Report on
DCO Stage 1
Consultation

MetroWest Phase 1

December 2015

MetroWest

MetroWest Phase 1
DCO Stage 1 Consultation Report

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1. Introduction and background

MetroWest Programme overview

1.1 The West of England Councils[1] are working together on proposals which will deliver investment of over £100 million in improvements to the local rail network over the next five to ten years known as the MetroWest programme. It consists of a series of projects including large to small scale enhancements to the local rail network. The overall aim is to introduce fast and frequent metro rail services across the local area, by making better use of existing local passenger lines and freight lines and reopening viable disused lines.

1.2 The MetroWest programme, which includes enlarging the existing local passenger rail network, increasing the frequency of train services and extending train routes in the West of England, will complement the investment being made by Network Rail and extend the benefits of projects such as the electrification of the Great Western main line. The proposals are supported by the rail industry and are being developed with Great Western Railway, freight operating companies, the Department for Transport and Network Rail.

1.3 With so many improvements being made to the rail network over the next few years, delivering the MetroWest proposals at the same time has some challenges, and therefore a phased approach has been taken through MetroWest Phase 1, MetroWest Phase 2 and specific new station projects. MetroWest Phase 1 entails re-opening of the Portishead - Bristol line to passenger train services and enhancing the train service frequency on the Severn Beach - Bristol line and the Bath - Bristol line. MetroWest Phase 2 involves re-opening the Henbury line - Bristol to passenger train services and enhancing the train service frequency on the Yate – Bristol line.

1.4 Under the Planning Act 2008, Phase 1 is classed as a Nationally Significant Infrastructure Project (NSIP) and therefore needs to obtain development consent from the Secretary of State for Transport.

1.5 MetroWest Phase 1 is being led by North Somerset District Council.

Development Consent Order (DCO) consultation

1.6 Consultation is required for elements of MetroWest Phase 1 that require a Development Consent Order (DCO). The majority of these relate to the reopening the branch line to Portishead, by reinstating the railway from Pill

[1] Bristol City Council, Bath and North East Somerset Council, South Gloucestershire Council and North Somerset District Council

along the old alignment which closed to passengers in the 1960's, and upgrading parts of the existing freight line which the passenger train services will utilise.

1.7 The DCO application process requires extensive consultation with affected and interested parties. North Somerset District Council has decided to hold 2 formal consultation stages. In June 2015 Stage 1 of this process began, with North Somerset District Council consulting the public, statutory bodies, and stakeholders including community and local interest groups on the plans.

Previous consultation

1.8 Since the MetroWest Phase 1 project began in 2013, several informal consultations have taken place to help develop the proposal:

Portishead Station Site Consultation – February 2013

1.9 In February 2013, North Somerset Council undertook public consultation on its 'Sites and Policies Development Plan Document'. As part of the consultation the council published an evidence paper: 'Re-opening Portishead Railway Line and Options for the Location of Portishead Railway Station. The evidence paper set out the project background and included three potential station sites, together with qualitative summary tables for each option.

Portishead Station Options Appraisal – June 2014

1.10 Having considered the 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 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

1.11 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 didn't require a level crossing.

Feasibility of a level crossing at Quays Avenue

1.12 Following the publication of the Consultation Report in October 2014, 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 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 Report and the response from the ORR were subsequently published on the project website.

Formal Decision on the Location of Portishead Station

1.13 Following the outcome of the June 2014 public consultation showing a clear preference for option 2B and the response from the ORR, that it would not contemplate a level crossing on Quays Avenue, the North Somerset Council Executive determined on 17th March 2015 to proceed with option 2B for the location for Portishead station.

Wider engagement and consultation

1.14 Wider consultation has been ongoing on the programmes, projects and strategies which have influenced the scheme over a number of years. These include:

- Local Transport Body Board part of the Joint Transport Board (held in public)
- Engagement with the WoE Local Enterprise Partnership
- MetroWest Stakeholder meetings
- Engagement with rail interest groups
- MetroWest information brochures
- TravelWest stakeholder event - 13 October 2013
- Joint Local Transport Plan 3 - 2011 to 2026 consultation
- Consultation on the Strategic Economic Plan (SEP)
- Rail conference 2011
- Memorandums of understanding –
  - West of England authorities, Network Rail, First Great Western (who have since rebranded as Great Western Railway), Cross Country and South West Trains promoting 'effective co-ordination and cooperation'

    - Bristol City Council, the West of England LEP, the Homes and Community Agency, English Heritage and Network Rail signed a 25-year memorandum of understanding to ‘promote effective co-ordination and co-operation between the five organisations to achieve the development of Bristol Temple Meads Station as part of the Temple Quarter Enterprise Zone’
- Consultation on planning policy documents

1.15 The MetroWest programme, either in its current or past guises, is incorporated in to the Core Strategies of each of the four West of England authorities as well as the Joint Local Transport Plan and the LEP Strategic Economic Plan. As a result, the scheme has been subject to consultations at various stages in the plan preparation process.

1.16 All of these reports are available online on the following websites:

- TravelWest - www.travelwest.info/metrowest
- North Somerset Council – www.n-somerset.gov.uk
- West of England LEP – www.westofenglandlep.co.uk

2. Consultation Programme

Scope

2.1 At the time of the consultation North Somerset District Council anticipated much of the work on the existing freight line would be carried out by Network Rail relying on the Permitted Development rights. As a result the stage 1 consultation focussed on the major physical works on the disused section of the Portishead branch 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
- Ashton Gate level crossing works and closure of Barons Close pedestrian crossing

Methodology

2.2 The aim of the stage 1 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.

2.3 A consultation questionnaire was considered one of the most effective ways of gauging opinion for the majority of consultees. Quantitative questions were produced for each of the scheme elements, which enabled data to be captured easily without fear of misunderstanding someone's response. Each element also contained a qualitative section enabling any other issues to 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.

2.4 Six weeks was considered a suitable period for the consultation, allowing enough time for the publicity material to be read, exhibitions held, briefings to occur, and responses made. The consultation opened on 22nd June 2015 and closed on 3rd August 2015. This did not coincide with any other consultations, and spanned both school time and part of the summer holiday period.

Statement of Community Consultation (SoCC)

2.5 In line with statutory requirements, a Statement of Community Consultation (SoCC) was produced, detailing how consultation would proceed. The SoCC was advertised in the local press, namely the Bristol Post, North Somerset Mercury, and Western Daily Press on June 18 2015. This ensured full geographical coverage, and advised that the SoCC was available at the following locations:

- Somerset Hall, Portishead
- Pill Community Centre
- 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 Central Library
- Marksbury Road Library
- Weston-super-Mare Library

The advert is included in Appendix B.

Consultation publicity material

2.6 The following consultation material was produced and distributed:

- **Leaflets** - an information leaflet contained a programme and project overview for context, and then detailed each element which was being consulted on. It directed people to sources of further information, including the dedicated website pages and the exhibitions. It also contained information on how to respond, including the online questionnaire address, postal address, and email address.

- **Postcards** – these invited people to attend planned exhibitions, view the proposals online, and submit comments. Over 2600 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 included in Appendix C. They were also handed out at Bristol Temple Meads station and outside Somerset Hall in

Portishead on the morning of those exhibitions. Significant numbers were also left at the following locations:

- Key Master (Portishead)
- Portishead Vets
- Youth Centre (Portishead)
- Waitrose (Portishead)
- Sainsburys (Portishead)
- West Coast Properties (Portishead)
- Travel Lodge (Portishead)
- Woods Estate Agents (Portishead)
- Muse (Portishead)
- Costa (Portishead)
- Freeman Electricals and TV (Portishead)
- Pill Resource Centre (acted as a hub for distribution with the plans displayed on their noticeboard, postcards, posters and leaflets)
- SoCC locations listed above
- Other shops, community facilities such as doctor or dentist surgeries and meeting places such as town council venues.

- **Posters** – posters were placed in the following locations:

  - Portishead Town Council notice boards at:
    - The Folk Hall
    - North Weston Village Hall
    - Waitrose
    - Parish Wharf Leisure Centre
    - The Vale
    - West Hill
    - Queens Road
    - Lake grounds
    - Larsons, High Street

  - Portishead community notice boards at these locations:
    - Opposite Folk Hall
    - Somerset Hall
    - Outside Connell Funeral Directors

  - Individual shop windows right by Somerset Hall in Portishead:
    - Carey's, near Somerset Hall
    - Master Key, near Somerset Hall
    - Sue Ryder shop at Marina end

- A number of copies were also sent to:

    - SoCC locations listed above
    - Pill Town Council
    - Bristol Neighbourhood Partnerships

- **Press coverage** – local media were issued a release before the consultation period began. It detailed the purpose, scheme information, sources of further information, and how to take part. The story was widely covered, appearing in most of the local newspapers including the Western Daily Press, North Somerset Mercury and Bristol Post; all three of which also published specific consultation adverts (these were on separate dates to the SoCC notices). Multiple websites ran stories, including the BBC, Insider Media, TransportXtra, and the Portishead Railway Group. The West of England Local Enterprise Partnership featured an article in their e-newsletter, and North Somerset Life – the council's magazine sent to all households in North Somerset – also featured an advert.

- **Newsletter** – the launch of the consultation lead to the publication of the first MetroWest newsletter. A scheme specific newsletter had previously been well received for other TravelWest branded projects such as MetroBus. The launch of the Stage 1 consultation was a good opportunity to begin publishing one. The consultation also gave the opportunity to register people's contact details for the circulation list, therefore widening the reach of future editions. The first edition was emailed to known interested parties, including those who had registered to receive information on other transport schemes in the West of England including MetroBus. A total of 1,185 people received it.

- **Online** - the TravelWest website hosts information on cross-boundary, cross-promoted transport schemes in the West of England. Within this, a consultation page was set up at www.travelwest.info/metrowest which contained the consultation material and questionnaire. This included electronic copies of the printed material, details of the exhibition dates and locations, background to the scheme, and previous relevant reports. The consultation page encouraged people to read the material or visit an exhibition before responding to the questionnaire. The consultation was also promoted through both North Somerset and Bristol Councils' websites. As a result of the publicity, interest groups and other parties informally published the information on their websites as well.

- **Social media** – the Twitter accounts of MetroWest, MetroBus, North Somerset Council, and Bristol City Council were used to promote the consultation, which was subsequently retweeted by a significant number of accounts. Over 12,000 followers could have seen the tweets or re-tweets

- **Partner communications** – partners involved in the project have their own communication processes and contacts. They are also sent the consultation material and distributed or promoted through their own channels. This includes Great Western Railway, Network Rail, the Local Enterprise Partnership, West of England councils, and numerous contractors.

- **North Somerset ward and town Councillor briefings and MPs** – a briefing session was held for North Somerset Councillors, and consultation material sent to them. MPs and relevant Bristol City Councillors also received the material with a letter explaining the consultation.

- **Governance meetings** – the scheme's governance processes require information to be presented at multiple meetings. Some of these are public meetings. Presentations were made at the following:

- Joint Transport Board
- LEP Board
- LEP Infrastructure and Place Group
- LEP Business Sector Groups
- West of England Joint Scrutiny

2.7 Copies of all the publicity material produced are attached as Appendix D.

Consultation Groups

2.8 To ensure the correct parties were consulted with, different approaches were undertaken for the following groups:

A. Public
B. Stakeholders including community and local interest groups
C. Statutory Bodies

A. Public

2.9 Four exhibitions were organised during the first three weeks of the exhibition. The first one was held in Bristol's Engine Shed. This venue was chosen due to its close proximity to Bristol Temple Meads which is one of the stations which will see improved services as a result of Phase 1. Two were held at Portishead's Somerset Hall, a large venue in the town centre. The final location was in the Community Centre in Pill. The centre is well used by the village for various events and is close to the proposed Pill station site. All the venues were chosen because of their close locality to the areas which will be affected by the new station, had good public transport links, and are fully accessible for disabled people. The exhibitions were held on the following dates:

- Thursday 2 July, 2pm to 7.30pm (Bristol)
- Monday 6 July, 2pm to 7.30pm (Portishead)
- Wednesday 8 July 2pm to 7.30pm (Portishead)
- Friday 10 July, 2pm to 7.30pm (Pill)

2.10 Copies of the consultation leaflets were handed to visitors upon arrival at the welcome desk and attendance was recorded at each session. Five exhibition boards displayed around the room included the following information:

- Programme and Phase 1 overview;
- Reopening the Portishead branch line specific information;

- Portishead station proposals;
- Pill station proposals;
- Other infrastructure including the footbridge near to Trinity School; National Cycle Network Route 26; emergency access route to Pill tunnel; and the double tracking, bridge widening and signalling works at Pill.

2.11 Members of the public were invited to read the exhibition boards and the leaflet and ask the members of the team any questions. There were a number of representatives from the project's 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.

2.12 After the four manned exhibitions, some of the display boards were left in Bristol City Council's Citizen Service Point, which is open to the public at 100 Temple Street opposite Bristol Temple Meads station.

2.13 The exhibitions proved popular, with almost 600 people attending:

Engine Shed, Bristol 2 July		45
Somerset Hall, Portishead, 6 July		211
Somerset Hall, Portishead, 8 July		206
Community Centre, Pill, 10 July		137
	Total	599

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

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

2.15 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; and
- Equalities officers and related groups.
- Other interested parties

C. Statutory Bodies

2.16 An email and / or letter with information about the consultation and how to participate was sent to statutory bodies, community groups, business and public bodies. The letter sent is attached as Appendix E. A complete list of those contacted is attached as Appendix F.

2.17 During the consultation the project team submitted a request to the Planning Inspectorate for an Environmental Scoping Opinion, in order to progress the development of the project Environmental Impact Assessment. For further details refer to paragraph 3.47.

Consultation Period

2.18 Public and stakeholder engagement began following promotion through the methods above in the lead up to the launch date. Respondents were directed towards completing the questionnaire online, however hard copies were available for those that requested them. Written responses were also accepted, mainly from stakeholders but some members of the public chose this method of submission. 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.

2.19 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 proposals. Their role was also to coordinate programme wide consultation periods ensuring there was no confusion with exactly what aspects of the project or programme views are being sought on. The MetroWest communications team worked with North Somerset Council's and Bristol City Council's communication teams to ensure compliance with their consultation guidelines.

2.20 The consultation period closed on 3 August 2015, with emails, letters, and written questionnaires accepted for a week after the closing date for recording as part of the stage 1 consultation process.

3. Consultation Responses

3.1 A total of 858 questionnaire responses were received. A smaller number wrote or emailed in their responses; a total of 20 letters and emails. The majority completed the questionnaire online. Hard copies of the questionnaire were made available to those who asked for one, but these were only requested in very small numbers, mainly by people attending the exhibitions who didn't have internet access. This chapter distinguishes between those responses submitted as:

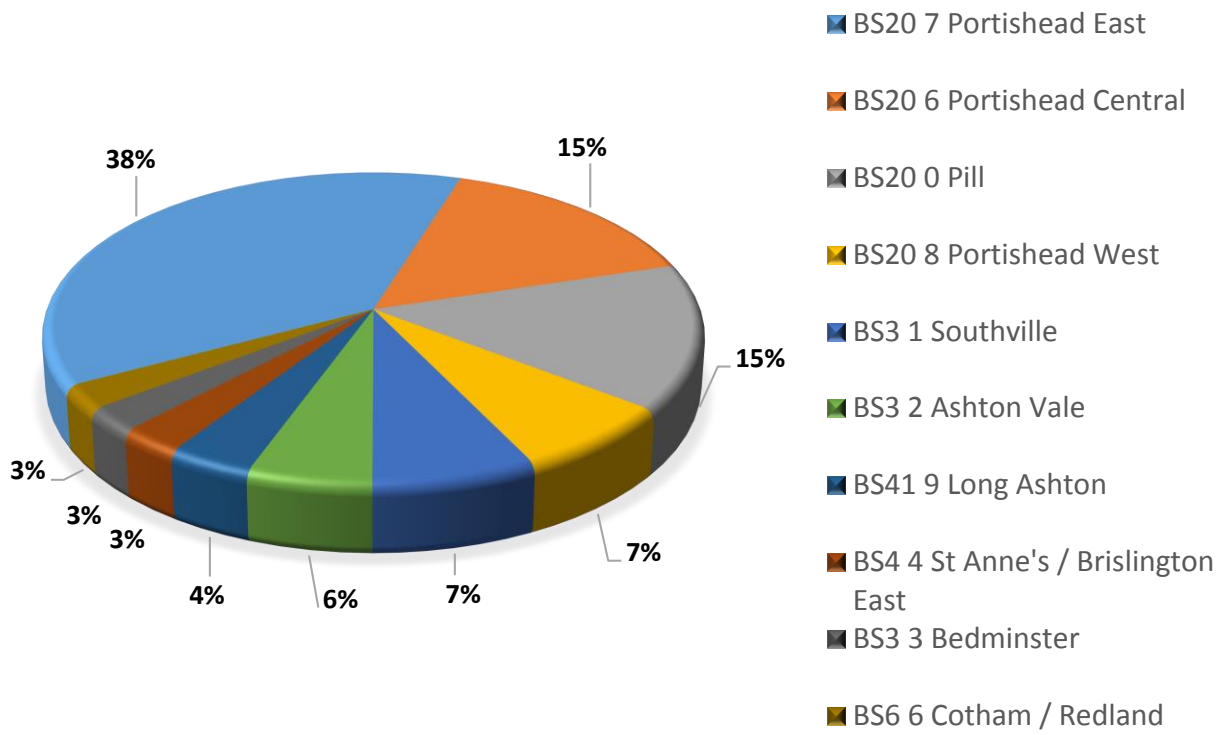
- questionnaires both online and hard copies; and
- letters, emails and other correspondence from individuals, businesses and interested parties.

Response areas

3.2 As part of the questionnaire, respondents were asked to include their postcode. There were a number of reasons for this. Firstly, to ensure that it had been publicised enough to the local areas that would be most affected by the scheme. Secondly, there is a lot of historical interest in the scheme both locally and nationally and there could potentially be a need to ensure that the consultation was able to distinguish between interest groups and those who would be affected by the proposals. Postcode data would allow these to be disaggregated if needed. Finally there was a need to filter those aspects of the scheme which would only have a very local impact e.g. Pill tunnel emergency access route. The consultation would not then be swayed by the majority of people who may want to comment on such aspects but would be largely unaffected.

3.3 The targeted approach to advertising the consultation resulted in the majority of respondents residing in either Portishead or Pill. In Bristol, the majority of respondents corresponded with the postcard distribution and poster campaign areas. The top 10 postcode areas of respondents is shown below in Figure 3.1. A map showing the full extent of the respondents is attached in Appendix G.

Figure 3.1 – Location of consultation respondents



3.4 Of the top 10 postcode areas, 75% are from Portishead and Pill. The rest of the top ten areas reflect the areas the consultation was either targeted at or where the Phase 1 improvements are being made e.g. the Severn Beach Line.

Questionnaire responses

3.5 The format of the questionnaire was designed to produce mainly quantitative results. A full breakdown of the results are attached in Appendix H.

3.6 The consultation covered several different elements of the scheme. It was recognised during the design of the questionnaire that consultees would not want to respond to all of the elements given their geographical spread. Therefore consultees were given the option to answer questions only about the element(s) they were interested in. This was achieved by 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. The only compulsory section was Section A as this was gathering both important analytical data such as their postcode and opinions of the scheme overall. The sections were:

- Section A: General
- Section B: Portishead

- Section C: Pill
- Section D: Other scheme elements

3.7 Each section also contained at least one qualitative question enabling any other views to be captured. However the majority of respondents didn't add qualitative answers. For each section of the questionnaire, these were analysed and grouped depending upon topic. These are attached in Appendix I.

Letters, emails and other responses

3.8 A total of 5 members of public preferred to send their comments in via email or letter rather than using the questionnaire. A contact address was included in the consultation leaflet as well as on the website for people that wished to do this. These responses are shown at the rear of Appendix I.

3.9 A further 15 written responses were received from statutory bodies, local businesses community groups and other interested parties. These responses are included in Appendix J.

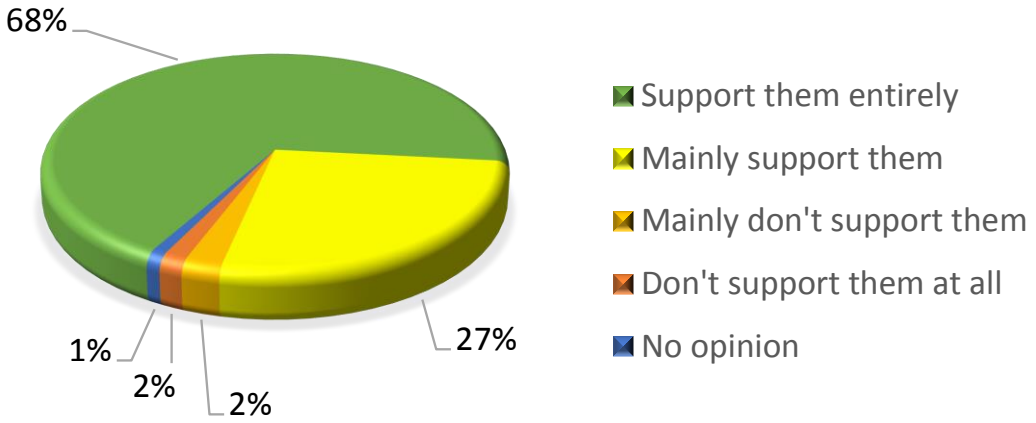
3.10 During the consultation the project team submitted a request to the Planning Inspectorate for an Environmental Scoping Opinion, in order to progress the development of the project Environmental Impact Assessment. For further details refer to paragraph 3.47.

Results

<u>Section A: General</u>

3.11 This section sought opinions on people's support of the scheme in general. The results shown below in Figure 3.2 demonstrate that the vast majority of people support the scheme overall – 95% support them entirely or mainly.

Figure 3.2 – Levels of support for the scheme in general



3.12 When asked what people's main concerns were overall, there was a clear indication that most people had no concerns. Of the remaining options, 'traffic or parking' and 'operational concerns' (cost to use, frequency or destinations) had similar numbers, but these are half of the numbers that had no concerns.

3.13 Of the 11% (115 responses) that chose 'other', only 23 elaborated in the box provided. They all raised concerns which are either being addressed or are covered elsewhere in the consultation. These are shown in Figure 3.3.

Figure 3.3 – General concerns

3.14 The final question in Section A sought additional views on the scheme overall. 89 people responded with a variety of issues including:

- Concern over timescales;
- Engineering suggestions around operations or design e.g. extended double tracking; and
- Location of Portishead station.

3.15 Most of these issues which have either been addressed, ruled out through engineering design, are out of scope, or unnecessary for delivery.

3.16 However the majority of these responses are in relation to provision of an additional station at Ashton Gate in Bristol. This is being considered as a separate project and therefore not being delivered as part of Phase 1.

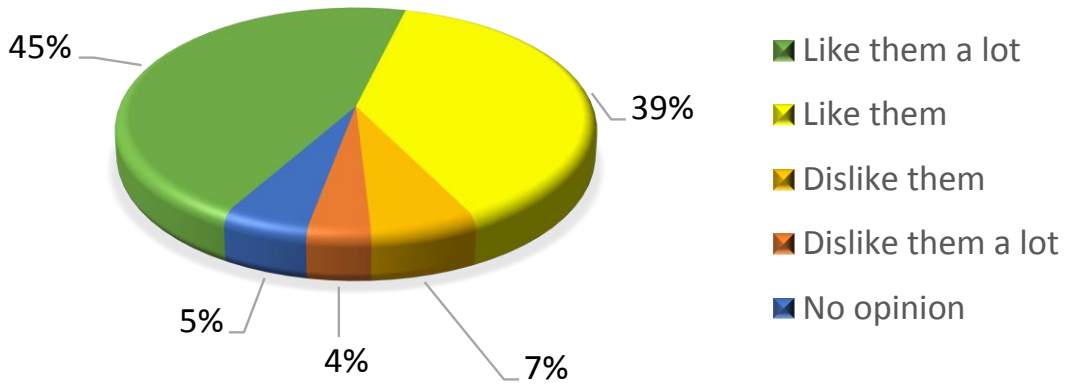
Section B: Portishead

3.17 Both this section and the section relating to Pill asked respondents of their relationship to the area. This would enable the results to be filtered to determine if the views of local residents or business owners differed to those who weren't local, such as regular visitors. Almost two thirds of those responding lived or worked in Portishead. The remainder were visitors, with only a very small percentage stating that they had a general interest in the scheme despite being some distance away. The results were analysed to determine if the views differed, but there was found to be no significant difference in opinion between those who live, work, or study and those who visit. Therefore the results have not been filtered and represent all views.

Portishead Station

3.18 Just under half of all respondents answered questions relating to Portishead. Of those, 84% like or like a lot the proposals. A full breakdown is shown in Figure 3.4.

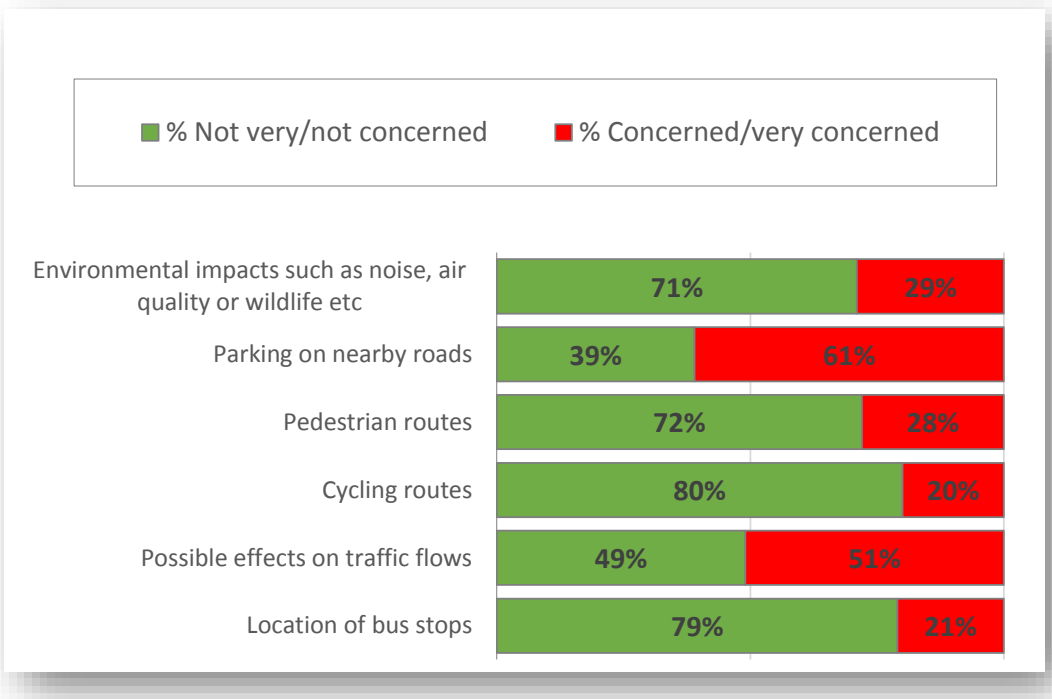
Figure 3.4 – Portishead Station proposals



3.19 Consultees were then asked to rate each aspect of the station building. Three of the four questions relating to style, landscaping and parking provision were rated at 90% approval or over. Integration with other modes scored the lowest in this section but was still very high at 87% liking or liking a lot.

3.20 Areas of concern demonstrated a more mixed response. Of the six areas questioned, two had more respondents concerned than not. These are around parking on nearby roads and possible effects on traffic flows. Work will continue to refine the designs in these areas for presentation in the Stage 2 consultation. Figure 3.5 shows the percentage splits per aspect.

Figure 3.5 – Portishead Station areas of concern



3.21 The final question in this section enabled people to elaborate on their concerns. The majority of these emphasised the importance of ensuring parking provision was adequate to deter parking on local residential streets, including cycle parking. Consistent with Figure 3.5 above, many of these responses described the existing congestion issues and expressed concern that a new station would make the situation worse. Suggestions varied on how to deal with this, but included use of parking restrictions on through routes, residential parking areas, and changes to flows including one-way systems. Other issues raised included:

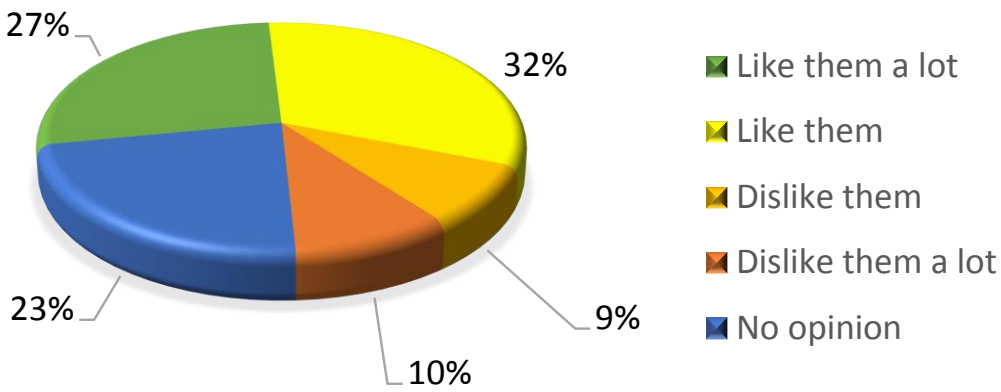
- Future proofing, or providing passive provision for expansion / additional services;
- Integration with other modes, including suggestions of a new shuttle bus service connecting other areas of Portishead (and wider) with the station;
- Suggestions of how the station design could be changed (aesthetical and practical, mainly ensuring it is weather proof for passengers);
- Safety concerns for pedestrians and cyclists getting to or from the station;
- Environmental impacts to local residents. Noise (from trains, users, and tannoy announcements) and air and light pollution are the main concerns, but the provision of new pedestrian and cycle routes close to existing properties has also been raised;
- Concerns of impacts during the construction phase;
- Request for station facilities such as shops and a café;
- Security concerns during off peak hours;
- Concerns around maintenance and vandalism; and
- Consideration of more public realm features and art installations.

3.22 Two questions regarding the amount of use and mode of travel were included in this section to help inform other areas of work, namely the business case and the Transport Assessment.

Trinity School Footbridge

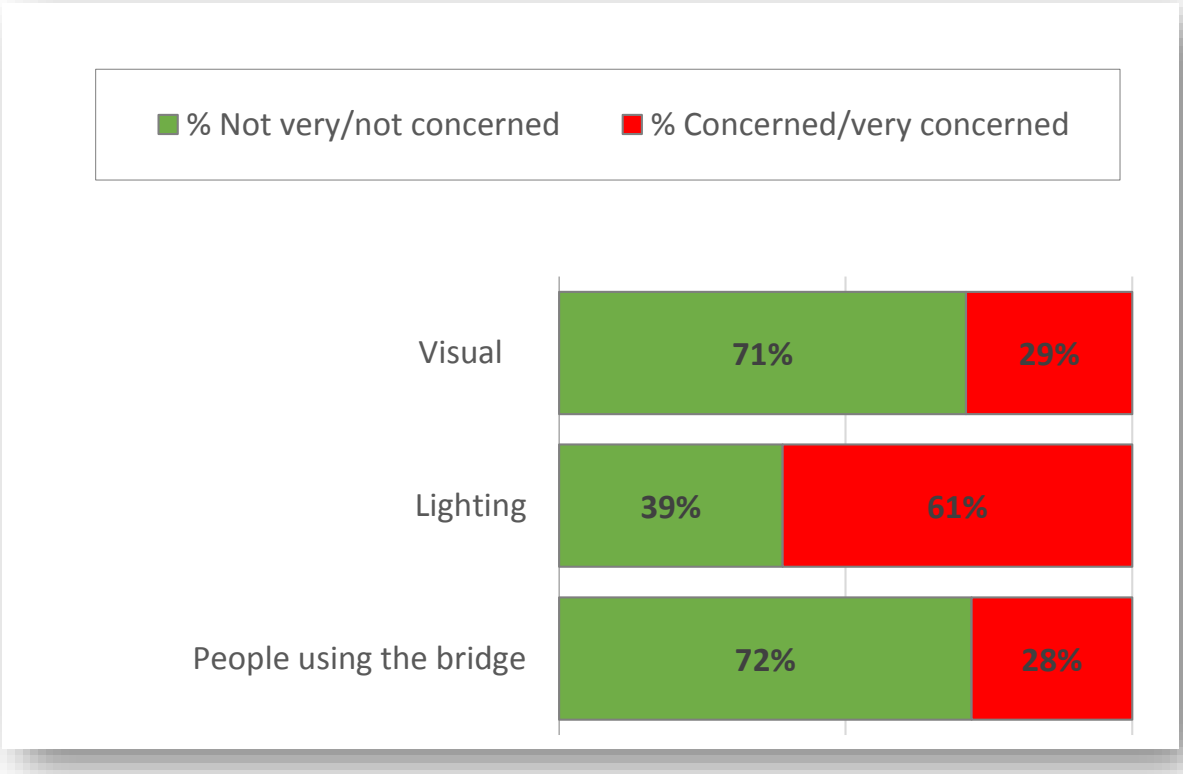
3.23 Almost 400 people responded to the bridge proposals. Opinion was more divided than some of the other scheme elements, but over half liked them or liked them a lot. However almost a fifth disliked or disliked them a lot.

Figure 3.6 – Trinity School footbridge proposals



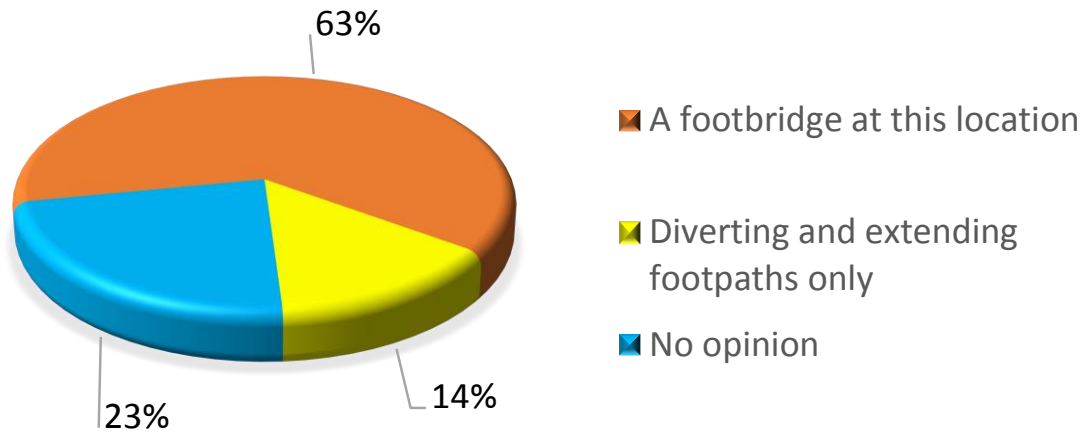
3.24 There were also concerns with the bridge, mainly with lighting but at least a quarter of those responded had concerns with the visual impact and users as shown in Figure 3.7

Figure 3.7 – Trinity School footbridge areas of concern



3.25 Despite these concerns, the majority of respondents were in favour of a footbridge at this location rather than diverting users as shown in Figure 3.8

Figure 3.8 – Trinity School footbridge options



3.26 151 additional comments were received about the footbridge. Most of these elaborate on the issues raised in Figure 3.7 above, particularly its design (questioning its suitability in a semi-rural location) and size (particularly the length of the ramps). Other comments include:

- Possible use of earth embankments rather than ramps;
- Safety concerns for both bridge users and for the trains;
- Impact on nearby residents, particularly visual and noise, but also on privacy;
- Concerns over its closeness to the school;
- Concerns it will encourage further parking on residential streets; and
- Concerns it will become an attraction for antisocial behaviour.

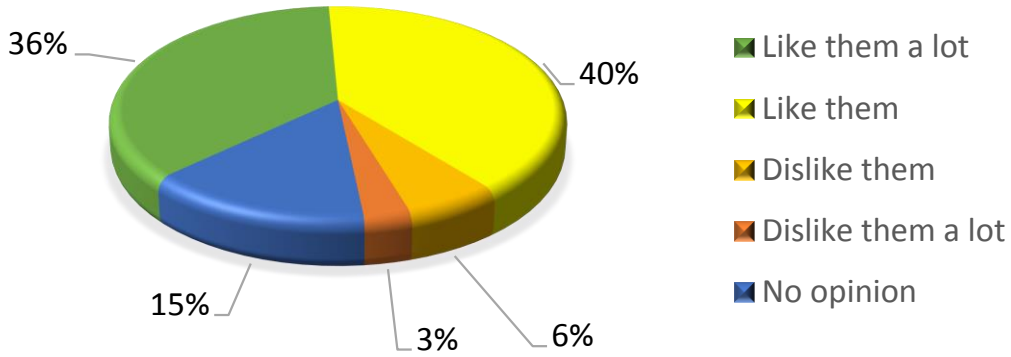
Section C: Pill

3.27 Respondents to the questions regarding Pill were again asked about their relationship to the area. Results have been analysed and found no difference between those that lived, worked or studied in the area to those that occasionally visit. Therefore the results reflect all the responses and have not been filtered.

3.28 Over a fifth of those completing the questionnaire answered questions relating to Pill. This is consistent when related to population densities, with Portishead having just over six times more residents than Pill.

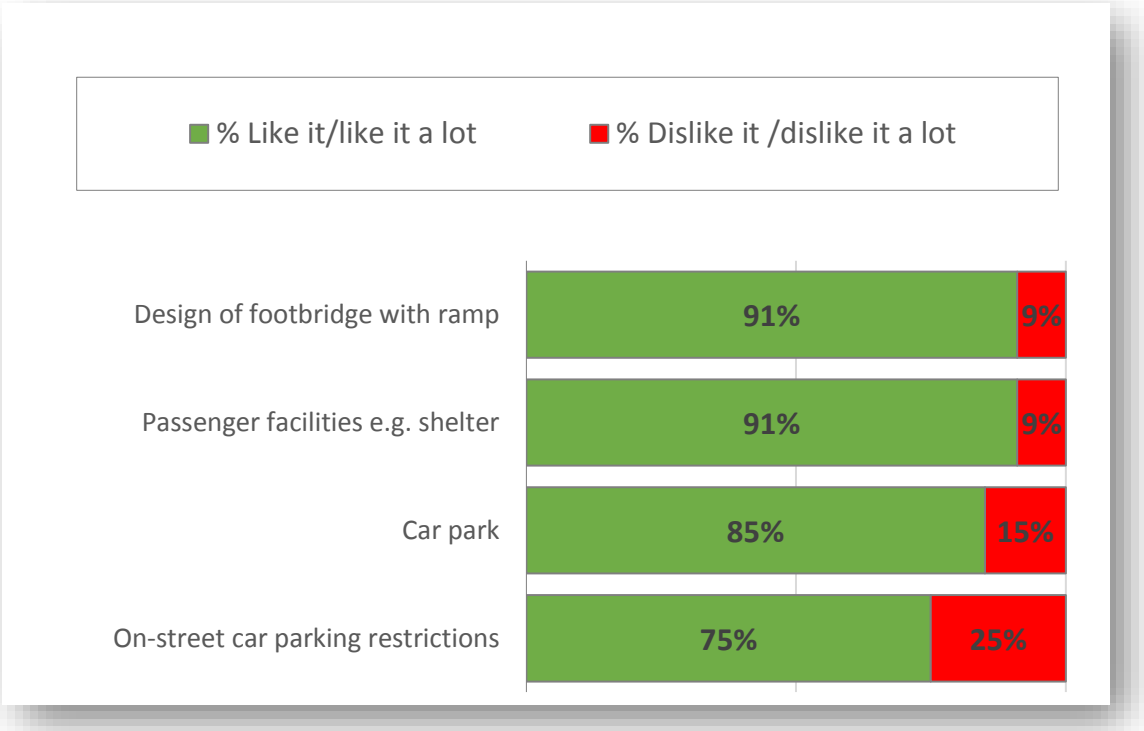
3.29 Just over three quarters of the respondents said they liked or liked a lot the proposals for Pill. Only 9% disliked or disliked a lot. A full breakdown is shown below in Figure 3.9.

Figure 3.9 – Pill Station proposals



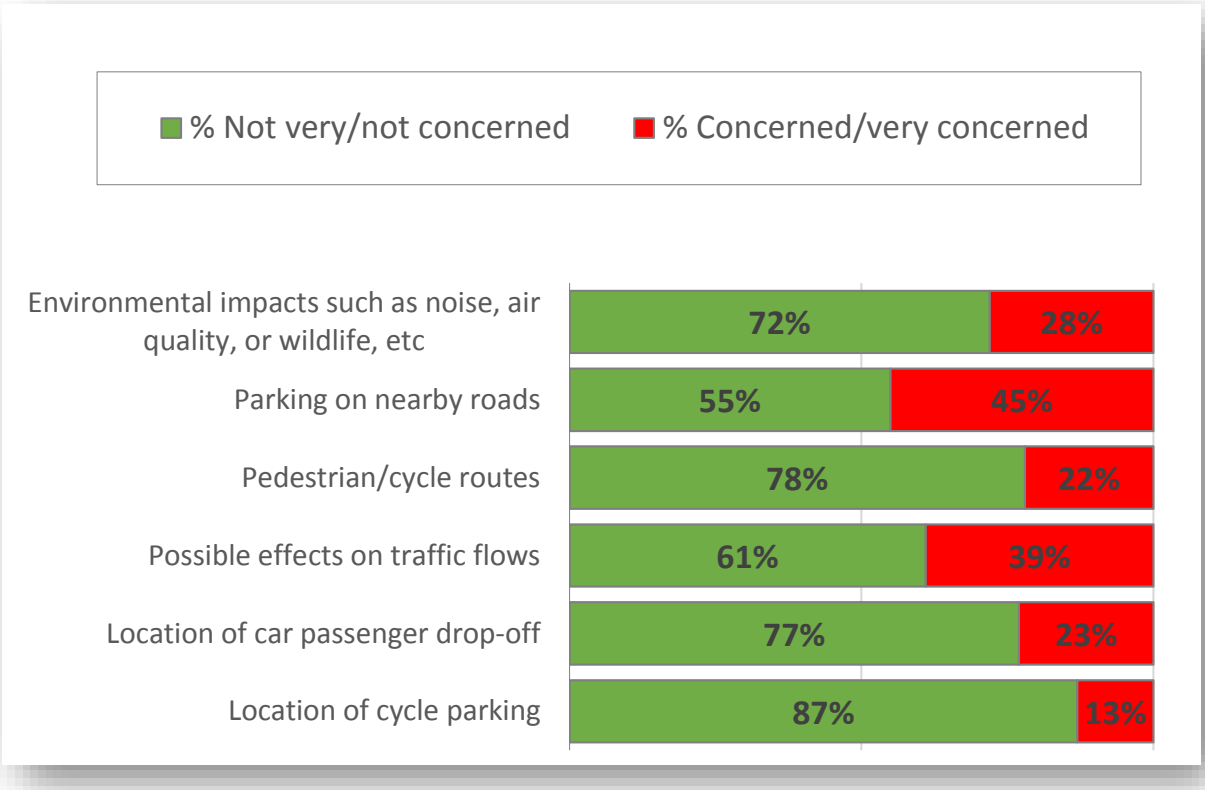
3.30 The main concern with the proposals are the on-street car parking restrictions proposed, with a quarter suggesting they disliked or disliked them a lot. Overall however the majority of respondents liked or liked a lot the various scheme elements. The responses can be viewed below in Figure 3.10

Figure 3.10 – Pill Station proposals



3.31 There were a few areas of concern in Pill. The biggest concern was around parking on nearby roads, mirroring those concerns of Portishead residents. However less people were concerned than in Portishead, but still a significant number at 45%. Again traffic flows were also of concern. The majority of respondents for each of the scheme elements were not at all or not very concerned. Results are shown below in Figure 3.11.

Figure 3.11 – Pill Station areas of concern



3.32 77 respondents wished to expand on their concerns. The issues varied more than some of the other elements of the scheme:

- Concerns of increased congestion on already busy roads, particularly Station Road and Monmouth Road;
- Effects on trade to existing businesses if parking is restricted on Station Road;
- Residents on Station Road will have their parking removed with no alterative locations identified;
- Consider moving the cycle parking closer to the footbridge entrance and make it more secure/covered;
- Concerns on potential negative impacts on the cycle routes;

- Concerns the station will become attractive for commuters as a park and ride, with demand higher than predicted and planned for;
- Concerns the car park and drop off areas are too far from the station entrance;
- Concerns that the entrance is in the wrong location and will encourage illegal or dangerous movements and congestion around the Monmouth Road / Crusty Lane junction;
- Requests for better station facilities such as a long shelter with a café, toilets etc.;
- Environmental concerns, particularly increases in noise and air pollution;
- Concerns during construction, such as night time working;
- Improved bus services to and around Pill to reduce car usage;
- Consideration given to a residents parking scheme to stop station users parking on nearby roads;
- Concerns over anti-social behaviour;
- Suggestions that the footbridge should be closer to the car park;
- Concerns over objects being thrown from the bridge onto the track; and
- Concerns of vibration and noise to properties at Ham Green sited above Pill Tunnel.

Section D: Other scheme elements

3.33 The final section of the questionnaire was related to the other scheme elements, namely:

- Impacts on National Cycle Network 26 (NCN26);
- Double tracking and bridge widening works at Pill;
- Access for emergency vehicles to Pill Tunnel; and
- Ashton Gate Level crossing works and closure of Barons Close.

3.34 Because these elements would only affect a small number of people compared to some of the other elements, it was considered more appropriate to ask for a freetext response rather than produce any quantitative results.

Impacts on National Cycle Network 26 (NCN26)

3.35 78 responses were received regarding the potential impacts on NCN26. Almost all of these responses wished to highlight their support for keeping the route and having as little impact on it as possible, including trying to avoid any width restrictions. However a significant number also stated that the needs of the railway should not be compromised by the route, and supported any diversions or minor alterations if necessary. Other points raised include:

- Concerns over access during construction and that a route should be maintained at all times;
- Improvements to the route, including signing, improved surface dressing and lighting; and
- Consideration to the type of fencing used, avoiding palisade if possible.

Double tracking and bridge widening works at Pill

3.36 40 responses were received regarding the structural works at Pill. Many of those were supportive comments, welcoming the proposals as essential to running an adequate service.

3.37 Some concerns were raised, mainly environmental:

- Noise during the works, particularly overnight;
- Impacts on wildlife;
- Increase in heavy vehicles for construction;
- Concerns over location of construction compounds; and
- Concerns over closeness of the proposed track to properties on Severn Road.

Access for emergency vehicles to Pill Tunnel

3.38 31 responses were received regarding the emergency access route to Pill Tunnel. Most of these supported the idea and raised few issues.

3.39 Suggestions and concerns were as follows:

- Minimise impact on the bridleway by use of surface materials to maintain some vegetation;
- Concerns over the use of lighting, perhaps considering low-level, on-demand or motion activated rather than always on; and
- Concerns it may attract other users.

Ashton Gate Level crossing works and closure of Barons Close

3.40 This section received a substantial number of responses – 285 representing a third of all responses. However the vast majority of these were in support of a station at Ashton Gate.

3.41 There were few specific comments made, but included:

- Support for the permanent closure of the Ashton Gate level crossing with provision of an alternative access road;
- Both support for and against the permanent closure of Baron's Close;
- Suggestions for a new pedestrian bridge in the area to maintain access;
- Concerns over safety given its proximity to the Bristol City FC stadium, particularly on match days;
- Ensure passive provision for a possible future station; and
- Concerns over traffic impacts due to increased level crossing down times.

Statutory Consultees

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

- North Somerset Levels Internal Drainage
- Bristol Port Company
- Historic England
- North Somerset Local Access Forum
- The Coal Authority
- [redacted]
- Pill and Easton in Gordano Parish Council
- Private landowners

3.43 A number of statutory bodies responded directly to PINS for their Scoping Opinion. Many of these mirrored the response to the consultation; any additional ones have been included in Appendix J.

3.44 The project team will continue to work with statutory consultees to address any individual matters raised. Many of the other issues duplicated those raised via the questionnaire, however others needing consideration are:

- Impacts during construction including:
    - Temporary or permanent changes to existing accesses;
    - Congestion caused by construction traffic;
    - Production of debris, dust and contaminants;
    - Access for emergency vehicles;
- Consider diverting the footpath / cycle route to the base of Avonmouth Bridge to avoid sharing space under the M5 over bridge and therefore allowing horse riders to use it;
- Consideration given to the fencing type to make it safe for horse riders;
- Careful management of the two car parks to ensure users know which has spaces to avoid trips between the two when one is full e.g. variable message signs on the approach roads;

- Consideration of some short stay parking spaces or reduced rates for local workers to assist existing parking issues on Harbour Road;
- Ensure consistent design between the station, footbridge and surrounding areas in Portishead;
- The cycling and walking promenade needs further details, including lighting proposals and its links with other routes;
- Noise mitigation measures in Pill around Avon Road to assist in existing freight traffic disruption to local residents;
- Consideration given to refunding car park users who purchase a train ticket to try and discourage parking on residential streets;
- Short term parking on Station Road in Pill for local businesses;
- Low level lighting in Pill car park and station;
- Consider improvements to the existing junction of Lodway / Station Road / Heywood Road in Pill due to expected increase in traffic;
- Consideration given to transporting construction materials by rail rather than road;
- Ensure a route is maintained for pedestrians and cyclists during the bridge widening works in Pill.

3.45 National Grid Electricity Transmissions Plc (NGET) responded very specifically as they are currently promoting the Hinkley Point C Connection Project DCO application with land interests in the area. NGET is currently in discussions with the project and will continue to engage as part of the pre-application process.

Meetings

3.46 During the 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; and discussions continue to resolve any individual issues. There were no further general issues raised at these meetings that have not already been captured through the questionnaires or written responses.

Request for Environmental Scoping Opinion

3.47 During the consultation period, the project team submitted a request to the Planning Inspectorate for an Environmental Scoping Opinion, in order to progress the development of the project Environmental Impact Assessment. The submission included an Environmental Scoping Report. The Planning Inspectorate consulted with the relevant statutory bodies on the Report for detailed comments. A high number of statutory bodies responded to the

Planning Inspectorate and these are listed in the table below. An Environmental Scoping Opinion issued by the Planning Inspectorate to the project team in early Aug 2015. The document along with other relevant information is available from: http://infrastructure.planninginspectorate.gov.uk/projects/south-west/portishead-branch-line-metrowest-phase-1/documents

Table 1. List of Statutory Bodies that responded to the Environmental Scoping Request

Organisation	Responded to Request for Environmental Scoping Opinion	Responded to MetroWest Phase 1 Stage 1 consultation
Bristol City Council	Yes	No
Cardiff Council	Yes	No
Coal Authority	Yes	Yes
Environment Agency	Yes	No
GTC Pipelines ltd	Yes	No
Health & Safety Executive	Yes	No
Highways England	Yes	No
Historic England	Yes	Yes
Natural England	Yes	No
North Somerset Internal Drainage Board	Yes	Yes
Public Health England	Yes	No
National Grid	Yes	No
Portishead Town Council	Yes	Yes
Utility Assets	Yes	No

The project team are engaging with statutory bodies on the environmental scoping opinion and other technical requirements for the development of the Environmental Impact Assessment, Environmental Statement and wider technical case of the project.

4. Conclusion and next steps

4.1 The consultation was successful in highlighting issues and gauging the level of support for the scheme. The consultation has demonstrated that overall the project has very high levels of support, with 95% of respondents supporting the proposals entirely or mainly. A quantitative summary of the questionnaire results is included in Appendix H and a qualitative summary of comments from members of public with a project response is included in Appendix I.

4.2 Some of the responses from members of public included comments which are outside of the scope of MetroWest Phase 1 and some responses raised detailed queries about the project. The remainder of responses raised issues which are now being considered through the development of the engineering design and wider technical case of the project.

4.3 The consultation has also been successful in engaging with statutory bodies, community groups, business and interested parties. These consultation responses are now being considered through the development of the engineering design and wider technical case of the project. When the project outline engineering design has been completed in spring 2016, a further consultation (Stage 2 consultation) will be launched to give members of public, statutory bodies, affected parties and wider stakeholders an opportunity to comment on the MetroWest Phase 1 proposals, before a Development Consent Order planning application is submitted to the Planning Inspectorate.

Appendices

Appendix A Questionnaire
Appendix B Statement of Community Consultation Advert (SoCC)
Appendix C Postcard distribution map
Appendix D Publicity Material
Appendix E Statutory bodies letter
Appendix F List of statutory bodies
Appendix G Map of respondents
Appendix H Questionnaire results
Appendix I Summary of comments from Members of Public and Project Response
Appendix J Consultation Responses from Statutory Bodies & Stakeholders and Project Response

Appendix A
Questionnaire

Thanks for taking the time to let us know what you think of the proposals for re-opening the Portishead branch line as part of MetroWest Phase 1

Please do read the proposals in the leaflet first, available as a hard copy or online from **www.travelwest.info/metrowest** first, and then let us know what you think, by returning your completed questionnaire by Monday 3 August, to:

MetroWest Phase 1 Consultation
Engine Shed
Station Approach
Temple Meads
Bristol
BS1 6QH

MetroWest

This consultation asks you to give comments in a structured way but there is plenty space for comment

There are only a few mandatory ('must answer') questions in the survey, marked with an asterisk (*)

If you have any questions about this consultation, visit: **www.travelwest.info/metrowest**
email: **metrowest@westofengland.org** or phone: **0117 903 6868**.

Section A: General

Most of the questions in this section are *must answer, as they are the core of what we are hoping to find out

Q1

*** What is your home postcode?**

☐☐☐☐☐☐☐

Q2

*** Overall, how supportive of the MetroWest Phase 1 proposals are you?**

- ☐ Support them entirely
- ☐ Mainly support them
- ☐ Mainly don't support them
- ☐ Don't support them at all
- ☐ No opinion

Q3

*** What, if any, are your main concerns with the scheme overall?**

TICK ANY THAT APPLY

- ☐ **NONE** or
- ☐ Environmental aspects such as noise, air quality, or wildlife, etc
- ☐ Traffic or parking
- ☐ Operational e.g. cost to use, frequency, destinations
- ☐ Not a funding priority
- ☐ Other

In summary, what other concern(s)? There is more space later to explain more fully

Q4

Do you have any comments on the scheme overall?

Section B: Portishead (leaflet pages 8 -12)

Firstly, we'd like some information about how you might use a new station in Portishead.

Q5

Regarding Portishead, which of the following best describes you?

TICK ANY THAT APPLY

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

Q6

How often do you think you would catch the train to or from Portishead?

- ☐ At least 3 days a week
- ☐ 1 or 2 days a week
- ☐ A few days a month
- ☐ Less often
- ☐ Never **(go to Q8)**
- ☐ Don't know

Q7

Which method(s) of travel do you think you will use on a regular basis to get to or from Portishead station?

TICK ANY THAT APPLY

- ☐ Walk
- ☐ Cycle
- ☐ Car (driver)
- ☐ Car (passenger for drop-off)
- ☐ Bus
- ☐ Taxi
- ☐ Other – Please say what you mean by other

Next we'd like to know what you think about the proposed Portishead station design and highway changes

Q8

Overall, what do you think about the proposals for Portishead Station?

- ☐ Like them a lot
- ☐ Like them
- ☐ Dislike them
- ☐ Dislike them a lot
- ☐ No opinion

Q9

What are your thoughts on the following aspects of the station building and immediate surroundings?

	Like it a lot	Like it	Dislike it	Dislike it a lot	No opinion
Style/design of the building	☐	☐	☐	☐	☐
Amount of landscaping/ open space	☐	☐	☐	☐	☐
Provision of car/cycle/ disabled parking and car passenger drop-off	☐	☐	☐	☐	☐
Links with other forms of travel e.g. bus, taxi, cycle, walk	☐	☐	☐	☐	☐

Q10

Do you have any concerns over the following aspects of the Portishead Station proposals?

	No concerns	Not very concerned	Some concerns	Very concerned	No opinion
Environmental impacts such as noise, air quality or wildlife etc.	☐	☐	☐	☐	☐
Parking on nearby roads	☐	☐	☐	☐	☐
Pedestrian routes	☐	☐	☐	☐	☐
Cycling routes	☐	☐	☐	☐	☐
Possible effects on traffic flows	☐	☐	☐	☐	☐
Location of bus stops	☐	☐	☐	☐	☐

Q11

Do you have any further comments on the above, or on any other aspects of the Portishead Station building and immediate surroundings?

Now some questions about the proposed footbridge linking to Trinity Primary School (leaflet page12)

Q12

Overall, what do you think of the bridge design proposals?

- ☐ Like them a lot
- ☐ Like them
- ☐ Dislike them
- ☐ Dislike them a lot
- ☐ No opinion

Q13

Do you have any concerns over the following aspects of the proposed bridge?

	No concerns	Not very concerned	Some concerns	Very concerned	No opinion
Visual	☐	☐	☐	☐	☐
Lighting	☐	☐	☐	☐	☐
People using the bridge	☐	☐	☐	☐	☐

Q14

Are you in favour of ...?

- ☐ A footbridge at this location
- ☐ Diverting and extending footpaths only
- ☐ No opinion

Q15

Do you have any further comments on the above, or on any aspects of the proposed footbridge linking Trinity Primary School?

Section C: Pill (leaflet pages 13 - 15)

Now some questions about how you might use a new station in Pill

Q16

Regarding Pill, which of the following best describes you?

TICK ANY THAT APPLY

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

Q17

How often do you think you would catch the train to or from Pill?

- ☐ At least 3 days a week
- ☐ 1 or 2 days a week
- ☐ A few days a month
- ☐ Less often
- ☐ Never **(go to Q19)**
- ☐ Don't know

Q18

Which method(s) of travel do you think you will use on a regular basis to get to or from Pill station?

TICK ANY THAT APPLY

- ☐ Walk
- ☐ Cycle
- ☐ Car (as driver)
- ☐ Car (as passenger)
- ☐ Bus
- ☐ Taxi
- ☐ Other – Please say what you mean by other

Now some questions about the design of Pill station and immediate surroundings

Q19

Overall, what do you think about the proposals for Pill Station?

- ☐ Like them a lot
- ☐ Like them
- ☐ Dislike them
- ☐ Dislike them a lot
- ☐ No opinion

Q20

What are your thoughts on the following aspects of the proposals?

	Like it a lot	Like it	Dislike it	Dislike it a lot	No opinion
Design of footbridge with ramp	☐	☐	☐	☐	☐
Passenger facilities e.g. shelter	☐	☐	☐	☐	☐
Car park	☐	☐	☐	☐	☐
On-street car parking restrictions	☐	☐	☐	☐	☐
Pedestrian routes to and from the station entrance	☐	☐	☐	☐	☐

Q21

Do you have any concerns over the following aspects of the Pill station proposals?

	No concerns	Not very concerned	Some concerns	Very concerned	No opinion
Environmental impacts such as noise, air quality, or wildlife, etc	☐	☐	☐	☐	☐
Parking on nearby roads	☐	☐	☐	☐	☐
Pedestrian/cycle routes	☐	☐	☐	☐	☐
Possible effects on traffic flows	☐	☐	☐	☐	☐
Location of car passenger dropoff	☐	☐	☐	☐	☐
Location of cycle parking	☐	☐	☐	☐	☐

Q22

Do you have any further comments on the above, or on any other aspects of the Pill station proposals and immediate surroundings?

SECTION D - OTHER SCHEME ELEMENTS (leaflet pages 13 - 18)

Q23

What are your comments on the impacts on the National Cycle Network Route 26?

Q24

What are your comments on the double tracking and bridge widening works at Pill?

Q25

What are your comments on the access for emergency vehicles to Pill Tunnel?

Q26

What are your comments on any other scheme elements such as Ashton Gate level crossing works and closure of Barons Close pedestrian crossing?

And finally...

Q27

If you'd like to be kept updated on the MetroWest Phase 1 scheme, please leave your email address

Q28

We want to make sure you are not disadvantaged by the proposals because of your:

- age
- sex
- disability
- ethnicity...

...or other 'protected characteristic' (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 'characteristic'?

Many thanks for taking time to let us know your views.

Please return your completed questionnaire in the post, to reach us by Monday 3 August to:
MetroWest Phase 1 Consultation, Engine Shed, Station Approach, Temple Meads, Bristol BS1 6QH.

Appendix B
Statement of Community Consultation Advert (SoCC)

EPB-E01-S2

Public Notices

Trade: 0117 934 3000

Public Notices

Section 47(6) Planning Act 2008
PORTISHEAD BRANCH LINE (METROWEST PHASE 1)
NOTICE OF DEPOSIT - 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 Statement of Community Consultation (**SoCC**). This is for the proposed Portishead Branch Line (MetroWest Phase 1) project (the **Project**). The SoCC explains how the Council will consult on the Project with the local community, residents, businesses and organisations in the area.

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.

An Environmental Impact Assessment (**EIA**) is being developed for the Project 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 SoCC can be viewed

Location	Times
Somerset Hall, Portishead	Monday 6 July 2015 from 2pm to 7:30pm and Wednesday 8 July from 2pm to 7:30 pm
Pill Community Centre	Friday 10 July from 2pm to 7:30pm
Engine Shed, Bristol	Thursday 2 July at 2pm to 7.30pm
North Somerset Council, Castlewood, Tickenham Road, Clevedon BS21 6FW	Usual opening hours - 22 June to 3 August 2015
Long Ashton Library, Lovelinch Gardens, Long Ashton BS41 9AH	Usual opening hours - 22 June to 3 August 2015
Pill Library, Crockerne House, Underbanks, Pill BS20 0AT	Usual opening hours - 22 June to 3 August 2015
Portishead Library, Horatio House, 24 Harbour Road, Portishead BS20 7AL	Usual opening hours - 22 June to 3 August 2015
Weston-super-Mare Library, Town Hall, Walliscote Grove Road, Weston-super-Mare BS23 1UJ	Usual opening hours - 22 June to 3 August 2015
Bedminster Library, 4 St Peter's Court, Bedminster Parade, Bristol BS3 4AQ	Usual opening hours - 22 June to 3 August 2015
Bristol Central Library, College Green, Bristol BS1 5TL	Usual opening hours - 22 June to 3 August 2015
Marksbury Road Library, Marksbury Road, Bedminster, Bristol BS3 5LG	Usual opening hours - 22 June to 3 August 2015
100 Temple Street	Usual opening hours - 22 June to 3 August 2015

The SoCC is also available on the MetroWest Phase 1 website at www.travelwest.info/metrowest

How to get in touch or obtain further information

Comments on the process and on MetroWest Phase 1 are invited. You can use one of the following methods to contact us:

Website: www.travelwest.info/metrowest
Email: metrowest@westofengland.org
Tel: 0117 903 6868
Post: MetroWest, Engine Shed, Station Approach, Temple Meads, Bristol, BS1 6QH.

CLW

Licensing Notices

GOODS VEHICLE OPERATOR'S LICENCE

Michael John Howe trading as Mike Howe Transport of 25 Martin Close, Patchway Bristol BS34 5RW is applying to change an existing licence as follows To add an operating centre to keep 2 goods vehicles and 2 trailers at Plant Speed Ltd, River Fields 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 Hillcrest House, 386 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

Personals

All adverts must be pre-booked using a credit card. Advertisers in this classification must provide a verified name and address. we reserve the right to refuse advertisements and undertake to forward information to the relevant authorities upon request.

Trade: 0117 934 3000

Personal Services/Massage

Personal Services/Massage

SENSATIONS OPEN Daily 10.30am - 9.00pm. NEW STAFF REQUIRED. 18b Station Hill, Chippenham. (near train station). Tel 01249 461114

PANACHE GORGEOUS woman invites you for sensuous massage. Visits 10am -10pm Tel 07983 810861.

PARK HOUSE: £40. 26 Ashton Road, Bedminster - 9.30am until 11pm. Staff required. Tel: 9533039

ATTRACTIVE STUNNING lady invites you for a sensuous massage. Tel: 07935 302214

CLAIRE'S 24HR visiting service. Discreet and reliable. Tel: 07756 688280

DIAMONDS BRISTOL'S best Ring for details - Tel. 0117 9774659. 363 Bath Road.

EROLINE TANTRA Massage. For your body and soul. Tel 07502 949278

FUN FILLED discreet private service with sexy Lisa. In Calls. No withholds. 07899 673977

JAPAN ANGEL best service. 10am till 12 pm. City Centre Tel. 07440 011262.

STUNNING MATURE blonde lady offers discreet massage. In private flat. Tel: 07843 963925

FREE
TO LIST ANY ITEM BELOW £100*
*when booked online
classified
market PLACE

BRISTOL CITY COUNCIL

UK PARLIAMENTARY ELECTIONS
7th MAY 2015

I, the undersigned, acting returning officer for the 4 constituencies of Bristol East, Bristol North West, Bristol South and Bristol West hereby give notice that I have received the returns and declarations as to elections expenses for the above-mentioned elections.

These returns and declarations (including the accompanying documents) can be inspected at Electoral Services Reception, B Bond (Create Centre), Smeaton Road, Bristol, BS1 6XN during office hours within the next two years.

Nicola Yates, Acting Returning Officer
18 June 2015

Legal Notices

RE: EDWARD JAMES FREDERICK LEEVES.

Pursuant to the Trustee Act 1925, Notice is given that all creditors and others having any claims against or claiming to be beneficially interested in the Estate of EDWARD JAMES FREDERICK LEEVES, late of Westbury Nursing Home, Falcondale Road, Westbury on Trym, Bristol, BS9 3HU, formerly of 6 Whytes Close, Westbury on Trym, Bristol, BS9 3HU who died on 2 November 2014 AND whose Will was proved in the District Probate Registry at Bristol on 29 May 2015 by Duncan Geoffrey Shaw and Anna Louise O'Hara, the Executors named in the said Will, are hereby required to send particulars in writing of his claim or interest to the undersigned the Solicitor for the said Executors within two months from the date of this advertisement after which date the Executors will proceed to distribute the assets of the deceased among the persons entitled thereto having regard only to the claims of which they shall have had notice and shall not be liable for the assets of the deceased or any part of them so distributed to any person or persons whose claims or demands they have not had notice. Dated 12 June 2015 Lyons Solicitors, 49 High Street, Westbury on Trym, Bristol BS9 3ED.

Legal Notices

WILLIAM ALBERT MADDOCKS (Deceased)

Pursuant to the Trustee Act 1925 Notice is hereby given that any person having a claim against or an interest in the Estate of the aforementioned deceased, late of Westbury Nursing Home Falcondale Road Bristol BS9 3JH, who died on 15/03/2015, is required to send particulars thereof in writing to the undersigned Solicitors on or before 28/06/2015, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.
WARDS SOLICITORS
6 Fountain Court
Woodlands Lane Bradley Stoke
Bristol BS32 4LA
T444139

WILLIAM PAYNE (Deceased)

Pursuant to the Trustee Act 1925 Notice is hereby given that any person having a claim against or an interest in the Estate of the aforementioned deceased, late of 1 Shannon Court Thornbury Bristol BS35 2HN, who died on 18/12/2014, is required to send particulars thereof in writing to the undersigned Solicitors on or before 28/08/2015, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.
WARDS SOLICITORS
6 Fountain Court Woodlands Lane Bradley Stoke Bristol BS32 4LA
T441158

classified
market PLACE

Terms & Conditions

1. All photographs must be originated by the Bristol Post photographic studio.
2. Head and shoulder images will only be published.
3. Employees of Local World, and associated companies, may not enter their children.
4. All entries must complete an official registration form for each sitting at the photo session.
5. Only your child's first and last name will be printed in the Baby and Toddler of the Year supplement.
6. Where every effort will be made to ensure that all photographs appearing in the newspaper are of the highest quality possible, it should be noted that pictures reproduced on newsprint may not be of original quality.
7. Children must not exceed the age of 5 years when their photograph is taken.
8. By entering the competition you are agreeing to have your child's photograph published in the Bristol Post, online at www.bristolpost.co.uk and associated media.
9. The age of each child on the last day of photography; Saturday June 27 2015, will determine the appropriate age category.
10. Although every effort will be made to ensure all entrants' photographs are published, in the event of any unforeseen circumstances where they do not appear, no compensation will be offered.
11. Local World deems that the parent or guardian stated upon the official registration form has the responsibility for the named child.
12. The Editor's decision is final.
13. The Editor reserves the right in his absolute discretion to disqualify any entry, add to or rewrite any rules, or to cancel the whole or part of the promotion at any stage without prior notification.
14. Usual Bristol Post competition rules apply - visit bristolpost.co.uk/houserules.
15. All entries will be subjected to a public vote which will determine the winner.
16. Voting will start from July 21 and will be open 15 days from that date. Votes will open via newspaper slips, online, text or Facebook (final week of voting only).
17. Closing date for all votes is noon, Monday August 10 2015.
18. Each text vote counts as ONE VOTE per text against the code number indicated. Text votes cast after closing date won't be counted, but may still be charged. Entrants must be over 18 years of age. Please seek the bill payer's permission before text voting. Text Service Helpline: 0207 720 7130.
19. Each online vote counts as ONE VOTE against the code number indicated. Only one vote can be made online per IP address.
20. Each Facebook vote counts as ONE VOTE against the code number indicated. Only one vote can be made per Facebook account.
21. The 1st prize will be awarded to the baby/toddler that best fits Mustard Models professional criteria.
22. The Top 20 entries with the most votes will be entered into the final judging stage. The winner will receive a cheque for the sum of £1500, please allow 31 working days from the announcement of the winner for the cheque to be received. The winner will also get the opportunity to be represented by Mustard Models. This is in no way a guarantee of modelling work or modelling auditions. There will be no prize alternative and the Editor's and Mustard Model's decisions are final.
23. Winners will be notified by telephone within 10 days of judging. If you have any queries about this competition, contact promotions on 0117 9343034.

Bristol Post

bristolpost.co.uk/babyandtoddler

On the Road

westerndailypress.co.uk/bookonline
Private: 08444 060 262
Trade: 0117 934 3000

Car Accessories

5 GAL Ex WD JERRY/ PETROL CAN Had petrol in it until recently & looks OK inside if you want to use it rather than play soldiers. Stamped with broad arrow and WD 1952 Collect Bath. £7 Tel: 07941 378078

6V CAR BATTERY 6VOLT CAR BATTERY TYPE 501 WITH 6 MONTHS GUARANTEE LEFT HAS HAD LITTLE USE (CHANGED TO 12V SYSTEM). £40.00 Tel: 01278 723649

HEADLIGHT UNIT REPLACEMENT SEALED BEAM HEADLIGHT UNIT Right Hand Drive, 12v, 7". NEW. £8 Tel: 01225 426451

MERCEDES CAR BATTERY FROM AC180 ELEGANCE SALOON CAR-in good condition.EMAIL: now@tesco.net £30.00 Tel: 01225 833151

HEADLIGHT UNIT REPLACEMENT SEALED BEAM UNIT Right Hand drive, 12v, 7". NEW. £8 Tel: 01225 426451

CAR ROOF BARS Lockable, Length 900mm. £20 Tel: 01225 426451

CAR ROOF BARS Lockable, length 900mm. £20 Tel: 01225 426451

ROOF BARS Thule Aero roof bars 969. New, unused. £50 Tel: 07530 422734

Car Alarms & Security

DISKLOK STEERING wheel lock DISKLOK (small, 35-39cms diam.) Titanium silver steering wheel lock, costs £100 new. Excellent condition with 2 keys in original box. £45 Tel: 07890 640884

Personalised Plates

11 LWP

Private plate on retention.

£5,250

Tel: 01934 620640 or 07779 681813

Trailers & Towbars

2 OR 3 bike CYCLE CARRIER Very secure heavy duty carrier fixes to towbar can be padlocked but also easily removed. Allows the towing ball still to be used. Bumper protector. £15 Tel: 07941 378078

REAR CAR LIGHT BOARD 2 red triangles, rear, stop & no plate lights.White plastic board 4ft(1.2m)wide with 12ft(3.6m) cable &7pin plug to car lighting socket. £12 Tel: 07941 378078

Tyres, Wheels & Exhausts

AUTOGRIP CAR TYRE WHEEL RADIAL TUBELESS195/ 65 R15 91H MOT PASSED-IN VERY GOOD CONDITION-EMAIL now@tesco.net £25.00 Tel: 01225 833151

TYRES FOR Ford Kuga or same 235/55/R17 CONTINENTAL - almost as new, unwanted. Private sale, came off a Ford Kuga. £50 each. £50 Tel: 07712 341734

CAR WHEELS & TYRES SET OF 4 195X R15 PART WORN VGC £75 ono Tel: 07443 653695

Public Notices

Trade: 0117 934 3000

Public Notices

Bath & North East Somerset Council

(MICRO ASPHALT SURFACING, ALL AREAS, BATH)

(TEMPORARY PROHIBITION OF USE BY VEHICLES)

(TEMPORARY SUSPENSION OF PARKING) ORDER 2015

NOTICE IS HEREBY GIVEN that the Bath and North East Somerset Council in pursuance of the provisions of section 14 of the Road Traffic Regulation Act 1984 has made an order the effect of which will be to close temporarily to vehicles and suspend parking in the lengths of road specified in the attached schedule.

This order is required because works are being or are proposed to be executed on or near the road consequent upon the implementation of micro asphalt surfacing in the carriageway and will be operative from the **25th June 2015** for a maximum period of six months. However, the restrictions may not be effected for the whole of the period but it is anticipated that the road will be restricted as and when traffic signs are in position and only for so long as is necessary to execute the works which it is anticipated will be for **FOUR WEEKS.**

ALTERNATIVE ROUTES – None as not applicable in all cases

Applicant details: Andy Higginson B&NES
Telephone details: 01225 394340

Dated: 18th June 2015

Traffic Management Team
Lewis House
Manvers Street
Bath
BA1 1JG

Matthew Smith
Divisional Director
Environmental Services

Micro Asphalt Sites for 2015/16 Programme

Scheme Location	Extents	SQM
Wellow Lane, Wellow & Peasedown St John	Whole Length	14055
Hayeswood Road, Timsbury	Whole Length	7609
Tunley Road, Tunley	Whole Length	12055
Wilmington Hill, Newton St Loe	Whole Length	5646
Colliers Lane, Newton St Loe	Whole Length	9780
Old Road, Pensford	Whole Length	2072

TTRO will facilitate full length closures in place for the above roads although they may not be enforced if works can be completed without closing the road.

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Section 47(6) Planning Act 2008

PORTISHEAD BRANCH LINE (METROWEST PHASE 1)
NOTICE OF DEPOSIT - 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 Statement of Community Consultation (**SoCC**). This is for the proposed Portishead Branch Line (MetroWest Phase 1) project (the **Project**). The SoCC explains how the Council will consult on the Project with the local community, residents, businesses and organisations in the area.

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.

An Environmental Impact Assessment (**EIA**) is being developed for the Project 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 SoCC can be viewed

Location	Times
Somerset Hall, Portishead	Monday 6 July 2015 from 2pm to 7:30pm and Wednesday 8 July from 2pm to 7:30 pm
Pill Community Centre	Friday 10 July from 2pm to 7:30pm
Engine Shed, Bristol	Thursday 2 July at 2pm to 7.30pm
North Somerset Council, Castlewood, Tickenham Road, Clevedon BS21 6FW	Usual opening hours - 22 June to 3 August 2015
Long Ashton Library, Lovelinch Gardens, Long Ashton BS41 9AH	Usual opening hours - 22 June to 3 August 2015
Pill Library, Crockerne House, Underbanks, Pill BS20 0AT	Usual opening hours - 22 June to 3 August 2015
Portishead Library, Horatio House, 24 Harbour Road, Portishead BS20 7AL	Usual opening hours - 22 June to 3 August 2015
Weston-super-Mare Library, Town Hall, Walliscote Grove Road, Weston-super-Mare BS23 1UJ	Usual opening hours - 22 June to 3 August 2015
Bedminster Library, 4 St Peter's Court, Bedminster Parade, Bristol BS3 4AQ	Usual opening hours - 22 June to 3 August 2015
Bristol Central Library, College Green, Bristol BS1 5TL	Usual opening hours - 22 June to 3 August 2015
Marksbury Road Library, Marksbury Road, Bedminster, Bristol BS3 5LG	Usual opening hours - 22 June to 3 August 2015
100 Temple Street	Usual opening hours - 22 June to 3 August 2015

The SoCC is also available on the MetroWest Phase 1 website at www.travelwest.info/metrowest

How to get in touch or obtain further information

Comments on the process and on MetroWest Phase 1 are invited. You can use one of the following methods to contact us:

Website: www.travelwest.info/metrowest
Email: metrowest@westofengland.org
Tel: 0117 903 6868
Post: MetroWest, Engine Shed, Station Approach, Temple Meads, Bristol, BS1 6QH.

Public Notices

Bath & North East Somerset Council

(A368 THE STREET, COMPTON MARTIN)

(TEMPORARY PROHIBITION OF USE BY VEHICLES)

(TEMPORARY SUSPENSION OF PARKING) ORDER 2015

NOTICE IS HEREBY GIVEN that the Bath and North East Somerset Council in pursuance of the provisions of section 14 of the Road Traffic Regulation Act 1984 has made an order the effect of which will be to close temporarily to vehicles the lengths of the A368 – The Street, Compton Martin from and including its junction with Mendip Villas to but not including its junction with Rectory Lane for a distance of approximately 750 metres and temporarily introduce no parking in these roads.

This order is required because works are being or are proposed to be executed on or near the road consequent upon carriageway resurfacing and will be operative from the **22nd June 2015** for a maximum period of six months. However, the restrictions may not be effected for the whole of the period but it is anticipated that the road will be restricted as and when traffic signs are in position and only for so long as is necessary to execute the works which it is anticipated will be for a period of **SIX DAYS.**

ALTERNATIVE ROUTE

A368 The Street (Westbound): A368 Cleve Hill, A368 Bath Road

North Somerset Unitary Authority Area: A368 Bath Road, A368 Blagdon, A368 Rickford, A368 Bath Road (Upper Langford), A38 Bristol Road (Churchill Lights), A38 Red Hill, A38 Potters Hill, A38 Bridgwater Road.

City Of Bristol Unitary Authority area: A38 Bridgwater Road. A38 Bedminster Down Road, A4174 Hartcliffe Way, A37 Whitchurch, A37 Pensford, A368 to West Chelwood Bridge, A368 West Harptree, A368 Compton Martin and vice versa.

Applicant details: Andy Higginson
Telephone: 01225 394340

Dated: 18th June 2015

Transportation Team
Lewis House
Manvers Street
Bath
BA1 1JG

Matthew Smith
Divisional Director
Environmental Services

Bath and North East Somerset
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Bath & North East Somerset Council

(FOOTPATH NORTON RADSTOCK GREENWAY,RADSTOCK)

(TEMPORARY PROHIBITION OF USE BY PEDESTRIANS) ORDER 2015

NOTICE IS GIVEN that Bath and North East Somerset Council in exercise of its powers under section 14 of the Road Traffic Regulation Act 1984 intends to make an order the effect of which will be to temporarily introduce a Footpath closure on that length of **Footpath Norton Radstock Greenway, Radstock** running from Northmead Road through Station Road and terminating at Five Arches bridge.

This order is required because works are being or are proposed to be executed on or near the footpath consequent upon the need to facilitate footway resurfacing, works and will be operative from **8th July 2015** for a maximum period of 6 months. The footpath will only be restricted as and when traffic signs are in position and may not be effected for the whole of the period but only for so long as is necessary to execute the works. This is anticipated to be for a period of **6 MONTHS.**

ALTERNATIVE ROUTE

Northmead Road – West Road – Station Road – Radstock Road – Somervale Road and vice versa, exit points along the route.

Applicant details: Alison Sherwin Bath and North East Somerset Council
Telephone: 01225 394406.

Dated: 1st July 2015

Transportation Team
Lewis House
Manvers Street
Bath
BA1 1JG

Matthew Smith
Divisional Director
Environmental Services

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Public Notices

INSOLVENCY ACT 1986

IN BANKRUPTCY
TAUNTON COUNTY COURT
NO 300 of 2006 **RE: GERALDINE LOUISE PING**

D.O.B: 29 October 1976

I intend to pay within four months from *22nd July 2015* (being the last day for proving) the first and final dividend of 4.71 p/£.

Creditors who have not yet proved their debts must do so by *22nd July 2015* otherwise they will be excluded from the dividend. The required proof of debt form is available on the Insolvency Service website (www.bis.gov.uk/insolvency, select "Forms" and then form 6.37). Alternatively, you can contact my office at 2nd Floor, 3 Piccadilly Place, London Road, Manchester M1 3BN or telephone 0161 234 8071 to supply a form.

NO 33 of 2008 **RE: PETER KENNETH SWAN**

Who at the date of the bankruptcy order 22/1/2008, resided at 67 Fore Street, North Petherton, Bridgwater, Somerset TA6 6PY, previously residing at The Orchard, 31 Bridgwater Rd, North Petherton, Bridgwater TA6 6RE and carried on business as East Reach News Newsagents from, 3 East Reach, Taunton, Somerset, TA1 3EN.

D.O.B: 27 April 1952

NOTE: the above-named was discharged from the proceedings and may no longer have a connection with the addresses listed.

I intend to pay within four months from *23rd July 2015* (being the last day for proving) the first and final dividend of 9 p/£.

Creditors who have not yet proved their debts must do so by *23rd July 2015* (being last day of proving) otherwise they will be excluded from the dividend. The required proof of debt form is available on the Insolvency Service website (www.bis.gov.uk/insolvency, select "Forms" and then form 6.37). Alternatively, you can contact my office at LTADT, PO Box 490, Ipswich, Suffolk IP1 1YR telephone 01473 383535 to supply a form.

Mr D Gibson, Official Receiver and trustee

LOCAL GOVERNMENT ACT 1972, SECTION 123, (2A)

PROPOSED DISPOSAL OF LAND FORMING PART OF GROVE PARK, WESTON-SUPER-MARE

NOTICE IS HEREBY GIVEN that North Somerset District Council intends to dispose of an area of land forming part of Grove Park, Weston-super-Mare, previously used as Tennis Courts and having an area of approximately 0.5 acres, by way of a long lease, for the purposes of constructing a new MUGA.

A plan identifying the precise area and location of the subject land can be inspected at the offices of North Somerset District Council, Castlewood, Tickenham Road, Clevedon, BS21 6FW.

Objections to the intended disposal must be made in writing and addressed to the Head of Legal & Democratic Services, North Somerset District Council, Town Hall, Weston-super-Mare BS23 1UJ, by no later than Thursday 2 July 2015.

Dated the 18 June 2015
N P Brain
Head of Legal and Democratic Services
Town Hall
Weston-super-Mare
BS23 1UJ
Tel: 01934 888 802

NSM-E01-S2

Mercedes Benz

MERCEDES E230 ELEGANCE

2.3ltr, 1997, MANUAL, Gold, 4 Door Saloon, petrol, 150000 mls, excel cond, 12 mths mot, S/S/H, ABS, alarm, immob, alloys, CD, C/L, airbag, E/M, E/W, PAS, s/roof, privacy glass. Well maintained, recent full service,good tyres all round. This Mercedes is a lovely drive and a bargain at this price

£695.00

07884 302107

MERCEDES ML 270 CDI AUTO

2.7ltr, 2001, Silver, Estate. Lovely car to drive. Full leather, heated seats, FSH, long mot got dvd cd player tint windows, amg alloys, very very good for towing

£3,200 ono

Tel: 07891 775553

Mini

MINI COOPER S

1.6ltr, 2003, Red, 3 Door Hatchback, 104123 mls, good cond., 12 mths mot, S/S/H, ABS, A/C, alarm, alloys, CD, C/L, airbag, E/W, h/seats, PAS, chili pack, half leather interior, 2 front new run flat tyres, audio & cruise control

£2,500.00 ono

Tel: 07887 957037

Nissan

NISSAN MICRA ACENTA A 1.2

2009, Beige, 5dr Hatch. Low Mileage, FSH, Very well looked after, New MOT, Last serviced 16292 miles, Air con, Good in car entertainment, CD/Radio, Bluetooth, Excellent black interior, Remote c/l, 2 keys, Alarm, Met, Airbags, PAS, ABS, Elec mirrors/windows, 5 seats. Test drive welcome.

£4,699

Tel: 07759 959514

Peugeot

PEUGEOT 307 RAPIER HDI

2ltr, 2002, Met Black, 5 Door Hatchback, 78K mls, 12 months MOT, ABS, PAS, E/W, A/C, Alloy wheels, CD/ stereo. Excellent condition. Recent tyres, Looks and drives like new. 2 keys.

£1,450 ono

Tel: 07762 856788

Peugeot

PEUGEOT 406 EXECUTIVE TURBO

2ltr, 1997, Red, 4dr Saloon. 12 months MOT, great drive. Leather seats. 4 new tyres. 2 keys. Remote locking. Air con. Faultless drive.

£499 ono

Tel: 07572 945664

PEUGEOT 206

Mot October, 5dr, usual extras, new clutch, exhaust and tyres, receipts to show, service history, nice drive

£895

Tel: 07919 543482

PEUGEOT 207 URBAN

1.4ltr, 2007, Blue, 3dr Hatchback, Petrol 1360cc, 52,912 miles, cheap real bargain, CD, e/w, excellent condition, good runner, full tank of petrol, last MOT 15/12/2014, last service 16/12/2014

£2,295 ono

Tel: 07896 956026

Rover

ROVER 75 CONNOISSEUR

2003, 2ltr CDTi. Excellent condition, fully loaded, 67,800 miles. Gold with black leather. MOT 28.5.16. Good MPG

£1,995

Tel: 01275 832979

Saab

SAAB 9-3 2.0 ECO TURBO CONVERT

2001"Y" Red with Full Grey Leather,Heated Seats,PAS,Electric Roof,Windows & Mirrors,Stereo/ CD,Trip Computer.111,560 miles with Full Service History. M.O.T (done less than 100 miles since M.O.T).Well Maintained. Good Value For Some Fun In The Sun. Now Considered a Modern Classic! Serious Inquiries only Please.

£1,795

Tel: 07769 711122

Vauxhall

VAUXHALL AGILA ENJOY

1.2ltr injection twinport, 2005, Grey, Mpv, Manual. E/W, E/M, C/L, PAS, Roof rails and cross bars. 4 new tyres. 5 months MOT. Economical. Good condition, 69,500K mls.

£1,250 ono

Tel: 0117 9323807

VAUXHALL ASTRA CLUB TWINPORT

1.6ltr, 2004, Silver, 5dr Hatch. Sky blue/grey, MOT until January 2016, very low mileage 49k (still using to commute to work) kept clean/ tidy. Perfect condition, been serviced quite regularly, shown in service book. Minor scratch on the back bumper

£2,495 ono

Tel: 07455 218354

Volkswagen

2009 VOLKSWAGEN 1.2L POLO E 60

Black, 5dr hatch, low mileage 38,700, FSH, Manual, MOT expires 7/12/15. VGC, just the odd scratch, Manual windows, not elec. I understand this was a requirement by the first owners. Maintenance carried out by VW under a service contract. All else on the vehicle is standard

£5,200 ono

Tel: 07954 166855

Volkswagen

VOLKSWAGEN POLO MATCH

62 reg, 1.2cc, remote central locking, alloys, CD player, black in colour, 25k miles, GC, drives as new, CAT D in 2012, ideal first car

£5,000 ono

Tel: 01934 824976

VOLKSWAGEN GOLF TDI SE

1.9ltr, 2002, Silver, 5 Door Hatchback, 127000 mls, good cond., 6 mths mot, S/S/H, A/C, immob, CD, C/L, E/W

£1,300

Tel: 01749 672711 or 07884 236937

Cars Wanted

WANTED

Cars, Vans &

Motorcycles. Cash paid £50 - £5000. Same day collection and payment.

Tel: 07917 224495 or 01454 279240

Commercial Vehicles

REMOVAL PANTECHNICON

MAN 8224. 1994. 1800 cu ft. Air suspension, ramps, wrappers, ties, sack trucks, side door. Ready to earn money. Currently 7.5t gvw, could be 10 or 12t gvw. This vehicle may be old but totally reliable. MOT May 2016.

£4,700 ono

Tel: 07736 790595

Personalised Plates

11 LWP

Private plate on retention.

£5,250

Tel: 01934 620640 or 07779 681813

Personalised Plates

11 LWP

Private plate on retention.

£4,950 ono

Tel: 01934 620640 or 07779 681813

Public Notices

Trade: 0117 934 3000

Planning Notices

Do you need to apply for planning permission?

To place your public notices :

www.bristolpost.co.uk
www.westerndailypress.co.uk
www.northsomersetmercury.co.uk

01225 322 252

publicnotices@localworld.co.uk

LOCAL WORLD

Bristol Post · Mercury · Western Daily Press

Section 47(6) Planning Act 2008

PORTISHEAD BRANCH LINE (METROWEST PHASE 1)

NOTICE OF DEPOSIT - STATEMENT OF COMMUNITY CONSULTATION

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An Environmental Impact Assessment (EIA) is being developed for the Project 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 SoCC can be viewed

Location	Times
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Portishead Library, Horatio House, 24 Harbour Road, Portishead BS20 7AL	Usual opening hours - 22 June to 3 August 2015
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Bristol Central Library, College Green, Bristol BS1 5TL	Usual opening hours - 22 June to 3 August 2015
Marksbury Road Library, Marksbury Road, Bedminster, Bristol BS3 5LG	Usual opening hours - 22 June to 3 August 2015
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The SoCC is also available on the MetroWest Phase 1 website at www.travelwest.info/metrowest

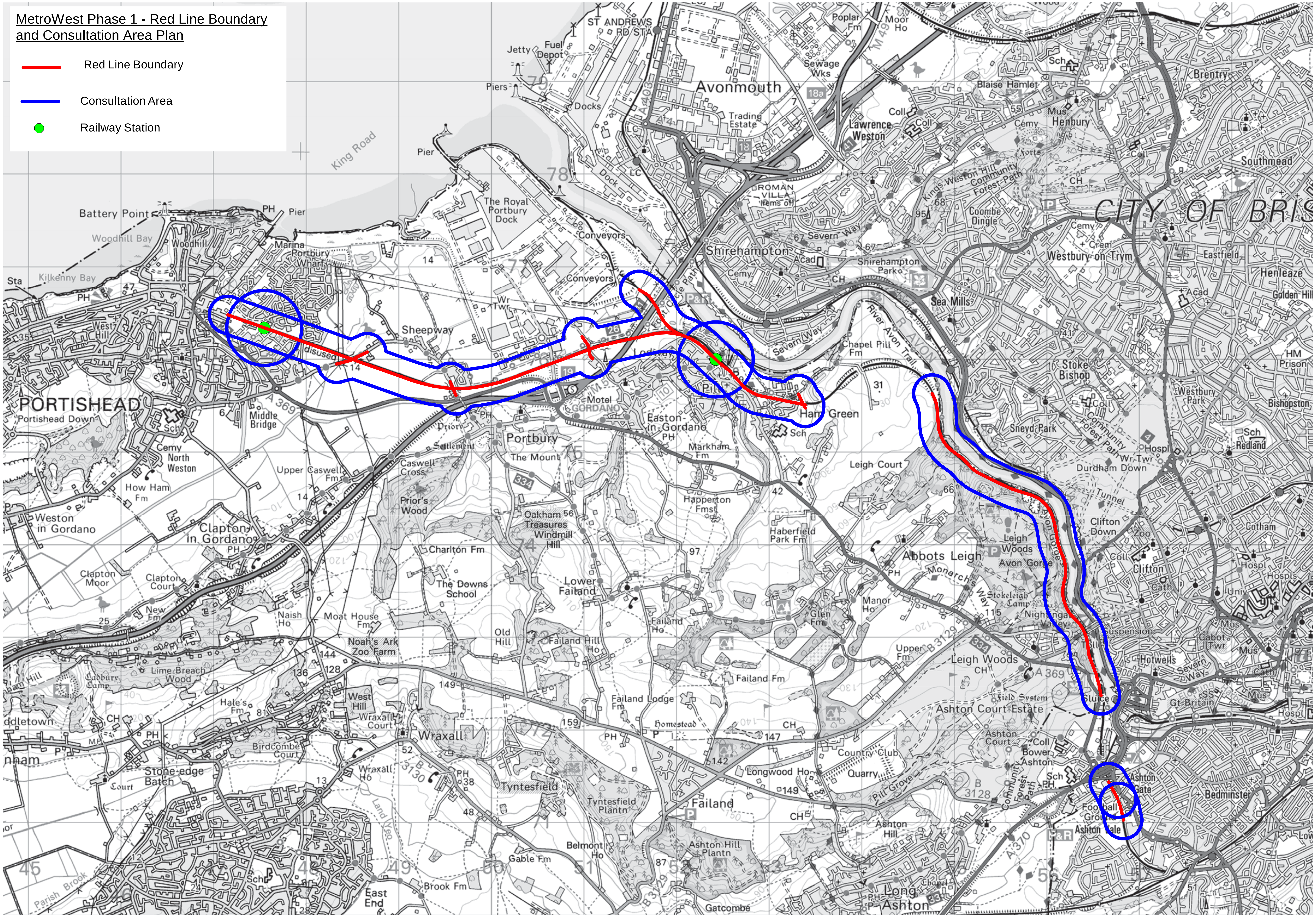
How to get in touch or obtain further information

Comments on the process and on MetroWest Phase 1 are invited. You can use one of the following methods to contact us:

Website: www.travelwest.info/metrowest
Email: metrowest@westofengland.org
Tel: 0117 903 6868
Post: MetroWest, Engine Shed, Station Approach, Temple Meads, Bristol, BS1 6QH.

©LW

Appendix C
Postcard Distribution Map


MetroWest Phase 1 - Red Line Boundary and Consultation Area Plan
Red Line Boundary
Consultation Area
Railway Station

Appendix D
Publicity Materials

MetroWest

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

June to August 2015

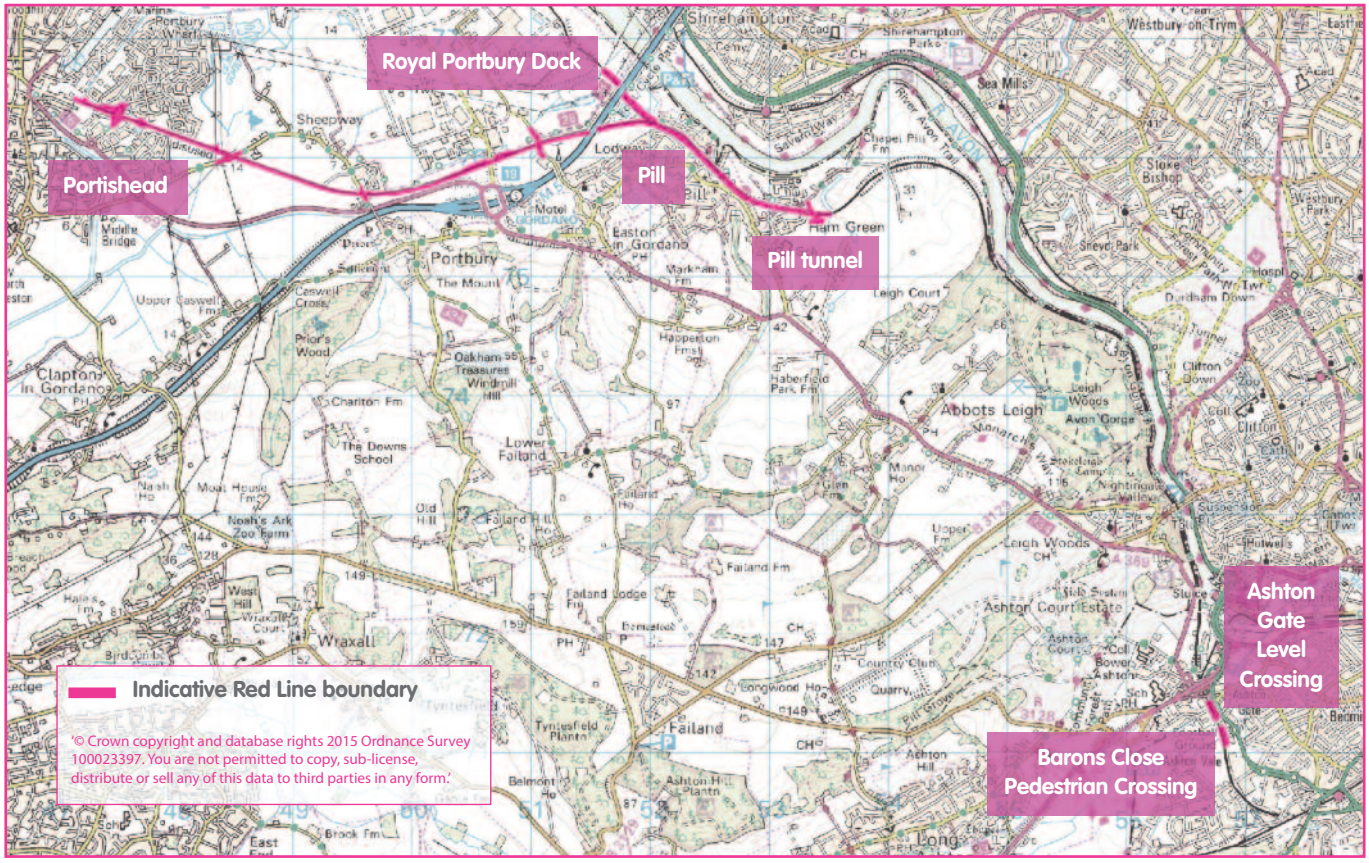
travelwest

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

Consultation on re-opening the Portishead branch line as part of MetroWest Phase 1 22 June to 3 August 2015

This Public Consultation

We are consulting the community, stakeholders and interested parties on our plans to re-open the Portishead line and reintroduce passenger train services, as part of a wider project known as MetroWest Phase 1. Re-opening the Portishead line requires an application for development consent to be submitted to the Secretary of State. The geographic extent of the application is shown on the plan below, this is known as the red line boundary. MetroWest Phase 1 also entails upgrading the frequency of trains for the Severn Beach line and the Bath Spa to Bristol line, however this does not require any planning consent. This consultation is about our proposals to reopen the Portishead line.



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

Indicative project timescales

Early Summer 2015	Late Summer 2015	Autumn 2015	Spring 2016	Autumn 2016	Winter 2017/18	Spring 2019
Stage 1 Consultation (this consultation)	Review consultation feedback	Stage 2 Consultation	Submit application for development consent	Examination of the application (6 months, followed by 6 month decision period)	Start of construction	Train service commences

The purpose of the stage 1 consultation is to set out in broad terms what the re-opening of the Portishead line entails and to seek views from the community and stakeholders on these works before the detailed engineering design is undertaken. We will use stage 1 consultation responses to inform the engineering design process and then proceed with stage 2 consultation, in autumn 2015. The purpose of stage 2 consultation is to seek views from the community and stakeholders on the detailed proposals (including engineering design), before they are finalised so that there is an opportunity to make final adjustments to the proposals before the application for development consent is submitted.

The MetroWest Programme

The West of England councils are working together on proposals which will deliver investment of over £100 million in improvements to our local rail network over the next five to ten years. The proposals, called MetroWest, are a series of projects including large to small scale enhancements to our local rail network. Our overall aim is to introduce fast and frequent metro rail services across the local area, by making better use of existing local passenger lines and freight lines and reopening viable disused lines.

The number of people opting to travel by train has increased dramatically over the last decade, and in fact has more than doubled in the West of England. In response to the increasing demand, Network Rail is carrying out substantial investment to update and upgrade infrastructure to enable more trains to operate through the busiest parts of the network, reduce train journey times and provide wider environmental benefits.

Our MetroWest programme, which includes enlarging the local passenger rail network, increasing the frequency of train services and extending train routes in the West of England, will complement the investment being made by Network Rail and extend the benefits of projects such as the electrification of the Great Western main line. Our proposals are supported by the rail industry and we are working closely with First Great Western, freight train operators, the Department for Transport and Network Rail.

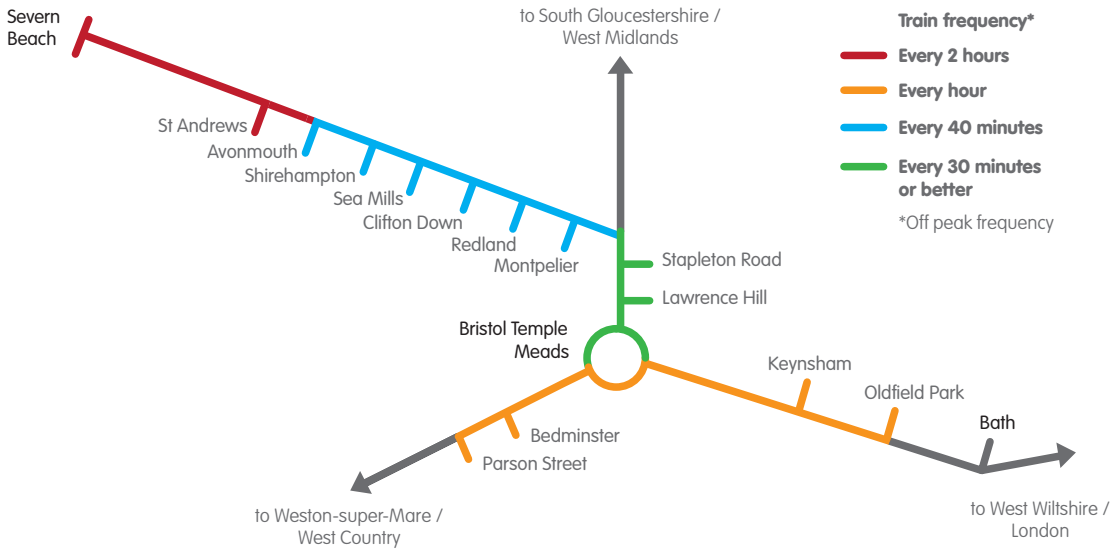
With so many improvements being made to the rail network over the next few years, delivering our MetroWest proposals at the same time has some challenges. We are therefore taking a phased approach through MetroWest Phase 1, MetroWest Phase 2 and specific new station projects. This consultation leaflet is about MetroWest Phase 1; however if you would like to find out more about other MetroWest projects visit www.travelwest.info/metrowest

MetroWest Phase 1 – Three Local Rail Lines

MetroWest Phase 1 includes re-opening one local rail line and upgrading two existing local rail lines:

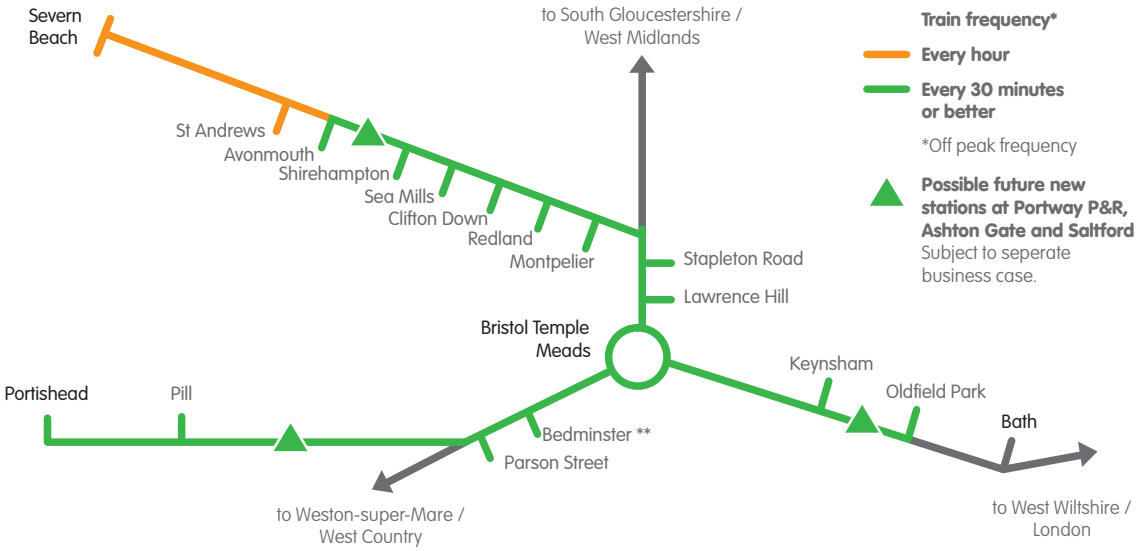
- Re-opening the Portishead branch line including stations at Portishead and Pill with a half hourly train service to Bristol,
- Upgrading the Severn Beach line with a half hourly train service for all stations to Avonmouth (hourly for St.Andrews Road and Severn Beach stations), and
- Upgrading the Bath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

Existing MetroWest Phase 1 Network (Not currently MetroWest branded)



MetroWest Phase 1 will also link train routes together across the area. This will mean that rather than all trains terminating at Bristol Temple Meads, some will continue across Bristol reducing the need for people to change trains.

Proposed MetroWest Phase 1 Network



We haven't yet completed our technical work on which train routes can be linked together; however some of the options include linking the Portishead line with the Severn Beach line and linking the Severn Beach line with the Bath Spa to Bristol line.

** Our aspiration is for Portishead trains to call at Bedminster, however this is subject to technical work and cost implications

MetroWest Phase 1 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.

MetroWest Phase 1 Benefits

The pressures on our transport network are considerable as travel demand continues to increase year on year. With our road and motorway network becoming increasingly congested and more people using our rail network, we need to ensure our transport network doesn't constrain the movement of people and goods in the future. We therefore need to invest across all modes of transport, and particularly in modes that can help us to sustain economic growth and reduce environmental impacts.

MetroWest Phase 1 will result in significant journey time savings in the short, medium and long term. It will also increase the number of people living with 30 minutes travel time of key employment areas such as the Temple Quarter Enterprise Zone and our Enterprise Areas. This will increase business confidence, assist job creation and result in wider economic benefits. MetroWest Phase 1 will also enhance the accessibility of the rail network and bring an additional 40,000 people within the catchment of the new stations at Portishead and Pill.

The new stations and the enhanced frequency for the existing stations on the Severn Beach line and the Bath Spa to Bristol line will also result in wider social benefits by increasing life opportunities, as a result of enhanced accessibility.

MetroWest Phase 1 Infrastructure Overview

The physical works (the infrastructure) to enable the MetroWest Phase 1 train services to operate on the three local rail lines, comprise:

Infrastructure Works	Development Consent
Rebuilding the 5km disused line between Portishead and Pill, double tracking works at Pill and improved access to Pill tunnel for emergency and maintenance vehicles	Consent required - works included within development red line
A new station and facilities at Portishead including highway alterations	Consent required - works included within development red line
Re-opening the former station at Pill (southern platform) including new station facilities	Consent required - works included within development red line
A new footbridge east of Portishead station and another at Pill station	Consent required - works included within development red line
Replacement of signalling approaching the entrance to Royal Portbury Dock	Consent required - works included within development red line
Upgrading the Ashton Gate level crossing and closing the Barons Close pedestrian crossing	Consent may be required subject to further investigation. These works might be undertaken using permitted development rights
An intermediate signal for trains in Avon Gorge	Works anticipated to be undertaken using Network Rail's permitted development rights
Upgrading part of the Portbury freight line including double track works from Bower Ashton to Ashton Gate level crossing and a replacement of the signalling system	Works to be undertaken using Network Rail's permitted development rights
Upgrading Parson Street Junction with additional track and signalling	Works to be undertaken using Network Rail's permitted development rights
Partial reinstatement of the Down Relief Line at Bedminster	Works to be undertaken using Network Rail's permitted development rights
An additional signal(s) at Severn Beach and or Avonmouth	Works to be undertaken using Network Rail's permitted development rights
A turnback facility at Bathampton	Works to be undertaken using Network Rail's permitted development rights

Business Case

The estimated capital cost of the project is £58.2 million, which is to be funded through the Local Growth Fund and council funding. There are other costs such as the train service subsidy during the first three years of operation. Our aspiration is also to refresh the existing 16 stations within the MetroWest Phase 1 network, subject to availability of funding. Further information about the project estimated costs and technical work undertaken on the project to date is set out in our Preliminary Business Case and is available from www.travelwest.info/metrowest

Development Consent for Re-opening the Portishead Line

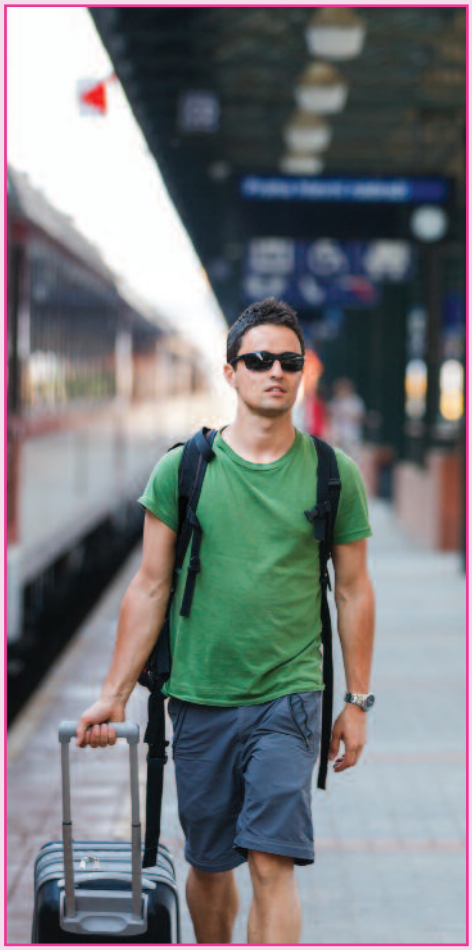
Under the Planning Act 2008 the works to re-open the Portishead line comprise a Nationally Significant Infrastructure Project (NSIP) and therefore we will have to obtain development consent from the Secretary of State for Transport. The Planning Inspectorate is the body responsible for operating the planning process for NSIPs. The Planning Inspectorate examines the application and will make a recommendation to the Secretary of State, who will make the decision on whether to grant or refuse development consent.

Trains, train operator and fares

The trains will be diesel multiple units, as used across the existing local rail network. Initially the trains are likely to operate using three carriages (units) 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. While the large additional capital cost of electrification is beyond our current available funding, our engineering design will make allowance for future electrification, thereby reducing some of the costs.

The train operator for MetroWest Phase 1 is yet to be determined. The existing train operator, First Great Western, has recently had its franchise extended to April 2019 and we are working closely with First Great Western on the operational arrangements. Leading up to April 2019 the Department for Transport is likely to undertake 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 Environment

MetroWest Phase 1 will reduce the number of vehicles on our roads, resulting in environmental benefits. It will also result in some localised environmental impacts. Our Environmental Impact Assessment (EIA) will assess these benefits and impacts and will we identify measures to reduce these impacts. The EIA will assess the impacts of the infrastructure works that require consent and will also consider the cumulative impacts of the wider MetroWest Phase 1 project. The EIA will then form the basis for our Environmental Statement (ES) which will set out in detail how we will implement measures to reduce environmental impact. Our ES will accompany the application for development consent. A non-technical summary will also be available.

The EIA Regulations require us to produce and consult on Preliminary Environmental Information (PEI). The PEI for this stage of the consultation comprises an environmental scoping report and includes information on the approach to the EIA for the project, an indicative project description for the works and a summary of the potential impacts which will be assessed. The PEI document is available from www.travelwest.info/metrowest

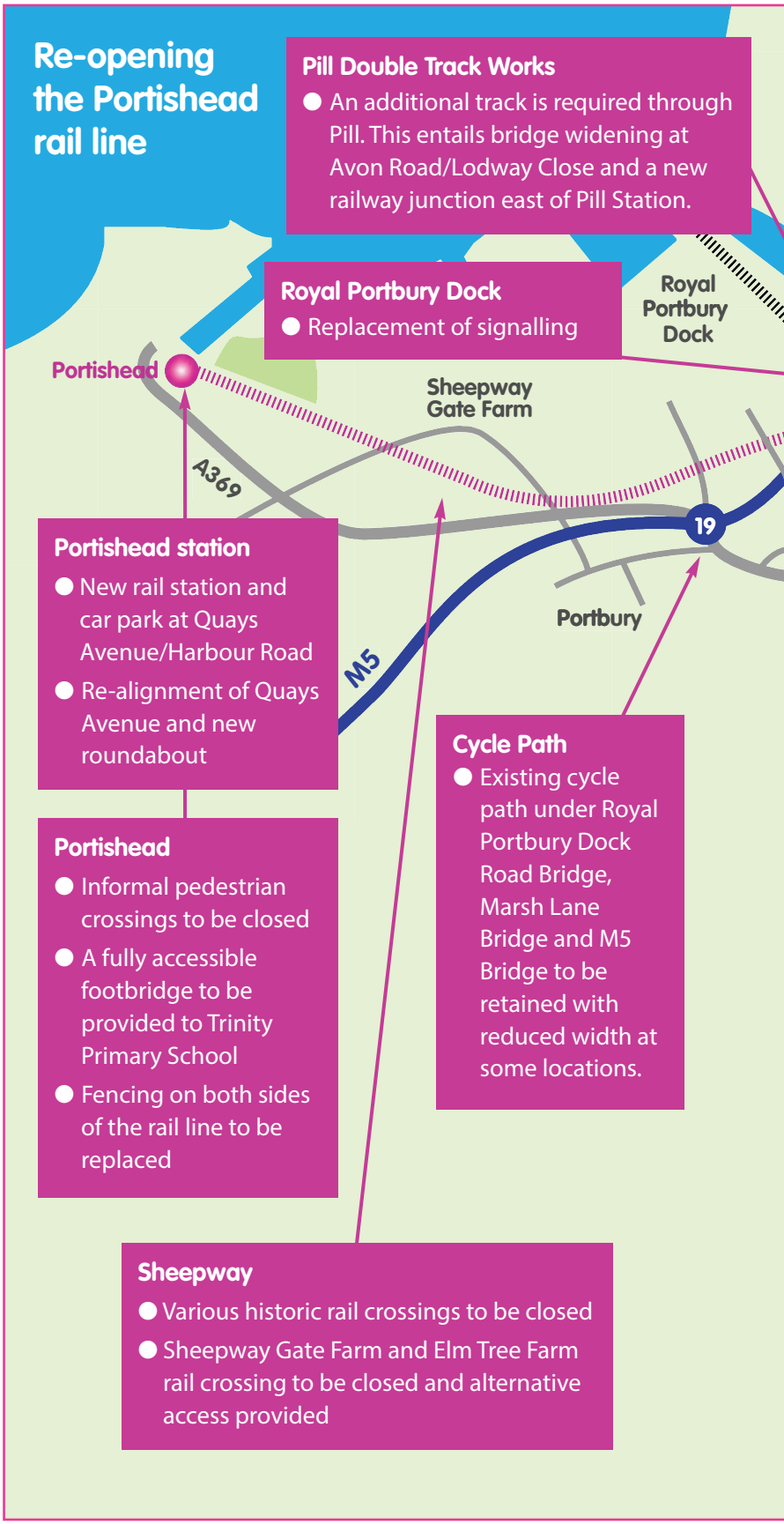
MetroWest Phase 1 Technical Work

Before construction can commence we have a great deal of technical work to undertake. In summary this entails:

- Undertaking the engineering design through an eight stage process, known as the Governance for Railway Investment Projects (GRIP) process
- Progressing our application through the six stage development consent process
- Acquiring land permanently and temporarily
- Undertaking procurement of the construction and operation of the project
- Finalising our Business Case and final funding and other approvals
- Entering into legal agreements
- Achieving technical and safety case sign-off
- Diverting utility services, and
- Fulfilling environmental obligations.

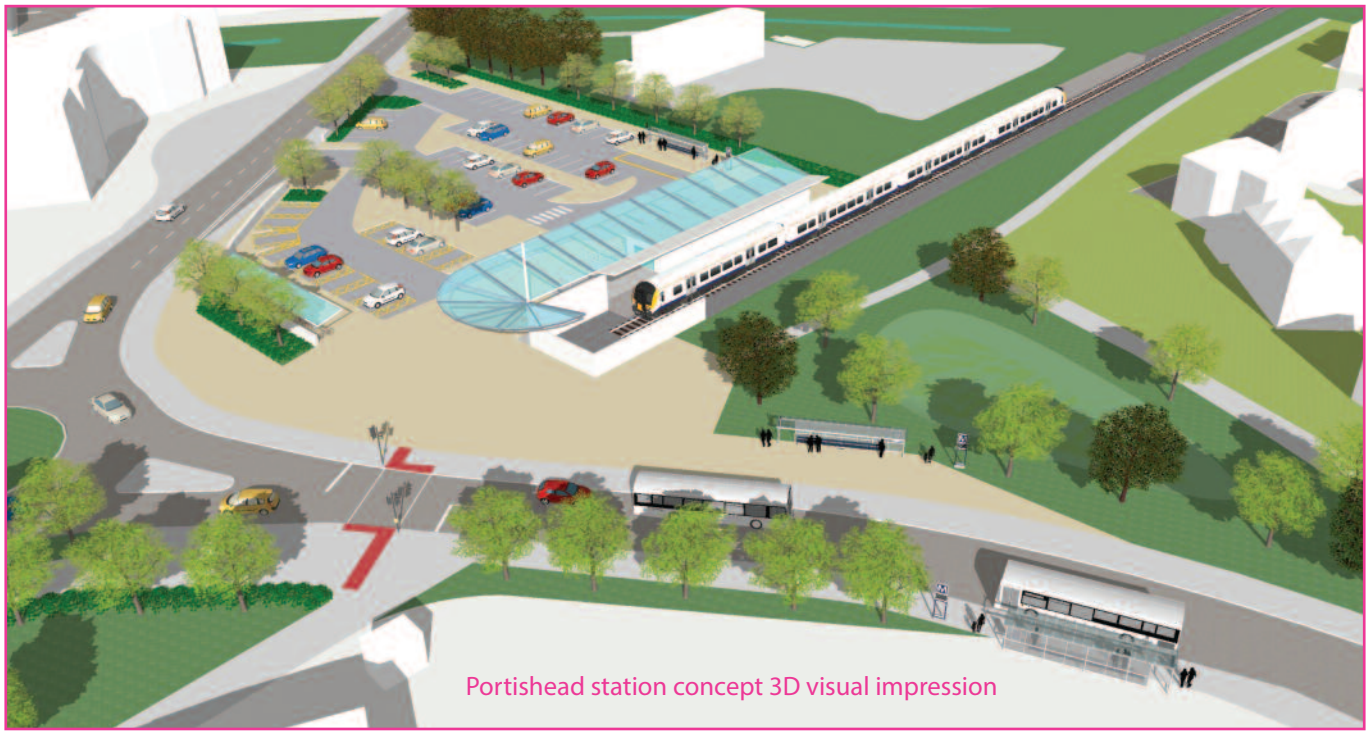
The timescales for this technical work are governed by a range of factors including meeting prescribed technical requirements, statutory processes and other factors such as the wider rail industry work programme. Our plan is to complete all these technical processes by early 2018 and then proceed with construction. The construction phase is 12 months and the train services are planned to begin in May 2019.

The Portishead branch line –



Our Proposals

Portishead station

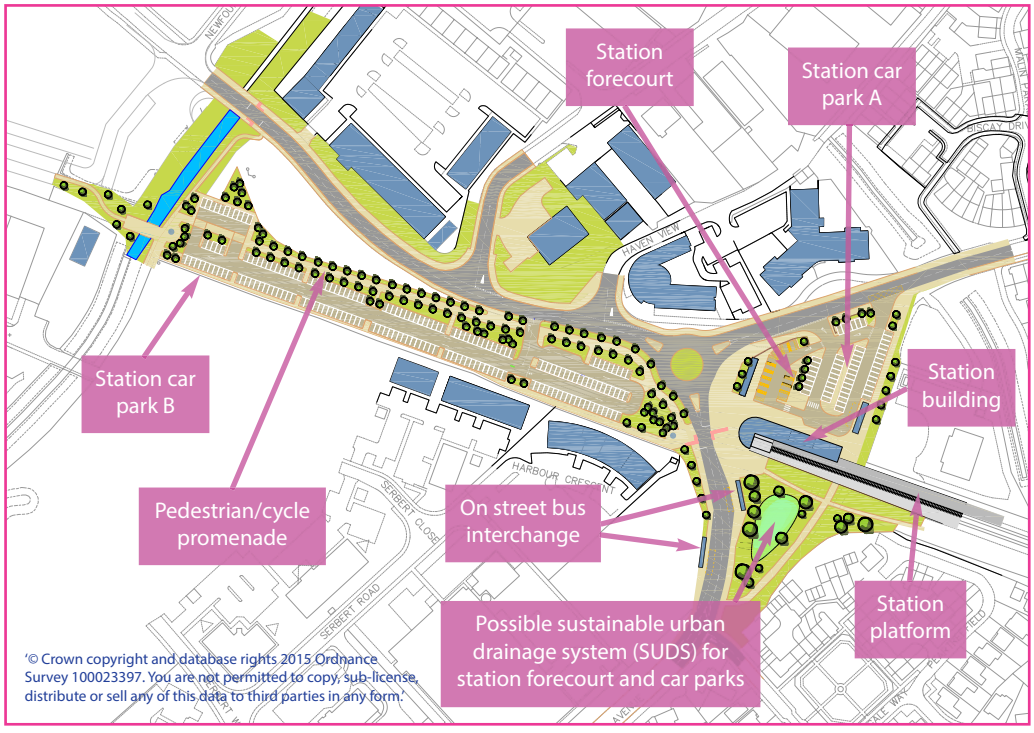


Portishead station concept 3D visual impression

Following the public consultation we undertook in June and July 2014 on the location for Portishead station, our consultation report was published on www.travelwest.info/metrowest in October 2014.

During autumn 2014 we undertook further assessment of the feasibility of a level crossing at Quays Avenue and submitted this 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.

Since autumn 2014 we have developed the design of Portishead station as shown opposite and over the page.



Portishead station concept station layout

The new Portishead station is to include:

- re-alignment of Quays Avenue and a new roundabout
- a single platform, with an overhead canopy (over part of the platform), lighting, passenger information departure displays and audible information
- a station building with a ticket office, waiting area and toilets
- a station forecourt with seating, cycle parking, taxis rank, disabled parking and lighting
- a car park next to the station building (car park A) with lighting, and a car park on the opposite site of Quays Avenue / Harbour Road (car park B) with lighting and a pedestrian crossing on Quays Avenue
- a 300 metre pedestrian and cycle promenade with lighting linking to the town centre and various footpath improvements.
- a bus interchange facility with lighting

The re-opening of the Portishead line for passenger services will result in reduced car use from and to Portishead, but will also lead to some changes in use of local roads around the station. We will aim to reduce the impact of these changes as far as possible.

Further visual impressions of what the station could look like are available from our consultation website www.travelwest.info/metrowest

We want to hear what you think about the proposals and what aspects of the proposals are most important to you. **See section B** of the consultation questionnaire.

Concept visual impression looking from Phoenix Way

Concept visual impression looking from pedestrian/cycle promenade

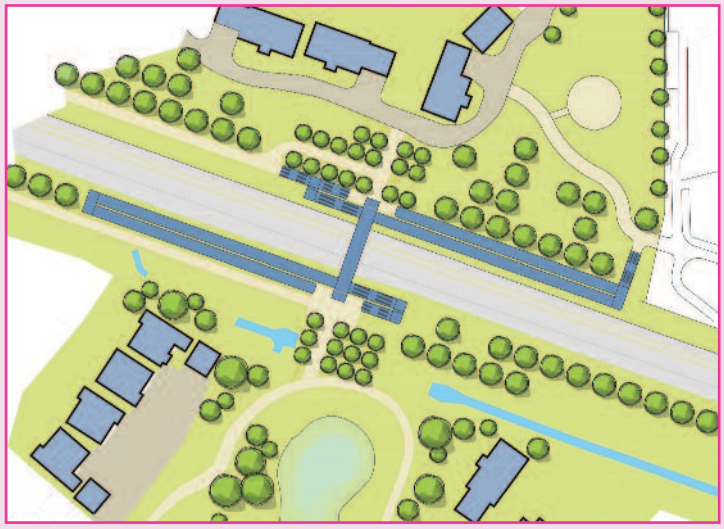
Concept visual impression looking from Quays Avenue pedestrian crossing

Footbridge linking to Trinity Primary School

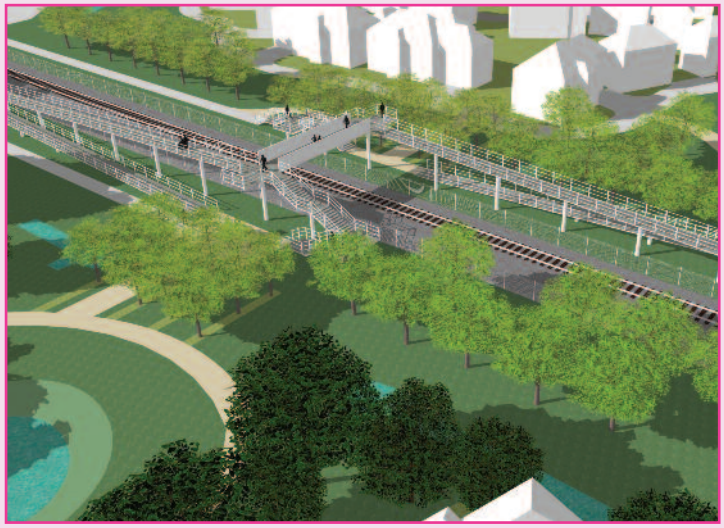
The existing path over the disused railway track to Trinity Primary School from the Galingale Way pond and the other crossings over the disused railway will have to be closed to meet safety requirements, once construction starts. The Trinity Primary School path is not a public right of way; however it is used by many parents, children and other local residents. We are therefore proposing to replace this path with a pedestrian bridge with ramps to be fully accessible for everyone. The design of the footbridge has to meet certain requirements in respect of its height clearance over the railway, gradient of the ramps and other safety related aspects. This means a relatively large space is needed to accommodate the bridge. The footbridge is proposed at the location of the existing path over the disused railway, which is the only location where there is sufficient space for the bridge. See concept design and 3d visual impressions opposite.

If the proposed footbridge is not supported by the community an alternative option is to divert and extend existing footpath links so that pedestrians are routed via Portishead station. This 'footpath only' option would increase the walking distance by 600 metres.

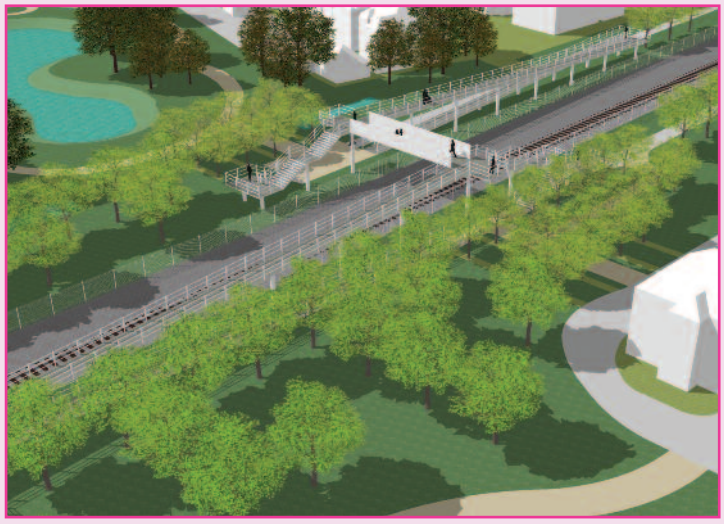
We want to hear what you think about the proposals and what aspects of the proposals are most important to you. **See section B** of the consultation questionnaire.



Concept footbridge layout



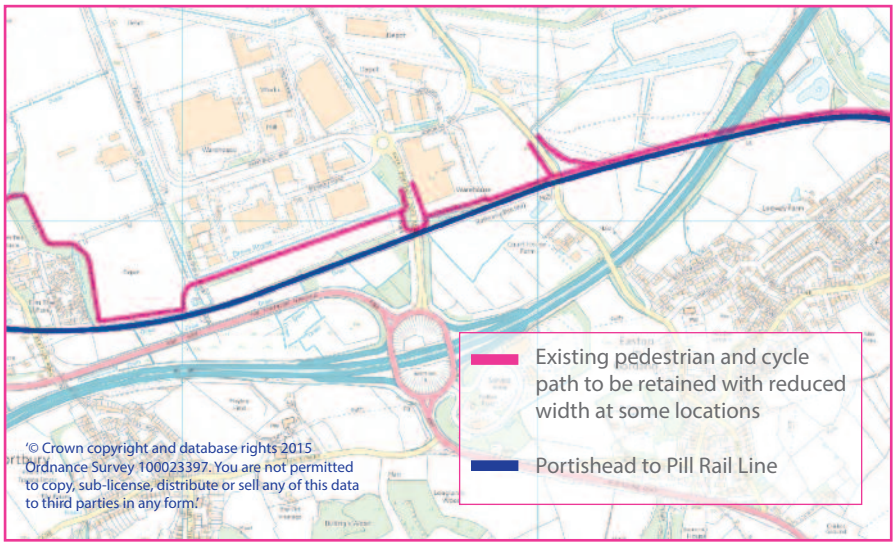
Concept visual impression looking from the South



Concept visual impression looking from the North

National Cycle Network Route 26

Some sections of the disused railway are currently part of a shared use cycle / pedestrian path which forms part of the national cycle route 26. The cycle / pedestrian path is not a public right of way but is a strategic route. Our engineering work to date indicates it should be feasible to retain the short sections of cycle / pedestrian path alongside the re-opened railway under the bridges, subject to some reductions in the width of the path and provision of appropriate fencing and other safety requirements.

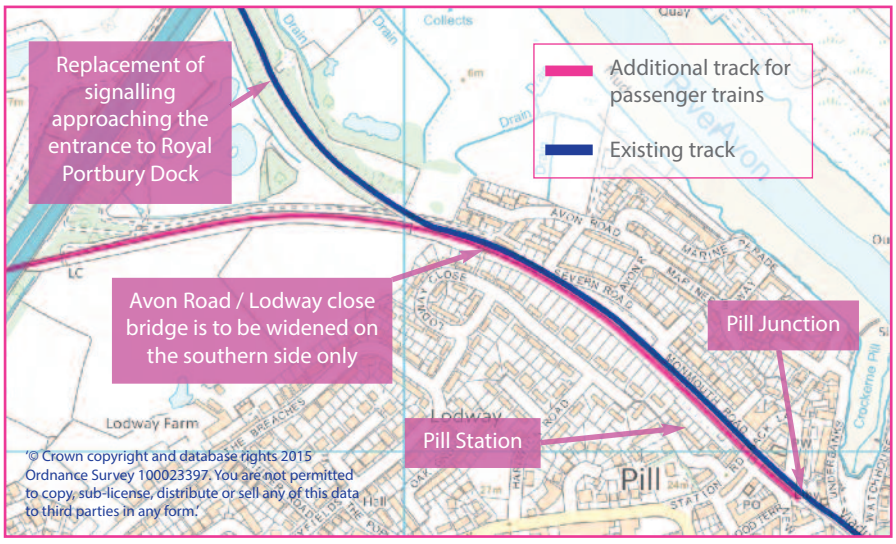


National Cycle Route 26

We want to hear what you think about the proposals and what aspects of the proposals are most important to you. **See section D** of the consultation questionnaire.

Double Tracking, Bridge Widening and Signalling works at Pill

To enable both the existing freight trains to continue to operate and the introduction of the new passenger train services, sections of the railway will need to be upgraded from single track to double track at Pill. In order to provide sufficient width for the second track through Pill, the existing pedestrian / cycle underpass bridge between at Avon Road / Lodway Close will need to be widened, on the southern side only. This will entail construction of retaining walls close to the edge of the existing railway boundary. The double track works will revert to single track between Pill station and the western end of Pill viaduct; this will be known as Pill Junction. The location of the double track work through Pill is shown above. The signalling system on the existing freight line is to be replaced. This includes the short section of line approaching the entrance to Royal Portbury Dock.



Pill double tracking

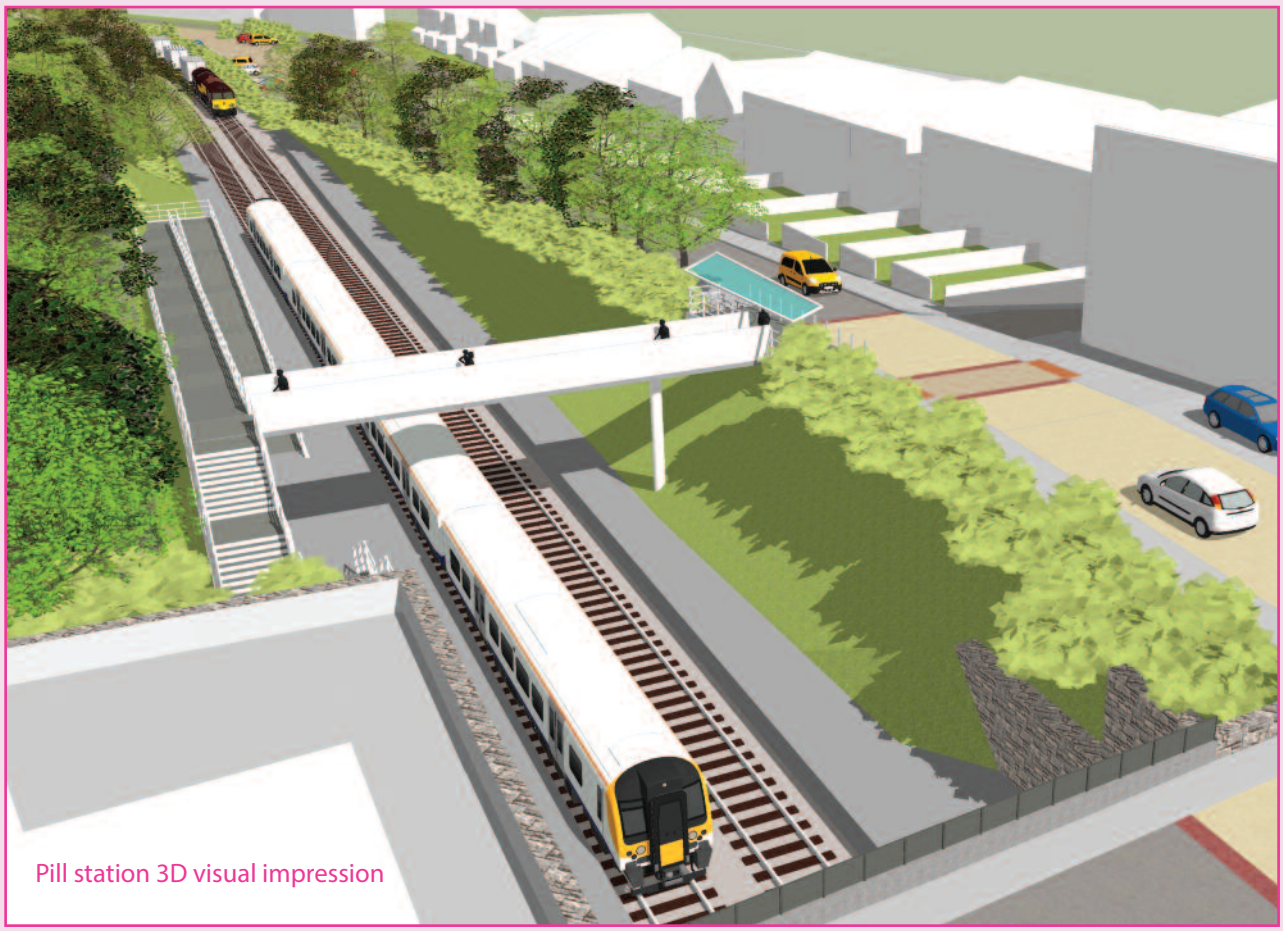
We want to hear what you think about the proposals and what aspects of the proposals are most important to you. **See section D** of the consultation questionnaire.

Pill station

Our proposal is to reopen the former station at Pill, re-using the southern platform of the disused station only. In order to achieve pedestrian access to the platform, a new footbridge is required linking from Monmouth Road (opposite Crusty Lane), with steps and ramps down to the platform level. Disabled parking and cycle parking is proposed at the station entrance on Monmouth Road and a station car park is proposed on the former station goods yard on the corner of Monmouth Road and Newport Road.

The re-opened Pill station is to include:

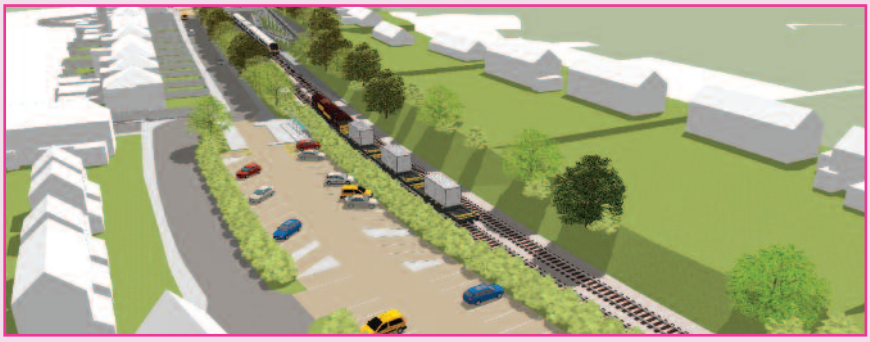
- resurfacing and other works to the disused southern side platform
- a new platform waiting shelter, lighting, passenger information departure displays and audible information
- a new fully accessible pedestrian bridge with lighting
- a new pedestrian entrance on Monmouth Road with lighting, disabled parking, cycle parking, pedestrian crossing and improvements to footpaths
- a new 50 space car park with lighting.



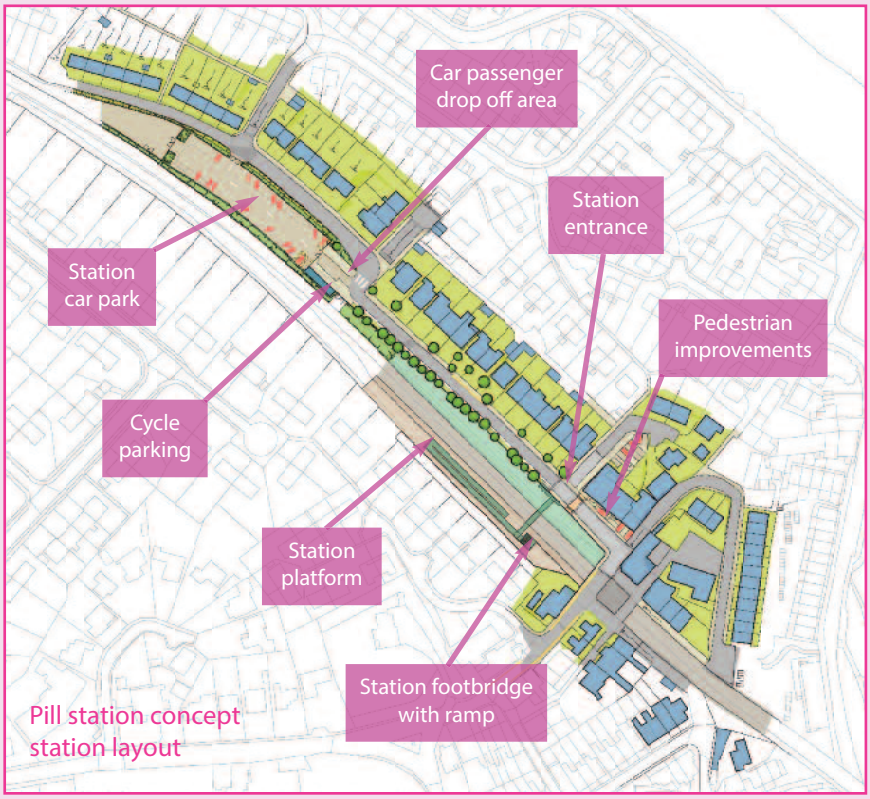
Pill station 3D visual impression

The reopened station and new train services will result in reduced car use from and to Pill and the surrounding villages. Our initial work to date indicates most users of the station will walk to and from the station, with the next largest share comprising car drivers and car passengers being dropped off, followed by cyclists and bus passengers. This will lead to some changes in the use of local roads around the station. We will aim to reduce the impact of these changes as far as practically possible; however the road layout in this part of Pill is of an historic nature with some narrow road widths and a lack of space to widen roads. We have identified two locations with limited road width where it may be necessary to introduce some parking restrictions to ensure traffic can continue to operate in both directions. The locations where these parking restrictions may be needed on Station Road and on Monmouth Road, are shown opposite.

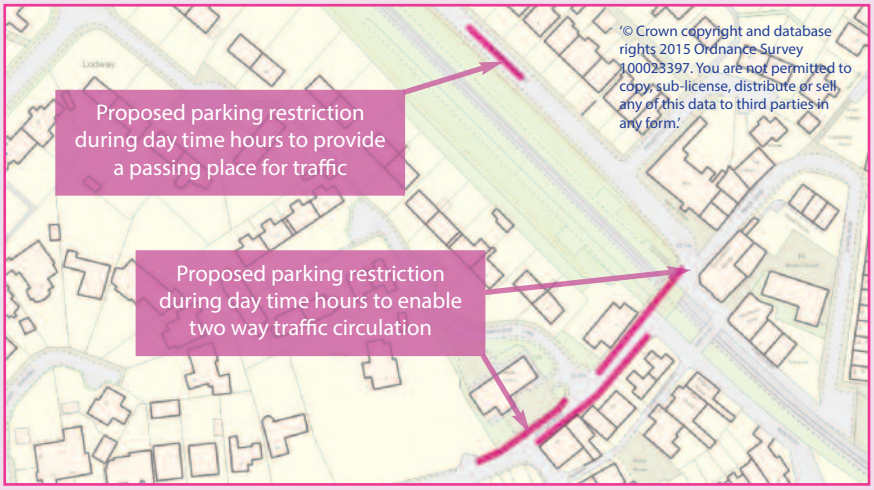
We want to hear what you think about the proposals and what aspects of the proposals are most important to you. **See section C** of the consultation questionnaire.



Concept visual impression from car park



Pill station concept station layout



Pill possible on-street parking restrictions

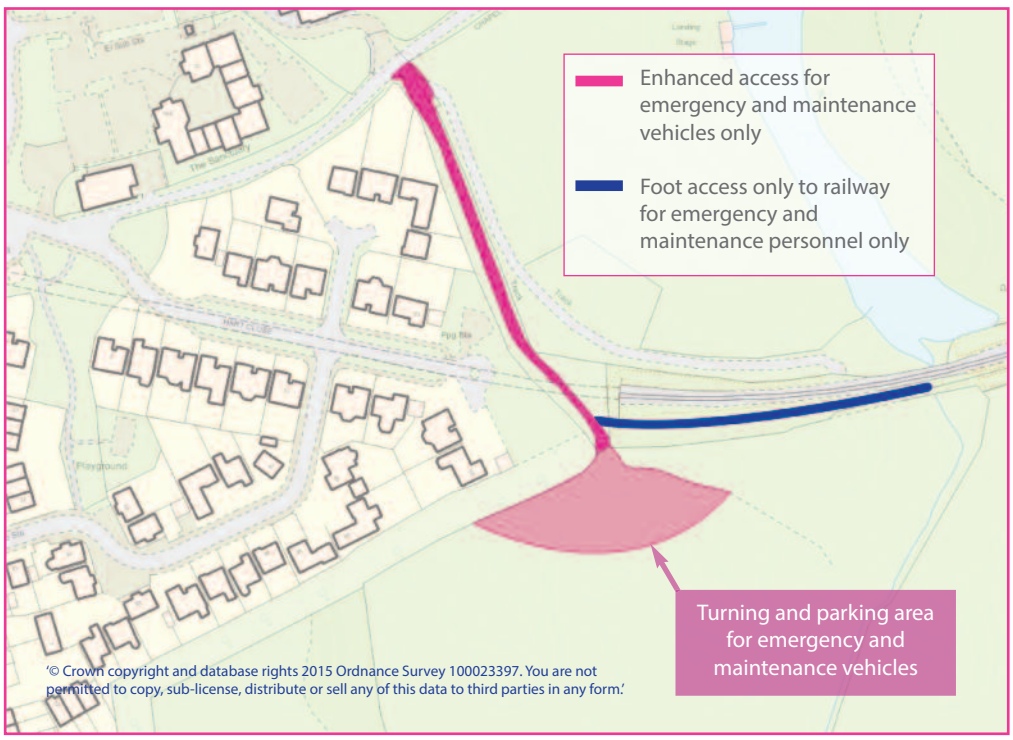
Access for Emergency Vehicles to Pill Tunnel

Pill tunnel is over 600 metres in length and we need to provide an access route for emergency vehicles to respond to any incident arising in or near the tunnel. Our proposal is to upgrade an existing bridleway and build a turning area for emergency vehicles. The bridleway will continue to be a bridleway in the future. In order to enable sufficient width for emergency vehicles some vegetation will need to be removed; however we have not at this stage identified a need to remove any mature trees. The surface of the bridleway will need to be upgraded to take the weight of emergency vehicles. It may be necessary to install some lighting along the bridleway and the vehicle turning area. The vehicle turning area will be landscaped around its perimeter to reduce its visual impact.

The only vehicles permitted to use the access route will be emergency services vehicles, Network Rail and North Somerset Council engineering maintenance vehicles.

The proposed access route is shown below.

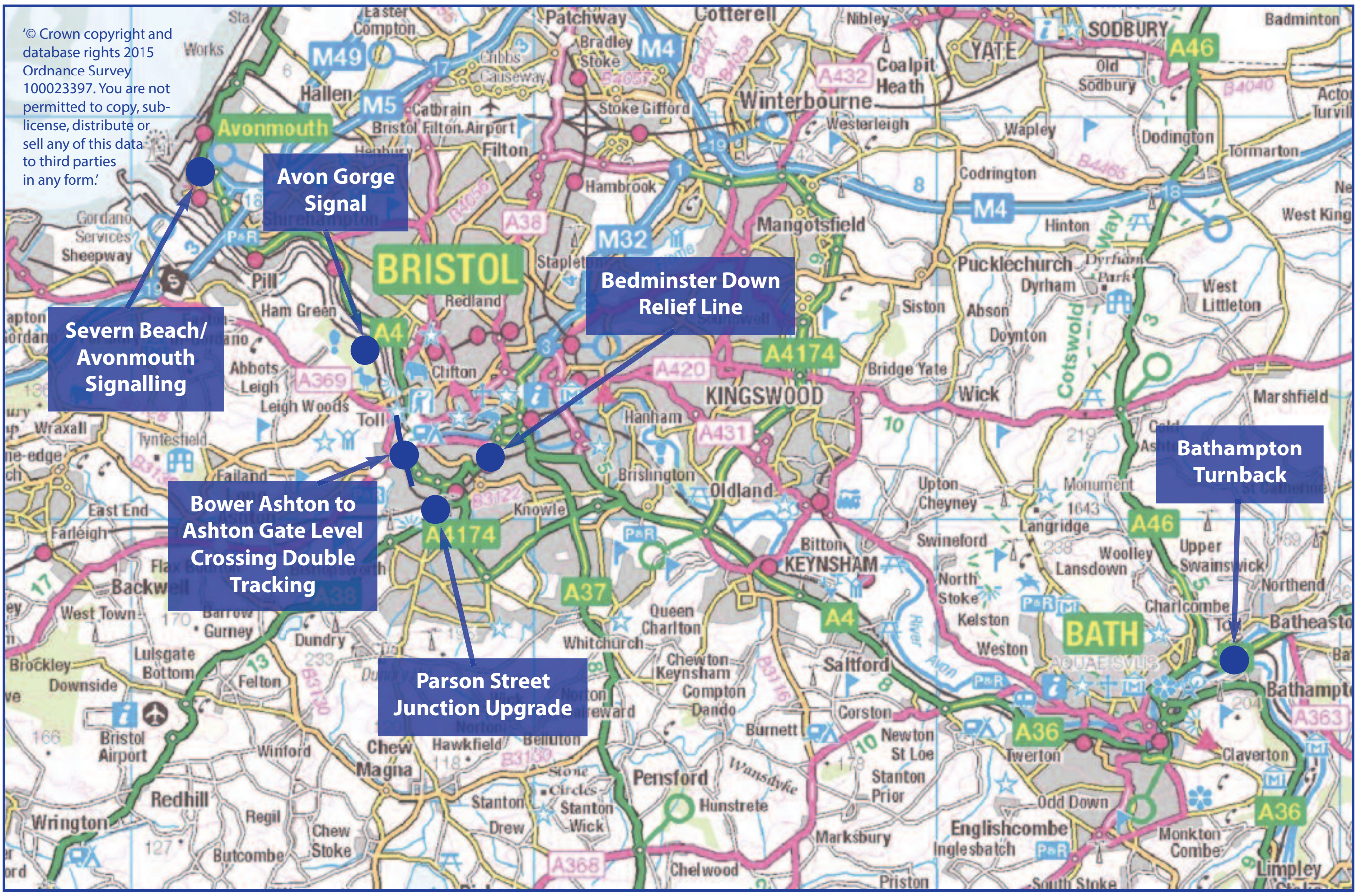
We want to hear what you think about the proposals and what aspects of the proposals are most important to you, **See section D** of the consultation questionnaire.



Pill Tunnel eastern portal access works

MetroWest Phase 1 Infrastructure permitted development

The plan below shows the location of the works described in the table on page 6, which do not require development consent. These works are routine upgrade works and can be undertaken by using 'permitted development' rights. The works are entirely within Network Rail's existing operational boundary. We therefore are not consulting on these works.



MetroWest Phase 1 location of permitted development infrastructure

- ## Avon Gorge Signal

  An intermediate signal is required in Avon Gorge for freight trains and passenger trains to operate on the single track line.

- ## Bower Ashton to Ashton Gate Level Crossing Double Tracking

  A section of 1.6km of existing single track is to be upgraded to double track, in order to provide sufficient capacity for both freight and passenger trains. The existing junction at Ashton Gate will be replaced with a new junction 1.6km to the north at Bower Ashton. The double tracking will not encroach into the Avon Gorge conservation area.

- ## Parson Street Junction Upgrade

  Although the existing Portbury freight line has a section of double track approaching Parson Street Junction, its connection with the Bristol to Taunton main line is a single track connection. This connection will need to be doubled in order to provide sufficient capacity for both freight and passenger trains.

- ## Bedminster Down Relief Line

  A section of disused railway near Bedminster station is to be re-built and brought back into use. The section of disused railway is approximately 1 km in length and is located alongside (outer edge of) the existing Bristol to Taunton main line, in the southbound direction. The works will include the reinstatement of a turnout (a section of track linking two tracks together) and associated signalling.

- ## Severn Beach/Avonmouth Signalling

  An additional signal is required approaching Severn Beach station and / or Avonmouth station to facilitate the increased train service frequency and associated timetable pattern. The precise location of the signalling will depend on further work in respect of the timetable pattern.

- ## Bathampton Turnback

  The turnback will comprise a new section of track (a crossover) between the existing up line to London and the down line to Bristol, and a short walkway (unsurfaced path) for train drivers to walk from one end of a train to the other end. The local train from Bristol will enter the up loop at Bathampton from the upline, the driver changes ends and via a new signal will exit the loop and use a crossover to cross to the down line and return to Bath.

Have your say on the MetroWest Phase 1 proposals

We are holding four exhibitions at:

- **Thursday 2 July, 2pm to 7.30pm**
  Engine Shed, Station Approach, Temple Meads, Bristol BS1 6QH
- **Monday 6 July, 2pm to 7.30pm**
  Somerset Hall, The Precinct, High Street, Portishead BS20 6AH
- **Wednesday 8 July 2pm to 7.30pm**
  Somerset Hall, The Precinct, High Street, Portishead BS20 6AH
- **Friday 10 July, 2pm to 7.30pm**
  Community Centre, Church Place, Pill, BS20 0AE

The station designs, highway plans and footbridge proposals for Portishead and Pill stations will be displayed at all exhibitions. The MetroWest project team will also be there to discuss the options and the project.

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

- **Monday 13 July to Friday 17 July, 9am to 5pm** 100 Temple St, Bristol, BS1 6HT

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

North Somerset Council will use your views to inform their decisions on these important aspects of the scheme.

How to comment

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

If you do not have internet access the questionnaire will be available in hard copy at the four manned exhibition events, or on request by emailing metrowest@westofengland.org

Completed hard copy questionnaires should be handed to us at one of the manned exhibition events or returned to MetroWest, Engine Shed, Station Approach, Temple Meads, BS1 6QH

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 lasts for six weeks from 22 June and closes on 3 August 2015, so make sure you return your response to us by this date.

Working with partners

The West of England councils are working with Network Rail and First Great Western to deliver MetroWest by integrating the proposals into the national rail network.

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

MetroWest, Engine Shed, Station Approach, Temple Meads, Bristol BS1 6QH
metrowest@westofengland.org

travelwest
www.travelwest.info

25663 6/15

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 22 June and lasts for 6 weeks, closing on 3 August 2015. Come along to one of our exhibitions:

- **Thursday 2 July, 2pm to 7.30pm**
  Engine Shed, Station Approach, Temple Meads, Bristol BS1 6QH
- **Monday 6 July, 2pm to 7.30pm**
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  100 Temple St, 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 half hourly passenger train services and new / re-opened stations at Portishead and Pill. 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 community, stakeholders and interested parties 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 22 June and lasts for 6 weeks, closing on 3 August 2015.

travelwest

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

Consultation on reopening the Portishead Branch Line as part of MetroWest Phase 1

MetroWest

MetroWest Phase 1 will reopen the Portishead line with-half hourly passenger train services and new stations at Portishead and Pill. 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 four exhibitions and would like your views. You can view the proposals in detail, talk with the MetroWest project team and give your feedback on:

- **Thursday 2 July, 2pm to 7.30pm**
  Engine Shed, Station Approach,
  Temple Meads, Bristol BS1 6QH
- **Monday 6 July, 2pm to 7.30pm**
  Somerset Hall, The Precinct,
  High Street, Portishead BS20 6AH
- **Wednesday 8 July 2pm to 7.30pm**
  Somerset Hall, The Precinct,
  High Street, Portishead BS20 6AH
- **Friday 10 July, 2pm to 7.30pm**
  Community Centre, Church Place,
  Pill, BS20 0AE

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

- **Monday 13 July to Friday 17 July, 9am to 5pm**
  100 Temple St, Bristol, BS1 6HT

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

The consultation starts on **Monday June 22, and runs for six weeks until 3 August 2015**.

travelwest

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

Oh, we do like to be by the sea sounds

BY EMILY BEAMENT
news@westerndailypress.co.uk

The cry of seagulls, the rattle of shingle as waves break over it, children's shouts as they play on the beach and the chug of motorboats are some of the UK coast's many evocative sounds.

Now people are being asked to record the noises of seashores across the UK in order to build up a "sound map" of the country's coastline which will be added to the British Library's Sound Archive.

The recordings, which could range from the sounds of a working fishing village to the wind whistling over cliffs in Poldark country, will be used to create a new piece of music, inspired by the coasts, by Martyn Ware of the pop groups Human League and Heaven 17.

The scheme, by the National Trust, National Trust for Scotland and the British Library, will allow people to record and upload up to five minutes of sound onto the online map, with the organisers hoping to capture sound from across the 10,800-mile UK coastline.

The "sounds of our shores" project coincides with the 50th anniversary of the National Trust's Neptune Coastline Campaign to protect the UK's coasts, with the organisation now managing 775 miles of coastline in England, Wales and Northern Ireland.

Cheryl Tipp, curator of wildlife and environment sounds at the British Library, said: "There is something really evocative about the sounds of our coast; they help shape our memories of the coastline and immediately transport us to a particular time or place when we hear them.

"As millions of us head to the coast this summer for holidays or day trips we want the public to get involved by recording the sounds of our amazing coastline and add them to the sound map.

"This could be someone wrestling with putting up a deckchair, the sounds of a fish and chip shop or a busy port.

"We'd also love to hear from people that might have historic coastal sounds, which might be stored in a box in the loft. This will help us to see how the sounds of our coastline have changed over the years.".

The project is also encouraging people to "think outside the box" and record different sounds, such as on piers and sea-fronts, while the organisers have also recruited the Wildlife Sound Recording Society to gather sounds of wildlife around the coasts.

Sounds can be recorded on a smartphone, tablet or handheld recorder, and uploaded to the map, which will be hosted on the British Library website, via the audioBoom free website or app.

The recordings, which need to be uploaded by Monday September 21, should be a maximum of five minutes, and images and words about the sound can be added.

They will join more than 6.5 million sounds dating back to the first recordings in the 19th century that are held in the sound archive, including natural noises ranging from storms and waves to birdsong and weather.

Mr Ware will be using the coastal sounds to create a piece of music, a 20-minute soundscape, which will be released next February.

He said: "I've had a deep connection with the coast all my life.

"As a kid growing up in Sheffield we'd go on family holidays to Scarborough or Skegness; I can still remember the sounds that filled our days at the seaside.

"There is something emotionally deep about our connection with the coast which has shaped our identity."

"I want to capture the sensory nature of the coastline."

■ For more information, visit *www.nationaltrust.org.uk/coastal-sounds*

People are being asked to record the sounds of the British coast, to help create a soundscape of the seaside. The project coincides with the 50th anniversary of the National Trust's Neptune Coastline Campaign and is being put together by pop musician Martin Ware

Sister to raise money for brother she never knew

Poppy Watkins, of Cheltenham is doing a wingwalk to raise money for the Lullaby trust after her older brother died of cot death. She is also organising a fundraising event on July 4 at Dowty sports and social club, in Cheltenham. Ms Watkins never met her older brother. She says: 'I've heard from my mum how lovely he was and seen photos'

'It's over' for pensioner Orbison fans

A retired West Country couple have been threatened with an Asbo after neighbours complained they were constantly playing Roy Orbison songs too loudly.

Robert and Christine Fox, both 68, were shocked when officers turned up at their home last week to issue them with a "stage one Anti-Social Behaviour letter" for blasting out tunes by the famous musician.

The letter indicates that the retired couple must stop playing their favourite Roy Orbison and Fleetwood Mac tracks at a loud level – after neighbour claimed they were being driven round the bend by the noise.

Council workers are now set to visit the property in Plymouth with specialist equipment to ensure music levels are maintained at the correct decibel level.

If they don't comply with the demand Mr and Mrs Fox have been warned they could by given a Community Protection Notice or they could face possible court action.

Yesterday the grandfather-of-six Mr Fox said: "When it's nice weather, we like to play our music out in the garden.

"We've always make sure our music is turned off by 6.30pm. I can't believe this is what it's come to – it's crazy. We've never done anything wrong all our lives. Now we've got all this to deal with."

The best laid plans

Juley Howard has set up chicken-keeping workshops on her smallholding following a rise in interest in chicken-keeping Pictures: Jon Kent

FOR years, having chickens was mainly the staple of farmers and smallholders. But over the past few years, the practice of keeping chickens has grown in popularity, with more and more people welcoming feathered friends into their gardens and backyards.

Many see the main benefit of keeping poultry as having fresh eggs each morning.

But those who do have chickens say the birds soon find a place in your heart and, with their individual characters, become much-loved family pets.

People are now keeping chickens in all types of houses – from traditional estate homes to urban terraces with backyards to smallholdings.

Known to be one of the most robust pets, they are easy and cheap to keep and need a minimum of just one square metre of ground per bird – although more space is preferable.

Juley Howard, 48, kept chickens as a child and 12 years ago bought a piece of land in Yatton to turn into a smallholding. With a stressful job, she wanted to find a way to relax and started keeping chickens and a flock of sheep.

And now she is using her love of poultry to run workshops on how to keep chickens for people interested in having birds in their own back gardens.

Juley said: "I have been keeping chickens since I was a teenager and come from a background where many of the family kept poultry. Now I have around 30 chickens of all different breeds. I have learnt a lot about keeping them and the course is an introduction for others into chicken-keeping."

Juley also hatches a lot of the eggs her feathered friends lay.

"I have been experimenting with different breeds and hybrids," she said. "Chickens are such characterful creatures and are fun just to sit and watch."

Juley also takes her chicks into local nursing homes.

"The residents love handling them," she said. "Many of them also used to keep chickens and when I say what breed they are I often hear that they, too, once had one the same."

Chickens originated in the jungles of South East Asia and are still known as jungle foul there. And rather than pecking around the ground, the birds tend to live up trees, foraging among the leaves and bark for food.

Juley added: "As chickens tended to live in trees, the best place you can keep them is in an orchard.

"The other day, one of mine flew into a Bramley apple tree.

"He was sitting there, pecking away at the fruit."

Juley, who has an allotment and is a keen spinner, says the workshops, which last three hours, are a basic introduction to poultry-keeping.

They cover issues such as nutrition and the kind of lifestyle chickens enjoy, as well as preventative health measures to keep the birds in tip-top condition. She also gives tips on hygiene and how to get rid of the chicken waste, as well as information about the physiology of the birds.

Juley talks about first aid for chickens and how to keep away pests such as rats and foxes.

"Keeping chickens is fun and it offers people a chance to have a real connection with the outdoors, " she said.

"Not only that, but they are a great source of food. They are the pet that keeps on giving."

People keeping chickens can expect an average of 320 eggs a year – nearly one a day.

It takes 25 hours for an egg to develop inside a chicken.

Just 30 minutes after the egg is laid, the bird starts working on producing another for the following day.

The colour of the egg depends on the breed of chicken. Most are similar in colour to the ones you find in the supermarket, although some can be duck egg blue and others white or chocolate brown.

Chickens lay eggs for up to three years and live for around four years. Many happily live out their retirement with their owners after their laying days are over.

Chickens eat most things, but generally have a diet of layers pellets. They also enjoy spaghetti and other pasta, vegetables and salad. Raw potatoes – along with rhubarb and horseradish, among other things – are poisonous to them.

They need straw to sleep on and plenty of water. Other medicines are also advised, such as a poultry tonic to relieve stress. Chickens should be wormed and kept free of mites, and vaccinated and checked for salmonella.

They can be escapologists, although they cannot fly far, so it is best to clip their wings to stop them taking flight. Chickens are quite happy spending their days scratching around in the dirt and gravel – spending hours hunting for bugs and insects.

Juley charges between £15 and £20 for her chicken-keeping workshops.People can find out more by calling 07500 147774 or emailing *juleyhoward@cooptel.net.*

Funky Chicken Town and other great places

- Chicken are pretty fast. The chicken can travel up to nine miles an hour when it wants to
- The largest-ever recorded chicken egg weighed nearly 12oz, and measured 12.25 inches around
- Chicken language has real meanings. The birds give different alarm calls depending on which type of predator is threatening them
- There are more chickens on Earth than there are humans
- Chickens can cross-breed with turkeys. The result is called a 'turkin'
- There are four cities in the United States that have the word 'chicken' in their name: Chicken, Alaska; Chicken Bristle, Illinois; Chicken Bristle, Kentucky; and Chicken Town, Pennsylvania.
- The greatest number of yolks ever found in a single chicken egg was nine
- The chicken is the closest living relative of the tyrannosaurus-rex
- In Gainesville, Georgia (the chicken capital of the world), a local ordinance makes it illegal to eat your chicken with a fork
- China has the most people in the world...and also the most chickens. There are more than three billion chickens in China (the United States has only 450 million)
- The longest recorded distance flown by any chicken was 301.5 feet.

EPB-ED1-32

Wigging out at school to raise playground cash

Michael Ribbeck
Chief reporter
michael.ribbeck@b-nm.co.uk

STAFF and students at a primary school in Southmead donned wigs for a day to raise money to help rebuild the adventure playground burnt in an arson attack earlier this month.

The Ranch, a much loved adventure playground on Doncaster Road that has been widely used for 60 years, was completely destroyed in the blaze on June 8.

The arson has shocked and devastated the local community, including the staff and students at Fonthill Primary School.

A campaign has been launched to raise £10,000 towards rebuilding the playground.

Both the council and the owners of the site have pledged to rebuild the amenity as soon as possible.

To help towards the rebuild they wore wigs of all colours and styles for the day, raising £120 which was collected by a representative from The Ranch on Friday.

Jo Williams, PA at Fonthill and a former playworker at The Ranch, said: "We're all devastated, particularly with the summer holidays coming up. It's really bad timing and our students used the playground a lot."

"The children wanted to do something to help and are keen to assist in the rebuild. I think it's great that they have such a strong sense of community spirit at a young age."

Two local bands are also holding a fundraiser for the rebuild. The concert is being organised by Michael Cox, a member of one of the bands who used the adventure playground as a child.

Mr Cox said: "The Ranch is close to our hearts and the local children are suffering because of what's happened, so we wanted to do something to help".

The concert will be held at the playground itself on Friday, September 4 with performances from local bands Rooted and Hooper.

John Savage, acting chief executive of LPW, has pledged to create an even bigger and better playground with the help of Bristol City Council and the fundraising appeal.

He said: "We have been inundated with offers of help since the fire, particularly from Southmead itself. The level of support illustrates just how important the Ranch has been to generations of Southmead people who have themselves played on the site and then become parents of children who have used the facilities."

Two 18-year-olds, both from Southmead, have been arrested on suspicion of arson by police investigating the fire.

The teenagers have been released on bail while the investigation continues and police are still keen to hear from anyone with information about the incident.

Anyone with information should call police on 101 or Crimestoppers on 0800 555 111.

Pupils and staff at Fonthill Primary School wear wigs to raise money for the playground Photo: Michael Lloyd

CAMPAIGN FOLLOWED ARSON

The arson-hit play area

A CAMPAIGN has been launched to raise £10,000 to help rebuild a children's adventure playground which was left a charred ruin by arsonists.

The Ranch adventure playground in Southmead was destroyed two weeks ago.

Learning Partnership West (LPW), the charity which runs the facility, says it is determined to reopen the playground as soon as possible.

The organisation says it has been inundated with offers of support and help and local residents have already raised £1,100 towards a £10,000 rebuild target. A special appeal page has been set up on the GoFundMe website and donations have been pouring in

Artist Vanessa McBride and school election winner Hugo Maindron (centre) at the art day Photo: Dan Regan

Hugo wins art boost for school

ARTISTS were at Fair Furlong Primary School after being paid for by a pupil who won the school's own "general election" last month.

Fair Furlong held its own election on May 7, and four young candidates staged four-week campaigns to be elected as head pupil by their peers.

The 418-pupil school, in a ward with the second lowest turnout for Bristol in the 2010 general election, followed electoral procedure to engage pupils in the democratic process.

The winner was nine-year-old Hugo Maindron, and his role as head pupil involved deciding how £500 of school budget should be spent to benefit fellow pupils.

He decided to spend the funds on art in school, and his wish has been fulfilled, with pupils enjoying visits from artists throughout last week.

Artist Vanessa McBride ran print workshops with year five and six, and Becky Goddard ran stick and ink workshops with year four, and model-making with year three.

COURT

Jail for death crash driver who fell asleep at wheel

Geoff Bennett
Crown court reporter
geoff.bennett@b-nm.co.uk

A LORRY driver found by a judge to have fallen asleep at the wheel when he killed a 70-year-old Bristol man has been jailed for four and a half years.

Bristol Crown Court heard Mercedes van driver John Horton died in a crash on the M5 in October 2013.

An earlier accident caused vehicles to be filtered into lane one of the motorway, southbound between junctions 22 and 23.

It was alleged that when vehicles slowed Piotr Trojanowski, who was driving a Pallet Force truck, smashed into the van and crushed it against an Argos lorry in front, killing Mr Horton instantly.

Trojanowski, 41, of The Avenue, Yeovil, denied causing death by dangerous driving.

He also pleaded not guilty to a second charge of causing death by careless or inconsiderate driving.

A jury of eight men and three women, reduced to 11 due to a juror's illness, found him guilty of causing death by dangerous driving.

Judge Richard Bromilow told him: "You, because of lack of rest, were asleep at the wheel while driving this significant vehicle along the motorway at night. The consequences have been devastating."

The judge disqualified Trojanowski from driving for seven years and ordered him to take an extended driving test. He was also told to pay a £100 victim surcharge.

After the hearing one of Mr Horton's daughters, Louise, 35, from Ashton, told the *Bristol Post*: "We are pleased justice has been done. My father was a loving, happy and caring man and his death is a great loss."

An accident witness driving a Renault estate car said he turned the Pallet Force lorry's engine off, saw the bloodied driver and put the lorry's handbrake on.

He noted how, when asked if he was ok, Trojanowski told him: "I'm ok. My boss is going to kill me.

"My boss is going to kill me. I think I fell asleep. I think I fell asleep."

A crash investigation revealed Trojanowski pulled up his lorry from 56mph to 1mph in 11 seconds, compared to the Argos lorry decelerating from 53mph to 1mph in 42 seconds.

All three vehicles in the fatal smash were in good working order.

Dr Waqar Ahmed, a consultant psychiatrist, told the jury he was asked to examine Trojanowski and saw him in May with the aid of an interpreter.

The psychiatrist said: "He had very limited recollection of the accident.

"He had recollection once the paramedics attended him and he reached the hospital."

Dr Ahmed said Trojanowski did remember having two or three hours' sleep before the accident but could not recall events immediately before the accident or the accident itself.

The jury heard Trojanowski appeared to be distressed by thoughts of the victim and appeared to be sad and showing remorse.

The psychiatrist's conclusion was that, having suffered a brief loss of consciousness in the smash, Trojanowski had suffered from an "amnesic syndrome" following his head injury.

Press release issued w/c 15 June 2015 for weekly papers Monday and others Wednesday

MetroWest Phase 1 DCO consultation

Re-opening the Portishead branch line - Have your say

Proposals to re-open the Portishead branch line have reached a major milestone, as statutory consultation on the plans begins.

The consultation will run for six weeks, from 22 June to 3 August. Feedback will be used to inform detailed scheme design for the Portishead branch line planning application.

The re-opening the Portishead branch line includes plans for a new Portishead railway station at Quays Avenue, the reopening of Pill railway station, the provision of new footbridges across the line, and other works including double tracking through Pill .

The planning application will be submitted in spring 2016 through the Development Consent Order process, with the aim of completing construction in early 2019 and starting the train services in spring 2019.

A series of public exhibitions are being held, where people can view the plans and ask questions about the proposals:

- **Thursday 2 July, 2pm-7.30pm**: Engine Shed, Station Approach, Temple Meads, Bristol BS1 6QH
- **Monday 6 July, 2pm-7.30pm**: Somerset Hall, The Precinct, High Street, Portishead BS20 6AH
- **Wednesday 8 July 2pm-7.30pm**: Somerset Hall, The Precinct, High Street, Portishead BS20 6AH
- **Friday 10 July, 2pm-7.30pm**: Community Centre, Pill, BS20 0AE

Following the exhibitions, the plans will then go on display for a week:

- **Monday 13 July-Friday 17 July, 9am – 5pm**: 100 Temple St, Bristol, BS1 6HT

Later this year there will be another opportunity for people to comment on updated designs before the planning application is submitted in 2016.

Nigel Ashton, Leader of North Somerset Council, said:

“The project is now at an advanced stage, with detailed designs being developed for inclusion in a planning application early next year.

“We are now asking for people’s views on a range of detailed proposals including station layouts, parking provision, highway changes and how we address environmental impacts.

“This is an opportunity for people to influence the designs that go into the planning application and to help shape this hugely important project”.

Cllr Brian Allinson, Chair of the Joint Transport Board and South Gloucestershire lead member for Transport, said:

“Re-opening the Portishead branch line is part of a wider £100million in investment in local rail projects by the West of England councils. It’s great to see the project of moving forward and formal consultation for the planning process begin”.

Cllr Mark Bradshaw said:

“By pooling our resources and working together we’ve been able to make the reopening of the Portishead line for passengers a reality. This is a really exciting project for the Greater Bristol area that will make a huge difference for people wanting to use the existing and new train services, with benefits for rail freight too.”

MetroWest is a scheme to improve the local rail network. It involves the West of England councils (Bath & North East Somerset, Bristol City, North Somerset and South Gloucestershire) working together to improve local transport.

What is MetroWest Phase 1?

The project involves re-opening 5km of disused railway between Portishead and Pill as well as upgrading the current Portbury freight line between Parson Street Junction and Portbury Dock Junction.

How can I comment on the plans?

You can comment:

- By going to an exhibition
- Online at www.travelwest.info/metrowest where you will find the leaflet and a link through to the questionnaire

If you can’t make it to one of the exhibitions, there is a leaflet that gives lots of detail about the project at www.travelwest.info/metrowest . You can pick up a paper copy at Portishead Library, Pill Library, Bedminster Library, Portishead Town Council, and if you are not online, all forms of correspondence will be accepted.

Ends

Further information

The Project involves the re-opening 5km of disused railway between Portishead and Pill; and upgrade works to the current Portbury freight line between Parson Street Junction and Portbury Dock Junction. The infrastructure requirements to deliver the Project include:

- Rebuilding the disused Portishead to Pill line (5km)
- New station at Portishead including car park, pedestrian and cycle link to the town centre and highway alterations to Quays Avenue/Harbour Road/Phoenix Way
- Possible provision of a fully accessible pedestrian bridge near Trinity Primary School
- Retain existing National Cycle Network routes between Pill and Portishead through minor realignment or diversion if necessary
- Double track works through Pill (including widening of the Avon Road bridge underpass) and from Bower Ashton to Ashton Gate
- Reopening of former station at Pill and new fully accessible pedestrian bridge and car park
- Improvements to highway access to Pill tunnel and other locations
- New signalling for the branch line from Parson Street junction to Portishead, including a new intermediate signal in Avon Gorge
- Enhancement of Parson Street junction

- Closure of historic and permissive crossings and where appropriate provision of alternative access arrangements locations
- Environmental mitigation measures
- Partial reinstatement of down relief line at Bedminster
- Additional signal near Avonmouth station
- Bathampton turn-back (track crossover and signalling to allow trains to turn around at Bath off the main line).

The existing Portbury freight line plays an important role for the economy through providing efficient access to markets including car import/exports, containers and coal. The volume of freight traffic is increasing and the Councils recognise the importance of the Portbury

Freight Line to Bristol Port and its contribution to the economy. The infrastructure identified for the Project, as set out above, will provide sufficient capacity for the current and future operation of both freight trains and passenger trains.

Most of the land required for the Project is within the ownership of North Somerset Council or Network Rail. Small areas of land, and construction and maintenance access routes will be required temporarily and permanently to construct the Project. Land owners will be contacted in due course to discuss individual requirements and issues. Construction will begin in early 2018, with services operating from spring 2019.

The scheme is regarded as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires us to produce a Statement of Community Consultation (SoCC). This will be made available at the start of the consultation both online and at the locations listed above.

Issued by:

Julia Dean, West of England LEP, 0117 922 4580

North Somerset Mercury

Coming soon - Portishead railway. People asked to have their say on rail link plans

By **hpickstock** | Posted: June 15, 2015

Trains will be running out of Portishead again by 2019

Comments (0)

A CONSULTATION on long awaited plans to re-open Portishead rail line is to launch this month – ahead of detailed plans for the project being submitted.

The consultation will run from June 22 to August 3 and feedback will be used to help shape the detailed scheme.

The re-opening the Portishead branch line includes plans for a new Portishead railway station at Quays Avenue, the reopening of Pill railway station, the provision of new footbridges across the line and other work including double tracking through Pill.

The planning application will be submitted in spring 2016 with the aim of completing construction in early 2019 and starting the train services in spring 2019.

RELATED CONTENT

New Clevedon-to-Portishead cycle path to coincide with railway station launch

Skatepark bid for former Portishead railway site

Work starts on long awaited Clevedon cycle link

A series of public exhibitions are being held, where people can view the plans and ask questions about the proposals.

There will also be an opportunity for people to comment on the updated designs later this year ahead of the application being submitted.

North Somerset Council leader Nigel Ashton said: "The project is now at an advanced stage, with detailed designs being developed for inclusion in a planning application early next year.

"We are now asking for people's views on a range of detailed proposals including station layouts, parking provision, highway changes and how we address environmental impacts. "This is an opportunity for people to influence the designs that go into the planning application and to help shape this hugely important project."

The opening of the Portishead line is a key priority of the Metrowest Phase One project being pioneered and funded by the West of England Local Enterprise Partnership (LEP) and is expected to cost up to£55 million.

North Somerset Times

'Major milestone' for new railway station plan

17:49 23 June 2015 | Tom Wright

An impression of what Portishead's new station will look like.

A detailed design explaining how the new Portishead to Bristol train line will look once it opens in four years' time, have been revealed.

A six-week public consultation period will allow people to comment on the proposed siting of a new railway station in Quays Avenue and the reopening of a station in Pill.

North Somerset Council says this represents a 'major milestone' for the long-planned development and hopes to submit a planning application next spring.

Several sites in Portishead were considered before the council settled on the Harbour Road and Quays Avenue junction, after the Office of Rail Regulation ruled it would not accept a level crossing at Quays Avenue. The council hopes reopening the line will provide another route into Bristol, as well as attract more investment into the town.

The proposal includes reopening the 5km disused route between Portishead and Pill, as well as upgrading the freight line between Portbury Docks and Parson Street.

North Somerset Council leader Nigel Ashton said: "The project is now at an advanced stage, with detailed designs being developed for inclusion in a planning application early next year.

"We are now asking for people's views on a range of detailed proposals including station layouts, parking provision, highway changes and how we address environmental impacts. This is an opportunity for people to influence the designs that go into the planning application and to shape this hugely important project."

The six-week consultation will allow people to submit comments online and attend any exhibitions in North Somerset and Bristol.

Somerset Hall in Portishead will hold exhibitions on July 6 and 8 from 2-7.30pm. The public display will then be at Pill's community centre from 2-7.30pm on July 10.

Having heard the public's views, the council will update its plans if necessary, before a second round of consultation takes place later this year before applying for planning permission next year.

Construction would begin in 2017, if planning permission is granted, and the line would reopen in 2019.

The scheme is part of a £100million fund to improve transport links in the South West.

Cllr Mark Bradshaw, Bristol's assistant mayor, said: "This is an exciting project for Greater Bristol. It'll make a huge difference for people wanting to use existing and new train services with benefits for rail freight too."

Views can also be submitted until August 3 at www.travelwest.info/metrowest

Chance to have say on plans to reopen rail line

Heather Pickstock
heather.pickstock@b-nm.co.uk

A CONSULTATION on long awaited plans to re-open Portishead rail line is to launch this month – ahead of detailed plans for the project being submitted.

The consultation will run from June 22 to August 3 and feedback will be used to help shape the detailed scheme.

The re-opening of the Portishead branch line includes plans for a new Portishead railway station at Quays Avenue, the reopening of Pill railway station, the provision of new footbridges across the line and other work including double tracking through Pill.

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"We are now asking for people's views on a range of detailed proposals including station layouts, parking provision, highway changes and how we address environmental impacts.

"This is an opportunity for people to influence the designs that go into the planning application and to help shape this hugely important project."

The opening of the Portishead line is a key priority of the Metrowest Phase One project being pioneered and funded by the West of England Local Enterprise Partnership (LEP) and is expected to cost up to£55 million. North Somerset Council has already purchased the three mile section of redundant track between Portishead and Portbury to protect it from being developed and clearance work on the line has already been carried out.

"This is an opportunity for people to influence the designs that go into the planning application and to help shape this hugely important project.

Passenger services from Portishead to Bristol were cut in 1964, although the line to Portbury Dock reopened in 2002 for freight trains only.

A study in 2010 showed that travel time from Portishead would be 17 minutes compared to an hour by road during peak times.

Councillor Mark Bradshaw, Bristol's Assistant Mayor with responsibility for Transport, said: "By pooling our resources and working together we've been able to make the reopening of the Portishead line for passengers a reality. This is a really exciting project for the Greater Bristol area that will make a huge difference for people wanting to use the existing and new train services, with benefits for rail freight too."

Exhibitions will be held on July 2 from 2pm-7.30pm at Engine Shed, Temple Meads and on July 6 at the same time at the Somerset Hall, Portishead,

Further exhibitions will be held on July 8 at Somerset Hall from 2pm-7.30pm, on July 10 at the Community Centre, Pill from 2pm-7.30pm.

The plans will also be on display at the Engine Shed, Temple Meads from July 13-17 from 9am to 5pm.

People can also look and comment on the plans at www.travelwest.info/metrowest .Leaflets detailing the plans are also available at Portishead Library, Pill Library, Bedminster Library and at Portishead Town Council at the Folk Hall.

BBC News

Portishead railway reopening consultation begins

23 June 2015 | Bristol

Reopening the Portishead line is part of the MetroWest Phase 1 project

A public consultation into plans to reopen a Bristol railway line has begun.

The Portishead branch line shut in 1964 but is now part of the MetroWest Phase 1 project which aims to reopen the line to passenger services by 2019.

Work will involve opening a new station in Portishead, reopening Pill station, building new footbridges and doubling part of the track.

A **six week consultation** will run until 3 August.

When complete the line will link Portishead with Bristol Temple Meads and the Severn Beach Line.

Nigel Ashton, leader of North Somerset Council, said it was a "fantastic opportunity".

"I've been hearing about [the plans] for 25 years... but now I really do think that we're there, and we've got the plans for the station so it's getting quite exciting.

"It'll make a huge difference to businesses and work travel, and to social life in Portishead."

The reopening the Portishead branch line is part of a wider £100m scheme investing in local rail projects by West of England councils.

It is not yet known which company will run trains on the line. **First Great Western's current franchise is due to end** in 2019.

Insider Media South West

PORTISHEAD RAILWAY PLANS SET FOR CONSULTATION

18th Jun 2015 South West

Plans for the re-opening of the Portishead railway line, as part of the first phase of the MetroWest transport project, are to be put before the public.

The proposals include a new Portishead railway station at Quays Avenue and the re-opening of Pill railway station.

MetroWest phase one will also involve bringing back into use five kilometres of railway between Portishead and Pill as well as upgrading the current Portbury freight line.

A planning application will be submitted in spring 2016 with the aim of completing construction in early 2019 and starting the train services in spring 2019.

The consultation will run for six weeks, from 22 June to 3 August.

Nigel Ashton, leader of North Somerset Council, said: "The project is now at an advanced stage, with detailed designs being developed for inclusion in a planning application early next year.

"We are now asking for people's views on a range of detailed proposals including station layouts, parking provision, highway changes and how we address environmental impacts."

Cllr Brian Allinson, chairman of the joint transport board and South Gloucestershire lead member for transport, added: "Re-opening the Portishead branch line is part of a wider £100m in investment in local rail projects by the West of England councils.

"It's great to see the project of moving forward and formal consultation for the planning process beginning."

MetroWest is a joint project by Bath & North East Somerset, Bristol City, North Somerset and South Gloucestershire councils.

Highway collaboration options ested as island council pulls out

AD MAINTENANCE

ndrew Forster

UNCILS IN northern Scot- have identified a range of l activities in which they d collaborate under Scot- l's Roads Collaboration ramme (RCP), but Shetland Council has withdrawn from rogramme, saying the costs rticipating outweigh the ben-

Signals: specialist service?

combined road maintenance gn team and collaboration on ers such as streetlighting, pro- ement, and traffic signal tenance are among the ideas g considered by the North ect Group of nine councils erdeen, Aberdeenshire, us, Argyll & Bute, Comhairle Eilean Siar, Highland, Moray, ney, and Shetland).

he RCP is overseen by a pro- mme board chaired by land's Improvement Service comprising representatives of sport Scotland; the Society of f Officers of Transportation cotland (SCOTS); and the ety of Local Authority Chief Executives (SOLACE).

The first part of the programme, known as 'governance first', is developing governance models to oversee collaborative work. Four council clusters have been formed: North; Central; West; and Edinburgh, Lothians, Borders and Fife (ELBF) *(see story below)*.

The North group is proposing setting up a joint committee model to oversee collaboratiion (*LTT* 1 May). A new paper prepared by the group identifies a range of potential areas for collaboration including:

- road maintenance design – creating a combined design team to best utilise available resource
- joint procurement – a combined approach to procurement, utilising a more local approach where appropriate, and drawing on the expertise of Aberdeen and Aberdeenshire councils
- traffic signal maintenance – a "combined approach for the provision of a specialist service", with joint procurement
- streetlighting – including a "combined approach for provision of a specialist service"; common standard specifications; pooling lighting designers; joint procurement; collective management of LED lighting investment
- flood risk management – including a combined approach for provision of a specialist service; sharing capacity; and joint procurement where necessary
- sharing frontline services (suggested for Aberdeen, Aberdeenshire, Moray)
- development control guidelines (a dedicated team with a single management structure)

Shetland Isles Council has just withdrawn from the RCP.

Dave Coupe, Shetland's executive manager for roads, told councilors: "Shetland Islands Council's cost to participate in the completed project and attend the joint committee will be greater than for the other members of the group. For example, the cost of sharing a design section with other councils would be prohibitive due to the travel and accommodation required when visiting relatively small schemes in Shetland.

"The benefits of shared procurement within the North Project Group are also difficult to identify," said Coupe. "We already have expertise within the council and participate in the nationwide Scotland Excel procurement framework. The contracts at a more local level where we would benefit from collaboration are limited especially as the vast majority of our work is maintenance, which is done in-house."

Shetland says it will enter into 'memoranda of agreements' with other councils or public bodies for specific collaborations.

ouncils self-assess ighways practices

AD MAINTENANCE

HWAY AUTHORITIES in and are testing a self-assess- questionnaire about their maintenance practices, the version of which will be by the DfT to determine allocations.

e questionnaire just sent out ing used as a dry run exer- allowing councils to assess ratings and identify how can improve their score. The estions covering asset man- ent; resilience; customer ; benchmarking and effi- ies; and operational delivery. results place councils into f three bands.

e DfT has allocated £6bn for road maintenance between /16 and 2020/21 and will ate £578m of this to councils are delivering value for y. All councils receive their of the £578m in 2015/16. eafter, band three authorities eceive 100% of their share 10% and 0% in successive years.

The final version of the questionnaire will be issued in the autumn with the deadline for completion likely to be the end of November. It will inform 2016/17 allocations.

The DfT has worked with Matthew Lugg, the director of public services at Mouchel, to devise the questionnaire.

Transport minister Andrew Jones told this month's Future Highways conference organised by Landor Links: "The new incentive fund is not designed to provoke competition between highway authorities, but collaboration. If authorities are not pooling expertise, the taxpayer is not getting the best deal."

Jones said the Department had allocated enough money to ensure that in principle every highways authority could receive the maximum level of funding. "Over time that is exactly what we want to happen."

● Feature – pp18-19

Roads collaboration clusters revealed

ROAD MAINTENANCE

DETAILS HAVE emerged of the memberships of the four regional groups of Scottish councils taking part in the Roads Collaboration Programme (RCP).

Angus Bodie, programme manager for the RCP at the Improvement Service, told *LTT* the membership of the groups were as follows:

- **North:** Aberdeen, Aberdeenshire, Angus, Argyll & Bute, Comhairle nan Eilean Siar, Highland, Moray, Orkney, and Shetland
- **Central:** Dundee, Angus (also a member of the North group), Perth & Kinross, Clackmannanshire, Stirling and Falkirk
- **West (now known as the Clyde Valley Roads Alliance):** Glasgow, North Lanarkshire, South Lanarkshire, Inverclyde, West Dunbartonshire, East Dunbartonshire, East Renfrewshire and Renfrewshire (this is the same set of authorities that are

The North, Central and West clusters are investigating joint committee models to oversee collaboration whereas ELBF is investigating a limited liability partnership (*LTT* 12 Jun).

Bodie said the three Ayrshire councils (East, South, and North Ayrshire) and neighbouring Dumfries and Galloway were not members of a group.

South and East Ayrshire formed their own Ayrshire Roads Alliance last April, and now have a combined operations unit.

The Ayrshire councils, Dumfries & Galloway and Cumbria County Council are reported to have held talks about road maintenance. Asked about this, a spokesman for Cumbria told *LTT*: "We've had some initial talks about sharing good practice, rather than sharing any formal business arrangements."

A spokesman for Dumfries & Galloway Council said: "We are not in discussions with any of the Ayrshire councils or Cumbria

Edinburgh explores extending tram route into north of the city

TRAMS

by Andrew Forster

THE CITY of Edinburgh Council is exploring how to raise funds to extend its tram line into the north of the city.

The city's first tram line opened last May, connecting Edinburgh Airport and York Place in the city centre, a distance of about 8.7 miles. The line carried about five million passengers in the first year. The council says forecasts for 2027 suggest the line will carry ten million without any extensions.

The original plan had been to build a longer route but escalating cost forced the line to be truncated. The route opened three years late and a Scottish Government-commissioned inquiry is now investigating why the project went so badly wrong.

The Edinburgh Tram (Line One) Act gives the council the power to construct a line to Newhaven and Granton in the north of the city and then loop back to join the existing line in

Tram: longer route?

west Edinburgh via a disused railway between Granton and Roseburn. Powers to acquire land for the route expire in May 2016 and powers to commence construction expire in March 2021.

The council has no plans to pursue those sections of line between Newhaven and Granton or Granton and Roseburn. Investigations are instead focusing on four options for extending the line north from York Place to Newhaven, Ocean Terminal, the Foot of Leith Walk, or MacDonald Road on Leith Walk.

The length of line, outturn cost estimates, forecast additional patronage, and benefit:cost ratio (BCR) of each option are:

- Newhaven: three miles, £144.7m, 8.7 million additional passengers, BCR: 1.52:1
- Ocean Terminal: 2.5 miles, £126.6m, 7.7 million additional passengers, BCR: 1.63:1
- Foot of Leith Walk: 1.2 miles, £78.7m, 3.5 million additional passengers, BCR: 1.29:1
- MacDonald Road: 0.5 miles, £47.3m, 700,000 additional passengers, BCR 0.56:1

Edinburgh's preference is for a design and build contract to deliver the chosen extension.

The council is to undertake a market consultation prior to finalising a procurement strategy this autumn. "Given the history of the tram in Edinburgh, market appetite will need to be tested," said John Bury, Edinburgh's acting director of services for communities.

Funding opportunities are being explored. "The Scottish Government has indicated in the past that no government funding will be made available," said Bury. He said a range of funding opportunities were being considered including prudential borrowing, Government grants, developer contributions, private sector funding, the proposed city deal, "and other innovative funding structures". At this stage the assessment assumes a line is delivered using prudential borrowing and developer contributions.

Commenting on the plans, council leader Andrew Burns said: "It is essential that we learn from past experience and we won't be making any snap decisions about the future of the project."

The demand forecasts have been audited by consultant Atkins. Costs have been estimated by Turner & Townsend and audited by Faithful & Gould.

Counties block proposal for mega-West Mids CA

GOVERNANCE

THE POSSIBILITY of a huge West Midlands combined authority (CA) holding transport powers across the conurbation, Warwickshire and some parts of Worcestershire, Staffordshire and Leicestershire, looks doomed after the Government said it could only happen with the consent of the shire counties.

The idea of a CA covering four million people was discussed by councillors in Coventry last month (*LTT* 12 Jun). Two of the area's Local Enterprise Partnerships already straddle the conurbation/shire boundaries. The Greater Birmingham and Solihull LEP includes districts of Worcestershire and Staffordshire, and Coventry and Warwickshire have their own LEP.

Under current legislation, either all or none of a county council and the district councils within it must be included in the area of a combined authority.

In March, however, the Gov- council's area to join a combined authority. The Department for Communities and Local Government said any such arrangement "would need to be agreed by the county and district councils".

A DCLG spokeswoman told *LTT* this week that the Government would only allow a district to join a CA with the consent of the county council.

Staffordshire and Warwickshire told *LTT* earlier this month they would not support part of their counties becoming part of a West Midlands CA (*LTT* 12 Jun). Worcestershire this week echoed that view. Its deputy leader, Simon Geraghty, told *LTT*: "The county council has no interest in joining a Birmingham or West Mids-led CA. We are an authority in our own right and have a very different profile to the more urbanised areas within the West Midlands."

A CA may end up covering just the seven metropolitan districts of the West Midlands. Coventry and Solihull councils both support joining a CA with

SPT concerned by slow pace of Fastlink delivery

BUSES

STRATHCLYDE PARTNERSHIP for Transport has voiced concern about the delivery of the infrastructure improvements on the Fastlink bus priority corridor, suggesting that delays could undermine the commercial services operating on the corridor.

The Fastlink corridor connects the city centre with the newly-opened South Glasgow Hospitals to the west. The project features sections of bus-only road, bus lanes, and mixed traffic sections with bus priority at junctions.

The Scottish Government is contributing up to £40m to the project, which is promoted by SPT and delivered by Glasgow City Council.

Operators Stagecoach and McGill's began running services on the Fastlink corridor in May when the hospitals opened.

Updating councillors on bus services to the hospitals, Eric Stewart, SPT's assistant chief executive (operations) said: "Due to the ongoing risk of delays to

He added: "SPT officers continue to meet with Glasgow City Council with regard to the city centre traffic management proposals and the absence of any progress on the Fastlink city centre routes, which are fundamental to success of the project."

Responding to the comments, a city council spokeswoman told *LTT*: "The works associated with Fastlink are substantially complete with more than 70% of the segregated route in use. However, there are elements of infrastructure along the Fastlink sections which have still to be done, such as the installation of bus shelters by SPT, as well as some work on Golspie Street, although this part of the route cannot be fully utilised due to SPT's renovation of the Subway at Govan.

She added: "The city centre transport strategy, approved in February, commits the council to supporting the delivery of Fastlink and delivering traffic management measures to facilitate the movement of all buses through the city centre. Measures

In Brief

Consultation on Portishead rail link

Public consultation has begun on North Somerset Council's plans to restore passenger rail services on the former Portishead branch. Passenger trains would be reintroduced over the existing freight-only Portbury branch, with the line extended by a further three miles from Pill to Portishead. A Development Consent Order application for the project will be submitted next spring and, should it be approved by ministers, the aim is for services to start in spring 2019. The project is the centrepiece of the MetroWest phase 1 programme of rail improvements. Consultation on the Portishead plans runs to 3 August.

Norfolk wins road sign removal prize

The DfT and the Chartered Institution of Highways and Transportation (CIHT) have awarded Norfolk County Council a prize for its policy of reducing road sign 'clutter'. Norfolk's policy sees front line highways maintenance staff challenge whether old or damaged road signs are needed, together with a risk assessment, and considering local community opinions. Since the policy was introduced in 2012, the county has removed 629 signs, mainly from rural roads, and over 2,000 illuminated signs and bollards have been removed or switched off. The most signs removed of one particular type have been the 'at any time' parking signs in urban areas.

HGV levy exceeds expectations

The Government has raised £46.5m from foreign-registered vehicles in the first year of the HGV road user levy – more than twice the £21m projected before the scheme was launched in April 2014. The levy costs up to £10 a day or £1,000 a year, varying according to vehicle type, weight and axle configurations. Transport minister Andrew Jones said 1.9 million levies had been purchased by foreign hauliers and that, despite discounts for longer-term purchases, 91% of sales were 'daily' (covering one or a few days); 3% were weekly; 5% were monthly; and 1% were annual. "This predominance of more expensive daily levies is a major factor in our original estimate being exceeded," said Jones. "Even so, in terms of revenue raised,

Bristol 24/7

Share

Transport: # Portishead rail line plans revealed

Bristol 24/7 , June 19, 2015 < previous article | next article >

Plans for the re-opening of a commuter line to Portishead will go in front of the public.

Portishead will be connected with Temple Meads and Parson Street, Bedminster, by 2019 under the plans which are being exhibited in July.

Re-opening the line will require a three-mile stretch of abandoned track to be renovated from Pill to Portishead. A new station will be built on Quays Avenue in Portishead, while Pill Station will also be re-opened.

The line was closed to passenger traffic in 1964, but due to increasing commuter demand and road traffic congestion, campaign groups have been calling for the re-opening.

The project is part of a £100 million investment in local rail services from West of England councils under the MetroWest umbrella.

A series of public exhibitions are being held at the following locations:

- Thursday July 2, 2pm-7.30pm: Engine Shed, Station Approach, Temple Meads
- Monday July 6, 2pm-7.30pm: Somerset Hall, The Precinct, High Street, Portishead
- Wednesday July 8, 2pm-7.30pm: Somerset Hall, The Precinct, High Street, Portishead
- Friday July 10, 2pm-7.30pm: Community Centre, Pill

Picture of the proposed new station on Quays Avenue in Portishead.

Portishead Rail Group

PORTISHEAD RAILWAY GROUP

... returning the railway to Portishead

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News - latest at top

Summary of current situation >> **Contact details for protest letters.**

Contractor chosen for outline design of MetroWest Phase 1
29 July 2015: Arup has been chosen by Network Rail to do the outline design work for MetroWest Phase 1 which includes the Portishead line. See **railway-technology.com article** 29 July 2015.

PRG display at Sainsbury's Portishead
3 July 2015: Portishead Railway Group had a display in the the entrance of Sainsbury's in Portishead on Friday 3 July to inform the public of the current Public Consultation.

Public consultation announced
17 June 2015: A public consultation on the plans for reopening is to be held from 22 June to 3 August. Public exhibitions will be held at **Somerset Hall, Portishead on 6 and 8 July**, at **Pill Community Centre on 10 July**, and the Engine Shed, **Temple Meads on 2 July**, all at 2.00 pm to 7.30 pm and at the Engine Shed, Temple Meads on 13-17 July from 9.00 am to 5.00 pm. The public will be invited to comment on plans for the stations at Portishead and Pill, car parking, etc. Comments may be made on line at **www.travelwest.info/metrowest** from 22 June. Leaflets will be available at libraries.
See **North Somerset Mercury article** 16 June 2015.

Track clearance complete
14 April 2015: The clearance of the trackbed which started in January is now complete. This was to enable a full topographical survey to be undertaken. See **North Somerset Times article** 20 April 2015.

First Great Western Franchise extended
23 March 2015: The government have announced that **First Great Western's franchise** will continue until **April 2019. Note** that the Portishead branch is due to open in **May 2019**, i.e under a **new** franchise. See **Bristol Post article** 24 March 2015.

Portishead station site decided
17 March 2015: North Somerset Council's executive have formally decided on the location for Portishead railway station. As expected Option 2B (**map**) has been selected. For further details see **North Somerset Council news item**.

Portishead level crossing refused
9 March 2015: The Office of Rail Regulation have decided against a level crossing at Quays Avenue. They said that there was no case for exceptional circumstances for a level crossing; there are viable non level crossing options available; and there are significant traffic issues causing safety risks to the operation of the railway.
For further details see **Portishead Rail Services Spring 2015.**

West of England LEP

June 2015 View this email in your browser

NEWS IN BRIEF

Business leaders on board to support West of England's growth ambitions

The LEP Board has appointed five new business representatives from key industries including aerospace, shipping, housing, construction, the creative sector and small business. They join Robert Sinclair, Kalpna Woolf and James Durie, who have been reappointed.

They will work alongside the UAs to continue to attract investment, support infrastructure development and put conditions in place to enable businesses to move to the area and expand.

Colin Skellett has been reappointed as Chair to build on the progress made by the LEP since it was set up in 2011. more.

Economic boost for South Bristol as Filwood Green Business Park opens

A £12m Green Business Park designed to boost economic prosperity and create hundreds of jobs in South Bristol was officially opened by Mayor George Ferguson on 28 May who said it represented a "great vote of confidence in the future of South Bristol". Filwood Green is a flagship project of Bristol's year as European Green Capital and is a new sustainable home for SMEs. more.

Business leaders address skills shortages at West of England infrastructure forum

Industry heavyweights, including EDF Energy, Bristol Airport and Network Rail, met with key representatives from the city region's colleges and universities to address future skills gaps in the construction sector, with a particular focus on the common pinch points likely to emerge as a result of the major infrastructure projects taking place over the next 3-5 years.

The LEP skills team commissioned the CITB who presented interim findings of the local labour market which forecast 550 projects within the region with investment totalling £7bn.

"Joining major projects, clients and providers together and sharing issues and opportunities is a welcome development – especially in economies as buoyant and competitive for skills as Bristol and the West of England." Guy Hazelhurst, EDF Energy

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A full agenda as South Gloucestershire hold Forum to discuss growth plans

Over 80 attendees from the public and private sector attended the South Gloucestershire business forum annual breakfast on the 5 June. Topics covered the continued growth in Aerospace and Advanced Manufacturing (Filton), Innovation and Science (Emerson Green) and Logistics and Manufacturing (Sevenside) as well as the Filton airfield planning application and the Yate Riverside complex.

The panel chaired by Peter Marchbank of Third Dimension, included Barbara Davies, West of England LEP, James Durie, Bristol Chamber, Chris Smith, Marshfield Bakery and Matt Cross, Invest Bristol and Bath. Discussions were based around avenues of support that businesses can access in the West of England. more

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MetroWest Phase 1

Proposals to re-open the Portishead branch line have reached a major milestone, as statutory consultation begins on plans for a new Portishead railway station at Quays Avenue, the reopening of Pill railway station, the provision of new footbridges across the line, and other works including double tracking through Pill.

The planning application will be submitted in spring 2016 through the Development Consent Order process, with the aim of completing construction in early 2019 and starting the train services in spring 2019.

The consultation will run for six weeks, from 22 June to 3 August. Feedback will be used to inform detailed scheme design for the Portishead branch line planning application. Full details of the proposals and the consultation, including the dates of public exhibitions, will be available from 22 June on the travelwest website, where you will also find a link to the online questionnaire.

Winter Gardens proposals move forward

North Somerset Council and Weston College are continuing to work closely together to create a legal and professional services academy at the Winter Gardens.

Several significant milestones have been reached, including the terms of the transfer of the freehold and approval of the Secretary of State to dispose of the building.

A planning application is expected to be submitted in July with a view to substantive work beginning early in 2016, depending on when the confirmation of the 2016/17 allocation of Local Enterprise Partnership funding is made.

Healthy lifestyle support on offer

People living in central and southern parts of Weston-super-Mare can access a free service if they need support with lifestyle changes.

A 12-week programme is available to guide people through any changes they want to make, whether losing weight, cutting down on alcohol, being more active or stopping smoking.

It can be accessed through the Health Trainers service, which is based in the Town Hall, in Walliscote Grove Road, and the For All Healthy Living Centre, in Lonsdale Avenue.

People are seen on a one-to-one basis and the health trainers provide an individual plan to help achieve personal goals.

Health trainers: **01934 627 250**
www.nshealthtrainers.co.uk
NSHealthTrainer @NSHealthTrainer

Portishead rail consultation MetroWest

Plans to reopen the Portishead branch rail line as part of MetroWest Phase 1 are available to view in detail this month during a series of public consultations.

The project will see half hourly passenger trains from Portishead and new stations at Portishead and Pill.

The project also includes half hourly services on the Severn Beach Line (an 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.

View proposals in detail, talk with the MetroWest project team and give your feedback during four exhibitions:

Thursday 2 July - 2-7.30pm, Engine Shed, Temple Meads, Bristol

Monday 6 July, 2-7.30pm, Somerset Hall, High Street, Portishead

Wednesday 8 July, 2-7.30pm, Somerset Hall, High Street, Portishead

Friday 10 July, 2-7.30pm, Community Centre, Pill

Plans will then be on display from 9am-5pm, Monday 13 to Friday 17 July, at 100 Temple Street, Bristol.

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

Consultation runs until **Monday 3 August**.

Bristol Temple Quarter Enterprise Zone Newsletter

Hi Julia

JUNE NEWS

Council acquires derelict former sorting office site

The derelict sorting office building and site next to Temple Meads station has been acquired by Bristol City Council. The eyesore building that greets visitors to the city arriving by train has lain disused and derelict for over 17 years. The purchase of this 2.1 hectare site means that ambitious plans for Bristol Temple Quarter Enterprise Zone can now be progressed. More information

Planning permission granted for Boxworks

Bristol City Council has granted planning permission for an exciting new workspace development "Boxworks" in the Temple Quarter Enterprise Zone. Twenty shipping containers will be craned into position next to Engine Shed at the end of June and transformed into custom-designed workspace for creative, digital and high-tech industries. It is anticipated that the workspace will be completed and operational by the beginning of August this year. More information

Electrification works underway – be aware of journey delays this summer

As the first step towards achieving electrification in the region, Network Rail are undertaking a large programme of works for 6 weeks this summer.
July 18 – July 31 The line between Box and Bathampton Junction will be closed. This will affect journeys between Chippenham and Bath Spa and journeys via Melksham. High speed trains to/from London Paddington will be diverted, increasing journey times by up to 30 minutes.
Aug 1 – Aug 31 All lines to the east of Bath will be closed, in addition to the continuing work on the railway between Chippenham and Bath Spa. The line will also be closed between Trowbridge and Bath Spa, and all services to/from Bath Spa will run from the West. Rail replacement coach/bus services will serve stations to the east. Visit First Great Western for amended journey details.

More than 1,200 visit enterprise zone for Venturefest Bristol and Bath

Digital and technology experts from around the world converged at Venturefest Bristol and Bath this month, a tech innovation event that took place at Engine Shed and Passenger Shed in the zone.The event showed off how the Bristol and Bath region is at the forefront of cutting-edge technology, strengthening the region's reputation as the only fast growing, globally significant tech cluster in the UK. More information

Volunteering - Young Shipwrights, Bristol Loves Tides Workshops

My Future My Choice are looking for volunteers to help at Young Shipwrights Workshops taking place at Engine Shed. The workshops involve school children working in small groups to make a cardboard boat that they will decorate, ballast and trim; and eventually sail in the Young Shipwrights Boat Race at the Bristol Harbour Festival. Volunteers are needed for whole or half days on various dates between now and 10th July. Contact Hugh for more details

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Events

Small Business Saturday Information Event - 1 July

Small Business Saturday is a grassroots, non-commercial campaign which aims to highlight small business success and encourage consumers to support small businesses in their communities. Although the day itself takes place in December, the campaign is active all year round. If you would like to support the campaign, get involved or just find out further information attend the event at Engine Shed 1st July 2.30pm - 4.30pm More information

MetroWest public consultation – 2 July

A public exhibition will take place showing plans to re-open the Portishead branch line as part of MetroWest Phase 1. The project includes a new railway station at Portishead and the reopening of Pill station, with passenger services due to start in 2019. The plans will be on display at Engine Shed on 2nd July 2pm-7.30pm. The consultation runs from 22 June to 3 August. For more information and exhibition dates visit Travel West

MetroWest News

Issue One | June 2015

Re-opening the Portishead Branch Line: Have your say

Proposals to re-open the Portishead branch line as part of the MetroWest phase 1 rail project have reached a major milestone, as statutory consultation on the proposals begins.

The consultation will run for six weeks, from 22 June to 3 August. Feedback will be used to inform detailed scheme design for the Portishead branch line planning application.

The re-opening of the Portishead branch line includes proposals for a new railway station at Quays Avenue in Portishead, the re-opening of Pill railway station, the provision of new footbridges across the line, and other works including double tracking through Pill.

The planning application will be submitted in spring 2016 through the Development Consent Order process, with the aim of completing construction in early 2019 and starting train services in spring 2019.

A series of public exhibitions are being held, where people can view the plans and ask questions about the proposals:

- **Thursday 2 July, 2pm to 7.30pm** Engine Shed, Station Approach, Temple Meads, Bristol, BS1 6QH
- **Monday 6 July 2pm to 7.30pm** Somerset Hall, The Precinct, High Street, Portishead, BS20 6AH
- **Wednesday 8 July 2pm to 7.30pm** Somerset Hall, The Precinct, High Street, Portishead, BS20 6AH
- **Friday 10 July 2pm to 7.30pm** Community Centre, Pill, BS20 0AE

Above: Portishead Railway Station visualisation

Welcome to the first MetroWest newsletter

Until now, all MetroWest and MetroBus news has been included in a single newsletter, to which you are a subscriber. With so much happening on both of the projects, it's now the perfect time to launch a separate MetroWest newsletter for our subscribers.

If you'd rather not receive MetroWest updates in future you can unsubscribe using the link at the bottom of this newsletter. You will still receive MetroBus updates as usual.

The MetroWest Programme

Following the exhibitions, the plans will then go on display for a week:

- **Monday 13 July to Friday 17 July 9am to 5pm** 100 Temple Street, Bristol, BS1 6HT

Later this year there will be another opportunity for people to comment on updated designs before the planning application is submitted in 2016.

You can comment by going to an exhibition or online at www.travelwest.info/metrowest where you will find the consultation leaflet and a link through to the questionnaire.

Paper copies of the leaflet will be available at Portishead Library, Pill Library, Weston-Super-Mare Town Hall, Long Ashton Library, Bedminster Library, Marksbury Road Library and Bristol Central Library.

Above: Pill Railway Station visualisation

The West of England Councils are working together on proposals that will deliver over £100m of investment in our local rail network over the next five to ten years.

The proposals, called MetroWest, are a series of large and small projects that aim to introduce fast and frequent metro rail services across the local area, by making better use of existing passenger and freight lines and reopening viable disused lines.

The MetroWest programme will complement investment being made by Network Rail and extend the benefits of projects such as the electrification of the Great Western main line. Our proposals are supported by the rail industry and we are working closely with First Great Western, freight train operators, the Department for Transport and Network Rail.

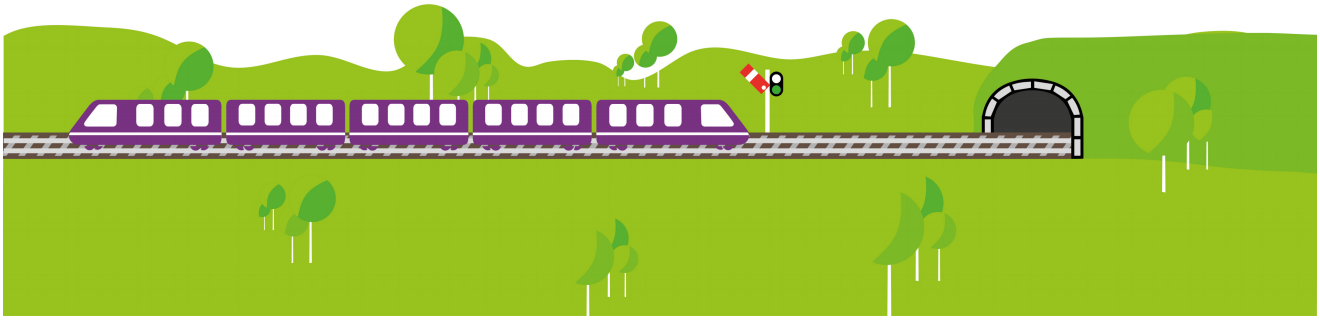
MetroWest is being delivered in a phased approach through MetroWest Phase 1, MetroWest Phase 2 and specific new station projects. More information can be found online at www.travelwest.info/metrowest

Twitter Website Email us

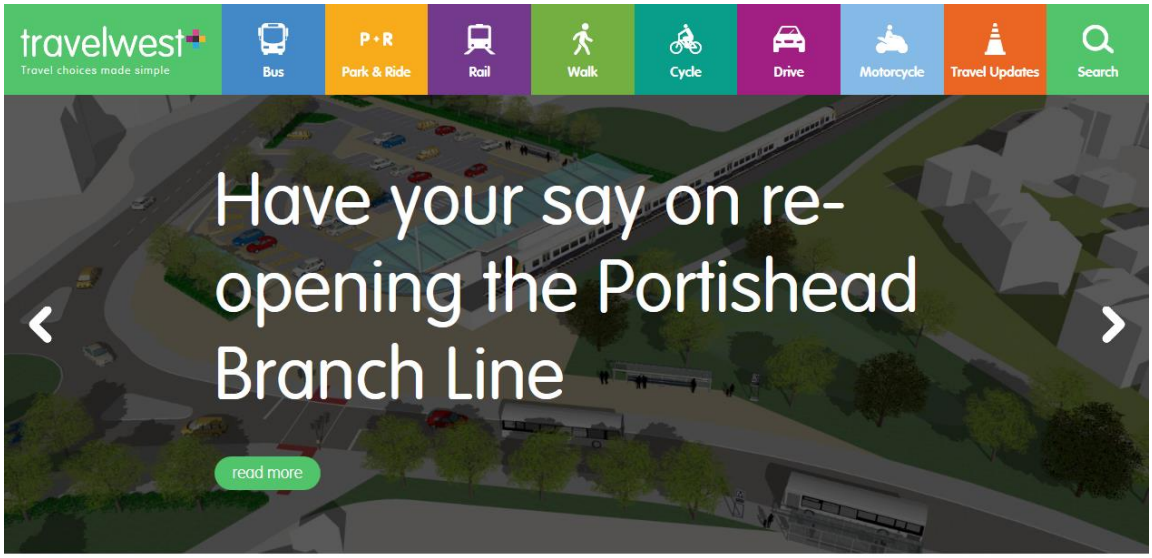
Department for Transport

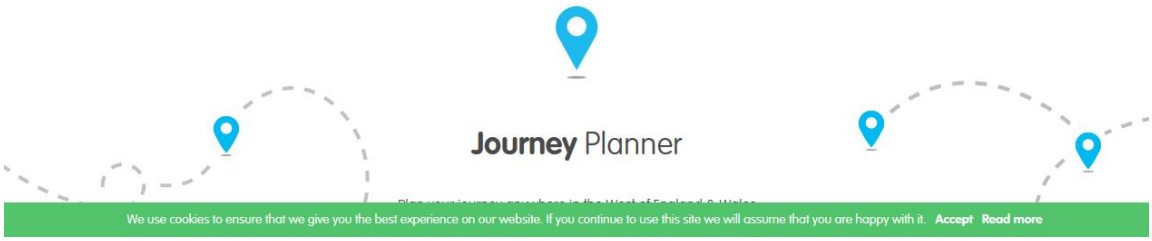
travelwest

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

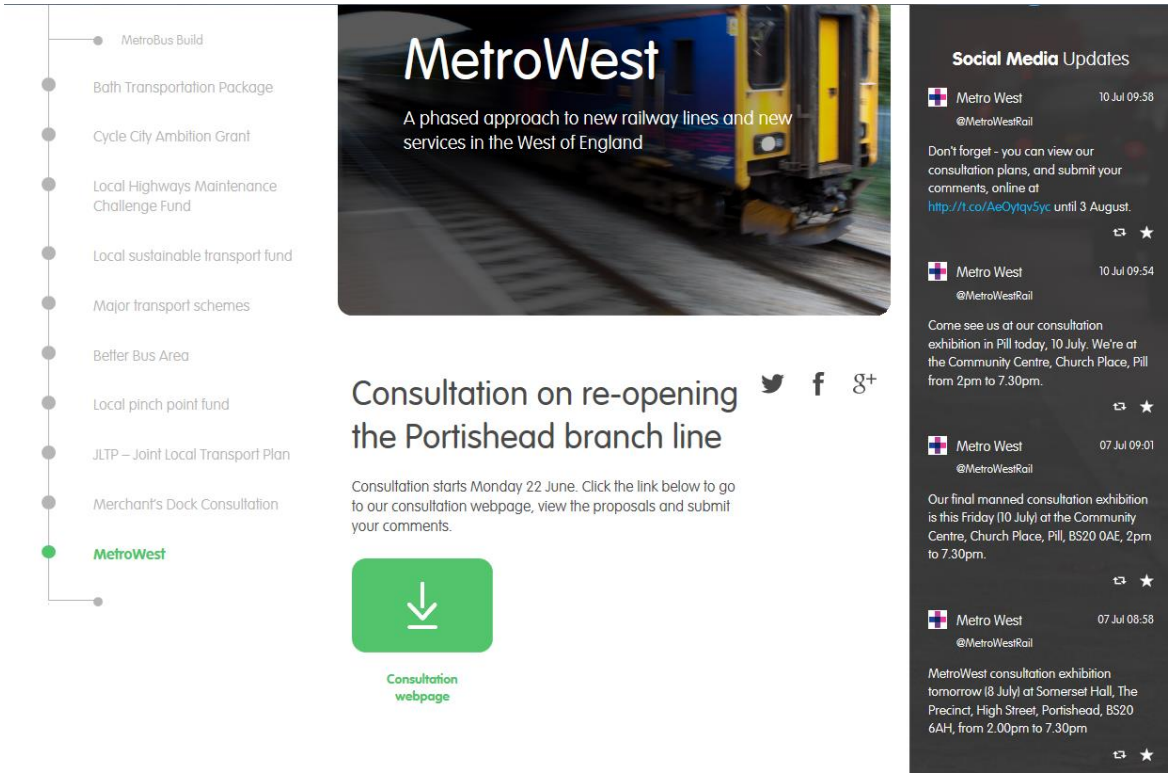


Front page of Travelwest website at www.travelwest.info



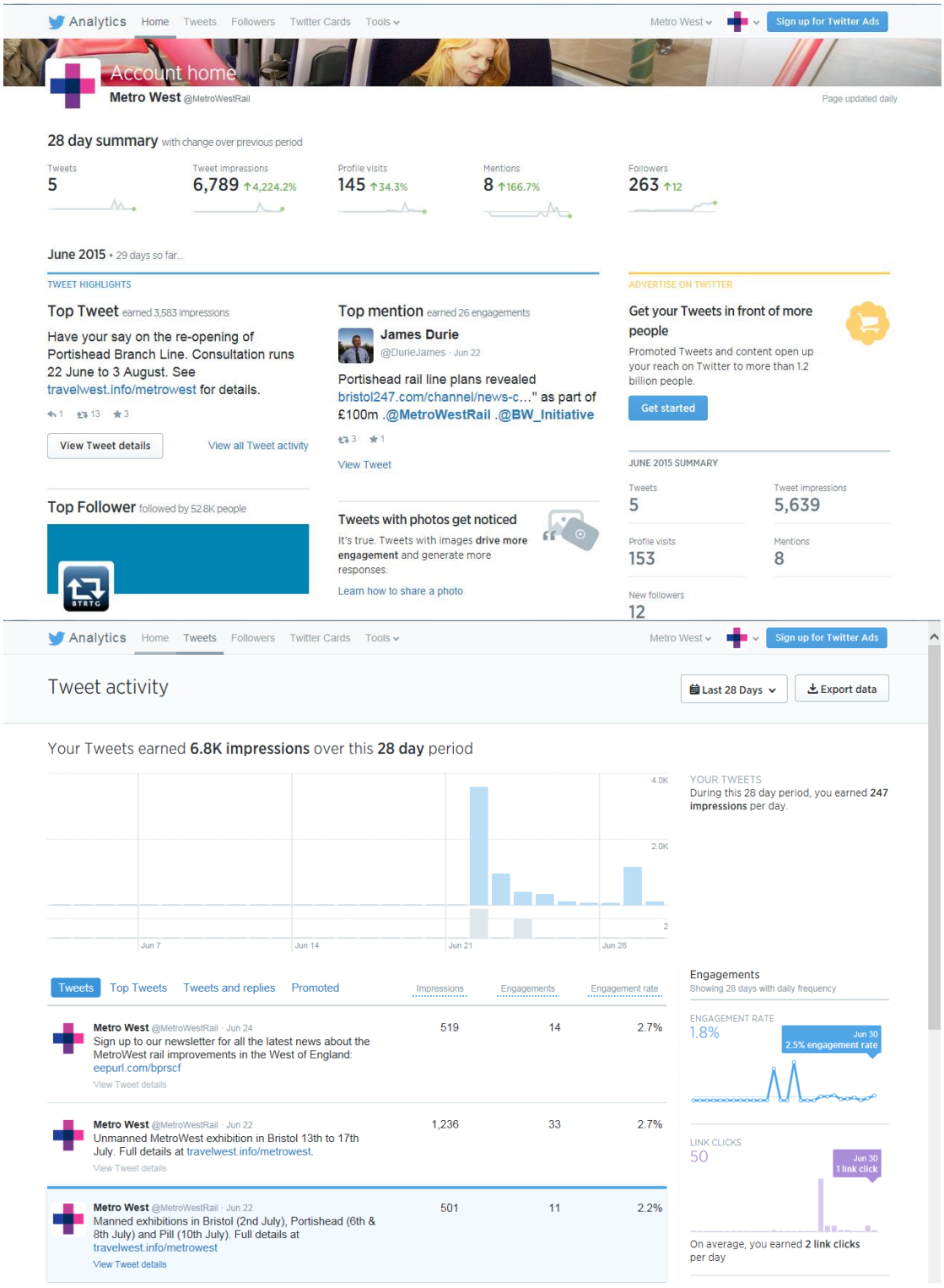


Consultation page at www.travelwest.info/metrowest

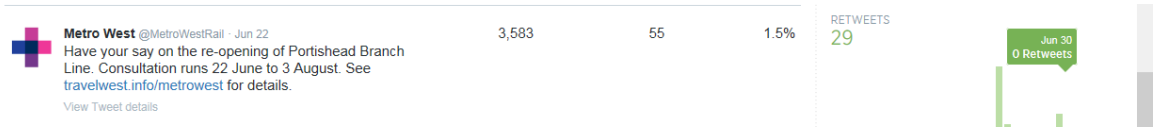


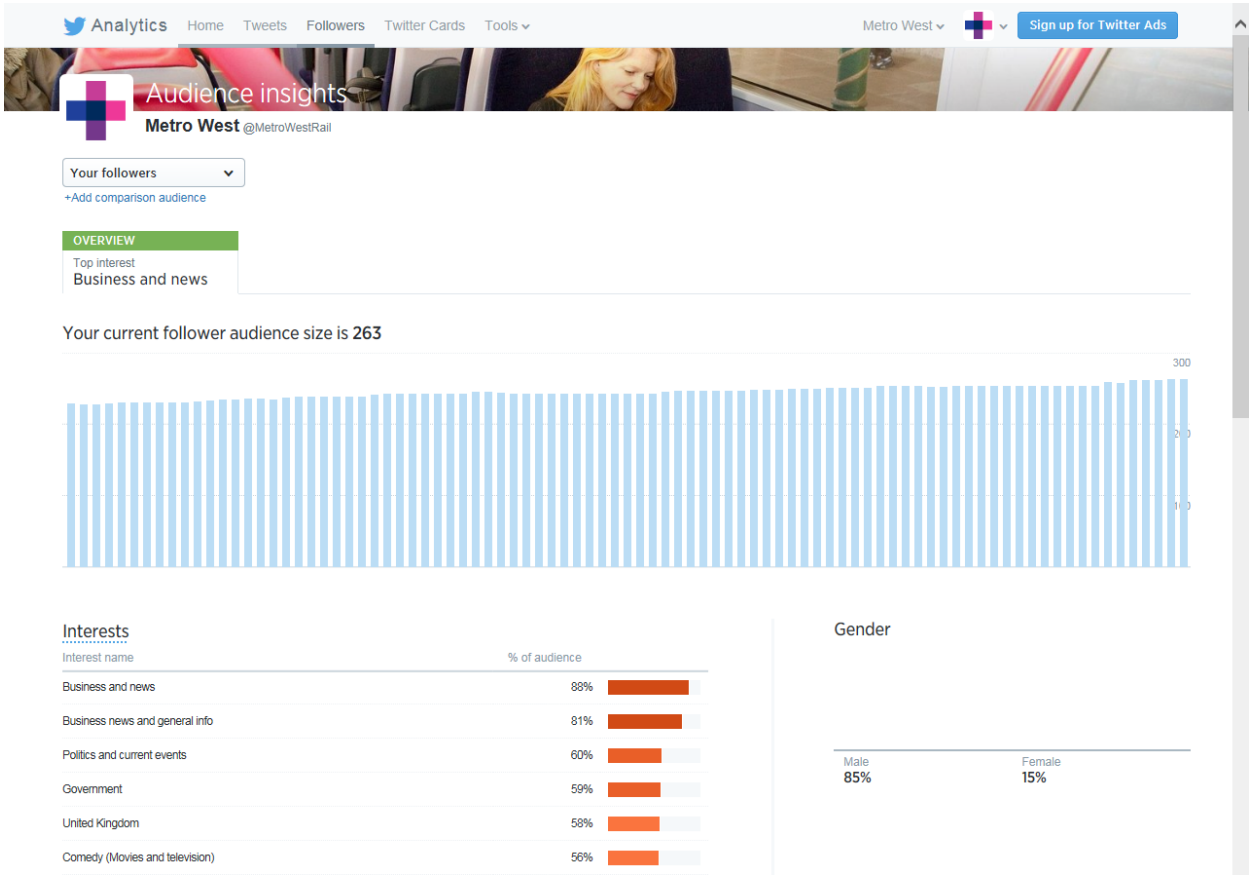
Twitter report for MetroWest Phase 1
Portishead Branch Line consultation launch
June 2015

Three Tweets were sent out on the morning of 22 June 2015 alerting people to the Portishead Branch Line consultation. One Tweet was sent out on 24 June asking people to sign up for the MetroWest newsletter. The results of those Tweets are summarised below.



Twitter report for MetroWest Phase 1
Portishead Branch Line consultation launch
June 2015





Twitter report for MetroWest Phase 1
Portishead Branch Line consultation launch
June 2015

Government resources	52%
Business and finance	51%
Tech news	49%
Politics	44%

Country

Country name	% of audience
United Kingdom	94%
Spain	< 1%
Canada	< 1%
India	< 1%
France	< 1%
Denmark	< 1%
Lebanon	< 1%
Germany	< 1%
Poland	< 1%
Qatar	< 1%

Region

State or region	% of audience
England, GB	90%
South West England, GB	59%
Greater London, GB	13%
Wales, GB	3%

North Somerset Council has already purchased the three mile section of redundant track between Portishead and Portbury to protect it from being developed and clearance work on the line has already been carried out.

Passenger services from Portishead to Bristol were cut in 1964, although the line to Portbury Dock reopened in 2002 for freight trains only.

A study in 2010 showed that travel time from Portishead would be 17 minutes compared to an hour by road during peak times.

Cllr Mark Bradshaw, Bristol's Assistant Mayor with responsibility for Transport said: "By pooling our resources and working together we've been able to make the reopening of the Portishead line for passengers a reality.

"This is a really exciting project for the Greater Bristol area that will make a huge difference for people wanting to use the existing and new train services, with benefits for rail freight too."

Exhibitions will be held on July 2 from 2pm-7.30pm at Engine Shed, Temple Meads and on July 6 at the same time at the Somerset Hall, Portishead,

Further exhibitions will be held on July 8 at Somerset Hall from 2pm-7.30pm, on July 10 at the Community Centre, Pill from 2pm-7.30pm.

The plans will also be on display at the Engine Shed, Temple Meads from July 13-17 from 9am to 5pm.

People can also look and comment on the plans at www.travelwest.info/metrowest .Leaflets detailing the plans are also available at Portishead Library, Pill Library, Bedminster Library and at Portishead Town Council at the Folk Hall.

PANEL
The Project involves the re-opening 5km of disused railway between Portishead and Pill; and upgrade works to the current Portbury freight line between Parson Street Junction and Portbury Dock Junction. The infrastructure requirements to deliver the Project include:

Rebuilding the disused Portishead to Pill line (5km)

New station at Portishead including car park, pedestrian and cycle link to the town centre and highway alterations to Quays Avenue/Harbour Road/Phoenix Way

Possible provision of a fully accessible pedestrian bridge near Trinity Primary School

Retain existing National Cycle Network routes between Pill and Portishead through minor realignment or diversion if necessary

Double track works through Pill (including widening of the Avon Road bridge underpass) and from Bower Ashton to Ashton Gate

Reopening of former station at Pill and new fully accessible pedestrian bridge and car park

Improvements to highway access to Pill tunnel and other locations

New signalling for the branch line from Parson Street junction to Portishead, including a new intermediate signal in Avon Gorge

Enhancement of Parson Street junction

Closure of historic and permissive crossings and where appropriate provision of alternative access arrangements locations

Environmental mitigation measures

Partial reinstatement of down relief line at Bedminster

Additional signal near Avonmouth station

Bathampton turn-back (track crossover and signalling to allow trains to turn around at Bath off the main line).

Appendix E
Statutory Bodies letter

Date: 17 June 2015
My ref: MWP1/JUN15CONSUL
Contact: MetroWest Comms Team
Direct dial: 0117 90368686
Email: metrowest@westofengland.org

MetroWest

MetroWest Phase 1 Consultation
Engine Shed
Station Approach
Temple Meads
Bristol
BS1 6QH

Dear Stakeholder

CONSULTATION ON PORTISHEAD BRANCH LINE (METROWEST PHASE 1)

I am writing to invite you to take part in a period of consultation for the re-opening of the Portishead Branch Line (part of the MetroWest Phase 1 programme and referred to as the Project). The launch of the consultation will be a key milestone for the Project, showcasing the plans to date and inviting comment from businesses, members of the public and other interested parties.

Although you are a statutory consultee on the Project pursuant to section 42 of the Planning Act 2008, and will be consulted formally under that provision in due course, we would welcome your views at this stage of the Project.

When does it start?

The consultation will open on 22 June 2015 and run for six weeks until 3 August 2015.
We will be actively promoting the consultation before and during this time through newspaper adverts, social media and a bespoke website.

Where do I find information on the scheme?

A brief summary of the Project and the wider MetroWest Phase 1 is attached for your reference. An information leaflet will be made widely available during the consultation period, but in the meantime further information can be found on our website at www.travelwest.info/metrowest

We will also be holding a series of exhibitions at key locations where visitors can view plans and ask the Project team questions. The dates and locations are as follows:

- Thursday 2 July, 2pm – 7.30pm, Engine Shed, Temple Meads, Bristol
- Monday 6 July, 2pm – 7.30pm, Somerset Hall, Portishead
- Wednesday 8 July, 2pm – 7.30pm, Somerset Hall, Portishead
- Friday 10 July, 2pm – 7.30pm, Community Centre, Pill

Leaflets and exhibition boards, as well as a questionnaire will be at all events. For those unable to attend, material will be available at strategic locations such as libraries and Council offices,

and on the TravelWest website. An unmanned exhibition will be open to the public for 5 days from Monday 13 July, 9am – 5pm at 100 Temple Street, Bristol.

How can I respond?

We would encourage those wishing to comment to do so using the online questionnaire, but all forms of correspondence will be accepted via the contact details on this letter.

Who are you consulting?

The scheme is a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and requires a Development Consent Order (DCO). The consultation is being carried out under Section 47 of the Planning Act 2008, which requires consultation to be held with communities in the vicinity of the scheme.

The DCO process requires us in particular to produce a Statement of Community Consultation (SoCC), which details the local communities, residents, businesses and organisations in the area we will consult with before the application is submitted to the Planning Inspectorate and the methods for doing so. The SoCC will be made available at the start of the consultation both online and at the following locations: exhibition venues listed above; Council offices in Clevedon (Castlewood), and Bristol (100 Temple Street); and libraries in Portishead, Pill, Bristol (Bedminster, Bristol Central and Marksbury Road) and Weston-super-Mare (Town Hall).

What happens after the consultation?

All responses will be analysed over the summer and a report published in the autumn on the TravelWest website. A second round of consultation under the Planning Act 2008 will be launched later in the year to showcase any incorporated changes and invite further comment on them. We will contact you again when the dates for this have been confirmed.

This is a key opportunity to provide feedback on our proposals to re-open the Portishead branch line, and we will consider all comments received. In the meantime if you have any further queries please do not hesitate to contact us.

Yours sincerely

James Willcock
MetroWest Phase 1 Project Manager

Further information

The Project entails the re-opening 5km of disused railway between Portishead and Pill; and upgrade works to the current Portbury freight line between Parson Street Junction and Portbury Dock Junction. The infrastructure requirements to deliver the Project will be carried out with obtained rights through the DCO, and existing ones through Network Rail's permitted development. Works include the following:

DCO

- Rebuilding the disused Portishead to Pill line (5km)
- New station at Portishead including car park, pedestrian and cycle link to the town centre and highway alterations to Quays Avenue/Harbour Road/Phoenix Way
- Possible provision of a fully accessible pedestrian bridge near Trinity Primary School
- Minor realignment of existing National Cycle Network routes between Pill and Portishead, with reduced width in some places
- Double track works through Pill (including widening of the Avon Road bridge underpass) to a new junction east of Pill station, to be known as 'Pill Junction'
- Double track works from Ashton Gate to a new junction south of Clifton Tunnel No1, to be known as 'Clifton Junction'
- Reopening of former station at Pill and new fully accessible pedestrian bridge and car park
- Improvements to highway access to Pill tunnel and other locations
- New signalling for the branch line from Parson Street junction to Portishead (including a new intermediate signal in Avon Gorge through permitted development)
- Closure of historic and permissive crossings and where appropriate provision of alternative access arrangements locations
- Environmental mitigation measures

Network Rail Permitted Development

- Enhancement of Parson Street junction Partial reinstatement of down relief line at Bedminster
- Additional signal near Avonmouth station
- Bathampton turn-back (track crossover and signalling to allow trains to turn around at Bath off the main line).

The existing Portbury freight line plays an important role for the economy through providing efficient access to markets including car import/exports, containers and coal. The volume of freight traffic is increasing and the Councils recognise the importance of the Portbury Freight Line to Bristol Port and its contribution to the economy. The infrastructure identified for the Project, as set out above, will provide sufficient capacity for the current and future operation of both freight trains and passenger trains.

Most of the land required for the Project is within the ownership of North Somerset Council or Network Rail, however small areas of land, for construction and maintenance access routes will be required temporarily and permanently. Land owners will be contacted in due course to discuss individual requirements and issues. Construction will begin in early 2018, with train services operating from May 2019.

Further information is available at www.travelwest.info/metrowest

Appendix F
List of statutory bodies

Schedule 1 Consultees

Secretary of State for Defence	Defence
Avon and Somerset Constabulary	Emergency
Fire and Rescue Authority	Emergency
Natural England	Environmental
Environment Agency	Environmental
Cotswolds AONB Conservation Board	Environmental
Mendip Hills AONB Conservation Board	Environmental
The Coal Authority	Environmental
Bristol City Internal Drainage Board	Environmental
North Somerset Internal Drainage Board	Environmental
Canal & River Trust (replaces British Waterways Board)	Environmental
The Forestry Commission	Environmental
Health and Safety Executive	Health
National Health Commissioning Board and the relevant clinical commissioning group (CCG)	Health
NHS England	Health
NHS Commissioning Support Unit	Health
Public Health England, an executive agency of the Dept of Health	Health
Historic England	Heritage
The Historic Buildings and Monuments Commission for England (formally English Heritage)	Heritage
The Civil Aviation Authority	Highways/Transport
Highways England (formally Highways Agency)	Highways/Transport
Portishead	Relevant Parish Councils
Portbury	Relevant Parish Councils
Pill and Easton-in-Gordano	Relevant Parish Councils
Abbots Leigh	Relevant Parish Councils
Long Ashton	Relevant Parish Councils
The Crown Estate Commissioners	Relevant Statutory - Crown
Gas Transportation Company	Relevant Statutory - Gas
Government Pipelines and Storage System (GPSS)	Relevant Statutory - Gas
Wales and West Utilities (British Gas)	Relevant Statutory - Gas
Western Power Distribution	Relevant Statutory - Gas
Bristol Water PLC	Relevant Statutory - Water
Wessex Water PLC	Relevant Statutory - Water
Bristol Port Company	Statutory Undertakers - Port
Association of British Ports (British Ports Association)	Statutory Undertakers - Port

Other Statutory Consultees

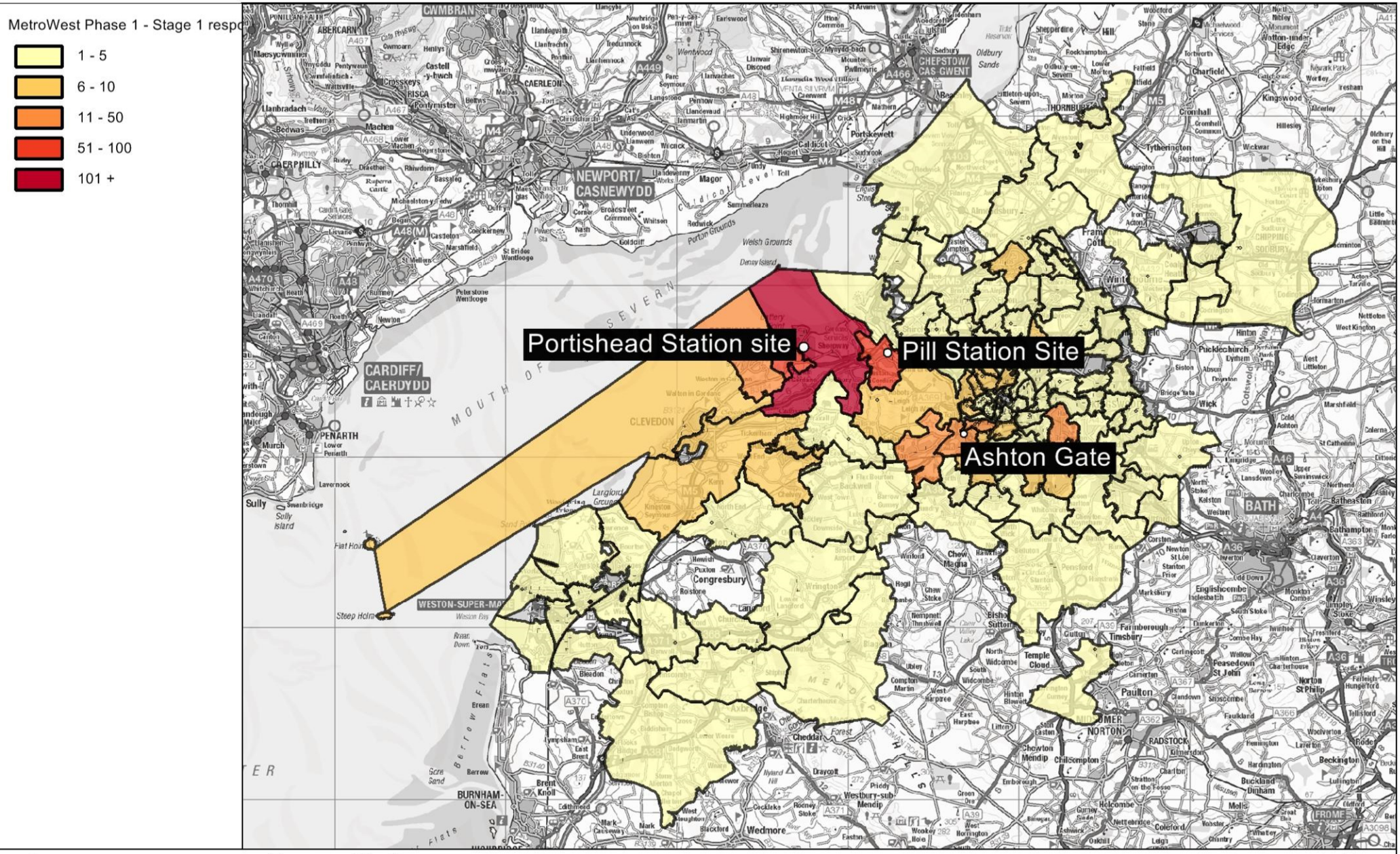
National Grid Electricity Transmission plc (NGET)	DCO applicant
Police and Crime Commissioner	Emergency
Great Western Air Ambulance	Emergency
Avon and Wiltshire Mental Health Partnership NHS Trust	Health
NHS Bristol North Somerset and South Gloucestershire Area Team	Health

North Somerset NHS Team	Health
South Western Ambulance NHS Foundation Trust	Health
University Hospitals Bristol NHS Foundation Trust	Health
Public Health England, an executive agency of the Department of Health	Health
Clifton Suspension Bridge and residents' groups	Heritage
National Trust	Heritage
Department for Transport	Highways/Transport
Bristol City Council (Highways Authority)	Highways/Transport
North Somerset Council (Highways Authority)	Highways/Transport
Office of Rail and Road	Highways/Transport
Network Rail	Highways/Transport
Bristol Airport	Highways/Transport
Bristol Harbour Master	Highways/Transport
[redacted], Court House Farm	Landowner
[redacted], Lye Cross Farm	Landowner
[redacted]	Landowner
[redacted], Portbury Lane	Landowner
[redacted], Forresters Lodge	Landowner
[redacted], Sheepway Gate Farm	Landowner
[redacted], Station Road	Landowner
The Bristol Port Company	Landowner
[redacted], Lodway Farm	Landowner
[redacted], Cadbury Road	Landowner
[redacted], Elm Tree Farm	Landowner
[redacted]	Landowner
[redacted], Pill	Landowner
[redacted], Pill	Landowner
[redacted], Portishead	Landowner
[redacted], Portishead	Landowner
[redacted], Ham Green Lakes	Landowner
Chapel Pill Farm, Ham Green	Landowner
Bristol City Council	Local Authorities
North Somerset Council	Local Authorities
South Gloucestershire Council	Local Authorities
Bath and North Somerset Council	Local Authorities
Wiltshire Council	Local Authorities
Gloucestershire County Council	Local Authorities
Somerset County Council	Local Authorities
Welsh Assembly	Local Authorities
Monmouth Council	Local Authorities
Ashley, Easton and Lawrence Hill	Neighbourhood Partnerships
Avonmouth and Kingsweston	Neighbourhood Partnerships
Bishopston, Cotham and Redland	Neighbourhood Partnerships
Cabot, Clifton and Clifton East	Neighbourhood Partnerships
Dundry View	Neighbourhood Partnerships
Filwood, Knowle and Windmill Hill	Neighbourhood Partnerships

Greater Bedminster	Neighbourhood Partnerships
Greater Brislington	Neighbourhood Partnerships
Greater Fishponds	Neighbourhood Partnerships
Henbury and Southmead	Neighbourhood Partnerships
Henleaze, Stoke Bishop and Westbury-on-Trym	Neighbourhood Partnerships
Horfield and Lockleaze	Neighbourhood Partnerships
St George	Neighbourhood Partnerships
Stockwood, Hengrove and Whitchurch	Neighbourhood Partnerships
Abbots Leigh Parish Council	Parish/Town Councils
Backwell Parish Council	Parish/Town Councils
Banwell Parish Council	Parish/Town Councils
Barrow Gurney Parish Council	Parish/Town Councils
Blagdon Parish Council	Parish/Town Councils
Bleadon Parish Council	Parish/Town Councils
Brockley Parish Council	Parish/Town Councils
Burrington Parish Council	Parish/Town Councils
Butcombe Parish Council	Parish/Town Councils
Churchill Parish Council	Parish/Town Councils
Clapton-in-Gordano Parish Council	Parish/Town Councils
Cleeve Parish Council	Parish/Town Councils
Clevedon Town Council	Parish/Town Councils
Congresbury Parish Council	Parish/Town Councils
Dundry Parish Council	Parish/Town Councils
Flax Bourton Parish Council	Parish/Town Councils
Hutton Parish Council	Parish/Town Councils
Kenn Parish Council	Parish/Town Councils
Kewstoke Parish Council	Parish/Town Councils
Kingston Seymour Parish Council	Parish/Town Councils
Locking Parish Council	Parish/Town Councils
Long Ashton Parish Council	Parish/Town Councils
Loxton Parish Council	Parish/Town Councils
Nailsea Town Council	Parish/Town Councils
Pill and Easton-in-Gordano Parish Council	Parish/Town Councils
Portbury Parish Council	Parish/Town Councils
Portishead Town Council	Parish/Town Councils
Puxton Parish Council	Parish/Town Councils
St Georges Parish Council	Parish/Town Councils
Tickenham Parish Council	Parish/Town Councils
Walton-in-Gordano Parish Council	Parish/Town Councils
Weston-in-Gordano Parish Council	Parish/Town Councils
Weston-super-Mare Town Council	Parish/Town Councils
Wick St Lawrence Parish Council	Parish/Town Councils
Winford Parish Council	Parish/Town Councils
Winscombe and Sandford Parish Council	Parish/Town Councils
Wraxall and Failand Parish Council	Parish/Town Councils
Wrington Parish Council	Parish/Town Councils

Yatton Parish Council	Parish/Town Councils
Allcom (Level 3) (Now Instalcom)	Telecomms
BT Openreach	Telecomms
Cable & Wireless	Telecomms
City Fibre Holdings	Telecomms
Envoy Asset Management	Telecomms
KCOM (Kingston communications)	Telecomms
MCI WorldCom Ltd (Verizon)	Telecomms
Virgin Media	Telecomms
First Great Western (now Great Western Railway)	TOC and FOC
South West Trains	TOC and FOC
CrossCountry	TOC and FOC
Virgin Cross Country Trains	TOC and FOC
DB Schenker Rail (UK) Limited	TOC and FOC
Freightliner Ltd	TOC and FOC
GB Railfreight	TOC and FOC
Mendip Rail	TOC and FOC
Direct Rail Services	TOC and FOC
Colas Rail	TOC and FOC

Appendix G
Map of respondents



Consultation response areas

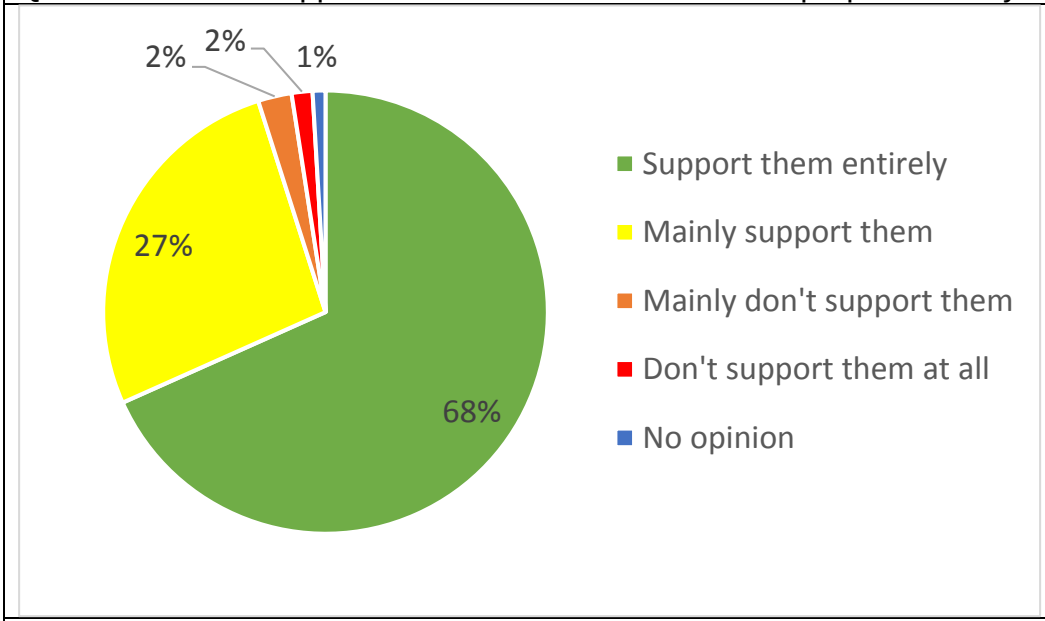
North Somerset Council

Scale: 1:300000
Drawn by: Steven Penaluna
Date: 30 October 2015
Time: 18:16:16

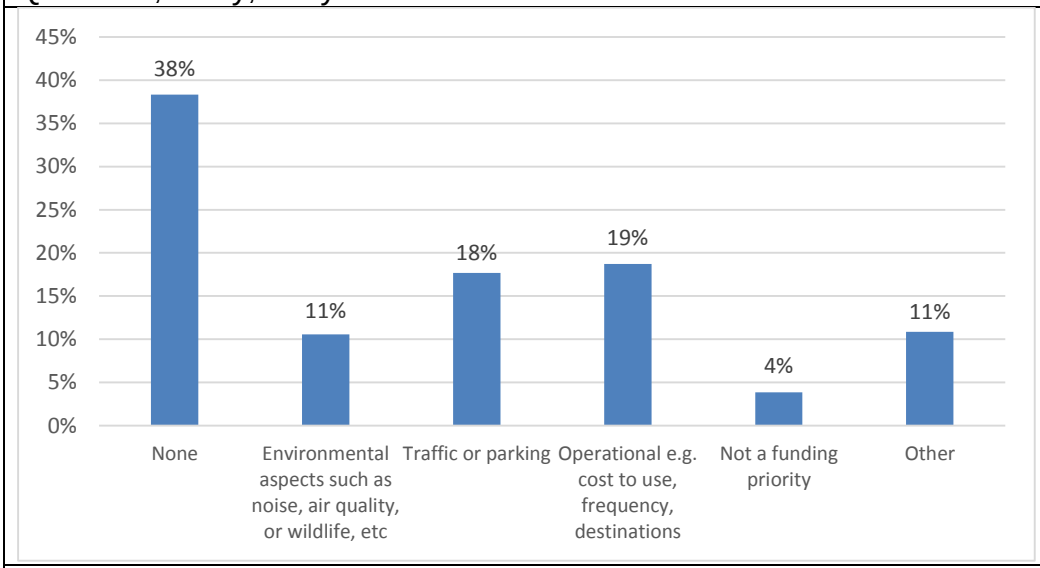
N

Appendix H
Questionnaire Results

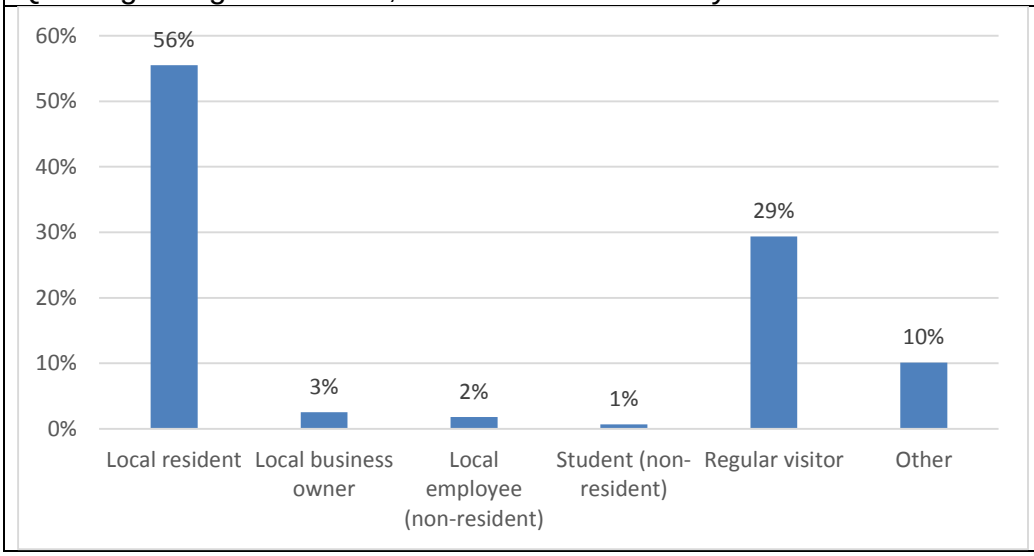
Q2. Overall, how supportive of the MetroWest Phase 1 proposals are you?



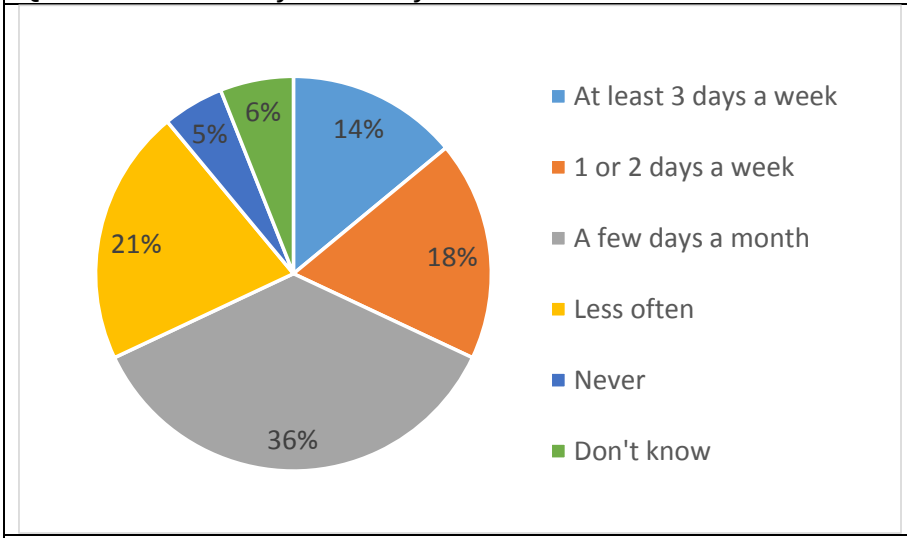
Q3. What, if any, are your main concerns with the scheme overall?



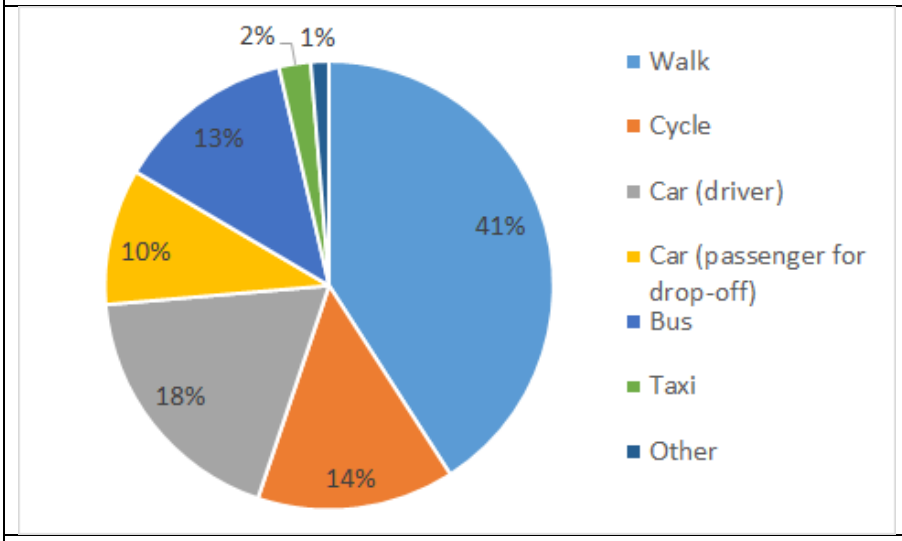
Q5. Regarding Portishead, which best describes you?



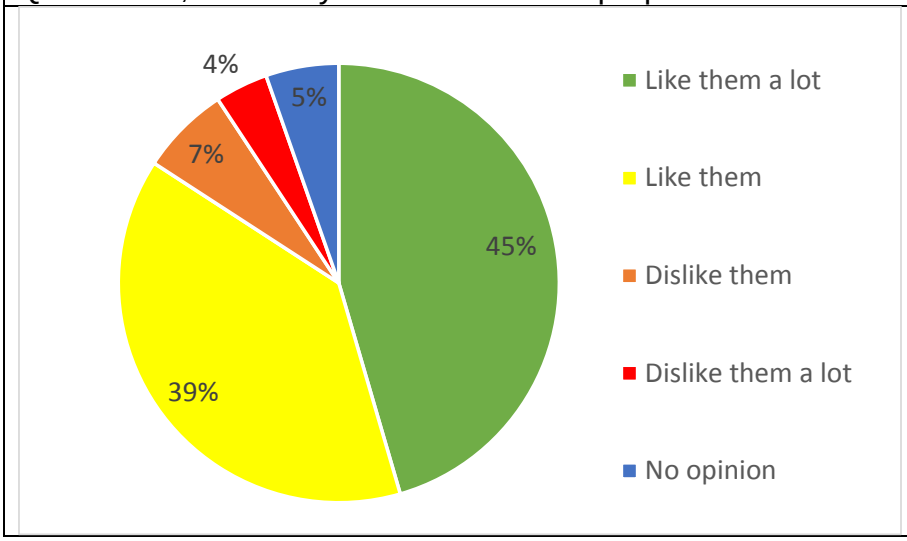
Q6. How often do you think you would catch the train to or from Portishead?



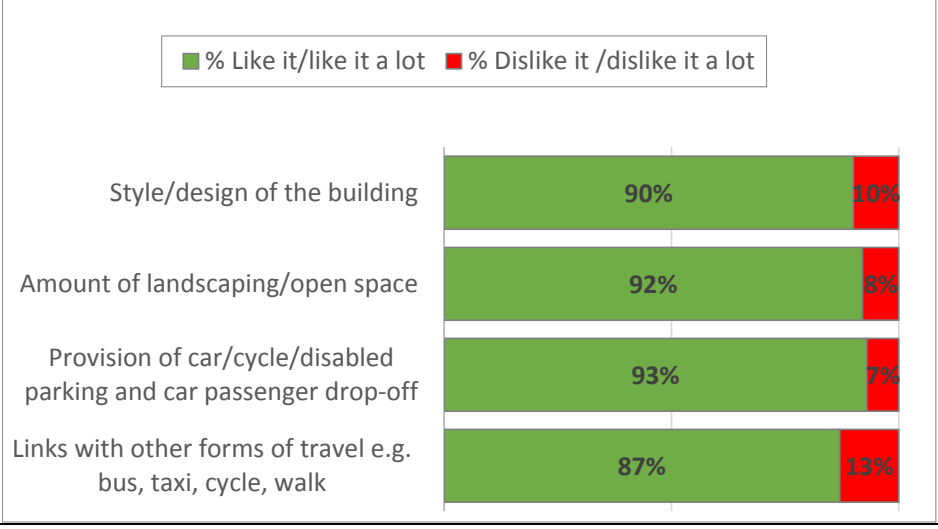
Q7. Which method(s) of travel do you think you will use on a regular basis to get to or from Portishead station?



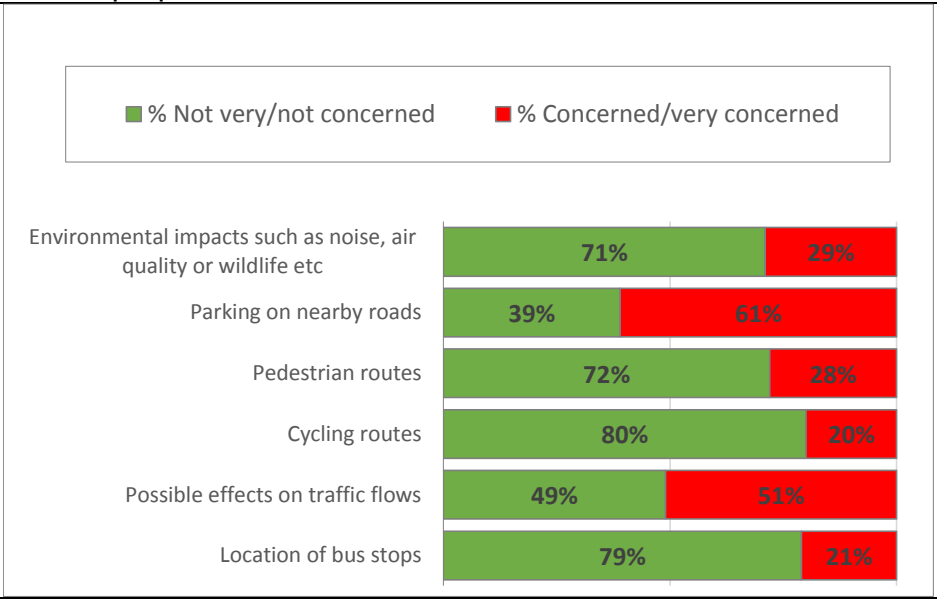
Q8. Overall, what do you think about the proposals for Portishead?



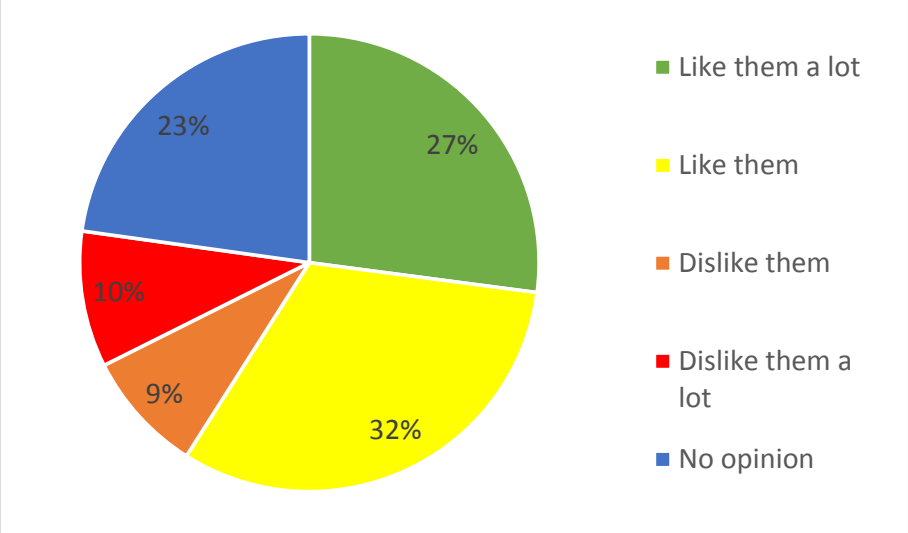
Q9. What are your thoughts on the following aspects of the station building and immediate surroundings?



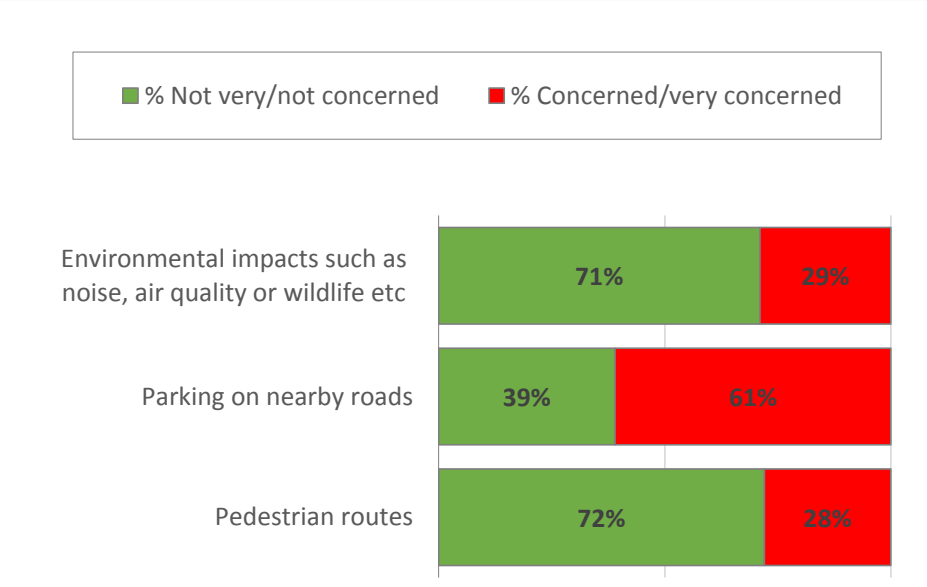
Q10. Do you have any concerns over the following aspects of the Portishead Station proposals?



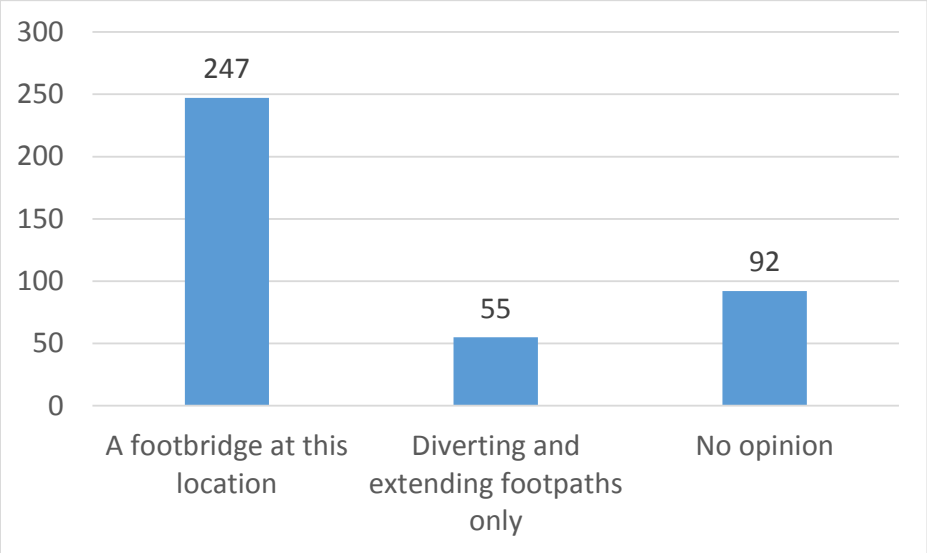
Q12. Overall, what do you think of the bridge design proposals?



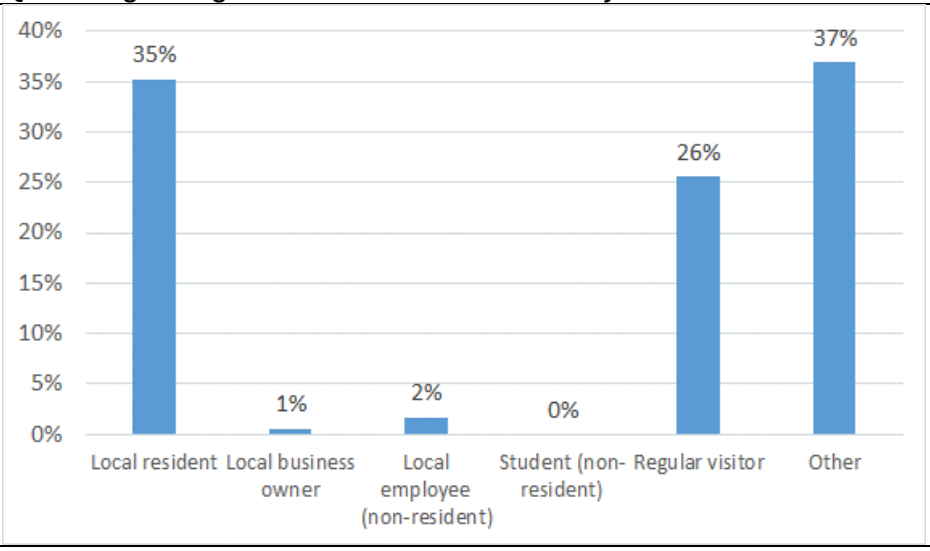
Q13. Do you have any concerns over the following aspects of the proposed bridge?



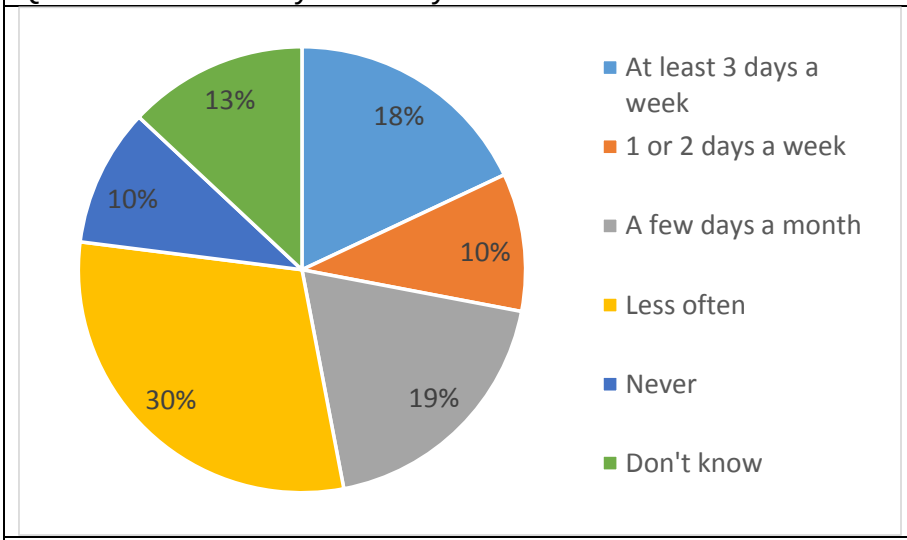
Q14. Are you in favour of….?



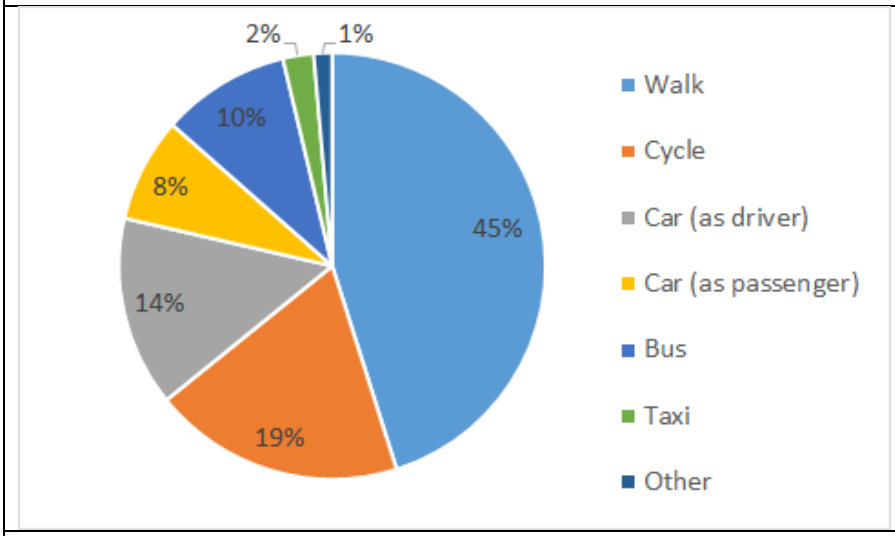
Q16. Regarding Pill, which best describes you?



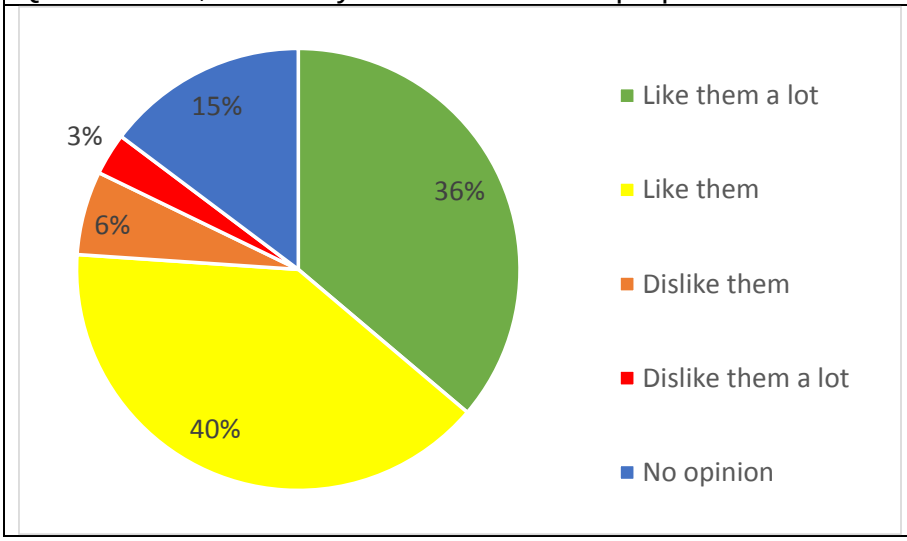
Q17. How often do you think you would catch the train to or from Pill?



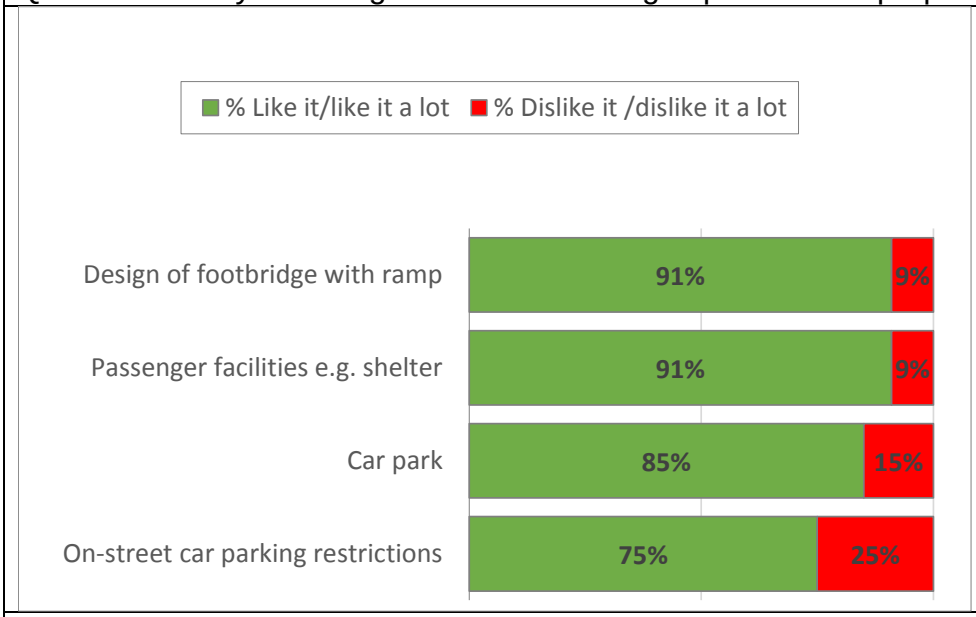
Q18. Which method(s) of travel do you think you will use on a regular basis to get to or from Pill station?



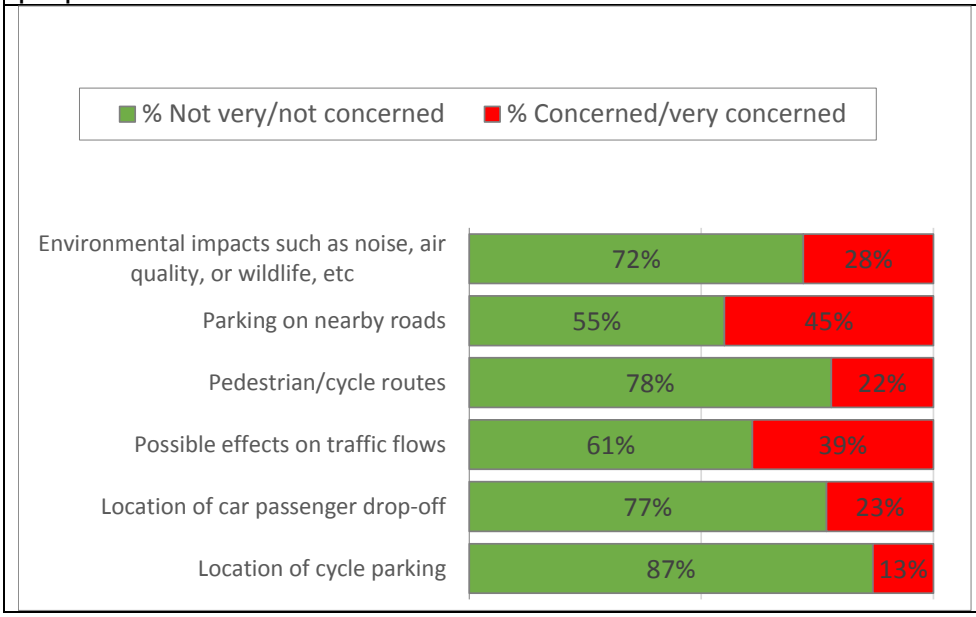
Q19. Overall, what do you think about the proposals for Pill?



Q20. What are your thoughts on the following aspects of the proposals?



Q21. Do you have any concerns over the following aspects of the Pill Station proposals?



Appendix I
Summary of comments from Members of Public and Project Response

Summary of Comments from Members of Public and Project Response

A public consultation for the reopening of the Portishead branch line to passenger services (Project) was open from the 22nd June to 3rd August 2015 for the community, stakeholders, statutory bodies and interested parties to submit their support, concerns and suggestions.

858 responses were received to the section 47 consultation. Section 47 of the Planning Act 2008 requires the applicant to consult the local community and relevant local authorities prior to submitting an application for a development consent order.

Comments have been grouped into common topics and are presented with a response. The number of people making the comment has also been included.

Topic	Collated summarised consultation comments and issues	Count	Response had to consultee	Status of Comment/ Issue
Q3. What, if any, are your main concerns with the scheme overall?				
Scope of work	001. General concerns for exclusion/support for a station at Ashton Gate 002. Why is the station at Ashton Gate not included in the plan? 003. Suggestion to include multiple other stops as part of the new line: 1) at Patchway 2) at Bedminster 004. Why only a signal and not reinstate the passing loop at Ham Green?	54	001. & 002. MetroWest is a phased programme of schemes. The scope of MetroWest Phase 1 has been defined and budget allocated. A new station at Ashton Gate is not within the scope of work or budget of MetroWest Phase 1. Ashton Gate station is one of a number of potential new stations in the West of England that would require a separate business case from MetroWest Phase 1. Bristol City Council has investigated the business case viability and are considering how a new station could be delivered in the medium term. MetroWest Phase 1 will make passive design provision for a potential future station at Ashton Gate, by identifying a potential location for the station. 003. The scope of the scheme includes stops on the Portishead line at Pill, Parson Street and Bristol Temple Meads. There is also a desire to stop trains at Bedminster station subject to further train timetable work. Patchway station is not near the geographic area of the project. 004. MetroWest Phase 1 is proposing additional line capacity via double tracking through Pill (west of Ham Green). 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. This technical work will be reported in the GRIP3 Option Selection Report. In respect of a passing loop at Ham Green, there are four single bore tunnel between Pill and Bower Ashton which constrain the feasibility of additional capacity at Ham Green.	001. Not part of MetroWest Phase 1, but potentially part of a future phase of the MetroWest programme. 002. Not part of MetroWest Phase 1, but potentially part of a future phase of the MetroWest programme. 003. Clarification given, no action required. 004. Out of scope, no action required.
Design	005. General concerns over the design and	8	005. The concept designs presented in the consultation material will be developed in more	005. Being considered

	layout of the scheme works		detail to take on board comments raised in this consultation. The design will be reported in the GRIP 3 Option Selection Report. The design submitted for examination will be discussed in the Design and Access statement.	
Trinity Footbridge	006. General concerns over the footbridge	8	006. The design of the footbridge will be developed in accordance with NSC and Network Rail design standards. The footbridge design will be reported as part of the GRIP 3 Option Selection Report, the Design and Access statement, the Environmental Impact Assessment and the Equalities Assessment.	006. Being considered
Cycle network impacts	007. General concerns over the impact to existing cycle paths	8	007. The scheme is proposing to retain the existing cycle path NCN 26. The wider connectivity of the pedestrian and cycle path network will be considered as part of the Transport Assessment. The infrastructure requirements will be reported in the GRIP 3 Option Selection Report.	007. Being considered
Project completion	008. General concerns over the time required to implement the scheme and significant work load required to complete the project 009. Will there be sufficient time to manage the project on time and budget?	6	008. & 009 Information about the 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). The 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 scheme, however our plan is to complete all these technical and statutory processes by 2018 and then proceed with construction.	008. Clarification given, no action required. 009. Clarification given, no action required.
Traffic, congestion and parking	010. General concerns over the impact on parking, congestion and traffic surround the stations	5	010. Changes to parking and traffic flows resulting from the scheme will be assessed and reported in the Transport Assessment.	010. Being considered.
Environmental concerns	011. General concerns over environmental pollution; noise and light	2	011. Environmental impacts will be considered as part of the Environmental Impact Assessment (EIA). The EIA will assess the impacts of the infrastructure works that require consent and will also consider the cumulative impacts of the wider MetroWest Phase 1 scheme. The Environmental Statement (ES) will set out in detail how we will implement measures to mitigate environmental impact and will accompany the Development Consent Order planning application. A non-technical summary will also be available for the ES.	011. Being considered.
Local impacts	012. General concerns over impact to local property	2	012. & 013. Impacts on local properties will be considered and measures to mitigate impacts will be identified and reported in the following	012. Being considered.

	013. How will properties along the route be checked for impact?		documents supporting the Development Consent Order planning application: - Impacts during construction - Construction Management Plan - Environmental impacts – Environmental Statement - Transport impacts – Transport Assessment.	013. Being considered.
Train operations	014. Suggestion to electrify the line 015. Train carriages aren't sufficient for peak times	5	014. In the longer term the local rail network may be electrified as part of the rail industry and central Government future investment plans. The current proposals will not preclude this, for example the proposed footbridges will have sufficient height clearance to allow for future overhead electrification cables. 015. 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 will be reported in more detail in the Outline Business Case.	014. Clarification given, no action required. 015. Clarification given, no action required.
Design and access	016. General concerns over access by all modes and for users with mobility and sensory impairment	4	016. The 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. The design will accord with rail industry guidance and technical requirements and will be reported in the GRIP 3 Option Selection Report and the Design and Access statement. Access will also be considered and reported in the Equalities Assessment.	016. Being considered.
Safety	017. General concerns over safety	2	017. Safety is the rail industry's first priority. Safety is an integral part of the design of the scheme. In particular, the GRIP 3 engineering work will require technical approval by Network Rail, this process includes consideration of safety for rail passengers, rail industry staff and the wider public. The Office of Rail and Road also has a role of overseeing safety on the rail network. Also, the safety impacts to the local and strategic road networks will be considered and reported in the Transport Assessment.	017. Being considered.
Funding	018. Should the developers in Portishead be asked to foot at least some of the costs?	1	018. Developers in Portishead have already contributed to the development costs of the project. The scheme funding arrangements are set out in the Preliminary Business Case (Sept 2014). Funding sources include: • Devolved Central Government major scheme funding • Local Growth Funding	018. Clarification given, no action required.

			• Local authority funding (including s106 funding)	

Q4. Do you have any comments on the scheme overall?				
Scope of project	019. General concerns for exclusion/support for a station at Ashton Gate 020. Would it be possible to include in the scheme the re-connection of the branch from Ashton Gate to Wapping Wharf, using the existing tracks, to provide a route direct from Temple Meads or Portishead direct to the City Centre? 021. Would it be possible to see trains running Portishead to Yate for example? 022. Will this railway line include coming through Patchway station? 023. Suggestion to include multiple other stops as part of the new line: 1) Filton 024. Why have the stations at Ashton Gate and Portway Park & Ride not been included? 025. Why is the Portway Park & Ride not used to link up bus services to ferry fans to Ashton Gate for matches? 026. Why only a signal and not reinstate the passing loop at Ham Green?	343	019. MetroWest is a phased programme of schemes. The scope of MetroWest Phase 1 has been defined and budget allocated. A new station at Ashton Gate is not within the scope of work or budget of MetroWest Phase 1. Ashton Gate station is one of a number of potential new stations in the West of England that would require a separate business case from MetroWest Phase 1. Bristol City Council has investigated the business case viability and is considering how a new station could be delivered in the medium term. MetroWest Phase 1 will make passive design provision for a potential future station at Ashton Gate, by identifying a potential location for the station. 020. Only a small part of the former Wapping Wharf branch line has survived, which is owned and operated by Bristol Harbour Railway. Unfortunately it would not be viable to re-create a heavy rail alignment from Ashton Gate to Temple Meads via Wapping Wharf due to the considerable land take, property demolition, severance of other key transport corridors, environmental impact, disruption to business / property owners and associated huge costs. 021. While operating trains from Portishead to Yate is not part of MetroWest Phase 1 it may be possible to link the Portishead line to other local lines in the future, subject to the availability of train paths and rail industry technical requirements. 022. & 023 The scope of the scheme is to include stops on the Portishead line at Pill, Parson Street and Bristol Temple Meads. There is also a desire to stop trains at Bedminster station subject to further train timetable work. The scope of the scheme also includes upgrading the train service frequency on the Severn Beach Line and the Bath Spa to Bristol line (including Keynsham and Oldfield Park stations). Patchway station is not near the geographic area of the project. Filton station is part of the MetroWest Phase 2 scheme. 024. & 025. Comment on a new station at Ashton Gate is set out above. A new station at Portway Park & Ride is not within the scope of work or budget of MetroWest Phase 1. Portway Park & Ride station is one of a number of potential new stations in the West	019. Not part of MetroWest Phase 1, but potentially part of a future phase of the MetroWest programme. 020. Out of scope, no action required. 021. Out of scope, no action required. 022. Clarification given, no action required. 023. Clarification given, no action required. 024. Not part of MetroWest Phase 1, but potentially part of a future phase of the MetroWest programme. 025. Not part of MetroWest Phase 1, but potentially part of a future phase of the MetroWest programme.

			of England that would require a separate business case from MetroWest Phase 1. Bristol City Council are currently investigating the technical feasibility and business case viability of a new Portway Park & Ride station. There is desire to open for a new Portway Park & Ride station before MetroWest Phase 1 opens. In the meantime MetroWest Phase 1 will make passive design provision for a potential future station at Portway Park & Ride, by identifying a potential location for the station. 026. MetroWest Phase 1 is proposing additional line capacity via double tracking through Pill (west of Ham Green). 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. This technical work will be reported in the GRIP3 Option Selection Report. In respect of a passing loop at Ham Green, there are four single bore tunnel between Pill and Bower Ashton which constrain the feasibility of additional capacity at Ham Green.	026. Out of scope, no action required.
Project completion	027. General concerns over the timescale and cost for project completion 028. Why wait so long can the date not be fast tracked so we have the use of the train earlier than 2019?	115	027. Information about the 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). The 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 scheme, however our plan is to complete all these technical and statutory processes by 2018 and then proceed with construction. 028. No unfortunately the scheme open date cannot be brought forward. While many factors that drive the scheme timescales are within the control of the scheme, there are other factors that are not entirely within the control of the scheme including statutory processes and also the delivery of other Network Rail projects such as Bristol Area Signalling Renewal & Enhancement (BASRE). Passenger train services cannot operate on the Portishead line without the delivery of the	027. Clarification given, no action required. 028. Clarification given, no action required.

			BASRE project which is planned to be completed by early 2019.	
Traffic congestion and parking	029. General concerns over the impact on parking, congestion and traffic surround the stations 030. What studies have been done in traffic density in this area? 031. What arrangements have been made for period of building, when site traffic will be at its highest? 032. Are there enough parking spaces considering some people will be parked all day? 033. Will there be a residents parking scheme put in place? 034. Has there been any discussion about making Harbour Road one way (either way would do) between the Fire station and Newfoundland road?	82	029. Changes to parking and traffic flows resulting from the scheme will be assessed and reported in the Transport Assessment. 030. 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). More detailed work is currently underway and will be reported in the Outline Business Case and the Transport Assessment. 031. Impacts during construction and mitigation measures will be reported in the Transport Assessment and the Construction Management Plan. 032. The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case (Sept 2014). Up to 350 parking spaces will be available, of which 250 spaces will be built by the scheme and 100 spaces are currently being built by a developer in connection with a section 106 agreement. Further consideration of wider parking issues will be reported in the Transport Assessment. 033. The potential impacts of station users parking in residential areas will be assessed in the Transport Assessment. Mitigation will be considered for any impacts, including consideration of a residents parking scheme etc. 034. There are no plans to make Harbour Road into a one-way system.	029. Being considered. 030. Clarification given, no action required. 031. Being considered. 032. Being considered. 033. Being considered. 034. Clarification given, no action required.
Multimodal connectivity	035. Suggestion for rail services to be integrated with other transport services	20	035. Portishead rail station will include a multi-modal interchange forecourt to enable physical integration across all main stream modes of transport. Pill station will also include modal integration although the context is very different in respect of the forecast passenger footfall and environmental constrains of the station location. 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.	035. Being considered.

Environmental impacts	036. General concerns over environmental pollution; noise and air 037. Can you confirm what noise there will be and how frequent?	21	036. Environmental impacts will be considered as part of the Environmental Impact Assessment (EIA). The EIA will assess the impacts of the infrastructure works that require consent and will also consider the cumulative impacts of the wider MetroWest Phase 1 scheme. The Environmental Statement (ES) will set out in detail how we will implement measures to mitigate environmental impact and will accompany the Development Consent Order planning application. A non-technical summary will also be available for the ES. 037. Background noise measurements have been undertaken and the impacts from the operation of the trains will be assessed.	036. Being considered. 037. Being considered.
Cycle network impact	038. General concerns over the impact to cycle paths 039. What is the proposal to accommodate the cycle path on the route? 040. Are we to loose [the cycle track under the M5] this child friendly, carbon neutral link?	17	038, 039 & 040. The scheme is proposing to retain the existing cycle path NCN 26. The section of cycle path under the three road overbridges between Portishead and Pill will be retained and secure fencing will be provided. This includes the M5 bridge, the Marsh Lane bridge and the Royal Portbury Dock Road bridge. The wider connectivity of the pedestrian and cycle path network will be considered as part of the Transport Assessment. The infrastructure requirements will be reported in the GRIP 3 Option Selection Report.	038. Being considered. 039. Being considered. 040. Being considered.
Capacity concerns	041. Suggestion to adjust the number and size of carriages/concerns for rail line capacity 042. Can I suggest future use of the Portishead line to take 1 or 2 intercity trains a day in each direction? 043. Suggestion for more frequent services on the new line	17	041. 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 will be reported in more detail in the Outline Business Case. 042. Work is being undertaken with the train operator to understand which rolling stock will be available, it is likely that it will be Class 15X, or 16Xs trains. MetroWest Phase 1 does not include operation of intercity trains, however the Portishead line will have gauge clearance to enable the possibility of intercity trains operating in the future. 043. The scheme is proposing an all-day (day time) half hourly service for the three rail lines including the Portishead branch line. A half hourly frequency is sufficient to meet demand	041. Being considered. 042. Clarification given, no action required. 043. Clarification given, no action required.

			arising from population of Portishead, Pill and surrounding villages. Passenger carrying capacity is measured by the rail industry as 'seats per hour' and this can be increased by either increasing the service frequency or increasing the number of carriages operated. Initially the proposed half hourly service will be operated using three carriages, however the station platforms will be sufficient to operate 5 carriages in the future, increasing the 'seats per hour' capacity by a further 67%.	
Design	044. General concerns over the design and layout of the scheme works. 045. Can the proposal include the facility to have some unusual shops like they have at Oban (Scotland) etc?	9	044. The design will be reported in the GRIP 3 Option Selection Report and the Design and Access statement. 045. Retail space is included in the design of Portishead station.	044. Being considered. 045. Being considered.
Safety	046. General concerns over crime, vandalism and safety and privacy measures 047. Suggestion for operation of CCTV 048. How open to vandalism will the new station be?	9	046. The rail industry treats acts of vandalism to railway property very seriously and prosecutes the perpetrators. Furthermore British Transport Police plays a key role in providing security, acting on lines of enquiry and educating target demographics in the community. 047. & 048. There will be CCTV in operation at Portishead and Pill stations and protective measures to prevent access on the tracks. Portishead station will be staffed part time, while Pill station will be unstaffed due to the more limited forecast passenger footfall. Furthermore the design and safety of the station will be developed in accordance with NSC and Network Rail design standards and will be reported as part of the GRIP 3 Option Selection Report, and the Design and Access statement.	046. Being considered. 047. Being considered. 048. Being considered.
Location	049. Suggestion for alternative Portishead location/concerns over proposed station location	5	049. 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 ww.travelwest.info/metrowest. Following the consultation a 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	049. Clarification given, no action required.

			option (2B) was taken forward in the scheme stage 1 DCO consultation (June to Aug 2015).	
Infrastructure changes	050. General concerns over new road layouts 051. I thought the roundabout was being moved was going to at the top of Harbour Trading Estate?	6	050. Changes to the road layouts will be reported as part of the GRIP 3 Option Selection Report, the Design and Access Statement, the Environmental Statement and Transport Assessment. 051. The proposal includes the realignment of the northern end of Quays Avenue to the west of its current location.	050. Being considered. 051. Clarification given, no action required.
User costs	052. General concerns over ticketing system and cost of travel	6	052. 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	052. Being considered.
Project justification	053. General concerns over the accuracy of passenger forecast demand 054. Why do we need an extension of the line to this particular suburb of Bristol?	3	053. 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. The train operator and Network Rail contributed to this modelling work which was reported in the Preliminary Business Case (Sept 2014). The business case was independently reviewed and this was reported to the WoE Joint transport Board, who endorsed the business case. An updated demand forecast is to be reported in the Outline Business Case. 054. The business case shows there is a compelling case for the delivery of the scheme.	053. Being considered. 054. Clarification given, no action required.
Scope of work	055. Suggestion for Portishead line to support tourist and excursion trains	1	055. The railway line will provide access to Portishead, and therefore access for tourists. Provision of infrastructure specifically for excursion trains is not part of the scope of the scheme.	055. Clarification given, no action required.
Capacity	056. General concerns over operating hours	1	056. Trains will operate half hourly from around 06:00 to 19:00, then hourly to around 24:00, Monday to Saturday, and reduced hours on Sundays. The exact operating times are yet to be determined.	056. Clarification given, no action required.
Design	057. Suggestion for landscaping and greenery	1	057. Initial consideration of landscaping at the stations, station car parks and footbridge has been made but further consideration is underway as the scheme design is progressing	057. Being considered.

			and will be reported in the GRIP 3 Option Selection Report and the Design and Access Statement and the included in the Environmental Statement. The design will also accord with rail industry guidance and technical requirements.	
Access and design	058. General concerns over access by all modes and for users with mobility and sensory impairment	1	058. The 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. The design will accord with rail industry guidance and technical requirements and will be reported in the GRIP 3 Option Selection Report and the Design and Access Statement. Access will also be considered and reported in the Equalities Assessment.	058. Being considered.
Planning consent	059. I am concerned that no less than 6 of the listed infrastructure works still require consent. Why do they not mostly fall within N.R permitted development rights? 060. Why isn't LA planning and central government procedures closer?	2	059. The railway between Portishead and Pill has not had regular trains since the last freight train operated in the mid 1980's. Under the 2008 Planning Act the scheme falls within the threshold of a 'Nationally Significant Infrastructure Project' (NSIP). The act requires all NSIP's to be subject to the Development Consent Order process. However some of the scheme infrastructure can be delivered using Network Rail's permitted development rights. 060. Primary legislation (i.e. 2008 Planning Act) is outside the control of the local councils.	059. Clarification given, no action required. 060. Clarification given, no action required.
	061. Have these plans been developed with the future sustainability of the scheme in mind? For example, if the current scheme is so successful that it is necessary in the future to double the track along its entire length, to what extent would the plans as set out here (particularly as regards station, bridge, and crossing design, etc.) facilitate or hinder the future extension/expansion of the scheme?	1	061. The scheme is proposing an all-day (day time) half hourly service for the three rail lines including the Portishead line, the Severn Beach line and the Bath to Bristol line. A half hourly frequency is sufficient to meet demand arising from population along the three lines. The scheme includes sufficient infrastructure to operate the half hourly service. The Portishead branch line includes four single bore tunnels with the longest being over 600 metres, which constrain the capacity of the line. Passenger carrying capacity is measured by the rail industry as 'seats per hour' and this can be increased by either increasing the service frequency or increasing the number of carriages operated. Initially the proposed half hourly service will be operated using three carriages, however the station platforms will be sufficient to operate 5 carriages in the future, increasing the 'seats per hour' capacity by a further 67%.	061. Clarification given, no action required.

Q11. Do you have any further comments on [Portishead Station] or on any other aspects of the Portishead Station building and immediate surroundings?				
Traffic, congestion and parking	062. General concerns over the impact on parking, congestion and traffic surround the stations 063. General concerns for lack of land for car park expansion 064. Suggestion for parking restrictions in local roads to the station 065. Suggestion for day time parking restrictions 066. Will residents in roads such as Marjoram Way, Camomile Walk and Tansy Lane be issued with parking permits? 067. Suggestion for a one way system on local roads, such as Phoenix Way 068. Suggestion for access to second car park to be directly off new roundabout 069. Suggestion for car park to be free 070. Will the car parks be pay and display? 071. Suggestion that only Car Park A to be used for buses and disabled and cycle parking with all motorists only using Car Park B 072. The intentions for Car Park A need to be clearer. Who is going to use it? 073. Will there be a drop off area? 074. Will there be a time limit in the drop off area, if a train is late you still have to wait?	87	062. Changes to parking and traffic flows resulting from the scheme will be assessed and reported in the Transport Assessment. 063. The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case (Sept 2014). Up to 350 parking spaces will be available, of which 250 spaces will be built by the scheme and 100 spaces are currently being built by a developer in connection with a section 106 agreement. Further consideration of wider parking issues will be reported in the Transport Assessment. 064, 065 & 066. The potential impacts of station users parking in residential areas will be assessed in the Transport Assessment. Mitigation will be considered for any impacts, including consideration of a residents parking scheme etc. 067. There are no plans to make Phoenix Way into a one-way system. Changes to the road layouts will be reported as part of the GRIP 3 Option Selection Report, the Design and Access statement, the Environmental Impact Assessment and Transport Assessment. 068. It is not possible to have an entrance to the car park directly off the proposed roundabout, as it would not meeting safety requirements or design standards, due to conflicts with other modes of transport. 069. & 070.Portishead station car park is to be retained by North Somerset Council, who will have control over any tariff. 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. 071, 072 & 073. 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, including disabled spaces. There are no distinct differences for users between car park A and B, however the number of general parking spaces in car park A will be more limited. 074. The drop of area is likely to have a waiting time limit.	062. Being considered. 063. Clarification given, no action required. 064. Being considered. 065. Being considered. 066. Being considered. 067. Clarification given, no action required. 068. Clarification given, no action required. 069. Being considered. 070. Being considered. 071. Clarification given, no action required. 072. Clarification given, no action required. 073. Clarification given, no action required.

	075. General concerns over construction impacts		075. Impacts during construction and mitigation measures will be reported in the Construction Management Plan.	074. Being considered. 075. Being considered.
Environment al impacts	076. General concerns over environmental pollution; noise, air, ecological and light 077. General concerns over noise mitigation strategies 078. Will noise reduction be put in place for residents near the station? 079. We would also seek reassurance about the noise as the railway is opened. 080. Suggestion for earth banking 081. Will lighting be lowered in the evenings when trains stop running to minimise disruption to sleep for all houses overlooking both station & track?	21	076, 077, 078 & 079. Environmental impacts will be considered as part of the Environmental Impact Assessment. The EIA will assess the impacts of the infrastructure works that require consent and will also consider the cumulative impacts of the wider MetroWest Phase 1 project. Our Environmental Statement (ES) will set out in detail how we will implement measures to reduce environmental impact. Our ES will accompany the application for development consent. A non-technical summary will also be available. 080. Some earth banking is proposed as part of the lower sections of the footbridge at Trinity Primary School. 081. The lighting at the station and along the connecting footpaths will be programmable and could be lowered or switched off after the last train has run.	076. Being considered. 077. Being considered. 078. Being considered. 079. Being considered. 080. Being considered. 081. Being considered.
Multimodal integration	082. Suggestion for rail services to be integrated with other transport services 083. Suggestion for bus lay-bys 084. Suggestion for shuttle bus around Portishead 085. Suggestion for bus to be provided to/from Clevedon 086. Will public transport be available at Temple Meads Station for travel to shopping centres? 087. Suggestion for impacts of bus stops along Quays Avenue to be quantified	22	082. 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. 083. Bus lay-bys are included outside the entrance of Portishead station. 084. & 085. Local bus services will be considered within the Transport Assessment. There are no plans for a bus based park & ride. The station will however perform the function of a rail based park & ride to Bristol and beyond.	082. Being considered. 083. Clarification given, no action required. 084. Being considered. 085. Being considered. 086. Clarification given, no action required. 087. Clarification given, no

	088. Suggestion for park and ride from town centre 089. Suggestion for park and ride to use electric buses 090. Suggestion for bus card readers to be provided at the station		086. Bristol Temple Meads station currently has high frequency bus services from the station entrance to the shopping centre and other destinations across the city centre. 087. The existing bus stops on Quays Avenue will be reviewed. The existing north bound bus stop is close to the location of the proposed north bound lay-by outside the station and therefore will be replaced by the lay-by. 088. & 089. Bus based park and ride services are not within the scope of work for this project. We will consider in integration of local bus services within the scheme but the provision of improvements to bus fleets are not included within scope of work for the scheme. 090. Integration of bus card readers is not within the scope of MetroWest Phase 1. More information about 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	action required. 088. Clarification given, no action required. 089. Clarification given, no action required. 090. Out of scope, no action required.
Station design and features	091. General concern over the design and layout of the scheme works. 092. Suggestion for design to be in keeping with old station 093. Suggestion for design to be modern / not in keeping with old station 094. Suggestion for station to feature art or iconic architecture 095. Suggestion for station to be basic in design 096. General concerns that station design is too small and basic 097. General concerns that canopy will be difficult to maintain	23	091. The station design will accord with rail industry guidance, technical requirements and planning authority requirements. The design is also being informed by the comments received from the stage 1 consultation (the comments set out in this report). 092, 093, 094, 095 & 096. The station is not located in a conservation area and there are no historic buildings within the immediate vicinity. The station design will need to blend with the existing modern high quality urban design. Therefore the station design will be a modern iconic design and will form an important gateway into Portishead. The station design will be reported in the GRIP 3 Option Selection Report and the Design and Access statement. 097, 098 & 099. The station canopy will cover the entrance of the station, station building and part of the platform (approx. one train carriage). The length of the platform needs to accommodate up to 5 train carriages. The station design will also take into account how the station will be operated and maintained.	091. Being considered. 092. Clarification given, no action required. 093. Being considered. 094. Being considered. 095. Clarification given, no action required. 096. Being considered. 097. Being considered.

	098. General concerns over design and length of canopy at Portishead station 099. General concerns over the platform length 100. General concerns that car park road surface will be degraded by trees		100. The station car park will be landscaped including some small trees.	098. Being considered. 099. Being considered. 100. Clarification given, no action required.
Station shelter	101. General concerns over design and length of canopy at Portishead station 102. Shelter inadequate 103. Suggestion for shelter to be extended to walkways and bus interchanges	14	101. The design will accord with rail industry guidance and technical requirements and will be reported in the GRIP 3 Option Selection Report and the Design and Access statement. 102. & 103. The station canopy will cover the entrance of the station, station building and part of the platform (approx. one train carriage). The canopy will cover part of the walkway of the station forecourt. The station design will also take into account how the station will be operated and maintained.	101. Being considered. 102. Being considered. 103. Being considered.
Project completion	104. General concerns over the timescale and cost for project completion	12	104. Information about the 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). The 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 scheme, however our plan is to complete all these technical and statutory processes by 2018 and then proceed with construction.	104. Clarification given, no action required.
Capacity	105. General concerns over the platform length 106. General concern for rail line capacity 107. Insufficient planning for future	15	105. 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 will be reported in more detail in the Outline Business Case. 106. & 107. The scheme is proposing an all-day (day time) half hourly service for the three rail lines including the Portishead branch line.	105. Clarification given, no action required. 106. Clarification given, no action required.

			A half hourly frequency is sufficient to meet demand arising from population of Portishead, Pill and surrounding villages. Passenger carrying capacity is measured by the rail industry as 'seats per hour' and this can be increased by either increasing the service frequency or increasing the number of carriages operated. Initially the proposed half hourly service will be operated using three carriages, however the station platforms will be sufficient to operate 5 carriages in the future, increasing the 'seats per hour' capacity by a further 67%.	107. Clarification given, no action required.
Cycle network impact	108. Suggestion for cycle routes to be improved 109. Suggestion that shared route be designed in line with guidance 110. Provision of cycle facilities 111. Suggestion for cycle racks to be bolted, not cemented 112. Suggestion that trains should be equipped with cycle facilities	23	108. & 109. The scheme is proposing to retain the existing cycle path NCN 26. The design will accord with rail industry guidance and technical requirements and will be reported in the GRIP 3 Option Selection Report and the Design and Access statement. 110. & 111. The wider connectivity of the pedestrian and cycle path network will be considered as part of the Transport Assessment in 2016. The infrastructure requirements will be reported in the GRIP 3 Option Selection Report. 112. 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.	108. Being considered. 109. Being considered. 110. Being considered. 111. Being considered. 112. Clarification given, no action required.
Pedestrian safety and access	113. General concerns over pedestrian access 114. Suggestion for pedestrian priority crossing, consider raised crossings 115. General concerns over pedestrian safety when crossing 116. General concerns for child safety/impact on children 117. General concerns over lighting of pedestrian routes	13	113. The wider connectivity of the pedestrian and cycle path network will be considered as part of the Transport Assessment in 2016. The infrastructure requirements will be reported in the GRIP 3 Option Selection Report. 114. Additional pedestrian crossings will be provided on Harbour Road. Further detail on the pedestrian crossing facilities will be developed as part of the station design and through a Road Safety Audit as part of the Transport Assessment. The Road safety Audit will take account of vulnerable groups of people including children and older people. 115. & 116. The design and safety of the station will be developed in accordance with NSC and Network Rail design standards and will be reported as part of the GRIP 3 Option Selection Report, and the Design and Access statement.	113. Being considered. 114. Being considered. 115. Being considered. 116. Being considered. 117. Being considered.

			117. The lighting at the station and along the connecting footpaths will be programmable and could be lowered or switched off after the last train has run.	
Location	118. Suggestion for alternative Portishead location 119. General concerns over proposed station location	10	118. & 119. 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 ww.travelwest.info/metrowest. Following the consultation a 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).	118. Clarification given, no action required. 119. Clarification given, no action required.
Station design	120. General comment on station amenities and facilities 121. Suggestion for the presence of station staff 122. Suggestion for new stations to provide local amenities and shops	8	120. The design will accord with rail industry guidance and technical requirements and will be reported in the GRIP 3 Option Selection Report and the Design and Access Statement. The station will include a ticket office, waiting area and toilets. 121. The station will be manned during the AM peak but outside of this period it will be unmanned and tickets will be issued via the ticket machine. 122. Retail space is included in the design of Portishead station.	120. Being considered. 121. Clarification given, no action required. 122. Clarification given, no action required.
Local impacts	123. General concerns over impact to local property 124. Visual impact should be minimal 125. Access to private roads should remain so, public footpaths should be separated by a barrier 126. Greenery should not be cut or natural separation to be reduced 127. Compensation for increased noise should be provided for devaluation of	6	123. & 124. Impacts on local properties will be considered in the following documents supporting the Development Consent Order planning application: - Impacts during construction - Construction Management Plan - Environmental impacts – Environmental Impact Assessment - Transport impacts – Transport Assessment 125. The Design & Access Statement will consider how the station and Trinity Primary School footpaths are connected to the existing footpath network. 126. It will be necessary to cut vegetation along the perimeter of the railway corridor before construction commences. In urban or	123. Being considered. 124. Being considered. 125. Being considered. 126. Clarification given, no action required. 127. Being considered.

	properties for closest properties		sensitive areas, replacement landscaping will be provided where possible. 127. Noise assessments are being undertaken such that the impacts to properties close to the stations/line can be quantified.	
User costs	128. General concerns over ticketing system and cost of travel	9	128. The fares for the re-opened Portishead branch 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. Rail cards offering around a one third reduction to fares are available for a range of people including young people, older people, people with disabilities, for further information go to www.railcard.co.uk	128. Being considered.
Capacity	129. General concerns for inability of new line to support tourist and excursion trains 130. Suggestion for implementation of watering facilities for locomotives 131. Suggestion for a set of points linking the two at the 'dead' it would be possible for charter trains to visit and have the loco "run round".	6	129, 130 & 131. The railway line will provide access to Portishead, and therefore access for tourists. The MetroWest Phase 1 project can only provide railway infrastructure that the project needs. Provision of infrastructure specifically for excursion trains is not part of the scope of the scheme.	129. Clarification given, no action required. 130. Clarification given, no action required. 131. Clarification given, no action required.
Security	132. General concerns over maintenance and security 133. Is there adequate security measures in place such as CCTV & lockable gates to ensure persons cannot gain access to station premises out of hours?	4	132. & 133. The station and railway design will take into account how the infrastructure will be operated and maintained by the train operator and Network Rail. There will be CCTV in operation at Portishead station and protective measures to prevent access on the tracks. Portishead station will be staffed part time, while Pill station will be unstaffed due to the more limited forecast passenger footfall. Furthermore the design and safety of the station will be developed in accordance with NSC and Network Rail design standards and technical requirements. The design will be reported as part of the GRIP 3 Option Selection Report, and the Design and Access Statement.	132. Being considered. 133. Being considered.
Footbridge	134. General concerns over the footbridge	4	134. The design of the footbridge will accord with NSC and Network Rail design standards and technical requirements. The footbridge design will be reported as part of the GRIP 3 Option Selection Report, the Design and	134. Being considered.

			Access statement and the Equalities Assessment.	
Construction impacts	135. General concerns over impacts during construction along local roads	2	135. The impacts will be considered and mitigation measures will be implemented using the Construction Management Plan.	135. Being considered.
Access and design	136. General concerns over access by all modes and for users with mobility and sensory impairment 137. Suggestion for surface treatments and kerbs and thresholds to be included in the design to provide unimpeded access and movement by wheelchairs	4	136. The 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. The design of the footbridge will accord with NSC and Network Rail design standards and technical requirements. The footbridge design will be reported as part of the GRIP 3 Option Selection Report, the Design and Access statement and the Equalities Assessment.	136. Being considered. 137. Being considered.
Scope of work	138. General concerns for exclusion/support for a station at Ashton Gate	2	138. MetroWest is a phased programme of schemes. The scope of MetroWest Phase 1 has been defined and budget allocated. A new station at Ashton Gate is not within the scope of work or budget of MetroWest Phase 1. Ashton Gate station is one of a number of potential new stations in the West of England that would require a separate business case from MetroWest Phase 1. Bristol City Council has investigated the business case viability and are considering how a new station could be delivered in the medium term. MetroWest Phase 1 will make passive design provision for a potential future station at Ashton Gate, by identifying a potential location for the station.	138. Not part of MetroWest Phase 1, but potentially part of a future phase of the MetroWest programme.
Funding	139. Suggestion for local developers to help fund improvements	2	139. Developers in Portishead have already contributed to the development costs of the project. The scheme funding arrangements are set out in the Preliminary Business Case. Funding sources include: • Devolved Central Government major scheme funding • Local Growth Funding • Local authority funding (inc s106 funding)	139. Clarification given, no action required.
	140. General concerns over sustainability of station	1	140. Sustainability of the new station will be reported in the Sustainability Assessment and issues related to the environment will be considered and reported in the Environmental Impact Assessment.	140. Being considered.
	141. Consideration should be given to a gradual grading of the line from around Moor Farm so that the platform at Portishead	1	141. Lowering the track bed by around 1 metre approaching Portishead station is not feasible as it would require substantial engineering works, over hundreds of metres including diversion of major drainage ditches	141. Clarification given, no action required.

	station is at ground level with the line roughly 1 metre lower		and other services, engineered retaining walls and would have wider flood risk implications. The cost of these additional works would be beyond the funding envelope of the scheme.	
Historic infrastructure	142. Why has the rail line been left in place since closure in 1964 is this because it's still railway property?	1	142. Passenger train service ceased in 1964 under the Beaching cuts, although freight trains continued to operate to Portishead until the 1980's. Part of the line was re-opened in 2002 which forms the major part of the current freight line from Parson Street Junction to Royal Portbury Dock. Since the early 1960's the population of Portishead has quadrupled and this has been a major factor in developing proposals to re-open the rest of the line to Portishead. Approx 3km of the dis-used line was purchased by North Somerset Council in 2009, the remainder of the dis-used line is owned by Network Rail.	142. Clarification given, no action required.

Q15 Do you have any further comments on [the footbridge] or on any aspects of the proposed footbridge linking Trinity Primary School?				
Design and features	143. General concerns over the design of the bridge 144. Suggestion for design to be sympathetic to surroundings 145. General concerns over length of ramp 146. General concerns over ramp safety 147. Suggestion for footbridge to be well lit 148. Could the bridge be made wider to allow children to pass each other? 149. Suggestion for earth banking to be implemented 150. If there has to be a bridge why has there been no consideration to a spiral ramp to reduce its footprint?	58	143. The design of the footbridge will accord with NSC and Network Rail design standards and technical requirements. The footbridge design will be reported as part of the GRIP 3 Option Selection Report, the Design and Access statement and the Equalities Assessment. 144, 145, 146 & 147. Key determinates of the scale, appearance and position of the footbridge are: • 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; • 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 space available The GRIP3 Option Selection Report will provide more detailed design information. 148. The footbridge will be wide enough to allow children to pass each other. 149. The lower sections of the ramps are to use earth banking, up to around 1 to 1.5 metres in height. 150. A spiral footbridge meeting design standards would not fit into the available space on the southern side of the railway. Space is further constrained by the proximity of drainage ditches/culvert and the pond.	143. Being considered. 144. Being considered. 145. Being considered. 146. Being considered. 147. Being considered. 148. Being considered. 149. Being considered. 150. Clarification give, no action required.
Cost benefit analysis	151. General concerns over public costs 152. General concerns over lack of demand for footbridge 153. General concerns that the bridge could hinder completion of rail line 154. Quantitative evidence of bridge usage should be provided	28	151. Information about the project estimated costs and technical work undertaken on the project was set out in our Preliminary Business Case (Sept 2014). 152, 153 & 154. As set out in para 3.24 of this 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	151. Clarification given, no action required. 152. Clarification given, no action required. 153. Clarification

			an integral part of the scheme. There is a sound case for the delivery of the footbridge.	given, no action required. 154. Clarification given, no action required.
Local impacts	155. General concerns over impact to local property, including privacy	23	155. Impacts on local properties will be considered in the following documents supporting the Development Consent Order: - Impacts during construction - Construction Management Plan - Environmental impacts – Environmental Impact Assessment - Transport impacts – Transport Assessment	155. Being considered.
Social impacts	156. General concerns that the bridge will attract anti-social behaviour	14	156. The footbridge is being designed to minimise any anti-social behaviour impacts by protective measures to prevent access onto the line and through the lighting design.	156. Being considered.
Traffic, congestion and parking	157. General concerns over the impact on parking, congestion and traffic surround the stations	12	157. Changes to parking and traffic flows resulting from the scheme will be assessed and reported in the Transport Assessment.	157. Being considered.
Environmental impacts	158. General concerns over environmental pollution; noise, wildlife and light	9	158. Environmental impacts will be considered as part of the Environmental Impact Assessment. The EIA will assess the impacts of the infrastructure works that require consent and will also consider the cumulative impacts of the wider MetroWest Phase 1 project. Our Environmental Statement (ES) which will set out in detail how we will implement measures to reduce environmental impact. Our ES will accompany the application for development consent. A non-technical summary will also be available.	158. Being considered.
Access and design	159. General concerns over access by all modes and for users with mobility and sensory impairment	9	159. The 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. The design will accord with rail industry guidance and technical requirements and will be reported in the GRIP 3 Option Selection Report and the Design and Access statement. Access will also be considered and reported in the Equalities Assessment.	159. Being considered.
Location	160. Concerned by proximity to school	7	160. & 161. Location of footbridge is determined by the pre-existing pedestrian and cycle route, also by the historic alignment of the dis-used railway track. The design of the footbridge will accord with rail industry guidance and technical	160. Clarification given, no action required.

	161. School catchment for Trinity does to extend to Vale quarter		requirements. The footbridge design will be reported as part of the GRIP 3 Option Selection Report, the Design and Access statement and the Equalities Assessment.	161. Being considered.
Cycle network impact	162. Required to maintain the well-used / important cycle route		162. The scheme is proposing to retain the existing cycle path NCN 26. The wider connectivity associated with cycle paths will be considered as part of the Transport Assessment. The infrastructure requirements will be reported in the GRIP 3 Option Selection Report.	162. Being considered.
Pedestrian access	163. General concerns over bridge demand: believe that people should walk/use a longer route	3	163. The existing footpath id highly used our count surveys shows a daily average of over 500 pedestrians and over 100 cyclists. Furthermore given 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), we are taking forward the design of the footbridge.	163. Clarification given, no action required.
Safety	164. What are the implications of snow and ice on the bridge? 165. How will these risks be mitigated?		164. & 165. The design of the footbridge will accord with rail industry guidance and technical requirements. The footbridge design will be reported as part of the GRIP 3 Option Selection Report, the Design and Access statement. Loading and grip will be considered in the design along with wider operational requirements including in the event of severe weather conditions.	164. Being considered. 165. Being considered.
Project justification	166. At what point does the DDA aspect of the bridge become so time consuming another mode of transport would become viable?	1	166. The scheme intention in relation to the footbridge is to provide full accessibility for the public, whilst minimising impact on environment. The footbridge would not be built without is being accessible and will be reported in the Equalities Assessment.	166. Being considered.

Q22 Do you have any further comments on [Pill Station], or any other aspects of the Pill station proposals and immediate surroundings?				
Traffic, congestion and parking	167. General concerns over the impact on parking, congestion and traffic surround the stations 168. Suggestion for speed restrictions 169. Suggestion for parking restrictions 170. What exactly will the On street parking restrictions be? Are these guaranteed? 171. Has MetroWest also considered that commuters are likely to leave their vehicles in the narrow roads around the station rather than pay to use the car Park? 172. General concerns over the impacts of drop offs/pick ups 173. Why not make entrance in car park area, with walkover bridge further along line? 174. Suggest that access to the car park should only be IN from Monmouth Road and a new OUT link be made to Hardwicke Road. 175. General concerns over construction	266	167. Changes to parking and traffic flows resulting from the scheme will be assessed and reported in the Transport Assessment. 168. Traffic management measures and speed limits will be considered in the Transport Assessment. 169, 170. & 171. The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case (Sept 2014). Up to 350 parking spaces will be available, of which 250 spaces will be built by the scheme and 100 spaces are currently being built by a developer in connection with a section 106 agreement. The potential impacts of station users parking in residential areas will be assessed in the Transport Assessment. Mitigation will be considered for any impacts. 172. The station designs include a place for a drop off area and car parks will have parking for a wide range of modes of transport, including disabled spaces. 173. The station entrance needs to be as centrally located in Pill as possible, to maximise the pedestrian catchment. This would not be achieved if the entrance is in the proposed car park. 174. This traffic arrangement is being incorporated into Pill station car park; IN from Monmouth Road and OUT onto Hardwicke Road. 175. Impacts during construction and mitigation measures will be reported in the Construction Management Plan	167. Being considered. 168. Being considered. 169. Being considered. 170. Being considered. 171. Being considered. 172. Being considered. 173. Clarification given, no action required. 174. Being considered. 175. Being considered.
Environmental impact	176. General concerns over environmental pollution; noise, wildlife impact 177. Request for noise mitigation	10	176. & 177. Environmental impacts will be considered as part of the Environmental Impact Assessment. The EIA will assess the impacts of the infrastructure works that require consent and will also consider the cumulative impacts of the wider MetroWest Phase 1 project. Our Environmental Statement (ES) which will set out in detail how we will implement measures to reduce environmental impact. Our ES will accompany the application for development consent. A non-technical summary will also be available.	176. Being considered. 177. Being considered.

Social impact	178. General concerns over impacts to local area 179. How are the people of Pill to be recompensed for what is being taken from them. 180. Suggestion to restore historic surrounding buildings	9	178. Impacts on local properties will be considered in the following documents supporting the Development Consent Order: - Impacts during construction - Construction Management Plan - Environmental impacts – Environmental Impact Assessment - Transport impacts – Transport Assessment 179. Land acquisition in Pill will be minimal and is mainly required for the station car park. 180. Impacts to all listed buildings will be considered.	178. Being considered. 179. Being considered. 180. Being considered.
Cycle network impact	181. General concerns over impact to cycle network 182. Will more traffic use Marine Parade and interact with cycle route? Also, how narrow will cycle/pedestrian path be and how much visibility under M5?	7	181. The scheme is proposing to retain the existing cycle path NCN 26. The wider connectivity associated with cycle paths will be considered as part of the Transport Assessment. The infrastructure requirements will be reported in the GRIP 3 Option Selection Report. 182. The impact of the scheme to traffic flows on the local road network will be reported in the Transport Assessment. The path will be narrowed slightly for the section beneath the three under bridges, but the surface will be enhanced approaching the bridges and under the bridges.	181. Being considered. 182. Being considered.
Footbridge	183. General concerns over the location of the footbridge	6	183. Location of footbridge is determined by the pre-existing pedestrian and cycle route, also by the historic alignment of the dis-used railway track. The design of the footbridge will accord with rail industry guidance and technical requirements. The footbridge design will be reported as part of the GRIP 3 Option Selection Report, the Design and Access statement and the Equalities Assessment.	183. Clarification given, no action required.
Design and features	184. General concerns over basic station amenities and facilities	5	184. Station facilities and amenities are in line with other stations of similar passenger footfall.	184. Being considered.
Design	185. General concerns about the station design 186. General concerns over the provision of shelter	5	185. The design will be reported in the GRIP 3 Option Selection Report and the Design and Access statement. 186. A passenger waiting shelter is to be provided on Pill station platform.	185. Being considered. 186. Being considered.
Project completion	187. General concerns over timescale of completion	3	187. Information about the 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). The 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	187. Clarification given, no action required.

			programme. There are some factors outside of the control of the scheme, however our plan is to complete all these technical and statutory processes by 2018 and then proceed with construction.	
Project justification	188. General concerns over demand forecast for Pill station usage, belief demand is greater elsewhere	3	188. 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. The train operator and Network Rail contributed to this modelling work which was reported in the Preliminary Business Case (Sept 2014). The business case was independently reviewed and this was reported to the WoE Joint transport Board, who endorsed the business case. An updated demand forecast is to be reported in the Outline Business Case in 2016.	188. Clarification given, no action required.
Cost benefit analysis	189. General concerns over costs of the scheme works at Pill	2	189. Information about the project estimated costs and technical work undertaken on the project was set out in our Preliminary Business Case (Sept 2014).	189. Clarification given, no action required.
Scope of work	190. Suggestion for the freight line to be on down side / loop on Monmouth road	2	190. The line consists of two single track sections, one line is Port bound (up side) and the other Portishead bound (down side). The two tracks cannot cross and it is necessary for the Portishead line to be on the 'down' side.	190. Clarification given, no action required.
Social impact	191. General concerns it will attract anti-social behaviour / vandalism	2	191. Stations are being designed to discourage any anti-social behaviour impacts by implementing lighting and restricting access to the line.	191. Being considered.
Multimodal integration	192. Suggestion for rail services to be integrated with other transport services	2	192. The integration of public transport and other modes will be considered as part of the Transport Assessment.	192. Being considered.
Scope of work	193. Suggestion to include multiple other stops as part of the new line 194. Suggestion for Portishead line to support tourist and excursion trains	2	193. The scope of the scheme is to include stops on the Portishead line at Pill, Parson Street, and Bristol Temple Meads. There is also a desire to stop trains at Bedminster station subject to further train timetable work. 194. The railway line will provide access to Portishead, and therefore access for tourists. Provision of infrastructure specifically for excursion trains is not part of the scope of the scheme.	193. Clarification given, no action required. 194. Clarification give, no action required.
Safety	195. General concerns for emergency and health / safety (on the track and for local residents) 196. Is there a potential for people to throw objects onto the track or onto passing trains from either the road bridge or proposed footbridge?	1	195. Safety is the rail industry's first priority. Safety is an integral part of the design of the scheme. In particular, the GRIP 3 engineering work will require technical approval by Network Rail, this process includes consideration of safety for rail passengers, rail industry staff and the wider public. The Office of Rail and Road also has a role of overseeing safety on the rail network. 196. There will be CCTV in operation at Portishead and Pill stations and protective measures to	195. Being considered. 196. Being considered.

	What precautions are planned?		prevent access on the line. Design and safety of the station will be developed in accordance with NSC and Network Rail design standards and will be reported as part of the GRIP 3 Option Selection Report, the Design and Access statement.	
Infrastructure and utilities	197. Has the problem about the width of Pill Tunnel been resolved?	1	197. The Pill Tunnel is a single bore tunnel providing width for a single track only. This is not so much a problem but is a constraint. There is sufficient width at the side of the track (known as the cess) to enable safe evacuation of passengers in the event of train mechanical failure or an emergency. The scheme proposes to install emergency lighting and a safe walking route to exit the operational railway.	197. Clarification given, no action required.
	198. What measures are you taking to protect the public utilities which are very close to the surface, especially in Monmouth Road.	1	198. Consultation with the statutory undertakers will be undertaken and the scheme has to follow prescribed statutory processes to seek the requirements of utility companies.	198. Being considered.

Q23. What are your comments on the impacts on the National Cycle Network Route 26?				
Cycle network impact	199. Concerns over the impact to existing cycle paths; width, gradients, turnings. 200. Cycle paths need a dual purpose e.g. for walkers as well as cyclists 201. Suggestion for improvements to be made to existing path 202. Suggestion for adequate materials used if cycle path is changed e.g. high fences, tarmac etc. 203. Suggestion for alternatives for cycle routes 204. Concerns over sufficient and suitable access 205. I would like to see an alternative/ Will there be an alternative? 206. Concerns over safety to the route 207. Suggestion to implement visible signs along the route 208. Concerns / suggestions for suitable lighting	61	199. & 200. The scheme is proposing to retain the existing cycle path NCN 26, for both pedestrians and cyclists. The wider connectivity of the pedestrian and cycle path network will be considered as part of the Transport Assessment. The infrastructure requirements will be reported in the GRIP 3 Option Selection Report. 201. & 202. The NCN 26 path will be resurfaced (with a sealed surface such as tarmac) on the sections approaching the underbridges, and through the underbridges at Royal Portbury Dock Road bridge, Marsh Lane bridge and the M5 bridge. 203, 204. & 205. At Royal Portbury Dock Road and Marsh Lane the existing alternative route (avoiding the railway underbridge) crossing over the highway will also be retained. At the M5 underbridge investigations are underway to establish the feasibility of providing an alternative route, as well as retaining the existing route via the railway underbridge, to enhance access. 206. Secure fencing will be installed between the NCN 26 path and the railway. Safety is the rail industry's first priority. Safety is an integral part of the design of the scheme. In particular, the GRIP 3 engineering work will require technical approval by Network Rail, this process includes consideration of safety for rail passengers, rail industry staff and the wider public. 207. The NCN 26 route signage will be enhanced. 208. The NCN 26 is currently unlit, while providing light may assist users of the path it could cause issues for wildlife. Lighting will be considered further in the Environmental Statement.	199. Being considered. 200. Being considered. 201. Being considered. 202. Being considered. 203. Being considered. 204. Being considered. 205. Being considered. 206. Being considered. 207. Being considered. 208. Being considered.

Q24 What are your comments on the double tracking and bridge widening works at Pill?				
Design	209. Concerns over the design and layout	3	209. The design will be reported in the GRIP 3 Option Selection Report and the Design and Access statement.	209. Being considered.
Scope of work	210. Concerns for exclusion/support for a station at Ashton Gate 211. Concerns over the double tracking and bridge widening	5	210. MetroWest is a phased programme of schemes. The scope of MetroWest Phase 1 has been defined and budget allocated. A new station at Ashton Gate is not within the scope of work or budget of MetroWest Phase 1. Ashton Gate station is one of a number of potential new stations in the West of England that would require a separate business case from MetroWest Phase 1. Bristol City Council has investigated the business case viability and are considering how a new station could be delivered in the medium term. MetroWest Phase 1 will make passive design provision for a potential future station at Ashton Gate, by identifying a potential location for the station. 211. MetroWest Phase 1 is proposing additional line capacity via double tracking through Pill. 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. This technical work will be reported in the GRIP3 Option Selection Report.	210. Not part of MetroWest Phase 1, but potentially part of a future phase of the MetroWest programme. 211. Clarification given, no action required.
Local impacts	212. Can we limit the disruption overnight so we can get some sleep? 213. Do we have to suffer yet again from enormous lorries and trailers using Monmouth Road?	2	212. & 213. Impacts on local properties will be considered in the following documents supporting the Development Consent Order: - Impacts during construction - Construction Management Plan - Environmental impacts – Environmental Impact Assessment - Transport impacts – Transport Assessment Construction works and mitigation measures will seek to minimise the impact on local residents.	212. Being considered. 213. Being considered.
Capacity	214. Confirmation of the length in terms of capacity for passenger services?		214. 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 will be reported in more detail in the Outline Business Case.	214. Clarification given, no action required.

Q25 What are your comments on the access for emergency vehicles to Pill Tunnel?				
Logistics	215. Concerns over the access for emergency vehicles 216. Is it normal practice to have road vehicle access to railway tunnels? There must be many tunnels on the national network which do not have road access. Whilst it might be desirable to have it, is it worth the extra cost and local disruption? The railway previously ran for around a hundred years without it. Has a risk assessment been carried out?	3	215. & 216. Safety is the rail industry's first priority. Safety is an integral part of the design of the scheme. In particular, the GRIP 3 engineering work will require technical approval by Network Rail, this process includes consideration of safety for rail passengers, rail industry staff and the wider public. The Office of Rail and Road also has a role of overseeing safety on the rail network.	215. Being considered. 216. Being considered.
Utilities	217. Concerns over impact/relationship with other services e.g. street lighting	2	217. Consultation with the statutory undertakers is being undertaken.	217. Being considered.
Access	218. Concerns over impact to bridleway 219. Concerns over impact to cycle path	2	218. In addition to the access route via the bridleway, work is underway to explore the feasibility of an alternative access route via the adjacent field onto land to the north of the freight line. This alternative route was previously used for the works to re-open the line in 2002. 219. The wider connectivity associated with pedestrian/ cycle paths and bridleways will be considered as part of the Transport Assessment. The infrastructure requirements will be reported in the GRIP 3 Option Selection Report.	218. Being considered. 219 Being considered.
Local impacts	220. If street lighting is required, could this be motion activated so that it is not continuously on?		220. The lighting design at the stations is being assessed and will be reported as part of the GRIP 3 Option Selection Report, the Design and Access Statement, the Environmental Statement.	220 Being considered.

Q26 What are your comments on any other scheme elements such as Ashton Gate level crossing works and closure of Barons Close pedestrian crossing?				
Scope of work	221. Concerns for exclusion/support for a station at Ashton Gate 222. There should be a station within the Stadium car park	181	221. & 222. MetroWest is a phased programme of schemes. The scope of MetroWest Phase 1 has been defined and budget allocated. A new station at Ashton Gate is not within the scope of work or budget of MetroWest Phase 1. Ashton Gate station is one of a number of potential new stations in the West of England that would require a separate business case from MetroWest Phase 1. Bristol City Council has investigated the business case viability and are considering how a new station could be delivered in the medium term. MetroWest Phase 1 will make passive design provision for a potential future station at Ashton Gate, by identifying a potential location for the station.	221. Not part of MetroWest Phase 1, but potentially part of a future phase of the MetroWest programme. 222. Not part of MetroWest Phase 1, but potentially part of a future phase of the MetroWest programme.
	223. Level crossing works should be replaced by a new bridge 224. Build an underpass at Ashton Gate 225. Is there any way to remove the level crossing? 226. Alternative access should be provided	20	223, 224, 225 & 226. Infrastructure requirements will be reported in the GRIP 3 Option Selection Report. Furthermore the introduction of the MetroWest Phase 1 train service will significantly increase the number of times the level crossing barriers are down across Ashton Vale Road. The traffic impact arising from this will be reported in the Transport Assessment, and mitigations will be identified.	223. Being considered. 224. Being considered. 225. Being considered. 226. Being considered.
Traffic, congestion and parking	227. Concerns that crossings cause congestion during peak hours 228. Car parks at local station should be improved 229. Flawed investigation / underestimation road congestion during construction 230. Could a diversion of the road be implemented?	27	227. Changes to parking and traffic flows resulting from the scheme will be assessed and reported in the Transport Assessment. Demand forecast figures are reported in the Preliminary Business Case (Sept 2014). 228. Some small scale improvements to existing stations within the MetroWest Phase 1 station network, are to be undertaken subject to budget availability This will typically include refreshing passenger facilities but could also include car park improvements where feasible. 229. & 230. Investigations into the impacts during construction have not yet been undertaken but will be reported in the Transport Assessment and mitigation measures will be considered. Where possible routes will be maintained during construction but if any need to be closed during construction this will be reported in the GRIP 3 Option Selection Report and the Transport Assessment with mitigation measures considered.	227. Being considered. 228. Being considered. 229. Being considered. 230 Being considered.

Pedestrian access	231. Concerns over disruption to pedestrian access / walking route 232. Current crossings require improvements for pedestrians	15	231. & 232. The connectivity associated with pedestrian paths will be considered as part of the Transport Assessment. The infrastructure requirements will be reported in the GRIP 3 Option Selection Report.	231. Being considered. 232. Being considered.
Project completion	233. Suggestion for works to be completed as soon as possible 234. Footbridge should be built in advance of crossing closure	5	233. The timescales for this technical work are governed by a range of factors including meeting prescribed technical requirements, statutory processes and other factors such as the wider rail industry work programme. 234. Barons Close pedestrian level crossing will be closed. Pedestrians will be diverted to the Ashton Vale Road level crossing via a pedestrian / cycle path to be constructed by the MetroBus scheme.	233. Clarification given, no action required. 234. Clarification given, no action required.
Scope of work	235. The new line should link with the Seven Beach line 236. There should be a station at Bathampton 237. The new line should stop at Bedminster 238. The rail link should run through the evenings 239. The rail line should stop at Filton Abbey Wood 240. Is there any provision to ensure that the current scheme does not make a future station at Ham Green more difficult should that become desirable? 241. Has provision been made (i.e. land set aside) for a future station at Portbury which will almost certainly be required when the line becomes established?	7	235. The MetroWest Phase 1 train service is proposing to link the Portishead line with the Severn Beach line. 236. A new station at Bathampton is not within the scope of work or budget of MetroWest Phase 1. 237. The scope of the scheme is to include stops on the Portishead line at Pill, Parson Street and Bristol Temple Meads. There is also a desire to stop trains at Bedminster station subject to further train timetable work. 238. MetroWest Phase 1 train services are to operate hourly during evenings, Mondays to Saturdays. 239. Filton Abbey Wood station is not near the geographic area of MetroWest Phase 1scheme, it is however part of MetroWest Phase 2. 240. Pill tunnel and the three other tunnels to the east and south are all single bore tunnels, which constrains the feasibility of a future station at Ham Green while retaining a half hour daytime train service on the Portishead line. 241. In the long term it may be feasible to provide an additional station at Portbury if a viable business case could be made. A potential site has been identified within the vicinity of Court House Farm, however this does not form part of the MetroWest Phase 1 scheme.	235. Clarification given, no action required. 236. Out of scope, no action required. 237. Clarification given, no action required. 238. Clarification given, no action required. 239. Out of scope, no action required. 240. Clarification given, no action required. 241. Clarification given, no action required.

	242. Signalling should be prepared for disruptions	1	242. The impact of train timetable disruption is being considered in the scheme design (inc signalling), through technical work modelling train paths. This technical work will be reported in the GRIP3 Option Selection Report.	242. Being considered.
Environmental impact	243. Concerns over environmental pollution; noise, wildlife impact, conservation impact	3	242. Environmental impacts will be considered as part of the Environmental Impact Assessment. The EIA will assess the impacts of the infrastructure works that require consent and will also consider the cumulative impacts of the wider MetroWest Phase 1 project. The EIA will then form the basis for our Environmental Statement (ES) which will set out in detail how we will implement measures to reduce environmental impact. Our ES will accompany the application for development consent. A non-technical summary will also be available.	243. Being considered.
Period of works	244. Suggestion for works / disruption to occur outside of football season	1	The impacts will be considered and mitigation measures will be implemented through the Construction Management Plan.	244. Being considered.

Correspondence from members of the public received during the six week consultation period

Response from	Response to Consultation	Response had to consultee	Status of Comment/ Issue
[redacted] (S1-U0339-E003)	245. Supportive of MetroWest Phase 1 proposals. General concern over completion of the project. I believe this scheme is a necessary step towards needed public transport provision that will help unlock a corridor of the congested mess that Greater Bristol has become. As the City has been awarded Green Capital status, this scheme will help substantiate this and offer a genuine step towards sustainability for this corridor, and an alternative to those that are forced to drive from Portishead, or join the same lengthy queues of cars on buses.	245. Support noted. Information about the 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). The 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 scheme, however our plan is to complete all these technical and statutory processes by 2018 and then proceed with construction. Support noted	245. Comments noted.
[redacted] (S1-U0372-E0086)	246. Further information requested regarding: a) The survey results within Portishead listing the number of people anticipating travel on this line. b) The number of those anticipating travel who will be travelling to the station by car. c) The times during the day these people intend to travel. d) The times during the week these people intend to travel. e) The date this survey was conducted. f) The proposed frequency of trains travelling on this line.	246. 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). More detailed work is currently underway and will be reported in the Outline Business Case and the Transport Assessment. An assessment of traffic flows to and from that station will be reported in the Transport Assessment. Trains will operate half hourly from around 06:00 to 19:00, then hourly to around 24:00, Monday to Saturday, and reduced hours on Sundays. The exact operating times are yet to be determined.	246. Clarification given, no action required.
[redacted] (S1-U0343-E008)	247. Reopening the Portishead branch line as Part of MetroWest Phase 1 will have a significant impact on my privacy and cause increased noise pollution thereby affected myself and devaluing my property. Privacy - Passengers will be able to see directly into my garden, directly into [redacted] bedrooms with [redacted] views of the [redacted] bedroom windows. The building at it's closest point is less than [redacted] with the nearest bedroom window being around [redacted]. The increased number of trains will	247. Impacts on local properties will be considered in the following documents supporting the Development Consent Order: - Impacts during construction - Construction Management Plan - Environmental impacts – Environmental Impact Assessment - Transport impacts – Transport Assessment	247. Clarification given and comments noted.

	increase frequency of noise. As operating times for freight will also have restrictions due to the passenger trains it is likely that the freight trains will increase in frequency at night. I also have concerns over noise from night-time maintenance as on the occasions that night-time maintenance is currently undertaken it does prevent us sleeping, my partner being a driver this causes quite a risk to his health and safety on the roads. As the line currently has only been open to freight there were opportunities for day time maintenance. It is foreseeable that maintenance will require to be increased with the additional volume of trains and that night-time maintenance in particular will increase. I also find it very disappointing that at this stage specific information on noise is not available, with the consultation just saying "Pill village - noise barrier options to be investigated". The consultation also refers to an additional line but the drawings on the leaflet are not specific enough to determine how close the dual line will be to my property and I believe there were discussions as to a waiting point. Due to numerous properties in the vicinity of my house I would expect that neither the dual line or possible waiting place will be close to my property. I feel to do so would be completely unacceptable. Vibration - The house was built in [redacted]. I would expect sensible precautions such as tracks, train selection and speed limits to guarantee no structural damage to my property. Parking and traffic - Roads in the vicinity of my property were not designed for the high volume of traffic seen these days. Many are single car width and we have had issues with deliveries made in large vehicles being unable to access the top of the lane. As many of the houses were built before people owned cars off street parking is very restricted and increased traffic could cause problems such as damage to parked cars, noise and difficulty in parking. Should these plans be completed I would be seeking compensation for the devaluation of my property as many people, such as myself, do not wish to live next to a passenger railway.	Construction works and mitigation measures will seek to minimize the impact on local residents. The statutory compensation code will apply to the project. Environmental impacts including noise will be considered as part of the Environmental Impact Assessment. Intensification of existing traffic over the currently operating railway could occur without development consent being sought. Impacts on local properties will be considered in the following documents supporting the Development Consent Order: - Impacts during construction - Construction Management Plan - Environmental impacts – Environmental Impact Assessment - Transport impacts – Transport Assessment Construction works and mitigation measures will seek to minimize the impact on local residents. Background noise measurements have been undertaken and the impacts from the operation of the railway will be assessed. Changes to parking, congestion and traffic flows resulting from the scheme will be assessed and reported in the Transport Assessment. The statutory compensation code will apply to the project.	

[redacted] (S1-U0347-E0014)	248. Suggestion for existing bus routes to be connected to MetroBus routes. Suggestion for commuter cycle routes to remain through bridleways. General concern for impact to cycle network. Suggestion for replacement Sheepway bridges to increase in length to accommodate railways, bus way and cycle way. Suggestion for additional busway bridge beneath Royal Portbury Dock Road.	248. The integration of public transport and other modes will be considered as part of the Transport Assessment. Bus stop infrastructure is incorporated into the design at Portishead station. The scheme is proposing to retain the existing cycle path NCN 26. The wider connectivity associated with cycle paths will be considered as part of the Transport Assessment. The infrastructure requirements will be reported in the GRIP 3 Option Selection Report. There will be cycle parking within the station forecourt. There is no technical requirement to replace the existing Sheepway bridges and these bridges are in good condition. There are no plans for a busway bridge beneath Royal Portbury Dock Road.	248. Clarification given, no action required.
[redacted] (S1-U0345-E0010)	249. I wish to comment upon the apparent absence of any coordinated policy to put in place for a positive walking and cycling network to maximize the number of passengers who reach the station on foot or by cycle. I am disappointed by the apparent intention not to make improvements to the existing cycling route to Pill when I would have thought that it should be the intention of your organization to raise the standard and provision of all non motorised forms of transport. The location of the station is beyond convenient walking distance for a good proportion of Portishead residents. Has a plan been prepared showing how the public will get to the new station on foot and by cycle? Walking and cycling routes from the station to the town centre requires raised crossing across the planned car park entrance. The existing cycling route along Quays Avenue needs to be extended to the station and direct raised pavement crossings are required for both Galingale Way and Conference Avenue. Could you please confirm the width of the path proposed on this project (Cycle network). On the north side of the station please confirm that there will be a path from the existing cycling path by Tansy Lane direct from the station.	249. The connectivity associated with pedestrian and cycle paths will be considered as part of the Transport Assessment. A Pedestrian and Cycle Plan will set out how our proposals will integrate with the existing pedestrian and cycle networks. The infrastructure requirements will be reported in the GRIP 3 Option Selection Report. A station Travel Plan will be included in the Transport Assessment. This will set out details of measures to encourage walking and cycling to and from the station. The scheme is proposing to retain the existing cycle path NCN 26 between Portishead and Pill. The Transport Assessment will assess the station modal split, ie the volume of trips arising by each mode of transport to and from the station. The Pedestrian and Cycle Plan will set out what changes and enhancements will be delivered to integrate our proposals with the existing pedestrian and cycle network. 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. Our proposals include a shared use path both to the north (Tansy Lane) and to the south (Galingale Way), linking the Trinity Primary School footbridge with the station. The design of the footbridge will be developed in accordance with NSC and Network Rail design standards and	249. Clarification given and comments noted.

	On the south side of the station can you confirm that the path shown on your plans will be shared use and will link through to the Galingale Way open space? I wish to object to the clumsy proposals for the Trinity Primary School footbridge which will cause considerable inconvenience and severance for the local community and will break an existing cycling route shown on the current North Somerset map for cyclists. I request that a much better and cheaper arrangement of earthwork ramps to correspond with the desire line is adopted. The approaches either side of Royal Portway Dock Road, Marsh Lane and the M5 are all poor with limited sight lines A clear and good quality route north of the river bridge through the existing shopping centre to reach the High Street is required. And a particular problems is from the south west, the Gordano School direction, where a direct routes requires link across the Exeter road and clayton close open space, a crossing of Brampton Way, a new bridge over the river to line up with the signal crossing and raised pavement crossings of both conference avenue and Galingale way.	technical requirements. The footbridge design will be reported as part of the GRIP3 Option Selection Report, the Design and Access statement, the Environmental Impact Assessment and the Equalities Assessment. The poor sight lines on the existing Sustrans NCN26 cycle path will be improved through further vegetation clearance prior to the construction of the scheme. Also where possible the path will be realigned to provide a better approach as part of the works to re-construct the sections of path under the bridges, following the completion of the rail construction works. The Pedestrian and Cycle Plan will set out what changes and enhancements will be delivered to integrate our proposals with the existing pedestrian and cycle network.	

Appendix J Consultation Responses from Statutory Bodies & Stakeholders and Project Response

Consultation Responses from

Statutory Bodies & Stakeholders (Community Groups, Business and Other Interested Parties)

and Project Response

A public consultation for the reopening of the Portishead branch line to passenger services (Project) was open from the 22nd June to 3rd August 2015 for the community, stakeholders, statutory bodies and interested parties to submit their support, concerns and suggestions.

Responses were received from 15 organisations. Text remains in the original format to ensure best practice.
Issues raised are specific to the interests of the organisation.

Organisation	Response to consultation	Response had to consultee	Status of Comment / Issue
North Somerset Levels Internal Drainage Board (S1-U0078-L0033)	250. With regard to this project, our principal interest is to ensure that the watercourse network can be operated and maintained for appropriate drainage, water level management and environmental standards and that the proposed works will not adversely affect any Board activity. Key objectives for the Board are to: • Ensure access for watercourse maintenance purposes is preserved or enhanced. • Retain the ability to improve or widen watercourses if future conditions require. • Control the discharge into watercourses. • Retain or improve ecological value of all watercourses. Any watercourse access crossing point, cabling that passes beneath any watercourse, or any other construction in, under or over any watercourse is constructed in such a way that will not adversely impact on the ability of the watercourse to function properly, be maintained efficiently or be improved in future. We regulate these activities under section 23 of the Land Drainage Act 1991. Land Drainage Consent for these types of proposal will be required from the Board.	250. Environmental impacts will be considered as part of the Environmental Impact Assessment. The EIA will assess the impacts of the infrastructure works and will also consider the cumulative impacts of the wider MetroWest Phase 1 project. Our Environmental Statement (ES) then provides the basis for the EIA process and will set out in detail how we address mitigation of environmental impacts where appropriate. Our ES will accompany the application for development consent. A non-technical summary will also be available. Mitigation will be secured by design or requirement. It is not intended that the powers or rights of the IDB will be materially impacted by the Project. Impacts during the construction phase will be addressed if appropriate in the Construction Management Plan. Mitigation measures will be considered in the event of any significant impacts. The project team will arrange further meetings with the IDB to consider their reasonable requirements and to then offer appropriate assurances, including protective provisions. Consultation will continue .	250. Clarification given and comments noted.

Organisation	Response to consultation	Response had to consultee	Status of Comment / Issue
	Any new construction will not increase the surface water runoff rate or volume of water entering the drainage network or detrimentally affect surface water distribution within the local or wider catchments. Land Drainage Consent will be required for any new connections or modifications to existing connections to the watercourses. Any new or modified structure including rail track, haul roads, fencing, compound areas or any other construction, is silted at least 9m away from the banks of any watercourses. We would wish to continue to regular activities under our Land Drainage Byelaws, Land Drainage Byelaws Consent will be required from the Board for any proposals within the 9m Byelaw width. Notwithstanding the above consultation that has taken place, the Board will require more detailed consultation going forward including input in the preparation of the documents that will form the DCO application. It may be beneficial to consider the preparation of a Statement of Common Ground ("SoCG") between the North Somerset Levels Drainage Board and the applicant to give a clear understanding between both parties of what is required and agreed. The document can also list items which are not agreed and require further negotiations which are ongoing through the planning process. The Board did have some technical concerns during our preliminary discussions with the applicant who was notified via their consultants. We would wish these to be addressed during the more detailed design stage. We understand that some detailed condition survey work has been carried out on the culverts within the Boards Area and we would request copies of this information be made available in order that the Board may assess how these	It is agreed that it would be useful to agree a Statement of Common Ground prior to the DCO. Agreed. We are progressing your technical concerns and will engage with you further when we have sufficient engineering design information available. Detailed condition surveys that are informing our engineering design will be made available as part of the GRIP 3 Option Selection Report and deliverables. It is not intended that permanent loss of or damage to habitat will occur. Any such issues identified within the competence of the IDB will be discussed in full with the IDB. A second consultation stage will take place in 2016. Prior to this the project team will seek further meetings with IDB to discuss the proposals and to address IDB's concerns.	

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	culverts will interact with the wider drainage network and also any ongoing independent work programme that we the Board may be able to carry out in these areas and can take into account fully the existing rail infrastructure. We also would like to ensure that no permanent loss or damage of habitat arises as a consequence of the development proposals, we would be keen to agree appropriate replacement/mitigation with the MetroWest where this cannot be avoided. We would ask that during the DCO application process leading on to the commencement of the construction, sufficient time is allowed for further consultation between the Board and MetroWest should conditional approval be granted subject to further changes. Our concern is that should you be required to modify your proposals for other reasons, we will need to have sufficient time to reconsider the impact of such charges on the Board's interest.		
Bristol Port Company (S1-U0130-L0036)	251. In principle, we support the proposal to reopen the rail link to Portishead. Consent for our freight line was granted by North Somerset Council and your proposal, if authorized 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. 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 proposal 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. We recognize that you may require access to Port land to the south-east of the M5 motorway in order to provide new rail signaling. We are willing to discuss with you how that should be provided on the	251. Supportive comment noted The project team will continue to work with the Port and Network Rail in relation to pathing issues. The technical work train pathing work undertaken by Network Rail with input from the Port and freight train operators, makes provision for an hourly freight path in each direction, 24/7. This technical work will be concluded and reported in the GRIP3 Option Selection Report. These views are noted. Further engagement is proposed to explain issues effecting Bristol Port Company land. Consent is required for works to replacing the signaling equipment on the freight spur approaching the Port entrance and it is intended the DCO provides a comprehensive authorization for the proposed works. However, the project team will explore with the Port	251. Clarification given and comments noted.

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	basis that the relevant land will be outside your proposed red line boundary. 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. The preservation of the Port's access arrangements during any temporary and permanent works is essential to sure business continuity. This includes the Port's private road network and our freight line, including its connection to the national rail network. Your details engineering design work and construction plans must fully address this requirement. It is essential that your works to 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. Our above comments are based on our understanding that your current public consultation relates only to the proposed reopening 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.	whether authorization for the proposed works is possible via General Permitted Development rights, along with an access agreement to undertake the works. It is intended that a Statement of Common Ground is agreed with the Port before the DCO application, reflecting outcomes of further engagement. The project team will seek further meetings with the Port to discuss the proposals, temporary use of Port land and to discuss terms acceptable to both parties. The project team acknowledges the importance of business continuity to the Port and therefore will develop the possessions strategy in close liaison with the Port. Given the extent of works required through Pill, Bower Ashton to Ashton Gate, through the Avon Gorge and at Parsons Street Junction, some temporary freight train operational restrictions are inevitable. However, detailed forward planning of possessions will help to mitigate the impact and this will be set out in the Construction Management Plan. Other mitigation measures will identified and impact on local roads or other forms of transport will be reported in the Transport Assessment. Environmental impacts during construction will be reported in the Environmental Impact Assessment and mitigation proposed where appropriate. The consultation is about the Portishead branch line, but we are also seeking views about cumulative impacts, which includes other aspects of the scheme, which are to be taken forward using Network Rail's General Permitted Development rights.	

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Historic England Official response (S1-U0059-L0022)	252. Historic England believes that there may be an impact on the historic environment and therefore considers that an EIA in relation to the historic environment would be appropriate. Our initial assessment identifies that the following assets could be affected by the proposed development: Listed Buildings: Church of St George - grade II* Clifton Suspension Bridge and two toll houses - grade I Swing Bridge over north entrance lock- grade II* 15, The Paragon - grade II* Promenade House - grade II* Taylor Maxwell House - grade II* Brunel's South Entrance Lock - grade II* Swing Bridge over Brunel's south entrance lock - grade II* The Colonnade - grade II* No.1-14 - grade II* Engineers House - grade II* Trafalgar House - grade II* Alva House - grade II* Freeland Court - grade II* Clifton Observatory - grade II* Numbers 2 - 9 - grade II* Church of St Mary - grade I Registered Park and Garden: Berkeley Castle Ashton Court - grade II* Scheduled Monuments: Clifton Down Camp, Clifton. Stokeleigh Camp : a promontory for in Leigh Woods Part of the Roman settlement in Abonae. We would expect that the EIA examines the potential impacts upon all heritage assets likely to be affected, including designated heritage assets and their settings together with potential impacts on non-designated features of historic, architectural, archaeological or artistic interest, since these can also be of national importance and make an important contribution to the character and local distinctiveness of an area and its sense of place. This covers buildings, historic open	252. Environmental impacts will be considered as part of the Environmental Impact Assessment. The EIA will assess the impacts of the infrastructure works that require consent and 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. A recognized heritage consultant will undertake the assessment of impacts upon heritage sites and buildings and assist in compiling the heritage chapter of the ES, in consultation with you and the local planning authorities.	252. Clarification given and comments noted.

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	spaces, historic features and the wider historic landscape including below-ground archaeology. The assessment methodology should follow the HE Guidance "The Setting of Heritage Assets" Advice Note 3 and should be undertaken by a recognized, professional heritage consultant. In general terms, Historic England advises that a number of considerations will need to be taken into account when proposals of this nature are being considered: 1. The potential impact upon the landscape, especially if a site falls within an area of historic landscape. 2. Direct impacts upon historic sites and areas, whether statutorily protected or not. All grades of listed buildings should be identified. 3. Indirect impacts, particularly the setting of listed buildings, scheduled monuments, registered landscapes (parks, gardens and battlefields) conservation areas etc., including long views. 4. Photomontages should include views with the specific assets noted as well as the proposed development accurately scaled in the same view. 5. The potential for buried archaeology. 6. Effects on landscape amenity. 7. Cumulative impacts.		
North Somerset Local Access Forum (S1-U0355-L0035)	253. We note and agree with the objective "to contribute to reducing the overall environmental impact of the transport network" and the comment at the foot of the page about 'the importance of increasing life opportunities as a result of enhanced accessibility". We note the proposed new footbridge allowing access from Gallingale Way to Trinity Primary School. Whilst we can understand that this is unlikely to be popular with householders immediately adjacent to it, a footpath only option (given an additional walking distance of 600m) is not an acceptable detour for those people who need to take their very young children to this school. In addition, the current crossing of the railway line is also used by cyclists using the cycle path from	253. Supportive comment noted. The design of the footbridge will accord with rail industry guidance and technical requirements and will be reported as part of the GRIP 3 Option Selection Report, the Design and Access statement, the Environmental Impact Assessment and the Equalities Assessment. The scheme is proposing to retain the existing pedestrian and cycle path NCN26. The wider connectivity associated with pedestrian and cycle paths and bridleways will be considered as part of the Transport Assessment. Technical work undertaken to date indicates the width of the NCN26 under the M5 bridge,	253. Clarification given and comments noted.

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	Sheepway through to this development, so we consider that the bridge should also be open to cyclists (albeit with a requirement that they dismount for the length of the bridge). National Cycle Network Route 26 – We consider it crucial that you note that the length of this route, from Sheepway through to Pill, is not just a 'shared use cycle/pedestrian path' but properly dedicated bridleway LA15/21, LA8/66 and LA8/67 which form part of the definitive map. Of the last section on this route through into Pill right by the base of the M5 Avonmouth bridge where it would seem you are still proposing to allow pedestrian and cycle access but it would clearly be unsafe for horses potentially to share a tunnel with a train. However, this is a route used by many riders to get into Pill precisely because it is off-road and quiet. We propose that rather than modify this tunnel (with attendant costs) for all users, you simply make use of the pre-existing track that goes round the base of the bridge and links to the existing track on the other side. If you continue on the bridleway on the north side of the railway, there is a track that bends round the base of the bridge. There is one short section where scrub will need to be cleared and some surfacing may be required but on the north-eastside, by the access path to the bridge itself, there is a gated entrance to the track and even lighting further down. It would seem sensible to use this route in the interests of both safety and comfort for ALL users rather than use the tunnel itself. If it is not possible to do this, then horse rider access to Pill along this route will be closed which will mean that riders will have to use Marsh Lane to cross the M5 – a very low bridge over the motorway where there are no high sides, thus making it dangerous to cross – and hence the popularity of the other route. It would be necessary to put high sides across the bridge to make it safe for riders. In addition, the current	Marsh Lane bridge and Royal Portbury Dock Road bridge will be 2.5m, in order to meet engineering design standards. This will be sufficient for the existing permitted users on these sections of the NCN26 (pedestrians and cyclists). The M5 rail underbridge is not a designated bridleway, only pedestrians and cyclists are permitted to use this section of the NCN26. However, the project team recognize the wider potential benefits to the community that would arise by extending the existing bridleway (which currently terminates north west of the M5 rail underbridge) through to Pill linking back onto the NCN26. The project team is currently considering how such a bridleway extension could be delivered including the land implications and liaison with the relevant statutory bodies. The project team will engage with the NS Local Access Forum further, pending our investigations. Nether the section of NCN 26 under Royal Portbury Dock Road bridge or under Marsh Lane bridge is a designated bridleway, only pedestrians and cyclists are permitted to use these sections of NCN26. Your comments that the route of the bridleway (at grade) over Marsh Lane, is acceptable being a quiet road, is noted. The project team is reviewing your comments in respect of the route of the bridleway (at grade) over Royal Portbury Dock Road. Providing a Pegasus crossing at this location would have some challenges particularly as it would reduce highway capacity on a key arterial road linking Royal Portbury Dock to the M5. The project team will engage with the NS Local Access Forum further, pending our investigations.	

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	footbridge over the A369 and M5 at the end of Sheepway should also have high sides installed on it as this suffers from the same disadvantages. We therefore strongly urge you to open up the route at the base of the Avonmouth Bridge as described above. The permissive sections of these routes which go under the railway bridge at Portbury Dock Road (Permissive Route 1) and Marsh Lane (Permissive Route 2) will obviously no longer be safe for horse riders, so will have to revert to road crossings. In the case of Marsh Lane, this is a moderately quiet road, so not an issue. In the case of Portbury Dock Road, however, this is now very busy and it will be necessary to install a proper light-controlled 'Pegasus' crossing to ensure horse riders can cross safely. Many hundreds of heavy lorries use this road daily. Although local horse riders will undoubtedly do all they can to get their horses used to trains, it will be important given the proximity of the line to the bridleways at points, that any fencing erected is of solid constriction and not just mesh fencing. This will greatly assist in safety – and comfort – for <u>all</u> users. The arrangements for Pill Station seem to be appropriate for both walkers and cyclists, although it is likely there will be some objections to the proposed parking restrictions from local residents. Pill Tunnel – the arrangements proposed would seem to be necessary, although it would be nice if the rural nature of this land could be preserved in some way rather than have the whole thing tarmacked over.	There will be protective measures to prevent access on the tracks. Design and safety of access routes will accord with rail industry guidance and technical requirements and will be reported as part of the GRIP 3 Option Selection Report, the Design and Access statement. Changes to parking, congestion and traffic flows resulting from the scheme will be assessed and reported in the Transport Assessment. In addition to the access route via the bridleway, work is underway to explore the feasibility of an alternative access route via the adjacent field onto land to the north of the freight line. This alternative route was previously used for the works to re-open the line in 2002.	
The Coal Authority (S1-U0092-E0018)	254. The proposed works at Ashton Gate Level Crossing and Barons Close Pedestrian Crossing would be located within the defined coalfield Our records indicate the presence of recorded mine entries within the vicinity of the above proposed works, and the likely	254. Geotechnical investigations are undertaken and this is being feed into our engineering design. The engineering design and infrastructure requirements will be reported in the GRIP 3 Option Selection Report. This report will be submitted with the DCO	254. Clarification given and comments noted.

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	presence of historic unrecorded underground coal mining at shallow depth in this part of the Bristol urban area. Consideration should be afforded to ground conditions and the potential for unstable land resulting from past coal mining activities to impact on the proposed development. Accordingly, we would expect due consideration to be afforded to ground conditions. These potential coal mining legacy risks, including any proposals for intrusive site investigations and/or remedial measures if necessary, as part of the supporting information to the Development Consent Order to ensure the safety and stability of the proposed development.	application setting out all infrastructure requirements.	
[redacted] (S1-U0229-E0012)	255. [redacted] fully support the principal business objectives relating to the reopening of the Portishead Branch Line and provision of the new stations. [redacted], which we can make available as an alternative location for the station should any delivery issues arise through the current process in respect of the preferred location. The current proposal is substantially different from the original proposals incorporated within the adopted local plan and the master plan for the development. Therefore it is important to assess the implications of those changes to ensure that not only is the station delivered, but the quality and design concept of the original plans are not compromised. The same considerations still apply and the change in the location from Harbour Road to Quays Avenue means the new location is even more of a 'gateway' location than the original reserved site, located as it is at one of the two main approach roads into the town at the junction of the entrance to the 'Village Quarter' neighbourhood. It is even more critical that the design response is robust and that the station building fulfils its gateway function.	255. Supportive comment noted The project team is confident that the proposals to locate Portishead station on Quays Avenue/Harbour Road, are robust and deliverable, given the high levels of community and stakeholders support, with the extensive consultation undertaken over the last two years. The concept designs presented in the consultation material will be developed to take on board comments raised in the consultation. The outline design will be reported in the GRIP 3 Option Selection Report and the Design and Access statement. The proposed re-alignment of Quays Avenue creates a corner site for Portishead station which in turn will enables delivery of physical 'gateway' and an opportunity to deliver an modern icon design, blending with the existing high quality urban development. The proposed changes to the highway along with the station design and car park layout, will be reported as part of the GRIP 3 Option Selection Report, the Design and Access Statement, the	255. Clarification given and comments noted.

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	There is no doubt that the new location for the station will have two key impacts on design: 1. The realignment of Quays Avenue and relocation of the Quays Avenue/Phoenix Way roundabout. 2. The location of the station and car park B. The impact of these changes need to be properly assessed in planning and urban design terms...the next stage assessment needs to be more detailed than the sketch layout and series of artists impressions contained in the current consultation document. A master plan supported by a design code should be prepared for the current proposals in order to revise the approved master plan and design code. This should be for at least the area covered by the station and its approaches and the Trinity Primary School footbridge and their wider settings and it should be submitted with the DCO. The location, design, setting and public realm of the station will therefore need to be considered and designed comprehensively with the existing context in mind to create an appropriate 'gateway' and 'sense of place'. At present the design indicates that the straight line view from Quays Avenue, Harbour Road and Phoenix Way as proposed will be of the open space and SUDS area to the south of the station with the station platform in the background. Therefore this emphasises the need and provides the opportunity for a landmark station building of such a presence to terminate these issues appropriately. This is a key view which needs to be properly illustrated and assessed. Exits from the town along Harbour Road and Phoenix Avenue are of straight line views straight into car park B, which as currently illustrated appears to be dealt with by framework tree planting, but it is unclear whether this will provide sufficient landscaping of the car park.	Environmental Impact Assessment and Transport Assessment. An architect has been appointed and is currently developing the station design alongside highway and railway design engineers. The resulting outline design will be reported in the GRIP3 Option Selection Report. The design and integration of the scheme into the wider urban setting and public realm will be developed through the Design and Access Statement. The architect and the design team are considering the straight line view from all approaches to the station. We agree there is an opportunity to create a landmark building with presence. The outline design will include a landscape design. The station is not located in a conservation area and there are no historic buildings within the immediate vicinity. The station design will need to integrate with the existing modern high quality urban design. Therefore we are proposing a modern iconic station design. Public art is an import part of place making. Our approach to public art will be set out in our Design & Access Statement. Changes to parking, congestion and traffic flows resulting from the scheme will be assessed and reported in the Transport Assessment. A series of traffic counts and transport surveys have been undertaken in Portishead, Pill and at the level crossings to inform the Transport Assessment. Bus movements will be considered as part of the Transport Assessment.	

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	To satisfy the intention of the local plan to provide a principal gateway to the town the design of the station itself needs to be more than a standard 'off the shelf' design. Since the proposal involves a reopening of the original railway, consideration could be given to recreating an art-deco style building to create a modern interpretation of the original station Much of the inspiration for the architecture in the Village Quarter is taken from the best examples of locally distinctive architecture. The station could adopt a similar approach and such to provide a contemporary interpretation of Victorian train stations in North Somerset. More detail on the design of the station is required. Public Art is an important aspect of the overall design approach and 'sense of place' in the Village Quarter and Port Marine with 28 pieces of art arranged in a trail. Therefore, the opportunity should be taken to commission a landmark piece of public art at the station site to reinforce the sense of arrival. The traffic and highway impacts of the station clearly need to be fully assessed. There is clearly a danger that local traffic congestion around the Quays Avenue roundabout will increase. This would appear to be exacerbated to some extent by the design and layout of the proposal as currently illustrated due to: - Two separate car parks which will need to be managed for example with signs at the entrances to show whether or not there are spaces, in order to avoid necessity for movements between the two car parks; - The impact of pedestrian crossings on traffic movement; - The impact of separate bus stops outside the station on traffic and pedestrian movements; - The impact of right turning movements from Harbour Road into car park B;	Impacts during construction and mitigation measures will be reported in the Construction Management Plan The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case. Further consideration of wider parking issues will be reported in the Transport Assessment. The car park will be owned and operated by North Somerset Council. It is envisaged there will be a nominal tariff for the station car park, with prices similar to other council operated station car parks, however a formal decision is yet to be made. The potential impacts of station users parking in residential areas will be assessed in the Transport Assessment. Mitigation will be considered for any significant impacts. The station forecourt will include space for a bus interchange and passenger facility. It is envisaged the station forecourt bus stop will be used for a potential shuttle bus service linking the town. The two bus stop lay-bys on Quays Avenue are to be used by inter-urban bus services. Local bus services and facilities will be considered within the Transport Assessment. The design of the footbridge will accord with rail industry guidance and technical requirements and will be reported as part of the GRIP 3 Option Selection Report, the Design and Access Statement, the Environmental Impact Assessment and the Equalities Assessment. See earlier comment setting out our rationale for a modern icon design. The impact and wider connectivity with cycle paths will be considered as part of the Transport Assessment, the Design & Access Statement and the GRIP 3 Option Selection Report.	

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	- The impact of right turn movements across Phoenix Way into car park A; - The existing parking on Harbour Road and Phoenix Avenue which is the principle cause of congestion at the Quays Avenue roundabout; - Impact of on street parking for the Medical Centre. We note that the Council's response to our comments on the previous consultation was that 'we are aware of the car parking pressures at the Medical Centre. So that these parking pressures are not exacerbated by the rail station, we will examine the feasibility of allocating some short stay spaces within the station car park opposite the Medical Centre for use by users of the Medical Centre'. Cleary there is a balance to be struck between addressing the congestion caused by on street parking and the loss of parking for train users. - It is not clear from the consultation documents whether there will be a charge for car parking in the station car parks. This needs to be made absolutely clear from the outset, so that effects of station users making use of free on street parking and the implications on traffic congestion in the area can be assessed in advance to avoid the issues caused by charging at Nailsea and Backwell station despite the enlarged car park. The consultation document refers to 'a bus interchange facility with lighting'. However, the reality is two on street bus stops and we consider an opportunity has been missed to create a genuine multi-modal interchange within the station concourse, which could for example be provided at [redacted]. The design of the Trinity Primary School footbridge. Although the impact is more local it does need to be properly assessed, with more than artist's impressions. The current proposal appears to be a standard network rail design which will be imposed on this residential area where there was no existing railway infrastructure and no proposals for such a structure in any	Discussions will continue with the affected parties. Cycle parking will be provided at the forecourt of Portishead station and the demand will be considered as part of the Transport Assessment. Changes to parking traffic flows resulting from the scheme will be assessed and reported in the Transport Assessment. Environmental impacts will be considered as part of the Environmental Impact Assessment. The EIA will assess the impacts of the infrastructure works that require consent and will also consider the cumulative impacts of the wider MetroWest Phase 1 project. The Environmental Statement (ES) will set out in detail how we will implement measures to reduce environmental impact. Our ES will accompany the application for development consent. A non-technical summary will also be available.	

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	previous plans. As well as design, the impact on the amenities of the local residents and the primary school need to be assessed. If an art-deco theme is introduced into the design of the station this could also be extended to the bridge to create continuity and/or the bridge designed with the involvement of the artist to create an appropriate design. The Stage 2 consultation also needs to include specific detail of the proposed pedestrian/cycle promenade. We note that this will include lighting. The relationship of this link to other footpaths and cycleway facilities in the area needs to be assessed [redacted] have an interest in land at [redacted] and it is important that the details of the closure of historic rail crossings are provided, together with details of the alternative access to [redacted], in order to ensure that it is fit for purpose for the continuing agricultural activities that need to take place there. Finally it is important that sufficient cycle parking is provided, based on a proper assessment as well as assessing the impacts on existing cycle paths. It is also unfortunate that the main area of car parking is split from the station platform and buildings (which given the location is inevitable) but also that bus stops are on street (which could be reconsidered). However the constrained nature of the site means that there is no room for expansion for parking facilities should this be necessary in the future. Whilst published plans have always included the intention to reopen the railway the way environmental impacts have been assessed have changed since the proposals were first put forward and the location of the station is completely different. Therefore we consider the EA needs to carry out an overall assessment of the operational effects of the proposal on residential amenity, in particular where the		

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	line runs close to recently built residential properties and the Trinity Primary School and to assess changes to the original proposal, in particular the new location for the station. The overall cumulative impact assessment in chapter 19 of the EA should specifically assess the impact on residential amenities taking into account planning, air quality, cultural heritage, landscape and visual impacts, noise and vibration, socio-economics and transport and access.		
Pill and Easton in Gordano Parish Council (S1-U0080-E0030)	256. We would like some consideration to be given to barriers to the rear of Avon Road where there are already complaints about noise from freight traffic. Perhaps this can be done in conjunction with the Bristol Port Company and others responsible for freight. We assume that there will be a charge levied for use of the car park. We are anxious that this does not cause rail users to use the surrounding streets for parking to the detriment of those living nearby. Can you consider some form of resident parking scheme on the nearby streets, or some system of refund for those who have purchased a train ticket? Parking restrictions in Station Road look into the possibility of allowing limited 'short term' parking between Sambourne Lane and the corner near the Co-op (outside Station House) to enable the businesses in Station House and the Co-op to continue to do business. This would probably need some form of civil enforcement to be in place in North Somerset. We trust that lighting installed both on the Station and the car park will be energy efficient and that it will be designed to cause minimum light pollution to nearby residential properties. Can you look into the use of low level lights? The access from Lodway onto Station Road has become more difficult. Moreover, access to Station Road when approaching up Heywood Road is particularly dangerous due to poor visibility. In view of the increased traffic which will use this	256. A noise assessment will be carried out and mitigation measures considered, however the part of the national rail network in question is existing operational railway and intensification of use (ie an increase in the number of freight trains) could occur without development consent being required. The car park will be owned and operated by North Somerset Council. It is envisaged there will be a nominal tariff for the station car park, with prices similar to other council operated station car parks, however a formal decision is yet to be made. The potential impacts of station users parking in residential areas will be assessed in the Transport Assessment. Mitigation will be considered for any impacts. The lighting design will be sympathetic to the surrounding area and will use energy efficient technology. The design will be influenced by the comments received from Phase 1 consultation. Maintenance implications of the design will be considered by Network Rail and the train operator. The design will be reported in the GRIP 3 Option Selection Report and the Design and Access Statement. Changes to parking and traffic flows resulting from the scheme will be assessed and reported in the Transport Assessment.	256. Clarification given and comments noted.

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	junction, could you look at a traffic management scheme for the junction please? We would like to see the majority of construction materials and plant arriving by rail. Access by heavy construction traffic to the station site will cause problems. This may necessitate early construction of Pill junction and of the dual tracking in the station itself. We are concerned about the widening works to the bridge near Lodway Close and that there will be the minimum of disruption to the cycle route and footpaths in the vicinity.	The construction strategy is currently being developed, it is likely the main construction compound will be located west of Pill using the dis-used line as a haul route. However other smaller construction compounds and access points for specific tasks will be needed in Pill, eg to bring in cranes for lifting major components where this cannot be done from the railway. We will aim to minimize construction impacts on local residents. Construction impacts and mitigation measures will be reported in the Construction Management Plan. The Transport Assessment will consider the movements of heavy good vehicle (HGV). The Environmental Impact Assessment will consider the noise and dust resulting from movement of construction materials. The scheme is proposing to retain the existing cycle path NCN26. The wider connectivity associated with cycle paths and bridleways will be considered as part of the Transport Assessment. The design of the footbridge will accord with rail industry guidance and technical requirements and will be reported as part of the GRIP 3 report, the Design and Access statement, the Environmental Impact Assessment and the Equalities Assessment. For public safety and construction staff safety reasons it is likely that the sections of cycle path NCN26 via the M5 railway underbridge and the other underbridges will have to be closed during construction. Diversion routes will be identified and publicized.	
[redacted] [redacted] (S1-U0358-E0099)	257. There is a crossing for tractors and animals, just west {half a mile} of proposed Pill station, it is by the M5 foot bridge and cycle path. [redacted]	257. Engagement has commenced with landowners and other parties. The location of the crossing is known and discussions with land owners is underway.	257. Clarification given and comments noted.

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	[redacted]		
Transport Focus (S1-U0338-L0027)	258. Transport Focus welcomes the West of England Partnership's MetroWest scheme and the proposal in Phase 1 to reopen the disused line to Portishead and operate a half hourly service. Reopening this line has the potential for considerable modal shift away from road to rail, especially for commuting purposes. Linking Portishead, Pill (and future stations) to the rail network improves local mobility in the Bristol and Somerset area but also plugs in to the national rail network again. Given significant levels of increased demand across the area, it is also important that demand estimates are robust and the process is responsive enough to accommodate changes in capacity assumptions. Furthermore, as the MetroWest consultation document suggests, the scheme should complement the planned upgrade projects being undertaken by Network Rail on the network and it is important that projects cohere to ensure the scope for future passenger benefits to be realized is retained. In 2014 we conducted research into passengers' priorities for improvement3 , including a specific survey 'boost' for the Great Western franchise, which the MetroWest team may find useful as plans are developed. We note that the MetroWest scheme is rightly part of an integrated approach to travel investment in the area, including the Metrobus scheme, and it is important that a cohesive approach is taken to the development of the various elements of the programme. Service seems satisfactory for off-peak times but will half-hourly satisfy future peak hour demand? Given significant levels of increased demand across the area it is	258. Supportive comment noted Assessment work has been undertaken to quantify the rail demand to inform the scheme design and provide sufficient passenger capacity. The project team is drawing on a range of research and technical guidance to inform the development of the scheme, including Transport Focus publications. The integration of public transport and other modes will be considered as part of the Transport Assessment. More information about MetroBus can be found at: http://travelwest.info/metrobus. The scheme is proposing an all-day (day time) half hourly service for the three rail lines including the Portishead line, the Severn Beach line and the Bath to Bristol line. A half hourly frequency is sufficient to meet demand arising from population along the three lines. The scheme includes sufficient infrastructure to operate the half hourly service. The Portishead branch line includes four single bore tunnels with the longest being over 600 metres, which constrain the capacity of the line. Passenger carrying capacity is measured by the rail industry as 'seats per hour' and this can be increased by either increasing the service frequency or increasing the number of carriages operated. Initially the proposed half hourly service will be operated using three carriages, however the station platforms will be sufficient to operate 5 carriages in the future, increasing the 'seats per hour' capacity by a further 67%. Smart ticketing not part of the scope of the MetroWest Phase 1 scheme, however further information about	258. Clarification given and comments noted.

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	important that demand projections are accurate and the process is flexible enough to respond to changes in assumptions. Should demand exceed projected levels (as has been the experience with other reopened lines), is there a means by which additional capacity can be easily provided? Current financial circumstances do not allow for "scope-creep" but, where possible, passive provision for possible expansion should be built in. The scheme represents a useful opportunity to introduce smart technology on the new route and to some of the other routes in the Bristol/Bath/Weston area, especially if through trains are to operate. In addition to the standard range of fares there is also scope for the three-days-in-seven season ticket as offered elsewhere on FGW at present. Timescales are critical here as the new trains must be available in good time for staff training and also to ensure that the units are refurbished to a good standard to ensure maximum satisfaction with the service. Has contingency been built into plans for any possible delays in the cascade process? Regarding Portishead station: Following the refusal of permission to install a level crossing the station will be relocated some distance from the town centre and the original station site. Consequently accessibility must be as inclusive as possible to overcome any difficulties the station's location might create. Regarding Portishead station: We note the proximity of bus stops to the new station. We would hope that a good selection of routes and a frequent service, especially at peak times, will serve these stops to make the station as accessible as possible Regarding Portishead station:	smartcards in the West of England is available at: http://travelwest.info/smartcards The fares for the re-opened Portishead branch 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 timescales for this technical work are governed by a range of factors including meeting prescribed technical requirements, statutory processes and other factors such as the wider rail industry work programme. The Portishead line is being design with gauge clearance for either class 16x or class 15x trains. Regular discussions are also held with the DfT Rail Executive. The 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. The design will accord with rail industry guidance and technical requirements and will be reported in the GRIP 3 Option Selection Report and the Design and Access statement. Equal access will also be considered and reported in the Equalities Assessment. The integration of public transport and other modes will be considered as part of the Transport Assessment. The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case (Sept 2014). Up to 350 parking spaces will be available, of which 250 spaces will be built by the scheme and 100 spaces are currently being built by a developer in connection with a section 106 agreement. Further consideration of	

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	Opportunities for drop-off/pick-up seem adequate as does modal interchange with buses, depending on the level of service at the stops at the station. Some rerouteing may be required to make the station more accessible given its out of town location. Regarding Portishead station: The area to be used for station car park B appears to occupy part of the original trackbed. If it is impossible to bring the line closer to the town centre perhaps this makes good use of the space. No indication is given, however, of the number of vehicles which the two car parks can accommodate. Regarding Portishead station: The provision for staffing is welcome. No indication has been given though of the extent of such staffing. Regarding Portishead station: The proposals seem to comply with immediate railway safety needs and with the current accessibility requirements. Do any extra measures need to be taken in view of the fact that it serves a primary school? Regarding Portishead station: Trinity Primary School – the proposals to replace the current unofficial footpath over the disused track may concern some in the local community and careful consideration of this proposal is essential. Regarding Pill station: While we appreciate that space is limited, is a capacity of 50 car spaces sufficient? Regarding Pill station: The installation of the footbridge and ramp/steps from Monmouth Road seems the only practical method of access to the reinstated platform from the car park. Regarding Pill:	wider parking issues will be reported in the Transport Assessment. The station will be manned during the AM peak but outside of this period it will be unmanned and tickets will be issued via the ticket machine. Safety is the rail industry's first priority. Safety of the scheme will be considered in more detail as the scheme develops. In particular, the GRIP 3 engineering work will require technical approval by Network Rail, this process includes consideration of safety for rail passengers, rail industry staff and the wider public. The Office of Rail and Road also has a role of overseeing safety on the rail network. Also, the safety impacts to the local and strategic road networks will be considered and reported in the Transport Assessment. The design of the footbridge will accord to rail industry guidance and technical requirements. The footbridge design will be reported as part of the GRIP 3 Option Selection Report, the Design and Access Statement, the Environmental Impact Assessment and the Equalities Assessment. The design provides adequate parking for the demand forecasts reported in the Preliminary Business Case. Further consideration of wider parking issues will be reported in the Transport Assessment. The design of the footbridge will be developed in accordance with NSC and Network Rail design standards. The footbridge design will be reported as part of the GRIP 3 Option Selection Report, the Design and Access Statement, the Environmental Impact Assessment and the Equalities Assessment. Supportive comment noted. Changes to parking and traffic flows resulting from the scheme will be	

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	Pill Tunnel - The works for emergency-vehicle access are necessary and seem well thought through. Regarding Pill station: If it is entirely impossible to use the other platform, cannot an additional entrance be made available to the proposed platform from Station Road/Sambourne Lane? This would considerably shorten many people's walk. Regarding Pill station: We note that the station will be provided with "audible information" which is useful for passengers but often a source of annoyance for residents, many of whom will have moved there since the railway closed to passenger traffic. Note for the longer-term proposals for a station at Ashton Gate Regarding Parson Street junction and Bedminster Down Relief Line: The junction with the main line is single-lead and will need to be doubled. We welcome this recognition of additional operating flexibility. Currently the down relief line ends at Bedminster station and is, in effect, a head shunt. The overall intention is not wholly clear; is the plan to extend it to just west of Parson Street station and then connect into the down main line? Regarding Parson Street junction and Bedminster Down Relief Line: Four or more trains an hour already run each way west of Temple Meads. To avoid conflicts between these trains and those on the Portishead line, could the latter run, using bi-directional signaling, on the existing up relief line between Parson Street Junction and Temple Meads? Regarding Parson Street junction and Bedminster Down Relief Line: Inevitably the works, if the project goes ahead, will cause considerable local	assessed and reported in the Transport Assessment. A property would need to be acquired and demolished in order to provide a station entrance from Station Road. Noise impacts on local properties and residents resulting from the Portishead branch line will be considered in the Environmental Impact Assessment. A new station at Ashton Gate is not within the scope of work or budget for the MetroWest Phase 1, but could from part of a future phase of the MetroWest programme. The Down Relief Line will be reconnected to the down main line south of Bedminster station to provide a holding bay to regulate freight trains heading to Royal Portbury Dock. The enhancement to Parsons Street junction to provide a double lead connection with the main line is required to enable parallel train movements across the junction. This requirement has been informed by modelling of passenger and freight train paths. There is sufficient capacity on the up main line to cater for existing and future planned passenger train services. The up relief line can be used as a diversion route approaching Temple Meads, but its primary function is to cater for freight trains which operate at much lower speeds than passenger trains. Construction works and mitigation measures will seek to minimize the impact on local residents; this will be reported in the Construction Management Plan. This line is existing operational railway and the proposed works will be implemented by Network Rail under its permitted development powers.	

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	disruption. It is important to be frank and open with local residents about this from the outset. Regarding the cycle network: It is important to ensure that this established strategic route does not suffer significant loss of amenity either during the works or after their completion Regarding the Barons level crossings: It is important to liaise locally well in advance of these works and to ensure minimum disruption. In the longer term, will the increase frequency of service on the line at the busiest times of day cause traffic problems? The closure of the pedestrian crossing will require a long detour. This needs to be handled sensitively with those users who will be inconvenienced by this scheme.	The scheme is proposing to retain the existing cycle path NCN 26. The wider connectivity associated with cycle paths will be considered as part of the Transport Assessment. The infrastructure requirements will be reported in the GRIP 3 report. For public safety and construction staff safety reasons it is likely that the sections of cycle path NCN26 via the M5 railway underbridge and the other underbridges will have to be closed during construction. Diversion routes will be identified and publicized. Construction works and mitigation measures will seek to minimize the impact on local residents; this will be reported in the Construction Management Plan. Infrastructure requirements will be reported in the GRIP 3 Option Selection Report. The Barons Close pedestrian level crossing will need to be closed permanently for safety reasons. The speed and frequency of trains on this section of rail line will increase significantly through our proposals. Furthermore the crossing is located on a radius, such that pedestrians particularly on the northern side have a limited sight line. Alternative access arrangements for pedestrians will be provided.	
Business West James Durie (S1-U0225-L0037)	259. Business West emphasises its strong support for the re-opening of the Portishead Branch Line and the wider MetroWest programme. The £100million Metro West upgrade to the local rail network is a huge step in the right direction and will help stimulate and sustain long term economic growth and something we have long supported and worked with the for councils to help make happen.	259. Supportive comment noted. The project team acknowledges the importance of business continuity to the Port and therefore will develop the possessions strategy in close liaison with the Port. Given the extent of works required through Pill, Bower Ashton to Ashton Gate, through the Avon Gorge and at Parsons Street Junction, some temporary freight train operational restrictions are inevitable. However, detailed forward planning of	259. Clarification given and comments noted.

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	For too long the town has been hugely over reliant on its access to Bristol, the motorway and the region beyond from one main road the A369 via the M5 J18 at Gordano. This junction has had recent alterations to help relieve congestion but it remains overloaded particularly at peak time. The reopening of the railway for passenger use in this first phase is not only desirable but we believe essential to enable the town to continue to grow and function. The strong message from the business community and employers that we represent is that this is an opportunity not to be missed. We need clarification that rail freight to and from the Royal Portbury Dock will continue without hindrance during and after the construction process. Bristol Port is an important local and national strategic asset and a major direct and indirect employer. Freight transfer from this location is vital and any disruption would have knock on impacts.	possessions will help to mitigate the impact and this will be set out in the Construction Management Plan. Other mitigation measures will identified and impact on local roads or other forms of transport will be reported in the Transport Assessment.	
Health Care – Harbourside Family Practice (S1-U0346-E0011)	260. Harbour Road that runs down the side of our building and contains industrial units on one side and us and Haven Lodge (100 bedded Dementia Nursing Home) on the other and which has not been adopted by the council. The road provides access to units on Harbour Road Trading Estate and is also used for parking by patients and staff who need to access Marina Healthcare Centre. A company called Barton Fabrications Ltd are based in the industrial units and regularly move huge silos used for storing grain, flour etc on lorries. When they do this, they shut off part of the road and put up cones to stop any staff or patients parking in the road which leaves only parking on the main road outside of the building which will no longer be available when the development goes ahead. We raise the following questions in relation to this:	260. Changes to parking and traffic flows resulting from the scheme will be assessed and reported in the Transport Assessment. Impacts during the construction phase will be reported in the Construction Management Plan. Mitigation measures will be considered in the event of any significant impacts. Harbour Road is an adopted highway. We are engaging with Barton Fabrications about our proposals. Some traffic disruption does occur on Haven View and Harbour Road for relatively short periods when Barton Fabrications have an abnormal load movement. This currently occurs approximately once every 6 weeks. Our proposals to realign Quay Avenue and create a new roundabout close to Haven View, will improve the highway geometry such that there will be more	260. Clarification given and comments noted.

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	1. Does the council intend to adopt Harbour Road? 2. Will the council speak with Barton Fabrications to risk assess their movement of silos in relation to the new development, both whilst in construction and when fully developed? 3. In this risk assessment, will the council consider the issue of the road being closed and parking being made unavailable both in Harbour Road and on the main road outside the practice? I understand you are proposing charging for car parking and, as we have no way in which to stop people parking in our car park for free, we are concerned that our car park will be used by those using the railway as a free alternative. We are concerned that this will mean there is no parking available for our elderly and frail patients or those with small children. We already face a challenge with demand for parking outstripping supply and it is a cause of constant dissatisfaction with our patients. If the on-street parking is also no longer available and our car park is full of people who are parking for free to use the railway, where are our patients supposed to park? In relation to this, we pose the following questions: 1. Does the council have any plans for protecting our limited car parking? 2. Would the council consider allowing free parking in the station car park for a period of 1-2 hours? This would have no impact on those using the railway as they will be wishing to park for longer periods but it would greatly assist our less mobile patients if our car park was full and they were able to park for free for a short period of time. It would be exceptionally unlikely that a patient of ours, or any other services in Marina Healthcare Centre, would need to park for longer than 2 hours.	space available for swept path for an abnormal load. The car park will be owned and operated by North Somerset Council. It is envisaged there will be a nominal tariff for the station car park, with prices similar to other council operated station car parks, however a formal decision is yet to be made. The potential impacts of station users parking along access roads will be assessed in the Transport Assessment. Impacts during construction and mitigation measures will be reported in the Construction Management Plan. The on-street parking on Harbour Road will be removed in connection with the re-alignment of Quays Avenue. The project team acknowledge the current limited parking availability for Health Centre customers and the potential impact arising from the removal of the existing on-street parking on Harbour Road. Therefore, we propose to provide a number of spaces within the station car park (close to the Health Centre) for free short term parking, as you have suggested. A pedestrian crossing will also be provided on Harbour Road within close proximity of the Health Centre entrance. The project team will engage with you about this prior to our second consultation stage will take place in 2016. Impacts during construction and mitigation measures will be reported in the Construction Management Plan. This will include consideration of access by emergency vehicles.	

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	3. Would the council consider providing reduced rates or free car parking for those staff, who include doctors and nurses, working at Marina Healthcare Centre? We frequently need to call ambulances for those patients who are in a state of emergency and we are concerned about access during construction and following full development. How will you ensure access for emergency vehicles during construction?		
North Somerset Council Fleet Manager [redacted] (S1-U0341-E006)	261. The council are looking to bid for some electric vehicle charging points, I think we need 2 to 4 bays at each station, with heavy duty 3 phase electrics leading up to the bays.	261. The project team will investigate the feasibility of incorporating electric charging points into the design of Portishead station car park.	261. Clarification given and comments noted.
British Horse Society (S1-U0355-L0035)	262. We note and agree with the objective "to contribute to reducing the overall environmental impact of the transport network" and the comment at the foot of the page about 'the importance of increasing life opportunities as a result of enhanced accessibility". We note the proposed new footbridge allowing access from Gallingale Way to Trinity Primary School. Whilst we can understand that this is unlikely to be popular with householders immediately adjacent to it, a footpath only option (given an additional walking distance of 600m) is not an acceptable detour for those people who need to take their very young children to this school. In addition, the current crossing of the railway line is also used by cyclists using the cycle path from Sheepway through to this development, so we consider that the bridge should also be open to cyclists (albeit with a requirement that they dismount for the length of the bridge). National Cycle Network Route 26 – We consider it crucial that you note that the length of this route, from Sheepway through to Pill, is not just a 'shared use cycle/pedestrian path' but properly dedicated bridleway LA15/21, LA8/66 and	262. Supportive comment noted. The design of the footbridge will accord with rail industry guidance and technical requirements and will be reported as part of the GRIP 3 Option Selection Report, the Design and Access statement, the Environmental Impact Assessment and the Equalities Assessment. The scheme is proposing to retain the existing pedestrian and cycle path NCN26. The wider connectivity associated with pedestrian and cycle paths and bridleways will be considered as part of the Transport Assessment. Technical work undertaken to date indicates the width of the NCN26 under the M5 bridge, Marsh Lane bridge and Royal Portbury Dock Road bridge will be 2.5m, in order to meet engineering design standards. This will be sufficient for the existing permitted users on these sections of the NCN26 (pedestrians and cyclists). The M5 rail underbridge is not a designated bridleway, only pedestrians and cyclists are permitted to use this section of the NCN26. However, the	262. Clarification given and comments noted.

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	LA8/67 which form part of the definitive map. Of the last section on this route through into Pill right by the base of the M5 Avonmouth bridge where it would seem you are still proposing to allow pedestrian and cycle access but it would clearly be unsafe for horses potentially to share a tunnel with a train. However, this is a route used by many riders to get into Pill precisely because it is off-road and quiet. We propose that rather than modify this tunnel (with attendant costs) for all users, you simply make use of the pre-existing track that goes round the base of the bridge and links to the existing track on the other side. If you continue on the bridleway on the north side of the railway, there is a track that bends round the base of the bridge. There is one short section where scrub will need to be cleared and some surfacing may be required but on the north-eastside, by the access path to the bridge itself, there is a gated entrance to the track and even lighting further down. It would seem sensible to use this route in the interests of both safety and comfort for ALL users rather than use the tunnel itself. If it is not possible to do this, then horse rider access to Pill along this route will be closed which will mean that riders will have to use Marsh Lane to cross the M5 – a very low bridge over the motorway where there are no high sides, thus making it dangerous to cross – and hence the popularity of the other route. It would be necessary to put high sides across the bridge to make it safe for riders. In addition, the current footbridge over the A369 and M5 at the end of Sheepway should also have high sides installed on it as this suffers from the same disadvantages. We therefore strongly urge you to open up the route at the base of the Avonmouth Bridge as described above. The permissive sections of these routes which go under the railway bridge at Portbury Dock Road (Permissive Route 1) and Marsh Lane (Permissive Route 2) will	project team recognize the wider potential benefits to the community that would arise by extending the existing bridleway (which currently terminates north west of the M5 rail underbridge) through to Pill linking back onto the NCN26. The project team is currently considering how such a bridleway extension could be delivered including the land implications and liaison with the relevant statutory bodies. The project team will engage with the NS Local Access Forum further, pending our investigations. Nether the section of NCN 26 under Royal Portbury Dock Road bridge or under Marsh Lane bridge is a designated bridleway, only pedestrians and cyclists are permitted to use these sections of NCN26. Your comments that the route of the bridleway (at grade) over Marsh Lane, is acceptable being a quiet road, is noted. The project team is reviewing your comments in respect of the route of the bridleway (at grade) over Royal Portbury Dock Road. Providing a Pegasus crossing at this location would have some challenges particularly as it would reduce highway capacity on a key arterial road linking Royal Portbury Dock to the M5. The project team will engage with the NS Local Access Forum further, pending our investigations. There will be protective measures to prevent access on the tracks. Design and safety of access routes will accord with rail industry guidance and technical requirements and will be reported as part of the GRIP 3 Option Selection Report, the Design and Access statement. Changes to parking, congestion and traffic flows resulting from the scheme	

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	obviously no longer be safe for horse riders, so will have to revert to road crossings. In the case of Marsh Lane, this is a moderately quiet road, so not an issue. In the case of Portbury Dock Road, however, this is now very busy and it will be necessary to install a proper light-controlled 'Pegasus' crossing to ensure horse riders can cross safely. Many hundreds of heavy lorries use this road daily. Although local horse riders will undoubtedly do all they can to get their horses used to trains, it will be important given the proximity of the line to the bridleways at points, that any fencing erected is of solid constriction and not just mesh fencing. This will greatly assist in safety – and comfort – for <u>all</u> users. The arrangements for Pill Station seem to be appropriate for both walkers and cyclists, although it is likely there will be some objections to the proposed parking restrictions from local residents. Pill Tunnel – the arrangements proposed would seem to be necessary, although it would be nice if the rural nature of this land could be preserved in some way rather than have the whole thing tarmacked over.	will be assessed and reported in the Transport Assessment. In addition to the access route via the bridleway, work is underway to explore the feasibility of an alternative access route via the adjacent field onto land to the north of the freight line. This alternative route was previously used for the works to re-open the line in 2002.	
[redacted] (S1-U0344-E009)	*263.* [redacted] *supports the for MetroWest Phase 1 proposals.*	263. Supportive comment noted.	263. Clarification given and comments noted.
Sustrans – [redacted] (S1-U0330-E0028)	264. The commitment to maintaining the cycle route through the bridges at Portbury is welcomed. The fencing provision on the recently re-opened Bathgate to Airdrie line has been sent to you by [redacted], and the 1.5 m high mesh fencing is far preferable to security fencing over 1.8 m, which gives an impression of enclosure which will deter some users of the path. The narrow and poorly angled approach paths to the two road bridges at Portbury Docks on NCN26 could be improved and re-surfaced with tarmac as part of this	264. Supportive comment noted. The fencing specification will be informed by Network Rail's design standards and technical requirements and the specific context of the three under bridges. Safety considerations will also be a major factor in the fencing specification. The poor sight lines on the existing Sustrans NCN26 cycle path will be improved through further vegetation clearance prior to the construction of the scheme. Also where possible the	264. Clarification given and comments noted.

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	project. This would improve sightlines and safety for path users. There is the opportunity to enhance cycle and pedestrian access to Portishead Station from the southern side of the town by creating a linked up walking and cycling route using existing paths and roads. A bridge over the rhyne south of the crossing on Wyndham would open up this are for a direct traffic free route to the station to encourage greater rail usage. The alignment of the ramps on the proposed bridge between Marjoram Way and Galingale Way adds significantly to the distance for walkers and cyclists. Ramp alignments which run north / south would avoid this. As considerable spoil could be generated by the development, perhaps this could be used to build earthwork ramps. A cycle / pedestrian link to the station from Tansy Way will open up convenient access to a wider population of local residents. Generally direct links for those on foot and cycle should be maintained or created to make access to the station as convenient as possible from nearby streets and employment sites, as well as the town centre.	path will be realigned to provide a better approach as part of the works to re-construct the sections of path under the bridges, following the completion of the rail construction works. The connectivity associated with pedestrian and cycle paths will be considered as part of the Transport Assessment. A Pedestrian and Cycle Plan will set out how our proposals will integrate with the existing pedestrian and cycle networks. The infrastructure requirements will be reported in the GRIP 3 Option Selection Report. A station Travel Plan will be included in the Transport Assessment. This will set out details of measures to encourage walking and cycling to and from the station. The design of the footbridge will be developed in accordance with NSC and Network Rail design standards and technical requirements. The footbridge design will be reported as part of the GRIP3 Option Selection Report, the Design and Access statement, the Environmental Impact Assessment and the Equalities Assessment. Our proposals include a shared use path both to the north (Tansy Lane) and to the south (Galingale Way), linking the Trinity Primary School footbridge with the station. The wider connectivity associated with pedestrian and cycle paths will be considered as part of the Transport Assessment. The infrastructure requirements will be reported in the GRIP 3 Option Selection Report. The 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.	