



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

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travelwest+
Sustainable Transport Solutions

ch2m
Engineering & Construction

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

Revision
A

Drawing Scale: NTS @ A1





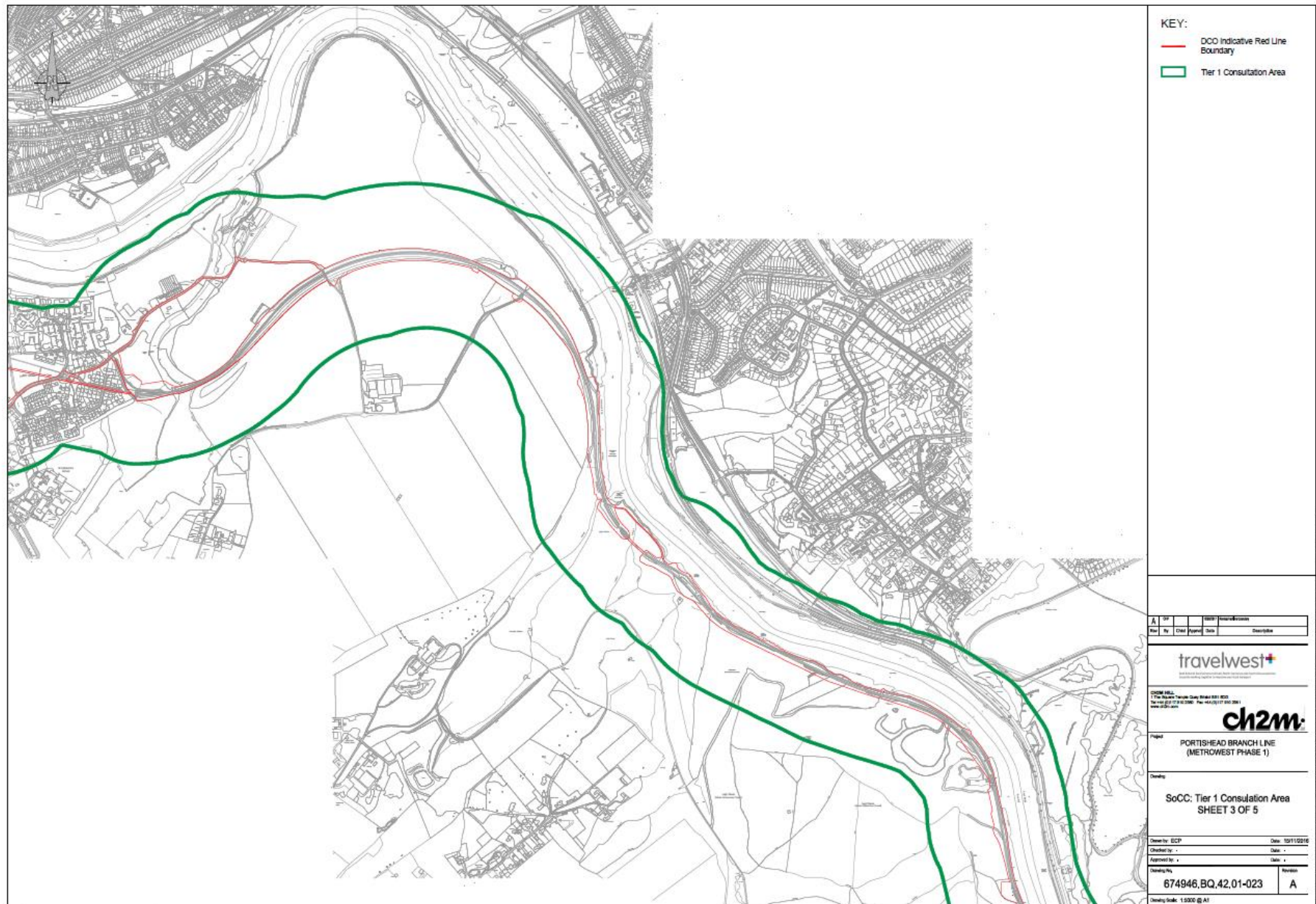






Figure 2 - Deposit and Exhibition Locations in North Somerset and Bristol (pages 30 – 32)

