Lane be improved when it is reopened as it is currently in a very poor condition	Bridleway	2. Stage 2 Response	The route forms part of the haul route during construction, and will undergo surface treatment for heavy goods vehicles which will remain once reopened.
44.1	South Gloucestershire, Bath and North East Somerset and Bristol City Joint Local Access Forum	The JLAF have not expressed a desire to provide a consultation response on this occasion	No comments	4. Noted	

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45.1	Bristol Public Rights of Way Forum (meeting notes)	<p>Ashton Vale Industrial Estate proposed temporary diversions that would take place to facilitate the construction of:</p> <ul style="list-style-type: none"> • a new pedestrian / cyclist ramp between Ashton Vale Road and the A370 • an extended left turn land from Winterstoke Road into the industrial estate <p>No objections were raised by the PROW group to these proposals.</p>	Public right of way / construction	4. Noted	
45.2		<p>Ashton Vale Industrial Estate permanent changes, including a new pedestrian / cyclist ramp linking Ashton Vale Road to the A370, a new PROW route connecting the Ashton Vale Road to Baron's Close level crossing site and the permanent closure of the level crossing at Baron's Close.</p> <p>It was queried why Baron's Close would have to close and the path be diverted to Ashton Vale Road level crossing, and it was explained that this was due to safety issues associated with an increased frequency of trains. The Ashton Vale level crossing was much safer for a number of reasons including the fact that it is controlled manually via CCTV.</p>	Public right of way	2. Stage 2 Response	For safety reasons, Barons Close pedestrian crossing is proposed to be closed. The speed and frequency of passenger trains make the crossing more dangerous to use. The alternative controlled crossing is a short distance to the north via Ashton Vale Road, via the proposed PROW and alterations to the existing PROW.
45.3		<p>The proposed temporary closure of the tow path for a few days or hours at a time to allow NR to safely access / work on their structures. The temporary diversions included the route via NCN33 / NCN334 / Forestry Commission track and cycle path.</p> <p>No objections issues raised by the PROW group to these proposals. The group was generally happy that alternative routes had been considered and would be advertised via website and signing.</p>	Public right of way / construction	4. Noted	
45.4		<p>Temporary closure of limited sections of NCN26 to the west of Pill and the proposed diversion routes. the proposals were for permanent improvements to the NCN26 by widening the paths beneath several bridges and providing an improved crossing at Royal Portbury Dock Rd and a planned extension to the Bridleway beneath the M5 overbridge.</p> <p>No objections were raised by the PROW group to these proposals and the group was generally pleased with the planned permanent improvements.</p>	Public right of way / construction	4. Noted	
46.1	National Trust	<p>The National Trust is supportive of the endeavour to increase sustainable travel into Bristol. However, we are concerned about how the works affect the long term management of land that we own at Leigh Woods which the work directly affects.</p>	Environment	4. Noted	

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46.2	<p>It is important to note that the National Trust has its own Acts, dated from 1907, which protect its land ownership and management. The National Trust was created for the purposes of promoting the permanent preservation for the benefit of the nation of lands and tenements of beauty or historic interest and as regards land for the preservation of their natural aspect, features and animal and plant life. Those areas of land which the National Trust has declared inalienable we can never part with. This includes the land that we own at Leigh Woods. The National Trust has made a commitment to look after it forever. We wish to continue managing this particular area of Leigh Woods at Quarry Underbridge No.2 as limestone grassland. Our current management regime involves clearance of scrub and management of invasive species.</p>	Environment	4. Noted	
46.3	<p>The area of Leigh Woods owned by the National Trust is very highly designated and is a National Nature Reserve (NNR), a Special Area of Conservation (SAC), a Site of Special Scientific Interest (SSSI) and an Ancient Woodland. The area acquired in March 1933 is the most heavily affected by MetroWest Phase 1 and relates to the works to Quarry Underbridge 2. The current access is 3.05 metres wide and 2.18 metres high. This will be reduced significantly to under 1.9 metres in height, though accurate measurements have not been provided to the Trust. The underbridges were built as an Accommodation work under the powers of the Bristol and Portishead Pier and Railway Act 1863 and the National Trust still requires access. In the future we hope to graze this area but this will be very difficult if the access is restricted as livestock vehicles will not be able to get into the quarry.</p>	Structures	2. Stage 2 Response	<p>Having considered the options further we are now proposing to re-build the bridge deck, which will retain the existing height clearance under the bridge. These works will require the use of part of the quarry (National Trust land) but avoiding the most environmentally sensitive areas. It is anticipated that scaffolding will be used to create a platform spanning over the cycle path to create a working platform, which may include necessitate a closure of the Tow Path during these construction works.</p>
46.4	<p>4.3.102 describes the need to work outside the operational boundary in order to undertake remedial works to Quarry underbridge No. 2. To be clear the National Trust are not supportive of the remedial works to reinforce the underside of the bridge arch and support the rebuilding of the bridge deck. The Trust is supportive of a Construction compound in order to facilitate bridge [deck] replacement works.</p>	Structures	2. Stage 2 Response	<p>Having considered the options further we are now proposing to re-build the bridge deck, which will retain the existing height clearance under the bridge. These works will require the use of part of the quarry (National Trust land) but avoiding the most environmentally sensitive areas. It is anticipated that scaffolding will be used to create a platform spanning over the cycle path to create a working platform, which may include necessitate a closure of the Tow Path during these construction works.</p>

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46.5	<p>There are no considerations for the final option for Quarry Underbridge No. 2 within the Environmental Information Report. The National Trust therefore find it difficult to properly consult on the scheme. There is also very little information within the Metrowest Stage 2 Consultation on re-opening the Portishead branch line as part of Metrowest Phase 1. The Trust believes that the access we currently have through Quarry Underbridge No. 2 needs to be maintained at its current level in order for us to continue to manage the quarry beyond it, and which is our only access due to the topography of the site. In order to protect our management and access we would ask that Quarry Underbridge No. 2 [bridge deck] is replaced and not reinforced</p>	Structures	2. Stage 2 Response	<p>Having considered the options further we are now proposing to re-build the bridge deck, which will retain the existing height clearance under the bridge. These works will require the use of part of the quarry (National Trust land) but avoiding the most environmentally sensitive areas. It is anticipated that scaffolding will be used to create a platform spanning over the cycle path to create a working platform, which may include necessitate a closure of the Tow Path during these construction works.</p>
46.6	<p>Within the quarries we have found the following species; sheep's fescue, mouse-eared hawkweed, devil's-bit scabious, yellow-wort, hawkweed, purging flax, common milkwort, Bristol rock-cress, lily of the valley, wood false-brome, quaking grass, centaury, fingered sedge and compact brome as well as whitebeams. Many of the whitebeams are rare and one of the management considerations is that the areas around them should be open. The proposed changes to the Quarry Underbridge No.2 access means that vehicular access is almost impossible. Without access into the quarry this will be difficult to manage and makes future management with livestock almost impossible due to the restricted access.</p>	Environment	2. Stage 2 Response	<p>Having considered the options further we are now proposing to re-build the bridge deck, which will retain the existing height clearance under the bridge. These works will require the use of part of the quarry (National Trust land) but avoiding the most environmentally sensitive areas. It is anticipated that scaffolding will be used to create a platform spanning over the cycle path to create a working platform, which may include necessitate a closure of the Tow Path during these construction works.</p>
46.7	<p>Whilst representatives from MetroWest have voiced concerns about damage to habitat during the build phase we believe that it is better to do the works to Underbridge No. 2 to ensure the best service on the line by meeting the optimum service requirements and that short term damage to habitat is more than off-set by the long term management that the National Trust can provide through our access being maintained. Representatives have said that the build will be difficult but this has not been quantified to us despite our request that this is further explained.</p>	Environment	2. Stage 2 Response	<p>Having considered the options further we are now proposing to re-build the bridge deck, which will retain the existing height clearance under the bridge. These works will require the use of part of the quarry (National Trust land) but avoiding the most environmentally sensitive areas. It is anticipated that scaffolding will be used to create a platform spanning over the cycle path to create a working platform, which may include necessitate a closure of the Tow Path during these construction works.</p>

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46.8		The new passenger line runs adjacent to the National Trust Leigh Woods site and we are concerned that the removal of trees by Network Rail will cause windblow to our own trees.	Environment	2. Stage 2 Response	This will be considered in the MetroWest Phase 1 Avon Gorge Site Management Plan and associated documents.
46.9		We are also concerned of increased liability on the Trust for rockfalls onto the line. At the moment we manage this appropriately through rope works and surveys, fences and laser scanning the rock faces. We would ask for further information on Network Rail's responsibility for managing falls onto the line.	Geotechnical	2. Stage 2 Response	We are eager to work with the NT on measures that can be undertaken to assist the risk management of rockfall.

Other Consultees – B (non-statutory consultees)

47.1	Friends of Suburban Bristol Railways (FoSBR)	We welcome and support the proposals for the reopening of the Portishead railway to passenger traffic. We believe it is vital that this project continues due to the positive impacts that it will have and that it remains good value for money.	Level of support	4. Noted	
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47.2	<p>There needs to be continuing work to explore ways to enable a future half-hourly service.... Estimated journey times from Portishead, even at 30 mph over the majority of the route, suggest that a half hourly service would be possible in terms of timing without significant and expensive works in the Avon gorge....there may be solutions that enable a half hourly service without significant investment. For example, we understand from Network Rail that to make the proposed parallel freight line through Pill into a passing loop for passenger services would enable this. Other options could include a passing loop at Bower Ashton and future small upgrades elsewhere to increase linespeeds.</p>	Level of service	2. Stage 2 Response	<p>The line capacity and infrastructure required to operate hourly and half hourly passenger train services for the Portishead Line, has been derived from train path modelling (Railways Modelling) undertaken by Network Rail. Both the hourly and the half hourly service require the same infrastructure between Pill and Portishead including the proposed Pill Junction and twin tracking through Pill. To enable the operation of a half hourly service at some point in the future, it will be necessary to increase the line speed through the Avon Gorge, to implement double tracking between Bower Ashton and Ashton Gate with a new junction at Bower Ashton and to enhance Parson Street Junction.</p>
47.3	<p>Urge that [hourly plus] be provided throughout the timetable to ensure the service is an attractive one. This should not be problematic in view of the high benefit-cost ratio.</p>	Level of service	2. Stage 2 Response	<p>The hourly plus train service option requires an additional train set during the AM and PM peak and the resolution of some train path conflicts with existing passenger train services on the main line from Parson Street Junction to Bristol Temple Meads. The train set issue is both cost and availability issue. The train path conflict issue has some challenges because it entails a departure from the standard hour repeating pattern, as it entails a pathing cycle that repeats every three hours. For these reasons it may be necessary to re-introduce the Portishead line train service with an hourly service.</p>
47.4	<p>We recognise that the impact of a half hourly service on access to Ashton industrial estate would need to be explored and overcome. Since the ""hourly plus"" service is not a problem for the level crossing that would clearly be the first step towards a half-hourly service.</p>	Level crossing	4. Noted	

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47.5		We believe that the temporary diversions, re-routing and closures of routes and the building of work compounds are necessary and reasonable in enabling the building and operation of the railway.	Level of support	4. Noted	
47.6		We support the detail of the plans for stations including the infrastructure at Portishead to allow transfer between bus and train, pedestrian and cycle links and car parking, and the parking restrictions at Pill.	Level of support	4. Noted	
47.7		We welcome the provision of new pedestrian access from Barons Close to replace the closure of the crossing.	Ramp	4. Noted	
48.1	Portishead Railway Group	All our members wish the railway line to be opened as soon as possible.	Scheme timescales	4. Noted	
48.2		There was a concern about on street parking in the vicinity of both Portishead and Pill stations. These seem to have been addressed with measure put in place to mitigate on street parking plus a considerable number of parking spaces near Portishead Station.	Parking	4. Noted	
48.3		There should be a station building at Portishead that complies with Transport policy 1 (TP1) which states that the "Station design should reflect the importance of Portishead" We note that there is a station building on the plans we look forward to seeing a suitable design.	Portishead station design	2. Stage 2 Response	The scheme design retains a station building at Portishead and we note the importance of this aspect for the Group and its members.

Other Consultees – C (NSDC identified consultees)

49.1	North Somerset Community Partnership (meeting notes)	[Our] car park is shared with the Harbourside Family Practice and does not provide enough spaces for both visitors and staff, and [we] rely on the existing on street parking	Parking	2. Stage 2 Response	In light of the particular circumstances at play where the practice currently relies on on-street parking, we propose a number of measures as follows. We will provide a short stay car parking tariff, as well as an all-day tariff. The short stay tariff is likely to be up to two hours and set at an attractive rate for anyone wishing to use the car park. In addition, there will be 6 disabled parking spaces in the car park immediately opposite the practice, linked with a pedestrian crossing. We think these measures will be sufficient however another measure that could be explored is the allocation of a batch of car parking season permits for use by the practice staff.
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49.2	<p>Practice is used by:</p> <ul style="list-style-type: none"> • Community Nurse Teams (of approx. 30 people) attend the Practice before and after they carry out their home visits. Typically this means parking near the Practice between 8am – 10am and 2pm – 4pm. • Therapist and specialist treatment sessions – both the therapists/Drs/nurses and patients attend, sometimes as many as 8-9 clinics per day • Emergency vehicles and Community Transport also attend as and when required. <p>At present all of these attract car drivers and put a strain on parking in the area.</p>	Parking	4. Noted	
49.3	NSCP is growing and offering more services, which would include extended hours, which would also put a strain on parking provision.	Parking	4. Noted	
49.4	<p>Concerns about the details of any proposed parking permits for the car park, specifically:</p> <ul style="list-style-type: none"> • Cost, particularly given their current financial pressures; • Number of permits made available. 	Parking	4. Noted	
49.5	Short stay parking should be considered, particularly if parking machines could offer a short amount of time of free parking. This in particular would assist the district nurses who only attend the Practice for short amounts of time per day.	Parking	2. Stage 2 Response	As set out above, we propose to introduce a short stay car parking tariff, as well as an all day tariff. The short stay tariff is likely to be up to two hours and set at an attractive rate for anyone wishing to use the car park.
49.6	Integration between rail and other transport modes such as buses should be considered to reduce dependency on car use as it may go some way to alleviating parking problems	Public transport integration	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 stations 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.

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49.7		Concerns about when the parking restrictions would come into force as they could be introduced to aid construction in the area before the station car park is built. This would cause the NSCP operational issues and asked that temporary provision be looked into.	Construction	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. Construction processes will be covered in the Construction Management Plan and Code of Construction Practice.
49.8		Contractors should work with the Practice at the time of construction to ensure their operations are affected as little as possible. Use of emergency vehicles was highlighted as a particular concern and that the emergency services would also need to be kept informed of any access changes.	Construction	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. Construction processes will be covered in the Construction Management Plan and Code of Construction Practice.
49.9		Concerns regarding an adjacent business who impose their own parking restrictions (cones) around the practice particularly Haven View to accommodate abnormal loads on average once a week. This can occur during the AM and PM peaks, and they manually stop traffic in both directions to manoeuvre the vehicles in and out which causes congestion issues.	Parking	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. Construction processes will be covered in the Construction Management Plan and Code of Construction Practice.
49.10		Proposals in Pill would also affect the NSCP as the Pill Health Centre is adjacent to the Pill station proposals. The building is currently used as a training base but this may change as there is an ongoing review of the estates and its future use is yet to be determined. Should it continue to be used parking is already difficult and placing permanent restrictions in the area – particularly on Station Road and Heywood Road – would cause their visitors and staff issues. Any restrictions proposed for Heywood Road should still allow some parking to remain.	Parking	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. Construction processes will be covered in the Construction Management Plan and Code of Construction Practice.
50.1	Office of Rail and Road (meeting notes)	Trinity footbridge - new level crossings must be assessed by a panel. It would be extremely unlikely that a pedestrian level crossing at this location would receive regulatory approval. Key reasons are the volume of usage and the age of the users (children) and its location in close proximity to a school.	Trinity Bridge	4. Noted	
50.2		Barons Close level crossing - if the crossing is low use, and there is opposition to its closure, there may be potential to provide mitigation measures that would allow the crossing to remain open.	Barons Close	4. Noted	

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50.3		Ashton Vale Road level crossing - Network Rail to ascertain whether the additional work required to monitor the level crossing via CCTV could be accommodated within current staff resources and whether further resources would be required. Has work been done to justify CCTV as the best method for managing this particular crossing?	Ashton Vale Level crossing	2. Stage 2 Response	Network Rail have said that the additional work has been considered, the crossing is already at maximum level of protection, and therefore there is no need to change the CCTV approach.
50.4		Ashton Vale ramp - it would be preferable for the route of any pedestrian/cyclist to avoid the immediate area of the level crossing as this would add additional safety issues. Any proposed changes 'within the stop lines' would require alteration to the Level Crossing Order and that would require ORR approval. Propose barriers are placed immediately at the bottom of ramp as a means to ensure cyclists would be stopped from continuing straight on and would have to slow and adjust course to cross the road	Ashton Vale ramp	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
51.1	Sky PLC	Refer project team to plant enquiries	Utilities	4. Noted	
52.1	Avon and Somerset Constabulary – Crime Prevention	The car park directly outside [Portishead] station allows vehicle and pedestrian access day and night with only short length of wall shown. No height restriction or barriers on the entrance to prevent misuse of the car park when the station is closed – will the car park be uncontrolled or a pay and display facility? Car parks should be lit when in use.	Car parks	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
52.2		Has consideration been given to use of bollards/street furniture to prevent vehicle access onto large forecourt and pedestrian areas?	Public realm	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
52.3		Vehicle access should be restricted at both ends of the cycle/footpath 'boulevard'	Public realm	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
52.4		CCTV is mentioned but no details included. Will car parks, cycle parking and ticket machines be covered by cameras?	Stations	2. Stage 2 Response	CCTV coverage will include car parks, cycle parking and ticket machines.
52.5		[Portishead] Station building with ticket office, waiting area, toilets and retail concession. The visualisations appear to show an open access platform with canopy above. Will the station building be locked out of hours to prevent potential misuse of this building and the facilities out of hours? Is the intention for the station building/ticket office to be manned? If all passengers had to enter via the station building then access could be restricted to the whole of the platform when it is locked at night.	Stations	2. Stage 2 Response	The station building will be staffed on a part time basis, during weekday mornings only. The building will be locked out of hours, however there will be public access to the station platform 24/7.
52.6		Seating is proposed, none shown on visualisations. The design and locations should be carefully considered. Positioned not to create a climbing aid. Location should not encourage inappropriate loitering or gathering that could intimidate other users of the site.	Public realm	1. Ongoing Consideration	This will be considered during the scheme's further development stages.

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52.7	Cycle parking – there are lots of new innovative police approved designs and products tested to sold secure standards, cycle lockers, cycle pods & safes Commuters with high value bicycles may be reluctant to leave them just locked to Sheffield stands. More secure provision should be offered with. Cyclists may feel more inclined to leave bicycles in a location that is covered with CCTV to deter and detect criminal activity. Any cycle provision should be located to allow good levels of natural surveillance.	Car parks	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
52.8	New DfT Guidance to local authorities: Mitigating security vulnerabilities outside railway, bus and coach stations October 2017 – offers further guidance on cycle security.	Cycles	4. Noted	
52.9	Over bridge to School - this should be lit	Trinity School footbridge	2. Stage 2 Response	Lighting will be incorporated into the footbridge hand rails, in accordance with Network Rail technical standards. The footpath linking to the footbridge will include street lighting.
52.10	[Pill Station] cycle parking – re-oriented would allow greater natural surveillance over cycles in this shelter – consider more secure cycle security solutions as above.	Car parks	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
52.11	The [Pill station] ramp is shown with barriers half way down. Will this affect the flow of pedestrians, how will wheelchairs and buggys navigate this? What are these barriers for? Would some measure at the top of the slope (and bottom) be more effective?	Stations	2. Stage 2 Response	We are proposing a chicane approx. half way down the ramp as a safety measure to reduce the speed of cyclists, given the length of the ramp. The chicane will not impede pedestrians, wheelchair users or parents with buggies.
52.12	[Pill station] ticket machine at top of stairs with barrier next to it could cause congestion.	Stations	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
52.13	[Pill station] platform – under stairs should be completely blocked off – railings are shown but this will allow access all along to the end of the platform where it stops.	Stations	2. Stage 2 Response	Railings will prevent public access under the steps, however public access will be given to the entire length of the platform, to enable the operation of 5 carriage trains.
52.14	[Pill station car park] appears to show a gated entrance. Will this be locked at night to prevent nuisance vehicles using this facility at night? How will this facility operate? No height restriction barrier is shown to prevent unauthorised large vehicles accessing it.	Stations	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
52.15	A gate is shown onto track at [Pill station car park]. Is this intended as a crossing for vehicle users – potential desire line?	Car parks	2. Stage 2 Response	This is a secure access gate for Network Rail maintenance only

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52.16		[Underbridges] - Users of the foot/cycle way should have enough room to pass without infringing personal space (cyclists, mobility scooters, buggies). There should be clear lines of sight along its length to the exit and not have any hiding places. Landscaping/ planting either side should be well maintained to allow good lines of sight. The motor way underbridge is longer, is it lit to enable users to see who is along its length?	NCN	2. Stage 2 Response	The foot/cycle paths through all the under-bridges will be 2.5 metres wide, this is the maximum width available taking account of railway design and safety standards. We are not proposing to light the M5 railway under-bridge, as the high bridge soffit height lets in natural light and the rest of the path is unlit.
53.1	Trinity School Portishead - meeting notes	Support for the nearby footbridge to replace the existing foot crossing over the railway [and] the project to consider: <ul style="list-style-type: none"> • additional screening of the school from the bridge through planting or similar, particularly at the north eastern corner where users would exit the bridge close to the school's gate (which is not their main entrance and only used occasionally); • adequate lighting on the footpaths to the north and south of the bridge as it can get very dark in the area; anti-skateboarding measures on the bridge.	Trinity footbridge	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
53.2		[Concerns over] how resident's cars would be identified given that residents would also be affected by the limited parking times. [The school] have observed that a number of houses have multiple vehicle ownership but room for only one on their drives so are forced to park on the road. [The school] would ask that the project consider these concerns from local residents and look into solutions, including a resident parking permit scheme.	Parking - Portishead	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.
53.3		An ongoing dialogue between the project and the school regarding the construction would [need to] happen.	Construction	4. Noted	
53.4		Involve the children in the project's [development and construction] where possible	Community involvement	4. Noted	

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54.1	Gloucestershire County Council (as non-neighbouring authority but with a potential interest in the scheme)	The proposals set out in MetroWest Phases 1 & 2 are supported for the benefits they will bring across the wider Bristol area and beyond including Gloucestershire. These include reducing the dependence on cars, improving air quality and increasing public transport options. As you are probably aware GCC is working with South Gloucestershire Council to extend services beyond Yate to Gloucester as part of the MW phase 2 scheme.	Level of support	4. Noted	
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Other consultees – S47, written to / require meetings

55.1	British Horse Society	We understand that the permissive bridleway opposite Sheepway Gate Farm will be temporarily diverted during the works. We would ask you to make sure that 'hatching' will be marked in front of the gate to stop motorists from blocking horse access.	Bridleway - Sheepway	2. Stage 2 Response	The design is confirmed as asphalt for the access path next to the layby enabling hatching to be marked once complete.
55.2		We ask that a proper light controlled crossing be installed at the Royal Portbury Dock Road as horses will no longer be able to pass beneath the railway tunnels, meaning they (and other vulnerable users) will be obliged to cross this very busy road. We are aware that you did some research on this, but this was carried out mid-week in one of the wettest Februaries on record, so a representative sample of use was not achieved.	Bridleway – Royal Portbury Dock Road	2. Stage 2 Response	A signal controlled Pegasus Crossing has been considered but is not proposed by the scheme, having considered the current and future use of the crossing, its cost, the Port's opposition and other factors. A road safety audit was completed and the design approved. User count surveys were carried out in line with good practice.

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55.3		We ask that on the sections where the bridleway passes right alongside the railway tracks (principally on the sections alongside the docks car parks and various industrial buildings), there will be high, non-see-through fencing so as to minimise the risk of horses panicking along this very narrow section.	Bridleway - bridges	2. Stage 2 Response	The bridleway west of the M5 is being extended under the Avonmouth Bridge to the eastern side to avoid use of the railway under bridge. Marsh Lane and Royal Portbury Dock under bridges are not a dedicated bridleway so fencing will be provided under Network Rail's standard for safety. This also satisfies concerns raised by AS Police. At other locations where the bridleway passes close to the railway such as alongside the Dock car parks, the bridleway is separated by vegetation which provides screening, most of which will be retained.
55.4		We understand that there will be temporary closure and diversion of the bridleway between Marsh Lane and Pill while works are carried out, although the final route will be wider than before.	Bridleway – Marsh Lane	4. Noted	
55.5		We are very pleased to see that the bridleway into Pill is to be extended around the base of the M5 motorway bridge. This means that this, the only route into Pill for horse riders from this direction, is now preserved.	Bridleway - Pill	4. Noted	
55.6		We would like also to see high sides on the Marsh Lane bridge from a safety point of view.	Highways – Marsh Lane	2. Stage 2 Response	The existing Marsh Lane bridge parapet is to be raised (as part of vehicle incursion works).
55.7		We understand that it is not possible to make the Avon Road underbridge higher, so would be pleased if mounting blocks for riders could be placed at either end. At present, the route is usable on a smaller horse, but riders of larger horses need to dismount. Mounting blocks at either end will make this easier and safer.	Bridleway – Avon Road	2. Stage 2 Response	This section of the route is not dedicated as bridleway, and therefore mounting blocks are not appropriate.
55.8		North Somerset Council Rights of Way teams also asked that the bridleway surface to the east of Marsh Lane be improved when it is reopened as it is currently in a very poor condition.	Bridleway – Marsh Lane	2. Stage 2 Response	This forms part of the haul route during construction and will undergo surface treatment for heavy goods vehicles which will remain once reopened
56.1	Bristol Cycle Forum	Improve NCN334 when it is used as a diversion during construction	Public right of way	3. Out of MetroWest Phase 1 scope	
56.2		Concerns about children and families using the diversion route [for the closures of NCN41 (Tow Path)]	Public right of way	2. Stage 2 Response	There are limited alternative routes when NCN41 is closed; accordingly, closure will be appropriately publicized in advance.

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56.3		[Concerns about] how many closures there would be of the tow path	Public right of way	2. Stage 2 Response	This will be kept to a minimum but will be detailed in the Construction Environmental Management Plan
56.4		[States that] some of the cycle surface needed maintaining on NCN26	Public right of way	2. Stage 2 Response	The section of the NCN 26 between Marsh Lane and the M5 forms part of the haul route during construction and will undergo surface treatment for heavy goods vehicles which will remain once reopened.
56.5		[Request that] Pill and Portishead Station would have step free access	Station design	2. Stage 2 Response	Both stations are designed to provide step free access
56.6		[Requests] bicycle provision on trains	Operation	2. Stage 2 Response	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.
56.7		[Requests that we take] into account users conflicts when directing the PROW up the AVTM maintenance path	Public right of way	2. Stage 2 Response	The path will not be altered, it will remain a shared use path and the only change is it will become a dedicated public right of way
57.1	North Somerset Cycle Forum (meeting notes)	Proposals raised for extending or improving existing provision for cyclists between Portishead and Bristol outside of the existing scope	Cycle routes	3. Out of MetroWest Phase 1 scope	
58.1	British Transport Police (crime reduction)	Nothing to add to the consultation progress and will link in with Network Rail as the scheme progresses on station design and line side protection such as fencing	Safety	4. Noted	
59.1	British Transport Police (Bristol Temple Meads inspector)	No representations	Safety	4. Noted	
60.1	Sustrans	You will of course also need to deal separately with the legal interest Sustrans has from Network Rail over part of the track.	Legal	4. Noted	
60.2		In general Sustrans strongly supports Metrowest as an alternative to the private car	Level of support	4. Noted	

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60.3		Regrets that funding issues are reducing the ambition of the scheme. We are concerned that the less frequent service now proposed will not be sufficient to attract as many commuters as it potentially could if half-hourly or better.	Service frequency	4. Noted	
60.4		Temporary diversion adjacent to compound, Sheepway - ensure access for cycles maintained by laying sealed surface on diversion	Cycling / ped route – Sheepway	2. Stage 2 Response	Cycle diversion routes will have suitable surfaces for users
60.5		Diversion of bridleway and permissive path NCN26 -consider optimum route to minimise conflict with site and other motor traffic. Possible route via pedestrian / cycle bridge over M5 at Portbury and following Avon Cycle Way.	Cycling / ped route – NCN26	2. Stage 2 Response	The proposed diversion routes will be well signed for users. Any on-road routes will need approval by the Local Highway Authority. The pedestrian/cycle bridge over the M5 at Portbury may a potential additional diversion route for some users.
60.6		We welcome the confirmation that the route will continue to pass under the M5, Marsh Lane and Royal Portbury Dock Road alongside the railway and ask you to ensure that space for the path is maximised subject to ORR requirements.	Cycling / ped route – NCN26	4. Noted	
60.7		Avon towpath - exploit any opportunity to improve the drainage and surface of the towpath, for instance by retaining any imported stone brought in for access by Network Rail vehicles.	Cycling / ped route – towpath	2. Stage 2 Response	While we understand the point being made, the Tow Path passes through a very environmentally sensitive area and has a number of formal protective designations. The rare fauna includes grasses, habitats and trees which in places abuts the Tow Path. Any works to improve the drainage and the surface of the Tow Path would require the approval of Natural England. Consent has not been sought for the additional works suggested.
60.8		Avon towpath - ensure advance warning of temporary closures signed well in advance of closure point.	Cycling / ped route – towpath	4. Noted	
60.9		Railway between Sheepway and Portishead - consider the possibility of creating a route for walking and cycling alongside the railway between Sheepway and Portishead for a more direct and traffic free link into the town.	Cycling / ped route – Portishead	2. Stage 2 Response	There is already a segregated pedestrian/ cycle route between Sheepway and Portishead which passes alongside the Portbury Wharf Nature Reserve.
61.1	First Bus	We are in support of MetroWest works and have no further comments to make.	Level of support	4. Noted	
62.1	Ashton Park School	The scheme is well thought out and the traffic network takes into account the ways our students will get to school safely.	Level of support	4. Noted	

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62.2		The school therefore wholeheartedly supports the scheme and its environmental, social and economic benefits to the area.	Level of support	4. Noted	
62.3		Pedestrian and cycle access to the school will be enhanced through the pedestrian and cycle ramp making it safer for the students	Ramp	4. Noted	
62.4		Fully support the environmental aspect of the project in getting more cars off the road	Level of support	4. Noted	
62.5		Information to the school, pupils and parents will be much valued once the scheme is underway	Liaison	4. Noted	
63.1	Marina Health Centre (Harbourside Family Practice) – meeting notes	Although the Practice has a car park, staff mainly park on Haven View or Quays Avenue and leave as much of their car park free as possible for visitors. However visitor parking often spills out onto the adjacent roads as well	Parking - Portishead	2. Stage 2 Response	In light of the particular circumstances at play where the practice currently relies on on-street parking, we propose a number of measures as follows. We will provide a short stay car parking tariff, as well as an all-day tariff. The short stay tariff is likely to be up to two hours and set at an attractive rate for anyone wishing to use the car park. In addition, there will be 6 disabled parking spaces in the car park immediately opposite the practice, linked with a pedestrian crossing. We think these measures will be sufficient however another measure that could be explored is the allocation of a batch of car parking season permits for use by the practice staff.

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63.2	<p>welcomed having [possible] use of the station car park [through permits], but also had some concerns about the details, specifically:</p> <ul style="list-style-type: none"> • Cost, particularly given their current financial pressures; • Number of permits made available, with a preference for at least 20 plus 10 for North Somerset Council Community Partnership staff that operate from the same building; • Length of time permits would be made available and their annual cost, with concerns that the cost could rise annually or be withdrawn altogether and asked for a commitment of 3 years minimum, preferably 5; and • Parking for duty staff – there is usually at least 1 duty nurse that needs to have access to a vehicle at short notice. Ideally HFP would have 1-3 spaces allocated for duty nurses or doctors as close to the building as possible and the station car parks may be too far (particularly as they are over the road). HFP would have a preference for permanent or allocated parking in the station car park rather than permits but would welcome discussion pending further details 	Parking - Portishead	2. Stage 2 Response	See above comment.
63.3	<p>concerns about how the operation and construction periods may affect [hours of operation]:</p> <ul style="list-style-type: none"> • the peak time for patients arriving is normally around 8am on weekdays; • there is a high turnover of staff during the day, with staff going on visits at all times and shift changeovers. Therefore HFP would be concerned with a set number of permits only given the number of staff; and • the Practice is open at weekends as well as weekdays so require the same operations 7 days a week. <p>HFP suggested short stay parking be an option.</p>	Operational impacts	2. Stage 2 Response	<p>As set out above, we propose to introduce a short stay car parking tariff, as well as an all-day tariff. The short stay tariff is likely to be up to two hours and set at an attractive rate for anyone wishing to use the car park.</p> <p>Traffic, parking and related issues will be considered in detail in the Transport Assessment for the DCO application. This will determine the requirements needed. Construction processes will be covered in the Construction Management Plan and Code of Construction Practice.</p>
63.4	<p>concerns about the construction period, specifically:</p> <ul style="list-style-type: none"> • emergency vehicles regularly attend the Practice and Haven View Lodge (adjacent) and would need access at all times; • the on-call doctor needs access at all times; • some patients have mobility issues and require vehicles to collect them and drop them off; and <p>other vehicles require regular access including supplies and maintenance vehicles.</p>	Construction impacts	2. Stage 2 Response	<p>Traffic, parking and related issues will be considered in detail in the Transport Assessment for the DCO application. This will determine the requirements needed. Construction processes will be covered in the Construction Management Plan and Code of Construction Practice.</p>

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63.5		requested that the contractors work with the Practice at the time of construction to ensure their operations are affected as little as possible. Use of emergency vehicles was highlighted as a particular concern and that the emergency services would also need to be kept informed of any access changes	Construction	2. Stage 2 Response	Construction constraints will be covered in the Construction Management Plan and Code of Construction Practice.
63.6		concerns regarding an adjacent business who impose their own parking restrictions around the practice to accommodate abnormal loads. They stated that they place their own barriers and cones on the roads early in the morning to stop people parking, on average once a week. This can occur during the AM and PM peaks, and they manually stop traffic in both directions to manoeuvre the vehicles in and out which causes congestion issues	Parking - Portishead	2. Stage 2 Response	The project is aware of the occasional need for abnormal loads to use Haven View. The project design reflects this occasional use but otherwise the issue is out of scope for this project.
64.1	Pill Health Clinic	See North Somerset Community Partnership notes			
65.1	Local business owner / occupier – meeting notes	Concerns the effect on residents during both the construction and operational phases particularly from light and noise, and mainly to those residents who reside on the south side of [our premises]	Impacts	2. Stage 2 Response	The modelling of the scheme's light and noise, their impacts and proposed mitigations will be covered in detail in the Environmental Statement and submitted as part of the DCO application.
65.2		Concern over access requirements for emergency vehicles	Construction / operation	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.
65.3		Concerns over changes to on-street parking.	Parking - Portishead	2. Stage 2 Response	Traffic, parking and related issues will be considered in detail in the Transport Assessment for the DCO application. This will determine the requirements needed.
65.4		Construction would likely impact [our premises] more than operation because: <ul style="list-style-type: none"> • A number of emergency vehicles attend [our premises] and would need access at all times • Many residents have mobility issues and require vehicles to collect them and drop them off • Other vehicles require regular access including food and medical supplies Maintenance vehicles also need access.	Construction	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
65.5		Contractors work with [our business] at the time of construction to ensure their operations are affected as little as possible. Use of emergency vehicles was highlighted as a particular concern and that the emergency services would also need to be kept informed of any access changes.	Construction	1. Ongoing Consideration	This will be considered during the scheme's further development stages.

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65.6		Although [our premises] has a car park, parking often spills out onto the adjacent roads. Parking permits could be an option for staff to use the new station car park thereby freeing up more space in their own	Parking - Portishead	2. Stage 2 Response	Season tickets for the station car parks will be available for anyone to purchase.
65.7		Note [our] support for the proposals, assuming the issues discussed in the meeting are addressed	Level of support	4. Noted	
66.1	Local business owner / occupier	<p>Whilst the Metrowest Phase 1 Project will not involve the acquisition of our land or access, the following two Proposed DCO Scheme elements will nevertheless have an impact on our [business]:-</p> <ol style="list-style-type: none"> 1. AS - the construction of a permanent new vehicular maintenance road rail access point from the highway of Clanage Road, Bower Ashton to the Portishead Branch Line Railway 2. AT - the construction of a temporary compound at Clanage Road, Bower Ashton. <p>We have a number of concerns relating to both the construction of the above two schemes as well as the impact the final development will have on our [business].</p>	Clanage Road compound	4. Noted	
66.2		It is imperative that throughout the development process our [business] has continued and uninterrupted use of our building and access.	Access	2. Stage 2 Response	The compound will be accessed via the existing gate on the north eastern edge of the field rather than the entrance used by the business and other businesses further south.
66.3		In addition the safety and security of [all persons on our site] must not be compromised	Safety	2. Stage 2 Response	The compound will be using a different access point from the business, and will be securely fenced off.
66.4		<p>During Construction Phase:</p> <ol style="list-style-type: none"> 1. Increased level of dust and rubble. 2. Increased level of noise from heavy construction vehicles and equipment. 3. Compromised security of our site as there will be large numbers of unknown personnel in close proximity. 4. Possible risk of impact on services. 	Construction	2. Stage 2 Response	<p>The project currently proposes that 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>

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66.5		On completion: 1. Pattern of use of completed schemes will impact on the operation of our [business] by increased volume of traffic and noise.	Operation impacts	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 application in the Environmental Statement.
66.6		2. Loss of open space and associated calm, green and beauty on site adjacent to our [business] which will be replaced with a large elevated ramp set within a gravel and tarmac surfaced industrial yard surrounded by security fencing. As a result of this our view towards Clifton Suspension Bridge will be partially blocked.	Loss of open space	1. Ongoing Consideration	The visual impacts of the Project's proposals will be fully assessed in the Landscape and Visual Impact Assessment. Mitigations of impacts will be considered, as will the visual effects from a number of viewpoints.
66.7		In addition to the effect on our [business], the Portishead Branch Line Proposals have huge consequences on the local landscape, flora and fauna impacting severely on green belt land and the Bower Ashton Conservation Area, a location which undoubtedly attracts many of [visitors].	Landscape impacts	2. Stage 2 Response	The Project will consider appropriate mitigation measures, which it will implement as necessary having assessed them for effectiveness. The final decision on the mitigation proposed being adequate will rest with the Secretary of State.
66.8		This area is subject to the most rigorous development restrictions because of its backdrop of Ashton Park Estate, the Suspension Bridge and the views of Hotwells and Clifton.		2. Stage 2 Response	The Project's proposals are for a nationally significant infrastructure project under the Planning Act 2008. There are imperative reasons for locating the compounds at the Property, to best serve this nationally significant infrastructure project.
66.9		We consider that there are other more suitable sites within the locality which are currently derelict and unused and which would be better suited to these proposals. Such sites would have less of an impact on existing occupiers and the unique and beautiful, local landscape. We would strongly urge you to therefore consider alternative sites if the principle of development is accepted.	Clanage Road compound	2. Stage 2 Response	The Property is the preferred location for the proposed temporary and permanent compounds because of its proximity to Avon Gorge, its location on a straight part of Clanage Road being close in level to the railway.
67.1	DfT's Equalities forum	Spontaneous travel is a key aim. All users should be able to travel when and wherever they wish.	Stations	4. Noted	

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67.2	Integration between modes – weakest link can prevent all travel.	Public realm	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.
67.3	Audio and visual announcements are needed on the platforms and trains to cater for different types of users.	Stations	2. Stage 2 Response	Audio and visual information for passengers has been incorporated into the scheme design.
67.4	Utilise apps and mobile technologies linked to on site equipment e.g. the tannoy systems, to help users.	Stations	2. Stage 2 Response	This will be a train operator decision
67.5	Cameras are required to make all users feel able to use public transport and the related infrastructure safely.	Stations	2. Stage 2 Response	Cameras are proposed at both Portishead and Pill stations
67.6	Rolling stock needs to accommodate multiple wheelchairs at any one time.	Operator	2. Stage 2 Response	This will be a train operator decision
67.7	Accessible toilets are required on all trains.	Operator	2. Stage 2 Response	This will be a train operator decision
67.8	Guards are required on trains to help users board and alight.	Operator	2. Stage 2 Response	This will be a train operator decision
67.9	Staff training to ensure they are aware of initiatives such as dementia cards.	Operator	2. Stage 2 Response	This will be a train operator decision
67.10	Rail replacement buses should be fully accessible.	Operator	2. Stage 2 Response	This will be a train operator decision

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67.11		Roadside shelters are required for users to wait in if a train is cancelled for a bus/taxi replacement.	Public realm	1. Ongoing Consideration	The design of Portishead station includes a covered entrance canopy and platform and bus shelters are to be provided at the adjacent bus stops on Quays Avenue. The nearest bus stops to Pill Station outside the Memorial Club will be upgraded to provide adequate facilities including shelters, widened pavements, and dropped crossing points.
67.12		Signage – clearly mark ‘wheelchair route’ to and from the stations	Public realm	2. Stage 2 Response	The design will meet latest standards
67.13		Colours of signs/other information needs careful consideration as certain colours cause some users problems.	Public realm	2. Stage 2 Response	The design will meet latest standards
67.14		Bollards need to be large enough to be detected by all users.	Public realm	2. Stage 2 Response	The design will meet latest standards
67.15		Shared space is difficult for some users and needs to be carefully designed – guide dogs need pavements. Possible move towards ‘accessible space’.	Public realm	2. Stage 2 Response	The design will meet latest standards
67.16		Dual cycle/pedestrian lanes can be problematic.	Public realm	2. Stage 2 Response	The design will meet latest standards
68.1	Ashton Gate Stadium	We understand that "passive provision" was made for a railway station near to Ashton Gate as part of some , unspecified, future enhancement of the Bristol to Portishead line. We raised many objections to this at the time as we could not understand why a station would not be built immediately so that it opened as the new railway line itself opened	Ashton Gate station	3. Out of MetroWest Phase 1 scope	Current timetabling and land constraints do not allow for provision of a station at this time. The position can be reviewed if funding, most likely by way of developer contributions, become available.
68.2		The new elevated section of the AVTM MetroBus is the only place where the MetroBus intersects the railway line. It therefore presents a unique opportunity to create a proper transport interchange west of the city which, used in conjunction with the Long Ashton Park & Ride, will relieve car traffic volume from entering Bristol	MetroBus integration	3. Out of MetroWest Phase 1 scope	This location would not allow for a station large enough to be open on match days.
68.3		We will shortly be embarking on the second stage of our redevelopment of Ashton Gate. The resulting exhibition, conference and stadium assets will create very substantial new revenues into the Bristol's commercial visitor economy. However, without public transport support it will not reach its full potential and deliver the anticipated economic benefits to south Bristol.	Ashton Gate – public transport	3. Out of MetroWest Phase 1 scope	This is a matter for Ashton Gate Stadium and the local planning authority.

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68.4		We do not understand why the business plan for a new railway station deliberately excludes passenger traffic generated by commercial infrastructure.	Ashton Gate station	3. Out of MetroWest Phase 1 scope	Demand forecasting methodology for new stations makes use of rail industry data and derived techniques broadly based on relationships at existing stations elsewhere. Daily forecasts represent an 'average day', and as stadia are highly peak-orientated in terms of demand, catering for event day traffic requires significant infrastructure. This could mean longer platforms for charter trains or additional services which may not be practical or possible. None of these options would make a significant difference to average or annual patronage figures in the forecasts.
68.5		The Joint Strategic Review anticipates substantial new housing being constructed in the catchment area of a railway station at Ashton Gate. This is not an arguable issue —the case for building a railway station at Ashton Gate stadium is cast iron.	Ashton Gate station	3. Out of MetroWest Phase 1 scope	The need for a new station to allow new development will be a matter for the relevant landowners and the local planning authority.

Ashton Vale Road Industrial Estate – Summary of Issues Raised by Landowners

69.1	An owner at Ashton Vale Industrial Estate	The mapping document 'The DCO Scheme Sheet 19 of 20 Ashton Vale Option A' shows [our Client's] land as a construction compound. ... The land has always been intended as a development site ... [A tenant is] still interested in taking further space in a developed unit on the site ... Our Client's concern is that in the absence of further space being developed on the land [the tenant] may look to locate elsewhere at this break date ...	Construction compound	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
69.2		There is a large area of land to the north of the Property at Clanage Road construction compound which may be able to accommodate all of the construction compound needs of the scheme. We ask that this is seriously and urgently considered in order to minimise the potential disruption and consequential losses that will be incurred if [our Client's] land is temporarily possessed as part of the Scheme.	Construction compound	2. Stage 2 Response	A compound in the Ashton Vale area is required for the highway modifications and ramp in the area. Other sites have been looked at but are unsuitable
69.3		We would also suggest that the land beneath the MetroBus flyover bridge structure is also used as an alternative compound area	Construction compound	1. Ongoing Consideration	This will be considered during the scheme's further development stages.

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69.4	Our Client remains concerned (despite the proposed traffic mitigation works) that the vastly increased number of level crossing closures will have a significant detrimental impact on the business operations of the tenants of the Property by way of disruption and delay for staff, deliveries and customers. The inevitable consequences of such disruption will be serious impact on business operations, viability and ultimately on property values. The information provided to date does not give our Client any comfort that the vehicle movements and access to the site will be not be so affected. In fact our Client would like you to reconsider the alternative access into the site given the potential disruption to tenants and the likely effect on Investment Value.	Level crossing – business impacts	2. Stage 2 Response	Our proposals will not have a significant impact overall on the existing highway level of service at Ashton Vale Road which is accessed via an existing level crossing. Traffic, parking and related issues will be considered in detail in the Transport Assessment for the DCO application. This will determine the requirements needed.
69.5	In addition there is a concern about how emergency vehicles will gain access or egress to and from the Property and the wider estate in the event of a current or imminent level crossing closure or worse still an incident at the level crossing. Our Client would appreciate more detailed information on how this risk will be managed to inform their insurers.	Level crossing - safety	2. Stage 2 Response	<p>Barrier down time at the level crossing and its impacts on both traffic flows and access have been carefully considered and modelled in the Transport Assessment. Although the barriers will be down more often once a passenger rail service is in place, the upgrade works to the junction of Ashton Vale Road and the A0329 means its capacity to respond to traffic conditions should result in less congestion in the area, which would assist emergency service access.</p> <p>In addition to these upgrade works to the junction, the DCO Scheme has consulted with the emergency services, British Transport Police and the Office of Rail and Road, and no specific concerns have been raised. The level crossing's continued operation has also been approved by Network Rail. Should a major accident occur on the industrial estate, emergency services and Network Rail would likely close the branch line to ensure the level crossing remains open - British Transport Police work closely with Network Rail's operational teams.</p>

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69.6		We also note from the correspondence provided that you state an aspiration to deliver a half hourly train service for the Portishead line (Stage C) and that any future proposals would be taken forward as a separate project with separate planning consents and other major processes. ... [A]ny further associated closure of the level crossing as a result of these future proposals will have a significant impact on the Investment Value of the Property and that in fact the blight brought about by the above statements means that the Investment Value of the estate is already suffering. Our Client would appreciate any further information on the proposed timescales for any such a scheme so that if they choose to sell the Property at a future date this uncertainty is lessened for any potential bidder.	Future service levels	2. Stage 2 Response	There is no timeframe for the two train per hour scheme.
69.7		We would like to point out that our Client has been blighted by the Scheme since the first Consultation documents were published in June 2015. The scheme has been 'stop-start' in nature and has caused some distress to tenants and consequential concern and management cost to our Client as a result.	Legal	2. Stage 2 Response	It is for a landowner to show that statutory blight has arisen, if it wishes to make a claim for statutory blight. The usual principles apply to DCO schemes.
70.1	An owner-occupier at Ashton Vale	[Hourly service plus is] an attempt at obfuscation...is simply just another rather quaint way of saying that the proposed service will be considerably more frequent than hourly but possibly slightly less frequent than half hourly. Indeed, your letter mentions a frequency of every 45 minutes at certain times, and with at least 20 trains daily in each direction we must assume a minimum of some 40 barrier closures that no doubt would principally occur during the working day	Ashton Vale Road level crossing	2. Stage 2 Response	The hourly service would entail up to 18 passenger trains per day in each direction, while the hourly plus service would entail up to 20 passenger trains in each direction per day. Thereby the difference between the two options is 2 additional passenger trains in each direction per day. Our former proposal to operate a half hourly service entailed up to 36 passenger trains in each direction per day.

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70.2	During the recent serious disruption to access to the level crossing attributable to the temporary works for the AVTM Metrobus scheme, we have experienced at first hand the problem of traffic lights operating at the level crossing. There have been considerable delays for and unfortunately there has also been a number of serious incidents, including road rage and in one instance, one of our employees being run over by one impatient driver who had been delayed for several minutes by a crossing closure.... given the amount of traffic building up on Ashton Vale Road when the crossing barriers are down, it makes it often very difficult for vehicles from our own site and the Cala Industrial Estate to get on to Ashton Vale Road and into the queue for the level crossing.... We are therefore both surprised and concerned that the conclusion of your highway traffic modelling results is such that it is suggested that the Ashton Vale Road level crossing can remain open as the sole access to the entire estate	Ashton Vale Road level crossing	2. Stage 2 Response	Our proposals will not have a significant impact on the existing highway network at Ashton Vale Road which is accessed via an existing operational level crossing. Traffic, parking and related issues will be considered in detail in the Transport Assessment for the DCO application. This will indicate the requirements needed.
70.3	[No alternative access]...is particularly pertinent for emergency service vehicles namely police, fire and ambulance; in the event of there being some serious incident on the estate, be that criminal, fire or explosion, or a sudden traumatic illness or injury to a person.	Ashton Vale Road level crossing	2. Stage 2 Response	Our proposals will not have a significant impact on the existing highway network at Ashton Vale Road which is accessed via an existing operational level crossing.
70.4	We note that it seems to be accepted, that were half hourly trains ever to be introduced under a later Phase, that only then would this have serious implications, and that significant infrastructure investment would be required to mitigate the impact. Can we reliably assume this would then include a new access to serve the Ashton Vale Industrial Estate? The justification for going ahead now with either an "Hourly Service" or "Hourly Plus" Service (as partially mitigated by proposals such as somewhat limited accommodation works and a new MOVA technological system) appears to us therefore to be solely that "if it had been half hourly, it could have been a lot worse". We would anticipate that at some point another future traffic survey will announce that a further escalation of train movements will not be damaging in comparison with the "new norm" by then of Hourly Plus. As such we believe that what were the original proposals, are now covertly being introduced by stealth and effectively in phases, with no additional rights to compensation for local businesses.	Ashton Vale Road level crossing	2. Stage 2 Response	Our proposals will not have a significant impact overall on the existing highway level of service at Ashton Vale Road which is accessed via an existing level crossing. Future significant development of the rail infrastructure at this location is likely to be subject to a separate consultation and consenting process.
70.5	We are particularly concerned about the amount of time the crossing barriers will be down, and note that in the case of both hourly and 45 minute frequency trains, the barriers will be down more or less 25% of the time... There appears to be no confirmation of exactly how many minutes per hour vehicular traffic accessing or egressing the estate will actually be moving; rather there seems to be a focus purely on the number of trains passing.	Ashton Vale Road level crossing	2. Stage 2 Response	Detailed information will be set out in the Transport Assessment as part of the DCO application.

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70.6		We certainly do not consider that the mitigation measures proposed to extend the left turn flair lane from Winterstoke Road and the traffic light optimisation / upgrade to MOVA, will be sufficient to alleviate major congestion	Ashton Vale Road level crossing	2. Stage 2 Response	Detailed information will be set out in the Transport Assessment as part of the DCO application.
70.7		We are further concerned about the implications of the increased freight train traffic which will compound the problems arising from the introduction of passenger trains	Ashton Vale Road level crossing	2. Stage 2 Response	The freight train operators and Bristol Port have commercial rights to operate a higher volume of freight trains on the existing operational railway, than currently operated. Any increase of freight traffic is a matter for Network Rail and the Bristol Port Company.
70.8		We feel we must therefore once again reiterate the major impact that the proposed Metro West scheme would have on our business, and we fear the potential loss of employment should our vendors and buyers reduce their business levels at site as a result of access difficulties.	Ashton Vale Road level crossing	2. Stage 2 Response	It will be for an owner to prove its case for compensation.
70.9		Should the Phase 1 development proceed without provision of an alternative access to Ashton Vale Industrial Estate, we believe the disruption to our business will be such that we will have a right to compensation under the Section 10 of the Compulsory Purchase Act 1965, which provides for compensation for injurious affection.	Legal	2. Stage 2 Response	The statutory compensation code will apply.
70.10		Why [is] a public transport scheme of such magnitude is being introduced at all without full unrestricted rights of compensation being made available to affected businesses	Legal	2. Stage 2 Response	Our proposals will not have a significant impact overall on the existing highway level of service at Ashton Vale Road which is accessed via an existing level crossing.
70.11		We urge that the MetroWest Development Scheme for the Portishead Line should be deferred 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	Defer scheme	2. Stage 2 Response	Our proposals will not have a significant impact overall on the existing highway level of service at Ashton Vale Road which is accessed via an existing level crossing.
71.1	An owner / occupier at Ashton Vale Road	[We do] not object to the principle of MetroWest in the benefits it is seeking to deliver from Bristol to Portishead and region beyond, however it is concerned with impact of MetroWest detrimentally affecting [our] on-going operations at the Site.	Land – red line	4. Noted	
71.2		To maintain security, the integrity of the perimeter fencing surrounding the Site is vital. Security of the Site must not be jeopardised by any compulsory acquisition or by the subsequent construction or operations of MetroWest	Land - security	4. Noted	If acquisition of interests in the owner's land is required then the owner's reasonable security requirements will be observed.

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71.3		It is also unclear how three fire escape routes will be accommodated post acquisition (or how this would be managed for emergency egress into a working area) or for maintenance of the building itself. The impact of any work in this area on the structural integrity of the building, underground drainage and utilities within this land is also unclear.	Land – red line	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
71.4		This acquisition does not seem to take into account the operations which take place within that area, including heavy vehicle movements. MetroWest would therefore appear to be seeking to acquire the access to the Site without accommodating [our] operations. Given the importance of maintaining site security, this would be an unworkable proposal as it currently stands.	Land – red line	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
71.5		[It] is unclear from the material received to date of the duration for which the land will be held temporarily. To make the temporary acquisition area usable as a construction compound it is highly likely that it would need to be cleared of trees and levelled, removing a considerable amount of soil and vegetation together with installing retaining walls or a platform over it. This raises security concerns of persons without security clearance entering the Site and working unauthorised within a secure facility. Given that it is understood MetroWest's intention with this land is only for a compound for tools and materials, it is unclear why this acquisition is absolutely necessary whilst there are already clear and easily accessible areas could be used instead	Land – construction compound	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
71.6		The transport planning impact of the MetroWest has not been assessed for the use of the Site which takes into account the permanent acquisition of land within the main entrance and any future uses or operations which may take place there. This will require further consideration and if required further assessments or works to be included within the DCO application. This would include any assessment concerning level crossing increases above existing freight train movements during the operation of MetroWest. It is noted that if level crossing closures increase (from the existing freight train movements [sentence incomplete on response])	Vehicle movement impacts	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
72.1	Businesses on the Ashton Vale industrial estate	We are instructed by several occupiers of the Ashton Vale Industrial Estate in relation to the above consultation process. As you will be aware, the occupiers of the Industrial Estate are particularly concerned by the current approach in relation to the project and the significant adverse impacts that will arise for their businesses.	Ashton Vale Road level crossing	4. Noted	

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72.2	We are currently in the process of assessing the data you rely upon and we have already submitted queries from our Highways Consultant in relation to the failures of the data and reporting to adequately assess the situation. It is currently our view in the absence of any opportunity to consult with those responsible for the report, that it is insufficient for purpose, substantially understates and relies upon incorrect assessments of impact. Please refer to our queries (attached as Appendix 1). At present, therefore, we must object strenuously to the continued proposals given the lack of certainty and our own advice that the approach proposed will not sufficiently alleviate the known impacts arising from your scheme.	Ashton Vale Road level crossing	2. Stage 2 Response	It is believed the proposed works to the Winterstoke Road / Ashton Vale Road junction will lead to little overall adverse impact on traffic at the junction.
72.3	Bristol is currently preparing a new Local Plan and is also involved in the Joint Local Plan process with North Somerset Council. Within this process there is the identification of land immediately adjacent to the Industrial Estate and the neighbouring residential estate which is proposed to be allocated for large-scale residential development. At present, in the absence of any other connecting highway, such a development would be using the highways network upon which we currently rely and which you have assessed as appropriate. It has been suggested that the Local Plan Process could deliver access to the rear of the Industrial Estate alongside this proposed residential development which would eventually alleviate impact. However, as we do not have a reliable timescale for either the implementation of any subsequent residential development nor for your proposal, this is not a matter that we can currently consider as part of the strategic highways network serving our site.	Ashton Vale Road level crossing	3. Out of MetroWest Phase 1 scope	Development of land west of the industrial estate is a matter for landowners and the local planning authority. The DCO scheme promoters and Network Rail have made representations to the process to suggest any future development should be designed not to prohibit a new road into the industrial estate.
72.4	Our clients operate a range of industrial processes and have considerable vehicle movements each day in order to effectively operate. Other occupiers are significantly concerned about the impact on their ability to continue to operate their businesses.	Ashton Vale Road level crossing	4. Noted	
72.5	We consider it premature to be attempting to gather information about the potential road works and their proposed delivery. Each of our clients is able to operate 24 hours a day, 7 days a week under current planning restrictions and therefore questions in relation to works on Ashton Vale Road would need to properly consider specific dates in order to be considered acceptable. For example, should a car auction be taking place over the period of your proposed closure this would make it impossible for our client to be able to continue to operate. Similarly, if any closure at any time were to take place other occupiers would be unable to reach their place of employment nor carry out the usual operations at the site. This is completely unacceptable and prevents our clients from carrying out their normal day to day business. We will of course enter further comments on this matter in due course should the DCO progress further.	Ashton Vale Road level crossing	4. Noted	

Section 44 – consultees with an interest in land

73.1	An option holder	Have a legal interest over the parcel of land which runs adjacent to the east side of the line in Bower Ashton	Land	4. Noted	
73.2		Construction work for a new residential development is due to start early 2018. We are concerned the increase in train travel along this route will have a negative impact on the future residential use and its occupants. Please could you confirm if any additional Noise mitigation would need to be specified on the residential units and if the current Noise Survey has taken account of the future residential use on this parcel of Land?	Land	2. Stage 2 Response	At the time of undertaking the noise assessment for the DCO Scheme, this land was not identified as having received planning permission and is therefore not included as a potential sensitive receptor. Possible impacts in the area of the land could be inferred from the assessment in Section 13.6 of the PEIR. No noise surveys have been undertaken on this site for the MetroWest Phase 1 scheme assessment.
74.1	Landowner	Own and control significant parcels of land affected by the proposed Order	Land	4. Noted	
74.2		The formation of emergency access ... will affect my client's land adversely. It is presently the main agricultural access to their [land]. We have various possible suggestions to make to solve this because a shared access would be inappropriate and almost certainly unworkable. We would therefore ask you to register this email as an objection to the scheme in this respect.	Land	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
74.3		in general terms our clients are supportive of the scheme and believe that it could be promoted using an alternative route for the emergency access that will not have the adverse impact on my client's land and will serve the needs of the scheme equally as well or better. This may for example involve providing access from the south over land owned or controlled by our client and possibly including land which we understand to be owned by North Somerset Council.	Land	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
75.1	Site Promoter	[Our] proposals comprise a sustainable new community of up to 1,000 dwellings.	Land	4. Noted	
75.2		Strongly supports the proposals.	Level of support	4. Noted	
75.3		Through the delivery of development at [our proposed site], there is the opportunity for contributions to be secured to enhance the accessibility of Pill station by walking and cycling modes through a range of specific improvements to key approach routes to the station. Furthermore, an appropriate, proportionate contribution towards the upgrading of the hourly service frequency could be made.	CIL/S106	4. Noted	

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76.1	Landowner	Strongly opposed to plans in present form	Level of support	4. Noted	
76.2		Privacy and views	Privacy / views	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
76.3		Runs too close to the house and garden and needs adequate screening to protect loss of privacy and disturbance	Privacy / views	4. Noted	The railway alignment has been in situ since 1867.
76.4		Registered disabled and uses a mobility scooter so needs the existing crossing	Sheepway crossing	4. Noted	The accommodation crossing with need to be closed for rail safety reasons.
76.5		Severs the farm with the closure of the crossing.	Sheepway crossing	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
76.6		A bridge has been ruled out on cost grounds	Sheepway crossing	1. Ongoing Consideration	This will be considered during the scheme's further development stages.
76.7		Horse business will be affected as riders cannot access the fields to the south	Sheepway crossing	4. Noted	The statutory compensation code will apply.
76.8		Physical and psychological effect of not being able to cross the line using both existing crossings – occupiers have done so for 150 years.	Sheepway crossing	4. Noted	