



MetroWest+

Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council

9.12.3 ExA.CAS.D2.V1– Applicant's response to written representations of David Braunton (AS-049)

Author: Womble Bond Dickinson (UK) LLP

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The Portishead Branch Line (MetroWest Phase 1) Order

Applicant's response to written representations of David Braunton accepted as an Additional Submission (REP1-041)

1. INTRODUCTION

- 1.1 Representation reference REP1-041 states:

I would like to suggest that car parking at Portishead station be free of charge. If there is a charge, cars will be parked on the village quarter, where there are already problems with access. Busses for example are unable to pass through Phoenix way and none of the roads are wide enough to pass if a car is parked on 1 side.

2. APPLICANT'S RESPONSE

- 2.1 The Portishead Station car parks are to be owned and operated by North Somerset Council, who will have control over any tariff and permit systems.
- 2.2 It is envisaged that there will be a tariff for the station car parks, with prices similar to other station car parks that are operated by North Somerset Council. A formal decision is yet to be made on the tariff for the car park; this will be made by Councillors closer to the time of opening the car parks. The use of discounted seasonal parking permits (for example 6 monthly or annual permits) would reduce overall car park costs for regular commuters while incentivising them to use the car park.
- 2.3 Without a tariff, North Somerset Council's experience of free parking in car parks is that cars get left for extended durations and the car parks are treated as an overspill for households with multiple car ownership. This would reduce the space available for those planning to use the railway. Without a tariff in place, it is extremely difficult for the Council to take enforcement action against those who leave cars parked for extended durations.
- 2.4 Furthermore, North Somerset Council declared a Climate Emergency in February 2019 and aims to make North Somerset a carbon neutral area by 2030. A car park tariff will help to reduce carbon emissions, by encouraging use of more sustainable travel modes to travel to the station; such as cycling, walking and car-sharing, whilst still providing sufficient space for those intending to travel by train but have to use a private car to reach the station.
- 2.5 To reduce the risk of persons intending to use the train from parking on roads near the station, parking restrictions are proposed on those roads. This will ease congestion at peak times and improve visibility and safety at junctions and crossings.
- 2.6 Following the Stage 2 consultation, the proposed parking restrictions were scaled back so that there are no proposed parking restrictions in residential areas in Portishead. Parking restrictions are still proposed for sections of the main roads closest to Portishead Station (Harbour Road, Phoenix Way and Quays Avenue). The proposed restrictions on these roads will be reduced in scope from the original proposals shared at the Stage 2 consultation, so that they are mainly focused in the region of 200 metres from the station. This reduced scope is designed to balance the needs of those who currently park on-street on Harbour Road and Phoenix Way with the need to manage the impact of commuter parking once Portishead Station is open and for safe visibility at key junctions and crossings near Portishead Station and its car parks.

- 2.7 North Somerset Council parking enforcement officers will regularly patrol the car parks and areas with parking restrictions.
- 2.8 Parking tariffs and parking restrictions will be periodically reviewed by North Somerset Council, with the possibility that they may be changed to reflect any parking issues that may develop following the opening of Portishead Station.