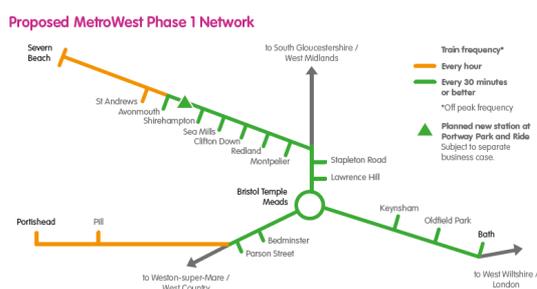


# MetroWest Phase 1 Update for Portishead Rail Group

3rd December 2019



## Scheme Overview



16 existing stations  
2 new stations proposed  
Rolling stock assumption is Class 16X

- a half hourly service for the Severn Beach line (hourly for St. Andrews Road station and Severn Beach station);
- a half hourly service for Keynsham and Oldfield Park stations on the Bath Spa to Bristol line (with possible extension to Westbury); and
- an hourly or an hourly plus service for a reopened Portishead Branch Line with stations at Portishead and Pill.



## Proposed Train Services

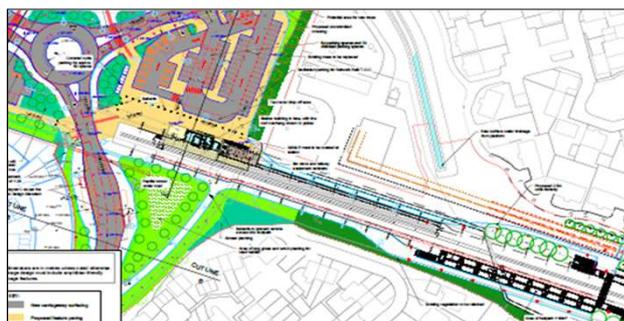
- The train operator and train service is in the process of being procured via negotiations with the Department for Transport
- A total of 6 trains are required (including 2 train sets currently used on the Severn Beach Line)
- The trains will have capacity for 280 seats with three carriages and the platforms will be long enough to operate trains with up to five carriages, with 450 seats
- The journey time from Portishead to Bristol Temple Meads will be 23 minutes. The trains will call at Pill, Parson Street, Bedminster and Bristol Temple Meads
- Trains will operate 18 hours per day from around 6am to around 11.30pm, Monday to Saturday. On Sundays trains will operate around for up to 10 hours.



The trains will be modern diesel multiple units and likely to be Class 166 trains as picture above



## Overview of the proposed stations



Portishead Station

Proposed station aerial view from the north east





## The DCO Application

Here are some interesting stats on the application:

- Includes 69 sets of plans/drawings
- The Environmental Statement has 19 chapters and 62 appendices
- The Book of Reference is 2,465 pages
- The Consultation report is over 630 pages excluding the appendices
- In total the application comprises of 287 documents and 20,735 pages.

The Planning Inspectorate now have 28 days to determine whether to accept the application and their decision is expected on 13th December.

The application documents are in the process of being printed ready for being put on deposit at locations in Portishead, Pill and Bristol.

In early January we are required to put out several hundred public notices along the railway corridor stating that an application for development consent has been made and signposting people to where they can access the application documents.



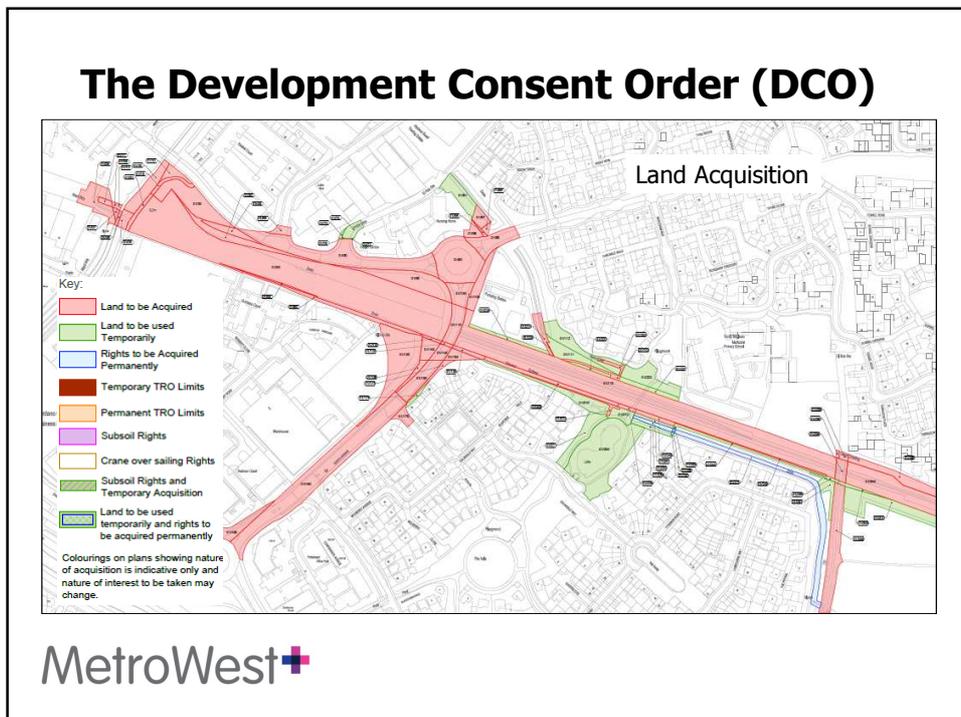
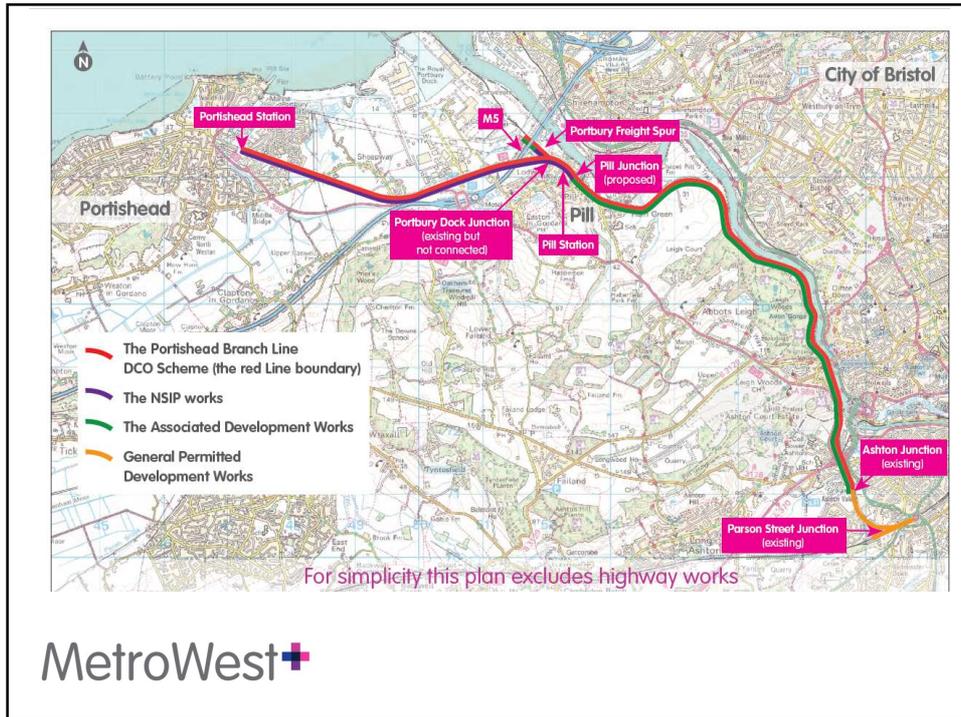
## The Development Consent Order (DCO)

Planning consent, compulsory acquisition of land and powers are required in summary to:

- re-build the 4.7km of dis-used railway between Portishead to Pill
- build a new station at Portishead and associated works
- re-open the former Pill station and associated works
- undertake railway works through Pill for dual tracking including bridge replacement
- undertake enhancement works to pedestrian and cycle networks and Public Rights of Way
- close historic / agricultural level crossings on the dis-used railway and to close a pedestrian level crossing at Barons Close, Bristol
- undertake minor works through the Avon Gorge including installing communications masts, geo-technical works and installing fencing
- build temporary compounds for construction and permanent compounds for maintenance of railway assets, post opening of the scheme
- implement environmental mitigation and other minor works



Other works are also proposed that don't require planning consent or powers



## Formal Processes

We have 4 formal processes to complete as follows:

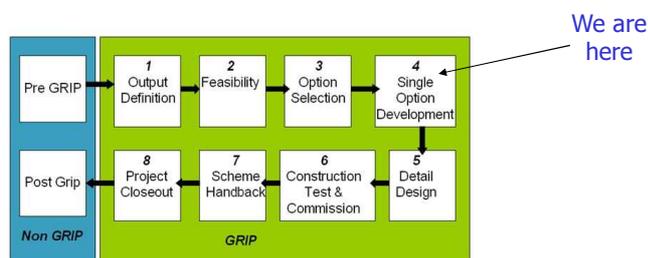
| Type of Formal Process                            | Name of Process                | Number of Stages | Overseen / Approval Required by                               |
|---|--------------------------------|------------------|---|
| Railway Engineering Design                        | GRIP                           | 8 stages         | Network Rail  |
| Business Case & Funding Approval                  | WebTAG & RNEP                  | 3 stages         | NSC, WECA, WoE Joint Committee & the Department for Transport |
| Planning Consent & Compulsory Acquisition of Land | Development Consent Order      | 6 stages         | Planning Inspectorate, Examining Body & Secretary of State    |
| Environmental Consent (Avon Gorge SAC)            | Habitats Regulation Assessment | 4 stages         | Natural England & Secretary of State                          |



We also have rail industry regulatory processes – Entry into service

## The GRIP Process

Railway Engineering Design – Network Rail’s Governance for Railway Investment Projects (GRIP), includes 8 stages:



For each GRIP stage there are 8 separate engineering disciplines



## Detailed Design (GRIP5)

In parallel with the DCO process, it will be necessary to proceed with the detailed design for the railway works (GRIP5) and arrangements for construction (GRIP stages 6 to 8)

A design & build contract is proposed comprising of two main parts:

- Part a) GRIP 5 (Detailed Design)
- Part b) GRIP 6 to 8 (Construction)

The contract will be let by Network Rail with a break clause after the completion of part a) GRIP 5, to enable this work to be fed into the completion of the project Final Approval Business Case



## The WebTAG / RNEP Process

Business Case & Funding Approval – Transport Appraisal Guidance Internet Portal (WebTAG) to enable funding decisions by NSC, WECA, WoE Joint Committee and DfT

| Business Case Stage  | Purpose of Stage   |
|--|--|
| Strategic Outline (Preliminary) Business Case                        | To set out the feasibility of the scheme, based on initial options assessment, consultation and a basic level of design / technical outputs  |
| Outline Business Case  | To set out scheme proposals in more detail. This includes completion of design milestones / technical approval such as 'Approval in Principle Design'  |
| Full Business Case & Final Approval Business Case (schemes over £5M) | To demonstrate that the scheme has completed: <ul style="list-style-type: none"> <li>• all technical processes,</li> <li>• has achieved all planning &amp; environmental consents,</li> <li>• completed any land compulsory acquisition processes.</li> </ul> To also demonstrate that the scheme has received final tender prices for its construction and remains affordable (schemes over £5M ) |

We are here →

Following acceptance of these stages NSC, WECA, WoE LEP & DfT release funding



## The DCO Process

The scheme requires a Development Consent Order (DCO) for planning consent and compulsory acquisition of land. The DCO is needed because there is more than 2km of railway works outside the existing operational railway network. The DCO process entails 6 stages:



MetroWest+

## The DCO Process

The six stage DCO process was introduced by the 2008 Planning Act and brings together into one process; planning consent, compulsory acquisition of land and powers to operate the railway

Once an application is submitted and accepted (stage 1 & 2) the rest of the process takes around 18 months to complete

Planning Inspectors are appointed by the Planning Inspectorate for the pre-examination and examination (stage 3 & 4)

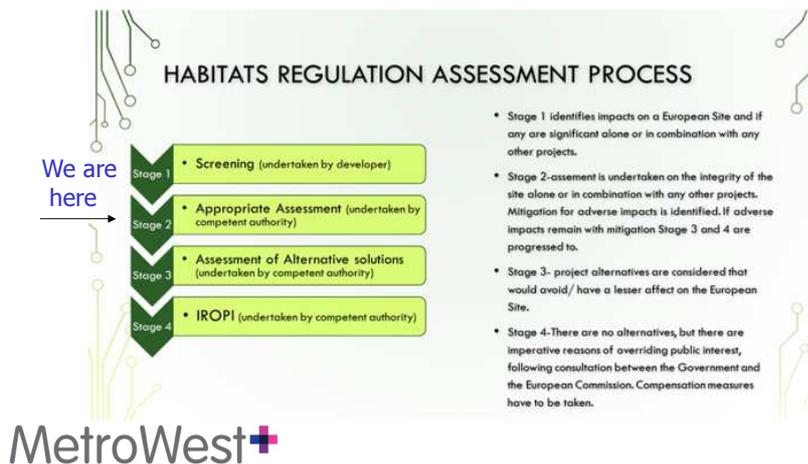
At the end of the examination the Secretary of State (SoS) for Transport decides whether the DCO should be granted and whether any additional conditions should be attached (stage 5)

The final stage of the process is the discharge of planning conditions (stage 6), via the relevant Local Planning Authority (NSC LPA and BCC LPA)

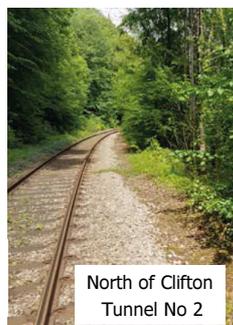
MetroWest+

## The HRA process

The scheme requires environmental consent for works to upgrade the existing Freight Line through the Avon Gorge Special Area of Conservation. This process (Habitats Regulation Assessment) is overseen Natural England. HRA entails 4 stages:



## Existing Portbury Freight Line - Avon Gorge



## Estimated Timescales

| Scheme Phase   | Severn Beach to Bath / Westbury Line | Portishead Line                         |
|--|--------------------------------------|---|
| Feasibility and Approval in Principle design (GRIP 1 to 4), informal and formal consultation, Preliminary and Outline Business Cases, Environmental Impact Assessment and other formal processes | April 2013 to Oct 2019 <sup>1</sup>  | April 2013 to Oct 2019                  |
| Planning consents & powers, land assembly, detailed design, procurement of works / train operator & Final Approval Business Case   | Nov 2019 to Aug 2021                 | Nov 2019 to Feb 2022                    |
| <b>Construction works</b>  | <b>Sept 2021 to Dec 2021</b>         | <b>Mar 2022<sup>2</sup> to Nov 2023</b> |
| Start of train services  | Dec 2021                             | Dec 2023                                |



<sup>1</sup> the Westbury option is due to complete GRIP 1 to 4 in spring 2020

<sup>2</sup> some preliminary works may need to commence in 2021