



MetroWest+

Portishead Branch Line (MetroWest Phase 1)

Planning Inspectorate Reference: TR040011

Applicant: North Somerset District Council

9.3.11 ExA.SoCG-ASP.D1.V1 – Statement of Common Ground

Between:

- (1) North Somerset District Council; and
- (2) Avon and Somerset Constabulary

In relation to the proposed Portishead Branch Line (MetroWest Phase 1)

Version: 1

Date: November 2020



DOCUMENT CONTROL	
Document Properties	
Author	North Somerset District Council
Title	Statement of Common Ground - Avon and Somerset Constabulary
Document Reference	9.3.11 ExA.SoCG-ASP.D1.V1

VERSION HISTORY			
Date	Version	Status	Description/changes
November 2020	1	FINAL	Deadline 1 submission

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1. ABBREVIATIONS

2008 Act	Planning Act 2008
Applicant	North Somerset District Council
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
NSIP	Nationally Significant Infrastructure Project
PINS	Planning Inspectorate
SoCG	Statement of Common Ground
TRO	Traffic Regulation Order

In the text, "DCO Document Reference" refers to the DCO document reference number as shown on the documents on the Portishead Branch Line (MetroWest Phase 1) [project page on the PINS website](#).

In cases where a document appears twice and there are two DCO Document Reference numbers, (for example, the AGVMP which appears twice as standalone DCO Document Reference number 8.12 and as ES Appendix 9.11, DCO Document Reference 6.25), we have used the DCO Document Reference for the standalone document.

2. INTRODUCTION

- 2.1 This Statement of Common Ground ("SoCG") has been prepared by North Somerset District Council ("the Applicant") to set out the areas of agreement and disagreement with Avon and Somerset Constabulary in relation to the Development Consent Order ("DCO") application for the Portishead Branch Line (MetroWest Phase 1) ("the DCO Scheme") based on consultation to date.
- 2.2 This SoCG comprises an agreement log which has been structured to reflect topics of interest to Avon and Somerset Constabulary in relation to the application for the DCO Scheme. Topic specific matters agreed between Avon and Somerset Constabulary and the Applicant are included.

3. SCHEME OVERVIEW

- 3.1 The Applicant has applied to the Planning Inspectorate ("PINS") for a DCO to construct the Portishead Branch Line under the Planning Act 2008 ("the Application"). The Application was made on 15 November 2019 under reference TR040011 and was accepted for examination on 12 December 2019.
- 3.2 The DCO Scheme will provide an hourly (or hourly plus) railway service between Portishead and Bristol Temple Meads Railway Station, with stops at Portishead, Pill, Parson Street and Bedminster.
- 3.3 The DCO Scheme comprises the Nationally Significant Infrastructure Project ("NSIP") as defined by the Planning Act 2008 ("the 2008 Act") to construct a new railway 5.4 kilometres long between Portishead and the village of Pill, and associated works including a new station and car park at Portishead, a refurbished station and new car park at Pill and various works along the existing operational railway line between Pill and Ashton Junction where the DCO Scheme will join the existing railway. Ashton Junction is located close to the railway junction with the Bristol to Exeter Mainline at Parson Street.

4. OVERVIEW OF ENGAGEMENT

4.1 Introduction

4.2 This section briefly summarises the consultation that the Applicant has had with Avon and Somerset Constabulary. For further information on the consultation process please see the Consultation Report (DCO Document Reference 5.1).

4.3 Pre-application

4.4 The Applicant has engaged with Avon and Somerset Constabulary on the DCO Scheme during the pre-application process, both in terms of informal non-statutory engagement and formal consultation carried out pursuant to Section 42 of the Planning Act 2008.

4.5 Overview of key issues raised at Section 42

4.6 When formally consulted Avon and Somerset Constabulary raised the following key issues:

4.6.1 Prevention of anti-social behaviour at Pill and Portishead Stations;
and

4.6.2 Security at Pill and Portishead Stations.

4.7 The Applicant considered these issues during the further development stages of the DCO Scheme, the results of which are shown in the Transport Assessment (ES Appendix 16.1, DCO Application Document Reference 6.25)

4.8 Overview of key issues raised after application acceptance: Relevant Representations

4.9 Issues raised by Avon and Somerset Constabulary as part of its relevant representation included:

4.9.1 Emergency vehicle access;

4.9.2 Parking issues;

4.9.3 Abnormal loads; and

4.9.4 Construction traffic.

5. PRE-APPLICATION: FORMAL CONSULTATION UNDER S42

5.1 This section contains details of the comments received from Avon and Somerset Constabulary as part of the formal s42 consultation period, together with regard had for these comments by the Applicant.

Topic	Avon and Somerset Constabulary position	Applicant position	Status
Portishead and Pill station car parks	<p>Stated concerns regarding:</p> <ul style="list-style-type: none"> • design allows vehicle and pedestrian access day and night; • height restriction or barriers on the entrance to prevent misuse of the car park when the station is closed. 	<p>The car parks will not be used exclusively by station users and will have 24-hour operation.</p> <p>A height restriction barrier is proposed for both Portishead and Pill. The details of which will be included in the detailed designs after the DCO Application submission.</p>	Agreed
Portishead Station security	Requested use of bollards/street furniture to prevent vehicle access onto large forecourt and pedestrian areas at Portishead Station.	These have been incorporated in the design in line with guidelines, as shown on the station designs. At Portishead Station the bollards separate the car park from the station building, and prevent access to the boulevard and pedestrian areas.	Agreed
Portishead Station anti-social behaviour	Requested that the design and locations of seating at Portishead station should be carefully considered so as not to create a climbing aid or encourage inappropriate loitering or gathering that could intimidate other users of the site.	These concerns have been taken into account when considering seating locations at the station.	Agreed
Reduce risk of bike theft	Requested that cycle parking provision be of the latest security standards and located to	The location and type of stand provision has been carefully considered, balancing all	Agreed

Topic	Avon and Somerset Constabulary position	Applicant position	Status
	<p>allow good levels of natural surveillance. In Pill, a re-oriented shelter would allow greater natural surveillance over cycles.</p>	<p>needs including security, space, and adequate provision. The orientation was not changed as natural surveillance was considered sufficient, and there is limited room to change the orientation.</p> <p>Provision of bicycle parking facilities at stations is discussed in the Transport Assessment (ES Appendix 16.1, DCO Document Reference 6.25)</p>	
Pill Station congestion	<p>Suggested that the ticket machine at the top of the stairs with the barrier next to it could cause congestion.</p>	<p>There is a need to balance accessibility with service provision, and this location was considered the most suitable as there is enough space at the top of the stairs for a queue and people to pass.</p> <p>However, there are unlikely to be queues at the same time as people leave the station given the timing of the trains; users would already need to be on the platform by the time those that have alighted the train reach the top of the stairs.</p>	Noted
Pill Station car park security	<p>Stated that [Pill station car park] 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.</p>	<p>The car parks will not be used exclusively by station users and will have 24-hour operation and will therefore not be gated.</p> <p>A height restriction barrier has been included at both Portishead and Pill and will be included in the detailed designs after the DCO application submission.</p>	Agreed

6. APPLICATION ACCEPTANCE: RELEVANT REPRESENTATIONS

6.1 This section contains details of the comments received from Avon and Somerset Constabulary as part of its relevant representation, together with regard had for these comments by the Applicant.

Topic	Avon and Somerset Constabulary position	Applicant position	Status
Previous consultation	<p>Thank you for the details for the propose Portishead Branch Line (MetroWest Phase 1) Order. Below is the response from the Traffic Management Unit of the Avon & Somerset Constabulary. Unfortunately, having been out of the office for a number of months, I only received the documents at the tail end of last week, so my response is slightly 'off the top of my head' in order to meet tonight's deadline for responding. Reference is made in 6.19 ES Chapter 16 Transport, Access and non-Motorised Users (Issues, p19) of earlier consultation with the emergency services about access to emergency vehicles during the development and that 'they had not raised any concerns'. I am not able to recall any previous consultation and was wondering whether you could advise when this was made and, if possible, with whom?</p>	<p>The following emergency services were consulted at both the Stage 1 (June 2015) and Stage 2 (October 2017) consultations:</p> <ul style="list-style-type: none"> • Avon and Somerset Police and Crime Commissioner • Port of Bristol Police • Avon and Somerset Constabulary • Avon and Somerset Constabulary Traffic Management • British Transport Police • South Western Ambulance Service (previously Great Western Ambulance Service) • Avon Fire and Rescue Service <p>Formal comments were received from Avon and Somerset Constabulary during the Stage 2 consultation period which were recorded and responded to within the DCO Consultation Report (DCO Document Reference 5.1). Additionally, between consultation Stages 1 and 2 a meeting was arranged with</p>	Noted.

Topic	Avon and Somerset Constabulary position	Applicant position	Status
		emergency services to discuss the DCO Scheme on 7th March 2016 for which Avon and Somerset Constabulary were invited but sent their apologies; the Ambulance Service and Avon Fire and Rescue Service did attend.	
Emergency vehicle access	In all developments/Traffic Regulation Orders ("TROs") (whether temporary or permanent), we would always look for access for emergency vehicles where possible or, at a minimum, a suitable diversion with the ability to reach all areas.	Emergency access has been considered in both the TA (EA Appendix 16.1, DCO Document Reference 6.25) and the Code of Construction Practice ("CoCP") (DCO Document Reference 8.15), along with other traffic, parking and related issues. An Emergency Preparedness and Response Plan will provide a full list of management activities and communications channels with relevant parties. The contractor(s) will be required to liaise with the emergency services on the provision of site access points. The proposed accesses are shown on the Compounds, Haul Roads and Access to Works Plan (DCO Document Reference 2.29).	Agreed.
Construction traffic route	I note that an area adjacent to Clanage Rd is to be used as one of the storage compounds for equipment, vehicles etc. Although it is unclear exactly size/weight this will entail, I just wanted to confirm your awareness of a 4 tonne weight restriction on Clanage Rd/Rownham Hill? This is for both structural and environmental reasons.	Construction traffic will not be routed via Rownham Hill; vehicles will exit the M5 via junction 18 and use the A4 Portway, A370 and A369 as agreed with Highways England and Bristol City Council. This has been included in the Construction Traffic Management Plan ("CTMP").	Noted.

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	Should you require a copy of the TRO, I have one available.		
Parking issues	<p>Throughout many of the documents, the issue over parking runs as a common thread. I raise the following observations, based on this topic:</p> <p>I note that there are 2 proposed car park; one of 67 spaces and one of 209 spaces. As a number are being restricted to parking for the disabled, employees of the railway, staff at the Health Centre (potentially) and an undisclosed number for car share users, this effectively brings down the numbers of spaces for general use. Although there may be enough for the 171 projected users in 2021, it will not meet the projected requirement of 235 by 2031 (6.19 ES Chapter 16 Transport, Access and non-Motorised Users pt 16.6.5). This will result is an increase in parking on the carriageways around the station, so is not 'futureproof'.</p>	Impacts on parking provision are discussed within the ES Chapter 16 - Transport, Access and Non-Motorised Users (DCO Document Reference 6.19) and there will be post-implementation monitoring of parking provision within Portishead and Pill. The total of 266 spaces exceeds the projected requirement for 235 spaces in Portishead for 2031. Permanent TROs will restrict parking on the surrounding through roads i.e. Harbour Road, Phoenix Way, and Quays Avenue.	Agreed
	I acknowledge the local resident consultation which has taken place in relation to the possibility of parking restrictions to tackle to predicted use of the free carriageway parking as opposed to the cost of parking in the designated car parks. I would suggest that this number could be	Following feedback during the Stage 2 consultation on the proposals for permanent TROs on residential streets in the vicinity of Portishead station, the TROs were removed from the final DCO application. However permanent TROs were retained on the main roads within the immediate vicinity of the	Agreed

Topic	Avon and Somerset Constabulary position	Applicant position	Status
	<p>significant but, as highlighted by a number of the residents themselves, the introduction of Double Yellow Lines or similar restricted parking would impact on the spaces available for them too. In practice, our preference would be for a Residents Parking Zone scheme, which would minimise the impact on the local residents. I accept that there is a potential cost to the residents, but is there any possibility of this being subsidised – at least in the earlier stages, to ease the process in? I have grave concerns about the over spill/avoidance of the car parks and the impact on the already restricted roads around the Portishead station area. Any further vehicles would simply displace local residents – or lead to parking in inappropriate locations. With enforcement of parking infringements now decriminalised, the Police are no longer able to deal with such offences, which now fall to the Local Authority. As with any offence, if it is not enforced, it becomes the norm and is routinely ignored, so it may be the Council will need to dedicate resources to this area.</p> <p>Many of the documents mention the off street parking available to the residents but, for the vast majority of houses in the Portishead area, this is restricted to one</p>	<p>station, on Quays Avenue, Harbour Road and Phoenix Way, in the DCO application.</p> <p>Although a residents' parking scheme may help control parking, the volumes of traffic and parking assessed in the TA (ES Appendix 16.1, DCO Document Reference 6.25) shows it is not necessary for the delivery of the DCO Scheme.</p> <p>Currently the policy for a parking permit scheme to be introduced by North Somerset District Council is being reviewed and may be introduced to some areas as a trial initially before a possible wider roll out if required. A parking permit scheme requires funding to set-up and administer and the costs of this would have to be met by those taking part in the permit scheme. Although there were residents who supported parking permits, there was less support for having to pay the cost of the permits. Again, there will be post-implementation monitoring of parking provision within Portishead and Pill for which the LPA can decide and has powers to change. Traffic, parking and related issues have been considered in detail in the TA (ES Appendix 16.1, DCO Document Reference 6.25).</p>	


Topic	Avon and Somerset Constabulary position	Applicant position	Status
	<p>space; the fact that all available on road space is taken indicates that the majority of premises have more than one vehicle associated with them.</p> <p>While the vehicles parked on the road do, indeed, act as a traffic calming measure, the congestion has an impact on larger vehicles accessing the area. I am aware that the Recycling vans and Refuse lorries are occasionally unable to complete their rounds, as they are unable to navigate around some of the corners. The holds true for the local busses too, with the bus operator First West of England recently announcing the reduction in service to Portishead Marina because of the ongoing issues with routes being blocked by parked cars (Bristol Live 24th February 2020).</p>	<p>Parking enforcement and access for larger vehicles on residential streets is outside the scope of the DCO Scheme. Anyone parking illegally which would inhibit the safe movement of vehicles would need to be dealt with through existing enforcement methods.</p> <p>As stated above, following feedback during the Stage 2 consultation on the proposals for permanent TROs on residential streets in the vicinity of Portishead station, the TROs were removed from the final DCO application.</p> <p>However permanent TROs were retained on the main roads within the immediate vicinity of the station, on Quays Avenue, Harbour Road and Phoenix Way, in the DCO application.</p>	Agreed.
TRO consultation	And I assume that all Traffic Regulation Orders relevant to the project will be forwarded from the Council to the Police for consultation in the usual manner?	The process for agreeing TROs will be consulted on by the North Somerset Highways Authority, in line with existing procedures.	Agreed.
Abnormal loads	The potential for an increase in parked vehicles in the surrounding area could also have an impact on abnormal loads. This is identified in point 6.25 of 6.19 ES Chapter	For abnormal loads, the permanent changes to the road layout conform to design standards for roads. The permanent TROs proposed for Harbour Road, Phoenix Way	Agreed.


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	<p>16 Transport, Access and non-Motorised users, which mentions the increased problem of HGV manoeuvrability. However, this seems to relate to construction traffic involved in the project. However, increased congestion could have an impact on the regular [abnormal loads] attending the area, notably those requiring access to the Marina along Newfoundland Way when moving larger boats, and Harbour Rd, giving access to the Blue Fuchs yard.</p>	<p>and Quays Avenue mitigate any impacts from the potential of increased on-road parking. The effect to traffic flows will be significantly improved on Harbour Road where parked cars currently cause a pinch point for two way movements.</p>	
<p>Construction routes - diversions</p>	<p>I note that, despite some potential short term closures, there will be little/no impact of the cycle and pedestrian routes in the construction areas, and that the proposed footbridge in Portishead linking to Trinity School will be suitable for disabled access. I may have missed it amongst the documentation (my apologies) but is there a proposed diversion during the construction of the new roundabout at Phoenix Way/Quays Ave/Harbour Rd? I suppose the 'obvious' way is into the Town Centre along Wyndham Way, then Harbour Rd and Newfoundland Way?</p>	<p>The construction of the realigned Quays Avenue is mainly off the existing carriageway. The changes to the roundabout will likely be undertaken using lane closures and restrictions whilst maintaining through routes as much as possible. Any required road closures / diversions will be notified well in advance and are likely to be along the route suggested in the relevant representation.</p>	<p>Noted.</p>
	<p>Could I please have a copy of the Construction Traffic Management Plan, once prepared?</p>	<p>The contractor will be required to produce a Final CTMP before construction starts, which will need to be agreed with the Local Planning Authority. This will be based on the CTMP submitted with the application (DCO</p>	<p>Agreed.</p>

Topic	Avon and Somerset Constabulary position	Applicant position	Status
		Document Reference 8.13). The Contractor's CTMP will be shared widely with the relevant stakeholders including Avon and Somerset Constabulary in line with existing procedures.	

7. AGREEMENT ON THIS STATEMENT OF COMMON GROUND

This Statement of Common Ground has been jointly prepared and agreed by:

The Stakeholder	
<i>Name:</i>	Richard McKiernan
<i>Signature:</i>	
<i>Position:</i>	Traffic Management Unit
<i>On behalf of:</i>	Avon & Somerset Constabulary
<i>Date:</i>	8 th October 2020

The Applicant	
<i>Name:</i>	James Willcock
<i>Signature:</i>	
<i>Position:</i>	MetroWest Phase 1 Programme Manager
<i>On behalf of:</i>	North Somerset Council
<i>Date:</i>	12 th October 2020