Working with partners

The West of England councils are working with Network Rail and First Great Western to deliver MetroWest. This means we have to follow rail industry requirements and make sure that the new MetroWest train services do not cause problems with the operation of the existing national rail network.

Next steps

We’ll be providing more information and doing further consultation over the next 18 months. Keep an eye on the local press and our website for more details.

We’ll also be working with pedestrian and cycling groups, local landowners, businesses, community groups and interest groups to keep them informed of our plans.

More information

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

The following websites have information about local rail projects:

- www.travelwest.info/metrowest
- www.n-somerset.gov.uk/prs
- www.severnside-rail.org.uk
- www.severnbeachline.org

Contact us

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

www.travelwest.info
MetroWest+
Consultation on the location for Portishead rail station

June/July 2014
The West of England councils are working together on proposals which will deliver investment of up to £100 million in improvements to our local rail network, over the next five to ten years.

The proposals, called MetroWest, are a series of projects, including large to small scale enhancements to our local rail network.

Our overall aim is to introduce fast and frequent metro rail services across the local area.

MetroWest Phase 1

MetroWest Phase 1 proposes to reopen the Portishead line to passenger train services and will introduce half-hourly train services for the Severn Beach line and the Bath Spa to Bristol line.

Portishead station location assessment

Since the MetroWest Phase 1 project began in 2013 we’ve done substantial work to identify and assess options for the location of Portishead rail station.

This work has been informed by feedback from consultation we carried out in spring 2013 and following confirmation from the Office of Rail Regulation that a level crossing at Quays Avenue will not be allowed.

We have now identified and assessed a total of six potential station locations. These are the three locations included in the 2013 consultation plus three new potential sites.

We assessed the six potential station locations using three main criteria:

1. how each location fits with North Somerset Council planning policy,
2. the environmental and social impact of each station location,
3. deliverability of each station location.

Our assessment has shown three options are potentially viable and three are not. We are now consulting with the local community, local businesses and statutory organisations on the three viable station options.

The tables on the following pages summarise the viability of the station options.
Summary of station viability assessment

Station location options

Our assessment has shown that the following options are viable. These are the location options we want your views on.

The option numbering (2A, 2B, 2C) is taken from our detailed assessment report. The detailed assessment is available from www.travelwest.info/mw/portishead

**Option 2A: East of Quays Avenue**

- 700 metres from town centre.
- No highway modifications needed, other than new access for the car park.
- Location is close to existing residential property and would cause some localised environmental impacts.
- Limited space for station forecourt and other facilities.
- Car park is located across the road from the station.

**Option 2B: Across Quays Avenue**

- 600 metres from town centre.
- Requires some third party land/property.
- Requires some highway modifications to realign Quays Avenue and creation of a new junction at Haven View.

**Option 2C: Between Serbert Road and Harbour Road**

- 550 metres from town centre.
- Requires some third party land/property, including partial demolition of property.
- Closes Quays Avenue to through traffic which means highway modifications would be needed to connect Harbour Road to Serbert Road.
- Highway modifications would cause some traffic impacts.
- Car park is located across the road from the station.
Non-viable station locations

Our assessment has shown that the following options are non-viable. We are not consulting on these options.

<table>
<thead>
<tr>
<th>Location</th>
<th>Reasons for rejecting</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rear of Travelodge, Harbour Road</strong>&lt;br&gt;300 metres from town centre</td>
<td>The Office of Rail Regulation won’t allow a level crossing at Quays Avenue so this option would require a road bridge over the railway. However, there is not enough room for a standard road bridge and a bridge here would need a steep slope which would reduce visibility for drivers. Traffic lights would also be required. The bridge would have a significant environmental impact and would be very close to existing residential and commercial properties. The highway would be raised over five metres above the existing level. A bridge would also cost more than available funding and compromise the project’s business case.</td>
</tr>
<tr>
<td><strong>Opposite Pure offices, Harbour Road</strong>&lt;br&gt;400 metres from town centre</td>
<td>Adverse impact on commercial businesses because it requires significant third party land/property. Requires closure of Quays Avenue to through traffic and a new highway link from Harbour Road to Wyndham Way. There is very limited space available so this link would have to connect onto Old Mill Road providing a very indirect route. The new highway link would increase pressure on key junctions and create delays and longer journey times. This is unlikely to be acceptable to North Somerset Council as the highway authority.</td>
</tr>
<tr>
<td><strong>North of Moor Farm, Sheepway</strong>&lt;br&gt;1.3 kilometres from town centre</td>
<td>Location is not within easy walking distance of the town centre. Has a much lower catchment of households within 1 kilometre. Requires a new highway link and junction. Location is close to some existing residential properties and is in the green belt.</td>
</tr>
</tbody>
</table>
Consultation on the location for Portishead rail station

Option 2A: location and details

Small station building comprising of ticket kiosk, seating and public toilets
Station platform and canopy
Pedestrian and cycle link

Key:
- Proposed footbridge
- Proposed pedestrian link / cycleway
- Proposed pedestrian crossing
- Proposed pedestrian link
- Proposed station platform and buildings
- Metrolink
- Existing bus stops
- Existing walking / cycle paths
- Photograph taken from the front

CONSENTED HIGHWAY ACCESS

CONNECTS TO EXISTING WALKING / CYCLE PATHS

CONNECTS TO EXISTING WALKING / CYCLE PATHS

VEHICLE ENTRANCE / EXIT TO CAR PARK

STATION CAR PARK
150 SPACES

PEDESTRIAN CROSSING

EXISTING BUS STOPS

PROPOSED PEDESTRIAN AND CYCLE LINK

PROPOSED PEDESTRIAN CROSSING

PROPOSED PEDESTRIAN LINK

AREA FOR TAXI RANK

VEHICLE EXIT

LEFT TURN ONLY

CONSENTED HIGHWAY ACCESS

CONNECTS TO EXISTING WALKING / CYCLE PATHS

PROPOSED FOOTBRIDGE

PROPOSED PEDESTRIAN AND CYCLE LINK

STATION PLATFORM AND BUILDINGS

PEDESTRIAN AND CYCLE LINK

Photograph taken west of the station site, looking east

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Option 2B: location and details

- Sainsbury’s Development
- Sainsbury’s Public Access Road
- Connects to existing walking/cycle paths
- Station car park
  - Overflow car park: 50+ spaces
  - Entrance
- Quays Avenue re-aligned
- Station platform and canopy
- Small station building comprising of ticket kiosk, seating and public toilets
- Area for taxi rank
- Area of public open space with landscaping
- Left turn lane onto Quays Avenue
- Pedestrian crossing
- ‘Drop and Go’ lay-bys
- Proposed pedestrian and cycle link
- Proposed footbridge
- Proposed pedestrian crossing
- Photograph taken north of the station site, looking south east

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Consultation on the location for Portishead rail station

Option 2C: location and details

Grassed area is not owned by the council and may be developed in the future

Station platform
Platform canopy
Station forecourt

Small station building comprising of ticket kiosk, seating and public toilets
The MetroWest services need to fit into the busy national rail network. To ensure this we are investigating different options for the routing of trains between the three rail lines: Severn Beach, Bath and Portishead via Bristol Temple Meads.

Part of the Portishead line is used by freight trains to Royal Portbury Dock, at Bristol Port. The Port is an international gateway that is important to our local, regional and national economy and capacity on the Portishead line must be retained for freight trains.

MetroWest Phase 1 will upgrade the train service for Avonmouth and stations to Bristol Temple Meads to half-hourly. At this early stage we don’t yet know if the service for St Andrew’s Road and Severn Beach stations can be upgraded to half-hourly, but we intend to introduce at least an hourly service. We are also investigating increasing train services to Parson Street and/or Bedminster.

Although the Bath line has a frequent train service, not all trains stop at Keynsham and Oldfield Park, which currently only have an hourly service for most of the day. MetroWest Phase 1 will introduce a half-hourly service for these two stations.

The new train service to Bath will require a site for empty trains to turn around near Bathampton Junction with a short section of additional track and signalling.
Summary of MetroWest Phase 1

- Reopen the Portishead to Pill railway line
- Construct station at Portishead
- Reopen former station at Pill (westbound platform)
- Double track works at Pill and Ashton Gate
- Improve road access for maintenance at Pill tunnel
- Environmental mitigation measures
- Improve Parson Street Junction, including line works from the junction to Temple Meads
- Install additional signal at Avonmouth station and re-signal entire line between Portishead and Temple Meads
- Construct turnback at Bathampton with short section of additional track and signalling

MetroWest Phase 1 timescales

2014 – 2016

- Consultation on station options
- Detailed project engineering design, environmental assessment and business case
- Formal project consultation for major planning application
- Detailed technical work and preparation for major planning application
- Project procurement

2017

- Planning consent awarded
- Procurement completed
- Full business case completed
- Funding approval and contractual arrangements finalised
- Begin construction

2019

- Construction completed
- Train services operating from Spring 2019

Accessibility

The new station will be designed to meet all statutory accessibility standards, this means it will be as step-free as possible. There will be accessible routes from the station entrance to the platform and any footbridges will have ramps. Step-free access not only benefits disabled people or those with reduced mobility but also people with children, heavy luggage or shopping.
Have your say on the location for Portishead rail station

We are holding two exhibitions at:
Portishead Methodist Church, High Street, Portishead BS20 6EN

- Tuesday 24 June, 1pm to 6.30pm
- Saturday 28 June, 10am to 2pm

The three station options will be displayed at both exhibitions. The MetroWest project team will also be there to discuss the options and the project.

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

North Somerset Council will use your views to inform their decision later this year on where Portishead rail station will be located.

How to comment

- Complete the online form at www.travelwest.info/mw/portishead
- Fill in the form opposite and send it to: MetroWest, Engine Shed, Station Approach, Temple Meads, Bristol, BS1 6QH
- Give your completed leaflet to us at one of our exhibitions at Portishead Methodist Church

The consultation lasts for six weeks and closes on 28 July 2014, so make sure you return your response to us by this date.
Your feedback

What do you think about the three station location options?

Option 2A:

Option 2B:

Option 2C:

On the basis that one of the three station locations is selected, would you use the station?  Yes  No

Are you a resident, commuter or responding on behalf of a business or community organisation? 
Tick more than one if appropriate.

☐ Portishead resident  ☐ Business  ☐ Community organisation  ☐ Commuter from Portishead
☐ Commuter to Portishead  ☐ Other (please state)

If you are replying on behalf of a business or an organisation, please give your business or community organisation’s name.

Do you consider yourself to be disabled?  Yes  No

Name:

Address:

Postcode:

Tell us your email address and we’ll add you to our mailing list.

This information is being collected by the West of England Local Enterprise Partnership. It will not be passed on to other organisations and will be kept secure in accordance with the Data Protection Act 1998.