

Appendix F
Stakeholder Notification Letters

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

19 October 2017

Dear Stakeholder

Portishead Branch Line (MetroWest Phase 1)

Consultation from 23 October 2017 to 4 December 2017

Section 42 Planning Act 2008

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

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

MetroWest Phase 1

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

Consultation on MetroWest Phase 1

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

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

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

Consultation Documents

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

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

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

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

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

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

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

We look forward to hearing from you.

Yours faithfully



James Willcock
MetroWest Phase 1 Project Manager
19 October 2017

Enclosure: Notice under Section 48 of the 2008 Act.

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

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

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

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

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

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

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

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

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

[illegible]

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

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

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

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

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

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

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

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

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

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

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

Monday 19th February 2018

BY RECORDED DELIVERY POST

Dear

Portishead Branch Line (MetroWest Phase 1)

Consultation regarding proposals in the vicinity of Ashton Vale Road

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

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

Previous Consultations with you on MetroWest Phase 1

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

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

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

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

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

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

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

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

Our Current proposals for Ashton Vale Road

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

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

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

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

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

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

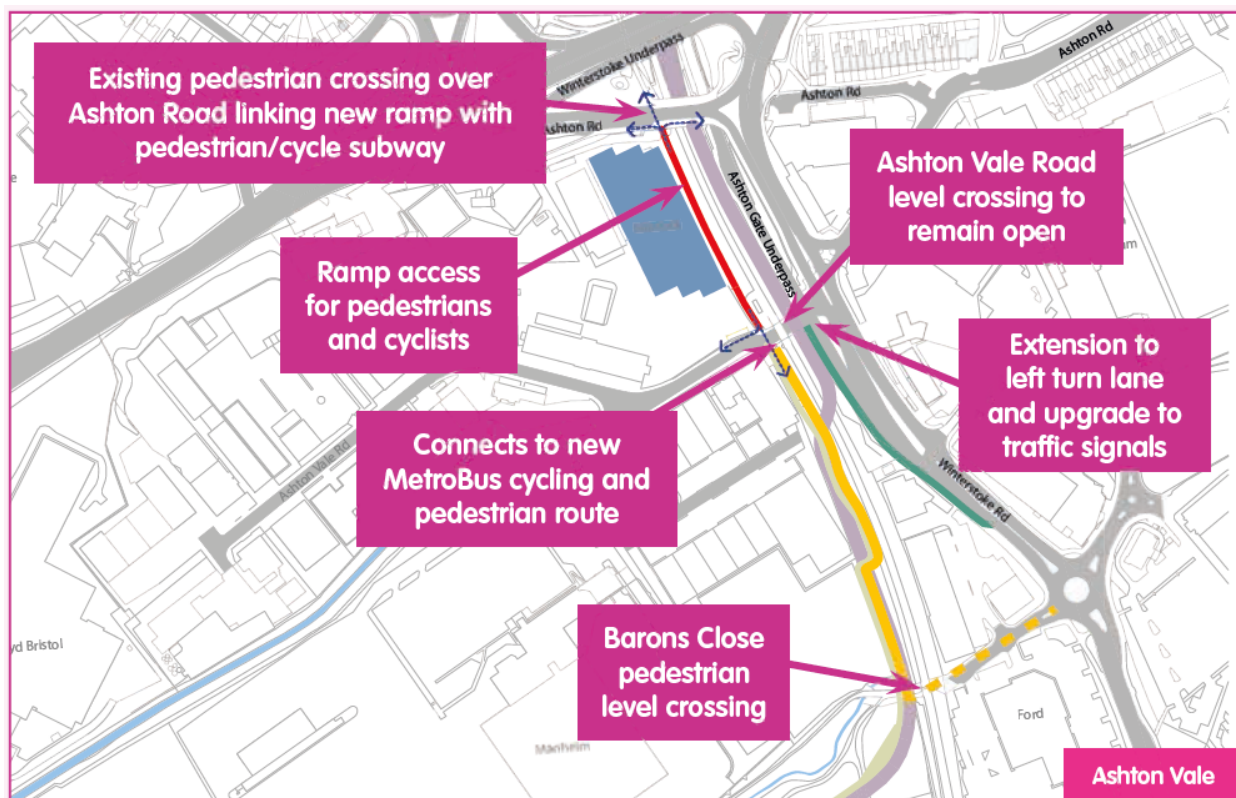
Further proposed works in the vicinity that we are considering include:

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

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

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

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



Additional Consultation for Ashton Vale Road owners and occupiers

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

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

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

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

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

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

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

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

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

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

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

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

Consultation Documents

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

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

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

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

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

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

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

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

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

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

We look forward to hearing from you.

Yours faithfully



James Willcock

MetroWest Phase 1 Project Manager

Enclosed:

Appendix 1: List of questions

Appendix 2: Previous correspondence from March 2017 and September 2017

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

Appendix 1: List of Questions

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

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

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

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

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

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

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

Ref: Ashton Vale Road alternative access consultation

Dear Stakeholder,

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

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

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

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

The Board therefore was asked to consider following options:

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

Option 3 entails the following stages:

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

The Board decided to:

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

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

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

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

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

Yours faithfully



James Willcock
MetroWest Phase 1

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

Ref: Ashton Vale Road level crossing, Bristol

Dear Sir / Madam,

METROWEST PHASE 1 – DEVELOPMENT CONSENT ORDER

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

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

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

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

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

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

The proposed mitigation is to:

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

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

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

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

<https://travelwest.info/metrowest>

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

Next Steps

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

<https://travelwest.info/metrowest>

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

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

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

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

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

Report on our previous consultation

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

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

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

Yours faithfully



James Willcock
MetroWest Phase 1

Attached: Appendix "Highway Traffic Impact Modelling Results"

Appendix

Highway Traffic Impact Modelling Results

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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