

Appendix H

Stakeholder and Statutory Bodies' Responses

Steven Penaluna

From: Ann.Thomas@gov.wales
Sent: 06 December 2017 15:43
To: Steven Penaluna
Subject: FW: Portishead branch line (MetroWest Phase 1) section 42 consultation notification
Attachments: MetroWest Phase 1 Section 42 Notification.pdf

Good Afternoon

The Welsh Government have no comments to make on this consultation

Kind Regards

Ann

Ann Thomas
Yr Uned Rheilffyrdd/Rail Unit
Adran yr Economi a'r Seilwaith/Department for Economy & Infrastructure
Llywodraeth Cymru/Welsh Government
Parc Cathays/Cathays Park
Caerdydd/Cardiff
CF10 3NQ / Ffôn/Tel: 03000 255244
e-mail/e-bost Ann.Thomas@gov.wales/ Ann.Thomas@llyw.cymru

From: Steven Penaluna [<mailto:Steven.Penaluna@n-somerset.gov.uk>]
Sent: 19 October 2017 21:07
To: Steven Penaluna
Subject: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

Dear Stakeholder

North Somerset District Council as the promoter of the Portishead branch line (MetroWest Phase 1) Development Consent Order is now at the pre-application stage where it wishes to consult with statutory consultees on its proposals, as required under Section 42 of the 2008 Act. The attached letter is sent to you as a statutory consultee as prescribed under Section 42 of the 2008 Act.

Kind regards

Steven Penaluna
Principal Transport Policy Officer (MetroWest Phase 1)
Development & Environment
North Somerset Council

Tel: 01934 427692
E-Mail: steven.penaluna@n-somerset.gov.uk
Post: Town Hall, Walliscote Grove Road, Weston-super-Mare, BS23 1UJ
Web: www.n-somerset.gov.uk / www.travelwest.info

CEMHD Policy - Land Use Planning
NSIP Consultations
Building 2.2
Redgrave Court
Merton Road
Bootle
Merseyside
L20 7HS

HSE email: NSIP.applications@hse.gov.uk

Mr Steven Penaluna
MetroWest Phase 1 Project Team
Highways and Transport
North Somerset Council
(By email)

Dear Steven

27th November 2017

**Section 42 Planning Act 2008: Statutory Consultation
Portishead Branch Line (MetroWest Phase 1)**

Thank you for your letter of 19th October 2017 consulting the Health and Safety Executive (HSE) under Section 42 of the Planning Act 2008 for the proposed Portishead Branch Line (MetroWest Phase 1).

HSE's land use planning advice

Will the proposed development fall within any of HSE's consultation distances?

With reference to the plans contained in the **Land Plan showing the land required for the MetroWest Phase 1 DCO proposals**, HSE has identified two Major Accident Hazard Pipelines (Natural Gas), Operator Wales and West Utilities, which traverse the proposed railway development in the vicinity of Lodwey.

HSE is unable to provide specific LUP advice regarding this proposal until details of any proposed alterations/upgrade to these Major Accident Hazard Pipeline(s) are made available to HSE, by the Applicant / Pipe-line Operator. Only on receipt of this information will HSE be in a position to provide case specific LUP advice. However providing appropriate risk reduction measures are employed, which includes adequate separation distances for pipelines which run parallel with any proposed track routing, it would be unlikely that HSE would advise against the current proposal.

A parcel of land to be acquired, reference **Land Plan showing the land required for the MetroWest Phase 1 DCO proposals**, which is associated with the proposed Portishead Railway Station falls within the HSE Outer Consultation Zone of Coleman (UK), Gordano Gate, Wynham, Portishead, Bristol, North Somerset, BS20 7GG (HSE H3528). HSE is unable to provide specific LUP advice regarding this proposal until details of the proposed land use relating to the permanent land acquisition is made available to HSE by the Applicant. Only on receipt of this information will HSE be in a position to provide case specific LUP advice.

Would Hazardous Substances Consent be needed?

The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) may require Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 as amended. The substances, alone or when aggregated with others, for which HSC

is required, and the associated Controlled Quantities, are set out in The Planning (Hazardous Substances) Regulations 2015.

Hazardous Substances Consent would be required if the site is intending to store or use any of the Named Hazardous Substances or Categories of Substances and Preparations at or above the controlled quantities set out in schedule 1 of these Regulations.

Further information on HSC should be sought from the relevant Hazardous Substances Authority for the proposed development.

Explosives

The proposed Project does not impinge on any licensed explosives sites. Therefore, HSE has no comment to make.

Electrical Safety

No comment from a planning perspective.

Please note any further electronic communication on this project can be sent directly to the HSE's designated e-mail account for NSIP applications the details of which can be found at the top of this letter.

Alternatively, hard copy correspondence should be sent to:

Mr Dave Adams (MHPD)
NSIP Consultations
2.2 Redgrave Court
Merton Road, Bootle
Merseyside, L20 7HS

Yours sincerely,



Dave Adams

Date: 04 December 2017
Our ref: 229362
Your ref: Portishead branch line (MetroWest Phase 1) section 42 consultation notification (North Somerset)



Steven Penaluna
Principal Transport Policy Officer (MetroWest Phase 1)
Development & Environment
North Somerset Council

Customer Services
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

BY EMAIL ONLY

steven.penaluna@n-somerset.gov.uk

Dear Steven

Application No: N/A

Description: Portishead branch line (MetroWest Phase 1) section 42 consultation notification (North Somerset)

Thank you for your pre-application stage consultation for the above project which was received by Natural England on the 19 October 2017 by email.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Overall Natural England very much welcomes the level of information which has been supplied to date. This gives us a good understanding of the project and the existing interest in terms of designated habitats and protected species found within the MetroWest development area.

We highly value the information and survey work which has provided regarding the Avon Gorge SSSI / SAC within the Network Rail ownership. However, we still await further project details to be able to advise on the likely significance.

The impacts on the Avon Gorge SSSI / SAC are of greatest concern to NE and we would like to make the following comments:-

1. Because the final details in terms of the route alignment and other key specifics do not yet appear to have been fully finalised (section 9.7.1 states GRIP 3 has not yet been completed) we are not able to thoroughly assess the impacts on the notified features. We therefore need to see more details around this to provide further comments and advice.
2. Similarly in terms of the proposed mitigation measures, linked to the above comments (once the final package is agreed), we need to see the full proposals, to be able to assess their suitability in terms of off-setting the impacts. We would very much like (through the existing DAS contract) to engage with the specific discussions surrounding development of these measures. To date various suggestions have been made in terms of mitigation (at previous meetings), and the suitability of these need further thought. The likelihood of the measures being successful will clearly be an important factor in assessing whether they provide enough off-setting to determine the projects overall impact.

3. The association of the project with the Network Rail management plan(s) needs further understanding and discussion. As you know we feel that the development and works which will form part of this project, will need to be considered as potential in combination effects linked to the works set out in the management plans (and vice versa). We welcome the willingness of Network Rail and North Somerset to work together with NE to develop and deliver an effective plan. We need to be confident that Network Rail and North Somerset (where appropriate) will be committed to adequately resourcing the delivery of the positive enhancements that we hope to see on the ground.
4. Section 9.6.23 (& 9.6.44/45) of PEIR Chapter 9 Ecology & Biodiversity sets out a list of 'losses' to various populations of different species of Sorbus and more detail is needed regarding this. What do you mean by losses (is it complete removal that you are suggesting or some form of management option?)? What are the specific reasons for these losses? Are these young or mature trees? What current risks do they present to the successful delivery of the project? What other alternatives have been considered to avoid these losses? Overall in relation to Sorbus, we feel that there could be potential for long term major adverse impact and overall we need to see that complete losses are minimised.
5. Chapter 4 of Descriptions of geo-technical works, Table 4-4: Summary of confirmed and potential remedial works required along the Avon Gorge (& section 4.3.80). Appears to list works that have the potential to affect certain species of Sorbus (and other habitats). It is not clear whether these are the same as those listed in the above mentioned section or additional trees / habitats? This needs clarifying and again further explanation / justification (as above) needs providing, for us to be able to assess the impact and potential need for mitigation. For example coppicing a rare species of Sorbus (as mentioned in 4.3.80), isn't directly ensuring its survival. Additional management measures may need to be put in place. Overall, we would expect that there should be a series of principles set out to avoid losses or damage to habitats (during all works) and if they cannot be avoided that a very clear justification will be needed as supporting information (and this will need mitigation).
6. Additionally in chapter 4, Table 4-5: Summary of Permanent Works within the Avon Gorge Woodlands SAC, it suggests that the works are fairly limited to relatively minor railway engineering works. But we feel that because these have the potential to affect features of SSSI / SAC interest, there should be supporting information and details to show that any locations of sensitivity will be given protection. Many of those operations listed, including rock picking, modifications to the vertical and horizontal alignment replacing steel sleepers, ballast cleaning/replacement, installing signals, and trenching and cabling, can clearly if not done in a planned way have the potential to cause damage.
7. Section 4.3.99 Replacement of fencing. Whilst we support a review and upgrade of fencing to manage and reduce trespass and damage to sensitive parts of the Avon Gorge, we need to be sure that the landscape and visual impacts have been assessed (as well as more broadly in terms of overall landscape because of the local significance of the Gorge itself). Additionally, we need to be confident that the physical fencing installation works have been considered in terms of their potential impact on sensitive features.
8. There appears to be less detail regarding the overall effect of the works on the other SSSI / SAC features and habitats and we assume that once the final design is completed this will be more readily available.

In terms of the wider scheme outside of the Avon Gorge SSSI / SAC (although the effect on bats in the gorge need further consideration) we would like to make the following comments:-

1. Overall, where the details of the proposed scheme are known, we think the assessment of likely impacts appear fairly reasonable, including for other designated sites and species.
2. In terms of the effect of the project on bat species we welcome the work you've done to date and the proposed ongoing surveys, but have these specific comments:-
 - a. Chapter 9 of Volume 2 – on Ecology and Biodiversity is slightly confused in terms of references to horseshoe bats. Our suggestion is that there needs to be separate consideration of impacts on GH and LH because of their different needs and ecology.
 - b. We support the conclusion that the disused railway line as a linear landscape feature is important at a Regional level for movement of bats from the SACs.
 - c. The information is incomplete in relation to hibernation sites because surveys are ongoing.
 - d. We cannot draw conclusions about the importance of the tunnels or the likely impacts of development on them until surveys have been completed.
 - e. At this stage we are not able to endorse the suggestion that the tunnels are of Local importance only because the information is not complete.
 - f. We very much welcome your intention to develop mitigation strategies for EPS in consultation with NE.

We welcome the opportunity to continue to engage with Network Rail and North Somerset as the project details are finalised.

For any queries relating to the specific advice in this letter please contact me on 07786027774. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours sincerely

Chirs Westcott
Somerset, Avon & Wiltshire Area Team



Historic England

SOUTH WEST OFFICE

Mr Steve Penaluna
North Somerset Council
Town Hall
Walliscote Grove Road
Weston Super Mare
BS23 1UJ

Direct Dial: 0117 975 0742

Our ref: PL00198843

15 November 2017

Dear Mr Penaluna

Portishead Branch Line (MetroWest Phase 1) Development Consent Order.

Thank you for consulting Historic England on the above proposals.

We previously advised that the local authority requested an EIA in relation to the historic environment, as we identified a number designated heritage assets along the route of the Portishead Branch Line that may be affected. These included a concentration of several highly-graded assets in the area where the Floating Harbour meets the River Avon (to include the Clifton Suspension Bridge, listed Grade I), the Registered Park and Garden at Ashton Court (Grade II*) and three Scheduled Monuments to include Clifton Down Camp, Stokeleigh Camp, and part of the Roman settlement in Abonae. A comprehensive list of the identified heritage assets is included within the Preliminary Environmental Information Report (PEIR). Many of these assets are designated as grade I and II*, and as such are in the top 8% of listed buildings. Therefore, greater weight should be given to their conservation. The National Planning Policy Framework (NPPF) defines 'conservation' as 'the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance'.

In addition to highly-graded heritage assets, there are many additional identified designated and undesignated heritage assets that may be impacted by the proposals. We are aware that you have consulted with the conservation specialists of the relevant local authorities, and the PEIR examines the cumulative impacts in section 8.8. This includes the impact of the proposed removal of existing historic railway infrastructure as part of the construction phase. As those assets identified are undesignated, we would defer to the local authority in respect to the demolition of key historic structures and a programme of recording should removal be accepted.

With regard to potential impacts upon the setting of highly-graded assets, Registered Parks and Gardens and Scheduled Monuments, there are varying degrees of inter-visibility with the DCO scheme. In terms of the construction phase, the potential



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HistoricEngland.org.uk





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impacts identified in the PEIR include the clearance of vegetation along the route of the existing line. At present the visibility of the line and its route is low (but varied) as a result of the density of undergrowth and extending tree crowns over the line. The extent of clearance has potential to change the appearance of the western side of the Avon Gorge, particularly when viewed from elevated historic areas and heritage assets on the Clifton side of the gorge. We understand that the clearance in this area as outlined in section 8.6.29 of PEIR will be limited, and on the basis that this will be confined to essential removal, we do not consider that a greater visibility of the railway will impact adversely on aspects of setting of assets that contribute to their significance.

We believe that the most visual impact upon setting would be as a result from the proposed security fencing on both sides of the railway. The cumulative impact of fencing, the proposed communications mast and new signals would draw attention to the operating railway, together with the projected frequency of passenger trains (20 per day, Monday to Saturday). We advise that the impact of new equipment and design/finishes of fencing is carefully considered. We acknowledge that further engineering designs will be prepared as minuted at a stakeholders meeting on 24th October 2017. We understand that a 3-5m clearance from each of the running rails will be required, and following further design work it would be beneficial for us to see some visuals to appreciate the levels of impact. This should also include details and locations of the proposed lighting associated with signalling etc.

With regard to the proposed GSM-R repeater mast, it would be useful to have confirmation of exactly where these are to be positioned in the vicinity of the Clifton Suspension Bridge.

We support the principle of this infrastructure project and recognise the benefits of re-opening the disused line to expand upon Bristol's sustainable transport provision. There is likely to be some impact upon the historic environment, but from the information submitted, it seems unlikely that this will be considered harmful. We would be happy to attend any future stakeholders meetings and comment upon the proposals as they develop.

Central to our consultation advice is the requirement of the Planning (Listed Buildings and Conservation Areas) Act 1990 in Section 66(1) for the local authority to "have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest which it possesses". Section 72 of the act refers to the council's need to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area in the exercise of their duties. When considering the current proposals, in line with Para 128 of the NPPF, the significance of the asset's setting requires consideration. Para 132 states that in considering the impact of proposed development on significance great weight



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should be given to the asset's conservation and that the more important the asset the greater the weight should be. It goes on to say that clear and convincing justification is needed if there is loss or harm.

Yours sincerely,

Stephen Guy
Inspector of Historic Buildings and Areas
stephen.guy@historicengland.org.uk



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Historic England is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.

Subject: FW: Portishead Branch Line: Response to consultation

From: Annabel Harford [<mailto:Annabel.Harford@avonfire.gov.uk>]
Sent: 20 February 2018 12:26
To: Metro West
Cc: Clare Pratt
Subject: Portishead Branch Line: Response to consultation

Attn: James Willcock

With reference to your letter of 30 Jan 2018 regarding our response to the Portishead Branch Line Proposals, we would like to respond as follows:

Avon Fire & Rescue Service is fully supportive and in favour of this proposed development as a nationally significant infrastructure project. In September 2017, the headquarters of Avon Fire & Rescue was moved to co-locate with the Avon & Somerset Constabulary at Portishead. Daily commuting and travelling for staff to our new HQ has been challenging due to the lack of adequate and timely public transport provision from other urban areas in the region (Bristol, Bath, Keynsham, Nailsea etc).

As such, we would very much welcome the additional commuting option that a branch line would provide for all our staff working at or visiting our HQ.

Best wishes, Annabel

Annabel Harford
Environmental Project Officer, Finance & Asset Management
Avon Fire & Rescue Service
Telephone: 0117 926 2061 Extension: 350
Mobile: 07976640957
www.avonfire.gov.uk

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Steven Penaluna

Subject: Re: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

From: Janet Turp (LAPC) [mailto:clerk@longashtonparishcouncil.com]

Sent: Thursday, February 15, 2018 7:21 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: Re: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

Dear Mr Penaluna

Thank you for your email. Long Ashton parish Council's concern about the MetroWest Phase 1 plans were associated with the problems caused by closing the level crossing in Ashton Gate – now this is no longer included in your plans the Parish Council have no comment.

Thank you for the opportunity to comment.

Regards

Janet

Janet Turp
Clerk to Long Ashton Parish Council
01275 393551
PO Box 3102
Long Ashton
Bristol
BS41 9XA
(Monday to Thursday 09:00 to 16:00)

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The Resource Centre
4 Baltic Place
Pill
North Somerset
BS20 0EJ
Tel/Fax: 01275 374442
Email:
eigparish.council@btinternet.com

4th December 2017

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

Dear Sir or Madam

Pill and Easton in Gordano Parish Council Response to Metro West Stage 2 Consultation.

I am writing on behalf of the Parish Council to express our thanks to Metro West for your professional, helpful and attentive approach to issues we have raised relating to the proposed railway. Whilst councillors might complete individual questionnaires, this letter records the key issues which concern the Parish Council at the moment and I should be grateful if you would ensure they are included in the consultation process.

The Parish Council wishes to draw your attention to the following:

1. There is very strong support for the proposed railway and confidence that Metro West will be able to keep the local population well informed about developments in plenty of time for concerns to be considered carefully.
2. Whilst the railway will bring undoubted benefits to the local community and make the villages of Pill and Easton in Gordano increasingly attractive places to live, there are significant implications which need to be under constant scrutiny before and during work on the railway.
3. Foremost amongst our concerns is the health and safety of local residents and visitors during the period of construction. The likely increase in traffic movements, initially during the construction period and subsequently after the line is in operation, will require extremely careful planning and will need to take note of the number of different users of all ages– pedestrians, cyclists and motorists – in tight spaces and with minimal room for parking.
4. The proximity of the cycle path to the work taking place on the railway will need vigilant and continual assessment so that commuters and other users feel completely protected from any dangers during working hours. We would particularly emphasize the need to ensure continuous access along the route to the Royal Portbury Dock estate and to Portishead as this is a route to work for many.

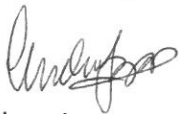
... / cont.

5. The disruption to residents will be considerable so every effort will need to be made to ensure that the impact on their daily lives is minimized. In particular this concerns the protection of parking spaces outside houses, especially in those adjacent roads which have a high percentage of elderly residents.
6. The Parish Council believes that consideration should be given to a residents only parking zone in many of the roads surrounding the station (subject to detailed consultation) and that the spaces identified near to the Co-op should be limited to short term parking only. We would like to discuss the viability of taking on the administration of the resident parking scheme as there might be significant advantages in having local oversight of this potentially difficult operation.
7. The Parish Council has identified the area around the Co-op, Sambourne Lane, the new car park, and the bus stop outside The Memorial Club as potentially the most pressurized for traffic. We need reassurance that the implications will have been carefully modeled to ensure that access to and from the railway station does not become congested. We believe that special attention should be given to the junction of Station Road, Heywood Road and Lodway to improve access and improve the current Bus Stop outside the Memorial Club to make it DDA compliant and safer for pedestrians crossing the road.
8. Pill, Easton in Gordano and Abbots Leigh are all villages with historically strong commitment to environmental matters. There are many local groups which take responsibility for Watchhouse Hill, cycle path clearance, bird and wild life protection, meadow maintenance, Gorge protection, SSSI areas, and litter collection. All of these groups will show positive support for the railway provided their local knowledge and expertise are respected and they feel actively included in the railway development.

I am sure that there will be more issues as the project continues but we are pleased that Metro West has made it clear that you value our ideas and will do your best to ensure that the proposed railway is a project which boosts our community and your reputation.

With best wishes.

Yours sincerely



Andrew Jopp
Chair – Pill & Easton-in-Gordano Parish Council

Response: Portishead Town Council

Dear Steve

Portishead Town Council responds:

Q1: Are you responding as an individual or giving an official response on behalf of an organisation?

A: On behalf of an organisation – Portishead Town Council

Q2: What, if any, are your main concerns with the scheme overall? Select at least 1 option?

A: None. Portishead Town Council fully supports this proposal.

Q3: Regarding the scheme's area between Portishead and Royal Portbury Dock including Portishead Station area and footbridge near Trinity School, which of the following best describes you?

A: Other. Parish Council. Portishead Town Council fully supports this proposal. The town is in desperate need of a railway and it welcomes the footbridge near Trinity school.

Q4: For the section of the scheme between Portishead and Royal Portbury Dock including Portishead Station area and footbridge near Trinity School, please tick which aspects you'd like to share any thoughts on and use the box below to explain. You may use additional sheets if you wish.

A: Any other aspects you wish to comment on.

It is hoped that any actions taken at this stage will not jeopardise
the future development of two trains per hour when funds become available.

Q15. Please select your overall level of support for the proposals as a whole:

A: Support the proposal. Fully supports the project and we welcome the assurance that nothing in these proposals will prevent the desired upgrade to a full half hour service

The Assistant Clerk's contact email address is provided in response to questions 14 and 16.

Please do contact me if you have any queries or concerns.

Thank you.

Sharon

Sharon Sherborne

Assistant Clerk

Portishead Town Council

01275 847078

www.portishead.gov.uk

Response: Environment Agency

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

Our ref: WX/2017/131068/01-L01
Your ref: MWP1/S42
Date: 04 December 2017

Dear Mr Willcock

METROWEST PHASE 1 PORTISHEAD BRANCH LINE - SECTION 42 CONSULTATION

Thank you for your consultation regarding the above.

The Agency is essentially satisfied in respect of the range of highlighted issues pertinent to its interests, together with the identified risks and associated mitigation proposals. The scope of source documentation and respective regulatory requirements is acknowledged.

Notwithstanding the above, the following comments must be noted:

Flood Risk Management

The Agency would be pleased review the project FRA at the earliest opportunity, to establish the actual flood risks associated with the proposed works.

The Agency would however, provide the following comments in respect of the submitted documentation:

Table 17-3 – It is not possible to rely on “significant changes in strategic flood risk management interventions” before 2135. This is a long timeframe and it is therefore not known if future policy or funding will allow for any interventions. The proposal should assume none.

Section 17.4.45 – as above, despite the intentions of the draft SMP, there is no certainty that improvements can or will be made.

Section 17.6.11 – As previously advised, the Agency will require further evidence regarding the impact of the Clanage Road compound within the FRA.

Section 17.6.21 – As above, the flood plan should not assume that a strategic solution, to address the future flood risk, will be adopted.

Water Quality and Water Resources

It is acknowledged the Preliminary Environmental Information Report (PEIR) states that any risks to water quality and wider water resources will be mitigated by adhering to the measures outlined in the 'Code of Construction Practice' (CoCP).

The Agency would, however, highlight that the Ham Green Fishing Lakes adjacent to the railway line at Pill Tunnel, which receives treated surface run off from the railway via settlement tanks, will need to be closely monitored during construction. Care must be taken to ensure the collection of sediment is maintained effectively, due to the likely increase in loading.

With regard to the proposed Maintenance Compound near Pill Tunnel, the Agency would request specific details regarding the management of any polluting substances stored on site, that may potentially impact on the lakes in the event of a discharge from the site.

Groundwater and Contaminated Land

The PEIR document indicates a good understanding of the hydrogeological sensitivities of the route and potential sources of contamination, both on the route and from surrounding land uses. The Agency would advise that detailed information will ultimately be required in the form of an appropriate desk study and site investigation proposal.

Biodiversity

The submitted habitat and species surveys have considered, at an appropriate level, those aspects relevant to the interests of the Agency.

Notwithstanding the above, there would appear to be a requirement for additional work with regard to adequate mitigation for impacts on watercourses and otters. As stated in the report, there will be slight adverse impacts on otters, due predominantly to night working, which can disrupt foraging and dispersal behaviour, and the removal of vegetation as a result of site clearance. Accordingly, agreed measures will need to be implemented to minimise any disturbance.

The Agency would welcome clarification in respect of habitat creation/enhancement proposals.

Finally, the Agency would welcome the opportunity to review outstanding documentation, including the aforementioned FRA and the WFD assessment, at the earliest opportunity.

Should you wish to discuss this matter further please contact me direct.

Yours sincerely

Mr Dave Pring

Planning Specialist

Direct dial 02030 250153

Direct e-mail nwx.sp@environment-agency.gov.uk

Our ref:N.SomTR040011_DCO
Your ref:

Steven Penaluna
Principal Transport Policy Officer (MetroWest Phase 1)
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Gaye Fairfield
Assistant Spatial Planner
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Direct Line: 0300 470 4160
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4 December 2017

Dear Mr Penaluna

PORTISHEAD BRANCH LINE (METROWEST PHASE 1) SECTION 42 CONSULTATION NOTIFICATION

Thank you for your email of 19th October, 2017 consulting Highways England on your proposal to re-open the branch line from Portishead to Parson Street.

Highways England ("we") has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and are the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Introduction

A Draft Transport Assessment (DTA) has been prepared by CH2M and will be submitted in support of the Portishead Branch Line Development Consent Order (DCO) scheme (MetroWest Phase 1). The scheme proposes to reopen the Portishead line with stations at Portishead and Pill in North Somerset. In principle, we are supportive of your proposals.

The project is being led by North Somerset Council (NSC) on behalf of the four West of England (WoE) councils. CH2M are acting as their consultants.

The location of the scheme means it has the potential to impact on M5 junction 19. This issue was raised by us during scoping discussions with the applicant and should be considered within the final TA.

At time of writing, the DTA is being updated to reflect a change in the rail stopping patterns. We have therefore reviewed only the overarching methodology. Detailed

results contained within the DTA have not been checked but will be once the document has been finalised and submitted.

Scheme Overview

The DTA gives an overview of the scheme. The MetroWest programme as a whole comprises:

- The MetroWest Phase 1 project;
- The MetroWest Phase 2 project;
- A range of station re-opening / new station projects; and
- Smaller scale enhancement projects for the West of England (WoE) local rail network.

It should be noted that the DCO is for MetroWest Phase 1 only. For reference, Phase 1 comprises the delivery of infrastructure and passenger train operations to provide enhanced services on the Severn Beach line, local stations on the Bath to Bristol line and for a reopened Portishead Branch Line with stations at Portishead and Pill. Existing freight train operations on the Portishead Branch Line will be maintained.

More details of the scheme are provided in the DTA. This includes scheme objectives, relevant policy surrounding the scheme and consultation which has been undertaken, both with statutory stakeholders and the public.

Policy Context

Relevant policy, both at a national and local level, has been identified in the TA. How these policies are relevant to the scheme itself are then explained.

Scheme Proposals

This section of the DTA summarises the main elements of the proposal with the focus being on transport related aspects of the development. This includes the level of service provided, access, and parking arrangements at both the Portishead and Pill stations. Highways improvements in the vicinity of these stations are also described in this section.

It should be noted that details contained within this section of the DTA have not been reviewed as they will change in the updated version of the TA.

Existing Conditions

This section of the TA outlines the existing baseline conditions in order to understand the implications of the scheme. This includes existing transport networks and their operation, taking into account both motorised and non-motorised users. Other factors such as committed developments, existing parking and infrastructure improvements are also included.

The Greater Bristol Area Transport Model (GBATS4) strategic model has been used to assess committed developments included in the DTA. These are listed and should be agreed with NSC prior to assessment.

As with committed developments, infrastructure and improvement schemes to be included in the MetroWest Future Year Do Minimum Scenario have also been based on the GBATS4 model. It should be noted that this includes a number of upgrades to the SRN, namely:

- Widening of M5 junction 16 motorway off-slips;
- Signing & lining changes on M5 junction 17 southbound off-slip;
- M4 junction 19 – 20 and M5 junction 15 – 17 Smart Motorway Scheme (SMS); and
- Replacement of left turn off the southbound exit slip with two lanes at M5 junction 19.

Collision data within the vicinity of both the Portishead and Pill stations, including M5 junction 19 have been assessed. These data cover the period between 1st January 2011 and 30th June 2016 and have been assessed in order to identify any existing accident trends and hot spots.

We accept the scope of the collision analysis.

Impact Methodology and Assumptions

The DTA sets out the methodology used to determine the likely demand for the scheme. Trip generation, assignment and distribution has been calculated using outputs from the Rail Demand Model (RDM). These outputs have then been applied to traffic count data.

The RDM is based on MOIRA and bespoke spreadsheet models. It has been used to assess rail enhancements offered by the MetroWest Phase 1 development. The model considers:

- Trips at new stations (on existing and re-opened lines);
- Diversion of existing trips to new stations; and
- Changes in demand at existing stations from new or amended services (including suppression of a demand by extra station calls).

As no data have been specifically collected, forecasts have employed existing data sources, namely:

- The National Rail Travel Survey (NRTS)
- Office of the Rail Regulator (ORR) Statistics;
- West of England annual station survey;
- MOIRA; and
- The Passenger Demand Forecasting Handbook (PDFH).

We accept this approach.

New Station Demand

New station demand is calculated via a regression technique. This takes into account the relationship between journeys and catchments at potential stations and journey times between the two. Potential destination stations are based on those observed for nearby existing stations, with journey times calculated for the new station. This generates demand for each movement and ticket type. A gravity model is then used to distribute trips.

We accept this approach.

Diversion of existing trips to the new station

The number of new trips to the railway or transferring from other stations has been estimated using a station access logit model, with generalised costs calculated for journeys from the 'true' origin of a trip to existing stations, compared with a similar trip using a new station. This is based on actual origin to station trips, as seen in the results of the NRTS.

The model calculates the likelihood of station change, based on proximity. NRTS figures for time and distance between origins and stations are adjusted for the new stations using factors derived from comparison of straight-line distances from true origin to the existing station used versus the distance from true origin to the new station. A forecast 'station share' is calculated based on the new station versus existing station. The station shift has been calibrated using behaviour at existing stations, the main principle being that unrealistic transfers are eliminated.

We accept this approach.

Demand at Existing Stations

MOIRA has been used to assess the impacts of MetroWest Phase 1 on existing stations in the WoE as well as the wider rail network. In addition, generalised journey time, demand and revenue figures have been extracted from MOIRA for stations in the MetroWest area to use in the forecasts of the new stations.

We accept this approach.

Variable Demand Model

A Variable Demand Model (VDM) has been developed using EMME and SATURN software. The model therefore includes both public transport and highway trips. The decision for people to change mode, travel to alternative destinations or not travel at all is allowed for in this model. Analysis of schemes using the GBATS4 model must consider:

- Changes in the amount of travel;
- Changes in the travel patterns (O-D);

- Changes in highway use; and
- Changes in bus use.

This is acceptable to us.

Model Adjustments

As the GBATS4 model struggles to model changes to a mode that has a comparatively small proportion of total demand, the DTA suggests model adjustments so that outputs align with the RDM forecasts.

GBATS4 matrices have been adjusted by amending rail demand trip matrices so that their assignment to the network results in station-by-station demand that is close to that generated by the RDM. It is not clear at exactly which point these adjustments take place. This should be clarified.

The proportion of the resulting (adjusted) rail demand from former car trips has been identified, and removed from highway matrices. Overall modal changes, and hence car transfers, have been derived from GBATS4 results.

Assumptions

As previously mentioned the DTA being reviewed by us is based on a more intensive half-hourly rail service pattern. The document is currently being updated to reflect an hourly service pattern.

Opening Year and Horizon Year Assessment.

It was agreed during scoping discussions that an Opening Year of 2019 and a Future Year of 2029 would be assessed. It is now likely that the Opening Year will be 2021 (and therefore the Future Year should be 10 years post). Due to the marginal difference in traffic growth between 2019 and 2021, the Opening and Future year of 2019 and 2029 respectively have been retained. This is acceptable to us.

Growth rates for the Opening and Future Year have been calculated using the TEMPro database. It should be noted that trip rates have been calculated using the TEMPro 6.2 dataset, rather than the more up to date TEMPro 7.2. Values have also not been adjusted using National Transport Mode (NTM) traffic growth calculations.

We have undertaken an independent TEMPro exercise in order to check that growth factors included within the DTA are appropriate and can confirm that they are acceptable.

For the avoidance of doubt the agreed trip rates are set out in the table below:

Area	2015 – 2019 Origin	2015 – 2019 Destination	2015 – 2029 Origin	2015 – 2029 Destination
00HC8 Portishead AM	1.0301	1.0441	1.1221	1.1487
00HC8 Portishead PM	1.0428	1.0342	1.1498	1.1335

00HA1 Bristol (Part) AM	1.0351	1.0385	1.1053	1.1290
00HA1 Bristol (Part) PM	1.0383	1.0358	1.1266	1.1103
00HB1 Bristol (Main) AM	1.0409	1.0479	1.1429	1.1660
00HB1 Bristol (Main) PM	1.0449	1.0397	1.1580	1.1406
00HB2 Avonmouth AM	1.0397	1.0464	1.1364	1.1487
00HB2 Avonmouth PM	1.0447	1.0387	1.1544	1.1349

Parking Assumptions

The number of parking spaces proposed to serve the stations are based on NSC parking standards. The level of parking provided should be discussed and agreed with the Council's own Transport Development Management officers.

Passenger Car Unit (PCU)

The DTA applies a value of 2.5 to flows relating to HGVs (all sizes) and buses. This has been taken from the GBATS4 model. This is acceptable to us.

Distribution and Assignment

The distribution and assignment of traffic both to and from both stations has been informed by the outputs from the RDM and the GBATS4 strategic model for the WoE area. A number of distribution assumptions have been made:

- All vehicle trips are regarded as new to the network. No allowance has been made for reassignment of existing journeys;
- The most direct route to / from the stations has been assumed;
- With drop off and pick up trips, in Portishead 50% are assumed to return to the origin of the journey with 25% towards Portishead town centre. The remaining 25% are routed towards M5 junction 19;
- Sensitivity tests on the above percentages show the extent of potential variation on different routes; and
- In Pill, a similar 50% of drop off and pick up trips are assumed to return to their origin with 25% heading towards M5 junction 19.

For one way trips to Portishead Station, 0.9% of trips both arrive and depart via M5 junction 19 in both the AM and PM peak hours. As noted above, this increases to 25% for the drop off and pick up trip type at the station.

It should be noted that distribution diagrams for Pill Station included within the DTA do not demonstrate the percentage of one way trips which use M5 junction 19. The same issue occurs with drop off and pick up trips. As with Portishead Station, the DTA does specify that 25% of pick up and drop off trips at Pill Station will be routed by M5 junction 19 (although this is not displayed diagrammatically).

The above distribution is accepted by us – in essence whilst the DTA shows that trips linked to the development will pass through M5 junction 19, it is not expected that these will be new trips, rather that their trip classification will be altered.

Strategic Operational Impact Assessment

This section sets out the strategic operational impacts of the scheme including highway impacts at M5 junction 19. As noted previously, traffic counts have been undertaken at the junction to determine the baseline traffic situation.

As the DTA is currently being updated to reflect a change in planned train stopping patterns, detailed results such as those demonstrating specific impacts at M5 junction 19 are likely to change.

It should be noted that the nature of the development means that the scheme has the potential to reduce the number of vehicles impacting on M5 junction 19. Even with the reduction now proposed in service frequency there is still a high likelihood that there will be a reduction in vehicular trips through the junction as a result of modal shift.

Trips which currently use M5 junction 19 (and subsequently the wider SRN network) may be replaced by more local trips within Portishead; vehicles will travel to / from the residential areas in order to use the station. These journeys will not use of M5 junction 19 and may reduce vehicle impacts in the AM and PM peak hours.

The DTA acknowledges that M5 junction 19 is 'reaching capacity and congestion is particularly notable'. This will be compounded by the level of economic growth planned in the WoE over the coming years. The scheme therefore offers some potential to mitigate the impact of growth expected at the junction.

Local Operational Impact Assessment

This section sets out the impacts of the scheme at a local level.

The location and configuration of the car parks for the new station are an issue that we will need to consider in order to ensure that there is no blocking back onto the Local Highway Network which could subsequently impact on the SRN.

Construction Impact Assessment

The DTA assesses the extent of the construction impacts on the transport network. It is noted that the Construction Strategy will not be fully detailed until a contractor is appointed. The approach included in the DTA is what is expected at time of writing and this is accepted by us.

The construction strategy will aim to move as much of the construction materials and waste by rail. This will minimise the impact of the scheme on the operation of the SRN. When access by road is needed, peak traffic periods will be avoided where possible.

We will also wish to be consulted on the Construction Phase Management Plan and particularly management of plant or materials brought to site via the SRN, with a view to avoiding peaks.

The likely level of traffic generation arising from the construction works is not given in the DTA. This should be calculated, based on expected movements at the site, so that the number of trips impacting on M5 junction 19 during the AM and PM peak hour are known. This information should be included in the final Construction Traffic Management Plan (CTMP).

Specific waiting areas for construction traffic, located off the SRN should be identified. Drivers should be informed of these prior to visiting the site in order to stop construction vehicles waiting at inappropriate locations on the network.

Mitigation

Highway Mitigation

The DTA identifies that the impact of the scheme is unlikely to have a major detrimental impact on the capacity and operation of junctions and links assessed. As noted previously, the impact of the scheme on junctions will change when the TA has been updated to reflect changes in rail stopping patterns. The level of mitigation may also have to be changed to recognise these differences.

Taking in to account the above, details included within this section of the DTA have not been reviewed by us.

Construction Impact Mitigation

The CTMP identified five key areas of potential mitigation. These comprise:

- Delivery routes;
- Management of abnormal loads;
- Phasing of construction and operating periods;
- Traffic management measures within compounds including parking; and
- Local traffic management measures relating to temporary or partial highway network closures.

Six of the eight delivery routes identified involve vehicles using M5 junction 19. Traffic Management Plans (TMP) will be produced to assess the impact of construction traffic on the network. This may include the identification of additional measures which may be required.

Abnormal loads will be grouped together and moved outside the network peaks in order to reduce disruption to traffic. A feasibility report looking at the access route used to

deliver the abnormal load will be prepared before the load is moved. This should be approved by us, prior to any moving of abnormal loads.

Additional Concerns

Operationally, we will need to understand and approve any physical works which are carried out under or in close proximity to the M5. Any works or maintenance compounds with the potential to impact on the SRN should be discussed and approved by us. Any discussions should, in the first instance, take place between the developer and Terry Robinson terry.robinson@highwaysengland.co.uk.

We look forward to further consultation on this proposal.

Yours sincerely

Gaye Fairfield

Email: gayefairfield@highwaysengland.co.uk

The Coal Authority (questionnaire response)

planningconsultation@coal.gov.uk

4 Dec 2017 08:55:34

The Coal Authority records indicate that within the area identified for the Portishead branch line there are 13 mine entries and areas of likely historic unrecorded coal mine workings at shallow depth. The Coal Authority would expect the exact location of the recorded mine entries, which fall within the site, to be established and any layout designed to avoid building over or close to these features. The Coal Authority is of the opinion that building over the top of, or in close proximity to, mine entries should be avoided wherever possible, even after they have been capped, in line with our adopted policy:

<https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries>

The Coal Authority notes that the PEIR identifies the potential risks posed by past coal mining activity and states that a Risk Assessment has been undertaken.

It is noted that Section 10.6 of the PEIR states that the proposed construction sites at Pill and Portishead stations will be investigated to determine the ground conditions, including ground stability.

Section 10.9.2 and 10.9.3 of the PEIR comment that geotechnical assessments of mining stability have yet to be completed for elements of the DCO Scheme and that these will be included in the ES to be submitted with the finalised DCO application.

The Coal Authority would expect the intrusive site investigations to establish the exact situation in respect of coal mining legacy issues to be carried out on site, in the case of the mine entries to inform the layout, where possible, and in all other cases prior to commencement of the development.

North Somerset Levels Internal Drainage Board

Dan Alsop
Consultant Engineer
Telephone 01934 833388
Fax 01934 833099
Email: developmentcontrol@nslidb.org.uk
: admin@nslidb.org.uk

The Cider House
The Grange Business Park
Hewish
Weston-super-Mare
North Somerset
BS24 6RR

Your Ref: **Stage 2 Consultation**

Date: 3/12/2017

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

Dear Sir or Madam,

Background

The IDB was initially consulted by one of the consultants in May 2014 and returned comments and drawings indicating their interests and concerns in November 2014 (Appendix). Since that time, apart from further specific discussions regarding the localised issues of surface water drainage for Portishead Station with a different consultant, and the location of the station and nearby footbridge, no further liaison between the IDB and the original consultant regarding the detailed design of the railway occurred until the outline presentation held at the North Somerset Council offices on 24th October. Although a number of the Board's concerns were identified and recorded at this meeting, in the absence of the FRA, a drainage strategy and much important detail on the drawings supplied in respect of the current consultation, many aspects of the proposals are currently unacceptable to the IDB or cannot be agreed until further information is available.

Land Drainage Consent is a legal requirement and would not be forthcoming with the level of information as it is currently presented and the Board would likely object to the DCO.

General Comments

The submitted drawings lack much of the detail which the IDB will need to assess before final approval. As far as possible those drawings associated with this current consultation and of relevance to the Board's interests have been marked up with the Board's comments and copies are returned herewith. The drawings retain the consultant's numbering system with the addition of the suffix /IDB NOV 2017.

IDB Boundary and Land Drainage Act Consents

The approximate line of the Board's boundary has been marked in green. Any permanent or temporary works within 9m of any watercourse inside the boundary will require the written consent of the Board prior to commencement of the works.

The Board has a series of Byelaws that any construction should comply with.

These can be found on our website:

www.nslidb.org.uk

Watercourses within Temporary Possession Zones

Several ditches fall within the areas identified for haul roads / working areas. Free drainage paths must be preserved and any changes (eg culverting) agreed and consented by the IDB prior to commencement of construction.

Access to maintain IDB watercourses must be retained in the temporary and permanent situation.

Fencing Alignments & Specification

It is noted that further land is to be acquired, either permanently or temporarily, in connection with the project. There are important drainage ditches both inside and outside the existing boundaries. At several locations these watercourses are interconnected and interdependent. Details of any proposed realignment of the fencing will need to ensure that the Board's access requirements are not compromised.

Some of the ditches just outside the railway boundary are currently inaccessible for maintenance except from the railway land and consideration will need to be given to ensuring that alternative means of access is provided, or other measures adopted such as culverting or diversion.

The height and nature of proposed fencing is not specified, but if greater than 1.2m may also constrain access to adjacent watercourses.

Culverts

The position of the culverts is not annotated on the drawings nor any indication of what is proposed for them (renewal, repair, etc.). Visual inspection of those known to the Board suggest that complete replacement is likely to be necessary in most cases. The culverts are of vital importance to the drainage of the area (including that of the railway) and which the IDB is charged with safeguarding. In most cases the existing headwalls lie within the railway boundary leaving short lengths of open ditch inside the boundaries at each end which, once construction commences, will not be accessible to those responsible for maintaining the respective water courses. This feature has proved problematic on the main line railway in the area and has involved regular (annual or biannual) access onto the railway for clearance with associated administrative effort and disruption. The Board recommends that any replacement culvert headwalls should be situated on or just outside the respective boundary fencing in order to obviate this issue.

Track Drainage

Specific drainage proposals for the track have not been presented and should be provided for review.

Run-off rates

Unattenuated run-off is only allowable from the Portishead Station roof areas. Areas of car parking will require appropriate attenuation and water quality mitigation.

Specific Comments

Dwg 102 and Land Plan Sheet 1

The watercourse labelled as The Cut is cleared of vegetation and any siltation annually by the IDB. The length between the marked points X and Z is carried out using a 13 tonne wheeled slew which takes access along the route indicated on the drawing.

This watercourse is critical to the drainage of adjacent low-lying and densely populated housing areas and it is thus essential for the Board's operations that this access should be preserved.

The length labelled XY is shown on the land plan as being acquired for the railway construction, partly permanent, part temporary. It is not clear from Dwg 102 what this acquisition is for but the IDB access must be preserved.

Moreover this access is narrow such that during watercourse clearance operations the rear of the Board's machine overhangs the existing railway fence. As this is practice is likely to be unacceptable once

construction commences and the width of the railway land holding is so great along this length, it is suggested that consideration should be given to moving the alignment of the permanent boundary fence Northwards.

Dwg 103 and Land Plan Sheet 2

Culvert at approx Ch17400 – General Comments refer. The drainage area to this culvert has been modified as a consequence of the development in the area which has involved ground re-profiling. Its capacity and invert level should be reviewed for adequacy.

Sheepway access point. Access for watercourse maintenance using 13 tonne slew excavators is currently provided here and should be maintained, including provision for offloading from low-loader IDB was unable to confirm this point from the drawings provided.

Dwg 104 and Land Plans 2a and 3

Culverts at approx Chs 16850 and 16400. General Comments refer. The whole of the zone south of Sheepway between the road overbridge and Station Road drains under the railway. There have been issues with waterlogging and flooding in this area in the past and free discharge through the culverts must be maintained.

The exits to these culverts both fall within working / haul road zones – see General Comments above.

Dwg 105 and Land Plans Sheet 3 & 4

Culvert at approx Ch 15570 carries run off from M5 and is heavily silted, causing water logging on the S side of the railway. The watercourse on the N side is under P of B control and is currently being improved. See General Comments also regarding the lineside ditches between approx Chs 15880 and 15540 which and as well as servicing the railway are essential components of the local drainage network. These fall both within and just outside the permanent and temporary acquisition zones and it is essential that their functionality be maintained.

The existing access point off the Portbury 100 at the old Drove is used by Wessex Water and is also available to the IDB for maintenance access. It is noted that it is intended to permanently acquire land at this point but provision for unrestricted access should be maintained.

Dwg 106 & Land Plans Sheets 4 & 5

Possible culvert at approx CH 15550. Possibly now redundant; discussion with IDB essential prior to any decision not to maintain or replace.

Culvert under Dock Road at approx Ch14925. Outlet stream is not shown and falls within temporary acquisition zone. See General Comments. On S side inlet channel and old brick headwall inside railway boundary. New parking zone under construction will feature drainage swale and weedscreen close to or within temporary acquisition zones. Continued access for maintenance / operations essential.

Dwg 107 & Land Plan Sheet 5

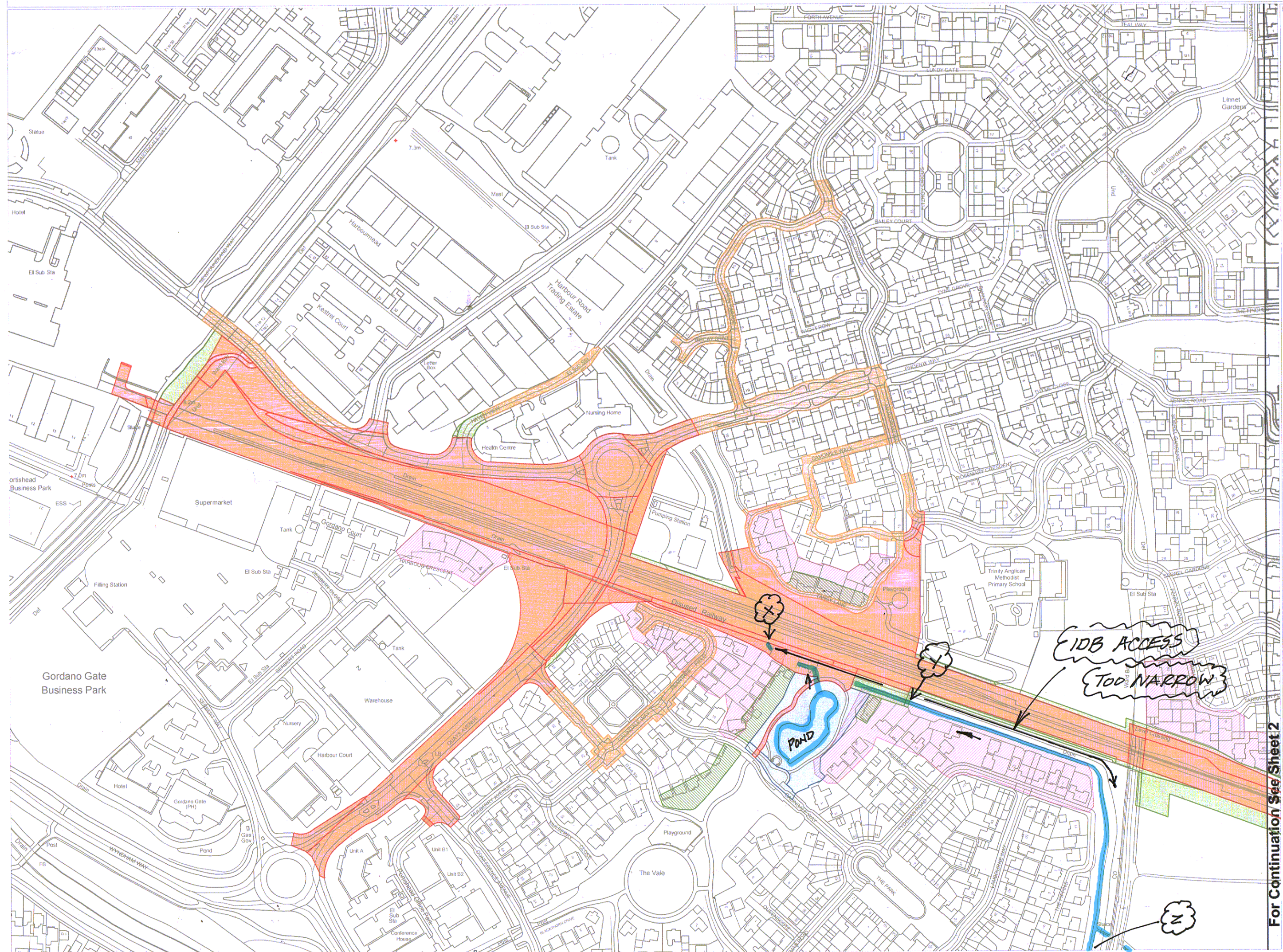
IDB boundary ends at approx Ch14500. Immediately to the east of Marsh Lane an important drainage path runs under the railway with long culverted sections falling within the acquisition zones. The watercourse serves a large upland catchment and has been subject to blockages and resultant flooding in the past.

We look forward to receiving further information to reassure the Board that its requirements have been taken into consideration in the preparation of the documents for the DCO.

Yours sincerely

Dan Alsop

Consultant Engineer to the North Somerset Levels Internal Drainage Board



- Key:
- Land to be Acquired
 - Land to be used Temporarily
 - Rights to be Acquired Permanently
 - Temporary TRO Limits
 - Permanent TRO Limits
 - Subsoil Rights
 - Crane over sailing Rights
 - Subsoil Rights and Temporary Acquisition
 - Proposed Noise Increase >3db
 - Proposed Light Increase

Colourings on plans showing nature of acquisition is indicative only and nature of interest to be taken may change.

For Continuation See Sheet 2

Portsmouth Branch Line
(MetroWest Phase 1)
Plan title: Land Plan
Sheet No: 1 of 17
Date: xx xx 2017
Author: Ardent
1:1250 @A1

1/10B NOV '17

Scale: 1:1250 @A1

North Arrow

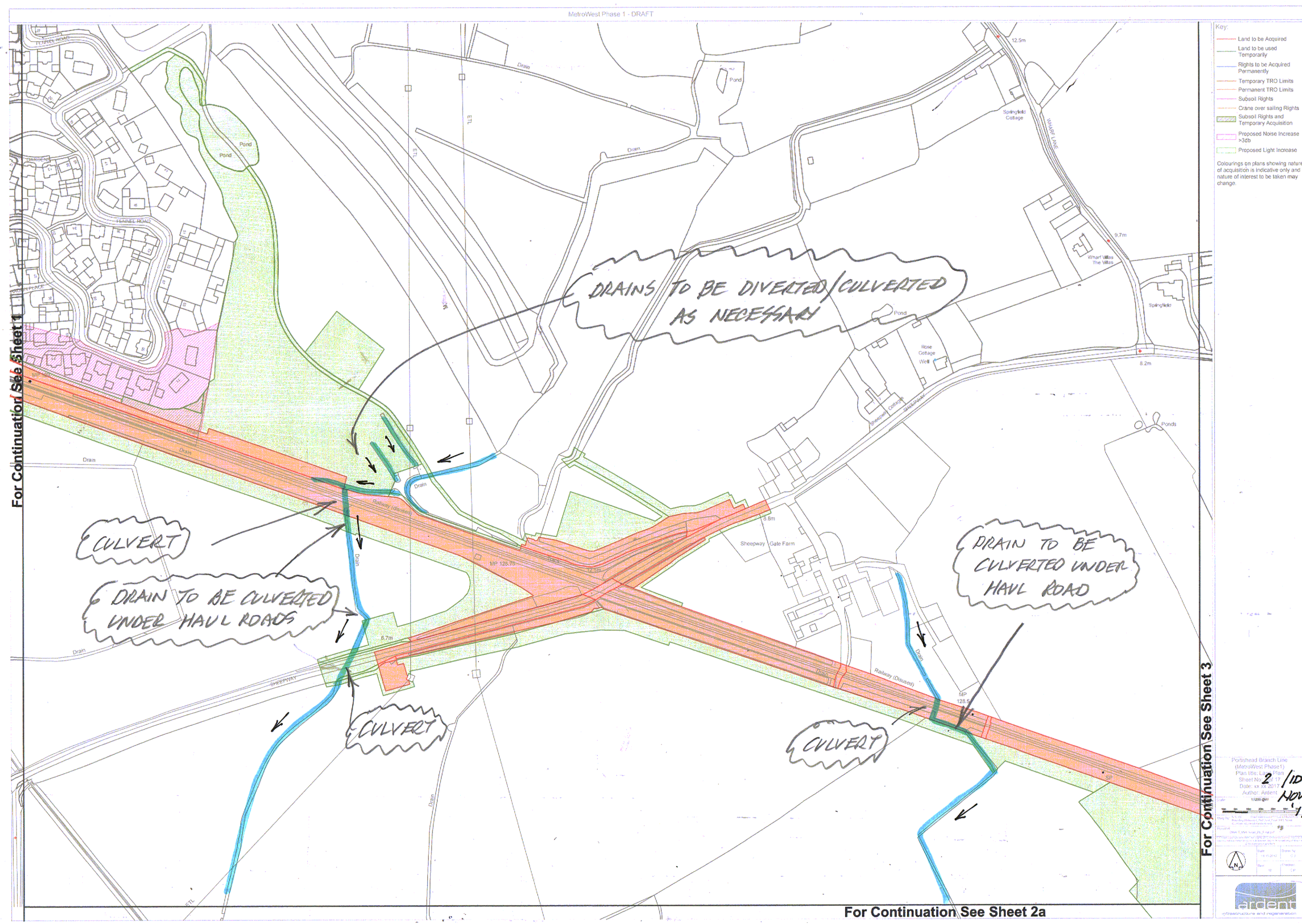
ardent

infrastructure and regeneration

- Key:
- Land to be Acquired
 - Land to be used Temporarily
 - Rights to be Acquired Permanently
 - Temporary TRO Limits
 - Permanent TRO Limits
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 - Subsoil Rights and Temporary Acquisition
 - Proposed Noise Increase >3db
 - Proposed Light Increase

Colourings on plans showing nature of acquisition is indicative only and nature of interest to be taken may change.

For Continuation See Sheet 1



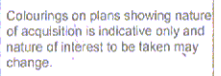
For Continuation See Sheet 3

For Continuation See Sheet 2a

Portsmouth Branch Line
(MetroWest Phase 1)
Plan title: Lay Plan
Sheet No: 2 / 17
Date: xx/xx/2017
Author: Ardent
11/2017 gva

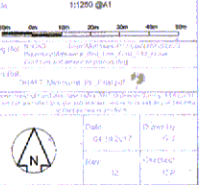
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Checked by	11/10/2017
Author	11/10/2017





For Continuation See Sheet 3

2a



11DB NOV '17

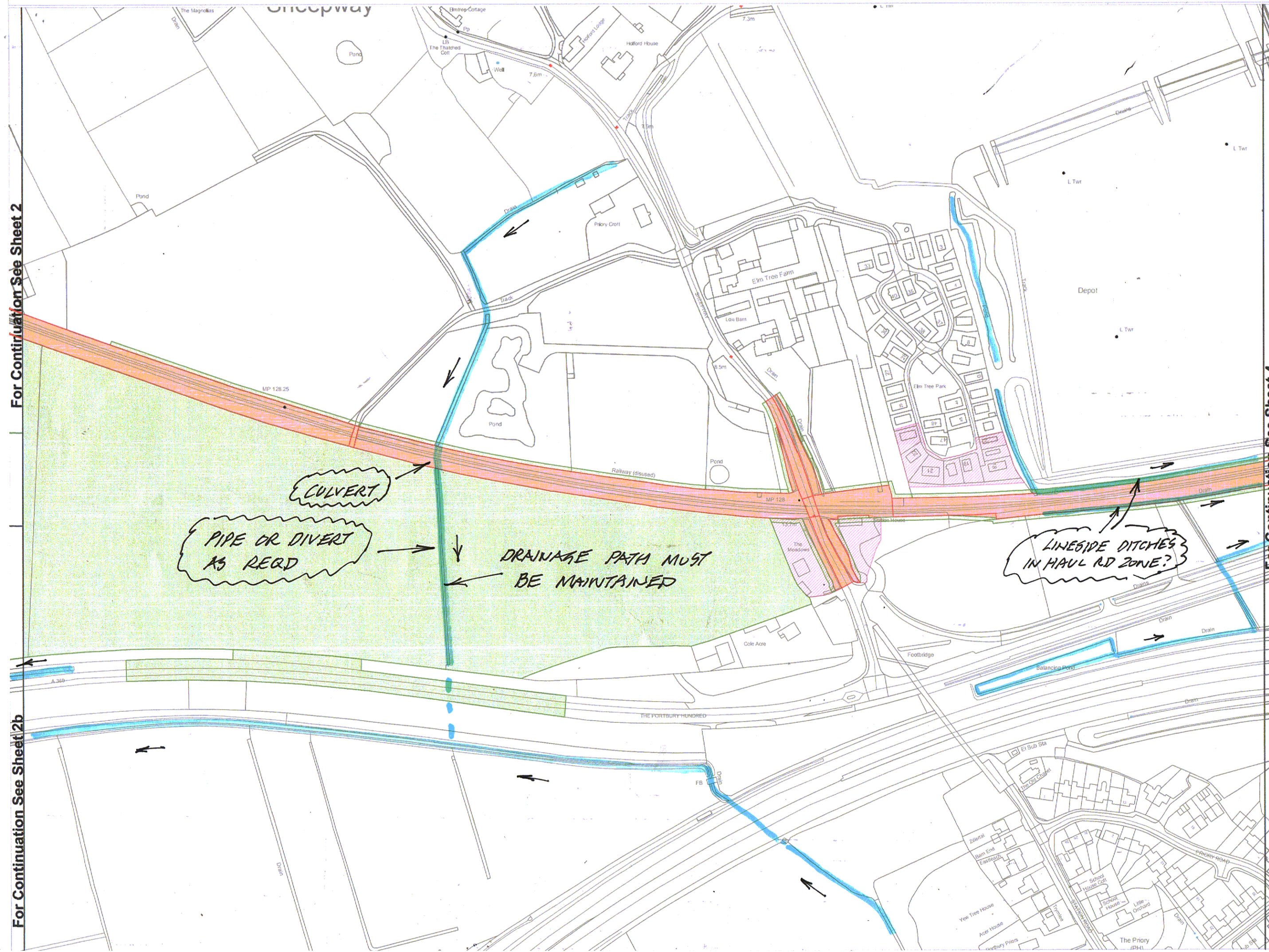
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 - Land to be used Temporarily
 - Rights to be Acquired Permanently
 - Temporary TRO Limits
 - Permanent TRO Limits
 - Subsoil Rights
 - Crane over sailing Rights
 - Subsoil Rights and Temporary Acquisition
 - Proposed Noise Increase >3db
 - Proposed Light Increase

Colourings on plans showing nature of acquisition is indicative only and nature of interest to be taken may change.

For Continuation See Sheet 2

For Continuation See Sheet 4

For Continuation See Sheet 2b



Porishad Branch Line
(MetroWest Phase 1)
Plan title: Land Plan
Sheet No: 3 of 17
Date: xx xx 2017
Author: Ardent

Scale: 1:250 @ A1

Drawn by: J. J. J.
Checked by: J. J. J.
Date: 12/11/2017

Project: MetroWest Phase 1
Location: Porishad Branch Line
Sheet: 3 of 17

Author: Ardent
Date: 12/11/2017
Checked: J. J. J.

Project: MetroWest Phase 1
Location: Porishad Branch Line
Sheet: 3 of 17

Author: Ardent
Date: 12/11/2017
Checked: J. J. J.

Project: MetroWest Phase 1
Location: Porishad Branch Line
Sheet: 3 of 17

- Key:
- Land to be Acquired
 - Land to be used Temporarily
 - Rights to be Acquired Permanently
 - Temporary TRO Limits
 - Permanent TRO Limits
 - Subsoil Rights
 - Crane over sailing Rights
 - Subsoil Rights and Temporary Acquisition
 - Proposed Noise Increase >3db
 - Proposed Light Increase

Colourings on plans showing nature of acquisition is indicative only and nature of interest to be taken may change.

DRIVE RHINE (EA)

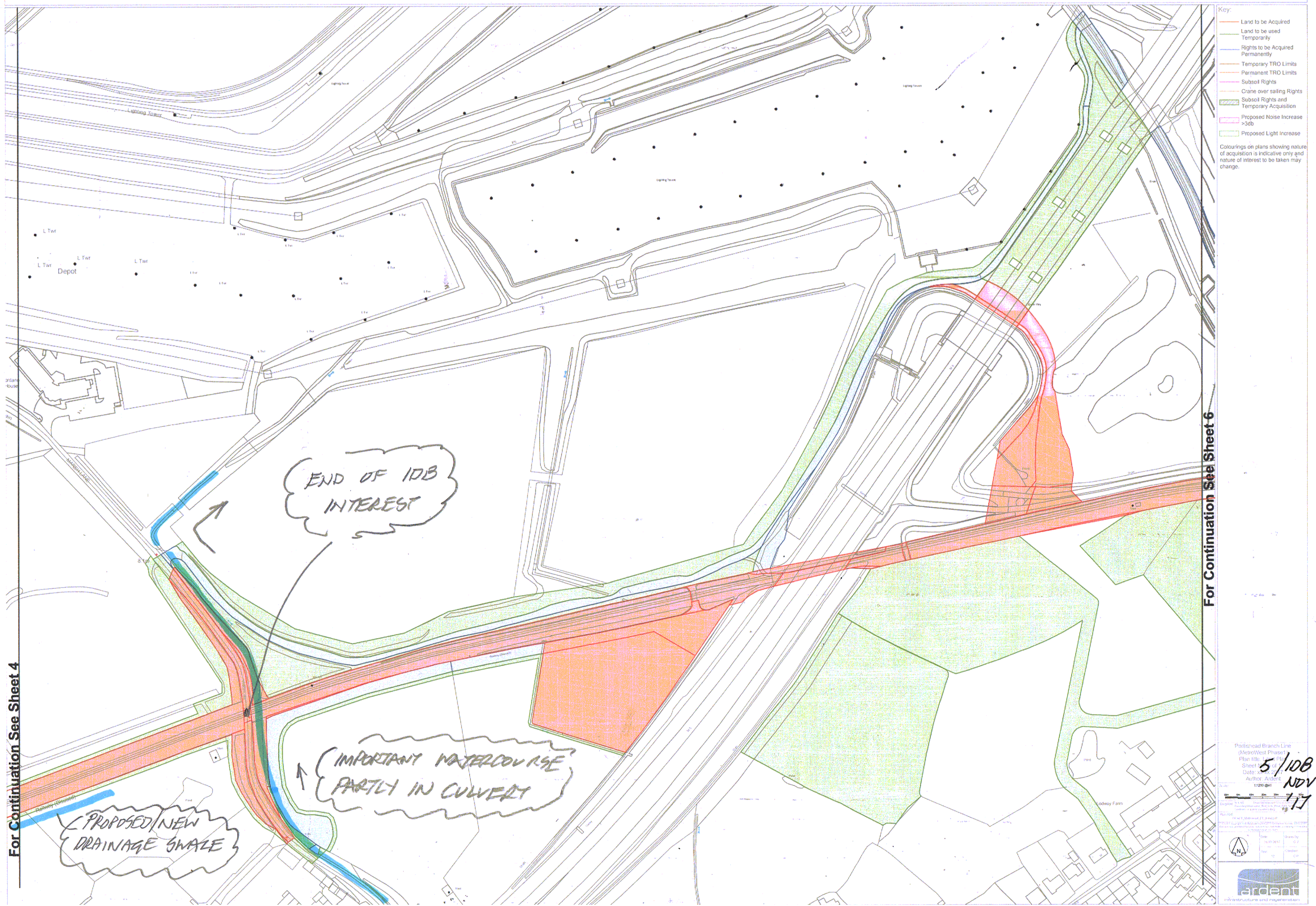
OPEN WATERCOURSE CD
IS NOT SHOWN. THIS
MUST BE SAFEGUARDED

OPEN LENGTH
INSIDE RAILWAY
BOUNDARY

EXISTING ACCESS IS
AVAILABLE FOR IDB MACHINE
ACCESS

(WESSEX P/STN
(FLOODS))

Runoff from M5



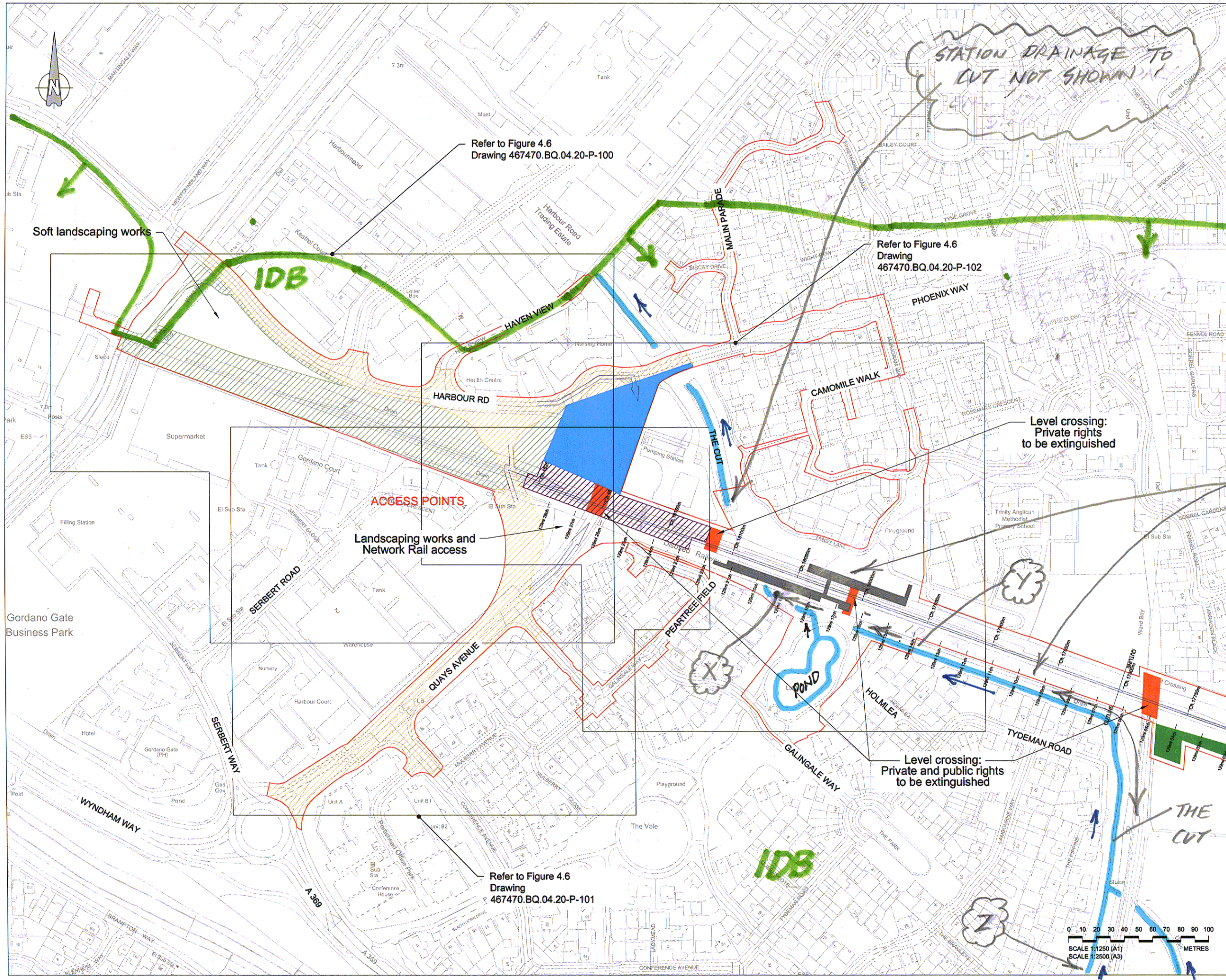
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- Land to be used Temporarily
- Rights to be Acquired Permanently
- Temporary TRO Limits
- Permanent TRO Limits
- Subsoll Rights
- Crane over sailing Rights
- Subsoll Rights and Temporary Acquisition
- Proposed Noise Increase >3db
- Proposed Light Increase

Colourings on plans showing nature of acquisition is indicative only and nature of interest to be taken may change.

For Continuation See Sheet 6

[illegible]



- KEY:**
- Order limits
 - Access point
 - Construction compound
 - Haul Road
 - Area of proposed station
 - Area of proposed car park
 - Proposed highway works
 - Proposed footbridge
 - Level crossing to be extinguished
 - Public rights of way
 - Nationally Significant Infrastructure Project (NSIP)

Rev	By	Chd	Apprv	Date	Description
A	KS	ADL	ADL	11/10/2017	Order info updated

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

ch2m
1 The Square Temple Quay Bristol BS1 6DQ
Tel: +44 (0)117 510 2500 Fax: +44 (0)117 810 2581
www.ch2m.com

Project: PORTISHEAD BRANCH LINE (METROWEST PHASE 1)

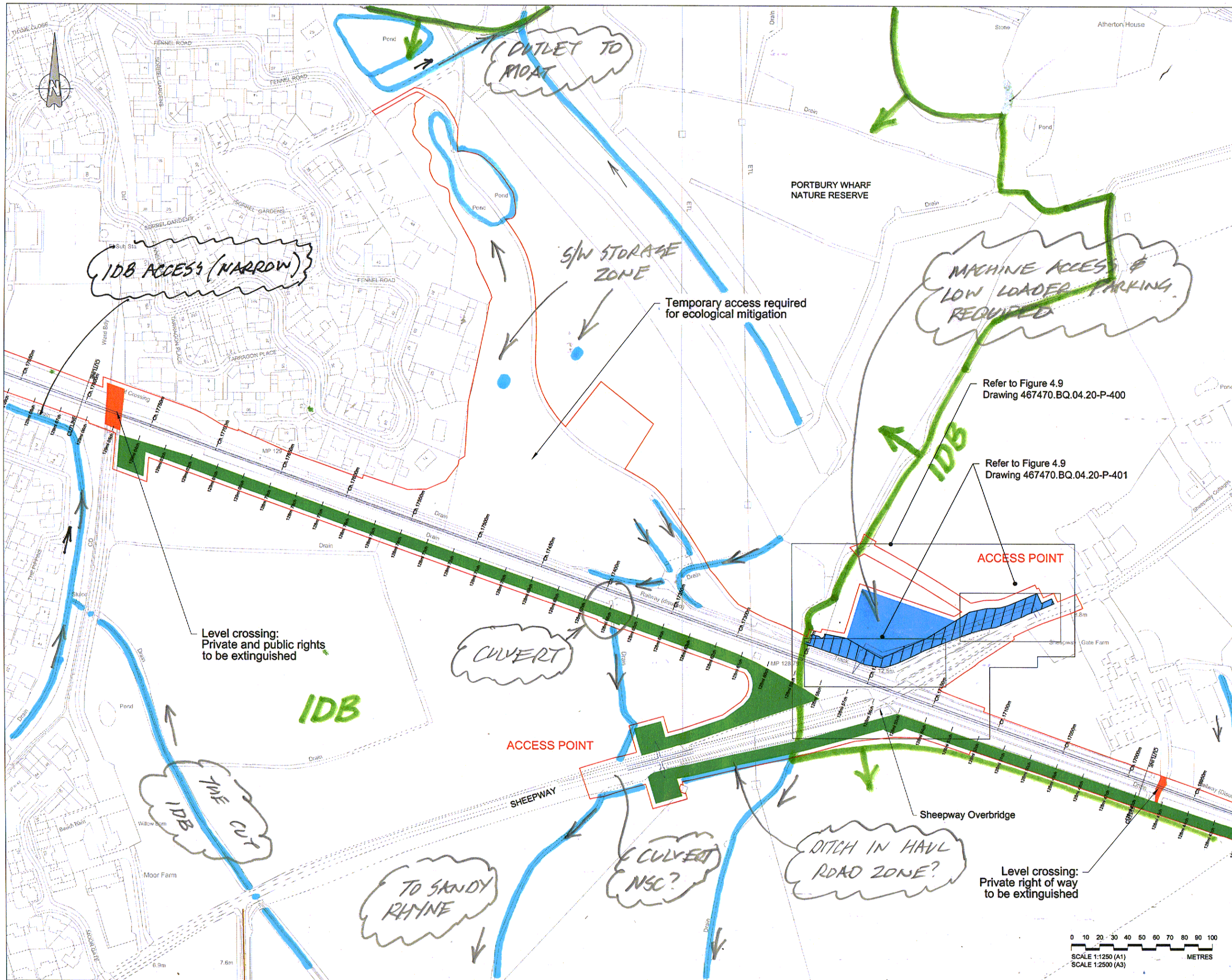
Drawing: FIGURE 4.2 THE DCO SCHEME SHEET 1 OF 20 PORTISHEAD

Drawn by: ECP Date: 31/10/2016
Checked by: ADL Date: 31/10/2016
Approved by: ADL Date: 31/10/2016

Drawing No. 674946.BQ.42.01-P-102
Drawing Scale: 1:2500 @ A3

Revision: A

IDB NOV '17



- KEY:**
- Order limits
 - Access point
 - Construction compound
 - Permanent access
 - Haul Road
 - Level crossing to be extinguished
 - Public rights of way
 - Nationally Significant Infrastructure Project (NSIP)

Rev	By	Chk	Appr	Date	Description
A	KI	ADL	ADL	11/10/2012	Order into issued

travelwest

CH2M HILL
1 The Square Temple Quay Bristol BS1 6DG
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Project
**PORTISHEAD BRANCH LINE
(METROWEST PHASE 1)**

Drawing
**FIGURE 4.2
THE DCO SCHEME
SHEET 2 OF 20
SHEEPWAY 1**

Drawn by: ECP Date: 31/10/2016

Checked by: ADL Date: 31/10/2016

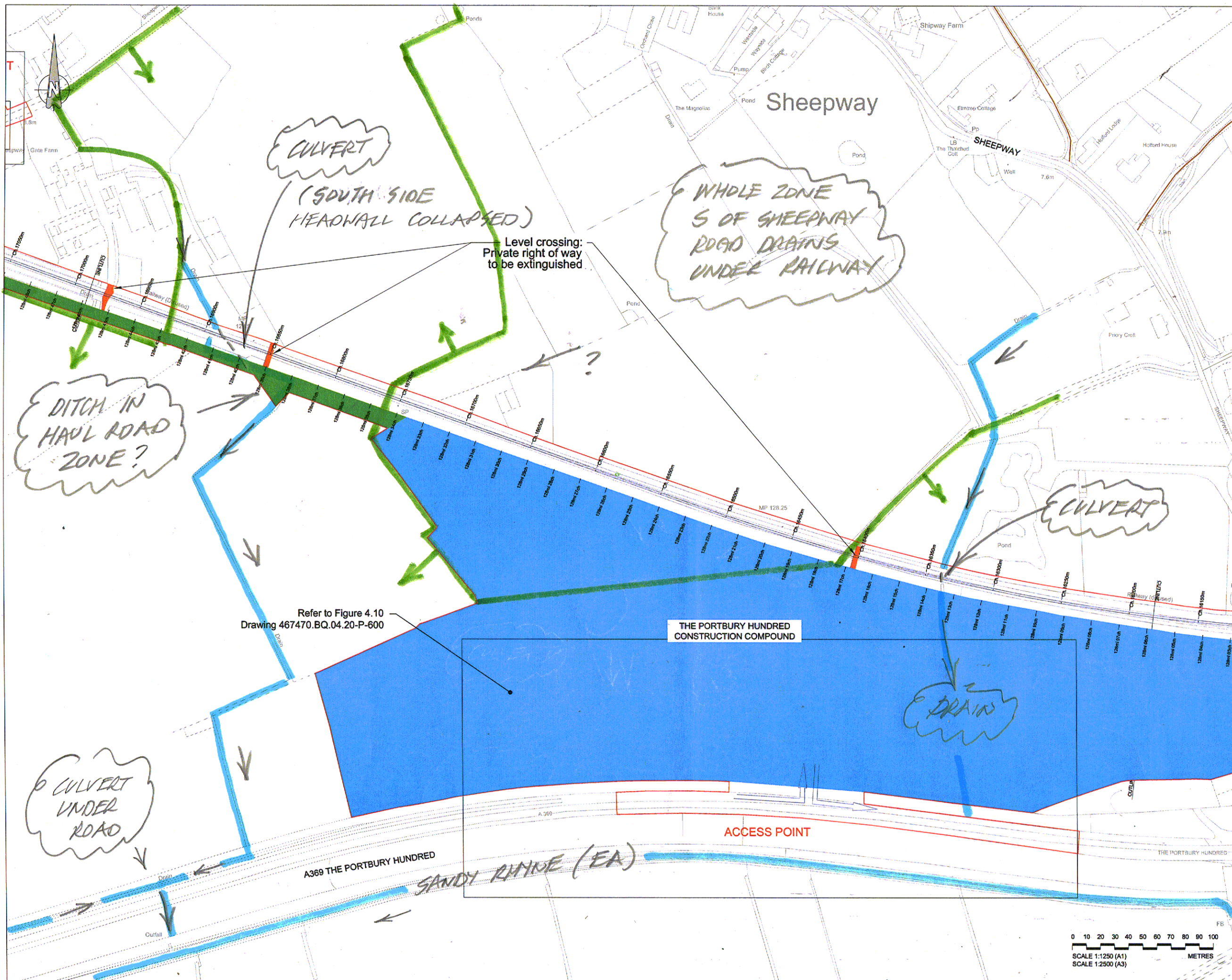
Approved by: ADL Date: 31/10/2016

Drawing No. Revision

674946.BQ.42.01-P-103 A

Drawing Scale: 1:2500 @ A3

100 NOV '17



- KEY:**
- Order limits
 - Access point
 - Construction compound
 - Haul Road
 - Public rights of way
 - Nationally Significant Infrastructure Project (NSIP)

Rev	By	Chkd	Apprvd	Date	Description
A	AS	ADL	ADL	15/10/2017	Order limits added

travelwest
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Project
PORTISHEAD BRANCH LINE (METROWEST PHASE 1)

Drawing
**FIGURE 4.2
THE DCO SCHEME
SHEET 3 OF 20
SHEEPWAY 2**

Drawn by: ECP Date: 31/10/2016

Checked by: ADL Date: 31/10/2016

Approved by: ADL Date: 31/10/2016

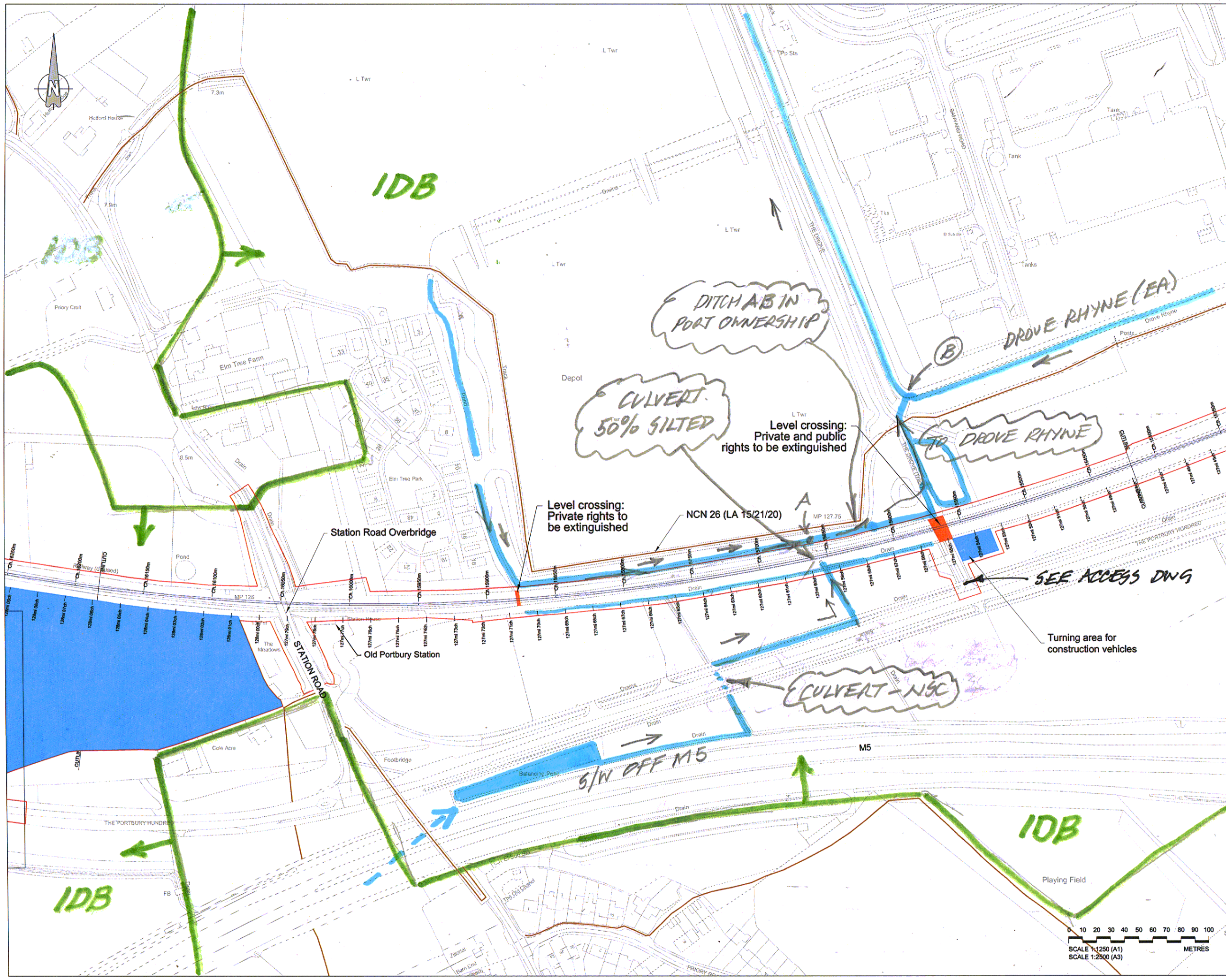
Drawing No. Revision

674946.BQ.42.01-P-104 A

Drawing Scale: 1:2500 @ A3

0 10 20 30 40 50 60 70 80 90 100
SCALE 1:1250 (A1)
SCALE 1:2500 (A3)
METRES

1/IDB NOV '17



- KEY:**
- Order limits
 - Construction compound
 - Level crossing to be extinguished
 - Public rights of way
 - Nationally Significant Infrastructure Project (NSIP)

A	NS	ADL	ADL	11/10/2017	Order limits updated
Rev	By	Chkd	Apprv	Date	Description

travelwest
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Project: PORTISHEAD BRANCH LINE (METROWEST PHASE 1)

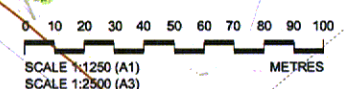
Drawing: **FIGURE 4.2
THE DCO SCHEME
SHEET 4 OF 20
OLD PORTBURY STATION**

Drawn by: ECP Date: 31/10/2016
Checked by: ADL Date: 31/10/2016

Approved by: ADL Date: 31/10/2016

Drawing No: 674946.BQ.42.01-P-105 Revision: A

Drawing Scale: 1:2500 @ A3



IDB NOV '17



Canal &
River Trust

16 November 2017

James Willcock
West of England Councils Metrowest
3 Rivergate
Temple way
Bristol BS1 6ER

Dear Mr Willcock,

**NSIP: Portishead Branch Line (Metrowest Phase 1)
Waterway:**

Thank you for your consultation.

The Canal & River Trust (the Trust) is the guardian of 2000 miles of historic waterways across England and Wales. We are among the largest charities in the UK. Our vision is that "living waterways transform places and enrich lives". We are a prescribed consultee in the Nationally Significant Infrastructure Project (NSIP) process.

The Trust has reviewed your proposals, and on the basis that they appear unlikely to have any impact at all on our waterway we have **no comment** to make at this time. However, if because of consultation your proposals become significantly altered, we ask that you re-consult us in order that we can re-consider this position.

Yours sincerely

Jane Hennell Bloggs MRTPI
Area Planner South

jane.hennell@canalrivertrust.org.uk
07747 897793

Canal & River Trust, Fradley Junction, Alrewas, Burton-upon-Trent, Staffordshire, DE13 7DN
T 0303 040 4040 E planning@canalrivertrust.org.uk W www.canalrivertrust.org.uk

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Registered charity number 1146792
Registered address First Floor North, Station House, 500 Elder Gate, Milton Keynes, MK9 1BB



Public Health
England

CRCE/NSIP Consultations
Chilton
Didcot
Oxfordshire OX11 0RQ

email: Nsipconsultations@phe.gov.uk

www.gov.uk/phe

Mr James Wilcock
Project Manager
MetroWest Phase 1
West of England Councils Metrowest
3 Rivergate
Temple Way
Bristol BS1 6ER

Your Ref: N/A

Our Ref CIRIS 40454

4th December 2017

Dear Mr Wilcock

**Nationally Significant Infrastructure Project
MetroWest Phase 1: Reopening of Portishead Branch Line
Section 42 Consultation**

Thank you for your consultation regarding the above Nationally Significant Infrastructure Planning (NSIP) development. Public Health England (PHE) welcomes the opportunity to comment on your proposals and preliminary environmental information report at this stage of the project.

We note that we have replied to earlier consultations as listed below and this response should be read in conjunction with that earlier correspondence.

Request for Scoping Opinion

23rd July 2014

We have assessed the submitted documentation in relation to the proposed schemes' impact on health relating to air, water, land quality and from Electric and Magnetic Fields. We wish to make the following comments.

- 1) The scheme is considered as falling into two sections, part of the project falling under the scope of the NSIP framework but with a significant section of the project falling outside of NSIP regime but being considered as an associated development. We accept the *legislative distinction but recommend that the full impacts of both parts of the project* (NSIP and associated development) should be considered in the final Environmental Assessment submitted with the request for a development consent order.
- 2) We are generally satisfied with the proposed structure and layout of the Environmental Information Report / Environmental Assessment. In the report (PIER Volume 2 Table 7-4) you refer to a Health Impact Assessment (HIA)

being included in Appendix 17.2 of volume 4. Volume 4 does not appear to be available for download via your webpage:

(https://metrowestphase1.org/the_consultation_documents/), consequently We are unable to comment on the HIA at this time. We welcome its proposed inclusion and will comment at the next stage of the NSIP process.

- 3) We note however, that the assessments of impacts were undertaken using 'worst-case' scenarios for air quality impacts and that these were selected using professional judgement. Whilst we understand the desire to minimise unnecessary monitoring or modelling, we recommend that the final report should identify all sensitive receptors which may experience poorer air quality as a result of the project and that the impacts be modelled on an individual property / receptor basis. If this is not possible detailed reasons for the exclusion or scoping out of unassessed receptors should be included.
- 4) We note that the scheme impinges on the Bristol City Council (BCC) Air Quality Management Area (AQMA) and that the developer has been in discussions with BCC. We welcome this liaison with BCC, particularly as they are in the process of developing proposals to improve air quality.
- 5) Many of the construction stage impacts will be managed / mitigated by the use of a Construction and Environmental Management Plan. We accept that such impacts can typically be managed by the implementation of industry good practice. We note that the plan is not available for comment, therefore we will provide comments once the documentation is available at the next stage of the NSIP process.
- 6) We note that the cumulative effects are being further assessed and will be updated in the Environmental Statement. We will submit additional comments at this stage.
- 7) The current submission does not consider any risks or impacts that might arise as a result of electric and magnetic fields associated with the development. We understand that the trains will be predominantly diesel-powered, but would be grateful if the proposer can confirm that there are no proposed electrification works, or works to existing infrastructure, that may pose a risk to public health. Please see our initial scoping response for details of the exposure thresholds / assessment criteria.

Should you have any questions or concerns please do not hesitate to contact us.

Yours sincerely

Allister Gittins
Environmental Public Health Scientist
nsipconsultations@phe.gov.uk

Please mark any correspondence for the attention of National Infrastructure Planning Administration.

Steven Penaluna

From: Metro West <metrowest@westofengland.org>
Sent: 07 December 2017 11:50
To: Steven Penaluna
Subject: FW: Public Health England's Response - Portishead Branch Line
Attachments: Public Health England Response - Portishead Branch Line.docx

From: Nsipconsultations [mailto:Nsipconsultations@phe.gov.uk]
Sent: 04 December 2017 16:16
To: Metro West
Cc: Nsipconsultations
Subject: FW: Public Health England's Response - Portishead Branch Line

Dear Mr Willcock

Thank you for advising us regarding the HIA now becoming available on the website. Please accept the PHE response as previously sent, we will look at the HIA in due course and respond within the next 14 days.

Kind regards
Carol Richards
NSIP Admin Team

From: Nsipconsultations
Sent: 04 December 2017 09:59
To: 'metrowest@westofengland.org'
Cc: Nsipconsultations
Subject: Public Health England's Response - Portishead Branch Line

Dear Mr Willcock

Please find attached Public Health England's response to the above consultation.

Should you require any further information please email the NSIP team at Nsipconsultations@phe.gov.uk

Kind regards

Carol Richards
Admin - NSIP Team

The information contained in the EMail and any attachments is confidential and intended solely and for the attention and use of the named addressee(s). It may not be disclosed to any other person without the express authority of Public Health England, or the intended recipient, or both. If you are not the intended recipient, you must not disclose, copy, distribute or retain this message or any part of it. This footnote also confirms

that this EMail has been swept for computer viruses by Symantec.Cloud, but please re-sweep any attachments before opening or saving. <http://www.gov.uk/PHE>

South West Forest Services

Bullers Hill
Kennford
Exeter
EX6 7XR

Tel 0300 067 5549

southwestfce@forestry.gsi.gov.uk

Area Director

Mark Prior

Date: 20 December 2017

Your ref: MWP1/S42

Steven Penaluna
Principal Transport Policy Officer
Metrowest Phase 1
Development and Environment
North Somerset Council

BY EMAIL ONLY

Dear Mr Penaluna,

Portishead branch line (MetroWest Phase 1) section 42 consultation notification (North Somerset)

Thank you for your pre-application stage consultation for the above project. I apologise for our late response to this consultation.

The Forestry Commission is the Government expert on forestry & woodland and a statutory consultee (as defined by Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms And Procedures) Regulations 2009)^[1] for major infrastructure (Nationally Significant Infrastructure Projects (NSIPS)) that are likely to affect the protection or expansion of forests and woodlands (Planning Act 2008).

Please note that Forest Services are responding in the capacity above, not as the land managers of the Forestry Commission landholding within the area subject to the proposals. We understand that you are already in contact with our colleagues in Forest Enterprise.

The Forestry Commission's responsibility is to discharge its consultee roles as efficiently, effectively and professionally as possible, based on the forestry principles set out in the [The UK Forestry Standard](#) (4th edition published 2017). **Page 23** "Areas of woodland are material considerations in the planning process and may be protected in local authority Area Plans. These plans pay particular attention to woods listed on the Ancient Woodland Inventory and areas identified as Sites of Local Nature Conservation Importance (SLNCIs).

^[1] <http://www.legislation.gov.uk/ukxi/2009/2264/contents/made>

Ancient Semi-Natural Woodland (ASNW) is highlighted in the *Irreplaceable habitats including ancient woodland and veteran trees* section of the National Policy Statement National Networks (NPSNN), Paragraph 5.32: “Ancient woodland is a valuable biodiversity resource both for its diversity of species and for its longevity as woodland. Once lost it cannot be recreated. The Secretary of State should not grant development consent for any development that would result in the loss or deterioration of irreplaceable habitats including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the national need for and benefits of the development, in that location, clearly outweigh the loss. Aged or veteran trees found outside ancient woodland are also particularly valuable for biodiversity and their loss should be avoided. Where such trees would be affected by development proposals, the applicant should set out proposals for their conservation or, where their loss is unavoidable, the reasons for this.”

The Forestry Commission has also prepared joint [standing advice](#) with Natural England on ancient woodland and veteran trees which we refer you to as it notes that ancient woodland is an irreplaceable habitat, and that, in planning decisions, Plantations on Ancient Woodland Sites (PAWS) should be treated equally in terms of the protection afforded to ancient woodland.

In relation to the Metrowest application, we have reviewed the consultation documents and we note that the designated and non-designated sites that will be impacted have been identified. We note that the habitats and species that need to be considered in the Environmental Impact Assessment (EIA) have been identified and that the applicant has outlined how they will do this. We look forward to seeing more detail on size and quality of the woodlands affected, especially the impact on ASNW. We note that the applicant has proposed that there will be mitigation for any losses to woodland habitats or species and we look forward to seeing what that will be, bearing in mind that ASNW are irreplaceable habitats, the loss of which cannot be fully compensated for. We would welcome mitigation works that result in an increase in woodland cover in this area, without impacting on other valuable habitats, especially where this improves natural flood management or water quality. We would also support mitigation work that reduces the impact of some non-native species, such as rhododendron, or tree health issues, such as the likely significant impact of ash dieback. We would encourage you to ensure that access to the woodlands affected is also considered to ensure that they can be managed efficiently and sustainably after the development takes place. We support the request from Natural England for more detailed information on the works within the Avon Gorge SAC since we are concerned about the impact. We also support the request for arboricultural surveys to assess impacts on trees and woodlands.

When there is more information on the content of the EIA available, we will involve our in-house biodiversity and landscape specialists to contribute their comments.

We look forward to hearing from you at the next consultation stage for these proposals. Please send all documents to southwestfce@forestry.gsi.gov.uk. For specific enquiries, you can email me at kate.tobin@forestry.gsi.gov.uk or ring me directly on 0300 067 5870, or write to us at the above address.

Yours sincerely

Kate Tobin
Local Partnership Adviser

Steven Penaluna

Subject: RE: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

From: Richard Marlow [mailto:Richard.Marlow@swast.nhs.uk]

Sent: Tuesday, February 20, 2018 6:46 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Cc: William Lee <William.Lee@swast.nhs.uk>

Subject: RE: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

Hi Steve – firstly my apologies for the delay in the Trust responding, Nick Spence has now left the Trust and I have just picked this up.

There are no specific concerns other than some potential operational issues around site access/ road closures but so long as these are shared in the usual manner I am sure we will be able to work around. I think the emphasis here would be ensuring we are kept up to date with the works by the project manager, but in a succinct manner that focuses on any access issues. We can then ensure this is shared with the Hub and operations.

Many Thanks,

Kind regards

Rich Marlow | Operations Manager - EPRR
South Western Ambulance Service NHS Foundation Trust



Sign up <https://secure.membra.co.uk/swambapplicationform> to be a member now!

| Mobile 07966349933 | Web www.swast.nhs.uk | E-Mail Richard.Marlow@swast.nhs.uk
Abbey Court, Eagle Way, Exeter EX2 7HY

MetroWest Phase 1 (MW1)

Clifton Suspension Bridge meeting notes

10:30, 23rd November 2017, Clifton Suspension Bridge Trust, Leigh Woods

Attendees CSB – Trish Johnson, Bridge Master; Laura Hilton, Visitor Services Manager SP - Steven Penaluna, MetroWest Phase 1 officer, North Somerset Council	Apologies:
---	-------------------

No	Note	Action owner
1.	SP began by giving an overview of the scheme as a whole, explaining the consultation process, how to respond, and where to view the documentation.	
2.	SP advised that the project team had been liaising with the local authorities and statutory stakeholders including Historic England, who asked that the project team consider all potential impacts to listed structures including the Suspension Bridge.	
3.	SP explained that the cultural heritage and landscape and visual impact assessments had taken into consideration the Suspension Bridge and was detailed in the relevant chapters of the Preliminary Environmental Information Report (PEIR). SP advised CSB that the PEIR is available online and forms part of this consultation.	
4.	SP detailed the issues that had been raised by consultees to date with regards to the Suspension Bridge, specifically: <ul style="list-style-type: none">• The GSMR mast, north of the Suspension Bridge• Visibility of the Clanage Road compound from the Suspension Bridge• Safety concerns from the Suspension Bridge onto the railway• Vegetation management in the Gorge, including protection of rare species such as the Whitebeams• Possible safety fencing through the Gorge	
5.	SP showed CSB a picture of the type of GSMR mast proposed and its dimensions which Network Rail have provided the project team with (it is still to be determined but should be no higher than 10 – 12m.). CSB had few concerns with this and believed that given its location and distance from the Bridge it would not be visible anyway, but asked that this is tested by viewing the location from the Bridge and taking photos, which SP agreed to.	SP
6.	SP explained the purpose and location of the proposed temporary construction compound at Clanage Road. CSB stated that it was unlikely to be viewable from the Bridge given its location and distance but again asked that this is tested by viewing the location from the Bridge and taking photos, which SP agreed to.	SP
7.	SP advised that a considerable amount of work has been done with regards to the ecology and future vegetation management of the Avon Gorge, in particular any potential impacts to the Whitebeams, and have been working closely with Libby Houston. The project team has commissioned Paignton Zoo to propagate some Whitebeams for potential planting in the Gorge to help mitigate any potential impacts of the project. SP explained that the extent of this vegetation management is still being worked on by Network Rail and should form a part of the Outline Engineering Design Work in January 2018. Initial suggestions are that the clearance could be 3-5m from each running rail but is dependent on the work produced at the Outline Engineering Design stage. CSB raised concerns about the level of possible vegetation clearance and asked to see the proposals when they are available. CSB asked that if there is a need for a significant amount of vegetation clearance that the height of the clearance is determined to maintain as much of the canopy as possible. This is because CSB and trustees are keen to maintain the 'magnificent views' from the Bridge, a key attraction of the structure. SP will forward the vegetation management plans when they are available.	SP

No	Note	Action owner
8.	SP explained that there may be a need for new fencing along certain sections of the railway through the Gorge. Again this will be determined for the Outline Engineering Designs. The type of fencing is also yet to be determined but could be palisade, paladin, or mesh. CSB would have a preference for mesh as this can be camouflaged easier through use of planting. CSB requested any fencing to be hidden. CSB also raised a concern that certain parts of the Avon Trail run close to the water where fencing on the railway side may not be appropriate.	SP
9.	CSB advised that the project team speak to the relevant parish councils and local societies to ensure they are aware of the plans.	SP
10.	SP raised a point regarding safety of the line from the Bridge and incident prevention. CSB explained that the tunnel runs under the bridge and it is unlikely an increase in train services would result in an increase of incidents. There are safety measures in place around the bridge such as CCTV and 24hour manning to deter incidents. Safety fencing and wire mesh on the main span is in place to prevent access to those areas of the Bridge above the railway. CSB also advised that the vegetation canopy under the buttress acts as a deterrent and should remain. CSB also reminded SP that if there is an incident the emergency services may close the railway. SP advised that the project team were aware of this and have liaised with the emergency services throughout the project's development.	SP
11.	CSB requested the specific pages of the leaflet be extracted and emailed so they can be shared with attendees of the Trustees Meeting on the 13 th December. SP also suggested sending a copy of the consultation response from Historic England and the meeting notes from the relevant local authority meeting.	SP
12.	SP finished the meeting by advising CSB that if they wished to respond in addition to the meeting note, contact details are on the website and the consultation leaflet, and that responses to issues raised during the consultation will be available in the consultation report in early 2018.	CSB



THE BRISTOL PORT COMPANY

St. Andrew's House, St. Andrew's Road, Avonmouth, Bristol BS11 9DQ.

Tel: 0117 982 0000 Fax: 0117 982 0698

Email: enquiries@bristolport.co.uk Website: www.bristolport.co.uk

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

4 December 2017

By e-mail & post

Dear Sirs

STAGE 2 CONSULTATION ON RE-OPENING THE PORTISHEAD BRANCH LINE RESPONSE FROM THE BRISTOL PORT COMPANY

As you know, we are the statutory harbour authority and competent harbour authority for the Port of Bristol and also the Port of Bristol Security Authority. We own and operate the commercial port of Bristol which comprises the Avonmouth, Royal Edward and Royal Portbury Docks ("Port").

We refer to your Stage 2 consultation on re-opening the Portishead branch line as a part of MetroWest Phase 1. We did respond to the Stage 1 consultation (see the enclosed copy of our letter of 31 July 2015) and our issues described in that letter remain relevant because they have not been addressed by your latest proposals. In fact, your latest proposals appear to go further by seeking additional powers over our statutory undertaking.

The Bristol Port Company supports the ambition to provide an alternative transport mode for commuters from Portishead travelling to the Greater Bristol Region; however, the scheme now being considered looks to provide only an hourly service whilst potentially having a significant impact upon our business during construction and involving the permanent loss of land in our ownership. We query the justification for the scheme given the reduction in service provision and the absence of any guaranteed commitment to extend the current proposals to meet the requirements for the targeted half-hourly service. It seems to us that the anticipated benefits of the scheme are outweighed by the serious detriment that it would cause to our statutory undertaking.

We highlight below current issues of specific concern, which are in addition to those previously identified.

1. You have not yet published a draft development consent order ("DCO") and its absence inevitably means that our comments are necessarily incomplete. We would,

The Bristol Port Company is an ISO 9001 Registered Company

First Corporate Shipping Limited trading as The Bristol Port Company

London Office: 7th Floor, 39 St. James's Street, London SW1A 1JD. Tel: 020 7408 1067

Reg No: 2542406. Reg Office: Level 8, 71 Queen Victoria Street, London EC4V 4AY

for the avoidance of any doubt, expect our concerns to be addressed either in the terms of the DCO or appropriately drafted protective provisions scheduled to it. When do you intend to publish a draft DCO?

2. Plans within your current Consultation Documents show a red line boundary (or proposed limits of deviation) for your proposed works which penetrate the Port's secure boundary in a significant number of areas. As you know from our latest discussions with you, we would be prepared to consider clearly defined limited rights of access (of whatever type) on terms to be agreed, but we cannot entertain your permanently depriving us, compulsorily, of land which forms part of our statutory undertaking, nor your exercising statutory powers of access to our dock estate and undertaking.
3. We have been unable to reconcile some areas shown on your land plan apparently showing the proposed compulsory acquisition of land outside, but immediately adjacent to, our land with the lack of any supporting explanation in your Stage 2 publication. We therefore need you to provide further clarification so that we can assess the extent to which any proposals may potentially adversely affect our interests.
4. Even if there is a proven need for the proposed rail service, to date you have failed to convince us of the need for some of your proposed works including, for example, those for the installation of pedestrian/equestrian crossings at Royal Portbury Dock Road and Marsh Lane as well as the acquisition, by compulsory purchase, of an area of the Port's land to the south of the M5 overbridge (none of which demonstrates any compelling needs case). While we recognise that you are currently financially constrained and may, therefore, have been unable to develop your proposals beyond the inchoate, please understand that you will need to do so in detail before we can give due and proper consideration to them.
5. Our earlier response expressed our concerns about possible access to our land along the route of our freight rail line in order to provide new rail signalling. We remain unclear as to the need for you, as opposed to Network Rail, to have powers of access. It is essential to maintain our freight line's connectivity at all times to the national rail network but nothing in your proposals to date has addressed this key requirement.
6. Similarly, the preservation of the Port's road access arrangements during all construction works is essential to ensure business continuity. We were concerned to note the extent of the proposed working areas and works affecting several of those key access points including the critical Royal Portbury Dock Road. Among other things, your proposals for (a) the apparent (but unexplained) compulsory acquisition of part of Royal Portbury Dock Road to the south of the rail route and (b) crossings for equestrian use could have significantly adverse long-term implications for unimpeded road access to our undertaking. Again, nothing in your proposals gives any indication

of how you propose to preserve continuity of access at all times, both during and after construction.

Our above comments are based on our understanding that your current public consultation relates only to the proposed re-opening of the Portishead branch line and not to other elements of MetroWest Phase 1. If that understanding is incorrect please let us know because we will want, in due course, to raise with you issues concerning those other elements. In any event, as we hope this letter makes clear, the current undeveloped nature of your proposals means that our comments are inevitably subject to your producing a fully worked-up scheme and draft DCO for our review.

Yours faithfully,



John C Chaplin BSc CEng FICE
Director of External Affairs & Special Projects

Enc.



THE BRISTOL PORT COMPANY

St. Andrew's House, St. Andrew's Road, Avonmouth, Bristol BS11 9DQ.
Tel: 0117 982 0000 Fax: 0117 982 0698
Email: enquiries@bristolport.co.uk Website: www.bristolport.co.uk

MetroWest
Engine Shed
Station Approach
Temple Meads
Bristol
BS1 6QH

31 July 2015

Dear Sirs

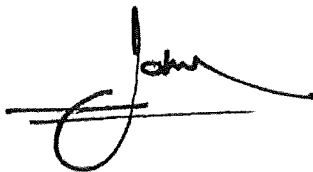
METROWEST PHASE 1

1. We refer to your stage 1 consultation about re-opening the Portishead branch line.
2. We are the statutory harbour authority and competent harbour authority for the Port of Bristol and the Port of Bristol Security Authority.
3. We own and operate the commercial port of Bristol which comprises the Avonmouth, Royal Edward and Royal Portbury Docks ("Port").
4. The Port is recognised as a strategically important national asset, as well as having significant local and regional importance. It is a multimodal transport hub providing transit facilities for cargo with links by sea, road and rail to national and international destinations.
5. In principle, we support the proposal to reopen the rail link to Portishead.
6. The link would use a significant part of the freight line opened by us in 2001 which connects Royal Portbury Dock to the national rail network. It would also re-open the abandoned rail line that runs along the south-east boundary of the Royal Portbury Dock estate.
7. Consent for our freight line was granted by North Somerset Council and your proposal, if authorised and built, must not affect the number or timing of our current rail paths as referred to in that consent and any other applicable arrangements.
8. We highlight below current issues of specific concern to be addressed before you undertake any relevant detailed engineering design work.
9. Figure 2.1 to your Project Scoping Report (June 2015) as submitted to PINS shows a red line boundary (or proposed limits of deviation) for your proposed works which penetrates the Port's secure boundary in a significant number of areas. Please review your proposed red line so that it does not include Port land.

.../...

10. We recognise that you may require access to Port land to the south-east of the M5 motorway in order to provide new rail signalling. We are willing to discuss with you how that should be provided on the basis that the relevant land will be outside your proposed red line boundary.
11. If you believe that the use of other Port land is essential please provide for our consideration a detailed explanation, including a description of the purpose(s) and duration for which any land may be required.
12. The preservation of the Port's access arrangements during any temporary and permanent works is essential to ensure business continuity. This includes the Port's private road network and our freight line, including its connection to the national rail network. Your detailed engineering design work and construction plans must fully address this requirement.
13. The Port handles a wide range of cargo, including motor vehicles which are stored in secure compounds several of which are adjacent to the proposed rail line. Those motor vehicles need to be maintained in pristine condition. It is essential that your works do not create any debris or dust or release any other contaminants that might in any way damage those vehicles. The same considerations apply to other sensitive cargoes which are handled at the Port.
14. Our above comments are based on our understanding that your current public consultation relates only to the proposed re-opening of the Portishead branch line and not to other elements of MetroWest Phase 1. If that understanding is incorrect please let us know because we will want, in due course, to raise with you issues concerning those other elements.

Yours faithfully

A handwritten signature in black ink, appearing to read 'John C Chaplin', written over a horizontal line.

John C Chaplin
Director of Special Projects

Response: NATS LTD

From: ROSSI, Sacha [<mailto:Sacha.Rossi@nats.co.uk>]

Sent: 23 October 2017 15:02

To: Metro West

Cc: NATS Safeguarding

Subject: Portishead Branch Line (MetroWest Phase 1), Section 42 Planning Act 2008 [SG25324]

Dear Sir/Madam,

I refer to the consultation referenced above and received by surface mail at our office.

NATS operates no infrastructure in the vicinity of the proposed application and anticipates no impact from the proposed development. Accordingly, it has no comments to make on the Development Consent Order. NATS will re-iterate its position to Planning Inspectorate when a formal consultation is received.

Please send all future correspondence to our address below, noting our preference for email:

NATS LTD
Safeguarding Office
4000 Parkway
Whiteley
Fareham
Hampshire
PO15 7FL

☎: 01489 444 687

✉: natssafeguarding@nats.co.uk



Portishead Branch Line – MetroWest Phase 1

Royal Mail Group Limited Section 42 consultation response to North Somerset Council

Introduction

This representation is in response to the letter to Royal Mail from West of England Councils MetroWest dated 19 October 2017 requesting Royal Mail's comments on the Preliminary Environmental information Report (PEIR) as a statutory consultee for the purposes of section 42 of the Planning Act 2008.

Royal Mail's consultant BNP Paribas Real Estate has reviewed the PEIR as published for consultation and in particular its Chapter 16 – Transport, Access and Non-Motorised Users.

Royal Mail–relevant information

Royal Mail is responsible for providing efficient mail sorting and delivery nationally. As the Universal Service Provider under the Postal Services Act 2011, Royal Mail has a statutory duty to deliver mail to every residential and business address in the country as well as collecting mail from all Post Offices and post boxes six days a week.

Royal Mail's postal sorting and delivery operations rely heavily on road communications. Royal Mail's ability to provide efficient mail collection, sorting and delivery to the public is sensitive to changes in the capacity of the highway network.

Royal Mail is a major road user nationally. Any disruption to the highway network and traffic delays can have direct consequences on Royal Mail's operations, its ability to meet the Universal Service Obligation and comply with the regulatory regime for postal services, thereby presenting a significant risk to Royal Mail's operation and business.

Royal Mail's nearby operational properties to the proposed Portishead Branch Line are:

1. Portishead Delivery Office, 20 High Street Portishead Bristol BS20 6AL
2. Clifton Delivery Office, 2 Clifton Road Bristol BS8 1BJ
3. Clevedon Delivery Office, 2 Albert Road, Clevedon BS21 7RW
4. Nailsea DO, Crown Glass Place Bristol BS48 1RA
5. Avonmouth Delivery Office, St Brendans Way, Bristol BS11 9RY
6. South West Regional Distribution Centre, Western Approach Distribution Park, Bristol BS35 4GG

Every day, in exercising its statutory duties Royal Mail vehicles use all of the main roads that may potentially be affected by additional traffic arising from the construction of the proposed Portishead Branch Line.

Royal Mail therefore wishes to ensure the protection of its future ability to provide an efficient mail sorting and delivery service to the public in accordance with its statutory obligations which may potentially be adversely affected by the construction of the Portishead Branch Line - MetroWest Phase1.



Royal Mail's comments on the PEIR

It is noted that without mitigation the DCO scheme for the Portishead Branch Line - MetroWest Phase1 would be expected to have adverse transportation impacts during the construction works. These have been assessed as **moderate adverse** impact on the local road network, but **not significant** on the strategic road network.

Royal Mail notes that during construction it may be necessary to have partial or full road closures that Traffic Management should have **moderate adverse** impact on the local road network.

Royal Mail notes that the mitigation measures will evolve around a Construction Traffic Management Plan (CTMP) which will focus on highway delivery routes, delivery of abnormal loads, phasing of construction / operating periods, traffic management measures and compounds.

Royal Mail's position at the Section 42 consultation stage

Royal Mail has no issue with the principle of the proposed Portishead Branch Line which should, once constructed, promote modal shift away from private vehicle use, thus reducing demand for the public highway. However, Royal Mail does have concerns about the impact that the construction of the Portishead Branch Line will have on its road based operations from the above identified operational Royal Mail facilities.

Royal Mail therefore has the following comments / requests:

1. In further developing the scheme and the DCO application, the West of England Councils MetroWest should have regard to the Royal Mail's statutory requirements and operational sensitivity to changes in the capacity of the highways network, as summarised above.
2. The West of England Councils MetroWest should note the location of Royal Mail's nearby operational properties as listed above.
3. Royal Mail requests that the ES to be submitted with the DCO application includes information on the needs of major road users (such as Royal Mail) and acknowledges the requirement to ensure that major road users are not disrupted through full consultation at the appropriate time in the DCO and development process.
4. Royal Mail requests that it is fully pre-consulted by West of England Councils MetroWest on proposed road closures / diversions/ alternative access arrangements, hours of working and on the content of the CTMP. The ES should formally acknowledge the need for this consultation with Royal Mail and other relevant local businesses / occupiers.

Royal Mail is able to supply information on its road usage / trips if required.

Should PINS or West of England Councils MetroWest have any queries in relation to the above then in the first instance please contact Holly Trotman (holly.trotman@royalmail.com) of Royal Mail's Legal Services Team or Daniel Parry-Jones (daniel.parry-jones@bnpparibas.com) of BNP Paribas Real Estate.



Homes & Communities Agency

James Willcock
MetroWest Phase 1 Project Manager
3 Rivergate
Temple Way
Bristol
BS1 6ER

01 December 2017

By email only to: metrowest@westofengland.org

Dear James,

RE: HCA Consultation Response: Portishead Branch Line (MetroWest Phase 1)

The Homes and Communities Agency (HCA) have been notified of the intention of North Somerset District Council to re-open the Portishead Branch line for passenger services.

The HCA are freeholders of 3 parcels of land at Ashton Gate Depot (Title numbers BL113390 and BL134476). The attached plan outlines the HCA land holdings in the vicinity.

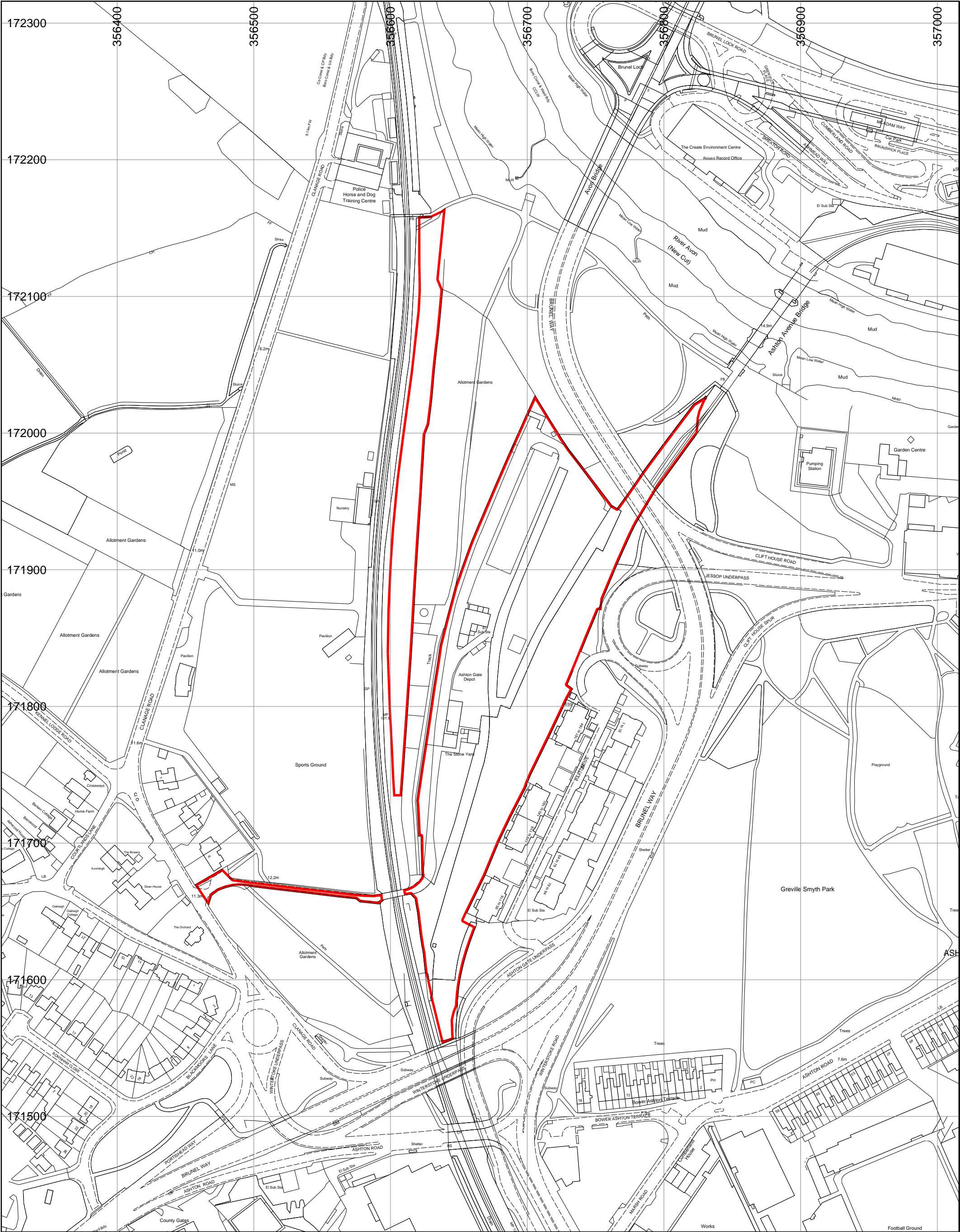
Whilst it is unclear how the Metro West Phase 1 works may impact on HCA land, please note the following:

- The HCA are in a conditional contract for the delivery for a residential scheme with [REDACTED] on the principal parcel of land (Title number: BL113390).
- The HCA land is affected by two Demarcation Agreements dated 6th March 1996 and 29th February 1996 between RailTrack PLC and British Railways Board. The Demarcation Agreements provides a number of rights including access to the principal development site, via the rail bridge accessed off Clanage Road. This access must be maintained under any future development of the Portishead Branch Line. The HCA would be concerned of any impact on access to HCA land as a result of these proposals.
- We are also aware of the plans for the maintenance compound in close proximity to HCA land – whilst it is unclear the impact this may have on future development proposals, please can HCA be fully updated on the nature of this element of the works.

If you require any further information please do not hesitate to get in contact.

Yours Sincerely,

Adam Frontczak
Specialist – Public Sector Land
Homes and Communities Agency
T 0117 9377260 M:07554331725



TITLE
CITY GATEWAY (ASHTON GATEWAY)
CLANGE ROAD
BOWER
ASHTON
BRISTOL
BS3 2JX

ITP NO.

PCS NO.

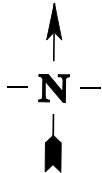
DRG NO.
SXC1068

DATE
03/02/2014

SCALE
1:2,500

SIZE
A3

Information shown is correct to the best of Spatial Intelligence Department's knowledge at date of issue.
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Homes &
Communities
Agency

Spatial and Market
Intelligence

Tel: 0300 1234500
Email - spatialintelligence@hca.gsi.gov.uk
www.homesandcommunities.co.uk

Response: GTC

From: Thomas.Anderson@gtc-uk.co.uk [<mailto:Thomas.Anderson@gtc-uk.co.uk>]

Sent: 20 October 2017 16:16

To: Metro West

Subject: MWP1/S42

Please note in respect of the above reference, we have no comment to make.

This regards the following companies

Utility Grid Installations

Independent Pipelines

GTC

Electric Network Company

Quadrant Pipelines

Independent Power Networks

Kind Regards

Tom Anderson

Engineering Support Officer

GTC

Engineering

Energy House

Woolpit Business Park

Woolpit

Bury St. Edmunds

Suffolk

IP30 9UP

Fax: 01359 244046

Email: tom.anderson@gtc-uk.co.uk

Web: www.gtc-uk.co.uk

Sent electronically to:

metrowest@westofengland.org

Nick Dexter
DCO Liaison Officer
Land & Business Support

Nicholas.dexter@nationalgrid.com

Tel: +44 (0)7917 791925

www.nationalgrid.com

4th December 2017

Dear Sir/Madam,

Ref: Portishead Branch Line (MetroWest Phase 1) – Section 42 Planning Act 2008 Consultation

I refer to your letter dated 19th October 2017 in relation to the proposed Portishead Branch Line (MetroWest Phase 1) Section 42 Consultation. Having reviewed the Consultation Documents, I would like to make the following comments:

The National Grid Hinkley Point C Connection Project Order (2016) and Correction Order (2017):

National Grid's Hinkley Point C Connection Project Order (2016) and Correction Order (2017) (the "Order") which provides rights to construct and acquire land to connect the Hinkley Point C New Nuclear Power Station ([click here](#)), are affected by the proposed Metrowest Phase 1 Order and will need to be protected / safeguarded. If any of the rights provided by the "Order" are proposed to be changed or removed then alternative rights will need to be provided by the Metrowest Order that are acceptable to, and have been agreed by National Grid.

Following a number of meetings with yourselves it appears likely that there will be an overlap in the construction of both projects. It will therefore be essential to work together and agree a form of liaison procedure to ensure any potential interactions / conflicts can be proactively managed and resolved.

I hope the above information is useful. If you require any further information please do not hesitate to contact me.

Yours Faithfully



Nick Dexter.

Response: Marine Management Organisation

Dear Stephen,

Sorry for the delay in responding. Please be aware that any works within the Marine area require a licence from the Marine Management Organisation. It is down to the applicant themselves to take the necessary steps to ascertain whether their works will fall below the Mean High Water Line.

The Marine Management Organisation (MMO) is a non-departmental public body responsible for the management of England's marine area on behalf of the UK government. The MMO's delivery functions are; marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, marine emergencies, fisheries management and issuing European grants.

Marine Licensing

Activities taking place below the mean high water mark may require a marine licence in accordance with the Marine and Coastal Access Act (MCAA) 2009.

Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. You can also apply to the MMO for consent under the Electricity Act 1989 (as amended) for offshore generating stations between 1 and 100 megawatts in England and parts of Wales. The MMO is also the authority responsible for processing and determining harbour orders in England, and for some ports in Wales, and for granting consent under various local Acts and orders regarding harbours. A wildlife licence is also required for activities that that would affect a UK or European protected marine species.

Marine Planning

As the marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark. Marine plans will inform and guide decision makers on development in marine and coastal areas. On 2 April 2014 the East Inshore and Offshore marine plans were published, becoming a material consideration for public authorities with decision making functions. The East Inshore and East Offshore Marine Plans cover the coast and seas from Flamborough Head to Felixstowe. For further information on how to apply the East Inshore and Offshore Plans please visit our Marine Information System. The MMO is currently in the process of developing marine plans for the South Inshore and

Offshore Plan Areas and has a requirement to develop plans for the remaining 7 marine plan areas by 2021.

Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to. For marine and coastal areas where a marine plan is not currently in place, we advise local authorities to refer to the Marine Policy Statement for guidance on any planning activity that includes a section of coastline or tidal river. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the Marine and Coastal Access Act and the UK Marine Policy Statement unless relevant considerations indicate otherwise. Local authorities may also wish to refer to our online guidance and the Planning Advisory Service soundness self-assessment checklist.

Minerals and waste plans and local aggregate assessments

If you are consulting on a mineral/waste plan or local aggregate assessment, the MMO recommend reference to marine aggregates is included and reference to be made to the documents below:

- The Marine Policy Statement (MPS), section 3.5 which highlights the importance of marine aggregates and its supply to England's (and the UK) construction industry.
- The National Planning Policy Framework (NPPF) which sets out policies for national (England) construction minerals supply.
- The Managed Aggregate Supply System (MASS) which includes specific references to the role of marine aggregates in the wider portfolio of supply.
- The National and regional guidelines for aggregates provision in England 2005-2020 predict likely aggregate demand over this period including marine supply.

The NPPF informed MASS guidance requires local mineral planning authorities to prepare Local Aggregate Assessments, these assessments have to consider the opportunities and constraints of all mineral supplies into their planning regions – including marine. This means that even land-locked counties, may have to consider the role that marine sourced supplies (delivered by rail or river) play – particularly where land based resources are becoming increasingly constrained.

If require further guidance on the Marine Licencing process please follow the link

<https://www.gov.uk/topic/planning-development/marine-licences>

Kind Regards,

Megan McCoull

Business Support Team| Her Majesty's Government – Marine Management
Organisation Tel: +44 (0)2080 265 093| Megan.Mccoull@marinemanagement.org.uk
| Lancaster House, Hampshire Court, Newcastle Business Park, Newcastle upon
Tyne, NE4 7YH

From: Steven Penaluna [<mailto:Steven.Penaluna@n-somerset.gov.uk>]

Sent: 30 January 2018 17:12

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: Re: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

Dear Stakeholder

North Somerset District Council wrote to you on 19th October 2017 in relation to our statutory consultation on the proposals to re-open the Portishead branch line for passenger train services (MetroWest Phase 1), as required under section 42 of the Planning Act 2008. A copy of the letter is attached.

We do not have record of a response from you. We are therefore contacting you again to ensure that you received the previous correspondence and have had time to consider our proposals. We would politely ask you to consider the following:

- If you do not have any comments in relation to the proposals, we would be grateful if you could send us a short email to this effect for our records.
- If you do wish to respond, details of how to do so are included in the letter. Please could we ask that any comments are received as soon as possible and in any event before 1st March 2018 as we are finalising our application for submission to the Planning Inspectorate.

I look forward to hearing from you.

Kind regards

Steve

From: Steven Penaluna

Sent: Thursday, October 19, 2017 9:07 PM

To: Steven Penaluna (Steven.Penaluna@n-somerset.gov.uk) <Steven.Penaluna@n-somerset.gov.uk>

Subject: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

Dear Stakeholder

North Somerset District Council as the promoter of the Portishead branch line (MetroWest Phase 1) Development Consent Order is now at the pre-application stage where it wishes to consult with statutory consultees on its proposals, as required under Section 42 of the 2008 Act. The attached letter is sent to you as a statutory consultee as prescribed under Section 42 of the 2008 Act.

Kind regards

Steven Penaluna

Principal Transport Policy Officer (MetroWest Phase 1)

Development & Environment

North Somerset Council

Tel: 01934 427692

E-Mail: steven.penaluna@n-somerset.gov.uk

Post: Town Hall, Walliscote Grove Road, Weston-super-Mare, BS23 1UJ

Web: www.n-somerset.gov.uk / www.travelwest.info



Department for Environment and Community Services

Date: 30 November 2017
Your Ref: MWP1/S43
Our Ref:
Enquiries to: Gillian Ellis-King
Section: T&SP
Tel: 01454 86 3724

E-mail: Gillian.ellis-king@
southglos.gov.uk

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

Dear James

**Portishead Branch Line (MetroWest Phase 1): Consultation: 23 October 2017
to 4 December 2017
Section 42 Planning Act 2008**

Further to your letter of 19 October, we write to provide a delegated officer response in respect of the above. This is provided following consultation with the Chairs of the relevant Committees in accordance with the South Gloucestershire Council Constitution.

We understand that the main works are located in North Somerset and Bristol, with only minor works in South Gloucestershire, including:

- a) Upgrading the Severn Beach line to an hourly service for Severn Beach.
- b) Minor signalling works are required at Severn Beach to enable a longer layover period for passenger trains at Sever Beach station;
- c) The consultation leaflet also states that, subject to available funding, the 16 stations within the MetroWest phase 1 network will be upgraded, including e.g. new passenger shelters, improved information systems, improved CCTV and access improvements, although this proposal does not seem to be included in the Preliminary Environmental Report section 4.8 'Other works required for the MetroWest Phase 1 project'?

Having reviewed the project documentation and visited the exhibition at Pill, our comments are as set out below.

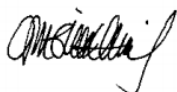
We welcome MetroWest Phase 1 as a project that provides sustainable travel options and has the potential to reduce road traffic. As far as we understand no significant negative effects are predicted for South Gloucestershire.

Officers do however have a technical query regarding the scope of the preliminary environmental information provided, as this does not seem to assess (or provide a justification for not assessing) the cumulative effects of the main MetroWest DCO project along with all of its' other associated works, and particularly those elements proposed to be delivered under Permitted Development Rights (listed at a-c above). Even though these elements (a-c above) are being proposed under Permitted Development Rights, they nonetheless seem to form part of the MetroWest project (as stated in the consultation documents) which is an EIA-scale scheme. It would therefore seem that the PD elements (a-c) should form part of that environmental assessment (Preliminary Environmental Report) even if the effects are ultimately found not to be significant.

In particular, the Severn Beach railway line runs immediately alongside the boundary of the Severn Estuary SPA/Ramsar (European Site) at Chitting Wharf and accordingly the project needs to be subject to Habitat Regulations Assessment (HRA) under Regulation 61 of the Habitat Regulations 2010 as there may be potential for the works in a-c to impact upon the site (particularly increased train journeys to displace or disturb waterfowl using the saltmarsh). The Environmental Impact Assessment and HRA must both consider the potential for cumulative effects and report, as well as in combination effects with other plans or projects. In this regard, consideration should also be given to assessing the project in combination with other plans or projects, including the proposed new M49 motorway junction at Severnside and the proposed flood defence works at Avonmouth Severnside.

If you have any questions please let me know.

Yours sincerely



Gillian Ellis-King
Strategic Projects Manager
Transport & Strategic Projects

Steven Penaluna

Subject: RE: Portishead branch line (MetroWest Phase 1) section 43 consultation notification

From: Christopher Griggs-Trevarthen [mailto:Chris_Griggs@BATHNES.GOV.UK]

Sent: Thursday, February 15, 2018 10:57 AM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: RE: [OFFICIAL-ENCRYPTED IN TRANSIT] Portishead branch line (MetroWest Phase 1) section 43 consultation notification

Dear Steve,

Thank you for your email and the attached information.

I can confirm that we do not wish to respond.

Kind regards,

Christopher Griggs-Trevarthen

Senior Planning Officer

Development Management

Bath & North East Somerset Council

Telephone: 01225 477572

Email: chris_griggs@bathnes.gov.uk

www.bathnes.gov.uk

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Steven Penaluna

Subject: RE: Portishead branch line (MetroWest Phase 1) section 43 consultation notification

From: Clark, Anna [mailto:Anna.Clark@Mendip.gov.uk]

Sent: Monday, January 15, 2018 3:13 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: [OFFICIAL] RE: Portishead branch line (MetroWest Phase 1) section 43 consultation notification

Dear Steve,

I can confirm we have no comments.

Kind Regards, Anna

Anna Clark BSc (Hons) PGCertTP MA MRTPI

Principal Economic Growth Planner

(Normal working hours: Full-time Mon & Weds; Finishing at 2pm Tues, Thurs & Fri)

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07887 635022

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Steven Penaluna
North Somerset Council
Town Hall
Walliscote Grove Road
Weston-super-Mare
BS23 1UJ

Sedgemoor District Council

Bridgwater House, King Square, Bridgwater,
Somerset, TA6 3AR

Telephone: 0845 408 2540

DX: 745440 Bridgwater 7

Website: www.sedgemoor.gov.uk

Twitter: twitter.com/SedgemoorDC

Strategy & Development

Reference: PBL01

Contact: Sam Harper

Direct Line: 01278 435393

Fax:

E-mail: samuel.harper@sedgemoor.gov.uk

Date: 23 January 2018

Dear Mr Penaluna

Portishead Branch Line (MetroWest Phase 1) Section 42 Consultation

I thank you and refer to your email dated 15 January 2018 regarding the above-mentioned consultation, and the attached letter from James Willcock dated 19 October 2017. I would first like to apologise for the delay in our response but trust that this letter can be treated as our response to the Section 42 Consultation and submitted in support of your DCO submission.

We have now had the opportunity to consider the detail of the proposals and the documentation published in support of this consultation. We note that the route of the proposed Branch Line runs some distance from the Sedgemoor District Boundary and that the proposals will have a limited impact upon our communities both in construction and in operation. However, it is noted within Chapter 16 of the PEIR that part of the DCO Scheme involves upgrading part of an operational railway meaning that it is likely there will be a requirement for temporary possessions which, presumably, may impact upon services in and out of stations in both Bridgwater and Burnham-on-Sea & Highbridge. As such, Sedgemoor District Council would like to be updated on how those works will affect services into and out of Sedgemoor once a construction contractor is appointed and a programme is agreed.

Notwithstanding this minor comment, Sedgemoor District Council does not have any objections to the proposal and supports the principle of improved rail connectivity and service across the West of England and the greater South-West region.

I trust this is adequate for your purposes but please do not hesitate to come back to me should you require any further detail at all.

Yours sincerely



Sam Harper
Senior Planning Officer (Hinkley C)



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

Great Western Railway

Exeter St Davids Station
Bonhay Road
Exeter EX4 4NT
GWR.com

1 May 2018

Metro West Phase 1 Development Consent Order

Dear James,

GWR is pleased to offer support for the Metro West Phase 1 scheme and the Development Consent Order (DCO) application on which you have been leading on behalf of the Metro West promoting authorities. The DCO represents a significant milestone in this important project.

As you know, GWR has helped shape the plans to bring forward improvements across the Metro West network, including on the Severn Beach, Bath and Gloucester lines. We are working towards the early delivery of additional capacity and frequency improvements on both the Severn Beach and Bath corridors, responding to growing demand on both routes, and providing a more attractive service which will be the foundation of Metro West services.

GWR has a franchise obligation to fully co-operate with the development of Metro West. To underline our commitment, GWR and the IPA authorities have entered into a development agreement for work to support the planning, preparation and costing of new services and supporting infrastructure. GWR will continue to work with you, as set out in this agreement, to bring forward the proposals.

Metro West builds on GWR's own investment in the cascade of Turbo trains to Bristol, which started with the Severn Beach Line in July 2017 and now includes cross Bristol services to Bristol Parkway, Weston-super-Mare, Cardiff and Taunton. These trains, combined with the timetable changes to be provided from January 2019, will provide more capacity and a better customer experience.

In addition, we have commenced the Smart Ticketing pilot on the Severn Beach Line, introduced a new smart enabled gateline at Bristol Temple Meads (with the new gateline at Weston-super-Mare coming forward later this year) and have enabled mobile ticketing through barcode readers supported by a new App. And, of course, last year we introduced the new InterCity Express Train on services from London Paddington with these new trains serving Bath, Bristol Temple Meads, Bristol Parkway and Weston-super-Mare.

This package is transforming the customer experience in the West of England and helping to deliver our aim, which is to revalue rail in the hearts and minds of the travelling public.

A **First** company

Rail Delivery Group





The rail industry commitment to improved services is also underpinned by the Network Rail route modernisation programme, including the four tracking of Filton bank, which will provide improved capacity, flexibility and operational resilience. This offers an example of the benefits of GWR's alliance with Network Rail and the support of local partners to secure major external investment.

In summary, GWR is proud to be working with the Metro West promoting authorities on this transformational project. On behalf of GWR, I look forward to working with you and the wider team to turn the vision into reality.

Yours sincerely,

Dan Okey
GWR Regional Development Manager - Central

Steven Penaluna

Subject: RE: Portishead branch line (MetroWest Phase 1) consultation notification

From: Richard Gibson [mailto:Richard.Gibson@crosscountrytrains.co.uk]

Sent: Wednesday, January 31, 2018 2:07 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>; metrowest@westofengland.org

Subject: RE: Portishead branch line (MetroWest Phase 1) consultation notification

Dear Steve

Just to confirm, CrossCountry has no comments to make in response at this time. However, we will continue to participate in industry working groups as the project develops, and alongside Network Rail and the local train operator to ensure rail timetables are optimised upon completion.

Kind regards

Richard Gibson, Head of Communications, CrossCountry

Phone: 0121 200 6112 Mobile: 07920 277409 Fax: 0121 200 6001

Address: 5th Floor, Cannon House, 18 The Priory Queensway, Birmingham, B4 6BS



Steven Penaluna

Subject: RE: Portishead Branch line

From: Paul Makepeace [<mailto:paul.makepeace@drsl.co.uk>]

Sent: 05 March 2018 12:22

To: Metro West

Subject: Portishead Branch line

Good afternoon James

Firstly apologies as I believe you have not had a response from DRS regarding the MetroWest Phase , our interim MD has just received it and asked if I could review and respond.

As a freight operator we don't currently use the branch but obviously would want to ensure that freight still would access to the appropriate sidings there for current flows and potentially new flows in the future as rail becomes more of a greener option for bulk freight movements in the UK.

The concept of reconnecting passenger services to parts of, or new cities that are not currently serviced by the rail network is a worthwhile project so wish you every success in the scheme, and if you have any more requirements in the future from DRS please feel free to drop me an email.

I hope this response meets your requirements.

Regards

Paul

Paul Makepeace

Head of Business Development

Direct Rail services Ltd
Regents Court, Baron Way,
Kingmoor Business Park, Carlisle, CA6 4SJ

Tel: 01228 406470

Mobile: 07734 776082

www.directrailservices.com



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Direct Rail Services Limited.
Herdus House, Westlakes Science and Technology Park, Moor Row,
Cumbria
CA24 3HU

Registered No. 3020822

Steven Penaluna

Subject: RE: Portishead Branch Line

From: Robin Jacob [<mailto:robin.jacob@mendip-rail.co.uk>]

Sent: 07 February 2018 14:46

To: Metro West

Subject: Portishead Branch Line

Dear James,

In response to your correspondence of 1st February 2018

I can confirm that Mendip Rail Ltd have no adverse comments in respect of the project proposals relating to the Portishead Branch Line upgrade.

My apologies for not responding earlier.

Regards

Rob

Robin Jacob
Distribution Manager
Mendip Rail Ltd
Phone 01749 881204
Fax 01749 880141
Mobile 07718 975184
Robin.Jacob@mendip-rail.co.uk

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Steven Penaluna

Subject: Re: Portishead Branch Line consultation - Bristol Airport response

From: Mark Herbert [<mailto:MHerbert@bristolairport.com>]
Sent: 01 December 2017 16:14
To: Metro West
Subject: Portishead Branch Line consultation - Bristol Airport response

FAO James Willcock

Dear James,

On behalf of Bristol Airport, I would like to thank you for the opportunity to comment at this pre-application stage.

Bristol Airport welcomes the proposed re-opening of the Portishead branch line as part of the wider MetroWest package of rail improvements across the West of England. We note and support the intended scheme benefits, including the reduction in journey times, the increase in business confidence and jobs, and the widening of the rail catchment area, and we welcome the scheme's integration with Network Rail's Western Route Modernisation Programme. These factors are all important to the continued success of the airport as one of the two international gateways to the West of England.

As you will be aware, the airport is fully engaged with North Somerset Council and its partner authorities through the emerging Joint Spatial Plan (JSP) and Joint Transport Study (JTS) for the West of England, as well as the emerging Regional Strategy for the Combined Authority. We welcome the commitment within the JTS Final Report (September 2017) to a comprehensive package to improve access to the airport both by public transport and by road, and the proposed re-opening of the branch line and the provision of two new train stations are supported on the basis that delivery would assist with the wider vision for the regional transportation networks.

Bristol Airport will continue to engage positively with North Somerset Council and regional bodies in respect of the JSP and the emerging Local Transport Plan, and with MetroWest and Network Rail with regard to the regional rail network. We understand that this representation will be reported to PINS, and Bristol Airport wishes the Council and MetroWest well with the DCO application.

Mark Herbert

Mark Herbert
Planning Manager
Bristol Airport,
Bristol, BS48 3DY

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North Somerset Local Access Forum Response to Metrowest Phase 1 consultation

Thank you for the opportunity to give our view on the latest developments on this project, following the presentation from Metrowest on 10th October 2017. We have the following comments to make concerning the route, starting at the Portishead station end:

1. We understand that Metrowest is liaising with the Internal Drainage Board on the subject of the watercourses by Trinity School.
2. There was concern that there may be conflict between cyclists and pedestrians on the footbridge by the school. We asked that cyclists be asked to dismount over the bridge.
3. We understand that the permissive bridleway opposite Sheepway Gate Farm will be temporarily diverted during the works. We also asked for hatching to be marked in front of the gates to stop motorists from blocking the horse access.
4. We asked that a proper light controlled crossing be installed at the Royal Portbury Dock Road as horses will no longer be able to pass beneath the railway tunnels, meaning they (and other vulnerable users) will be obliged to cross this very busy road. We are aware that you did some research on this but this was carried out mid-week in one of the wettest Februaries on record, so a representative sample of use was not achieved.
5. We asked that on the sections where the bridleway passes right alongside the railway tracks, there could be high, non-see-through fencing so as to minimise the risk of horses panicking along this very narrow section.
6. We understand that there will be a temporary closure and diversion of NCN26 between Marsh Lane and Pill while works are carried out, although the final route will be wider than before.
7. We are very pleased to see that the bridleway into Pill is to be extended around the base of the M5 motorway bridge. This means that this, the only route into Pill for horse riders from this direction, is now preserved. We would like to see high sides on the Marsh Lane bridge from a safety point of view.
8. We understand that it is not possible to make the Avon Road underbridge higher, so asked that mounting blocks for riders be placed at either end. At present, the route is usable on a smaller horse, but riders of larger horses need to dismount. Mounting blocks at either end will make this easier and safer.
9. We understand that there will be some temporary closures of NCN41 during construction, but that these will be well advertised. Similarly, there will be temporary diversions on Winterstoke Road due to the closure of the Baron's Court right of way.
10. Mr Andrew Carroll, of the NSC Rights of Way team, asked that the bridleway surface to the east of Marsh Lane be improved when it is reopened as it is currently in a very poor condition.

Thank you again for the opportunity to give our views. We look forward to seeing the next stage of proposals.

Steven Penaluna

Subject: RE: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

From: Graeme Stark [mailto:Graeme_Stark@BATHNES.GOV.UK]

Sent: Thursday, January 25, 2018 2:30 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: RE: [OFFICIAL-ENCRYPTED IN TRANSIT] Portishead branch line (MetroWest Phase 1) section 42 consultation notification

Dear Steven

Thank you for the further opportunity to comment. Unfortunately, the JLAF have not expressed a desire to provide a consultation response on this occasion and I would be grateful if you could update your records accordingly.

Thanks,

Graeme.

Graeme Stark
Secretary to the Joint Local Access Forum

Telephone: 01225 477650

Email: graeme_stark@bathnes.gov.uk

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BRISTOL CITY COUNCIL
PUBLIC RIGHTS OF WAY LIAISON GROUP

PLACE
Traffic Services

MINUTES

Meeting	Date	Time	Location
PUBLIC RIGHTS OF WAY LIAISON GROUP	Tuesday 5 September 2017	14:00 – 16:00 p.m.	4th Floor, 100 Temple Street (Room 4S2)
<i>Attendees</i>			
Peter Gould, Bristol Civic Society (PG) Keith Budd, Ramblers Association Julie Boston [Chair], SERA Harry Coles, The Conservation Volunteers (HC) Mary Knight, PROW Officer, Highways & Traffic (MK) Christine Pouncett, PROW Officer, Highways & Traffic (CP) Theo Brumhead, PROW Officer, Highways & Traffic (TB) Richard Matthews, Principal Transport Policy Officer, N Somerset Council (RM) Jennifer Devereux, Transport Policy Officer (MetroWest Phase 1) Ditto (JD)			
<i>Apologies</i>			
Duncan Venison, Network Operations Manager, Highways & Traffic Alan Morris, Chair of Bristol Walking Alliance Keith Way, Hartcliffe & Dundry Wildlife Conservation Group Claire Lowman, Public Health, BCC Ann Fay, British Horse Society			

A G E N D A

1. Apologies and Introductions
2. MetroWest Phase 1 scheme – proposed changes to PROWs in Ashton Gate area
- Richard Matthews, Principal Transport Policy Officer, Highways & Transport, North Somerset Council.
3. Minutes from PROWLG meeting of 13 June 2017 - Matters arising.
4. Matters raised by members
 - a) Status of Montpelier Station bridge and approaches (PG)
 - b) Location of 100 Temple St with reference to the 'Enterprise Zone' and the start of the 'Golden Mile' (JB)
 - c) 'Walks to Five Public libraries along the byways, stream and woodlands of Bristol' and link to Bristol Libraries' opening hours. Created by Friends of Suburban Bristol Railways.(JB)
 - d) Publicising PROW team successes (JB)
 - e) Terms of reference of Public Rights of Way Liaison Group (JB)
5. 2026 Cut-off Provisions for historical rights of way – potential routes for prioritising [Standing Item]
6. Footpath improvement works [Standing item]
7. Update on illegally gated PROWs and other long standing enforcement issues (DV) [Standing item]
8. Joint Local Access Forum update [Standing Item]
9. Any other business

Agenda Item	Discussion Points/Outcomes	Actions
1	<p>Apologies and Introductions</p> <p>Apologies noted. Introductions – RM & JD attended from North Somerset Council to provide an overview of the MetroWest Phase 1 scheme.</p>	
2	<p>MetroWest Phase 1 – proposed changes to PROWs in Ashton Gate.</p> <p>RM gave an introduction and JD provided an overview of the MetroWest Phase 1 Scheme and timescales. There would be a new service to Portishead / Pill and an increased frequency of trains on 16 stations across the West of England rail network, including a half hourly service on the Severn Beach Line and to Keynsham/Oldfield Park stations. In answer to a question from PG about the timescales for construction of a rail station in Ashton Gate, RM replied that they were not familiar with the specific proposals for this scheme. However, they are aware that the potential station site is protected but that any plans to proceed with a station at this location would likely require a feasibility study in the first instance.</p> <p>RM set out the proposed temporary diversions that would take place to facilitate the construction of:</p> <ul style="list-style-type: none"> - a new pedestrian / cyclist ramp between Ashton Vale Road and the A370 - an extended left turn land from Winterstoke Road into the industrial estate <p>No objections were raised by the PROW group to these proposals. In answer to a query from MK re. temporary pedestrian crossing arrangements on Winterstoke Road whilst works are being carried out, RM clarified that the diversion will cross the Ashton Gate Stadium roundabout and continue on the opposite side of the road. The Traffic management / crossing arrangements will be decided to prior to construction and would need approval from Bristol City Council's traffic management team and will have to meet their requirements.</p> <p>RM set out the proposed temporary closure of the tow path for a few days or hours at a time to allow NR to safely access / work on their structures. The temporary diversions included the route via NCN33 / NCN334 / Forestry Commission track and cycle path. The group was generally happy that alternative routes had been considered and would be advertised via website and signing.</p> <p><u>NCN 26</u> – RM explained the proposals for the temporary closure of limited sections of NCN26 to the west of Pill and the proposed diversion routes. RM also highlighted that the proposals were for permanent improvements to the NCN26 by widening the paths beneath several bridges and providing an improved crossing at Royal Portbury Dock Rd and a planned extension to the Bridleway beneath the M5 overbridge.</p>	

Agenda Item	Discussion Points/Outcomes	Actions
	<p>The group appeared to be generally pleased with the planned permanent improvements.</p> <p><u>Ashton Vale Industrial Estate</u> – RM set out that there would be permanent changes, including a new pedestrian / cyclist ramp linking Ashton Vale Road to the A370, a new PROW route connecting the Ashton Vale Road to Baron's Close level crossing site and the permanent closure of the level crossing at Baron's Close. It was queried why Baron's Close would have to close and the path be diverted to Ashton Vale Road level crossing, and it was explained that this was due to safety issues associated with an increased frequency of trains. The Ashton Vale level crossing was much safer for a number of reasons including the fact that it is controlled manually via CCTV.</p> <p>A link to the S42 consultation website will be emailed to the group. The S42 Consultation will run for 6 weeks from 23 October to 4th December.</p> <p>Construction work is planned to commence in Spring 2020.</p>	JD/CP
3	<p>Minutes – matters arising</p> <p><u>Kingsweston Bridge</u> – PG pointed out that at the recent JLAF meeting the possibility of making the bridge safe for pedestrians was discussed. DV elected to investigate further and report back.</p>	DV
4	<p>Matters raised by members</p> <p>(a) <u>Montpelier Station Bridge</u> – PG - paving stones had been stolen and as BCC have put tarmac down it appears to have accepted responsibility for the route which links road to road? TB reported that as Network Rail have denied responsibility, the route could possibly have been left off the list of adopted highways. He will contact the Council's Structures Team and the Transport Asset Management officer for an update.</p> <p>PG requested that his thanks be passed on to the team that put down the tarmac.</p>	TB TB
	<p>(b) <u>100 Temple Street premises</u> – JB – 100 Temple Street is difficult to find, especially as it doesn't appear to say Bristol City Council on the building. CP elected to raise this with the Premises team.</p> <p><i>Postscript: The Temple Street Workplace Support team have pointed out that there are two notices fixed at the front of the building which direct staff and Corporate visitors to Bristol City Council to enter the building via the rear entrance.</i></p>	CP
	<p>(c) <u>Friends of Suburban Bristol Railways walks leaflets</u> – JB – FoSBR have recently published 5 x leaflets (Walks to Libraries) and thought Walking for Health would be interested. CP agreed to provide Claire Lowman with the internet link to the leaflets forwarded by JB.</p>	CP

Agenda Item	Discussion Points/Outcomes	Actions
	(d) Publicising PROWs – JB & PG queried whether there were opportunities to publicise paths which had recently been dedicated or improved, e.g. the Nightingale Valley paths. HC flagged up The Conservation Volunteers in Bristol (TCV) newsletter. TB didn't think there was any BCC publicity for paths through public open spaces, but he will try to get Parks to communicate better with the PROW team.	
5	2020 Cut-off Provisions for historical rights of way – PG is looking into the Montpelier station path.	
6	Footpath Improvement Works MK advised that works are planned but there is nothing to report at present. TB reported that an audit had been done of the autumn maintenance work – all OK so far. PG raised an issue about encroachment of a path at Sea Mills. MK explained that the low branches have sloes on at the moment and will be cut back later. JB noted that works including wooden steps were being carried out in Woodland Trust land, path to Bramble Lane. MK explained that the Woodland Trust were doing the work as it is not a right of way.	
7	Update on long standing obstruction issues In the absence of DV, TB advised that StreetScene enforcement team were involved in resolving the obstruction issues concerning BCC/581, Broomhill Road to Bonville Road. MK reported that minor improvement works are being proposed. Flytipping had initially been removed by community payback, with more removed recently.	
8	Joint Local Access Forum update PG had nothing relevant to report concerning the Bristol area, apart from Kingsweston Road bridge (see agenda item 3 above).	
9	Any other business CP advised that visitors will have to use the back door of 100 Temple Street for the next meeting (Canyng Street off Portwall Lane) [see <i>information at Agenda Item 4(b) above</i>]. The next meeting will be held at Temple Street on Tuesday 5 th December. HC flagged up the availability of a small pot of TCV funding for planting hedging or trees, which will be made available to schools etc. for small projects this winter.	

Response: National Trust

From: Baxendale, Eleanor [<mailto:Eleanor.Baxendale@nationaltrust.org.uk>]

Sent: 04 December 2017 19:38

To: Metro West

Subject: Portishead Branch Line (MetroWest Phase 1) Consultation

Dear Mr Willcock

Many thanks for giving the National Trust the opportunity to consult on MetroWest Phase 1. The National Trust is supportive of the endeavour to increase sustainable travel into Bristol. However, we are concerned about how the works affect the long term management of land that we own at Leigh Woods which the work directly affects.

It is important to note that the National Trust has its own Acts, dated from 1907, which protect its land ownership and management. The National Trust was created for the purposes of promoting the permanent preservation for the benefit of the nation of lands and tenements of beauty or historic interest and as regards land for the preservation of their natural aspect, features and animal and plant life. Those areas of land which the National Trust has declared inalienable we can never part with. This includes the land that we own at Leigh Woods. The National Trust has made a commitment to look after it forever. We wish to continue managing this particular area of Leigh Woods at Quarry Underbridge No.2 as limestone grassland. Our current management regime involves clearance of scrub and management of invasive species.

The National Trust acquired the land at Leigh Woods in a number of distinct parcels in March 1933, January 1949 and September 2009. The area of Leigh Woods owned by the National Trust is very highly designated and is a National Nature Reserve (NNR), a Special Area of Conservation (SAC), a Site of Special Scientific Interest (SSSI) and an Ancient Woodland. The area acquired in March 1933 is the most heavily affected by MetroWest Phase 1 and relates to the works to Quarry Underbridge 2. The current access is 3.05 metres wide and 2.18 metres high. This will be reduced significantly to under 1.9 metres in height, though accurate measurements have not been provided to the Trust. The underbridges were built as an Accommodation work under the powers of the Bristol and Portishead Pier and Railway Act 1863 and the National Trust still requires access. In the future we hope to graze this area but this will be very difficult if the access is restricted as livestock vehicles will not be able to get into the quarry.

In ***The Portishead Branch Line Preliminary Environmental Information Report Volume 2 Chapter 4 Description of Proposed Works 4.3.75*** it states the two options available for *Quarry Underbridge no.2 on the operational railway north of Clifton Tunnel No.2 is a masonry, single span, arch bridge. Access through the structure off the River Avon Tow Path is gated and locked. Inspections and assessment indicate that the bridge requires strengthening to accommodate the new passenger service. Two options have been considered for the works. The least environmentally-damaging and most cost effective option is to reinforce the underside of the bridge arch with a supportive lining, but this would result in reduced headroom through the structure. The second option is to rebuild the bridge deck. This would require a larger working area and more impact on flora, but the end result would preserve the current headroom through the structure.*

4.3.102 describes the need to work outside the operational boundary in order to undertake remedial works to Quarry underbridge No. 2. To be clear the National Trust are not supportive of the remedial works to reinforce the underside of the bridge arch and support the rebuilding of the

bridge deck. The Trust is supportive of a Construction compound in order to facilitate bridge replacement works.

There are no considerations for the final option for Quarry Underbridge No. 2 within the Environmental Information Report. The National Trust therefore find it difficult to properly consult on the scheme. There is also very little information within the ***Metrowest Stage 2 Consultation on re-opening the Portishead branch line as part of Metrowest Phase 1***. The Trust believes that the access we currently have through Quarry Underbridge No. 2 needs to be maintained at its current level in order for us to continue to manage the quarry beyond it, and which is our only access due to the topography of the site. In order to protect our management and access we would ask that Quarry Underbridge No. 2 is replaced and not reinforced.

Within the quarries we have found the following species; sheep's fescue, mouse-eared hawkweed, devil's-bit scabious, yellow-wort, hawkweed, purging flax, common milkwort, Bristol rock-cress, lily of the valley, wood false-brome, quaking grass, centaury, fingered sedge and compact brome as well as whitebeams. Many of the whitebeams are rare and one of the management considerations is that the areas around them should be open. The proposed changes to the Quarry Underbridge No.2 access means that vehicular access is almost impossible. Without access into the quarry this will be difficult to manage and makes future management with livestock almost impossible due to the restricted access.

Whilst representatives from MetroWest have voiced concerns about damage to habitat during the build phase we believe that it is better to do the works to Underbridge No. 2 to ensure the best service on the line by meeting the optimum service requirements and that short term damage to habitat is more than off-set by the long term management that the National Trust can provide through our access being maintained. Representatives have said that the build will be difficult but this has not been quantified to us despite our request that this is further explained.

The new passenger line runs adjacent to the National Trust Leigh Woods site and we are concerned that the removal of trees by Network Rail will cause windblow to our own trees. We are also concerned of increased liability on the Trust for rockfalls onto the line. At the moment we manage this appropriately through rope works and surveys, fences and laser scanning the rock faces. We would ask for further information on Network Rail's responsibility for managing falls onto the line.

To conclude the National Trust is supportive of MetroWest Phase 1 as an alternative travel option into Bristol but would ask that works to Quarry Underbridge No.2 are carried out to replace the bridge so that the Trust can fulfil its own obligations in managing the special features of the quarry that is reached through it.

Yours Sincerely

Eleanor Baxendale MRICS

Estate Manager

Tel: 01275 378443

Friends of Suburban Bristol Railways (questionnaire response)

smiler@rob-dixon.co.uk

3 Dec 2017 20:52:56

There needs to be continuing work to explore ways to enable a future half-hourly service.

We welcome and support the proposals for the reopening of the Portishead railway to passenger traffic. It will provide a much needed alternative mode of transport for the area and reduce congestion and carbon emissions. We agree with the objectives of the Portishead scheme and MetroWest. They will lead to a step-change in the provision of rail services in the West of England. They will enable easier travel across the sub-region, making Portishead and other areas and employment more accessible. They will be a stimulus to employment, including in Portishead and South Bristol.

We note the change in specification resulting from the increase in the estimated cost. We believe it is vital that this project continues due to the positive impacts that it will have and that it remains good value for money. We note that the ""hourly plus"" service is only proposed to provide more regular trains during peak hours but urge that this be provided throughout the timetable to ensure the service is an attractive one. This should not be problematic in view of the high benefit-cost ratio.

In view of this we would also expect to see continued work by Network Rail and the local authorities, funded by government, to ensure that a half hourly service can run in the future. Estimated journey times from Portishead, even at 30 mph over the majority of the route, suggest that a half hourly service would be possible in terms of timing without significant and expensive works in the Avon gorge.

Therefore there may be solutions that enable a half hourly service without significant investment. For example, we understand from Network Rail that to make the proposed parallel freight line through Pill into a passing loop for passenger services would enable this. Other options could include a passing loop at Bower Ashton and future small upgrades elsewhere to increase linespeeds.

We recognise that the impact of a half hourly service on access to Ashton industrial estate would need to be explored and overcome. Since the ""hourly plus"" service is not a problem for the level crossing that would clearly be the first step towards a half-hourly service.

We believe that the temporary diversions, re-routing and closures of routes and the building of work compounds are necessary and reasonable in enabling the building and operation of the railway. We support the detail of the plans for stations including the infrastructure at Portishead to allow transfer between bus and train, pedestrian and cycle links and car parking, and the parking restrictions at Pill. We welcome the provision of new pedestrian access from Barons Close to replace the closure of the crossing.

There are no accessibility issues that are apparent from the proposal documents. FOSBR believe it is vital to ensure that rail services are accessible, integrated with other modes and promoted in such a way to maximise their use by all sections of the population.

Support the proposals - Yes

Steven Penaluna

From: Metro West <metrowest@westofengland.org>
Sent: 04 December 2017 12:09
To: Steven Penaluna
Subject: FW: Portishead line consultation

From: matthews alan [mailto:twocvracer@blueyonder.co.uk]
Sent: 03 December 2017 19:42
To: Metro West
Subject: Portishead line consultation

Dear Sirs

My name is Alan Matthews I am chair of the Portishead Railway Group representing 500 plus households in the Portishead and Pill area.

There are three items I wish to comment on, on behalf of our members

- 1) All our members wish the railway line to be opened as soon as possible.
- 2) There was a concern about on street parking in the vicinity of both Portishead and Pill stations. These seem to have been addressed with measure put in place to mitigate on street parking plus a considerable number of parking spaces near Portishead Station.
- 3) There should be a station building at Portishead that complies with Transport policy 1 (TP1) which states that the "Station design should reflect the importance of Portishead" We note that there is a station building on the plans we look forward to seeing a suitable design.

Regards

Alan Matthews

MetroWest Phase 1 (MW1)

North Somerset Community Partnership meeting notes

10:00, 29th November 2017, Castlewood (North Somerset Council office)

Attendees NG – Neil Gadd, Facilities, Security, Health & Safety Manager, North Somerset Community Partnership (NSCP) SP - Steven Penaluna, MetroWest Phase 1 officer, North Somerset Council	Apologies:
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No	Note	Action owner
1.	SP began by giving an overview of the scheme as a whole, explaining the consultation process, how to respond, and where to view the documentation.	
2.	SP explained the scheme's timetable, and highlighted the need to understand the operations of the NSCP at both Portishead and Pill to mitigate where possible any negative impacts through both construction and operation.	
3.	SP began by detailing the proposals around Portishead, with a particular focus on the works closest to the Practice, including: <ul style="list-style-type: none">• the highway changes to Quays Avenue and Phoenix Way;• the station location;• the location of the car parks and number of spaces;• the location of bus stops;• the provision of pedestrian crossings; and• the proposed service pattern.	
4.	SP discussed the proposed changes to parking in Portishead, highlighting the proposals for permanent restrictions on Quays Avenue and Phoenix Way; and restricted hours on Haven View. NG explained that the car park is shared with the Harbourside Family Practice and does not provide enough spaces for both visitors and staff, and they rely on the existing on street parking. SP explained that if parking restrictions are not introduced, station users will park on the roads and are likely to leave their vehicles there all day instead of using the allocated car park.	SP
5.	NG went into detail about who uses the Practice as: <ul style="list-style-type: none">• Community Nurse Teams (of approx. 30 people) attend the Practice before and after they carry out their home visits. Typically this means parking near the Practice between 8am – 10am and 2pm – 4pm.• Therapist and specialist treatment sessions – both the therapists/Drs/nurses and patients attend, sometimes as many as 8-9 clinics per day• Emergency vehicles and Community Transport also attend as and when required. At present all of these attract car drivers and put a strain on parking in the area.	SP
6.	NG stated that the NSCP is growing and offering more services, which would include extended hours, which would also put a strain on parking provision.	SP
7.	SP stated that initial discussions have been made with North Somerset Council's Parking Services Team regarding the possibility of providing discounted annual parking permits for staff to use the station car park. NG welcomed having use of the station car park, but also had some concerns about the details, specifically: <ul style="list-style-type: none">• Cost, particularly given their current financial pressures;• Number of permits made available. SP committed to raise these points with North Somerset Council's Parking Services Team as part of the consultation.	SP

No	Note	Action owner
8.	NG suggested short stay parking be an option, particularly if parking machines could offer a short amount of time of free parking. This in particular would assist the district nurses who only attend the Practice for short amounts of time per day. SP committed to raise these points with North Somerset Council's Parking Services Team as part of the consultation.	SP
9.	NG asked that integration between rail and other transport modes such as buses be considered to reduce dependency on car use as it may go some way to alleviating parking problems. SP stated that multi modal integration has been considered during the design and has helped determine the location of bus stops and walking and cycling routes.	
10.	NG raised concerns about when the parking restrictions would come into force as they could be introduced to aid construction in the area before the station car park is built. This would cause the NSCP operational issues and asked that temporary provision be looked into.	SP
11.	NG requested that the contractors work with the Practice at the time of construction to ensure their operations are affected as little as possible. Use of emergency vehicles was highlighted as a particular concern and that the emergency services would also need to be kept informed of any access changes.	SP
12.	NG raised concerns regarding an adjacent business who impose their own parking restrictions around the practice to accommodate abnormal loads. They stated that they place their own barriers and cones on the roads early in the morning to stop people parking, on average once a week. This can occur during the AM and PM peaks, and they manually stop traffic in both directions to manoeuvre the vehicles in and out which causes congestion issues. SP explained that because Haven View is an unadopted road the Council were unable to enforce or remove private restrictions. SP will discuss the issues raised with the North Somerset Council Highway's Team.	SP
13.	NG explained that the proposals in Pill would also affect the NSCP as the Pill Health Centre is adjacent to the Pill station proposals. NG advised that the building is currently used as a training base but this may change as there is an ongoing review of the estates and its future use is yet to be determined. However NG stated that should it continue to be used parking is already difficult and placing permanent restrictions in the area – particularly on Station Road and Heywood Road – would cause their visitors and staff issues. NG asked that any restrictions proposed for Heywood Road would still allow some parking to remain.	SP
14.	SP finished the meeting by advising NG that if he wished to respond in addition to the meeting note, contact details are on the website and the consultation leaflet, and that responses to issues raised during the consultation will be available in the consultation report in early 2018.	NG

Meeting Notes

MetroWest Phase 1 – Office of Rail and Road (ORR)

2 Rivergate, Bristol

27 November 2017

Attendees

Matthew McNeil (MM), ORR
Simon Smith (SS), ORR
James Willcock (JW), MetroWest Phase 1
Richard Matthews (RM), MetroWest Phase 1

1. Project Summary

RM and JW provided an overview of the MetroWest Phase 1 Project (The Project), including progress to date, current consultation period (which runs until 4 December 2017), and next milestones (as summarised in the attached table).

Milestone	Dates
DCO Formal Consultation (s42/s47)	23 October to 4 December 2017
Completion of Outline Business Case	Late 2017
Submission of Development Consent Order Application	Spring / Summer 2018
Receipt of DCO from Secretary of State – not in our control	Late 2019
Full Business Case Approval	Spring 2020
Start of Main Railway & Highway construction works	Spring 2020
Completion of all Railway & Highway works	Autumn 2021
Start of train services	Late 2021

The DCO process was explained, including our role as scheme promotor, which was one of the reasons we had asked for a meeting with the ORR, rather than Network Rail.

The Project is now for a maximum of one train per hour (or potentially every 45 minutes at peak time) versus the half-hourly service that has been previously proposed.

2. Level crossing near Trinity Primary School Footbridge

JM explained that there are currently several hundred movements per day at the path across the disused railway near Trinity Primary School.

MM said new level crossings must be assessed by a panel. His view (as the local inspector) was that it would be extremely unlikely that a pedestrian level crossing at this location would receive regulatory approval. Key reasons are the volume of usage and the age of the users (children) and its location in close proximity to a school.

The Project proposes to construct a ramped pedestrian / cyclist bridge at this location and stop up the existing permissive pedestrian crossing over the dis-used railway.

3. Bridleway at Royal Portbury Dock Road

SS queried if this was a rail crossing. It was confirmed that this was a bridleway crossing a road. ORR had no further comment to make.

The project is also proposing to retain the existing permissive pedestrian and cycle path under Royal Portbury Dock Road bridge alongside the railway with secure fencing. A similar arrangement is also proposed at the Marsh Lane bridge and M5 railway underbridge.

4. Barons Close (Ashton Containers) level crossing

The Project is seeking to extinguish the level crossing at Barons Close (Ashton Containers crossing), which is currently temporarily closed due to construction works in relation to the AVTM MetroBus Project. No data exists as to prior usage levels because the crossing has been closed for several years, but it is thought to be low (the level crossing connects industrial / business units to fields). A diversion route will be provided via Ashton Vale road and a public right of way that will be dedicated by The Project along the maintenance track that runs beneath and alongside the skew bridge, currently under construction by the MetroBus project.

SS queried if there was likely to be public opposition to the closure of the level crossing and what the plans are if the crossing cannot be closed. RM confirmed that substantial consultation had been undertaken by The Project team including with Cycle Forums, Local Access Forums, and with Public Rights of Way teams at North Somerset Council and Bristol City Council, as part of the current Stage 2 formal DCO consultation. SS stated that if the crossing is low use, and there is opposition to its closure, there may be potential to provide mitigation measures that would allow the crossing to remain open.

5. Ashton Vale Road (Ashton Junction) Level Crossing

RM / JW explained the proposals for the level crossing which will be retained as part of The Project. Modelling has shown that the impact of the new passenger trains on the operation of the level crossing would be mitigated through the provision of an extension to the left turn lane into the industrial estate from Winterstoke Road and optimised traffic signals that rebalance traffic flows to counteract the increased barrier down times.

In addition to these measures, a new shared-use ramp is proposed to connect Ashton Vale Road with the Ashton Road. This allows pedestrians and cyclists to use an alternative route to the level crossing. The ramp provides an option for local police to direct people to who are attending Ashton Gate Stadium and want to access the industrial estate, which is sometimes used for coach parking.

Network Rail produced a risk assessment which indicated only a small change in risk associated with the passenger train service when all the mitigation measures are also included. The Network Rail risk assessment was based on a scenario whereby freight movements occupy all the available freight paths. In practice these freight paths are used infrequently.

SS noted that further work (a Signaller Workload Assessment) would need to be done by Network Rail to ascertain whether the additional work required to safely operate the level crossing CCTV could be accommodated.

SS also queried whether work had been done to justify CCTV as the best method for managing this particular crossing.

SS suggested that a meeting be arranged with Network Rail to discuss the project proposals in more detail (including items below) and it was agreed that a meeting is arranged for January to include MM and SS from ORR.

ACTION: RM to arrange a meeting in January between ORR and Network Rail

Simon queried a note on the Ashton Vale Industrial Estate highway drawings that referred to a toucan crossing being installed across the carriageway in the immediate vicinity of the crossing as part of the separate MetroBus project near the level crossing.

ACTION: RM to query toucan proposals with MetroBus team / ch2m.

MM / SS expressed a view that it would preferable for the route of any pedestrian/cycle to avoid the immediate area of the level crossing as this would add additional safety issues. He explained particularly that any such proposed installation (which appeared from the drawing to traverse the carriageway 'within the vehicle stop lines') of the level crossing would require alteration to the Level Crossing Order and that would require ORR approval. A proposal whereby barriers are placed immediately at the bottom of ramp were discussed, as a means to ensure cyclists would be stopped from continuing straight on and would have to slow and adjust course to cross the road.

ACTION: Richard to review highways drawings to ensure pedestrian / cyclist movements do not elevate risks at the level crossing.

SS comment - Please note this is not a unilateral action – Network Rail is the duty holder for the risks arising at the level crossing and must be fully signed up to any proposals for alteration, and able to justify the same within the legal framework that encompasses their level crossing duties.

James Willcock
MetroWest Phase 1 Project Manager
West of England Councils MetroWest
3 Rivergate Temple Way
Bristol
BS1 6ER
United Kingdom

25th Oct 2017

Reference No: CS00020644404

Dear Sir/Madam,

Thank you for contacting Vodafone Customer Services.

In reference to your letter, I would request you to contact the Business Support Team on 03333040306 or email on business.support.uk@vodafone.com for any supplier queries.

I trust above information helps.

Regards
Balaji Shrinivasan
Vodafone Customer Services





Believe in better

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

24/11/2017

Dear Sir / Madam,

We have received your letter referenced MWP1/S42A

Please be advised that our plant enquiries office is

SKY UK Ltd,
NRSWA,
70 Buckingham Avenue,
Slough,
Berkshire,
SL1 4PN

Should you wish to submit your enquiries by email our address is NRSWA@sky.uk

Kind Regards,

Tabitha Harris,

NRSWA Administrator



Sky UK Limited, 70 Buckingham Avenue, Slough, SL1 4PN

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Response: Avon and Somerset Police – Prevention Officer

From: Katy Waterman [<mailto:Katy.Waterman@avonandsomerset.police.uk>]

Sent: 30 November 2017 13:54

To: Metro West

Subject: Designing out crime

Good afternoon

I am the crime prevention design advisor covering the North Somerset Area. I attended the exhibition at Long Ashton and have viewed the visualisations for Portishead and Pill stations and associated development on the website.

I am submitting the below questions and comments regarding what measures have been, or should be incorporated to ensure this development has given full consideration to crime and disorder in the design and layout. I am conscious time is short and may not receive any response but wanted to submit comments to be considered.

Visualisation Portishead Station

The car park directly outside the station allows vehicle and pedestrian access day and night with only short length of wall shown. No height restriction or barriers on the entrance to prevent misuse of the car park when the station is closed – will the car park be uncontrolled or a pay and display facility? Car parks should be lit when in use.

Has consideration been given to use of bollards/street furniture to prevent vehicle access onto large forecourt and pedestrian areas?

Vehicle access should be restricted at both ends of the cycle/footpath 'boulevard'

CCTV is mentioned but no details included. Will car parks, cycle parking and ticket machines be covered by cameras?

Station building with ticket office, waiting area, toilets and retail concession. The visualisations appear to show an open access platform with canopy above. Will the station building be locked out of hours to prevent potential misuse of this building and the facilities out of hours? Is the intention for the station building/ticket office to be manned? If all passengers had to enter via the station building then access could be restricted to the whole of the platform when it is locked at night.

Seating is proposed, none shown on visualisations. The design and locations should be carefully considered. Positioned not to create a climbing aid. Location should not encourage inappropriate loitering or gathering that could intimidate other users of the site.

Cycle parking – there are lots of new innovative police approved designs and products tested to sold secure standards, cycle lockers, cycle pods & safes Commuters with high value bicycles may be reluctant to leave them just locked to Sheffield stands. More secure provision should be offered with. Cyclists may feel more inclined to leave bicycles in a location that is covered with CCTV to deter and detect criminal activity. Any cycle provision should be located to allow good levels of natural surveillance.

New DfT Guidance to local authorities: Mitigating security vulnerabilities outside railway, bus and coach stations October 2017 – offers further guidance on cycle security.

Over bridge to School

this should be lit

Visualisation Pill Station

Cycle parking – re-oriented would allow greater natural surveillance over cycles in this shelter – consider more secure cycle security solutions as above.

The ramp is shown with barriers half way down. Will this affect the flow of pedestrians, how will wheelchairs and buggys navigate this? What are these barriers for? Would some measure at the top of the slope (and bottom) be more effective?

Ticket machine at top of stairs with barrier next to it could cause congestion.

Platform – under stairs should be completely blocked off – railings are shown but this will allow access all along to the end of the platform where it stops.

Car Park at the end of Monmouth Road.

The visualisation appears to show a gated entrance. Will this be locked at night to prevent nuisance vehicles using this facility at night? How will this facility operate? No height restriction barrier is shown to prevent unauthorised large vehicles accessing it.

A gate is shown onto track at this location. Is this intended as a crossing for vehicle users – potential desire line?

Underbridges

I am submitting these comments without having visited any of the underbridges - Users of the foot/cycle way should have enough room to pass without infringing personal space (cyclists, mobility scooters, buggies)

There should be clear lines of sight along its length to the exit and not have any hiding places. Landscaping/planting either side should be well maintained to allow good lines of sight.

The motor way underbridge is longer, it is lit to enable users to see who is along its length?

If you require clarification of any of the above please contact me

Katy Waterman

Crime Prevention Design Advisor

North Somerset Police Centre

Weston Gateway Business Park

Filers Way

Weston-super-Mare

BS24 7JP

MetroWest Phase 1 (MW1)

Trinity Anglican Methodist School meeting notes

10:00, 21st November 2017, Trinity Anglican Methodist School, Portishead

Attendees TS – Brian Hunt, Avril Steel, Trinity School SP - Steven Penaluna, MetroWest Phase 1 officer, North Somerset Council	Apologies:
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No	Note	Action owner
1.	SP began by giving an overview of the scheme as a whole, explaining the consultation process, how to respond, and where to view the documentation.	
2.	SP stated that all previous liaisons with the school had mainly been with the former headmistress Karen Sancto, and that meeting notes had been made which could be shared with TS if they wished. SP explained his understanding of the school's position with the regards to the scheme elements (in particular the footbridge proposals). TS stated that their position had not changed now Karen Sancto had left.	
3.	SP detailed the proposals around Portishead, with a particular focus on the works closest to the school, including: <ul style="list-style-type: none">• the footbridge adjacent to the school;• the highway changes to Quays Avenue and Phoenix Way;• the station location;• the location of the car parks and number of spaces;• the location of bus stops;• the provision of pedestrian crossings; and• the proposed service pattern.	
4.	TS reaffirmed their support for the nearby footbridge to replace the existing foot crossing over the railway which it was explained would need to be closed in order to operate train services. TS asked the project to consider: <ul style="list-style-type: none">• additional screening of the school from the bridge through planting or similar, particularly at the north eastern corner where users would exit the bridge close to the school's gate (which is not their main entrance and only used occasionally);• adequate lighting on the footpaths to the north and south of the bridge as it can get very dark in the area;• anti-skateboarding measures on the bridge.	SP
5.	SP discussed the proposed changes to parking, highlighting the proposals for permanent restrictions on Quays Avenue and Phoenix Way and restricted hours on some of the residential streets in The Vale and Village Quarter. It was explained that this is to deter commuters from parking on residential streets and encourage drivers to use the station car park, and was based partly on feedback from residents during the first stage of consultation. TS asked to have a map of the proposed parking measures, particularly given the proximity of the school to some of them (Tansy Lane in particular). TS discussed the limited parking in the area, and questioned how resident's cars would be identified given that residents would also be affected by the limited parking times. TS have observed that a number of houses have multiple vehicle ownership but room for only one on their drives so are forced to park on the road. TS would ask that the project consider these concerns from local residents and look into solutions, including a resident parking permit scheme. SP advised that this issue forms part of the consultation and all views will be considered before any decisions are made.	SP

No	Note	Action owner
6.	SP explained the possible construction timetable, and highlighted the importance of safety to the school children during this period. It was agreed that an ongoing dialogue between the project and the school regarding the construction would happen.	TS / SP
7.	TS would like to involve the children in the project where possible. SP explained that there are many different elements to the project that the children could become involved with and that the project team were happy to have further discussions regarding this. SP asked that TS take a look over the consultation materials, particularly the environmental work (PEIR) so they have a better understanding of the various workstream elements to see if they could be involved in anything. Further discussion can then be had.	TS / SP
8.	TS stated that the project would be discussed at the next Governor's meeting on the 28 th Nov 2017 and requested that a copy of the meeting notes be sent before then to aid discussion.	SP
9.	SP finished the meeting by advising TS that if they wished to respond in addition to the meeting note, contact details are on the website and the consultation leaflet, and that responses to issues raised during the consultation will be available in the consultation report in early 2018.	TS

Steven Penaluna

Subject: RE: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

From: NIBLETT, Robert [mailto:Robert.NIBLETT@gloucestershire.gov.uk]

Sent: Wednesday, January 17, 2018 12:02 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: RE: Portishead branch line (MetroWest Phase 1) section 42 consultation notification

Hello Steve

Thank you for consulting Gloucestershire County Council (GCC) on this matter. My apologies for not responding to the original communication.

The proposal to reopen the Portishead branch line does not directly impact on Gloucestershire. However, the proposals set out in MetroWest Phases 1 & 2 are supported for the benefits they will bring across the wider Bristol area and beyond including Gloucestershire. These include reducing the dependence on cars, improving air quality and increasing public transport options. As you are probably aware GCC is working with South Gloucestershire Council to extend services beyond Yate to Gloucester as part of the MW phase 2 scheme.

If you require any further information from GCC please do not hesitate to contact me.

Thank you

Rob Niblett
Planning Officer

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This email and any attachments are believed to be free from viruses but it is your responsibility to carry out all necessary virus checks and Gloucestershire County Council accepts no liability in connection therewith.

Subject: FW: Formal Response of British Horse Society to latest Metrowest consultations

----- Forwarded message -----

From: "Barbara Bennett" <barbara.bennett4@gmail.com>

Date: 1 Dec 2017 11:21

Subject: Formal Response of British Horse Society to latest Metrowest consultations

To: <metrowest@westofengland.org.uk>

Cc: "Julie Main" <jcacmain@gmail.com>, "Julie Garbutt" <julie.garbutt@bhs.org.uk>

Dear Sirs,

I give below the response of the British Horse Society to the revised Metrowest plans for the Portishead branch line.

1. We understand that the permissive bridleway opposite Sheepway Gate Farm will be temporarily diverted during the works. We would ask you to make sure that 'hatching' will be marked in front of the gate to stop motorists from blocking horse access.
2. We ask that a proper light controlled crossing be installed at the Royal Portbury Dock Road as horses will no longer be able to pass beneath the railway tunnels, meaning they (and other vulnerable users) will be obliged to cross this very busy road. We are aware that you did some research on this, but this was carried out mid-week in one of the wettest Februaries on record, so a representative sample of use was not achieved.
- 3.. We ask that on the sections where the bridleway passes right alongside the railway tracks (principally on the sections alongside the docks car parks and various industrial buildings), there will be high, non-see-through fencing so as to minimise the risk of horses panicking along this very narrow section.
4. We understand that there will be temporary closure and diversion of the bridleway between Marsh Lane and Pill while works are carried out, although the final route will be wider than before.
5. We are very pleased to see that the bridleway into Pill is to be extended around the base of the M5 motorway bridge. This means that this, the only route into Pill for horse riders from this direction, is now preserved. We would like also to see high sides on the Marsh Lane bridge from a safety point of view.
6. We understand that it is not possible to make the Avon Road underbridge higher, so would be pleased if mounting blocks for riders could be placed at either end. At present, the route is usable on a smaller horse, but riders of larger horses need to dismount. Mounting blocks at either end will make this easier and safer.
7. North Somerset Council Rights of Way teams also asked that the bridleway surface to the east of Marsh Lane be improved when it is reopened as it is currently in a very poor condition.

Thank you again for the opportunity to comment, and we look forward to seeing the next stage of proposals.

Yours faithfully,

Barbara Bennett
BHS Access Officer for North Somerset
01275 842313



PLACE DIRECTORATE Transport

MINUTES

Meeting	Date	Time	Location
Cycle Forum	Thursday 21 Sept 2017	6.30 - 8pm	City Hall, College Green, Bristol
Attendees			
Hannah Taylor (Bristol Cycle Festival), Richard Thomas, Tamsin Harcourt, Kate Cooke, Cllr Charlie Bolton, Sam Kirby (BCC), Tom Southerby (BCC), Jennifer Devereux (N Som CC), Cllr Eleanor Combley, Andy Varney, Andrew Gough, Mark Brough, Terry Miller, Cllr Chris Jackson, Cllr Tom Brook			
Apologies			
Councillor Christopher Jackson, Philip Wright (BCC), Councillor Asher Craig			

Agenda Items:

1. MetroWest Phase 1 scheme - Jennifer Devereux, North Somerset Council
2. Cycling infrastructure project's update – Sam Kirby, Bristol City Council
3. Issue about cyclists use of the Bristol to Bath path - Women Cyclists of Bristol
4. AOB

Agenda Item	Discussion Points / Outcomes & Actions	Action
1.	Welcome and Apologies: Introductions and apologies given.	
2.	MetroWest Phase 1 scheme: <ul style="list-style-type: none"> - Presentation of slides - available online – https://drive.google.com/drive/u/1/folders/0B5UZhdCEQkJoUXFkdWk4c2JLSzA - JD went through an overview of the scheme and timescales. - Ashton Vale Industrial Estate - JD set out the proposed temporary diversions that would take place to facilitate the construction of: <ol style="list-style-type: none"> 1. a new pedestrian / cyclist ramp between Ashton Vale Road and the A370 2. an extended left turn land from Winterstoke Road into the industrial estate - It was raised if we had any consultation with Ashton Park school as Winterstoke Road is a key walking and cycling route. JD explained that the project team hadn't but would add them to the engagement list. - Ashton Vale Industrial Estate – JD set out that there would be permanent changes, including a new pedestrian / cyclist ramp linking 	JD

Agenda Item	Discussion Points / Outcomes & Actions	Action
	<p>Ashton Vale Road to the A370, a new PROW route connecting the Ashton Vale Road to Baron's Close level crossing site and the permanent closure of the level crossing at Baron's Close.</p> <ul style="list-style-type: none"> - Tow Path – JD set out the proposed temporary closure of the tow path for a few days or hours at a time to allow NR to safely access / work on their structures. The temporary diversions included the route via NCN33 / NCN334 / Forestry Commission track and cycle path. - It was raised if anything could be done to improve NCN334 when it is used as a diversion during construction. Currently it can get very muddy. JD agreed to take this back and discuss it with relevant North Somerset Council Highways and Transport colleagues. - There were also concerns about children and families using the diversion route. It was explained that this was the only alternative and MetroWest would make sure there was plenty of publicity well in advance of closures of NCN41, so people were aware. - There was a question about how many closures there would be of the tow path. JD explained that we would not be able to give more detail until the design was complete. This would also be hard to define until the contractor was in place. - NCN 26 – JD explained the proposals for the temporary closure of limited sections of NCN26 to the west of Pill and the proposed diversion routes. JD also highlighted that the proposals were for permanent improvements to the NCN26 by widening the paths beneath several bridges and providing an improved crossing at Royal Portbury Dock Rd and a planned extension to the Bridleway beneath the M5 overbridge. - It was raised that some of the cycle surface needed maintaining on NCN26 and could the project address this. JD to discuss with relevant North Somerset Council Highways and Transport colleagues. - Post meeting note- NCN26 will be restored between Marsh Land and the M5 overbridge where it is used as a haul road. - JD to circulate presentation to the cycle forum. - A question was asked if Pill and Portishead Station would have step free access. JD explained there would be step free access to the platforms at both stations. - A question was asked about bicycle provision on trains. JD said it was expected that this would be similar to provision on other routes. - It was raised if we had taken into account users conflicts when directing the PROW up the AVTM maintenance path. JD explained that the AVTM Metrobus team had designed it as a shared use path and their proposal was approved. - Comments can be provided to Richard.matthews@n-somerset.gov.uk - Formal comments can be given on our proposals through our S42 consultation running from the 23rd October- 4th December. 	
3.	<p>Cycling infrastructure project's:</p> <ul style="list-style-type: none"> - Update on current schemes which are available via travelwest.info/CAF 	SK

Agenda Item	Discussion Points / Outcomes & Actions	Action
	<ul style="list-style-type: none"> - Timeline is also available via a link on Bristol City Council cycle forum page - Cycle Forum comments included: <ul style="list-style-type: none"> - Would prefer coloured routes to differentiate between walking and cycling paths. - “Current cycle infrastructure designs are bewildering! Is there a cycle infrastructure style guide to help provide a consistent standard of design?” <p>Update 16/10/17 - Cllr Tom Brook / Cllr Chris Jackson have clarified the situation regarding colour coding, etc. with the cabinet member (Mhairi Threlfall) and say there will be such a guide in the near future, and it will incorporate colour coding and the other key points attendees raised.</p> <ul style="list-style-type: none"> - Would like a MetroWest for cycling – i.e. MetroCycle – i.e. a cohesive design and network - Cycle Forum requesting insight into who to speak to to make this happen 	
4.	<p>Issue about cyclists use of the Bristol to Bath path</p> <ul style="list-style-type: none"> - Vicky Morris spoke about the concerns of the BBRP – i.e. lack of cohesion of path users resulting in conflict, not wide enough in some places, speeding - “Are there any plans to widen?” - UPDATE 16/10/17 – Ian Townsend wanted to flag this study which is part of project he’s working on, which is seeking to address some of the issues that were raised. http://www.urban-id.co.uk/case-studies/bristol-bath-railway-path 	ALL
5.	<p>AOB</p> <ul style="list-style-type: none"> - Kate Cooke spoke about the tone of road signs being anti-cyclist – gave examples at Cattle Market Road, Hartcliffe Way “Cyclists Dismount’ – suggest a softer more encouraging tone to avoid this conflict - Kate also raised the issue of barriers on walking and cycling routes e.g. Victoria Park and Whitchurch Way and asked the question of why BCC have not had a consistent approach to barriers - Also, congratulations to Bristol Cycle Festival – Sept 2017 for running a successful two week event mainly run by women and aimed at encouraging more people to cycle through a wide range of events - Chocolate Path / Cumberland – Will the cycle lane reopen after MetroBus work? - Where can people submit future infrastructure plans? – i.e. Whitchurch Way 	SK

North Somerset
CYCLE
F O R U M

Minutes of Meeting	Actions
<p>1. Apologies</p> <p>Martin Thomas, Lyn Thomas – In2Gear / In2biking Terry Miller – Bristol Cycling Campaign, Cycling UK Mark Gentle Jonathan Flower</p> <p>2. Welcome & Introductions</p> <p>AR welcomed everyone to the meeting and invited everyone including new attendees and representatives to introduce themselves.</p> <p>Attendees</p> <p>Dave Spencer Kevin Daniels Jonathan Edwards –Yatton Parish Council Simon Talbot-Ponsonby – Abbots Leigh Parish Council William Keogh Peter Bailey – Cycling UK Adrian Read – Chair Cycle Forum Cllr James Tonkin - North Somerset Council / Local Access Forum Andrew Gough – Bristol Cycling Campaign Angela Neil David Neil Frankie Mann - North Somerset Council Ben Searle - North Somerset Council Rupert Crosbee – Sustrans</p> <p>3. Notes of previous meeting (16th March 2017)</p> <p>Actions & matters arising <u>not</u> included in main agenda</p> <p>Ashton (Dovecote) Inn – update on signage - The Inn has not responded to requests to confirm boundary so NSC will install signs as per its Highway records. Similar signs have been agreed with BCC with respect to Ashton Ct car park exit close by and will be installed too.</p> <p>Missing Festival Way section Luke warm support from BCC due to lack of resources and funding. Initiative rests with Sustrans to progress as opportunities permit. BS to provide counter data to RC.</p> <p>Active Travel Strategy Following a successful bid the four West of England authorities have been granted a total of £80K worth of support, plus a longer term programme of further technical support by</p>	<p style="text-align: center;">BS</p> <p style="text-align: center;">RC/BS</p> <p style="text-align: center;">BS</p>

the DFT to develop its LCWIP (Local Cycling and Walking Infrastructure Plans). The LCWIP process uses a prescribed methodology to help identify where the greatest increases in cycling and walking can be achieved. One key tool which will be used is the Propensity to Cycle tool, based on 2011 Census data (<http://pct.bike/>). NSC will now draw on this support to complete its Cycling and Walking Strategies by Spring 2018.

NCN 33 – litter bins around Hutton Moor section

Issue of rubbish on path in this area. No further info available at meeting. Howard Sayer was to approach McDonalds and Weston Town Council for support.

HS

4. MetroWest 1 Phase 2 Consultation and changes to local cycle routes – Richard Matthews

RM from the MetroWest Phase 1 team provided a presentation on the scheme, summarising progress to date and the forward programme before detailing specific issues that will impact cyclists.

A final Development Consent Order was submitted to the Planning Inspectorate in spring / summer 2018 and as scheme promoter, NSC is now required to undertake the Stage 2 consultation on the project. The project includes changes to local access, a new cycling and walking boulevard and a new foot/cycle bridge in Portishead, a new ramp up to the Cumberland Basin bridge as well as temporary diversions to NCN26 (Portbury Bridleway) and ad-hoc diversions to NCN41 (the Pill Path / River Avon Trail). Any member of the public is welcome to complete a consultation questionnaire / submit comments and the Forum will make a submission.

David Neal made various proposals regarding extending and improving existing provision for cyclists between Portishead and Bristol but RM said these were outside of the project scope and funding was already considerably overstretched.

A consultation document is available at local libraries (see link for which) and online at <https://travelwest.info/projects/metrowest>

The consultation deadline is the 4th Dec.

All / AR

The presentation is saved at www.n-somerset.gov/cycleforum in pdf format.

5. Route updates

The Brean Down Way

Initial counter data shows encouragingly high levels of use. Some changes have had to be made to the Walborough Reserve kissing gates to prevent motorcycle access / prevent cattle getting entering them. RADAR key operated locks provide alternative access for disabled people, bypassing the kissing gate.

Uphill Road North

Negotiations are still ongoing with the landowner but it is hoped that planning permission will be applied for this very soon with the work still anticipated to be completed in 2018.

Tutshill Sluice (Weston – Clevedon)

NSC has held very positive talks with DEFRA who are keen to use EU sourced funding to provide a new dedicated bridge on the former railway alignment. This will provide benefits to both cyclists and pedestrians compared to previous budget driven proposals. NSC is now actively working with the landowners and carrying out further preliminary

work to help ensure the funder's tight deadlines are met as all work needs to be completed by 2019.

Strawberry Line

The Bristol Water works around Shute Shelve Tunnel have been delayed due to the bat hibernation season. Work will not now be completed until Spring. Planned improvements to lighting have been objected to by Natural England as it would have an adverse effect on the bats. KD and others said how no lighting has been previously very off-putting to some cyclists and some have fallen off. Alternative lighting plans are being submitted to NE by NSC's PROW team. Apparently the same lighting as the Two Tunnels route cannot be used as these are a different bat species.

Tyntesfield

The NT have raised an order with their contractor to make surface and drainage improvements to the PROW from the south of the estate to the Festival Way. To date work has not commenced due to weather and programming issues. The NT and BS have been chasing the contractor. The NT have informed BS that creating a cycle link across the estate is one of the projects under consideration for the 2019/20 financial year, but no promises are being made at present.

BS

SBL – Festival Way link

Awaiting new gates from manufacturer which will improve access at Festival Way end. Signing has still not been completed – BS to chase.

BS

6. Nailsea to Clevedon via North Drove

The JSP (Joint Spatial Plan) has been approved which allocates areas in North Somerset (and WofE) for future housing allocations. This could lead to 3300 new houses on the west side of Nailsea. Now its partner JTS (Joint Transport Strategy) is being further developed with the next significant consultation taking place summer 2018. The Nailsea – Clevedon corridor is now the subject of further study. BS has been assured by those working on the project that cycling will be fully considered and any new infrastructure would incorporate a cycle route between the two towns. Cllr James Tonkin requested that Nailsea Town Council's request for this had been minuted. For further info see www.jointplanningwofe.org.uk

Post meeting note: Regarding the North Drove proposal a route feasibility study is needed. NSC can provide match funding (up to £2,500) towards this if NTC can also fund?

JT/FM

7. Winter treatment of cycle paths

Kevin Daniels made a presentation 'Encouraging more cycling – evidence based supporting information' highlighting the causes of injury to cyclists and the fact that falling on ice in a non-collision accident is the second most common cause. In absolute figures almost as many cyclists as motorists were admitted to hospital in North Somerset between 2007 and 2017. This begs the question is the best action being taken to reduce risks to cyclists and is more evidence needed to support actions that could address this and decision makers? The point was also made that the perception by the public is therefore that cycling is 'dangerous' and people being are put off cycling. Kevin is continuing this work but all are welcome to contribute ideas or help with further research – eg. Making meaningful analysis of differing data sets.

The presentation is saved at www.n-somerset.gov/cycleforum in pdf format.

Post meeting notes:

Replies by Kevin to questions raised

Q1 How many 'slipping on leaves' incidents were there in the survey?

Answer: 20 or 1.97 %

The source for this can be found at <https://icycleweather.wixsite.com/iceandcycling/5-2-supporting-docs-to-ref-5-2-1-1> under section 3 - Life Cycle Update of Interim findings.

Q2 What comparative data is there to other better known causes of incidents eg mobile phone use

In order to provide this data it is necessary to access two different data sources:

a) STATS 19 - the statistics collected by the police when they attend an incident.

b) HES data - the statistics collected by hospitals.

These two data sources are not directly comparable so care must be taken when passing on this information. But that should not prevent the information being publicised in a controlled way especially as the implications are important.

From the data it is clear that headline figures of accidents caused by mobile phone usage (97) are significantly less than those caused to cyclists by slipping on ice (1776). For more significant causes such as exceeding the speed limit the comparative position is not so clear. However I believe that, even in these cases the precise numbers are not as important as the picture that emerges.

Jonathan Flower has suggested it could form an MSc Transport Planning research project at UWE which he would be happy to put forward.

KD / JF

Winter weather – salt gritting of cycle paths – updates from previous meeting:

Phil Bush is now supplying NS road temperature sensor data for three locations to Vaisala, who publish this data at www.trafficweather.info (for a one year free trial). While not on dedicated cycle routes these should provide a much better indication of actual road and path surface temperatures and whether ice may be present than general weather forecasts which do not predict this (and which can be markedly different). Cyclists are advised to check this data before setting out on winter days. Kevin has been speaking to HE regarding Avonmouth Bridge data (which they've agreed to share) which it is hoped can also be made available online.

Provision of grit bins was previously discussed but due to budgetary and general resource concerns these are no longer provided, even if funding is offered by parish councils.

Automatic ice warning signs have also been previously discussed but a viable sign has not yet been sourced.

8. Cycle Parking Audits

BS is organising an audit of public cycle parking in North Somerset with the aim to secure funding to meet needs. There is some existing funding that can be used too. If you have any suggestions please provide BS with the exact location, number of existing racks (if applicable), estimated number of racks needed, justification (eg. bikes locked to

BS

lampposts and railings, known crime hot spot, anecdotal knowledge) and any issues that may arise (eg. conservation area). Photos may help too.

9. AOB

Bike security marking The Travelwest team will be security marking cycles in January – at Nailsea Station (16th), Worle (17th) and Weston-super-Mare Stn (18th) - all 3-6pm.

Cycle parking at the Italian Gardens, WsM This has been requested by Cllr James Tonkin on behalf of Katie Orchel – NSC Sustainable Travel Team will liaise with John Flanagan to provide this.

Bells and consideration of pedestrians Cllr Jolley asked that ideas to help cyclists consider using bells and giving polite warning of approach to pedestrians be discussed. Initial suggestions include awareness through cycle training sessions and NSC Tweets. Further ideas welcome at the next meeting.

Post meeting notes:

Safer Roads Fund A DfT study identified the A371 as one of the top 50 most dangerous roads in the country (all road users). As part of an associated DfT risk based research project NSC has applied for funding to continue the shared-use path towards Banwell.

Driverless cars trials As part of Jonathan Flower's work at UWE he has been designing and coordinating driverless car trials as part of the [VENTURER](#) project. They will be looking at how autonomous vehicles interact with cyclists and pedestrians, and will require volunteers. On road and simulator trials will be taking place at the University of the West of England (Frenchay Campus, Bristol) from 22 January to 16 February 2018.

The trials are open to new participants who have not been involved in Trial 1 ("hand over") or Trial 2 ("rating trust in the autonomous vehicle's driving"). In order to be considered, you will need to be 18 or over and meet one of the following criteria:

1. Hold a full driving licence for passenger cars or larger vehicles, or
2. Are a regular cyclist and could come to the trials by or with your bike, or
3. Regularly walk for local journeys and could come to the trials on foot or by public transport.

If you meet one of these criteria, are interested and available, please contact jonathan.flower@uwe.ac.uk indicating which categories you fall into (driver, cyclist or pedestrian).

Quiet Lanes (<http://www.cpre.org.uk/resources/transport/roads/item/1867-cpres-guide-to-quiet-lanes>) Jonathan Flower has been promoting this and advises 7 Parish/Town Councils in NS are fully on board and have discussed the idea and proposed lanes in their areas that they feel are suitable to become part of a NS Quiet Lane network, others are keeping a 'watching brief' or are still discussing it, and a couple have decided not to nominate any lanes at this time; if you remember this come out of Yatton's Neighbourhood Development Planning process; as a next step we have written to David Bailey at North Somerset Council about our progress and have asked him for a meeting to discuss how to take things further; at a later stage we will want to broaden the net and engage different user groups (including cycling, walking and equestrian).

Date/s and venue/s of next meetings	
TUES 13th March 2018 – 6pm to 8pm, Castlewood, Clevedon, BS21 6FW. We intend to focus the meeting on ‘Engagement’ – with schools, employers, through cycle training etc.	

Steven Penaluna

Subject: RE: Portishead branch line (Metro West Phase 1) consultation notification

From: Broad, Peter [mailto:Peter.Broad@btp.pnn.police.uk]

Sent: Thursday, February 01, 2018 11:44 AM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: RE: Portishead branch line (Metro West Phase 1) consultation notification

Good Morning Steve Apologies for not noting previous request. I have nothing to add to the consultation progress and will link in with Network rail as the scheme progresses on station design and line side protection such as fencing.

Regards Peter

Peter Broad
Ymgynghorwr Lleihau Troseddau
Crime Reduction Advisor

Heddlu Trafnidiaeth Prydeinig, Adran 'C', Is-adran Cymru, 3 Sgŵar Callaghan, Caerdydd CF10 5BT
British Transport Police, 'C' Division, Wales Sub-Division, 3 Callaghan Square, Cardiff CF10 5BT
ffôn swyddfa/office 029 20525312
ffôn mewnnol/internal 5525312
ffôn/phone 07825 933819
email peter.broad@btp.pnn.police.uk
www.btp.police.uk

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[🔒🔒]

Steven Penaluna

Subject: RE: Portishead branch line (Metro West Phase 1) consultation notification

From: Taylor, Shawn [mailto:shawn.taylor@btp.pnn.police.uk]

Sent: Thursday, February 01, 2018 3:20 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>; Broad, Peter <Peter.Broad@btp.pnn.police.uk>

Cc: McKechnie, Scott <scott.mckechnie@btp.pnn.police.uk>

Subject: RE: Portishead branch line (Metro West Phase 1) consultation notification

Steven,

No representations from me either. Sorry I didn't respond previously.

Thanks

Shawn

Shawn Taylor
Inspector, Officer in Charge
Bristol Temple Meads

British Transport Police
Temple Meads Railway Station
Bristol
BS1 6QF

Ph 0117 305 4002
Mob 07825 072587
Int 705 4002
Email: shawn.taylor@btp.pnn.police.uk
www.btp.police.uk

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Steven Penaluna

Subject: FW: Sustrans S42 RESPONSE

From: Rupert Crosbee [<mailto:Rupert.Crosbee@sustrans.org.uk>]
Sent: Thursday, November 30, 2017 4:07 PM
To: Richard Matthews <Richard.Matthews@n-somerset.gov.uk>
Cc: Alistair Millington <alistair.millington@sustrans.org.uk>
Subject: RE: Metrowest consultation

Good afternoon Richard
Thank you for taking the time to brief me on the project.

You will of course also need to deal separately with the legal interest Sustrans has from Network Rail over part of the track.

In general Sustrans strongly supports Metrowest as an alternative to the private car, and regrets that funding issues are reducing the ambition of the scheme. We are concerned that the less frequent service now proposed will not be sufficient to attract as many commuters as it potentially could if half-hourly or better.

In regard to cycling issues:

Temporary diversion adjacent to compound, Sheepway

Ensure access for cycles maintained by laying sealed surface on diversion

Diversion of bridleway and permissive path NCN26

Consider optimum route to minimise conflict with site and other motor traffic. Possible route via pedestrian / cycle bridge over M5 at Portbury and following Avon Cycle Way.

We welcome the confirmation that the route will continue to pass under the M5, Marsh Lane and Royal Portbury Dock Road alongside the railway and ask you to ensure that space for the path is maximised subject to ORR requirements.

Avon towpath

Exploit any opportunity to improve the drainage and surface of the towpath, for instance by retaining any imported stone brought in for access by Network Rail vehicles.

Ensure advance warning of temporary closures signed well in advance of closure point.

Railway between Sheepway and Portishead

Consider the possibility of creating a route for walking and cycling alongside the railway between Sheepway and Portishead for a more direct and traffic free link into the town.

I know that these issues will be taken into account.

Regards

Rupert

Rupert Crosbee
Network Development Manager
DL: 0117 915 0228
M: 07825 050884
Usual working days: Tuesday to Thursday



Sustrans is the charity making it easier for people to walk and cycle. We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. <http://www.sustrans.org.uk/>

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<http://www.sustrans.org.uk/mymile>

Steven Penaluna

Subject: RE: Portishead Branch Line (MetroWest Phase 1)

From: Penny Scotcher [<mailto:Penny.Scotcher@firstgroup.com>]

Sent: 14 February 2018 12:11

To: Metro West

Subject: Portishead Branch Line (MetroWest Phase 1)

Your Ref: MWP1/S42FOL

Thank you for your letter of 7 February. We are in support of MetroWest works and have no further comments to make.

With kind regards

Penny Scotcher

PA to the Directors of First West of England

First  **Bus**



0117 3736466 or 07989 424282



penny.scotcher@firstgroup.com



First West of England Ltd
Enterprise House, Easton Road Bristol, BS5 0DZ
Registered in England & Wales No. 00025088

Steven Penaluna

Subject: FW: NS Disability Access Group

From: Anthony Rylands

Sent: Friday, January 12, 2018 12:36 PM

To: Steven Penaluna <Steven.Penaluna@n-somerset.gov.uk>

Subject: RE: NS Disability Access Group

Steve,

Apologies, yes I did raise it and they broadly had nothing to add over and above their previous comments on the initial scheme except to say that they were concerned to ensure that rolling stock was provided that matched the line's infrastructure accessibility.

They would like to be kept up to date and more directly involved in the development of the scheme so that they have a chance to review designs and any changes.

Regards,

Anthony Rylands

Access Officer for Disabled People

Corporate Services

North Somerset Council

Tel: 01934 634989 or 07917 092785

E-Mail: Anthony.Rylands@n-somerset.gov.uk

Post: Town Hall, Walliscote Grove Road, Weston-super-Mare, BS23 1UJ

Web: www.n-somerset.gov.uk

Equality design guidance: <https://theaccessofficer.n-somerset.gov.uk/>

Design standards that are not just about disability

Ashton Park School - Bower Ashton (questionnaire response)

Assistant Headteacher

davidcoates@ashtonpark.net

28 Nov 2017 08:22:20

Main concerns : Safety of students

Although safety of our students is paramount the scheme is well thought out and the traffic network takes into account the ways our students will get to school safely. The school therefore wholeheartedly supports the scheme and its environmental, social and economic benefits to the area.

Pedestrian and cycle access to the school will be enhanced through the pedestrian and cycle ramp making it safer for the students. Fully support the environmental aspect of the project in getting more cars off the road.

The school valued the opportunity to comment - information to the school, pupils and parents will be much valued once the scheme is underway.

Support the proposals

MetroWest Phase 1 (MW1)

Harbourside Family Practice meeting notes

13:30, 14th November 2017, Harbourside Family Practice, Portishead

Attendees HFP – Kyla Dawe (Practice Manager), Dr Tina Chan, and Dr Rhian Johns, Harbourside Family Practice RM – Richard Matthews, MetroWest Phase 1 officer, North Somerset Council SP - Steven Penaluna, MetroWest Phase 1 officer, North Somerset Council	Apologies:
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No	Note	Action owner
1.	SP began by giving an overview of the scheme as a whole, explaining the consultation process, how to respond, and where to view the documentation.	
2.	RM detailed the proposals around Portishead, with a particular focus on the works closest to the Practice, including: <ul style="list-style-type: none">the highway changes to Quays Avenue and Phoenix Way;the station location;the location of the car parks and number of spaces;the location of bus stops;the provision of pedestrian crossings; andthe proposed service pattern.	
3.	SP explained the possible construction timetable, and highlighted the need to understand the operations of the Practice to mitigate where possible any negative impacts through both construction and operation.	
4.	RM discussed the proposed changes to parking, highlighting the proposals for permanent restrictions on Quays Avenue and restricted hours on Haven View. HFP stated that although the Practice has a car park, staff mainly park on Haven View or Quays Avenue and leave as much of their car park free as possible for visitors. However visitor parking often spills out onto the adjacent roads as well. RM explained that if parking restrictions are not introduced, station users will park on the roads and are likely to leave their vehicles there all day instead of using the allocated car park. RM stated that initial discussions have been made with North Somerset Council's Parking Services Team regarding the possibility of providing discounted annual parking permits for staff to use the station car park. HFP welcomed having use of the station car park, but also had some concerns about the details, specifically: <ul style="list-style-type: none">Cost, particularly given their current financial pressures;Number of permits made available, with a preference for at least 20 plus 10 for North Somerset Council Community Partnership staff that operate from the same building;Length of time permits would be made available and their annual cost, with concerns that the cost could rise annually or be withdrawn altogether and asked for a commitment of 3 years minimum, preferably 5; andParking for duty staff – there is usually at least 1 duty nurse that needs to have access to a vehicle at short notice. Ideally HFP would have 1-3 spaces allocated for duty nurses or doctors as close to the building as possible and the station car parks may be too far (particularly as they are over the road). HFP would have a preference for permanent or allocated parking in the station car park rather than permits but would welcome discussion pending further details. RM stated that the Parking Services Team did not support the idea of dedicated parking spaces in previous conversations, but committed to raise these points with North Somerset Council's Parking Services Team.	RM

No	Note	Action owner
5.	<p>HFP detailed the following hours of operation and highlighted concerns about how the operation and construction periods may affect these:</p> <ul style="list-style-type: none"> the peak time for patients arriving is normally around 8am on weekdays; there is a high turnover of staff during the day, with staff going on visits at all times and shift changeovers. Therefore HFP would be concerned with a set number of permits only given the number of staff; and the Practice is open at weekends as well as weekdays so require the same operations 7 days a week. <p>HFP suggested short stay parking be an option. RM will discuss with North Somerset Council's Parking Services Team.</p>	RM
6.	<p>HFP raised concerns about the construction period, specifically:</p> <ul style="list-style-type: none"> emergency vehicles regularly attend the Practice and Haven View Lodge (adjacent) and would need access at all times; the on-call doctor needs access at all times; some patients have mobility issues and require vehicles to collect them and drop them off; and other vehicles require regular access including supplies and maintenance vehicles. 	SP
7.	<p>HFP requested that the contractors work with the Practice at the time of construction to ensure their operations are affected as little as possible. Use of emergency vehicles was highlighted as a particular concern and that the emergency services would also need to be kept informed of any access changes.</p>	SP
8.	<p>HFP advised that they are not the only tenants of the shared building and that North Somerset Community Partnership should be spoken to separately, as they have daily clinics, community visits and shift changes at lunchtime.</p>	SP
9.	<p>HFP raised concerns regarding an adjacent business who impose their own parking restrictions around the practice to accommodate abnormal loads. They stated that they place their own barriers and cones on the roads early in the morning to stop people parking, on average once a week. This can occur during the AM and PM peaks, and they manually stop traffic in both directions to manoeuvre the vehicles in and out which causes congestion issues. RM explained that because Haven View is an unadopted road the Council were unable to enforce or remove private restrictions. RM will discuss the issues raised with the North Somerset Council Highway's Team.</p>	RM
10.	<p>SP finished the meeting by advising HFP that if he wished to respond in addition to the meeting note, contact details are on the website and the consultation leaflet, and that responses to issues raised during the consultation will be available in the consultation report in early 2018.</p>	HFP



Department for Transport

Accessibility Action Plan Consultation Workshop

The objective of this workshop is to provide an opportunity for attendees to have their say on how the transport system can be made more accessible, and to share their own experiences and views.

This will be focused around the draft Accessibility Action Plan, using small facilitated roundtable discussions to discuss specific issues. There are six topics available to discuss, and attendees will be able to attend four roundtables. The event will also provide the opportunity for all attendees to feed in any issues they wish to raise outside roundtable discussions.

Roundtable discussions will be facilitated by colleagues from the Department for Transport and Office for Disability Issues. The topics to be discussed are: staffing, training and public attitudes; air travel; rail travel; bus and taxi travel, national assistance cards and the pedestrian environment.

The roundtable discussions will be facilitated by:

- Jonne Olkinuora (DfT) (Air travel)
- Alfie Casson (DfT) (national assistance cards)
- Audrey Daft (Office for Disability Issues) (staffing, training & public attitudes)
- Angela Greenaway (DfT) (rail travel)
- Paul Baden and Hanan El Omrani (DfT) (buses and taxis)
- Alison Franks (DfT) (pedestrian environment)

To facilitate arrangements on the day, it would be helpful if you could select, in advance, the roundtable discussions that you would like to attend. Please select four of the above topics, and return your choices to AAPConsultation@dft.gsi.gov.uk, marked Bristol Roundtable Choices' by Thursday 9th November.

While we aim to allocate everyone to the sessions they have selected, in the event of high demand for particular topics we may have to allocate you to different discussion groups. Please therefore return your choices as soon as possible. You will be informed which discussions you have been allocated to when you arrive at the event.

Response: Equalities Forum – Notes and Agenda

Attendees

Green Community Travel
North Somerset Council
South Gloucestershire Council
Warwickshire County Council
Essex Council
Borough of Poole
NHS
Equality and Human Rights
Brandon Trust
Centre for the Deaf
Shaw Trust
Bristol Disability Equality Forum
National Federation of the Blind of the UK
Bristol Dementia Wellbeing Service
Bristol Dementia Action Alliance
West of England Combined Authority
Bristol Hate Crime Services
First (West of England Office)

Notes from the day

- Spontaneous travel is a key aim. All users should be able to travel when and wherever they wish.
- Integration between modes – weakest link can prevent all travel.
- Audio and visual announcements are needed on the platforms and trains to cater for different types of users.
- Utilise apps and mobile technologies linked to on site equipment e.g. the tannoy systems, to help users.
- Cameras are required to make all users feel able to use public transport and the related infrastructure safely.
- Rolling stock needs to accommodate multiple wheelchairs at any one time.
- Accessible toilets are required on all trains.
- Guards are required on trains to help users board and alight.
- Staff training to ensure they are aware of initiatives such as dementia cards.
- Rail replacement buses should be fully accessible.
- Roadside shelters are required for users to wait in if a train is cancelled for a bus/taxi replacement.
- Signage – clearly mark ‘wheelchair route’ to and from the stations
- Colours of signs/other information needs careful consideration as certain colours cause some users problems.
- Bollards need to be large enough to be detected by all users.
- Shared space is difficult for some users and needs to be carefully designed – guide dogs need pavements. Possible move towards ‘accessible space’.
- Dual cycle/pedestrian lanes can be problematic.