

North Somerset Council

REPORT TO THE COUNCIL

DATE OF MEETING: 19TH FEBRUARY 2019

SUBJECT OF REPORT: METROWEST PHASE 1 PROGRESS ON THE SUBMISSION OF DEVELOPMENT CONSENT ORDER APPLICATION AND ASSOCIATED APPROVALS

TOWN OR PARISH: ALL

OFFICER/MEMBER PRESENTING: CLLR NIGEL ASHTON, LEADER OF COUNCIL, CLLR ELFAN AP REES, DEPUTY LEADER OF COUNCIL AND CLLR PASLEY, EXECUTIVE MEMBER RESPONSIBILITY FOR ASSET MANAGEMENT

KEY DECISION: NO

RECOMMENDATIONS

The Council is asked to:

1. Authorise delegated authority to the Leader of the Council, in consultation with the Deputy Leader, Head of Finance and Property and the Head of Legal and Democratic services; to finalise the Initial Promotion Agreement (IPA) version 3 with the West of England Combined Authority (WECA)
2. Agrees to the further spend of £11.650M of Local Growth Funding, from the already secured project funding, profiled as £4.491M for 2019/20 and £7.159M for 2020/21: to complete all technical work feeding into the Full Business Case, including completion of Development Consent Order process (DCO). This is subject to:
 - Agreed allocation from the West of England Committee and subsequent legally binding agreements from West of England Combined Authority (WECA), as the accountable body
 - Approval to submit the DCO by West of England Committee
 - Approval to submit the DCO by North Somerset Full Council

3. Authorise delegated authority to the Director of Development and Environment, in consultation with the Leader and Deputy Leader and the Head of Finance & Property, in accordance with prior approvals given in November 2017; to enter into land option agreements to progress the strategic land assembly for the scheme. The total estimated cost of the land option agreements including legal costs is up to £300,000.
4. Subject to confirmation by the Business Rates Pooling Board and subsequent approval from the administering body WECA via binding agreement; to authorise the allocation of £15m NSC's Tier3 business rate funding to the MetroWest Phase 1 project to reduce the capital funding gap.

1. SUMMARY OF REPORT

- 1.1 MetroWest Phase 1 is a major cross local authority boundary rail scheme that proposes to upgrade the local passenger train service for the Severn Beach Line and the Bath Spa to Bristol Line to a half hourly service; and to re-open the Portishead Line with new stations at Portishead and Pill.
- 1.2 Substantial progress is being made with the technical development of the project. GRIP 4 is due to be completed by the end of March 2019 and will be a significant technical milestone. The technical work on the Development Consent Order (DCO) application is nearing completion. The DCO pre-application stage is very front loaded and requires the completion of substantial technical and legal processes, along with comprehensive consultation and engagement. The DCO application is due to be submitted to the Planning Inspectorate this spring and will be a significant milestone for the delivery of the project. A separate report will be brought back to full council to seek authority to submit the DCO application.
- 1.3 This report sets out detailed progress on the following:
 - Joint working with the West of England Combined Authority
 - Phase 1 A - Severn Beach Line and Bath Spa to Bristol Line design development
 - Phase 1B – Portishead Line design development
 - Development Consent Order pre-application stage
 - Overview of the Funding Position
 - Progress with the addressing the points made by the Secretary of State for Transport
 - Procurement of a Train Operator
 - Progress with Network Rail on the commercial arrangements for GRIP stages 5 to 8
 - Strategic Land Option Agreements

2. POLICY

- 2.1 The project is identified in the Joint Local Transport Plan 3 and Joint Local Transport Plan 4 (consultation version), and North Somerset's Core Strategy as a priority for early delivery. Re-opening the Portishead line was also included in the 2007 Replacement Local Plan and successive Local Plans over a number of decades. MetroWest contributes to the package of infrastructure to support the delivery of Joint Spatial Plan outcomes across the region and in North Somerset including housing through urban intensification and employment through clean and inclusive growth. As part of a wider package of public transport advancements across North Somerset and the region, it will deliver a modal shift from car use and thus improve the resilience of the existing and future highway network.
- 2.2 Following studies undertaken in 2012 and early 2013, the four WoE councils jointly launched the MetroWest Phase 1 project. The MetroWest programme involves delivering targeted enhancements to the existing local rail network, in parallel with re-opening strategically important disused rail lines. In recognition that not all the proposals can be delivered at once, the WoE councils are taking a phased approach to delivery of the MetroWest, with Phase 1 identified by the WoE Joint Transport Board as its top priority, followed with early delivery of Phase 2.
- 2.3 In December 2014 the Department for Transport published its 'National Policy Statement for National Networks'. The National Policy Statement (NPS) is underpinned by legislation (the 2008 Planning Act) and sets out the Government's priorities and policy direction for the national road and rail networks. The NPS sets out the need for substantial further investment in the rail network as a result of sustained increasing demand for both passenger and freight train services over the last two decades. The NPS states that delivering Nationally Significant Infrastructure Projects (NSIPs) will play a key part of the strategy for ensuring the national road and rail networks have sufficient capacity to meet the increasing demand.
- 2.4 The Secretary of State will use the NPS as a primary basis for making decisions on applications for a Development Consent Order for NSIPs. MetroWest Phase 1 is an NSIP and requires a Development Consent Order.

3. DETAILS

Joint working with the West of England Combined Authority

- 3.1 MetroWest Phase 1 is a major cross local authority boundary rail scheme that proposes to upgrade the local passenger train service for the Severn Beach Line and the Bath Spa to Bristol Line to a half hourly service; and to re-open the Portishead Line with new stations at Portishead and Pill. The initial passenger train service for the Portishead Line will be either an hourly service with up to 18 trains in each direction per day or an hourly plus service with up to 20 trains per day in each direction. MetroWest Phase 1 entails 16 km of works in total and is the largest local government promoted rail scheme in England.
- 3.2 At the last WoE Joint Committee in November 2018, some changes were agreed to the project governance such that the West of England Combined Authority (WECA) is now jointly promoting the project with North Somerset Council (NSC). WECA is

now leading on the Severn Beach and Bath Spa to Bristol Line, known as Phase 1A and NSC is leading on the Portishead Line known as Phase 1B. These revised arrangements provide flexibility for the progression of the technical work of both Phase 1A and Phase 1B, while retaining joint reporting through to the WoE Joint Committee. This also means the project remains one single major project.

- 3.3 It is now necessary to update and extend the formal joint working arrangements which are set out in the Initial Promotion Agreement (IPA). The current IPA version 2 expires at the end of GRIP 4 (end of March 2019). The next version (IPA version 3) sets out the joint working arrangements to progress the project up to the completion of the Full Business Case, including the completion of major processes, planning and environmental consents, undertaking detailed design (GRIP 5) and the procurement of project construction (to winter 2020/21). The IPA version 3 will not commit the authorities to implement the project. A separate key decision will need to be made on the basis of the completed Full Business Case in winter 2020/21 to implement the project. The draft IPA ver3 is set out in appendix 1.

Phase 1 A - Severn Beach Line and Bath Spa to Bristol Line

- 3.4 The infrastructure works required to upgrade the Severn Beach Line and the Bath to Bristol Line are relatively modest entailing some signalling works for the Severn Beach Line and a facility to turnback trains at Bathampton, east of Bath Spa for the Bath to Bristol Line. The signalling works for the Severn Beach Line is currently being implemented by the Filton Four Tracking project. The design for the Bathampton turnback facility is progressing to GRIP 4 (Single Option Development) and has technical interfaces with Network Rail's Bristol Area Signalling Renewal & Enhancement project.
- 3.5 A further option is being explored to extend the MetroWest Phase 1 train service to Westbury to address overcrowding issues on the corridor and potentially provide a better mix of local and inter regional train services for the corridor. Should the extension to Westbury be taken forward, it would remove the need for the Bathampton turnback although some upgrade works are needed to five pedestrian level crossings east of Bath. Based on the available information to date the overall position is that the extension to Westbury is achievable within the scheme programme and could result in a net cost saving of approx. £1M to £2M, subject to more detailed work. The works to the five level crossings would be within the current operational railway, therefore they can be implemented using Network Rail's permitted development rights (no planning consent is needed).
- 3.6 This option is now being progressed through a GRIP 1 to 4 design, via an addendum to the existing Development Services Agreement with Network Rail. The outputs will include an Approval in Principle design (AIP), a detailed delivery programme for GRIP 5 to 8 together with a detailed cost estimate. Network Rail are currently in the process of working up an outline programme and details for the procurement of GRIP 1 to 4.

Phase 1B – Portishead Line

- 3.7 Re-opening the Portishead Line requires major works to the existing Portbury Freight Line and work to re-build the dis-used Line from Portishead to Pill. These works have to be consented via a Development Consent Order (DCO), as required by the 2008

Planning Act. The DCO Scheme is 14km commencing at Portishead and terminating at Ashton Junction in Bristol, a short distance to Parson Street. There has only been one passenger rail DCO Scheme taken through the DCO process and consented to date, the Redditch Branch Line. The Council commissioned the same specialist legal and planning consultants Womble Bond Dickinson to assist the team through the six stage DCO process. The rest of this report provides details about the DCO application and progress in completing all the technical work, in advance of a further report being brought to the Council this spring seeking authorisation to submit the DCO application.

Development Consent Order pre-application stage

3.08 Once the DCO application documents and plans are complete the following authorisation's are required:

Authorisation	Committee	Date
Draw down of local Growth Funding to complete the DCO assessment and determination process and other technical work	West of England Joint committee	April 2019
WECA entering into the Initial promotion agreement 3 , as joint promotor for submission of DCO	WECA committee	April 2019
Network Rail issuing a letter of no objection to North Somerset Council, relating to the DCO application	Network Rail – once all technical work completed April 2019	May 2019
Agreement on the drawdown of additional tier 3 business rate funding by NSC	West of England Committee	May 2019
North Somerset Council approval to submit the DCO application and associated compulsory purchase of land	NSC full council	June 2019

Overview of the Economic Case.

3.09 The project has a benefit to cost ratio (BCR) of 3.6, which falls within DfT's high value for money category. The project will connect 50,000 residents directly to the national rail network via a re-opened Portishead Line and will enhance the level of service provided on the Severn Beach Line and Bath Spa to Bristol Line for a further 180,000 residents.

3.10 The project has substantial quantified benefits in terms of Gross Value Added (GVA)

to the economy, job creation, business competitiveness, highway decongestion and supports the implementation of the emerging Joint Spatial Plan. The Outline Business Case is available from www.travelwest.info/projects/MetroWest

Progress with the addressing the points made by the Secretary of State for Transport

- 3.11 The letter from the Secretary of State sets out the principles on which he would contemplate funding the remaining shortfall. Since October 2018, the authorities have been progressing the matters set out in the Secretary of State's letter, together with Network Rail. The main points raised by the Secretary of State were:
- a. Bristol Area Feasibility Study
 - b. The feasibility of Tram Train for the Portishead Line
 - c. The need for the inclusion of the Portishead Line in MetroWest
- 3.12 The Bristol Area Feasibility Study is a jointly funded study by WECA and the DfT. The study is principally looking at the medium term investment priorities for the rail network across the region, in terms of achieving the best mix of local, regional and long distance train service enhancements and the associated network capacity constraints. The study assumes that both MetroWest Phase 1 and Phase 2 are implemented, and is due to report later this year.
- 3.13 In late 2018 a joint study commenced by NSC and Network Rail to explore the feasibility of tram-train for the Portishead Line. The study which is due to be completed by the end of February 2019, is drawing on Network Rail's recent expertise from the Sheffield to Rotherham tram-train project. The single track configuration of the Portishead Line together with the existing freight train operations to and from Portbury Dock effectively means there is very little scope to reduce the signalling costs of the scheme. The early indications are that although there are some potential areas for cost savings through opting for tram-train over heavy rail, such as potentially having shorter platforms, these savings are outweighed by additional costs that are specific to a tram-train operation. These costs relate to the need for a tram-train depot, stabling and costs relating to the form of traction (electric, diesel, battery, or a hybrid combination). The work of the study has also identified that should the Portishead Line proceed in its current scope as heavy rail, and after its implementation a future investment is made in a tram-train link within the sub-region, then it would be relatively straight forward to convert the Portishead Line to a tram-train operation.
- 3.14 Looking beyond the Portishead Line, the advances in tram-train technology (as demonstrated by the Sheffield to Rotherham tram-train project) has the potential to extend our local rail network into our urban areas and city centres for a lower cost than a conventional free standing tram or mass transit network. Tram-train could potentially be viable for the proposed rail based link to Bristol Airport and has potential for other corridors across the sub-region, subject to wider considerations and further feasibility work.

- 3.15 While discussions continue with the DfT regarding the scheme funding gap, the Secretary of State's letter does make it clear that the Portishead Line needs to be an integral part of the MetroWest investment proposals for the sub-region. The letter also provides positive encouragement for the Council to proceed with its DCO application. A full response to the Secretary of State is to be issued following the completion of the tram-train study by the end of February 2019. In the meantime, officers are continuing positive discussions with both Network Rail and the DfT.

Procurement of a Train Operator

- 3.16 The DCO Scheme (Portishead Line) is forecast to generate significant revenue surpluses, from an early stage. This is due to the combination of the relatively low operating costs given that only one train set is required for the proposed hourly train service and the relatively high levels of demand (which have been benchmarked with similar stations) resulting in high yielding revenue streams. The authorities are in discussion with the DfT regarding this, along with the revenue liability during the early years of operation and the options for the procurement of the train operator / train service. These options include procurement through a bilateral agreement with the train operator (currently Great Western Railways) or through the franchising process. The current franchise has been extended to March 2020 and the DfT are in the process of negotiating a direct award for the franchise to March 2022 with an option for a two year extension.

Progress with Network Rail on the commercial arrangements for GRIP stages 5 to 8

- 3.17 Following the completion of GRIP stage 4 (Single Option Development) by the end of March 2019, it will necessary to progress GRIP stage 5 (Detailed Design) and then GRIP stages 6 to 8 which are construction, handback and project close. The delivery approach going forward will be through a design and build contract for GRIP 5 through to GRIP 8. The contract will comprise of two main parts:
- Part a) GRIP 5
 - Part b) GRIP 6 to 8

The contract will be let by Network Rail with a break clause after the completion of part a) GRIP 5, to enable this work (which includes the finalisation of the tender prices for part b) GRIP 6 to 8) to be fed into the completion of the project Full Business Case. The DCO process will proceed in parallel with GRIP 5, culminating in a decision by the Secretary of State on issuing the Development Consent Order. This will also feed into the Full Business Case, and the Council, WECA and the WoE Joint Committee will then be asked to approve it and the award of construction contracts.

- 3.18 While some of the early preparation work for GRIP stage 5 can be done under the existing commercial agreement with Network Rail (Development Services Agreement), further commercial agreements will be required these are:
- Promotion Agreement
 - Implementation Agreement
 - Asset Protection Agreement
 - Property Agreement
 - Bridge Agreements

- 3.19 Further details about the terms of the agreements and timescales will be brought back to Council later this year and authorisation will be sought to enter into them. We are currently in active discussions with Network Rail about the commercial terms and the balance of risk falling between both organisations. Network Rail have acknowledged that MetroWest Phase 1 is a complex project in respect of the combination of the engineering and industry interfaces, together with the consenting interfaces and the environmental constraints and consents. Network Rail are currently reviewing their commercial/delivery models in light of this and have signalled that it may be more appropriate for them to directly own and manage some of the project risks and deliver some of the works directly, subject to wider discussions with the DfT.

Strategic Land Option Agreements

- 3.20 While the majority of the land needed permanently for the scheme is already owned by either the Council or Network Rail, there remain some key parcels of land to acquire permanently. In addition to the permanent land, the following is required by the scheme:
- land on a temporary basis only during its construction,
 - rights over land that are required permanently and temporary.

All the third party land owners have been identified and have been contacted as part of the formal stage 2 DCO consultation. The next stage will entail negotiating and entering into land option agreements

- 3.21 The total estimated cost of progressing option agreements including legal costs is up to £300,000, and this can be met from the scheme budget for 2019-20.

4 CONSULTATION

- 4.1 As part of the formal DCO pre-application requirements the project team prepared a Statement of Community Consultation and consulted in line with the provisions of that document. It has also engaged in extensive "informal" consultation with affected stakeholders and interested parties.
- 4.2 Formal "Stage 2" consultation on re-opening the Portishead Branch Line was undertaken between October and December 2017, with an extension of time for a small number of consultees into early 2018. The formal DCO consultation included statutory bodies, land owners, government agencies and departments, and parties directly affected by the proposals. Wider stakeholders including local community groups, non-statutory bodies, the wider public were also consulted. The response to the consultation was very high as was the level of support for the scheme. The Stage 2 Consultation report is attached in appendix 2.
- 4.3 Following the formal consultation, the DCO Scheme proposals have been refined in light of feedback and wider ongoing engagement with statutory bodies, land owners, government agencies and departments, and parties directly affected by the proposals. Refinements to the scheme design will be set out in the DCO Consultation Report which is a mandatory report required for the DCO application. A

summary of the DCO consultation report will be included in a further report to Council, seeking authorisation to submit the DCO application.

5 FINANCIAL IMPLICATIONS

- 5.1 The estimated capital out-turn cost of the project is £116.4M, as set out in detail in the project Outline Business Case in December 2017, of which £16.081M has been spent to date, including forecast spend to the end of 2018-19 financial year. The GRIP 4 technical information is due for completion April 2019, for which Network Rail will produce updated financial costings, based upon this more detailed design information. A full breakdown and profile of the currently estimated £116.4m will be included in the DCO approval paper for full council, prior to further spend on the project.
- 5.2 A total of £69.5M has been allocated to the project in principle, leaving a short fall of approx. £46.9M The project budget sources are set out in table 1.1 below.

Table 1.1. so show the current Project funding position and spend to date

Item	Total Funding	Spend to date incl forecast for 2018-19
LGF (Prep Costs Award 2015)	£8,846,000	£8,846,000
LGF (Prep Costs Award 2018)	£1,700,000	£1,700,000
LGF (Prep Costs Award 2018)	£500,000	£500,000
LGF (Devolved Major Project)	£16,274,430	£0
Total LGF	£27,320,430	£11,046,000
EDF (Swapped with LGF)	£26,079,000	£0
Contributions to date by four Councils	£4,413,000	£3,635,000
NSC additional contribution Dec 17	£5,860,000	£1,400,000
WECA contribution Dec 17	£5,860,000	£0
Sub total secured funding	£69,532,430	£16,081,000
sub total Unsecured funding	£46,900,000	
Total funding required	£116,432,430	

- 5.3 To date £11.046M of LGF has been spent on preparation costs, the remainder has been allocated from local contributions from the authorities. A further £11.650M of LGF is required for 2019-20 and 2020-21 to complete all work feeding into the Full Business Case, including completing the DCO process and GRIP5 Detail Design. A further £4.624M of LGF will need to be drawn down in 2020-21 for land and preliminary works, before the main construction works are scheduled to commence in April 2021. As shown in the table below all the allocated LGF will be spent by March 2021. A full profile of the LGF forecast spend is shown in Table 1.2

Table 1.2. Forecast LGF Spend by March 21

Item	Total
LGF Prep Cost Award 2015	£8,846,000
LGF Prep Cost Award 2018	£1,700,000
LGF Prep Cost Award 2018	£500,000
Future LGF drawdown 2019-20	£4,491,019
Future LGF drawdown 2020-21	£7,159,130
Sub-total	£22,696,149
Future LGF drawdown for land and preliminary works 20-21*	£4,624,281
LGF Total	£27,320,430

* approx a further £305,891 for the land and preliminary works will be needed from EDF or NSC's additional contribution

- 5.4 Since the completion of the Outline Business Case, the project programme has slipped by approximately 12 to 15 months, due to the capital funding shortfall and some technical complexities in relation to satisfying statutory bodies on regulatory requirements for the DCO application (eg Natural England, the Environment Agency etc).
- 5.5 This has increased the risk rating for items within the project risk register, which would have a cost implication to the project should they be fully realised and there are no mitigating options available to contain these pressures within the currently estimated capital project cost of £116.400m. These risk areas include potential inflation, additional professional fees and authority direct delivery costs of resourcing the project. There is a total risk allowance of £22.000m, which has been determined through a robust QRA process. This risk allowance is across all aspects of the project, for items such as inflation, where direct costs are incurred, assuming no other mitigating options are achievable. Officers will review and assess the likelihood of these risks having a financial impact on the project and will review options to mitigate any pressures to keep the scheme within the current estimated project cost of £116.400m. This will be reported back to full council as part of the required approval to submit the DCO.
- 5.6 It is estimated that the impact of the time delay, detailed above, could increase preparation costs by £3.413M in order to complete all work leading into the completion of the Full Business Case. However officers are reviewing this and the options to mitigate this risk within the existing total project estimate of £116.4m, through commercial discussions with our professional services teams and to explore a reduction in construction cost through the exploration of the option to extend the train service to Westbury, with a capital cost saving of approximately £1M to £2M.

- 5.7 The estimated cost of progressing the project through the DCO process and in parallel progressing through detailed design GRIP 5, is £11.65M, during 2019-20 and 2020-21, as shown in table 1.3 below, including the profiled split between DCO and technical work. The completion of the of major processes including the DCO and environmental consents, undertaking detailed design GRIP5 and undertaking the procurement of project construction, is needed in order to complete the Full Business Case. The Full Business Case will then be presented to the Council and to co-funders for approval to proceed with awarding construction contracts and to implement the project.
- 5.8 Subject to confirmation by the WoE Joint Committee of the allocation £11.650M of Local Growth Fund, approval is sought to authorise the further spend of £4.491M for 2019/20 and provisionally £7.159M for 2020/21 to complete all technical work feeding into the Full Business Case.

Table 1.3 Forecast Cash Flow

	Up to and including 2017/18	2018/19	2019/20	2020/21	Total
	Actual Spend	Forecast Spend	Forecast Spend	Forecast Spend	Forecast Spend
	£	£	£	£	£
Total Prep Costs*	12,777,947	3,303,930	4,491,019	7,159,130	27,732,026
DCO profile			3,280,019	2,796,130	6,076,149
GRIP 5 and technical work			1,211,000	4,363,000	5,574,000

* this includes land acquisition costs of £973k

- 5.9 Further discussions have taken place regarding the allocation of £15M Tier 3 business rate funding to each of the four unitary authorities, with the respective section 151 finance officers. The decision to allow North Somerset Council to drawdown a further £15m from Economic Development Fund will be confirmed in March 2018. Once agreed, this will reduce the overall funding gap to £31m.

6 LEGAL POWERS AND IMPLICATIONS

- 6.1 The submission of the Development Consent Order application has a range of legal implications which are outlined in this report. A more detailed report will be brought to Council this spring, explaining the content of the DCO application and its implications and to seek authorisation to submit the DCO application.

7 RISK MANAGEMENT

7.1 Risks at the project and programme level are managed through the WoE Rail Programme Board, which reports to the WoE Joint Committee. While at this stage there remains potential for the scheme costs to increase as the scheme design and technical work progresses, this risk applies to all major transport schemes up to completion of the design, consents / approvals and the tendering of the construction works.

Table 1.4 to show the top key risks to the project

Risk	RAG rating	Mitigation	Mitigated RAG rating	Financial impact of risk if mitigations are not delivered (Not cumulative)
Repayment of Grant should scheme not progress	R	Delivery of part 1A of the scheme, associated, applicable costs and assets purchased would look to be offset against the total grant claim draw down	A	£11m (repayment of full grant)
Revenue Reversion Risk should scheme not progress	R	Risk is mitigated by the purchase of assets, submission DCO and the delivery of Scheme 1A. work is taking place with finance colleagues to reduce the risk of full revenue reversion, for which there are a range of options	A	£14.777m (revenue reversion total based upon spend to date assuming no asset creation)
Not being able to close the currently unsecured funding gap of £46.900m	R	Joint working WoE partners and joint promotion of scheme with WECA, so that a unified position is presented to the SoS for government funding support. Review of other potential funding sources	A	£23.832m (combined total of grant draw down and full spend to date)
Time delays to the programme, as result of not closing the unsecured funding gap, extension to DCO enquiry and determination process and timeliness of decision making to proceed, resulting in increasing inflation	R	Revised governance process in place and joint promotion working between NSC and WECA, as reflected by IPA3 agreement.	A	£10.000m (under review and in part built into £22m contingency)

costs, professional fees, internal fees and associated costs				
The technical scope and indicative cost of a re-defined scheme for Stage A & B cannot be reduced sufficiently to be within an affordable range.	R	Officers are reviewing the current estimated costs and risk profile associated with a time delay incurred, within the context of value engineering, scope change, commercial discussions and allocation of existing contingency. The scheme VfM remains very high but affordability remains a major challenge. Continue to engage with the promoting authorities, DfT and the wider rail industry on bridging the funding gap.	A	£10.000m (under review and in part built into £22m contingency)
Development of the scheme design results in additional infrastructure outside DCO red line boundary, resulting in redrawing red line boundary, causing delay to the submission of the DCO application	R	Continued technical engagement with Network Rail and review of specific pressure points on the red line boundary. Also ensure the GRIP3 AIP design is digested by all work stream leaders.	A	£1.100m
Train service revenue support costs and associated operational costs for the first three years, are not affordable to the councils, causing delay to programme.	R	Continue development of the operational proposal and engagement with the incumbent train operator. revenue support cost is subject to further negotiation with the DfT	A	£5.400m

8 EQUALITY IMPLICATIONS

- 8.1 An Equalities Impact Assessment has been undertaken as part of the environmental impact assessment and a draft report is provided in Appendix 3. Overall the project is providing a sustainable means of transport that will assist mobility impaired people to move between Portishead and Bristol, opening up a wider range of facilities to such persons.
- 8.2 As a result of the formal consultation processes, the project has reviewed the bus accessibility interface in Pill village and now proposes the improvement of the bus stop located at Hayward Road/Lodway next to the Pill Memorial Club. This will improve accessibility for connecting bus services, within a short distance between Hayward Road and the entrance to the railway station on Station Road in Pill. It will also provide for better access for passengers using any rail replacement bus service when these are operating to replace train services on the Portishead Line.

9 CORPORATE IMPLICATIONS

- 9.1 The improvement of the transport network is a key priority in the Corporate Plan. The project will play a significant role in Supporting Economic Prosperity (Aim 5) and Protecting and Improving the Environment (Aim 3). There are no specific cross-service implications.

10 OPTIONS CONSIDERED

- 10.1 The WoE Joint Transport Board (superseded by the WoE Joint Committee) considered three main options at its meeting on 17th March 2017 and determined to take a staged approach to the delivery of the scheme.
- 10.2 Prior to that the Preliminary Business Case set out the early project options considered. The wider context for the project option selection is as follows; the local rail network across the West of England is under-developed in comparison with similar sized city regions, the local highway network is congested at key locations on arterial corridors and the overall demand for transport continues to increase. The focus of the project option selection was to address the project objectives by making effective use of dis-used / under-used strategic rail corridors in parallel with enhancements to existing local rail lines. The Preliminary Business Case is available at: <http://www.travelwest.info/mw/p1/abc>

AUTHOR

James Willcock, MetroWest Phase 1 Project Manager, North Somerset Council,

CONTRIBUTORS TO REPORT

Jonathan Kirby, Head of Major Projects, North Somerset Council.

Colin Medus, Head of highways, North Somerset Council.

Joanne Butcher, Finance Business Partner, North Somerset Council.

James Bidwell, Principle Accountant (Capital), North Somerset Council.

Louise Fradd, Corporate Strategic Project Adviser, North Somerset Council.

APPENDICES

- 1 - Draft Initial Promotion Agreement version 3
- 2 - The Stage 2 Consultation report
- 3 - Equalities Impact Assessment

BACKGROUND PAPERS

1. Report to the Executive 4th December 2018 – MetroWest Budget Update
2. Report to Council 14th November 2017 – MetroWest Phase 1 Budget and Bidding Approval

DATED

DRAFT THIRD

INITIAL PROMOTION AGREEMENT

**Relating to MetroWest
(Phase 1)**

between

**NORTH SOMERSET DISTRICT COUNCIL (1) ✓
and**

WEST OF ENGLAND COMBINED AUTHORITY (2)

**N P BRAIN
HEAD OF LEGAL AND DEMOCRATIC SERVICES
NORTH SOMERSET DISTRICT COUNCIL
TOWN HALL
WESTON-SUPER-MARE
BS23 1UJ
(ACM/LS041589)**

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THIS AGREEMENT is dated

AUTHORITIES

The Authorities to this Initial Promotion Agreement (“IPA”) are:

- (1) **NORTH SOMERSET DISTRICT COUNCIL** of Town Hall, Weston-super-Mare, Somerset, BS23 1UJ (“NSDC”).
- (2) **WEST OF ENGLAND COMBINED AUTHORITY** of 3 Rivergate, Temple Quay, Bristol BS1 6ER (“WECA”)

Together referred to as “The Authorities”.

1. BACKGROUND

- 1.1 NSDC, SGDC, BCC and BANES entered into an Initial Promotion Agreement dated 13 March 2014 (IPA 1) and a further Initial Promotion Agreement dated 13 February 2015 (IPA 2). Both IPA 1 and IPA 2 were entered into pursuant to a Joint Working Agreement (“the JWA”) dated 12 March 2013 for the creation of a Local Transport Body (“LTB”) to oversee the delivery of a programme of major transport schemes in the region.
- 1.2 Subsequently SGDC, BCC and BANES agreed to form WECA in accordance with the West of England Combined Authority Order 2017 inter alia to oversee certain functions relating to transport matters in the areas of South Gloucestershire, Bristol and Bath and North East Somerset. As a result WECA is entering into this agreement with North Somerset Council. Moreover the governance arrangements to oversee the delivery of major transport schemes in the region have changed. The arrangements agreed in the JWA no longer apply and are substituted by the MetroWest Governance arrangements dated March 2018 annexed to this Agreement at Annex A.
- 1.3 The Authorities are jointly promoting a programme of rail enhancement projects, known as the MetroWest Programme. The MetroWest Programme aims to uplift the local rail network in terms of service provision and access to the network, through the delivery of specific projects. The MetroWest Programme includes:

- MetroWest Phase 1 – involving the re-opening of the Portishead rail line and stations and re-introduction of passenger train services, together with other infrastructure enhancements to provide enhanced half-hourly passenger train services for the Severn Beach line and the Bath line.
- MetroWest Phase 2 – involving re-opening the Henbury rail line and stations and re-introduction of passenger train services, together with other infrastructure enhancements to provide enhanced passenger train services for Yate line.

1.4 In accordance with the stated aims set out in the Outline Business Case annexed to this Agreement at Annex B (by reference to the web site) and the governance arrangements set out in Annex A the Authorities have agreed to work together on the project (“the **Project**”) as outlined in this paragraph and more particularly detailed in the Outline Business Case and to make further arrangements for the promotion and implementation of the Project by applying for and obtaining the necessary Orders and by procuring completion of GRIP 5 detailed design and associated technical work to take the Project to the completion of Full Business Case .

- (a) In summary the MetroWest Phase 1 Project is a joint cross boundary project to deliver the re-opening of the Portishead rail line and re-commence passenger train services, together with other infrastructure enhancements to provide enhanced half-hourly passenger train services for the Severn Beach line and the Bath line.
- (b) The Project will extend the UK passenger rail network by 9 miles and is to be the first major project of a long term programme under the MetroWest name, to deliver enhancements to local passenger train network across the West of England.
- (c) Upon the completion of construction and commencement of passenger train services, the land forming the track alignment between Portishead and Pill currently owned by North Somerset Council will be sold to Network Rail on a cost basis. Furthermore all assets delivered by the

Project excluding new car parks and footpath / highway links will be transferred to Network Rail and will be accepted into the national rail network. Network Rail is a state owned not-for-profit company which owns and operates the UK rail network. Network Rail will be responsible for all operational liabilities for the maintenance and repair of all infrastructure delivered by the Project, from commencement of passenger train services.

- (d) The passenger train services will be procured by the Authorities in association with the Department for Transport (DfT). Under the current DfT rules the Authorities will need to meet the revenue liability (subsidy) for the first three years of the operation of passenger train services, after which the liability transfers to the DfT in perpetuity subject to meeting value for money tests. All aspects of the Project value for money will be laid out in the Project business case and this will be scrutinised by the Joint Committee prior to final sign off of funding.

1.5 The purpose of this Third Initial Promotion Agreement is to set out the working arrangements between the Authorities for the Third Stage of the Project including applying for/obtaining the necessary Order(s) and completion of the GRIP 5 detailed design and associated technical work to take the Project up to the completion and submission of the Full Business Case (“Third Initial Stage”).

1.6 The Authorities wish to record the basis on which they will collaborate with each other on the Third Initial Stage. This Agreement sets out:

- (a) the key objectives of the Third Initial Stage and the Project as a whole;
- (b) the principles of collaboration;
- (c) the governance structures the Authorities will put in place; and
- (d) the respective roles and responsibilities the Authorities will have during the Third Initial Stage.

1.7 On or before the completion of the Third Initial Stage the Authorities intend to replace this Agreement with a Joint Promotion Agreement.

2. DEFINITIONS

2.1 In this Agreement the following words and phrases have the following meanings:

Word or Phrase	Meaning
“Accountable Body”	WECA.
“Agreement”	This agreement
“Commencement Date”	The date of this Agreement
“Constitution”	The Constitution of the Joint Committee
“DfT”	Department for Transport
“Expiry Date”	90 days from and including the date of endorsement of the Full Business Case by the Joint Committee unless earlier terminated by the Parties in accordance with Clause 3
The Joint Committee	Means the West of England Joint Committee established under Section 101(5) of the Local Government Act 1972, as applied by Section 20 of the Local Government Act 2000 and Regulation 11 of the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012 by the Executives of BANES, BCC, SGDC, NSDC and the Mayor of the WECA. .
“The Third Initial Stage”	The Third Initial Stage of the Project from inception to the production of the full business case
“Laws”	Means:- <ul style="list-style-type: none"> • Any applicable statute or proclamation or any delegated or sub-ordinate law; • Any enforceable community right within the meaning of Section 2(1) of the European

	<p>Communities Act 1972; and</p> <ul style="list-style-type: none"> Any applicable judgment of a relevant court of law which is a binding precedent in England and Wales
LEP	The West of England Local Enterprise Partnership
“Lead Authority”	North Somerset District Council
“MetroWest Programme”	MetroWest Phase 1, MetroWest Phase 2 and a range of new station/station re-opening projects.
MetroWest Governance Arrangements	The governance arrangements for the delivery of the MetroWest Programme adopted by WECA and NSDC dated March 2018 annexed to this Agreement at Annex A
“Order”	An order or order(s) necessary to implement the Project including Transport and Works Act Order(s), Development Consent Order(s), Compulsory Purchase Order(s) as appropriate
"Outline Business Case"	The MetroWest Phase 1 Outline Business Case dated December 2017 Case annexed to this Agreement at Annex B
“Project”	The project for the acquisition of land for and the procurement of the construction of the railway and associated works as described in the Outline Business Case.
"Programme Assurance Board"	The Programme Assurance Board established by the Joint Committee to oversee the programme budget for rail schemes across the West of England
“Programme Section 151 Officer”	shall mean for the purposes of this Agreement the officer with responsibility for the financial affairs of the MetroWest Programme from time to time appointed by the RPB in accordance with clause 8.4

	and Section 151 of the Local Government Act 1972 as it may be amended from time to time.
“Project Section 151 Officer”	shall mean for the purposes of this Agreement the officer with responsibility for the Project’s financial affairs from time to time appointed by the Lead Authority and Section 151 of the Local Government Act 1972 as it may be amended from time to time.
“Project Team”	The project team established for this Project in accordance with clause 11
“Project Manager”	Means NSDC’s MetroWest Phase 1 Project Manager (currently James Willcock) or such other senior officer of the Lead Authority from time to time engaged in the management of the Project as the Authorities shall agree to appoint from time to time to the role
“RPB”	The Rail Programme Board established for this and other projects in accordance with clause Error! Reference source not found.8
“The Programme ClientSRO ”	Means Head of Highways & Transport (currently Colin Medus) or such other senior officer of the Lead Authority from time to time engaged in the management of the West of England rail schemes as the Programme Assurance Board shall agree to appoint from time to time to the role.
“The Project SRO”	Means Head of Highways & Transport (currently Jonathan Kirby Colin Medus) or such other senior officer of the Lead Authority from time to time engaged in the management of the Project as the RPB shall agree to appoint from time to time to the role.
“Standard Proportions”	The proportions, contributions and liability splits agreed and set out in Clause 014.4
“The Train Services”	The provision of a functioning passenger train service along the MetroWest Programme Phase 1 routes.

- 2.2 Anything defined in the Constitution shall have the same meaning in this Agreement unless the context clearly indicates otherwise.
- 2.3 Reference to any statute or statutory provision includes a reference to that statute or statutory provision as from time to time amended, extended or re-enacted.
- 2.4 Words importing the singular include the plural, words importing any gender include every gender, the words importing persons include bodies corporate and unincorporated; and (in each case) vice versa.
- 2.5 Reference to Clauses and Schedules are references to clauses and schedules of this Agreement and any reference to a sub provision is unless otherwise stated a reference to a sub provision of the provision in which the reference appears.
- 2.6 The Clause and paragraph headings and titles appearing in this Agreement are for reference only and shall not affect its construction or interpretation.
- 2.7 No Party shall be required to do anything in the promotion or implementation of the Project that breaches its statutory duties or unlawfully fetters its discretion.
- 2.8 References to the Authorities save where otherwise stated (as for example in respect of Planning provisions) shall mean the Authorities in their capacity as joint promoters of the Project and shall not refer to their other statutory functions, responsibilities or duties in any other capacity.

3. COMMENCEMENT AND DURATION

- 3.1 This Agreement shall come into force on the Commencement Date and shall continue in force until:
- (a) It is terminated in accordance with the termination provisions; or

- (b) The Authorities enter into an agreement that replaces this Agreement, or
- (c) The Authorities agree and confirm in writing that the Project is abandoned or terminated; or
- (d) The Expiry Date.

4. SCHEME OBJECTIVES FOR THE THIRD INITIAL STAGE OF THE PROJECT

- 4.1 The Authorities shall undertake the Third Initial Stage of the Project to achieve the scheme objectives up to the end of the Third Initial Stage as set out in paragraph 1.3.4 of the Outline Business Case (**Scheme Objectives**).

5. PRINCIPLES OF COLLABORATION

The Authorities agree to adopt the following principles when carrying out the Third Initial Stage (**Principles**):

- (a) collaborate and co-operate. Establish and adhere to the governance structure set out in this Agreement to ensure that activities are delivered and actions taken as required;
- (b) be accountable. Take on, manage and account to each other for performance of the respective roles and responsibilities set out in this Agreement;
- (c) be open. Communicate openly about major concerns, issues or opportunities relating to the Project and commit to sharing data and knowledge relevant to the Project where appropriate;
- (d) learn, develop and seek to achieve full potential. Share information, experience, materials and skills to learn from each other and develop effective working practices, work collaboratively to identify solutions, eliminate duplication of effort, mitigate risk and reduce cost;
- (e) adopt a positive outlook. Behave in a positive, proactive manner;

- (f) adhere to statutory requirements and best practice. Comply with applicable laws and standards including EU procurement rules, data protection and freedom of information legislation;
- (g) act in a timely manner. Recognise the time-critical nature of the Project and respond accordingly to requests for support;
- (h) manage stakeholders effectively;
- (i) deploy appropriate resources. Ensure sufficient and appropriately qualified resources are available and authorised to fulfil the responsibilities set out in this Agreement. In particular the Authorities agree to make the contributions in the Standard Proportions;
- (j) work together to secure external funding from the DfT, the LEP and any other available source in respect of the Project; and
- (k) act in good faith to support achievement of the Scheme Objectives and compliance with these Principles.

6. PROJECT GOVERNANCE

6.1 Overview

The governance structure defined below provides a structure for the development and delivery of the Third Initial Stage of the Project.

6.2 Guiding principles

The following guiding principles are agreed. The Third Initial Stage of the Project's governance will:

- (a) provide strategic oversight and direction;
- (b) be based on clearly defined roles and responsibilities at organisation, group and, where necessary, individual level;
- (c) align decision-making authority with the criticality of the decisions required;

- (d) be aligned with Project scope and each Project stage (and may therefore require changes over time);
- (e) leverage existing organisational, group and user interfaces;
- (f) provide coherent, timely and efficient decision-making; and
- (g) correspond with the key features of the Project governance arrangements set out in this Agreement.

7. THE JOINT COMMITTEE

- 7.1 The Joint Committee provides overall strategic oversight and direction to the Project. It shall decide on the allocation of all Local Growth Fund funding and devolved DfT capital funding.
- 7.2 The Joint Committee shall also review and approve the revenue liabilities of transport projects across the Authorities' sub-region, and in relation to this Project shall review and approve the revenue liabilities of the Train Service.
- 7.3 The Joint Committee shall be managed in accordance with the terms of reference set out in the in the Constitution.

8. RPB AND PROGRAMME ASSURANCE BOARD

- 8.1 The Joint Committee has appointed a RPB and a Programme Assurance Board (PAB)
- 8.2 The PAB has representatives from NSDC, WECA?? and the LEP and provides high-level challenge and independent assessment to the Joint Committee. It receives high-level reports on all rail schemes across the West of England. The PAB has a particular emphasis of overseeing the programme budget. The PAB is responsible for:
 - (a) Ensuring programme priorities are met and cross-scheme actions are delivered
 - (b) Providing critical review, monitoring of progress and performance, and oversight of joint actions

- (c) Overseeing the integrated programme plan and Benefits Realisation Plan
- (d) Ensuring strategic programme-level risks are effectively managed
- (e) Overseeing strategic relationships with LEP and other key stakeholders
- (f) Reporting high-level progress to the LEP

8.3 The Programme SRO is responsible for ensuring that the Rail Programme’s objectives are met.

8.4 The RPB consists of board members and representatives from each of the Authorities. The overall rail programme is made up of a number of projects including the Project. The RPB directs, steers and oversees the direction of each project and authorises project plans to be delivered by the project managers and authorise strategic decisions, or seeks authority for key strategic decisions from the RPB, PAB, the Joint Committee and the Programme Section 151 Officer augmented by specialists from related areas. Key decision making will be made by the RPB members only each of whom has voting rights. The RPB shall have responsibility for:

- (a) Appointments such as the appointment of the Project SRO, the Lead Authority, and the Programme Section 151 Officer,
- (b) the creation and execution of the project plan and deliverables, and therefore it can draw technical, commercial, legal and communications resources as appropriate into the RPB .

8.5 The core RPB comprises [to be confirmed]:

Job Title and Current Officer Name	Organisation	Title
Director of Development & Environment (currently vacant)	NSDC	Board Member
tbc	WECA	Board Member

<u>Head of Capital Delivery (currently Kathryn Vowles)</u>	<u>WECA</u>	
Head of Highways & Transport (currently Colin Medus) –	NSDC	Project SRO (Metro Phase 1) & Programme Client SRO
<u>Head of Major Projects (currently Jonathan Kirby)</u>	<u>NSDC</u>	<u>Project SRO (MetroWest Phase 1)</u>
Strategic Public Transport Manager (currently Janet Kings)	SGDC	SRO (Metro Phase 2)
– Chairman of Severnside Rail Partnership (Keith Walton)	Severnside Community Rail Partnership	
– Principal Programme Sponsor (West) (currently Michelle Scogings)	Network Rail	
Head of Finance (currently <u>Malcolm Coe</u> Dave Perry)	SGDC	Programme Section 151 Officer
<u>Principal Transport Planner</u> Interim Head of Transport (currently James White) –	WECA	Programme <u>Co-ordinator</u> Manager
Director (currently John Czyrko) -	Great Western Railways	

9. LEAD AUTHORITY

- 9.1 WECA appoints, with effect from the Commencement Date, NSDC to be the Lead Authority for the carrying out of the Project which shall be carried out for and on behalf of the Authorities and NSDC agrees to act in that capacity subject to and in accordance with the terms and conditions of this Agreement.
- 9.2 The scope of the Lead Authority is on the basis that it is only authorised to act as lead authority so far as it is clearly authorised to do so and the Lead Authority shall act under the direction of the RPB .

9.3 Where the Lead Authority incurs any costs or liability in discharging its duties under this **Clause 9**, the Lead Authority shall from time to time inform the RPB promptly of that cost or liability and such cost or liability shall be apportioned between the Authorities pursuant to the **Standard Proportions**.

10. ACCOUNTABLE BODY

10.1 WECA has been appointed by BCC, BANES and SGDC and has agreed with the DfT to act as the Accountable Body for the purposes of devolved major scheme funding and it will provide the Programme Section 151 Officer.

11. PROJECT TEAM

11.1 The Project Team will provide day to day management of the Third Initial Stage of the Project and work streams. It will provide assurance to the RPB that the Project is being delivered within the boundaries set by the RPB.

11.2 The Project Team consists of the Project SRO, representatives from each of the Authorities, the Project Manager, the Programme Section 151 Officer, the Project Section 151 Officer and representatives from specialist external consultants as required. The Project Team shall have responsibility for the creation and execution of the project plan and deliverables, and therefore it can draw technical, commercial, legal and communications resources as appropriate into the Project Team. The Authorities may recharge the cost of employee time to the Project where the employee has been tasked with delivering specific outputs for the Project, subject to the prior written approval of the Project Manager or Project SRO. The Authorities will provide sufficient staff and resources at their own cost to enable the Project Team and any working Authorities and groups established under them to function adequately and effectively. The Authorities may not recharge the cost of employee time to attend meetings or to fulfil in-house (i.e. for their employer Authority) functions, for example writing Council committee reports. The costs of any external consultants or significant internal staff costs shall only be chargeable

to the Project if previously approved in writing by the Project Manager or Project SRO in accordance with **clause 11.7**.

11.3 The Project Team shall meet not less than bi-monthly and the minutes and actions will be recorded for each Project Team meeting. Any additional reporting requirement shall be at the discretion of the RPB.

11.4 For the avoidance of doubt, among the matters for which the Project Team shall be responsible are the following:-

- (a) What authority it reserves to itself and what authority it delegates to the Project Team or the Project SRO and the Project Section 151 Officer;
- (b) The appointment and instruction of consultants and other advisors and delegation of authority in respect of this;
- (c) The management of its own roles and the roles of those that report to it;
- (d) Approval of agreements with third parties in respect of the Project carried out by the Project Team in accordance with **clause 15**; and
- (e) Day to day financial and risk management of the Project.

11.5 The Project Team shall not have authority to do or agree anything or go beyond the budgeted expenditure as approved by the Programme Section 151 Officer in writing in accordance with this clause and:

- (a) The Project Section 151 Officer in consultation with the Project Manager shall prepare detailed annual budget which shall be approved with the RPB (“the Approved Budget”);
- (b) The Project Section 151 Officer shall with the approval of the RPB submit all financial claims to the WoE LEP and any other funders on behalf of both Authorities;

11.6 All commitments, orders and payments under the Approved Budget shall be submitted to the SRO for approval. Agreement to any change that would be

outside the scope of the Project or the budgeted expenditure for the Project as confirmed by the Programme Section 151 Officer shall be referred to the Joint Committee.

- 11.7 Every 3 months the Project Section 151 Officer shall prepare and submit to WECA and NSDC an invoice of each of the relevant Authority's Standard Proportion of the costs incurred for the Project, including a detailed breakdown of such costs. If the Project Team agrees to allow the recharge of internal staff costs to the Project (in accordance with **clause 11.2**) the recharge rate inclusive of any overheads must be agreed in advance by the RPB.

Powers Outside the Scope of the Project Team

- 11.8 Neither the RPB nor the Project Team shall have power to commit an Authority to expenditure or any other commitment that is outside the scope of the Project, the Joint Transport Strategy or beyond its own budgeted expenditure on the Project without the agreement of that Authority.
- 11.9 The Project Team will endeavour to make decisions by consensus. Where this is not possible if the representatives of the Authorities are in agreement with each other they may decide matters on their own.
- 11.10 The Project Team shall ultimately report to the Joint Committee (in respect of devolved DfT capital funding and Local Growth Fund funding) and in the event that the representatives of the Project Team do not agree with each other they will refer it to RPB for decision and if the Authorities are not satisfied with such decision any Authority may refer the matter to the Joint Committee and if the Authorities are still not satisfied with such decision any Authority may refer the matter for Dispute Resolution in accordance with **clause 19**.
- 11.11 Unless or until the Project Team decides otherwise, the Project shall use the Managing Successful Program (MSP) system of project management.

12. ROLES AND RESPONSIBILITIES

12.1 The Authorities shall undertake the following roles and responsibilities to deliver the Project:

(a) Each Authority will nominate a Lead Officer with senior management responsibilities for transport functions in their area. The Lead Officer shall ensure that his / her Council provides the support necessary to secure the effective achievement of the Project. In this context, “support” shall include the involvement and time of capable officers, the provision of information and the prompt consideration of matters referred to his / her Authority for determination. The Authorities’ respective Lead Officers at the Commencement Date are:

- (i) WECA – Head of (currently Kathryn Vowels
- (ii) NSDC – Head of Highways & Transport (currently Colin Medus)

(b) Each Authority shall ensure that whenever its Lead Officer is on leave or otherwise unavailable, it appoints an alternative person to act in his or her place with full power to do anything he or she would be able to do, and who will be their Lead Officer.

(c) Each Authority will authorise its Lead Officer and the Project SRO will authorise the Project Team to take any steps necessary to ensure the efficient promotion of the Project whether in response to any objection or requests by the Inspector at any Public Inquiry or for any other reason relating to the effective promotion of the Project provided the within the scope of Project.

13. PROMOTING THE PROJECT

13.1 The Authorities will jointly promote the Project in accordance with their respective Council resolutions and the terms of this agreement.

13.2 Each Authority will keep the other fully informed in relation to matters that relate to the progress of any Order and the Project so as to promote timely and well-informed decision-making.

14. FINANCIAL ARRANGEMENTS

14.1 The Authorities will assume joint and several liability to perform their obligations under any Order and any agreements that may be reached with third parties, including any agreements or concessions to implement the Third Initial Stage of the Project.

14.2 Notwithstanding **clause 14.1** above, all financial liabilities under the Third Initial Stage of the Project during the term of this Agreement will be apportioned between the Authorities according to the following proportions (“**the Standard Proportions**”).:

	Liability agreed in the Second Initial Stage based on a scheme estimated <u>capital</u> out-turn cost of £58m	Liability for the <u>third Initial Stage based on a scheme additional £58m taken on by NSDC, for the revised</u> estimated capital cost of £116M (as set out in the Outline Business Case)	Net share of total liability for the Third Initial Stage
WECA	50% of £58M	<u>50</u> 0% of additional £58M	50% of £ <u>116</u> 58M
NSDC	50% of £58M	<u>50</u> +00% of additional £58M	50% of £ <u>116</u> 58M + <u>100</u> % of a further £58M
Total	100%	100%	100.0%

14.3 The Authorities agree that and in relation to Project expenditure:-

- (a) each Party shall bear its own costs incurred by them up to but not including the Project Cost Baseline Date and such costs shall not be treated as Project costs;

- (b) From and including the Project Cost Baseline Date until completion of the Full Business Case the costs shall be shared in the Standard Proportions as defined in **clause 14.6**

14.4 The Authorities shall indemnify each other in respect of all costs, expenses, actions, proceedings or other expenditure arising under or in connection with a project agreement to the extent that either of them bears, has borne or is exposed to the risk of bearing more than their share of such based on the Standard Proportions.

14.5 Each Authority will make available the necessary funds to ensure that the Authorities and the Project Team can satisfy all liabilities falling due for payment, without one Authority having to make a payment on behalf of the other.

15. THIRD PARTY LIAISON

15.1 The Project Team shall be responsible for all negotiations with third parties including objectors and potential objectors to the Order(s).

15.2 No Authority shall meet, correspond or negotiate with such third parties without the consent of the Project Team.

15.3 In accordance with **clause 11.4(d)** any agreement which the Project Team makes with any third party must either be within the scope of an express authority delegated to it by the Authorities in writing or subject to ratification by the RPB and not binding until so ratified.

15.4 Subject to any authorisation required from the Authorities the RPB is authorised to and may settle the terms of any agreement with an objector, undertaking or revision to the Orders.

15.5 The Project Team shall where appropriate and reasonably practicable invite an officer from the Authority whose area any objection or third party issue concerns to attend any meeting with that objector or third party.

15.6 The representative of an Authority at such meeting shall not publicly disagree with the Project Team's position in respect of the negotiations with the objector or third party and all Authorities shall observe the requirements of **clause 22 (Publicity)**

16. LIABILITIES & INDEMNITIES

16.1 Notwithstanding the cost allocation provisions, where a liability under the Project arises out of either where one Authority ("the Indemnifying Party"):

- (a) fails to comply with the terms of this agreement; or
- (b) acts deliberately or negligently or commits an omission; or
- (c) makes a decision which leads to an increase in the costs of the Project;

the Indemnifying Party will bear the whole cost of the resulting costs and indemnify the other Authorities accordingly.

16.2 Each Authority shall ensure that it has on its own account, or co-operates with the other Authority to ensure that the Authorities jointly or the Project Team has appropriate insurance policies in force at all times to cover all risks the Project is reasonably able to insure against.

16.3 For the avoidance of doubt, any disputes as to valuation or the amounts of any claims by one Authority against the Project or the other are within the scope of the provisions on Remediation and Dispute Resolution referred to below.

17. WITHDRAWAL

17.1 Each Authority acknowledges that, if it withdraws from the Project that withdrawal is likely to cause loss of income and additional cost to the other Authority, including but not limited to, the loss of funding from the Department for Transport and the loss of any economies resulting from the joint working between the Authorities in the implementation of local transport improvements. Similarly, each Authority acknowledges that if it takes any decision within the

powers delegated to the Joint Committee (“an Independent Decision”) such decision may cause loss to the other Authority.

- 17.2 An Authority may withdraw from this Agreement by giving notice in writing of its intention to withdraw to the other Authority. Such notice shall be no less than 3 months’ notice expiring at any time.
- 17.3 Subject **clauses 17.4 and 17.5** each Authority agrees that in the event that it gives notice of withdrawal to the other Authority under **clause 17.1** or takes an Independent Decision, it will use its reasonable endeavours to minimise and will indemnify the other Authority against, any loss or additional expense which the other Authority may suffer as a result of its Independent Decision or withdrawal from this Agreement and the Project.
- 17.4 Where an Authority takes an Independent Decision, it shall be liable to the other Authority for any loss suffered by the remaining Party as a consequence of the Independent Decision.
- 17.5 Where any Authority withdraws from the Project:-
- (a) Any obligations which the withdrawing Authority has entered into with the other Authority in pursuance of any funding provided or to be provided by the Joint Committee shall remain in force;
 - (b) The Disputes Procedure set out in **clause 18** shall remain in force in respect of any matters arising from the performance of or withdrawal of either Party under this Agreement;
 - (c) **Clause 21 (Confidential Information)** of this Agreement shall continue without limit and shall survive the termination of this Agreement; and
 - (d) The remaining Authority will seek to minimise costs arising from the other Authority's withdrawing.

18. DISPUTES

- 18.1 Where an Authority is of the opinion that another Authority is failing to comply with the provisions of this Agreement in respect of any matter, including the provisions of **Clause 5** to work together in good faith and in an open, co-operative and collaborative manner, the Authorities shall use their reasonable endeavours to resolve any such matter amicably without resort to the formal remediation and dispute resolution procedures set out below.
- 18.2 Notwithstanding **Clause 19**, at any time the Chief Executive of any Authority ("**the first Party**") may serve on the Chief Executive of the other Authority ("**the second Party**") a "**Default Notice**", alleging that that the second Authority has failed to comply with its obligations under this Agreement, setting out any suggested remedial action and any damage which the first Authority has or is likely to suffer as a result of the alleged failure.
- 18.3 The second Authority on receipt of a Default Notice shall have 14 days within which to serve on the Chief Executive of the first Party a "**Counter notice**", setting out in respect of every matter contained in the Default Notice, proposals for the remediation of the alleged failure and making good any loss which the first Authority may have suffered or may suffer as a result of the failure, or the reasons why that alleged failure is disputed.
- 18.4 Within 14 days of receipt of a Counter notice, the Chief Executive of the first Authority shall send to the Chief Executive of the second Authority a "**Notice of Acceptance**" of any proposals contained in the Counter notice in so far as those proposals are accepted by the first Authority, and may send a "**Notice of Dispute**" in so far as no proposal satisfactory to the first Authority is contained in the Counter notice, setting out in respect of each proposal which is not accepted by the first Authority why it is considered to be unacceptable.
- 18.5 Where any proposal in a Counter notice is accepted in a Notice of Acceptance, the second Party shall implement that proposal.

18.6 Where any matter is contained in a Notice of Dispute, cannot be resolved by the procedure in **clauses 18.1 to 18.4** it shall fall to be dealt with under the Disputes Procedure set out in **Clause 19**.

19. DISPUTE RESOLUTION

19.1 In the event of any dispute arising between the Authorities (including the service of a Notice of Dispute), as a matter of urgency, the Authorities will first attempt to settle the issue in dispute by referring the matter as follows:

- (a) Initially to a meeting of the Lead Officers;
- (b) in the event of failure of Lead Officers to agree a resolution, to the Joint Committee
- (c) In the event of the Joint Committee failing to resolve the matter to a meeting of the Leader of NSDC and the WECA Mayor

19.2 If the dispute is not resolved by such means within 14 days of such reference, the Authorities will attempt to settle the issue in dispute ("Dispute") by mediation in accordance with the Centre for Dispute Resolution ("CEDR") Model Mediation Procedure or any other model mediation procedure as agreed by the Authorities. To initiate a mediation, any Party may give notice in writing (a "Mediation Notice") to any one or more of the others requesting mediation of the Dispute and shall send a copy thereof to CEDR or an equivalent mediation organisation as agreed by the Authorities, asking them to nominate a mediator. The mediation shall commence within twenty (20) Working Days of the Mediation Notice being served. If there is any point in respect of the conduct of the mediation upon which the Authorities are unable to agree within ten (10) Working Days from the date of the Mediation Notice, CEDR will, at the request of one of the Authorities, decide that point for the Authorities, having consulted with them. The Authorities will co-operate with any person appointed as mediator providing him with such information and other assistance as he shall require and will pay his costs as he shall determine or, in the absence of such determination, such costs will be shared equally.

- 19.3 None of the Authorities may commence any court proceedings in relation to any Dispute until they have attempted to settle it by mediation under **Clause 19.1(c)** and/or such mediation has terminated. The Authorities will take no further steps in the court proceedings until any such mediation commenced under **Clause 19.1(c)** has terminated. Nothing in this **Clause** shall prevent an Authority from having recourse to a court of competent jurisdiction for the sole purpose of seeking a preliminary injunction or such other provisional judicial relief as it considers necessary to avoid irreparable damage.
- 19.4 If the Dispute has not been resolved by the mediation procedure detailed in **Clause 19.1(c)** within one (1) month of the initiation of such procedure, the Dispute may be referred to the courts for resolution.
- 19.5 Copies of all notices issued under **clause 18** shall be sent to the other Party's proper officers and/or lead officer (as the case may be).

20. INTELLECTUAL PROPERTY

- 20.1 All intellectual property in any material created by or on behalf of the Authorities or any of the Authorities in the course of the Project shall be owned jointly by those Authorities which are participating in the Project and shall be available equally to each such Party.
- 20.2 Each Party warrants that any intellectual property created by its officers for the purposes of the Project does not infringe any third party's intellectual property rights.
- 20.3 Each Authority shall indemnify the other Authority against any loss arising out of any dispute or proceedings brought by a third party alleging infringement of its intellectual property rights by use of the first Authority's intellectual property for the purpose of the Project.
- 20.4 Where existing intellectual property of an Authority has been used for the purpose of the Project that Authority agrees to grant the other Party a non-

exclusive perpetual non-transferable and royalty free licence to use, modify, amend and develop the same for the purpose of the Project.

- 20.5 Where the Authorities generate any receipts from the licensing or sale of any intellectual property generated by this Project the net surplus shall be divided between them in the Standard Proportion.

21. CONFIDENTIAL INFORMATION

- 21.1 Subject to **Clause 23.3** and where disclosure of any Confidential Information is required by Laws, the Authorities shall at all times use their reasonable endeavours to keep confidential and ensure that such information is used only for the purpose of the Project (and to procure that their respective employees agents consultants contractors and sub-contractors shall keep confidential and shall use such information only for the purpose of the Project) all Confidential Information concerning the Project or the business and affairs of any other Authority which may now or at any time hereafter be in an Authority's possession and shall not disclose it except with the consent of that other Authority, such consent not to be unreasonably withheld.

- 21.2 For the purpose of this Agreement "Confidential Information" means any information imparted to any of the Authorities or their employees agents consultants contractors or sub-contractors ("the Receiving Party") which was imparted to the Receiving Party on the basis that it is to be kept confidential or would by its nature normally be regarded as being confidential or to the knowledge of the Receiving Party was obtained by the other Authorities on the basis that it was to be kept confidential or is of commercial value in relation to the Project but shall not include any information which is for the time being in the public domain otherwise than by reason of its wrongful disclosure by the Receiving Party.

22. PUBLICITY

22.1 The Authorities will make such venues available for the provision of information about the Project and such other publicity as the Project Team may reasonably require.

22.2 The Project Team and the Project SRO on its behalf shall: -

- (a) co-ordinate all press releases, advertisements and other publicity material in connection with the Project,
- (b) ensure that it keeps members of the Joint Committee and of the Authorities up to date and briefed on the progress of the Project and establish a protocol for doing so.
- (c) Each Party will refrain from making statements about the application for the Orders and Project other than statements that have been authorised by the Project Team

23. COMPLIANCE WITH LAWS & DATA PROTECTION

23.1 The Authorities shall at all times comply with all Laws including but not limited to the General Data Protection Regulation (GDPR) and will, where appropriate maintain a valid and up to date registration or notification under such Laws.

23.2 Each Authority shall indemnify and keep indemnified the other Authority against all losses, claims, damages, liabilities, costs and expense (including reasonable legal costs) incurred by the other Authority in respect of any breach of this Clause by the Authority and/or any act or omission of any employee, agent, consultant, contractor or sub-contractor.

23.3 Each Authority shall grant to the other Authority the right of reasonable access to all records of Personal Data relevant to the Project, as defined in the GDPR and shall provide reasonable assistance at all times during the currency of this Agreement to ensure the quality and security of data collected.

24. FOI & EIR

- 24.1 Each Authority acknowledges that the other Authority is subject to the requirements of the Freedom of Information Act 2000 (“FoIA”) and the Environmental Information Regulations 2004 (“EIR”) and each Authority shall where reasonable assist and co-operate with the other Authority (at their own expense) to enable the other Authority to comply with these information disclosure obligations.
- 24.2 Where an Authority receives a request for information under either the FoIA or the EIR in relation to information which it is holding on behalf of any of the other Authorities in relation to the Project, it shall (and shall procure that its sub-contractors shall):
- (a) transfer the request for information to the other Authority as soon as practicable after receipt and in any event within two Working Days of receiving a request for information;
 - (b) provide the other Authority with a copy of all information in its possession or power in the form that the Authority requires within ten Working Days (or such longer period as the Authority may specify) of the Authority requesting that information; and
 - (c) provide all necessary assistance as reasonably requested by the other Authority to enable the Authority to respond to a request for information within the time for compliance set out in the FoIA or the EIR.
- 24.3 Where an Authority receives a request for information under the FoIA or the EIR which relates to this Agreement or the Project, it shall inform the other Authority of the request for information as soon as practicable after receipt and in any event at least two Working Days before disclosure and shall use all reasonable endeavours to consult with the other Authority prior to disclosure and shall consider all representations made by the other Authority in relation to the decision whether or not to disclose the information requested.

24.4 The Authorities shall be responsible for determining in their absolute discretion whether any information requested under the FoIA or the EIR:

- (a) is exempt from disclosure under the FoIA or the EIR;
- (b) is to be disclosed in response to a request for information.

24.5 Subject to **Clause 24.3** above each Authority acknowledges that the other Authority may be obliged under the FoIA or the EIR to disclose information:

- (a) without consulting with the other Authority where it has not been practicable to achieve such consultation; or
- (b) following consultation with the other Authority and having taken its views into account.

25. ASSIGNMENT

25.1 Save as may be imposed as part of any re-organisation of local government neither Authority may assign, subcontract or transfer its rights or obligations under this Agreement

26. VARIATION

26.1 This Agreement, including the Annexes, may only be varied by written agreement of the Parties

27. CHARGES AND LIABILITIES

27.1 Except as otherwise provided, the Authorities shall each bear their own costs and expenses incurred in complying with their obligations under this Agreement.

27.2 For the avoidance of doubt, in accordance with **Clause 14** the Authorities agree to share the costs and expenses arising in respect of the Third Initial Stage of the Project between them in accordance with the Standard Proportions.

27.3 Each Authority shall remain liable for any losses or liabilities incurred due to its own or its employee's actions and no Authority intends that the others shall be liable for any loss it suffers as a result of this Agreement.

28. STATUS

28.1 This Agreement is intended to be legally binding, and legal obligations or legal rights arising between the Authorities from this Agreement shall from the date of this Agreement be construed accordingly.

29. WAIVER

29.1 No failure or delay by a party to exercise any right or remedy provided under this agreement or by law shall constitute a waiver of that or any other right or remedy, nor shall it prevent or restrict the further exercise of that or any other right or remedy. No single or partial exercise of such right or remedy shall prevent or restrict the further exercise of that or any other right or remedy

30. SEVERANCE

30.1 If any condition, provision or Clause of this Agreement shall become or shall be declared by any court of competent jurisdiction to be void, invalid, illegal or unenforceable in any way, such invalidity or unenforceability shall in no way impair or affect any other provision all of which shall remain in full force and effect

31. GOVERNING LAW AND JURISDICTION

This Agreement shall be governed by and construed in accordance with English law and, without affecting the Dispute Procedure set out in **clause 19**, each party agrees to submit to the exclusive jurisdiction of the courts of England and Wales.

32. GENERAL

- 32.1 Nothing contained or implied herein shall prejudice or affect the Authorities' rights and powers duties and obligations in the exercise of their functions as local authorities and/or in any other capacity and all rights powers discretions duties and obligations of the Authorities under all laws may at all times be fully and effectually exercised as if the Authorities were not party to this Agreement and as if this Agreement had not been made.
- 32.2 The Authorities shall only represent themselves as being an agent partner or employee of the other Authority to the extent specified by this Agreement and shall not hold themselves out as such nor as having any power or authority to incur any obligation of any nature express or implied on behalf of the other Authority except to the extent specified in this Agreement.
- 32.3 Save as may be imposed as part of any re-organisation of local government, this Agreement is personal to the Authorities and no Authority shall assign transfer or purport to assign or transfer to any other persons any of its rights or sub-contract any of its obligations under this Agreement.
- 32.4 No person other than the Authorities shall be entitled to enforce any of its terms under the Contracts (Rights of Third Parties) Act 1999.
- 32.5 Any notice required or permitted to be given by an Authority to the other Authority under this Agreement shall be in writing and addressed to the Chief Executive of the other Authorities at their principal office.
- 32.6 This Agreement constitutes the entire agreement and understanding of the Authorities and supersedes any previous agreement between the Authorities relating to the subject matter of this Agreement

Signed for and on behalf of **NORTH
SOMERSET DISTRICT COUNCIL**

Signature:

Name:

Position:

Date:

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Signed for and on behalf of **WEST OF
ENGLAND COMBINED AUTHORITY**

Signature:

Name:

Position:

Date:

Annex A. The Metrowest Governance Arrangement Chart

See attached document

Annex B. The Outline Business Case

See www.travelwest.info/projects/MetroWest

**DCO Stage 2
Consultation Report**

MetroWest Phase 1

July 2018

MetroWest 

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1. Introduction and Background

MetroWest Programme Overview

- 1.1 The West of England (WoE) Councils comprising of Bath & North East Somerset, Bristol City, North Somerset and South Gloucestershire, shown in Figure 1.1, together with the West of England Combined Authority (WECA) are progressing plans to deliver a series of strategic enhancements to the local rail network over the next five years and beyond, through the "MetroWest Programme". The aim of the MetroWest Programme is to establish a 'Metro' local rail network, similar to comparable sized city regions, through targeted investment in strategic rail corridors, including existing lines, freight only lines and dis-used lines.

Figure 1.1 – West of England Councils and WECA



1.2 The MetroWest Programme currently comprises the following schemes:

- MetroWest Phase 1;
- MetroWest Phase 2;
- Portway Park & Ride station;
- a range of new station/re-opening schemes, subject to separate business cases; and
- smaller scale localised enhancement schemes.

1.3 These are a diverse range of interventions from large schemes increasing the UK passenger train network (network mileage and number of stations) entailing both infrastructure and service enhancements, to more modest localised projects.

1.4 The MetroWest Programme is jointly promoted by the WoE Councils and WECA which has responsibility for strategic and transport planning (together with Bath & North East Somerset, Bristol City and South Gloucestershire Councils as WECA's constituent councils), with support of the West of England Local Enterprise Partnership (LEP) through the Local Growth Fund, and also working alongside Network Rail, Great Western Railway and the wider rail industry.

1.5 The MetroWest Programme has been developed in collaboration with the rail industry. Although it was established as a conventional third party promoted programme, it is not a standalone programme. It is a sub-programme within the Great Western Programme for delivery in early Control Period 6 (the designated national period for improvements to the rail network in the period 2019–2024).

1.6 Under the Planning Act 2008 (the 2008 Act), the re-opening of the Portishead branch line as part of MetroWest Phase 1 is classed as a Nationally Significant Infrastructure Project (NSIP), and therefore requires a development consent order (DCO) from the Secretary of State for Transport. Those parts of MetroWest Phase 1 that will be included in the DCO are referred to in this document as "the DCO Scheme".

1.7 MetroWest Phase 1 is being led by North Somerset District Council (NSDC).

Development Consent Order (DCO) Consultation

1.8 Consultation is required for the DCO Scheme, which is made up of the re-opening the branch line to Portishead by reinstating the railway from Pill along the old alignment which closed to passengers in the 1960s, and the upgrading of parts of the existing freight line which the passenger train services will utilise.

- 1.9 The DCO application process requires extensive consultation with affected and interested parties. NSDC has decided to hold two consultation stages. In June 2015 "Stage 1" Consultation began, with NSDC consulting the public, statutory bodies, and stakeholders including community and local interest groups on the DCO Scheme's proposals.
- 1.10 From October to December 2017, "Stage 2" Consultation was carried out with the persons consulted at Stage 1 and all persons identified as having an interest in land required to be consulted under the 2008 Act. Consultation was carried out in accordance with NSDC's Revised Statement of Community Consultation (SoCC) published in September 2017 (as revised from the original SoCC of June 2015, which had been published for Stage 1 Consultation).
- 1.11 This Stage 2 Consultation Report details and summarises the Stage 2 Consultation. It also details an additional period of Stage 2 Consultation in February 2018 with interested parties in the Ashton Vale Industrial Estate.

Previous Consultation

- 1.12 Since the MetroWest Phase 1 scheme began in 2013, several elements of the DCO Scheme have been consulted on to help develop its proposals:

Portishead Station Site Consultation – February 2013

- 1.13 In February 2013, NSDC undertook public consultation on its 'Sites and Policies Development Plan Document'. As part of the consultation, NSDC carried out its Portishead Station Site Consultation, publishing an evidence paper, 'Re-opening Portishead Railway Line and Options for the Location of Portishead Railway Station'. This set out the DCO Scheme's background and proposals for Portishead including three potential station sites, with qualitative summary tables for each option.

Portishead Station Options Appraisal – June 2014

- 1.14 Having considered the Portishead Station Site Consultation responses and a number of significant delivery challenges with some of the three station site options, there was a clear need to take a wider examination of potential sites for Portishead Station including looking at other locations. A total of six potential sites were considered. The 'Options Appraisal Report' concluded that three sites around Quays Avenue (options 2A, 2B and 2C) were potentially viable sites and merited further consideration. These three sites were short listed for the next stage of consultation.

Portishead Station Location – June 2014

- 1.15 Three station site options (2A, 2B and 2C), shortlisted from the Options Appraisal Report were subject to a six week public consultation. A series of exhibitions were held along a consultation website and questionnaire. A consultation report was produced and published in October 2014 and this showed that Option 2B was both the most popular and had the smallest number of objections. This option required partial realignment of Quays Avenue, but did not require a level crossing.

Feasibility of a Level Crossing at Quays Avenue

- 1.16 Following the publication of the October 2014 consultation report, a small number of local stakeholders challenged the outcome of the consultation. They felt option 2B was not close enough to the town centre and were advocating an option (option 1A) which required a level crossing. Although option 1A had been considered in the Options Appraisal Report and discounted, a more detailed analysis of this option was undertaken. The Office of Rail Regulation (ORR) provided a list of criteria they use to assess any request for a new level crossing. A detailed report was compiled addressing the ORR criteria, setting out the implications of a new level crossing on Quays Avenue. The report was submitted to the ORR in December 2014. Following submission of the report, the ORR provided a detailed response, which concluded that “...the ORR would not contemplate a new level crossing on Quays Avenue.....”. Both the Options Appraisal Report and the response from the ORR were subsequently published on the scheme website.

Formal Decision on the Location of Portishead Station

- 1.17 After the June 2014 public consultation on the location of Portishead Station which established a preference for option 2B, and the ORR’s detailed response on the level crossing proposal, the NSDC Executive determined on 17th March 2015 to proceed with option 2B for the location for Portishead station.

Stage 1 Consultation

- 1.18 In June 2015, the Stage 1 Consultation commenced. At the time it was anticipated that much of the work on the existing freight line would be carried out by Network Rail relying on its Permitted Development rights. As a result, the Stage 1 Consultation focussed on the major physical works on the disused section of the Portishead branch line as well as works in the vicinity of Ashton and Pill. The specific elements considered in detail were:

- Portishead Station and associated infrastructure such as highway alterations;
- footbridge linking Trinity Primary School in Portishead;
- Pill Station and associated infrastructure;
- impacts on National Cycle Route 26;
- emergency access route to Pill Tunnel;
- double tracking and bridge widening works through Pill; and
- Ashton Vale level crossing works and closure of Barons Close pedestrian crossing.

1.19 Stage 1 Consultation was successful in highlighting issues and gauging the level of support for the scheme. It demonstrated that overall the DCO Scheme had very high levels of support, with 95% of respondents supporting the proposals entirely or mainly.

1.20 Stage 1 Consultation was successful in engaging with members of the public, statutory bodies, community groups, business and interested parties. Issues raised have been considered through the development of the DCO Scheme's engineering design and wider technical case, and have directly influenced elements of the DCO Scheme as presented at subsequent consultations.

1.21 An example of some of the DCO Scheme elements which were directly influenced as a result of the Stage 1 Consultation are:

- temporary and permanent traffic regulation orders in Portishead and Pill;
- Pill station re-design, including new forecourt and replacement of pedestrian footbridge to access the platform by a ramp on the adjacent bank;
- consideration of alternative highway access to Ashton Vale Road industrial estate, and associated level crossing works;
- further consideration of construction and traffic impacts in the Transport Assessment and Construction Management workstreams and possible mitigations; and
- continued engagement with statutory bodies and key stakeholders to ensure their views and issues were taken into account at each development stage.

Micro-Consultations

1.22 Following the Stage 1 Consultation and further DCO Scheme development, two main areas of the DCO Scheme were identified as requiring possible changes to the design: Pill Station and access to Ashton Vale Industrial Estate. The design changes were felt to be significant enough to consult with the local communities to explain the options and gauge opinion. These micro-consultations were carried out in February 2016 and enabled the

DCO Scheme to develop further. A second micro-consultation which specifically focused on the Ashton Vale Industrial Estate area was undertaken in November 2016.

DCO Scheme Changes, March 2017

- 1.23 The scope of the DCO Scheme and its consultation up to March 2017 was based on two passenger trains per hour serving the re-opened railway to Portishead. As the design progressed, the estimated cost of the DCO Scheme increased significantly to between £145m and £175m. This caused affordability challenges for the WoE Councils and a need to re-consider the scope and phasing of the MetroWest Phase 1.
- 1.24 The West of England Joint Transport Board decided to take a staged approach to MetroWest Phase 1, focusing on delivery of service improvements to the Severn Beach Line and the Bath Spa to Bristol Line (which are to be delivered under Network Rail's permitted development rights and therefore are outside of the scope of the DCO Scheme and its consultation) and an initial hourly passenger service for Portishead. The passenger train services are to operate all day from early morning to late evening, with a possible AM and PM peak additional service (the 'hourly plus service').
- 1.25 Given that an hourly passenger train service entails half the number of passenger trains operating per day compared to the original half hourly service, the DCO Scheme's traffic impacts on the Ashton Vale Road level crossing have considerably reduced. Accordingly, an alternative highway access for Ashton Vale Road is no longer required.
- 1.26 The Stage 2 Consultation was the first opportunity for consultees to comment formally on the amended proposals.

Wider Engagement and Consultation

- 1.27 MetroWest Phase 1 has been included in sub-regional and local transport policy for many years. Therefore it has been subject to a series of strategic engagements and consultations including:
- West of England Joint Transport Study (JTS) and Joint Spatial Plan (JSP) consultation;
 - local authority planning including Core Strategies; Local Plans; Sites and Policies Plans; Supplementary Planning documents; and Neighbourhood Development Plans;
 - Joint Local Transport Plan 3 (JLTP3) consultation;
 - Strategic Economic Plan (SEP) consultation;

- West of England Multi-Area Agreement, Local Economic Assessment, LEP Business Plan; and
- MetroWest Stakeholder meetings (including engagement with rail interest groups).

1.28 Each of these have been reported to or approved through the appropriate governance channels, including:

- West of England Joint Committee;
- WECA Committee;
- Local Authority Executive/Full Council meetings;
- Strategic Leaders Board;
- West of England Joint Transport Board comprising the Joint Transport Body Board and the Joint Transport Executive Committee;
- Rail Programme Board; and
- Scrutiny Panels.

1.29 The reports of these committees and other governance bodies are available online:

- TravelWest – www.travelwest.info/metrowest;
- North Somerset Council – www.n-somerset.gov.uk;
- West of England LEP – www.westofenglandlep.co.uk; and
- West of England Combined Authority – www.westofengland-ca.gov.uk

2. Stage 2 Consultation Programme

Scope

- 2.1 The Stage 2 Consultation was the final planned stage of community consultation, and therefore it consulted on all aspects of the DCO Scheme requiring consent under the 2008 Act. This differed from the Stage 1 Consultation when it was anticipated that much of the work on the existing freight line would be carried out by Network Rail relying on its Permitted Development rights. The Stage 1 Consultation therefore focussed on the major physical works on the disused section and at Pill and works at Ashton Vale.
- 2.2 To assist and focus respondents, the Stage 2 Consultation materials split the DCO Scheme into six geographical areas, following the path of the proposed route from Portishead in the west to Ashton Vale in the east.
- 2.3 Respondents were encouraged to comment on any aspects they wished, including:
- new infrastructure such as Portishead and Pill stations, the footbridge near Trinity School, and the pedestrian ramp in Ashton Vale;
 - highway and parking proposals;
 - walking and cycling routes;
 - traffic aspects;
 - environmental aspects;
 - construction aspects; and
 - operational aspects.
- 2.4 These categories were used to assist respondents and focus their concerns but were not exclusive; all comments and issues were captured for consideration.

Methodology

- 2.5 The aim of the Stage 2 Consultation was to ensure all parties were given the opportunity to ask questions, raise issues, or register views. This was achieved through a series of exhibitions, briefings and specific meetings, promoted through a variety of publicity materials, including an online consultation website.
- 2.6 A consultation questionnaire was considered one of the most effective ways of gauging opinion for most consultees. The majority of questions were qualitative to ensure that all issues could be captured. Other methods of responding were accepted, but the

promotional material encouraged completing the questionnaire online. A copy of the questionnaire is attached as Appendix A.

- 2.7 Six weeks was considered a suitable period for the Stage 2 Consultation, allowing enough time for the publicity material to be read, exhibitions held, briefings to occur, and responses made. Stage 2 Consultation opened on 23rd October 2017 and closed on 4th December 2017. This did not coincide with any other consultations, and spanned both school time and half-term holiday periods.

Revised Statement of Community Consultation (SoCC) and Section 48 Notice

- 2.8 In line with statutory requirements under the 2008 Act, the Revised SoCC was published in September 2017, detailing how consultation on the DCO Scheme would proceed. The Revised SoCC was advertised in the local press, namely the Bristol Post and Western Daily Press on 14th September 2017. This ensured full geographical coverage, and advised that the Revised SoCC was available to view at the locations listed below, as well as online:

- Somerset Hall, Portishead;
- Trinity Primary School, Portishead;
- Community Centre, Pill;
- Community Centre, Long Ashton;
- Ashton Gate Stadium, Bristol;
- Engine Shed, Bristol;
- North Somerset Council offices, Clevedon;
- Bristol City Council offices, 100 Temple Street, Bristol;
- Portishead Library;
- Pill Library;
- Long Ashton Library;
- Bedminster Library, Bristol;
- Bristol Central Library;
- Marksbury Road Library, Bristol; and
- Weston-super-Mare Library.

- 2.9 A copy of the Revised SoCC is attached as Appendix B.

- 2.10 In line with statutory requirements under the 2008 Act, a Section 48 notice was published in the local and national press. The notice appeared in the same local papers as the Revised SoCC for two consecutive weeks on 23rd and 30th October 2017, and *The Guardian* and *London Gazette* for one week on the 23rd October 2017.

2.11 Copies of the press notices are in Appendix D.

Consultation Publicity Material

2.12 The following consultation materials were produced and distributed:

- **Leaflets** – an information leaflet contained a MetroWest Phase 1 programme and DCO Scheme overview for context, and then detailed each element of the DCO Scheme which was being consulted on. It directed people to sources of further information, including the dedicated MetroWest website and the exhibitions. It also contained information on how to respond to the Stage 2 Consultation, including the online questionnaire address, postal address, and email address.
- **Postcards** – these invited people to attend planned exhibitions, view the DCO Scheme proposals online, and submit comments. Over 5,000 postcards were printed and delivered by Royal Mail to all properties within 200 metres either side of the DCO red line boundary, and within 400 metres of Portishead and Pill station sites. A postal distribution map is at Appendix C. The postcards were also handed out to passers-by on the morning of each exhibition. A number were also left at shops and local public amenities in Portishead, Pill and Bristol.
- **Posters** – posters were distributed widely, assisted by campaign groups and the parish and town councils. They were displayed on numerous community notice boards and in shops. Each of the locations for viewing the Revised SoCC (as listed above at paragraph 2.8) was asked to place one copy of it on display. Further copies were given out at every stakeholder meeting that had public access, such as health centres, care homes and visitor centres.



Above: examples of Stage 2 Consultation posters on display at Pill and Portishead

- **Press coverage** – local media were issued a press release before the Stage 2 Consultation period began. It detailed the purpose of the consultation and how to take part in it, DCO scheme information, and sources of further information. Stage 2 Consultation received wide media coverage, for example in the Bristol Post and North Somerset Times, and on the BBC and Portishead Railway Group websites. North Somerset Life – NSDC's magazine sent to all households in North Somerset – covered the story in detail, and Trinity Primary School featured the story in their newsletter to all parents.
- **Newsletter** – since the launch of the Stage 1 consultation, MetroWest has had its own newsletter which is sent out to all subscribers multiple times a year. Stage 2 Consultation was therefore the lead story in the newsletter's October edition, which reached 1,720 people.
- **Online** - the TravelWest website hosts information on cross-boundary, cross-promoted transport schemes in the West of England. Since the Stage 1 Consultation, MetroWest has been promoted with its own hyperlink to the TravelWest site's MetroWest page at www.travelwest.info/metrowest which contains the latest updates on the DCO Scheme. The Stage 2 Consultation was the lead content on the site for the duration of the consultation, and the site contained links to the consultation materials and questionnaire. The materials included electronic copies of the consultation documents, details of the exhibition dates and locations, background to the DCO Scheme, and previous relevant reports. The TravelWest site's consultation page encouraged people to read the materials or visit an exhibition before responding to the questionnaire. The Stage 2 Consultation was also promoted through both NSDC and Bristol Councils' websites. As a result of the publicity, interest groups and other parties informally published the information on their websites as well.

2.13 Prior to the launch of the Stage 2 Consultation, it was felt all previous reports and information for the development of the DCO Scheme should be available on one website. This prompted the launch of a bespoke 'Document Store' website at www.metrowestphase1.org which is linked to the TravelWest website. The Document Store will remain live for the duration of the DCO Scheme's development with all documents available for download, including those that have been superseded as the DCO Scheme has progressed. It was felt that the launch of the Stage 2 Consultation was the most appropriate time to bring together all the relevant documents to date in one location and allow those that wished to review past material, to aid their consultation response.

- **Social media** – the MetroWest Twitter account was used to promote the Stage 2 Consultation, prompting re-tweets by a significant number of accounts, including the MetroBus account. Approximately 1,950 followers could have seen the tweets or re-tweets from these accounts, with many more organisations and individuals also re-tweeting them. Therefore the Twitter reach was likely substantial. Facebook was used to advertise the exhibitions. Adverts targeted those in each exhibition's local area both on the day and before the exhibition, and reached a total of 21,522 people in local communities.
- **Partner communications** – partners involved in the DCO Scheme have their own communication processes and contacts. They were sent the Stage 2 Consultation materials, which they distributed or promoted through their own channels. They include Great Western Railway, Network Rail, the Local Enterprise Partnership, the WoE councils and WECA, and numerous contractors.
- **NSDC ward Councillor briefings, Parish/Town Council and MPs** – briefing sessions were held for NSDC Councillors, and parish/town Councils and consultation materials sent to them. MPs and relevant Bristol City Councillors also received the materials with a letter explaining the Stage 2 Consultation.
- **Governance meetings** – the DCO Scheme's governance processes require information to be presented at multiple meetings. Some of these are public meetings. Presentations were made at the:
 - West of England Joint Committee;
 - West of England Rail Programme Board;
 - West of England Joint Scrutiny;
 - North Somerset Council Executive; and
 - North Somerset Council meeting.

2.14 Copies of all the publicity materials produced are attached as Appendix D.

Consultees

2.15 Pursuant to the 2008 Act, the following groups were consulted:

- A. prescribed statutory consultees;
- B. prescribed local authorities;
- C. persons with an interest in land;

- D. local community; and
- E. stakeholders including community groups, business and other interested parties.

2.16 This Stage 2 Consultation Report (below from paragraphs 2.17 to 2.41) focuses on the responses received from the groups A, D and E as listed above (at 2.15). All other consultee responses are being considered and will be reported in the consultation report submitted as part of the DCO application.

A. Prescribed Statutory Consultees

2.17 Statutory consultees were identified from a prescribed list (see Appendix E). In addition to these, a number of local bodies, groups, and businesses were identified and consulted in the same manner. A copy of the letter is attached as Appendix F.

2.18 Statutory consultees were contacted on multiple occasions prior to the launch of the consultation period. The timeline was as follows:

September 6 th 2017	Letter / email advising of the scheme’s intention to begin the Stage 2 Consultation, asking to confirm the preferred method of contact, contact address, format of consultation documents, and offer of a meeting if appropriate.
September 15 th – October 20 th 2017	Consultees that had not yet responded and had been identified by the scheme as a known interested party were contacted individually to confirm the requested details in the previous letter / email.
October 19 th 2017	Formal notification of consultation letters issued.

B. Prescribed Local Authorities

2.19 NSDC – as promoter of the DCO Scheme on behalf of the four WoE Councils – was required to consult local authorities with regards to their role as the local planning authorities (LPA). Therefore the following authorities were written to inviting response:

- North Somerset District Council;
- Bristol City Council;
- South Gloucestershire Council;
- Bath & North East Somerset Council;
- Mendip District Council;
- Sedgemoor District Council;

- Somerset County Council;
- Monmouthshire County Council;
- City of Cardiff Council;
- Newport City Council; and
- Vale of Glamorgan Council.

2.20 In addition to being written to, a series of meetings were arranged with the two host authorities (Bristol and NSDC). Specialists from each authority were invited to discuss the specifics detailed in the DCO Scheme's Preliminary Environmental Information Report (PEIR). These meetings informed a collated response from the respective Development Management departments.

C. Persons with an Interest in Land

2.21 Landowners and those with land interests and rights were contacted. These were identified from the DCO Scheme's draft Book of Reference (required under the 2008 Act as a register of land interests affected by the scheme). Meetings were held on request with persons with an interest in land.

D. Local Community

2.22 Six exhibitions were organised during the Stage 2 Consultation period. Most venues chosen had been used during the previous consultations, and were at relevant locations to the scheme. Two additional venues were chosen, at Trinity Anglican Primary School, and Long Ashton Community Centre. The school was chosen because of its closeness to the Portishead station site and the proposed footbridge. The community centre was chosen at the request of Long Ashton Parish Council who asked that an exhibition be held in their Parish which was agreed to. All venues were chosen because of their close proximity to the areas which will be affected by the DCO Scheme, their good public transport links, and their being fully accessible. The exhibitions dates were:

- 10th November 2017, 12pm to 8pm – Somerset Hall, Portishead;
- 15th November 2017, 12pm to 8pm – Engine Shed, Bristol Temple Meads;
- 21st November 2017, 1pm to 8pm – Trinity Anglican Primary School, Portishead;
- 22nd November 2017, 12pm to 8pm – Ashton Gate Stadium, Bristol;
- 23rd November 2017, 3.30pm to 7.30pm – Community Centre, Long Ashton;
- 24th November 2017, 12pm to 8pm – Community Centre, Pill; and
- w/c 27th November 2017 – 100 Temple Street, Bristol (unmanned).

2.23 Copies of the Stage 2 Consultation leaflets were handed to visitors upon arrival at the welcome desk and attendance was recorded at each session. Five exhibition boards displayed all key elements of the scheme, separated and grouped by geographical location from Portishead to Ashton Vale. This mirrored the consultation leaflet layout on the DCO Scheme:

- overview;
- proposals between Portishead and Royal Portbury Dock, including Portishead Station and footbridge near Trinity School;
- proposals between Royal Portbury Dock and east of the M5, including effects to the National Cycle Network and construction compounds;
- proposals between Pill and Ham Green, including Pill Station; and
- proposals between Ham Green and Ashton Vale, including the Avon Gorge and Ashton Vale level crossing.



Above: exhibition boards at Ashton Gate Stage 2 Consultation event

2.24 Members of the public were invited to read the exhibition boards and leaflet and ask the members of the team any questions. There were a number of DCO Scheme representatives from its various workstreams available at each of the exhibitions to answer the wide-ranging issues. Attendees were encouraged to record their responses using the online questionnaire, but hard copies were available at the venues on request. The questionnaire also asked for home or business postcodes to enable quantitative analysis of responses by geographical distribution.

2.25 After the six manned exhibitions, an unmanned display was left in Bristol City Council's Citizen Service Point, which is open to the public at 100 Temple Street opposite Bristol Temple Meads station. This was in place for a week, commencing Monday 27th November 2017.

2.26 The exhibitions proved popular, with over 650 people attending:

10 th November 2017, 12pm to 8pm Somerset Hall, Portishead	257
15 th November 2017, 12pm to 8pm Engine Shed, Bristol Temple Meads	77
21 st November 2017, 1pm to 8pm Trinity Anglican Primary School, Portishead	137
22 nd November 2017, 12pm to 8pm Ashton Gate Stadium, Bristol	36
23 rd November 2017, 3.30pm to 7.30pm Community Centre, Long Ashton	20
24 th November 2017, 12pm to 8pm Community Centre, Pill	126
Total	653



Above: Stage 2 Consultation event at Pill

2.27 A copy of the exhibitions boards is also contained within Appendix D.

E. Stakeholders including Community Groups, Business and Other Interested Parties

2.28 The programme of exhibitions was supported by a series of stakeholder meetings. Typical meetings included a PowerPoint presentation followed by opportunity for discussion, questions and answers. Meetings were widely offered and held with the following:

- MetroWest stakeholder group;
- local transport groups e.g. Portishead Rail Group
- town and parish councils;
- local landowners;
- local businesses and organisations e.g. Chamber of Commerce, Bristol Port Company, Trinity School;
- equalities officers and related groups; and
- other interested parties.

2.29 Stakeholder notification letters are attached as Appendix F.

The Stage 2 Consultation Period

2.30 Consultation with statutory bodies and the local community was carried out in parallel, and began on October 23rd 2017, running for six weeks until 4th December 2018.

2.31 Engagement began following promotion through the methods above in the lead up to the launch date. Respondents were directed towards completing the questionnaire online, with hard copies available for those that requested them. Written responses via letter or email were also accepted. The exhibitions served as a useful way to answer some of the queries which may otherwise have been submitted as an official response, allowing people to focus their queries and register specific concerns or support.

2.32 For those unable to attend the exhibitions, or had further queries, a central MetroWest communications team provided a single point of contact for questions about the consultation process, details of events, how to respond and where to get further information about the DCO Scheme proposals. Their role was also to coordinate programme wide consultation periods ensuring there was no confusion with exactly what aspects of the scheme or programme views are being sought on. The MetroWest

communications team worked with the DCO Scheme's partners to ensure compliance with their consultation guidelines.

- 2.33 During the Stage 2 Consultation period a number of meetings were held, some of which included presentations from members of the project team. Issues raised were recorded in official meeting notes or agreed to be submitted as an official response, unless meetings were commercially sensitive and confidential in nature. Engagement with stakeholders and parties affected by the scheme are continuing, to address and resolve issues raised.
- 2.34 The consultation period closed on 4th December 2017, with emails, letters, and written questionnaires accepted for a short time after the closing date for recording as part of the Stage 2 consultation process.

Additional Consultation Period for Ashton Vale Road Industrial Estate

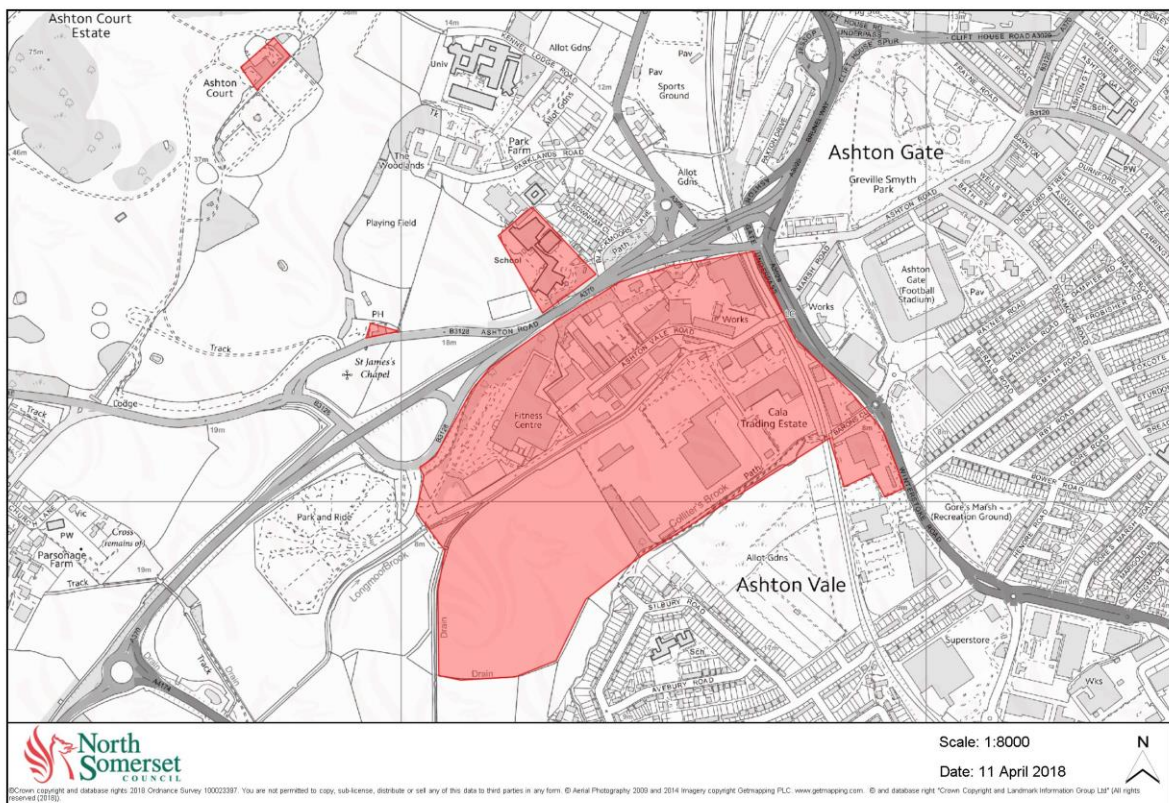
- 2.35 During the Stage 2 Consultation period, a small number of landowners and businesses on Ashton Vale Road industrial estate had commented that not all interested parties of the industrial estate had been written to directly advising them of the consultation. This was because they were no longer included within the DCO Scheme's redline land plans due to the removal of the alternative highway option required for the previously proposed half hourly service.
- 2.36 Some respondents thought all interested parties on the industrial estate should have been contacted directly during the Stage 2 Consultation period to ensure the possible issues were fully understood.
- 2.37 Although most of the industrial estate was no longer included in the DCO Scheme's redline land plans, all parties had been contacted twice prior to the launch of the Stage 2 Consultation advising them the alternative highway was no longer included as part of the scheme. They were also covered by the tier 2 community engagement plan detailed in the Revised SoCC. However, given the concerns raised and that two micro-consultations had taken place for an alternative highway, it was considered fair to extend the consultation period and notify all interested parties personally.
- 2.38 Given the initial feedback, it was considered appropriate to carry out additional consultation to ask owners and occupiers of the Ashton Vale Industrial Estate to consider issues which may directly affect their operations and help develop the scheme. A small number of questions were appended to the letters and sought to understand the most appropriate times and days for construction works in the area.

2.39 On 19th February 2018 letters were issued by registered post and consultees asked to respond by 24th March 2018. A small number were returned as unknown owners, so the property addresses were written to on the 9th March 2018 and given a further 28 days, being asked to respond by 13th April 2018. A copy of the letters is included in Appendix F.

2.40 A distribution map for these additional consultees is shown in Figure 2.1 below.

2.41 Responses received have been counted and included with all other responses detailed in Section 3 of this Report.

Figure 2.1 – distribution map for additional consultees in the vicinity of Ashton Vale industrial estate



3. Stage 2 Consultation Responses

- 3.1 A total of 976 questionnaire responses were received. A total of 79 letters, emails and meeting notes were received, however the majority completed the questionnaire online. A small number requested paper copies of the questionnaire which were either filled in at the exhibitions or posted to the given address at a later date.
- 3.2 The majority of statutory consultees responded via letter or meetings with the project team rather than via the questionnaire.

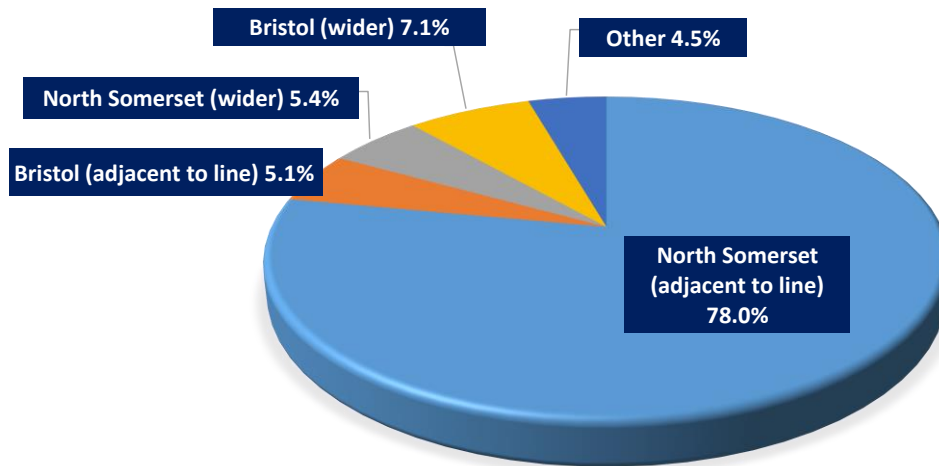
Response Areas

- 3.3 Local community respondents were asked to include their postcode if completing via the questionnaire. As per previous stages of consultation, this is to ensure a number of factors:
1. that it had been publicised enough to the areas that would be most affected by the scheme as detailed in the Revised SoCC;
 2. to distinguish between interest groups and those who would be affected by the proposals, which could be disaggregated if needed; and
 3. those aspects of the scheme which would only have a very local impact could be filtered and analysed separately if necessary.

The Stage 2 Consultation could not then be swayed by people outside of the area wanting to comment on such aspects but would be largely unaffected.

- 3.4 Figure 3.1 (below) demonstrates that the targeted approach to advertising the Stage 2 Consultation resulted in the majority of respondents (83.1%) resided in areas targeted by the postcards and advertising material, adjacent to the alignment of the scheme. Of the remaining respondents, 12.5% resided in North Somerset or Bristol. This meant less than 5% were from outside the area. A map showing the full extent of the respondents is attached in Appendix G.

Figure 3.1 – Stage 2 Consultation responses by area



Questionnaire Responses

3.5 To aid consultees with their response, the questionnaire and consultation material divided the scheme into six geographical areas. This enabled people to focus their particular issues or concerns. Each geographical area had a series of questions specific to infrastructure in that area, along with questions common to each area regarding environment, construction, and operation. A freetext box was also included to allow comments on any other issues. The six geographical areas were:

1. Portishead to Royal Portbury Dock
2. Royal Portbury Dock to east of the M5 (Pill)
3. Pill to Ham Green
4. Ham Green to Avon Gorge North
5. Avon Gorge North to Bower Ashton
6. Bower Ashton to Ashton Vale

3.6 There was a need to capture all possible issues, therefore the format of the questionnaire was designed to produce mainly qualitative results. The separation of answers into geographical areas helped group them for analysis; any that were entered in other areas were marked and recorded correctly.

3.7 As the consultation covered six geographical areas of the scheme, consultees were given the option to answer questions only about the area(s) they were interested in. This was achieved by making the questionnaire interactive, selecting which sections they wished to

comment on at the beginning of the questionnaire and then only being presented with those questions rather than all.

- 3.8 Each section of the questionnaire was analysed and grouped depending upon topic.

Letters, Emails and Meeting Notes

- 3.9 Statutory consultees mainly responded by letter or email. A number were satisfied with meeting notes as their official response, whilst others used any meetings held to inform their response. A total of 62 responses were received and are attached as Appendix H.
- 3.10 As stated above, the vast majority of consultees responded via the questionnaire. Seventeen responses were received by letter or email. A contact address was included in the consultation leaflet as well as on the website for people that wished to do this. These have been analysed and are included with the questionnaire responses.

Local Planning Authorities

- 3.11 The Local Planning Authorities (LPAs) were consulted, with the two hosting authorities – NSDC and Bristol City Council – engaged significantly during the Stage 2 Consultation period. Multiple meetings were set up between their specialists and the authors of the PEIR where aspects of the scheme were discussed in detail and questions answered. The meetings and responses continue to help with the scheme’s development and will be reported on fully in the consultation report submitted as part of the DCO application.

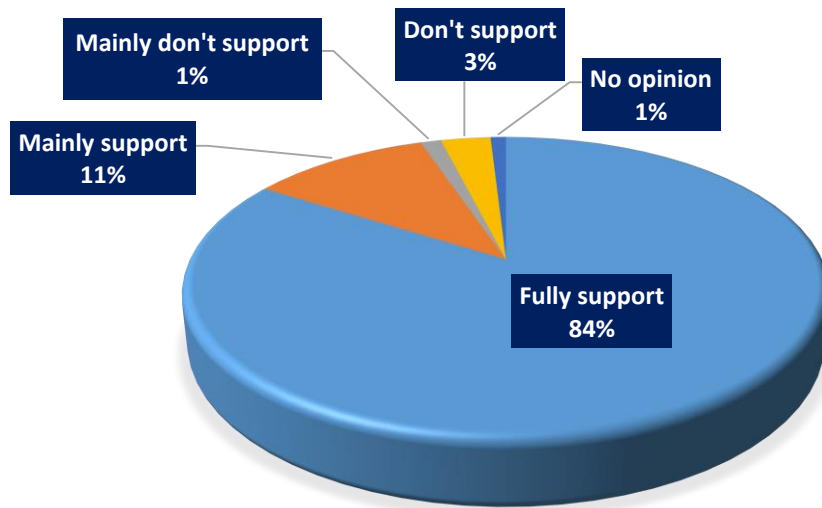
Results

- 3.12 The results described in the following sections have been combined from the statutory bodies and local community responses. Therefore unless otherwise stated no distinction has been made between who the response is from.
- 3.13 Each section of the questionnaire asked respondents to state their relationship with the area in question, for example whether they resided, worked or regularly visited there. This was to enable the results to be disaggregated if required to establish if there were any differences between the views of those that lived there from others. Analysis of the results showed that there were no significant differences between them and so the following commentary is based on the results of all responses.

Overall Support and General Concerns

3.14 Questions at the beginning and the end of the questionnaire sought people's views on the scheme as a whole. The results shown below in Figure 3.2 demonstrate that the majority support the scheme overall – 95% support entirely or mainly. This demonstrates the same level of support as at the Stage 1 Consultation, despite the reduction from a half hourly service as a result of the scheme changes in March 2017. In total 665 comments were made at various points throughout the questionnaire and letters in support of the scheme, with only 18 not in support.

Figure 3.2 – Level of support for the scheme overall



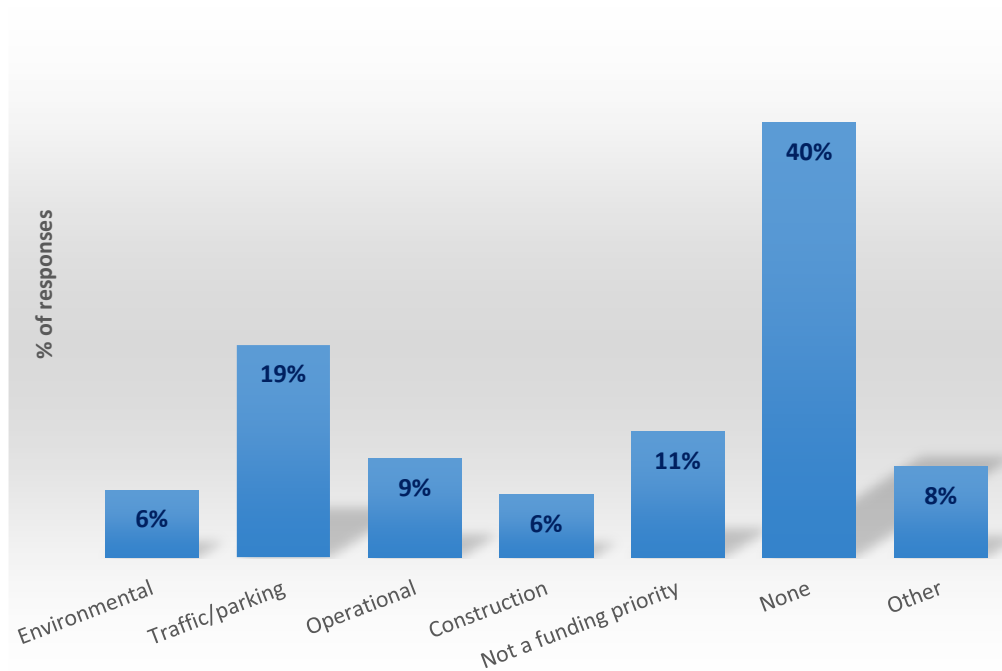
3.15 When asked what their main concerns were overall, there was a clear indication that most respondents had none (40%). Of the remaining options, 'traffic or parking' was highlighted by almost a fifth of respondents (19%).

3.16 A proportion (11%) of respondents stated 'not a funding priority' as their main concern. Those that elaborated made it clear that their concern was the possibility that it could be considered less of a funding priority by the councils or local / national government rather than the belief that funding should be reallocated.

3.17 8% chose 'other' and raised concerns mainly related to the scheme changes made in March 2017, reducing the service frequency. 202 comments were received throughout the questionnaire, with many suggesting ways to increase capacity and infrastructure to enable a more frequent service without affecting costs. 106 comments were concerning the length of the time the scheme is taking to come to fruition.

3.18 A breakdown of general concerns are shown in Figure 3.3.

Figure 3.3 – General concerns



Section 1 : Portishead to Royal Portbury Dock

3.19 Consultees were asked for their thoughts on the proposals between Portishead and Royal Portbury Dock. This included Portishead station, highway and parking changes, and the footbridge near Trinity Primary School. A total of 391 people completed this section.

Portishead Station and Surrounding Proposals

3.20 The design proposals for Portishead Station have not significantly altered since they were consulted on during Stage 1 Consultation. Therefore only 48 comments were received about this. Concerns related to the design of station, with some stating that it was too basic to be the gateway to the town envisaged by some.

3.21 One change introduced since the Stage 1 Consultation is the inclusion of a wall around the railway's safety buffer at the end of the track. This raised a few concerns regarding the material used, and the consultation documentation showed the wall as white. There were

a number of points raised regarding its prominence to visitors and therefore requested that the material used should be carefully considered and graffiti-proof.

- 3.22 Other comments related to the length of canopy, materials used and a request to include additional planting and landscaping around the area.
- 3.23 However, the majority that responded to this question thought the proposals were adequate, with 37 supportive comments received. They were content with the design, layout, toilets, waiting area, and passive provision for a retail unit of some kind. Most raised no concerns.

Changes to the Highway Network, Proposed Parking Provision, and On-street Parking Restrictions

- 3.24 Parking issues – particularly the perceived impacts to residential streets surrounding the station – were the most commented on issue for this portion of the scheme. Proposals were included following feedback from the Stage 1 Consultation, where a significant number raised concerns about the impact to parking in residential streets by station users.
- 3.25 For the Stage 2 Consultation, a series of permanent and temporary traffic regulation orders (TROs) were proposed and invited comment. Permanent no parking TROs were proposed on through routes where traffic levels were expected to increase significantly enough to warrant restrictions for safety reasons and traffic flows. Permanent restricted parking TROs were proposed on residential streets adjacent to the station site, both north and south of the line. 279 comments were received during Stage 2 relating to parking restrictions and possible solutions. Respondents were split with their views, with 91 in favour of some restrictions, and 108 sharing concerns.
- 3.26 The permanent no parking TROs were generally seen as favourable and required, in respect of the proposed double yellow line restrictions around the new stations. This is in part because of existing traffic problems on the roads affected by the amount of vehicles using it for parking, which most respondents thought would get worse when the station and car parks open.
- 3.27 However, a number of responses stated that parking was needed in this area because there are no other areas to park when visiting local businesses or amenities such as the doctor's surgery. Concerns were also raised from local businesses about where staff would park given their need to drive as part of their job (district nurses is one example

cited). Small car parks are allocated to businesses in the area however they are limited in capacity and often shared with visitors.

3.28 There were a number of requests that spaces in the proposed car parks be allocated for short term parking and also considered for permanent allocation to local businesses for staff to use.

3.29 The permanent restricted parking TRO proposals had significantly more comments, and opinion was divided. However most of those that responded were in agreement that commuters should be discouraged from using residential streets to avoid car park charges.

3.30 The permanent restricted parking TRO plans consulted on proposed 23 hours of unrestricted parking, with an hour of restricted parking in the middle of the day. This would stop commuters from parking their cars all day whilst at work. Some local residents believed that the proposed TROs were too restrictive and punished those households without a garage or driveway. Concerns raised included:

- residents would be unable to leave their own cars outside their houses all day and catch the train;
- disabled people or those with ill health unable to leave their cars outside their houses all day;
- nearby roads without TROs would see an increase in parking from residents on restricted roads; and
- households with multiple vehicles would be unable to leave their cars outside their houses.

3.31 A proportion of residents welcomed the proposals and thought they weren't restrictive enough. This is in part due to existing problems with parking in the area and many welcomed any measures that sought to resolve some of these issues.

3.32 A popular suggested alternative to the proposed temporary TROs was the introduction of a resident's only parking permit scheme generating 80 comments. This is in part related to the large number of comments received regarding concerns about the station car parks. 144 comments were made about the size of the car parks, costs, and use by non-station users. A large number related parking costs and to the use of residential streets for free parking, which prompted many to suggest the resident's permit scheme.

Pedestrian and Cycle Routes including the New Footbridge Provision near Trinity Primary School

- 3.33 166 comments were received on the proposed pedestrian and cycle routes, but only a small number of those had concerns. The vast majority felt the proposals were adequate and went some way towards improving cycling and walking provision in the area. The boulevard connecting the town centre to the station attracted positive comments.
- 3.34 Of those concerns raised, most centred around safety. Given the proximity of the footbridge proposals to a primary school and residential areas, people were concerned that the routes may encourage more people into the area by foot, and may not be adequately lit.
- 3.35 Some comments questioned the need for footpaths adjacent to the railway both to the north and south, connecting Tansy Lane and Peartree Field with Quays Avenue / the station, with concerns they would bring footfall to an area which currently has very little.
- 3.36 The footbridge proposals next to Trinity Primary School were not commented on as much as at the Stage 1 Consultation. This may be because the proposals had not significantly altered. There remains considerable support for the bridge, with 75 comments stating it is needed as an important link between the two residential areas, particularly as there is a school nearby.
- 3.37 59 concerns mainly discussed the footbridge's size, considering it too high, wide or visually unattractive particularly given its perceived sub-urban location. Other concerns raised include:
- the effects to privacy and security to the school and nearby houses;
 - safety including lighting and possibility of items being thrown from the bridge;
 - planting not adequately masking the structure; and
 - a possible anti-social behaviour attractor.

Environmental Aspects

- 3.38 Environmental concerns were raised by 138 respondents. Most of these related to noise once the service was operating, with 32 comments mentioning in particular:
- trains running;
 - trains idling in the station;

- squeaking of train brakes;
- station Tannoy announcements;
- station users;
- increase in traffic; and
- the proposed sound barriers are not adequate enough to mitigate the effects.

3.39 27 comments related to the possibility of an increase in pollution, mainly from the introduction of diesel trains to a residential area, but also from an increase in traffic in the area, particularly at peak times.

3.40 81 comments raised concerns on planting and wildlife. There was considerable support for the retention of existing vegetation, particularly mature trees, and provision of more planting and green spaces. Many suggested the use of planting to screen the line and station where appropriate. Protection of wildlife corridors and areas was also requested, particularly given how long it has taken to establish since the housing developments were built. Concerns were also raised on possible impacts to the Portbury Wharf Nature which borders the urban area to the east and which the line runs adjacent to.

Construction Aspects

3.41 Comments were made by 115 people regarding the construction of the scheme. The biggest concern (43 comments) was how traffic would be impacted given there are existing issues with congestion and the fear was that construction would aggravate this. The number of construction vehicle movements per day, the timing of their movements, and parking areas for construction workers were all highlighted as issues to consider.

3.42 General disturbance during construction was also a concern. These varied from:

- hours of working;
- order of works to minimise disruption;
- length of construction time; and
- environmental concerns such as dust, mud on the road, and pollution from construction traffic.

3.43 14 comments stated no concerns with the construction proposals.

Operational Aspects

3.44 One of the most commented issues was as a result of the frequency changes made in March 2017 – the reduction from a half hourly service. The majority of the 125 respondents registered concern that the proposed frequency would not be enough, particularly at peak times. Many of these responses gave suggestions as to how to increase the frequency of services by:

- double tracking sections;
- providing a loop and/or siding; or
- providing a second platform at Portishead Station.

3.45 Some commented that if the frequency could not be increased, enough capacity should be provided, and the project design should allow for future capacity increases. Suggestions included extending the platform length and providing more carriages. However there was a preference for a reduced frequency (hourly) service rather than cancelling the scheme.

3.46 Of those that expressed little concern with the proposed frequency, many caveated their response with ensuring passive provision to upgrade the frequency at a future date was included in the design.

Other Issues

3.47 The remainder of the issues raised for this area related to decisions made earlier in the scheme and had been consulted on previously, such as the station location, mode, and a level crossing over Quays Avenue. Others were out of the DCO Scheme's scope.

3.48 55 respondents stated no concerns with the proposals in this area.

Section 2 : Royal Portbury Dock to East of the M5 (Pill)

3.49 Respondents were asked for their thoughts on the proposals between Royal Portbury Dock and the M5 which runs to the west of Pill. The main impacts of the scheme to this section of the line relate to the pedestrian / cycling and bridleway route that runs adjacent to and in some places crosses it. A total of 60 people completed this section, reflecting the low number of residential dwellings.

- 3.50 Almost all responses made reference to the DCO Scheme's impacts on the bridleway path. 19 comments requested that the path be retained during both construction and operation. Proposed diversion routes were generally considered suitable, although 8 comments were made concerning clear signage, simple to follow, and not lengthy on-road.
- 3.51 7 comments asked if there was an opportunity to improve the path laying a better surface and providing lighting and litter bins along its length.
- 3.52 There were conflicting views where the path intersects with Royal Portbury Dock Road, Marsh Lane, and the M5. The proposals seek to retain a fenced off path alongside the railway under the bridges. The type and height of the fence proposed garnered conflicting wishes between horse users, cyclists, and those concerned with safety.
- 3.53 The temporary diversion of the cycle route to follow the existing bridleway which crosses under Royal Portbury Dock Road to a new crossing over the road also saw opposing views, with some stating it should be a formal Pegasus crossing given its bridleway status and others against any form of crossing at all.
- 3.54 There were some perceived impacts on Royal Portbury Dock. As the existing railway serves the Dock which forms part of Bristol Port, concerns were also raised about works proposed to enable passenger services to use it, such as to signalling.
- 3.55 20 respondents commented that they had no concerns with the proposals in this area.

Section 3 : Pill to Ham Green

- 3.56 Respondents were asked for their thoughts on the proposals between Pill and Ham Green. This area includes Pill station, the replacement of Avon Road Bridge and diversion of cycle routes. A total of 70 people completed this section.
- 3.57 A micro-consultation on Pill Station proposals had been carried out in February 2016. Since this time, the proposals changed very little, and therefore few comments were received. Most that commented on the station design and forecourt were in support of the proposals.
- 3.58 58 comments were raised regarding the possible negative impacts of traffic to the village such as volumes, safety, speed and parking. 26 comments believed that users would park in residential streets rather than pay to use the car park. There were also concerns

regarding the proposed permanent TROs, questioning their need. As in Portishead, some asked for residents' parking permits to be considered.

- 3.59 13 comments believed the Pill Station car park was not big enough or should be relocated closer to the station. There were also concerns that the walking routes to the station may discourage its use, and the increased footfall as a result may disturb or create privacy issues to some residents.
- 3.60 There was support for multi-modal connections, particularly for bus users who requested services be timed correctly to allow easy interchange, and that the walking route between the bus stops and the station be fully accessible. Cycle parking and ensuring train carriages had enough space for bicycles was also mentioned.
- 3.61 14 respondents raised environmental concerns. These were mainly related to noise, both during the construction and operational phases. It was believed by some that sound barriers should be provided to restrict noise impacts, particularly to Monmouth Road residents.
- 3.62 Other environmental concerns raised included impacts to wildlife and vegetation, fumes from idling trains, and excessive lighting causing a disturbance.
- 3.63 Statutory consultees raised specific environmental issues in the area, specifically around the Ham Green Lakes area.
- 3.64 Concerns over the impacts during construction were stated, with 15 comments concerned about the limited amount of space within the village perceived to cause a significant amount of disruption. This mainly related to construction traffic movements and hours of working. The proposed compound at Lodway was seen to contribute to this and it was suggested an alternative location should be considered.
- 3.65 The final concerns with this area relate to the operational stage, with 10 comments received. Again there were concerns that the proposed frequency was not enough, however many thought that the train carriages would not have enough capacity and be full at their time of arrival in Pill.
- 3.66 10 commented that they had no concerns with the proposals in this area.

Sections 4 & 5 : Ham Green to Bower Ashton including Avon Gorge

- 3.67 Thirty-three respondents commented on the DCO Scheme's proposals for the Ham Green to Bower Ashton area, reflecting its low residential density and the presence of the existing operational freight line. Most of the responses regarding this area were from statutory consultees.
- 3.68 A significant percentage had environmental concerns given the number of designations throughout the Avon Gorge and its surroundings. These related mainly to the rare flora and fauna already identified – such as Whitebeam – and the possible impacts to vegetation which may in turn affect the Avon Gorge and Clifton Suspension Bridge's setting.
- 3.69 The DCO Scheme has had continued involvement with a number of statutory bodies in relation to the Avon Gorge and its environmental matters. Whilst these bodies responded as part of the Stage 2 Consultation, there was an understanding from both sides there would be a continued dialogue during the scheme's development, and their consultation responses reflected this.
- 3.70 One such matter concerns the ongoing management plan for the Avon Gorge, including vegetation, trees and protected species. A plan is being produced to mitigate the impacts of the DCO Scheme, building upon Network Rail's current management plan for the operation of the freight line. This is partly reflected in the consultation responses received.
- 3.71 Only a small amount of physical works are proposed along the section of the railway through the Gorge, and therefore responses on such works were limited. The relevant responses requested further information on the type and amount of fencing to be used in the Avon Gorge, on the location and height of the proposed GSM-r (railway communications) mast in the Gorge, and on the height and width of any vegetation clearance (particularly if it were to affect the canopy cover and landscape views). Works to one of the quarry bridges in the Gorge which allows access from the tow path to adjacent land also prompted comments.
- 3.72 Construction impacts were also a concern with 7 comments highlighting the possible damage which may be caused to the Ham Green to Bower Ashton area during any works.

- 3.73 Other consultees made reference to the single track restrictions through the Avon Gorge, questioning how the infrastructure and speed would impact upon frequency, suggesting ideas to increase both.
- 3.74 The River Avon Tow Path runs between the railway and the River Avon and is a popular cycling route. 5 respondents commented that the DCO Scheme is a good opportunity to improve the tow path, including improvement to its surface and providing lighting.

Section 6 : Bower Ashton to Ashton Vale

- 3.75 The final section was between Bower Ashton and Ashton Vale. Two micro-consultations were undertaken on this area in 2016, exploring options for closing the level crossing and providing an alternative highway access to the industrial estate. This may be the reason why only 45 responses were received for this area. This area also includes the additional consultees detailed above in paragraphs 2.31–2.36.
- 3.76 4 comments questioned the DCO Scheme’s proposals to keep the level crossing operational, and whether this would constrain possible future increases to passenger services on the Portishead branch line. Some believed the alternative highway should still be constructed. Other comments related to specific impacts which the proposed land acquisition, level crossing and associated infrastructure may have.
- 3.77 3 comments were received as a result of the extended consultation for interested parties of the Ashton Vale Road industrial estate. This may have been because several businesses are being represented by an agent on their behalf. These concerns are mainly associated with the removal of the alternative highway access from the scheme and continued use of the level crossings. Their concerns questioned the traffic modelling used to determine the impacts to congestion and queuing to enter or exit the estate with an increase number of barrier down cycles. Several businesses registered concern (via an agent) that there would be impacts to their businesses if traffic was affected, particularly at peak operational times. There were also further requests to include the alternative highway into the scheme.
- 3.78 5 comments supported the proposed pedestrian and cycle ramp which provides unconstrained access between Ashton Vale Road and Ashton Road bridge, avoiding the level crossing, with only minor alterations suggested for safety reasons.
- 3.79 45 responses called for a new station to be provided at Ashton Gate, or at least provide passive provision for one in the future. There are numerous constraints in relation to

land, capital cost, business case, and scheme timescales that meant that it couldn't be included in Phase 1 of the scheme. Further detail is included in Appendix I.

3.80 2 commented that they had no concerns with the proposals in this area.

Issue Specific Comments

3.81 Some responses contained comments relevant to multiple areas of the scheme as a whole. These were mainly from consultees with statutory duties.

3.82 Many of these relate to ongoing workstreams and will continue to be developed as the scheme progresses. Some requested further information with the understanding that these will be shared once complete. Issues included:

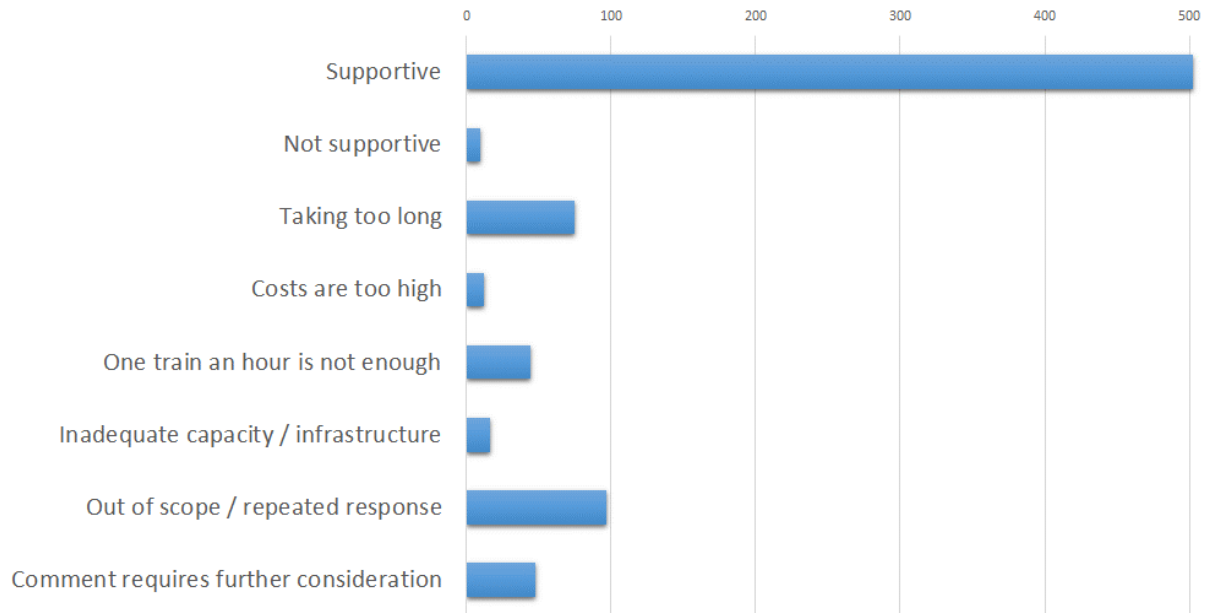
- ground conditions in relation to mining areas;
- flood Risk Assessment, drainage impacts and Water Framework Directive;
- construction compound impacts including possible contaminates;
- clarification of habitat and woodland creation / enhancements;
- vegetation management including rare species and non-native species;
- pipeline and hazard zone exclusions;
- traffic impacts;
- Code of Construction Practice and Construction Traffic Management Plan;
- impacts to protected species such as bats;
- incorporation of safety features through design such as at station sites and parking areas;
- impacts to protected characteristics under the Equalities Act, with suggested refinements; and
- consideration of other development proposals in close proximity to the DCO Scheme.

'Other Comments'

3.83 Almost two thirds of respondents (615) completed the questionnaire's 'Other Comments' section. Here 502 comments were made to register support for the DCO Scheme and the frequency of its proposed passenger service, with only 10 comments against. 48 comments related to issues not covered elsewhere in the questionnaire. The remainder were comments made about decisions that had already been determined or fixed issues unable to be consulted on, such as timeframes and costs.

3.84 A breakdown of the 'Other Comments' is shown in figure 3.4 below.

Figure 3.4 – 'Other Comments'



3.85 NSDC's responses to all comments made by members of the community are in Appendix I.

Statutory Consultees

3.86 Statutory consultees highlighted very specific issues, technical requirements, and areas of concern. Comments were received from the following:

- Avon and Somerset Constabulary;
- Bristol Airport;
- Bristol Port Company;
- Environment Agency;
- Forestry Commission;
- Health and Safety Executive;
- Highways England;
- Historic England;
- Homes and Communities Agency;
- Local Access Forums;
- Marine Management Organisation;
- National Grid;
- National Trust;

- Natural England;
- North Somerset Community Partnership;
- North Somerset Levels Internal Drainage;
- Office of Rail and Road;
- Pill and Easton in Gordano Parish Council;
- Portishead Town Council;
- Public Health England;
- Royal Mail Group;
- The Coal Authority;
- train and freight Operating Companies;
- private landowners; and
- utilities.

3.87 Comments received have been included in the analysis above where relevant. Where meetings were held and notes taken, there were no further general issues raised that have not already been captured through the questionnaires or written responses. Where individual matters have been raised, the project team will continue to work with statutory consultees to address these.

3.88 The DCO Scheme's response to all comments made by statutory bodies are in Appendix J.

3.89 Following the Stage 2 Consultation, the NSDC project team will continue to engage with statutory bodies on the technical case of the DCO Scheme.

4. Conclusion and Next Steps

- 4.1 The Stage 2 Consultation effectively engaged with statutory bodies, community groups, businesses and other interested parties. It successfully highlighted issues and gauged the level of support for the DCO Scheme. It has demonstrated that overall the DCO Scheme has very high levels of support, with 95% of respondents supporting the proposals entirely or mainly.
- 4.2 Some of the responses to the Stage 2 Consultation from the community included comments which are outside of the scope of MetroWest Phase 1, and some raised detailed queries about the DCO Scheme. All responses are now being considered through the development of the DCO Scheme's engineering design and wider technical case, before NSDC's application for the DCO is submitted to the Planning Inspectorate.

Appendices

- Appendix A Questionnaire
- Appendix B Revised Statement of Community Consultation (SoCC), September 2017
- Appendix C Postcard Distribution Map
- Appendix D Publicity Materials
- Appendix E List of Statutory Bodies
- Appendix F Stakeholder Notification Letters
- Appendix G Map of Respondents
- Appendix H Stakeholder and Statutory Bodies' Responses
- Appendix I Summary of Responses from Members of the Community (with Project Responses)
- Appendix J Summary of Responses from Statutory Bodies (with Project Responses)

PORTISHEAD BRANCH LINE DCO SCHEME
ENVIRONMENTAL STATEMENT

Equality Impact Assessment



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

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Abbreviations

AQMA	Air Quality Management Area
BCC	Bristol City Council
BME	Black and Minority Ethnic
B&NES	Bath and North East Somerset
CoCP	Code of Construction Practice
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
DCLG	Department for Communities and Local Government
DCO	Development Consent Order
DfT	Department for Transport
EIA	Environmental Impact Assessment
EqIA	Equality Impact Assessment
ES	Environmental Statement
HGV	Heavy goods vehicle
HIA	Health Impact Assessment
IMD	Index of Multiple Deprivation
JLTP3	Joint Local Transport Plan 3
LGB	Lesbian, gay, bisexual
LSOA	Lower Super Output Area
NCN	National Cycle Network
NPSNN	National Policy Statement for National Networks
NSDC	North Somerset District Council
NSIP	Nationally Significant Infrastructure Project
ONS	Office for National Statistics
PSED	Public Sector Equality Duty
SGC	South Gloucestershire Council
SME	Small and medium sized enterprises
WofE LEP	West of England Local Enterprise Partnership

SECTION 1

Introduction

1.1 Introduction

- 1.1.1 This report identifies the impacts of the Portishead Branch Line (MetroWest Phase 1) Development Consent Order Scheme (“the DCO Scheme”) from an equalities perspective. An equalities impact assessment (“EqIA”) is now a legal obligation under the Equality Act 2010, which requires local authorities and public bodies under the public sector equality duty (“PSED”) to identify and consider the potential adverse impacts of major developments, strategies and policies. This assessment, along with the transport assessment, environmental impact assessment (“EIA”) and health impact assessment (“HIA”) forms part of the suite of documents to support the DCO application for the DCO Scheme under the Planning Act 2008.
- 1.1.2 EqIA is a technique to identify whether the scheme, project, function, service, policy or procedure has a potentially adverse impact on equality of opportunity. It should also seek to identify any unmet needs, on the basis of a person’s race, gender, disability, age or faith or in terms of relations between or within those groups, and how these can subsequently be addressed.
- 1.1.3 An important outcome of the EqIA process is to integrate the needs of equalities groups in the design process. An EqIA has potential to highlight the impact of a proposed design or policy on the equalities groups, with an aim to respond to their specific requirements and to improve their participation in activities that may have been disproportionately low.
- 1.1.4 This EqIA has been conducted to ensure compliance with legislation as well as to assess and identify mitigation options to help reduce inequality for the equalities group or the protected characteristic group. The Equalities Act 2010 identifies people with certain characteristics as vulnerable and classified them as protected characteristic group, also referred to as the equalities group. The following provides list of people from this group:
- Age;
 - Disability;
 - Gender reassignment;
 - Pregnancy and maternity;
 - Race;
 - Religion or belief;
 - Sex; and
 - Sexual orientation.
- 1.1.5 The EqIA considers both the construction and operations impacts on the protected characteristic group for the following:
- Transport and accessibility to use the service, including integrated transport and parking;
 - Station design – facilities, access and egress;
 - Change in transport and accessibility features in the neighbourhood, including footpath closures;
 - Safety and security, particular focus on the elderly and on race related crime; and

- Well-being and quality of life.
- 1.1.6 The assessment has taken into account measures that have already been included in the design process and likely measures to be included in the Code of Construction Practice (“CoCP”) and Construction Environmental Management Plan (“CEMP”) for controls during the construction stage.

SECTION 2

Legal and Policy Framework

2.1 Legislation

- 2.1.1 The Equality Act 2010 requires public bodies (and others carrying out public functions) to be subject to the public sector equality duty (“PSED”). This involves preventing unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act, advancing equal opportunities for people with protected characteristics and people without these characteristics, and building good relations between people with protected characteristics and without these characteristics.
- 2.1.2 The Equality Act 2010 unites several previous Acts, including the Race Relations Act 1976, the Disability Discrimination Act 1995 and the Sex Discrimination Act 1975. These three Acts have been repealed.
- 2.1.3 People with and without protected characteristics may be unequally affected during the construction and operation of the DCO Scheme. This EqIA aims to identify protected groups and assess the impacts that the DCO Scheme may have on them in order to provide suitable mitigation measures to reduce this inequality. It also proposes reasonable positive outcomes to incorporate into the DCO Scheme which will enhance the equality outcome, thereby supporting the objectives of the Equalities Act and fulfilling the PSED requirement in considering the equalities impact during the decision making process of the proposed development.

2.2 Policy

National Policy

National Policy Statement for National Networks

- 2.2.1 The National Policy Statement for National Networks (“NPSNN”) sets out the Government’s revision and strategic objectives for the national networks to meet the country’s long-term needs, supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system: “*this means:*”
- *Networks with the capacity and connectivity and resilience to support the national and local economic activity and facilitate growth and create jobs.*
 - *Networks which support and improve journey quality, reliability and safety.*
 - *Networks which support the delivery of environmental goals and the move to a low carbon economy.*
 - *Networks which join up our communities and link effectively to each other” (p9, Department for Transport, 2014).*
- 2.2.2 The NPSNN Section 2.9 emphasises the need to enhance accessibility for non-motorised users. For the DCO Scheme, this will mean improving the links between Portishead and Bristol and ensure the stations are accessible by cyclists and pedestrians (who are likely to include people with disability).
- 2.2.3 The NPSNN also highlights the importance of open space and the need to maintain the functionality and connectivity of green infrastructure.

Transport for Everyone

- 2.2.4 *Transport for Everyone: an Action Plan to Improve Accessibility for All* (Department for Transport, 2012b) sets out the Government’s strategy for improving the accessibility of the transport network for disabled people. Transport schemes should build the accessibility requirements of all transport network users into the scheme design. In addition, improvements to reduce the severance of communities should be considered.

Regional Policy

- 2.2.5 The West of England Joint Local Transport Plan 3 (“JLTP3”) (West of England Partnership, 2011) has been produced by North Somerset District Council (“NSDC”), Bristol City Council (“BCC”), Bath and North East Somerset Council (“B&NES”), and South Gloucestershire Council (“SGC”) for the years 2011 – 2026. Among other things, the councils’ vision includes:
- Supporting economic growth, for example by increasing access to employment from deprived neighbourhoods.
 - Contributing to better safety, health and security, for example by designing out crime and fear of crime, encouraging walking and cycling, monitoring air quality and improving it in Air Quality Management Areas (“AQMA”).
 - Enhancing accessibility, for example access to health services, employment and other local services, and improving disability access.
 - Improving quality of life and a healthy natural environment, for example by enhancing the urban environment and increasing access to the countryside.
- 2.2.6 The plan highlights major transport improvements as a key priority for the local economy and aims to synchronise transport investment with development such as Bristol’s Temple Quarter Enterprise Zone. The plan indicates that residents in North Somerset would be beneficiaries of any investment in transport infrastructure. Currently, residents in the district have the worst accessibility to major employment sites of any residents across the West of England. Only 21% of residents can access major employment sites by public transport within 20 minutes, compared to an average of 31%.
- 2.2.7 The West of England Local Enterprise Partnership (“WofE LEP”) sets out its strategic focus of Equality and Diversity in the technical document *Equality and Diversity – Impacts for the West of England Strategic Economic Plan 2013-30* (West of England LEP, 2014). This plan will help to achieve the West of England Vision to have “*closed the gap between disadvantaged and other communities*” and its strategic objective to “*ensure all our communities share in the prosperity, health and well-being and reduce the inequality gap*” by 2030. Equality and Diversity Values and Principles will underpin the Strategic Economic Plan’s four “Levers of Growth”:
- Skills and People, including increasing opportunities for education and employment for everyone.
 - Investment and Promotion, including encouraging innovation through diversity in the workplace.
 - Place and Infrastructure, including the promotion of accessibility.

- Small and medium enterprises (“SME”) Business Support, including supporting, encouraging and developing women and minority ethnic led businesses.
- 2.2.8 The plan recommends a delivery action to “*assess all schemes in relation to both the built environment and travel in order to ensure the integration of inclusive design principles*” (p9).
- 2.2.9 The emerging West of England Joint Spatial Plan is a proposed statutory document that will establish the housing requirement to be accommodated across the four West of England local authorities for the period from 2016 to 2036. The scope of the plan is limited to the distribution of housing to be accommodated, identification of strategic locations and the infrastructure that is needed. The consultation draft indicates the need for a further 85,000 houses in the wider Bristol Housing Market Area in addition to 30,000 houses already planned, across the four West of England authorities, North Somerset, Bristol City Council, South Gloucestershire, and Bath and North East Council by the year 2036. The plan points to strategic development locations to the south of the study area in Nailsea, Backwell and south Bristol and to the north of Bristol and strategic employment locations in Avonmouth, Bristol and Bath. These requirements point to future trends of increasing urbanisation and the need for improved transport links between the new development and employment centres. The plan is supported by the Joint Transport Strategy which examines the future transport needs of the proposed development.

Local Policy

- 2.2.10 The following key local policies are relevant to the EqIA for the DCO Scheme. These have been extracted from North Somerset’s and Bristol City Council’s Core Strategies:

North Somerset Council Core Strategy, Adopted 2017

- Policy CS10: Transportation and movement – connectivity will improve and facilities for users, including people with reduced mobility, will be enhanced.
- Policy CS31: Clevedon, Nailsea and Portishead – development proposals that improve transport links to other towns are supported; the re-opening of the Portishead Branch Line (MetroWest Phase 1) is prioritised.
- Policy CS32: Service villages – Public transport proposals will be supported to improve accessibility (includes village of Easton-in-Gordano/Pill).

Bristol Development Framework Core Strategy, Adopted 2011

- Policy BCS2: Bristol City Centre: acknowledges that major developments should increase social inclusion and community cohesion and severance of communities should be reduced.
- Policy BCS10: Transport and access improvements prioritises the re-opening of the Portishead line to passengers and the need to consider disabled people in transport developments.

SECTION 3

Methodology

3.1 Guidance and Good Practice

- 3.1.1 The methodology employed for this assessment follows the wider guidance frameworks set by the following documentation:
- Equality Act 2010 Technical Guidance on the Public Sector Equality Duty (Equality and Human Rights Commission, 2014);
 - Equality Impact assessments: How to do them (Transport for London, 2004), and
 - European Regional Development Fund equality impact assessment guidance and forms (Department for Communities and Local Government, 2012a).

3.2 Definition of the Study Area

- 3.2.1 For purposes of the EqIA, two study areas have been defined to assess the direct and cumulative effects of the Portishead Branch Line (MetroWest Phase 1) DCO Scheme and the wider study area to assess the cumulative effects of the DCO Scheme in combination with other activities associated with MetroWest Phase 1.
- 3.2.2 For purposes of the EqIA, the local study area comprises a 300 m buffer along the DCO Scheme to be consistent with the air quality and noise and vibration assessments reported in Chapters 7 and 13 of the Environmental Statement (“ES”).
- 3.2.3 The EqIA recognises that there might be wider cumulative effects for the DCO Scheme. For this reason, the study area for the cumulative effects covers other nationally significant infrastructure projects (“NSIP”) within 10 km of the DCO Scheme, other projects identified from NSDC’s and BCC’s planning portals within 0.5 km, major applications further away in the Bristol area and other works associated with MetroWest Phase 1, namely:
- Parson Street Junction modifications including Liberty Lane Sidings;
 - Parson Street Station;
 - Partial reinstatement of the Bedminster Down Relief Line;
 - Avonmouth/Severn Beach Signalling; and
 - Bathampton turnback.

3.3 Defining the Baseline

- 3.3.1 The Public Sector Equality Duty requires the public body to have sufficient evidence to provide proper consideration of the impact of a function (the DCO Scheme in this case). This report is based on evidence obtained from secondary baseline data, feedback from the informal consultations held in summer 2015 and 2016, baseline information gathering meeting with the North Somerset Council Equality officers held in January 2016 and the statutory S42 consultation undertaken in autumn 2017. The Impact Centre at Liverpool University was also consulted upon for the methodology development who supplied information sources, including the *Health Impact Assessment: A Literature Review* (Winters, 1997).

3.3.2 The data sources examined for the EqIA are:

- Census 2001;
- Census 2011;
- Department for Communities and Local Government (“DCLG”);
- Office of National Statistics;
- Public Health England;
- National Child Measurement Programme;
- North Somerset Council, Bath and North East Somerset Council and Bristol City Council; and
- Avon and Somerset Constabulary website.

3.3.3 Baseline data for areas close to the works, including the temporary construction compounds, have been obtained from specific Lower Super Output Areas (“LSOA”). LSOAs are used to collect information at the community level. In the 2011 Census, the LSOAs were defined as areas with a minimum population of 1,000 people and a maximum of 3,000 people, with a minimum household number of 400 and a maximum of 1,000 households. Table 3.1 summarises the LSOAs used in the EqIA, the components of the DCO Scheme within each LSOA and the geographic area. The location of the LSOAs are shown in Figure 3.1.

Table 3.1. Location of Lower Super Output Areas within the Study Area

LSOA code	Scheme component	Area
Local Study Area		
North Somerset 001G (part), 003D and 003E	Proposed Portishead Station, Portishead construction compound and proposed footbridge to Trinity Primary School	Central Portishead
North Somerset 006F and 004B	Construction of the disused railway line, two temporary construction compounds on The Portbury Hundred and at Lodway Farm, haul roads.	East of Portishead and near Pill
North Somerset 004C and 004D	Avon Road/Lodway Close Underpass, Proposed Pill Station and related construction compound/car park, Ham Green construction compound/maintenance access.	Northern Pill
North Somerset 004A	Minor civils works through the Avon Gorge including new track and ballast, ground works, cliff stabilisation works, new signals and communications masts, structure repairs, and micro welfare compounds.	Avon Gorge/Abbots Leigh/Leigh Woods
Bristol 036A	Railway works and Bower Ashton construction / maintenance compound.	Ashton Junction
Bristol 041A and 041D	New pedestrian / cycle ramp and modifications to Winterstoke Road in Ashton Vale, closure of Barons Close Pedestrian Crossing and a construction compound.	Ashton Junction

Wider Study Area (includes works under the Permitted Development Rights and works as part of wider MetroWest Project)

LSOA code	Scheme component	Area
Bristol 046A, 039A	Parson Street Junction and Station	Parson Street Junction
Bristol 039B, 039H	No scheme components	Between Parson Street Junction and Bedminster
Bristol 040B, 040C, 039E	Bedminster Down Relief Line	Bedminster
Bristol 008E, 008F	Severn Beach/Avonmouth Signalling	Avonmouth
Bath and North East Somerset 010E	Bathampton Turnback	Bathampton

3.4 Key Receptors

3.4.1 The following groups have been considered in this EqIA.

- **Age:** this refers to persons defined by either a particular age or a range of ages. This EqIA considers effects for children (pre-school [0-4] and school age [5-17]); young people [18-25]; older people [60+] and very old people [75+].
- **Disability:** a disabled person is defined as someone who has a physical or mental impairment that has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities.
- **Pregnancy and maternity:** Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth.
- **Race:** The Equality Act 2010 defines race as encompassing colour, nationality (including citizenship) and ethnic or national origins. This EqIA considers ethnic group classification as indicated in the Office of National Statistics (“ONS”) data.
- **Religion or belief:** Religion means any religion a person follows. Belief means any religious or philosophical belief, and includes those people who have no formal religion or belief.
- **Sex:** The term sex refers to a man or to a woman or a group of people of the same sex, while gender refers to the wider social roles and relationships that structure the lives of men and women, boys and girls. This EqIA considers effects for women and men.
- **Sexual orientation:** Sexual orientation of a person relates to their emotional, physical and/or sexual attraction and the expression of that attraction. This EqIA considers effects for lesbian, gay, and bisexual (“LGB”) people.
- **Gender reassignment:** This refers to people who are proposing to undergo, are undergoing, or have undergone a process for the purpose of reassigning their gender identity.

3.5 Approach

3.5.1 The EqIA assesses the potential effects of the proposed design, its construction and operations on equality. In order to assess this, the EqIA seeks to establish whether

people with protected characteristics are disproportionately or differentially affected by the proposed scheme.

- 3.5.2 A disproportionate equality effect is one that has a proportionately greater effect on members of a protected characteristic group than on other members of the general population at a particular location. For example, near a school, children (age protected characteristic group) may be disproportionately affected compared with the rest of the population.
- 3.5.3 A differential equality effect is one which affects members of a protected characteristic group differently from the rest of the general population because of specific needs or a recognised sensitivity or vulnerability associated with their protected characteristic. For example, accessing a railway station via steps may not be possible for some people from the age and disability protected characteristic groups.
- 3.5.4 It is likely that some members of a protected characteristic group are identified as potentially subject to both disproportionate and differential effects.
- 3.5.5 Where the proposed scheme work is considered relevant to each of the protected characteristic group, the following questions are used as guide to conduct the EqIA:
- Who benefits?
 - Who does not benefit and why not?
 - Who should be expected to benefit and why don't they?
 - Who is affected?
 - What is the significance of the impact and can it be altered?
- 3.5.6 The assessment of effects takes into account measures incorporated into the design of the DCO Scheme, and measures undertaken during the construction and operational phase, to avoid, reduce, or remedy the effects on people. These measures are described in Chapter 6.
- 3.5.7 The effects of the DCO Scheme on receptors may be major positive, minor positive, major negative, minor negative or neutral. Where the level of information or evidence on the protected characteristic is not sufficient to conclude the effect, this is marked as an uncertain impact.
- 3.5.8 A traffic light style colour coding has been adopted to highlight the nature of the effects and explanatory text is provided in Chapter 7 to describe whether the predicted effect is disproportionate or differential in nature.

Major positive	Minor positive	Neutral
Major negative	Minor negative	Uncertain

- 3.5.9 This assessment covers the impact of the proposed design and subsequent construction and operations of the DCO Scheme. The assessment does not discuss equality and diversity matters within the construction supply chain or the contractors' equality duty.

SECTION 4

Baseline and Screening

4.1 Community Profiling

4.1.1 This section uses the most recent data available to profile the local and wider study areas. Demographic data for mid-2014 were available from the Office for National Statistics, but for many of the other topics the latest data come from the UK 2011 Census. The Index of Multiple Deprivation data are from 2015 and Public Health England data are from 2014. Although from different years, these data provide an understanding of the present situation that is as accurate and up-to-date as possible.

Ward-Level Overview

4.1.2 A ward level community profile is presented below, covering the area of the DCO Scheme. Unitary Authority figures for NSDC and BCC are also included.

Demography

4.1.3 Mid-year population estimates for 2014 show that the population of North Somerset was roughly half the size of the population of Bristol (Office for National Statistics, 2015a). The wards in the study area with the greatest populations were Bedminster and Southville, near Ashton Junction. Easton-in-Gordano and Pill had the smallest populations (Table 4.1 **Error! Reference source not found.**).

4.1.4 North Somerset had a lower percentage of males (48.6%) than Bristol (49.9%). Most wards had an almost equal number of males and females, with less than 1% difference between the populations of the two genders. However, larger differences were recorded in Portishead East, where only 47.7% of the population was male (lower than the NSDC value), and to a lesser extent in Southville, where 51.4% of the population was male.

4.1.5 At a Unitary Authority level, North Somerset had a much lower percentage of its population under the age of 25 than Bristol (27.0% compared to 34.1%), and a much higher percentage of its population aged 65 or older (23.0% compared to 13.3%). However, all wards in North Somerset except Easton-in-Gordano had a higher percentage of under 25 year-olds than the North Somerset as a whole, and a higher percentage than the Bristol wards. The Bristol wards had a lower percentage than Bristol as a whole.

4.1.6 Portishead East had the highest percentage of residents under the age of 25, at 31.9%, while having one of the lowest percentages of residents aged 65 or older (15.4%). Pill followed a similar trend but with slightly more equal percentages. Easton-in-Gordano had the lowest percentage of residents under 25 at 22.7%, but the highest percentage of residents aged 65 or older at 31.1%. Southville, Bedminster and Portishead East had the lowest percentages of residents aged 65 or older (11.3% and 14.7% respectively).

Table 4.1: Demographic characteristics of the study area at ward and Unitary Authority level

Ward/Unitary Authority	Total population	Gender		Age	
		Male (%)	Female (%)	Under 25 (%)	65 or older (%)
North Somerset	208,154	48.6	51.4	27.0	23.0
Portishead East	6,117	47.7	52.3	31.9	15.4

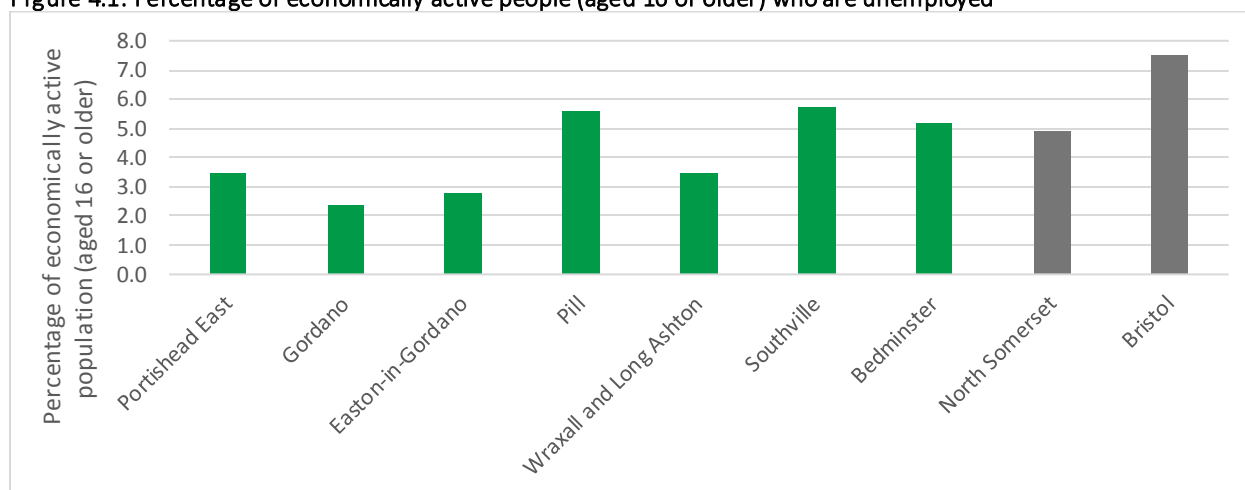
Table 4.1: Demographic characteristics of the study area at ward and Unitary Authority level

Ward/Unitary Authority	Total population	Gender		Age	
		Male (%)	Female (%)	Under 25 (%)	65 or older (%)
Gordano	4,941	50.8	49.2	27.7	19.8
Easton-in-Gordano	2,671	49.6	50.4	22.7	31.1
Pill	3,583	50.1	49.9	27.3	21.7
Wraxall and Long Ashton	8,158	49.1	50.9	27.6	20.4
Bristol	442,500	49.9	50.1	34.1	13.3
Southville	13,182	51.4	48.6	25.2	11.3
Bedminster	13,229	49.4	50.6	26.0	14.7

Economy and Employment

- 4.1.7 Figure 4.1: shows that according to the 2011 Census, unemployment among economically active people (aged 16 or older) was much higher in Pill (5.6%) than in Portishead (3.5%). Relatively high percentages were also found in Southville (Ashton Junction area) at 5.7%. The lowest percentage was recorded in Gordano (between Portishead and Pill).
- 4.1.8 All wards in North Somerset except for Pill had lower unemployment than the Unitary Authority value (4.9%) and the two Bristol wards had lower unemployment than the Unitary Authority value (7.9%).
- 4.1.9 The unemployment percentage of economically active people (aged 16 or older) at Bedminster is 5.2%.

Figure 4.1: Percentage of economically active people (aged 16 or older) who are unemployed



Source: Census (2011)

Ethnicity

- 4.1.10 The 2011 Census reveals that all wards in North Somerset along the DCO Scheme had a similar distribution of ethnicity across their populations, with around 97% being white, mixed/multiple ethnic groups and Asian/Asian British groups each making up less than 2% and the remaining population being spread between

Black/African/Caribbean/Black British and other ethnic groups (less than 0.5% each) (Table 4.2). The two Bristol wards had higher percentages of non-white residents; in Southville the main non-white ethnic group was Black/African/Caribbean/Black British (7.1%) and in Bedminster it was mixed/multiple ethnic groups.

Table 4.2: Ethnicity within the study area and at the Unitary Authority Level

Ward	White (%)	Mixed/multiple ethnic group (%)	Asian/Asian British (%)	Black/African/Caribbean/Black British (%)	Other ethnic group (%)
Portishead East	97.4	1.2	1.1	0.2	0.1
Gordano	97.9	1.2	0.8	0.1	0.1
Easton-in-Gordano	97.1	1.4	1.1	0.1	0.4
Pill	97.4	1.0	1.3	0.2	0.2
Wraxall and Long Ashton	96.8	1.6	1.3	0.3	0.1
Southville	82.1	4.2	4.5	7.1	2.1
Bedminster	94.0	2.8	1.3	1.0	0.9
North Somerset	97.3	1.0	1.2	0.3	0.2
Bristol	84.0	3.6	5.5	6.0	0.9

Source: Census (2011)

Disability

4.1.11 According to the 2011 Census, Pill has the highest percentage of its population whose day-to-day activities are limited a lot or a little (9.2% and 10.7%) (Table 4.3). These percentages are above the North Somerset percentages; all other North Somerset wards are below this. Portishead has a more able population with only 5.9% of residents limited a lot in their day-to-day activities and 6.9% limited a little.

4.1.12 The two Bristol wards have relatively high levels of disability, matching the Bristol wide level.

Table 4.3: Disability within the study area at ward and at the Unitary Authority Level

Ward	Day-to-day activities limited a lot	Day-to-day activities limited a little
Portishead East	5.9	6.9
Gordano	5.4	7.5
Easton-in-Gordano	7.5	9.4
Pill	9.2	10.7
Wraxall and Long Ashton	6.6	8.3
Southville	8.0	8.4
Bedminster	8.8	8.7
North Somerset	8.6	10.6

Table 4.3: Disability within the study area at ward and at the Unitary Authority Level

Ward	Day-to-day activities limited a lot	Day-to-day activities limited a little
Bristol	8.1	8.7

Source: Census (2011)

Religion or Belief

- 4.1.13 Table 4.4 shows the religion or belief of the ward populations as recorded by the 2011 Census. In each ward, the majority of the population was found to be Christian, with percentages in North Somerset wards above 58% and the two Bristol wards having slightly lower percentages at 50.4% (Southville) and 48.7% (Bedminster). The majority of the remaining population had no religion or did not state their religion. Percentages for all other religious populations were below 1% for all cases except for Muslims in Southville, who made up 5.0% of the total population.

Table 4.4: Religion / belief within the study area at ward and at the Unitary Authority level

Ward	Percentage population (figures do not total to 100 due to rounding)								
	Christian	Buddhist	Hindu	Jewish	Muslim	Sikh	Other religion	No religion	Religion not stated
Portishead East	60.6	0.3	0.2	0.0	0.3	0.0	0.3	31.7	6.5
Gordano	64.5	0.2	0.1	0.1	0.1	0.0	0.3	28.4	6.2
Easton-in-Gordano	66.0	0.1	0.2	0.1	0.6	0.1	0.2	24.7	8.0
Pill	58.1	0.5	0.4	0.1	0.3	0.0	0.3	32.0	8.4
Wraxall and Long Ashton	60.5	0.4	0.3	0.1	0.4	0.1	0.3	30.7	7.2
Southville	50.4	0.6	0.5	0.1	5.0	0.0	0.7	33.1	8.8
Bedminster	48.7	0.5	0.4	0.2	0.9	0.1	0.5	41.1	7.6
North Somerset	61.0	0.3	0.2	0.1	0.4	0.0	0.5	30.0	7.5
Bristol	46.8	0.6	0.6	0.2	5.1	0.5	0.7	37.4	8.1

Source: Census (2011)

LSOA-Level Overview

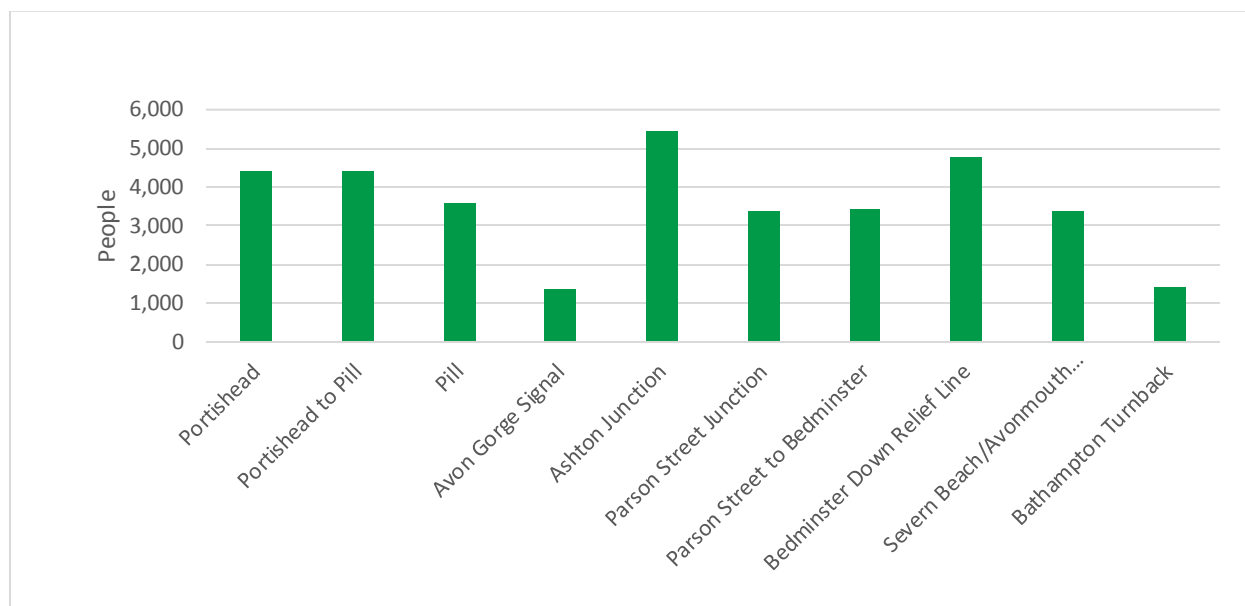
- 4.1.14 This section uses LSOA-level data and, where these are not available, Unitary Authority data to provide a detailed community profile for LSOAs along the DCO Schemes and for the wider study area covering other works for MetroWest Phase 1. For each topic, results are presented for the DCO Scheme study area (Portishead to Ashton Junction) and the wider study area for use in the cumulative effects assessment (Parson Street Junction to the Bedminster Down Relief Line, Severn Beach/Avonmouth Signalling Works and Bathampton Turnback Works). Results are mainly reported for the areas shown in Table 3.1, but where LSOAs within these areas differ significantly, individual LSOA results are discussed.

Population

The DCO Scheme

- 4.1.15 Mid-2014 population estimates for each section of the route (leading on from Table 3.1) are shown in Figure 4.2. The LSOAs along the DCO Scheme route had a combined population of 19,188 in mid-2014. Portishead LSOAs had a combined population of 4,414 while Pill LSOAs had a combined population of 3,583. The Ashton Junction LSOAs had the largest combined population (5,438).

Figure 4.2: Population of LSOAs surrounding the DCO Scheme and wider study area (mid-2014 estimate)



Source: Office for National Statistics (2015a)

The Wider Study Area

- 4.1.16 The LSOAs between Parson Street Junction and Bedminster Station had a combined population of 11,616 in mid-2014. The combined population around Severn Beach/Avonmouth Signalling works was 3,380 and around the Bathampton Turnback the population was 1,413.

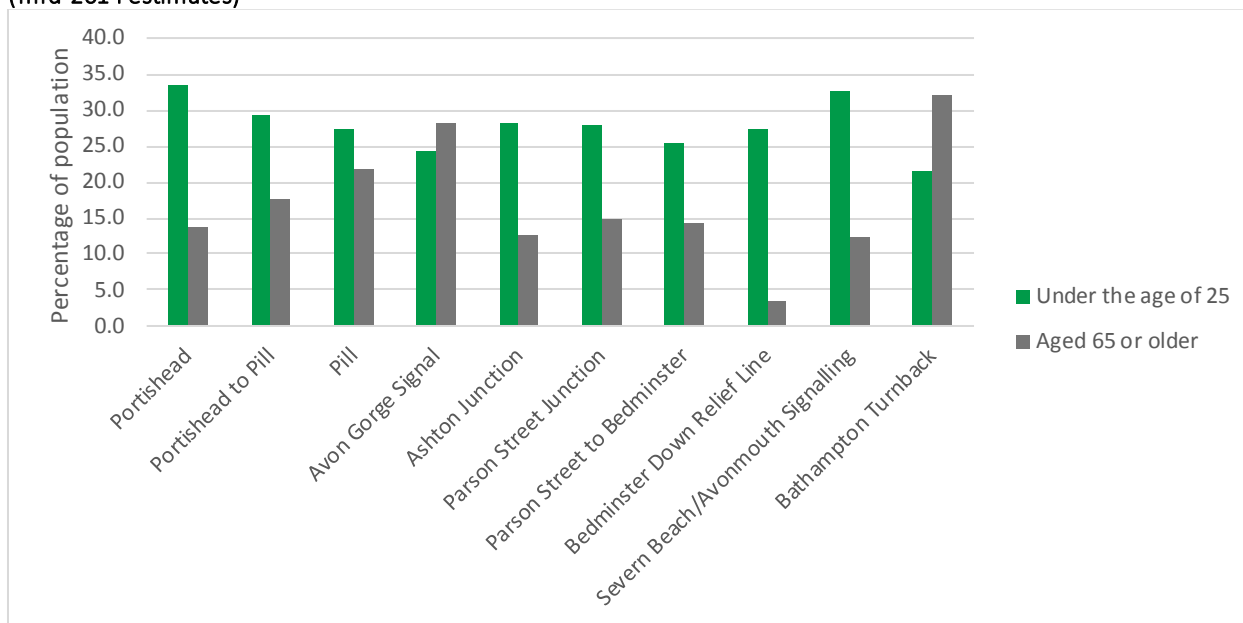
Age

The DCO Scheme

- 4.1.17 Figure 4.3 shows that LSOAs around the proposed station at Portishead and the east side of the town (North Somerset 003D and 003E) had a high proportion of residents under the age of 25 (35.2 and 38.7 % of the population respectively) in 2014. These LSOAs had a very low percentage of residents aged 65 or older (7.5 and 6.2 % of the population respectively). In contrast, the LSOA to the west of the proposed Portishead station (North Somerset 001G) had fewer under 25 year-olds (23.7 %) and more residents aged 65 or older (31.3 %).
- 4.1.18 Between Portishead and Pill, LSOA 006F had a higher proportion of younger people than older people (32.7% of the population under 25 compared to 10.7% aged 65 or older). However, LSOA 004B, further east, had a higher proportion of older people (34.2% aged 65 or older compared to 21.1 % under 25).

- 4.1.19 The combined population of the two LSOAs covering Pill was found to be more evenly spread between younger and older residents than in Portishead; 27.3 % of the population was under the age of 25 and 21.7 % was aged 65 or older.

Figure 4.3 Age distribution of the population of LSOAs surrounding scheme components (mid-2014 estimates)



Source: Office for National Statistics (2015a)

- 4.1.20 The Haven Lodge Care Centre is located on Phoenix Way, facing the proposed Portishead station. It lodges about 108 residents, mainly elderly and may be some with physical and mental illness such as dementia. Marina Health Centre, a GP surgery is located adjacent to the Haven Lodge Care Centre which may be visited by the elderly and young children alike.
- 4.1.21 The Trinity Primary School is located near the proposed Footbridge and a playground is located on The Vale (south of railway line) in Portishead. Busy Bees Nursery is located on Serbert Road in Portishead (south of the proposed station).
- 4.1.22 The LSOA around the Avon Gorge Signal had a more even proportion of younger and older residents (24.2% and 28.2% respectively), while LSOAs in the Ashton Junction area were populated by many more younger residents than older residents (an average of 28.3% under 25s and 12.7% aged 65 or older over the three LSOAs).

The Wider Study Area

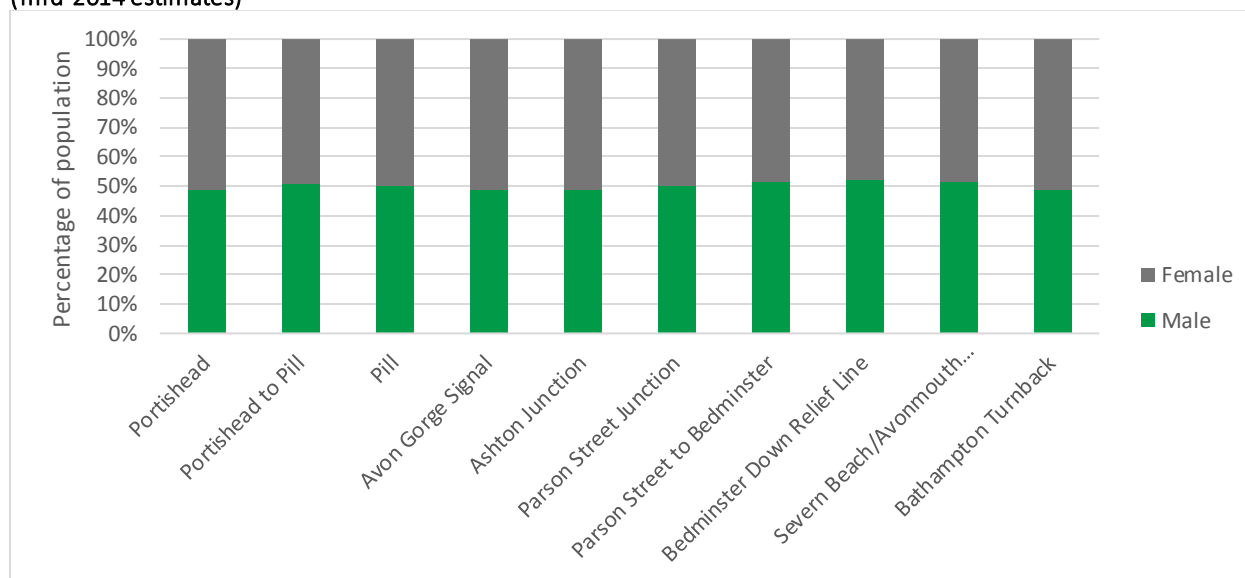
- 4.1.23 LSOAs between Parson Street Junction and Bedminster Station, around the Bedminster Down Relief Line and around Severn Beach/Avonmouth Signalling works all had much higher proportions of people under the age of 25 than people aged 65 or older in mid-2014 (Figure 4.3). In particular, the population of the Bedminster Down Relief Line area was 27.4% under 25 and only 3.4% aged 65 or older (the lowest proportion of older people out of all LSOAs within the DCO Scheme or wider study area). The population around the Severn Beach/Avonmouth Signalling works had the highest proportion of people under 25 of all LSOAs studied, at 32.8%. In contrast, the LSOA around Bathampton Turnback had the highest proportion of its population aged 65 or older out of all LSOAs studied, at 32.1%. It had a lower proportion of under 25s at 21.6% of the total population.

Gender

The DCO Scheme

- 4.1.24 Mid-2014 population estimates reveal that the proportion of male and female residents along the DCO Scheme route were quite close when considered in terms of route sections, ranging from 48.5% male in Portishead to 50.3% male at Parson Street Junction (Figure 4.4). However, there was more variation between individual LSOAs. For example, the most westerly LSOA in Portishead (North Somerset 001G) and the central LSOA near the proposed Portishead station (North Somerset 003D) had populations that were only 46.8% and 46.0% male respectively, whereas the easterly Portishead LSOA near the proposed station and Trinity Primary School (North Somerset 003E) had a population that was 51.8% male.
- 4.1.25 Between Portishead and Pill, North Somerset 006F and 004B had 51.3% and 50.5% male populations respectively. The two Pill LSOAs differed significantly in gender distribution (52.7% male for North Somerset 004C and 48.0% male for North Somerset 004D). The LSOA around the Avon Gorge had a 48.6% male population.
- 4.1.26 Around Ashton Junction the LSOAs had an overall percentage of males at 48.6%, with Bristol 041D having the lowest male percentage at 47.2%.

Figure 4.4 Gender distribution of the population of LSOAs surrounding scheme components (mid-2014 estimates)



Source: Office for National Statistics (2015a)

The Wider Study Area

- 4.1.27 Around Parson Street Junction, Bristol 046A had a 51.6% male population whereas 039A had a 48.9% male population. Between Parson Street Junction and Bedminster the LSOAs had a combined 51.7% male population (both LSOAs had more males than females). Around the Bedminster Down Relief Line, distribution was more varied with the lowest male percentage at 48.8% (Bristol 040C) and the highest male percentage at 56% (Bristol 039E).

- 4.1.28 Around the Severn Beach/Avonmouth Signalling works, LSOA Bristol 008E had a 53.7% male population whereas Bristol 008F had a 48.4% male population. Around the Bathampton Turnback the LSOA had a 48.5% male population.

Deprivation

The DCO Scheme

- 4.1.29 Deprivation is measured by the Department for Communities and Local Government using multiple indices, which are combined to form the Index of Multiple Deprivation (“IMD”) (Department for Communities and Local Government, 2015). This assessment focuses on the 2015 sub-domains of individual domains – *Geographical Barriers*, *Barriers to Housing and Services* and *Outdoor Living Environment* – that are relevant to this study. The *Geographical Barriers to Services* sub-domain relates to the physical proximity of local services. The *Outdoor Living Environment* contains measures of air quality and road traffic accidents and the *Barriers to Housing* sub-domain measures issues relating to access to housing such as affordability. The above sub-domains are linked to the income deprivation sub-domain represented in Figure 4.5.
- 4.1.30 The IMD *Geographical Barriers to Services*¹ sub-domain of barriers to housing and services highlights several neighbourhoods which are among the 10% and 20% most deprived neighbourhoods in England in terms of their physical proximity to local services (Figure 4.10). The LSOAs of North Somerset 004A and North Somerset 006F (between Portishead and Pill) are among the 20% most deprived, which may be due to sparse location of the houses and therefore increased distance to all the services identified within the sub-domain (these services may be accessible by cars). It is therefore not a representation of the area being deprived in terms of income but considered deprived in terms of distance to services. All other LSOAs along the DCO Scheme route are less affected.
- 4.1.31 No LSOAs along the DCO Scheme route are among the 10% or 20% most deprived neighbourhoods in England in relation to financial accessibility to housing and similar issues, under the *Wider Barriers* sub-domain of *Barriers to Housing and Services*.
- 4.1.32 Bristol 036A (around Ashton Junction) is among the 10% most deprived for *Outdoor Living Environment* sub-domain of *Living Environment* (air quality, road traffic accident occurrence and similar issues). No LSOAs along the DCO Scheme route are among the 10% or 20% most deprived neighbourhoods for the *Indoor Living Environment* (quality of housing) sub-domain (Figure 4.7).

The Wider Study Area

- 4.1.33 Bath and North East Somerset 010E (around Bathampton Turnback works) is among the 20% most deprived LSOAs in England for the *Geographical Barriers to Services* sub-domain.
- 4.1.34 Bristol 039E (near the Bedminster Down Relief Line) is among the 20% most deprived neighbourhoods in England for the *Wider Barriers* sub-domain.
- 4.1.35 Bristol 039E is also identified as being one of the 10% most deprived neighbourhoods in England in relation to both the *Indoor Living Environment* (quality of housing) and *Outdoor Living Environment*. In addition, three neighbourhoods close to Bedminster

¹ The *Geographical Barriers to Services* sub-domain relates to the physical proximity (mean distance to the closest point) of local services such as post offices, super markets and GP surgeries

Down Relief Line (Bristol 040B, 040C and 039H) are among the 20% most deprived for *Indoor and Outdoor Living Environment*.

Economy and Employment

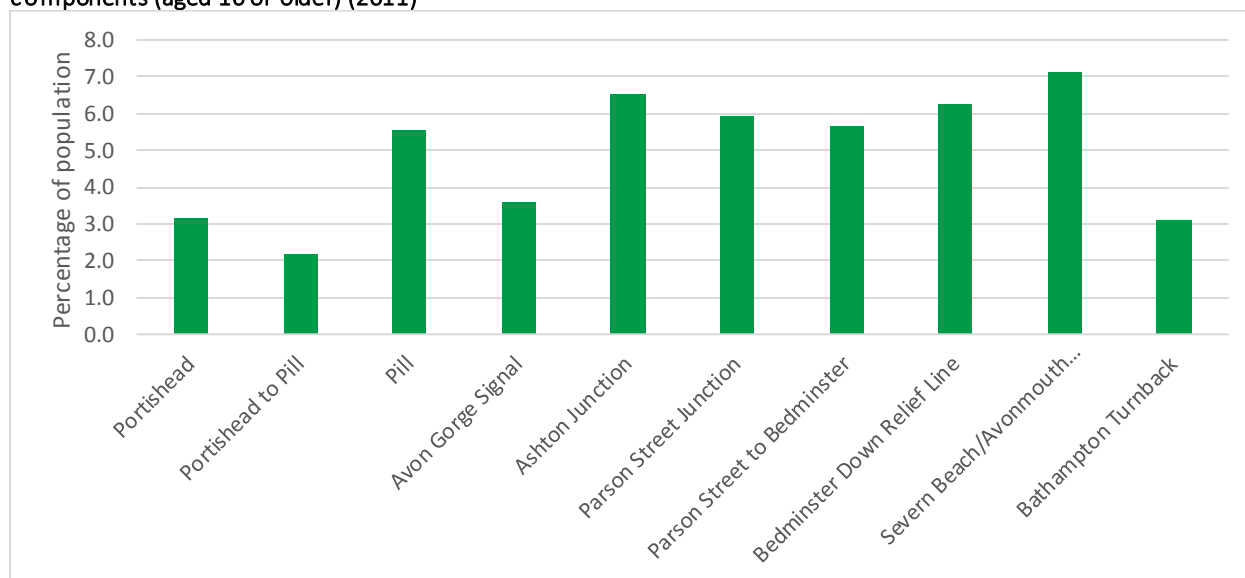
The DCO Scheme

- 4.1.36 The 2011 Census reveals that unemployment rates in the economically active population (aged 16 or older, including full-time students) at the Portishead LSOAs and those between Portishead and Pill were between 1.8% and 4% (Figure 4.8), relatively low compared to the West of England average of 3.5%. The two LSOAs covering Pill had contrasting unemployment levels. North Somerset 004C (where the proposed station will be located) had 7.8% unemployment, while North Somerset 004D (further east of the proposed station) had 3.8% unemployment.
- 4.1.37 In the area surrounding the Avon Gorge the unemployment rate was 3.6%. In the LSOAs around Ashton Junction unemployment was higher than in Portishead with the highest level in Bristol 036A at 7.9%.

The Wider Study Area

- 4.1.38 Rates of unemployment were mixed in the Parson Street Junction area with Bristol 039A at 4.7% and Bristol 046A at 7.1%. Between Parson Street Junction and Bedminster, unemployment rates were 6.0% for Bristol 039B and 5.3% for Bristol 039H.
- 4.1.39 In the LSOAs around the Bedminster Down Relief Line, unemployment measured between 5.1% and 7.9%, with the highest level in Bristol 039E. The LSOA surrounding the Bathampton Turnback was found to have only 3.1% of the economically active population unemployed, whereas at Avonmouth it was high at 7.3%.

Figure 4.8 Percentage of economically active people who are unemployed in LSOAs surrounding the scheme components (aged 16 or older) (2011)



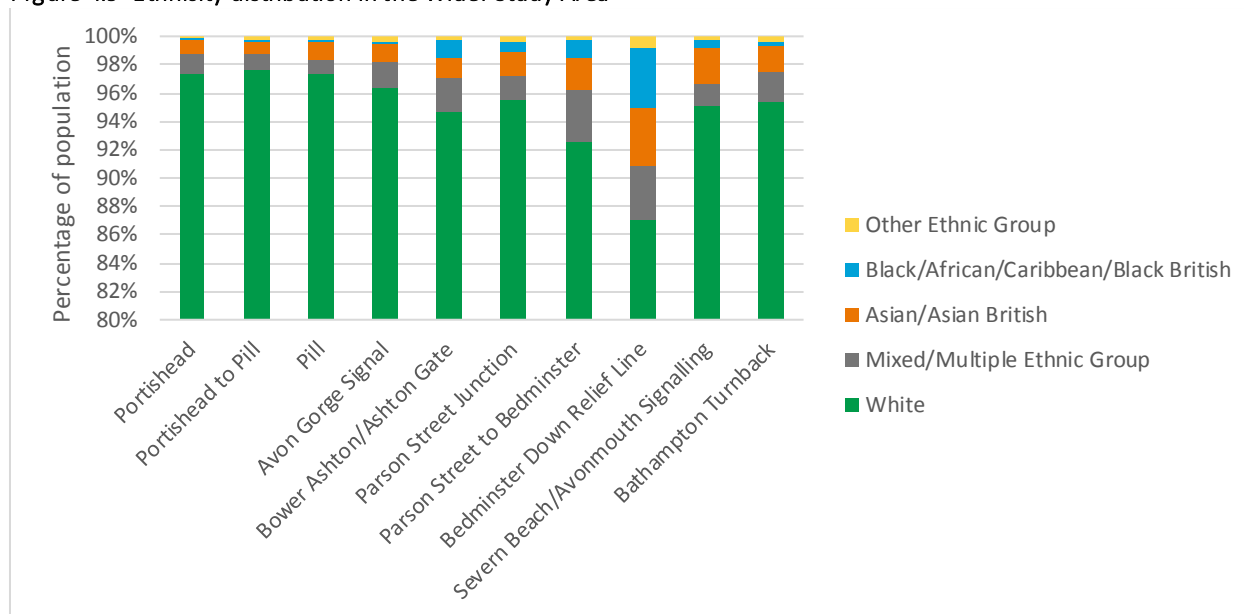
Source: Census 2011

Race and Ethnicity

The DCO Scheme

- 4.1.40 Ethnicity data were sourced from the 2011 Census and the results are summarised in Figure 4.9. Overall, the populations of the LSOAs along the DCO Scheme route were predominately made up of white people. The LSOAs around Ashton Junction had lower percentages of white people than North Somerset LSOAs, with the lowest in Bristol 036A (91.9% white). The rest of the LSOAs along the DCO Scheme route had populations that were between 96% and 99% white.

Figure 4.9 Ethnicity distribution in the Wider Study Area



Source: Census 2011

- 4.1.41 Across the three LSOAs in Portishead, 97.4% of the population was white, with low percentages of mixed/multiple ethnic groups and Asian/Asian British and very low percentages of Black/African/Caribbean/Black British and people of other ethnic origins.
- 4.1.42 Between Portishead and Pill, 97.7% of the population was found to be white in 2011 and at Pill this was at 97.4% followed by people of mixed ethnicity and Asian/Asian British and Black, Minority and other Ethnic (“BME”) communities, respectively.
- 4.1.43 In the LSOA surrounding the Avon Gorge, 96.4% of the population was white in 2011. The next largest ethnic group was the mixed/multiple ethnic group (1.8%), followed by the Asian/Asian British group (1.3%). This LSOA had the highest percentage of the population that was non-white out of all North Somerset LSOAs.
- 4.1.44 Across the three LSOAs located around Ashton Junction, 94.7% of the population was white, 2.3% was of mixed/multiple ethnic origin, 1.4% was Asian/Asian British and 1.3% was Black/African/Caribbean/Black British. Bristol 0036A had the highest percentage of all non-white ethnicities, with mixed/multiple ethnicity being the highest overall at 3.0%.

The Wider Study Area

- 4.1.45 Around Parson Street Junction, 95.5% of the population was white, and this dropped to 92.6% between Parson Street Junction and Bedminster and lower again to 87.1%

near the Bedminster Down Relief Line works, making this area with the highest proportion of minority ethnic groups in the wider study area.

- 4.1.46 Around the Severn Beach/Avonmouth Signalling works area 95.1% of the population was white, with the second largest ethnic group being Asian/Asian British at 2.5%.
- 4.1.47 Around the Bathampton Turnback works area 95.4% of the population was white, with the second largest proportion of people being from mixed/multiple ethnic groups (2.1%).

Disability

The DCO Scheme

- 4.1.48 According to the 2011 Census, the majority of LSOAs in Portishead had a low percentage of the population whose day-to-day activities are limited a lot by long-term health or disability (7% or less). However, in the most westerly Portishead LSOA (North Somerset 001G), which was also characterised by a higher proportion of people over the age of 65, this figure was 9.8%, and a further 11.8% of the population felt that their day-to-day activities were limited a little.
- 4.1.49 The Haven Lodge Care Centre is located on Phoenix Way, facing the proposed Portishead station. It lodges about 108 residents, mainly elderly and may be some with physical and mental illness such as dementia.
- 4.1.50 Between Portishead and Pill in North Somerset 006F 3.9% were limited a lot and 5.6% were limited a little, compared to North Somerset 004B where these figures were 6.1% and 11.1%. In Pill, in North Somerset 004C and 004D respectively, 11.0% and 7.7% of the population were limited a lot and 11.9% and 9.7% were limited a little. Around the Avon Gorge Signal, 8.7% of the population were limited a lot and 7.8% were limited a little.
- 4.1.51 Around Ashton Junction, disability levels seemed to be higher than in many of the North Somerset LSOAs. Overall the LSOAs had combined percentages of 10.5% of the population limited a lot (highest being 14.5% in Bristol 041A) and 10.4% of the population limited a little (highest being 12.0% in Bristol 036A).
- 4.1.52 The IMD includes the *Health Deprivation and Disability* domain, which assesses the effect of poor physical and mental health, and measures morbidity, disability and premature mortality. No LSOAs in along the DCO Scheme route are among the 10% most deprived neighbourhoods for this IMD domain, but Bristol 036A (the Ashton Junction area) is among the 20% most deprived (Figure 4.10).

The Wider Study Area

- 4.1.53 The subsequent LSOAs on the route to Bedminster had similar levels of disability, with 9.3% limited a lot and 9.1% limited a little around Parson Street Junction and 9.1% limited a lot and 10.4% limited a little between Parson Street Junction and Bedminster.
- 4.1.54 However, LSOAs around Bedminster generally had lower disability levels, with 5.5% of the population limited a lot (highest was 8.8% in Bristol 039E) and 6.9% limited a little (highest was 8.6% in Bristol 039E).
- 4.1.55 Around Severn Beach/Avonmouth Signalling works, 9.8% of the population were limited a lot and 8.0% were limited a little (highest percentages were for Bristol 008F at 12.0% and 9.7% respectively).
- 4.1.56 Around the Bathampton Turnback Works 7.9% of the population were limited a lot and 11.4% were limited a little.

- 4.1.57 The IMD *Health Deprivation and Disability* domain reveals that Bristol 039E (Bedminster Down Relief Line) is among the 10% most deprived neighbourhoods in England for this domain. In addition, Bristol 008F (Severn Beach/Avonmouth Signalling works) is among the 20% most deprived.

Childhood Obesity

- 4.1.58 The National Child Measurement Programme data reveal that for the period 2014-2015, prevalence of overweight (including obese) reception class children (aged 4 to 5 years) was similar to the national value in all three Unitary Authorities of the study area, at between 21.6 and 23.5% (Table 4.5 **Error! Reference source not found.**). In contrast, the prevalence of overweight (including obese) year 6 children (aged 10 to 11) was 'better' or lower than the national value in North Somerset and Bath and North East Somerset and 'worse' or higher in Bristol City. These data are not available at Ward or LSOA level.

Table 4.5: Prevalence of overweight (including obese) children

Region	Percentage of Reception-age children overweight (including obese)	Percentage of Year 6 children overweight (including obese)
England	21.9	33.2
North Somerset UA	21.6	29.4
Bristol City UA	23.0	35.0
Bath and North East Somerset UA	23.5	27.3

Source: National Child Measurement Programme, 2015.

Religion or Belief

- 4.1.59 Along the route of the DCO Scheme, more than 50% of the population of each neighbourhood were recorded as Christian in the 2011 Census. The majority of the remaining population was not religious (around 25 to 40% of the total population), with around 7 to 8% not stating their religion. In the two most westerly neighbourhoods in Portishead (North Somerset 001G and 003D) 0.9% and 0.7% of the population were Muslim respectively and residents of all other religions accounted for 0.5% of the population or less. Between Portishead and Pill the population had even percentages of Buddhist, Hindu, Jewish, Muslim and Sikh people (at 0.1 or 0.2%). Within the two neighbourhoods covering Pill (North Somerset 004C and 004D), 58% of the population was found to be Christian. The Buddhist and Hindu populations were slightly larger than in Portishead, both at 0.6% of the total population in the neighbourhood covering eastern Pill. Islam was the next most prominent religion at 0.4% in this neighbourhood.
- 4.1.60 The LSOA around Avon Gorge Signal had slightly higher percentages of Hindus and Muslims, at 0.4% and 0.9% respectively. The Ashton Junction area also had a more diverse mix of religions than around Portishead and Pill, with Bristol 036A having the highest proportion of non-Christian people with 0.8% of the population being Buddhist and 1.6% of the population being Muslim.

The Wider Study Area

- 4.1.61 Near Parson Street Junction, between Parson Street Junction and Bedminster and around the Bedminster Down Relief Line the Christian population made up 50% or less

or the overall population. Bristol 039E (around Bedminster Down Relief Line) had the highest percentages of other religions, with 4.8% of the population being Muslim and 3.2% being Hindu.

- 4.1.62 Around Severn Beach/Avonmouth Signalling works 54.5% of the population was Christian, with the next most common religions being Islam and Hinduism, both at 0.5%.
- 4.1.63 Around Bathampton Turnback Works, 61.5% of the population was Christian, with the next most common religion being Islam at 0.9%.

4.2 Amenities and Services

Access to Services

The DCO Scheme

- 4.2.1 The *Geographical Barriers to Services* sub-domain of *Barriers to Housing and Services* domain highlights two neighbourhoods which are among the 10% and 20% most deprived neighbourhoods in England in terms of their physical proximity to local services. North Somerset 004A (around Avon Gorge Signal) is one of the 10% most deprived LSOAs in England for this sub-domain, while North Somerset 006F (between Portishead and Pill) is among the 20% most deprived. This might be due to increased mean distance between residential buildings and the various services listed under the IMD Geographical Barriers to Services sub-domain.
- 4.2.2 The amenities and services (relating to leisure, culture/religion, healthcare and education) within 300 m of the proposed route are outlined below. As the DCO Scheme is mainly bordered by residential properties through Portishead, fewer features were identified than in some of the other areas.

Portishead

- Marina Healthcare Centre on Harbour Road – houses Harbourside Family Practice and North Somerset Community Partnership
- Nursing home adjacent to Health Centre – Haven Lodge Care Centre
- Busy Bees Nursery on Serbert Road in Portishead (south of proposed station)
- Trinity Primary School
- Playground in The Vale (south of railway line)

Pill

- Heywood Family Practice on Lodway south of railway line and Pill Health Clinic on Station Road south of railway line
- Pill Memorial Club on Lodway south of railway line (community events etc.)
- Pill Community Centre on Heywood Terrace south of railway line
- Portishead Sailing Club, Pump Square next to marina east of railway line
- Pill Union Church, east of the railway line
- Pill Library, adjacent to railway line on east side

Ham Green

- Cricket Ground south of the railway line (the railway line is in a tunnel under the cricket ground)
- Playground near Fitzharding Road south of railway line
- Penny Brohn Cancer Care north of railway line on eastern edge of Eden Office Park (located adjacent to a construction compound).

Avon Gorge

- Leigh Woods National Nature Reserve which is open to the public
- Clifton Observatory, east of the railway line on the east side of the Gorge
- Clifton Downs, east of the railway line on the other side of the Gorge
- Avon Gorge House Amitabha Buddhist Centre, North Road west of the railway line
- Clifton Suspension Bridge Visitor Centre, Bridge Road west of the railway line
- Ashton Court Registered Park and Garden

Ashton Junction

- Bedminster Cricket Club and Sports Ground between A369 and railway line on west side
- Teddies Bristol Nursery and Preschool, adjacent to the Sports Ground above
- Ashton Park School
- Bristol Kettlebell Club (fitness) on Blackmoors Lane west of the railway line
- Ashton Gate football stadium east of the railway line
- Gore's Marsh playground east of A3029 (Winterstoke Road) east of railway line

Greenspaces and Open Spaces

The DCO Scheme

- 4.2.3 The Vale Park in Portishead, bounded by the disused railway line to the north, is designated as Local Green Space in North Somerset District Council's Sites Allocation.
- 4.2.4 Between Portishead and Pill, allotment gardens exist on the eastern side of Sheepway, north of the disused railway line. South of the disused railway line, playing fields are located to the east of Portbury, south of the M5.
- 4.2.5 The land between Yew Tree Gardens and Hardwick Road, Pill and Victoria Park, are designated as Local Green Space on North Somerset's emerging proposals map. Crockerne Pill (which includes Pill Viaduct) and Watchhouse Hill (to the east of Pill) are also designated as Local Green Space on North Somerset's emerging proposals map. Common Land and Town or Village Greens exist to the north and east of Pill, including Pump Square, Victoria Park and Waterloo Wharf and The Point, Chapel Pill. Open space at Ham Green Hospital is designated an Unregistered Park and Garden in North Somerset Adopted Local Plan and North Somerset's emerging proposals map. In addition to these designated sites, Pill also has a playing field and playground south of the railway line on Hardwick Road and a playground near Water Lane west of the railway line. In Ham Green a Cricket Ground is located south of the railway line at the tunnelled section and there is a playground near Fitzharding Road south of the railway line.

- 4.2.6 In the Avon Gorge area, the railway passes through the Leigh Court Registered Park on the western side of the gorge. Other designations in this area are Leigh Woods National Nature Reserve, Avon Gorge Woodlands Special Area of Conservation and Avon Gorge Site of Special Scientific Interest.
- 4.2.7 The Ashton Court Registered Park and Garden is located adjacent to the western side of Clanage Road in Bower Ashton. The proposed temporary construction compound and permanent maintenance compound would be accessed off Clanage Road. In addition, a sports ground and several allotments and Gore’s Marsh park and playground are located in close proximity to the railway line between Bower Ashton and Ashton Junction.
- 4.2.8 North Somerset District Council has drawn up area profiles of current provision of open space within the District, to accompany its Draft Green Infrastructure Supplementary Planning Document (not dated)². In Portishead, there is currently an under supply of conservation sites and woodland, and sufficient supply of formal park and public garden and neighbourhood open space. Pill has an under supply of conservation sites, formal and public garden and woodland but sufficient neighbourhood open space.

The Wider Study Area

- 4.2.9 Informal and formal green spaces, seasonal and fixed active sports space, natural green space, young persons’ space and children’s play areas exist close to the operational railway line that runs through the Bristol City Council area and to Parson Street Junction and Bedminster Station. The Bedminster Down Relief Line is located next to Victoria Park, a large area of open space.
- 4.2.10 In the Bathampton area accessible natural green space, park and recreation ground, outdoor sport pitches and children’s play space are found.

4.3 Crime and Safety

- 4.3.1 Table 4**Error! Reference source not found.**6 details the incidence of race-motivated hate crime between 2010 and 2014 for the whole of the Avon and Somerset police force area, including the three local authorities relevant to this study as well as Somerset and South Gloucestershire (Avon and Somerset Constabulary, 2015).

Table 4.6: Incidence of race-motivated hate crime in Avon and Somerset police force area between 2010 and 2014

Year	Race-motivated hate crime incidents
2010	1,395
2011	1,288
2012	1,071
2013	1,114
2014	1,366

² Note that no further versions of the Green Infrastructure Supplementary Planning Document has been published or planned for production as per the North Somerset Council Local Development Scheme 2017-2020. This data source is therefore to be considered standalone.

- 4.3.2 The number of race-motivated hate crime incidents reported in 2014 were 791 in Bristol, 108 in North Somerset, and 115 in Bath and North East Somerset (Avon and Somerset Constabulary, 2015). As a percentage of the population, these figures indicate levels less than 2%.

4.4 Transport and Accessibility

Overview

- 4.4.1 The main highway network in the area is dominated by the M5. Junction 18 in Avonmouth connects to the A4 into Bristol along the north side of the River Avon and Junction 19 at Gordano connects with the A369 between Portishead and Bristol along the south side of the River Avon. Junction 18a on the M5 serves the M49 for South Wales. The B3128 from Clevedon and B3130 from Nailsea provide more circuitous routes into Bristol via the A370 from Weston-super-Mare. The Long Ashton Park and Ride lies to the south west of Bristol.
- 4.4.2 The A370 connects with the A369, Brunel Way and the A3029 Winterstoke Road at a complicated junction in Ashton Gate. Brunel Way links with the western end of the A4 Hotwells Road and Bristol city centre on the northern side of the River Avon while the A3029 Winterstoke Road links to the south with the A38 between Bristol and Taunton in the vicinity of Parson Street railway station.
- 4.4.3 The main railway network centred on Bristol provides mainline services up to London, to the Midlands, west into Wales and south west to Taunton, Exeter and Plymouth. The local railway network within Bristol comprises the Severn Beach / Avonmouth / Bristol Temple Meads, Henbury to Bristol Temple Meads, and local stations between Bristol Temple Meads and Bath Spa.
- 4.4.4 There is an operational railway between Royal Portbury Dock and the south west mainline between Bristol Temple Meads and Exeter which currently is only open for freight. There is an existing level crossing over the operational railway on Ashton Vale Road which connects the A3029 Winterstoke Road and the Ashton Vale Industrial Estate. The industrial estate is bounded by the railway to the east, the A370 to the north, a sports centre and the Long Ashton Park and Ride to the west, and allotments and open land to the south.
- 4.4.5 There are two long distance cycle routes, public rights of way, bridleways and permissive paths that cross or run close to the proposed DCO Scheme. There are two Sustrans National Cycle Network ("NCN") routes crossing or close to the DCO Scheme. NCN 26 uses parts of the disused railway corridor between the M5 overbridge and Royal Portbury Dock Road overbridge under temporary licence from Network Rail. At the Royal Portbury Dock Road overbridge, Marsh Lane overbridge and M5 overbridge the route diverts off the bridleway on to permissive paths to go under the road bridges. NCN 41 crosses the River Avon alongside the southbound carriageway of the M5 motorway bridge and continues through Pill and along the River Avon Tow Path towards Bristol. There are also several footpaths and bridleways criss-crossing the countryside.
- 4.4.6 A detailed baseline description of transport and accessibility in the study area is presented in the ES Appendix 16 Transport Assessment. The following sections highlight baseline transport and access issues that have a bearing on the EqIA of the DCO Scheme.

Portishead

- 4.4.7 There is no operational railway between Portishead and Pill. The original railway remains as a disused corridor, with the ballast, wooden sleepers and rails in situ, and largely overgrown. The station itself was demolished and the site redeveloped. The railway, station and car parks need to be rebuilt in an alternative location for the DCO Scheme.
- 4.4.8 The site selected incorporates part of the disused railway corridor, highway land and open space. Highway modifications are required to relocate Quays Avenue to provide land for the station. The site is located close to recent residential developments between the marina and the east side of Portishead and close to commercial areas between Harbour Road and Wyndham Way.
- 4.4.9 On street parking demand is fairly consistent in Port Marine, along Old Mill Road and at Portishead Marina, but fluctuates during the day around Harbour Road and Galingale Way, and is low along Serbert Way and Serbert Close. The Town Centre car parks are well-used throughout the day and are often full.
- 4.4.10 Portishead (and Pill) is served by a frequent weekday 15-minute bus service linking with the centre of Bristol along the A369 corridor. There are additional services in Portishead linking Clevedon and Weston-Super-Mare and North Bristol. Evening and weekend services are more limited with typically 30 minute or hourly services.
- 4.4.11 The area surrounding the proposed Portishead station site has relatively good walking and cycling links, although provision is lacking at specific locations. There are many different potential routes to the town centre.
- 4.4.12 The DCO Scheme will provide a new railway service in Portishead which will need to be designed to create a transport hub interconnecting with other modes of transport and provide safe and clear connectivity with final destinations including the town centre and nearby commercial and residential centres.

Portishead Trinity Primary School Footbridge

- 4.4.13 At present there is a permissive footpath over the disused railway that connects communities on both sides of the railway corridor and provides an informal route to the Trinity Primary School.
- 4.4.14 The existing informal crossing is an important link for residents living along the north and south side of the railway line and is well used by dog walkers and cyclists (potentially for leisure and physical exercise). The crossing is also used by children going to and from Trinity Primary School. The importance of this crossing was corroborated by pedestrian and cyclist counts. The playground along Tansy Lane may be used by children.
- 4.4.15 The re-opened railway line will sever this footpath and will be replaced with a new foot and cycle bridge.

Pill Station

- 4.4.16 The existing Pill Station is located in a cutting on the west side of Station Road. The southern and northern platforms remain in a state of disrepair. The station used to be accessed via Station House which has since been converted into a private residential and commercial property.

- 4.4.17 The narrow streets and limited off-street parking in the older parts of Pill result in fairly consistent parking demand throughout the day. This is not reflected in more recently developed areas of Pill where provision for off-street parking is greater resulting in greater fluctuating in demand throughout the day.
- 4.4.18 The older part of Pill has a walking and cycling environment that reflects the street layout and does not meet current standards. However, the environment is conducive to reducing vehicle speeds.
- 4.4.19 The DCO Scheme will redevelop the existing station site and former railyards as a car park.

Ham Green

- 4.4.20 The area in the vicinity of the access routes to Pill Tunnel is largely residential, with a commercial area off Macrae Road and the Penny Brohn Cancer Centre (day clinic and non-residential). The majority of the local roads have footways. The western end of Chapel Pill Lane leading to the tunnel currently is a poorly surfaced track. A new access to Pill Tunnel is required to provide maintenance and emergency access.

Ashton Junction

- 4.4.21 Given the predominately commercial and industrial land use together with heavily trafficked roads, the pedestrian and cycling network is limited in the Ashton Vale Road area. The DCO Scheme will directly impact the network at two particular locations, the Ashton Vale Road level crossing and the Barons Close pedestrian crossing.
- 4.4.22 The operation of Ashton Vale Road level crossing equally applies to all pedestrians and cyclists. The Barons Close pedestrian crossing is located approximately 200 m south of the Ashton Vale Road level crossing. The nearest alternative crossing point over the railway line is along the A370 Ashton Rad 140 m north. An indirect pedestrian route is available off the B3128 around 1 km further west. The other crossing point is around 630 m south of Barons Close. A pedestrian route through Ashton Drive is available although an indirect access through a recreation field is not good on personal safety grounds.
- 4.4.23 The Barons Close pedestrian crossing was closed temporarily during the construction of the Ashton Vale to Temple Meads Bus Rapid Transit Scheme (MetroBus). This scheme has now opened. It is proposed to close Barons Close pedestrian crossing permanently as part of the DCO Scheme. The Ashton Vale level crossing will remain open under the DCO Scheme. A new pedestrian and bicycle ramp will be provided from Ashton Vale Road to the Ashton Road overbridge to provide an alternative route when the level crossing is down.
- 4.4.24 The pedestrians in the vicinity of Ashton Vale are likely to be employees of establishments in the Ashton Vale Industrial Estate or, on match days, football fans walking to and from the football stadium off Winterstoke Road and informal car parking in the industrial estate or the park and ride. This would suggest that the majority are likely to be of working age and reasonably fit.

SECTION 5

Stakeholder Engagement

- 5.1.1 Engaging with stakeholders is an important step in collating evidence about the equalities groups. Two types of stakeholders are involved in the process, namely key informants the North Somerset District Council and Bristol City Council Health and Equalities teams, and other stakeholders, including members of the public, non-governmental agencies, community groups and statutory authorities.
- 5.1.2 A meeting for the key informants was held on 12 January 2016 to inform them about the DCO Scheme and to discuss potential sources of further information, refinement of the assessment methodology as well as further leads on community groups who should be involved in the stakeholder engagement process. The North Somerset Council health and equality officers attended the meeting while the Bristol officers were unable to attend and were consulted after the meeting.
- 5.1.3 Several statutory and non-statutory consultations have been undertaken to seek opinion of local communities, which included information relating to access and usage of the facilities.
- Public exhibitions were held in Portishead in 2014 to seek opinions on the options for the location of Portishead railway station and in 2015 focusing on initial proposals for the railway between Portishead and pill, including the emerging proposals for Portishead station, the public realm, and the Trinity Primary School footbridge.
 - A micro-consultation was held in Pill in March 2016 to seek feedback on options for the arrangement of the station and car park.
 - Micro-consultations have been held at the Ashton Vale Industrial Estate during 2016 to seek opinion on alternative routes into the estate for the half hourly passenger service scheme which would have required permanent closure of the Ashton Vale Level Crossing.
- 5.1.4 This document was presented for wider stakeholder consultation as part of the statutory Section 42 and Section 47 consultation. The responses have been reviewed and addressed in this final version of the EqIA submitted to the Planning Inspectorate with the DCO Application. A summary of the Section 42 and Section 47 consultations is presented below and further details are presented in the Consultation Report in **DOCUMENT REFERENCE** in the DCO application.

Table 5.1: Summary of consultation responses

Organisation and date	Summary of response	Consideration within ES
Scoping Opinion (August 2015)		
Planning Inspectorate	The Planning Inspectorate did not include any comments regarding equality impact assessment.	
Non-Statutory Stakeholder consultation		
North Somerset District Council ("NSDC")	A meeting was held with NSDC public health officer on 12 January 2016. Discussions on potential data sources, contacts within the Council and with the Bristol City Council and on developing the assessment methodology (health	The assessment approach (Chapter 2) and the baseline (Chapter 3) were developed based on the feedback received at the meeting.

Table 5.1: Summary of consultation responses

Organisation and date	Summary of response	Consideration within ES
	determinants, assessment criteria etc), potential stakeholders (both for EqIA and HIA) were held.	
Joint LPA meeting (October 2017)	The attendees were briefed about the findings of the EqIA. The officers acknowledged that there was a lack of response from the equality groups that the LPAs were contacting. This led to the conclusion that for further consultations, the LPAs should include targeted questions for the equality groups, and follow-up with phone calls.	NSDC undertook targeted consultation with specific equality groups and the feedback is summarised below.
Statutory Consultation		
Bristol City Council	Given that there is no standard methodology for EqIA and HIA, the Council accepts the approach to mirror the methodology for Crossrail and HS2, and use of DMRB significance criteria.	Noted.
North Somerset Council (Access Officer)	<p>The consultation with residents and key equality groups should be a co-ordinated process and move away from only offering a snapshot. Disabled people should be involved in planning and transport services at every level.</p> <p>Some of design decisions should have wider input from local residents eg equality groups etc, achieved through regular area based meetings or provide information online.</p> <p>The wider links to the Bristol area service sector with its more specialist activities (not just health related), for non-car users and groups on lower incomes should be considered in the evaluation of the scheme.</p> <p>In assessing the pressure on parking provision account should be taken of the likely knock-on effects on parking for disabled people if spaces are not available. Often able drivers will take these unless regular daily enforcement is in place.</p> <p>Why is 250m chosen as the level at which a distance becomes significant for vulnerable users? (Para.16.3.41). In practice it will be far less to disabled people, probably nearer 40m.</p> <p>Paragraph 16.3.42 defines significant but this is very different to the one used in the Equality Act 2010.</p> <p>The reliance on this section and elsewhere on “professional judgement” to determine adverse or other impacts on equality groups is not wholly acceptable.</p> <p>Cabstand is a very difficult area for many disabled people and similar congested junctions</p>	<p>Noted</p> <p>Wider links to the Bristol service sector are considered in Chapter 14 Socio-economics and Regeneration.</p> <p>???</p> <p>The 300m buffer indicated in the methodology section has been used only in the context of assessing health related impacts caused by noise and vibration. This is not to be confused with walking distances for the vulnerable groups, for which a distance has not been assumed for the assessment.</p> <p>The point about making comparisons with the impact on an able person is captured in the assessment as ‘differential’ impact. Given the high level nature of the scheme, in order to capture these ‘differential’</p>

Table 5.1: Summary of consultation responses

Organisation and date	Summary of response	Consideration within ES
	also show the same characteristics. These implications should also be assessed in looking at the wider area effects. (Table 16.7). In assessing the need for controlled crossings, e.g. zebra crossings, (not necessarily light controlled), there is a need for the views of disabled people to be taken into account and consideration given as to how disabled people cross major roads. A simple reliance on formulaic traffic flows assessments is not always sufficient.	impacts professional judgement has to be applied. Cabstand is outside scheme boundary and has not been considered in the assessment.
Busy Bees Nursery	No response to date.	
Bristol Women's Voice	No response to date.	
Bristol disability Equality Forum	No response to date.	
Bristol BME Voice	No response to date.	
Bristol Lesbian, Gay and Bisexual and Transgender Forum	No response to date.	
Bristol Older People's Forum	No response to date.	
North Somerset Black and Minority Ethnic Network	No response to date.	
North Somerset Partnership	No response to date.	
Pill churches (4 identified in the EqIA)	No response to date.	
S44	Persons with an interest in the land A question was raised concerning accessibility for users of mobility scooters..	Improved or alternative access has been considered and provided where possible throughout the scheme.
S47	Duty to consult the local community	

Table 5.1: Summary of consultation responses

Organisation and date	Summary of response	Consideration within ES
General public	Restricted parking (double and single yellows) in Portishead. Questions were raised about access for disabled people who park on the road close to their house where parking restrictions were proposed.	Following consultation, the proposed Traffic Regulation Orders (“TRO”) for the minor roads have been revised by removing the single yellow lines, particularly in the residential streets. The revised TRO Plans are provided in DCODCOREF
	Trinity footbridge. The footbridge is required as the walk around the station is too long for disabled / elderly / pushchairs, etc.	Noted. The DCO Scheme includes a bridge for pedestrians and cyclists to replace the current crossing over the disused railway.

SECTION 6

Mitigation

- 6.1.1 This section describes the measures incorporated into the design of the DCO Scheme and implemented during construction and operation. These measures aim to avoid, reduce, and remedy the potential adverse impacts of the DCO Scheme on the protected characteristic groups. Further details of the proposed measures incorporated into the DCO Scheme are discussed in the ES Chapter 4 Description of the Proposed Works.

Measures Embedded in the DCO Scheme Design

Portishead Station and Surrounds

- 6.1.2 The proposed Portishead station will be the terminus of the new service and will be located to the southeast of the Quays Avenue, Harbour Road and Phoenix Way roundabout. As a result, the existing roundabout will be relocated to the northwest. The DCO Scheme will provide two car parks – one to the immediate north of the station which will be accessed directly off Phoenix Way. This car park will comprise 54 spaces of which 13 will be designated for disabled users (blue badge spaces). The car park will also include a small area for drop off movements and for taxis. The second car park is proposed to the west of the station site and will be accessed from Harbour Road. This car park which is linear in shape will comprise 213 standard parking spaces and no disability spaces.
- 6.1.3 Portishead Station is designed as a step free access building (with ramps for people with mobility disability and the elderly).
- 6.1.4 The station building includes fully accessible toilets, including an accessible baby changing facility. As the toilet will be open for use by all, there could be the risk of anti-social behaviour, so routine checks by the train operating company will need to be carried out. The toilet will be open during station operating times and locked along with the rest of the station out of these hours. There is seating in a waiting area both inside and outside – the outside seating area is protected by a canopy.
- 6.1.5 The platform will be 4.5 m wide, which is understood to be wide enough for a wheelchair user to use with ease and to have enough room for a ramp on the platform. The ramp will be provided on the train, which staff will use to assist those in need to get onto the train. The edge of the platform will have tactile flooring to highlight the edge of the platform.
- 6.1.6 There will be an auditory Public Address system which will announce the arrival of trains and provide information. This will be supported by a customer information screen for the hearing impaired. All signs and screens in the station will be contrasted as is Network Rail standard to ensure some visually impaired users can see them more clearly.
- 6.1.7 There will be a help point that will have braille on the panel so visually impaired users can use the help/information point. They will also be fitted with an induction loop for the hearing impaired. It will also be at a comfortable height for wheelchair users to use.

- 6.1.8 The station has been designed with personal safety in mind, including in the lighting and CCTV design. The design avoids enclosed spaces to limit the opportunity for criminal activity to be hidden from view.
- 6.1.9 The Station will be accessible and usable by all members of the community within an inclusive and safe environment. This contributes to the creation of a public space that will be free from discrimination. The station has been designed to eliminate any vulnerable spaces that could foster any anti-social behaviour and make the station a safe place for all users.
- 6.1.10 The new station will provide the opportunity for the local community to use the station as an interchange, which could be Bus to Train; Train to Bus; Train to Car; and connections with cycling and walking, thus promoting a small transport hub for the local community.
- 6.1.11 The current limited parking spaces at the Marina Healthcare Centre, near the proposed Portishead Station, causes overspill parking on Harbour Road. The DCO Scheme will restrict parking on Harbour Road, but short stay parking options will be provided in the new Portishead station car park which will be available for use by visitors and patients of the Marina Healthcare Centre with short stay parking options. The new station car parking provision also includes spaces for disabled users close to the station entrance.
- 6.1.12 Diversions of pedestrian pathways have been designed to ensure that the shared pathways are of sufficient width, gradient and of appropriate surface for use by people with disability (wheelchair users and mobility buggy users). Where possible, clear delineation of pedestrian, cyclist and wheelchair paths will be provided.
- 6.1.13 The public realms have been designed to support the movement and circulation of pedestrians and cyclists around the station. There will be a new signalised crossing on the boulevard-main car park-station route and tiger crossings at the Quays Avenue roundabout. A new toucan crossing across Quays Avenue will link the proposed new bus stops on the western side of Quays Avenue with the station. The crossing is also aligned with a new shared use path that will run parallel with Harbour Road and will provide the principal pedestrian and cyclist access from the station towards the town centre.
- 6.1.14 The station, platform, and routes to the car parks will be lit.
- 6.1.15 The DCO Scheme includes proposals to restrict on street parking in the vicinity of Portishead stations for traffic flow and safety purposes and to improve the street environment for pedestrians and householders.

Trinity Primary School Bridge

- 6.1.16 A new cycle and pedestrian bridge will be built over the railway. The bridge has been designed with a ramp as well as stairs to prevent discrimination against people with a disability and is compliant with the Equality Act 2010. The gradient is 1:15 and is 2.5 m wide. There are also two landing areas and two turning areas along the length of the footbridge. The northern ramp of the footbridge is 108 m long and the southern ramp is 145 m long.

Pill Station

- 6.1.17 The proposed Pill station will comprise an unmanned new entrance to the platform off Station Road with a forecourt area with three disabled parking spaces and a drop off point. The main car park will be located on Monmouth Road and provide 62 able

bodied car parking spaces. The station proposal will also see minor enhancements to the pedestrian environment with an informal crossing point added on Monmouth Road. These will be reinforced by parking controls in specific locations that will improve visibility for pedestrians.

- 6.1.18 A new forecourt with a drop off point and three disabled car parking spaces (blue badge) will be provided at Pill Station. Access to the station platform will be provided by stairs and a ramp with a gradient of 1:22, 2 m wide and 109 m long with a chicane and a resting area (4 m x 2 m wide) part way along. The design of the ramp is compliant with the Equality Act 2010. Options for a lift were considered, but not seen as being feasible owing to maintenance requirements, reliability and concerns about anti-social behaviour. In an emergency in the lift it would take longer for assistance to arrive as the station will not be manned.
- 6.1.19 The design of the platform will be similar to that described above for Portishead, being 4.5 m wide, with a tactile edge, and a covered outdoor seating area.
- 6.1.20 There will be a help point to provide information for both the hearing-impaired and visually impaired. The help point will have braille on the panel for visually impaired users and will be at a suitable height for wheelchair users.
- 6.1.21 There will be train information by the ticket machines so that a passenger does not have to go down the ramp or stairs for relevant information about their train.
- 6.1.22 All signs and screens in the station will be contrasted as is Network Rail standard to ensure some visually impaired users can see them more clearly.
- 6.1.23 The station has been designed with personal safety in mind, including in the lighting and CCTV design, to avoid enclosed spaces and limit the opportunity for criminal activity to be hidden from view.
- 6.1.24 The DCO Scheme includes proposals to restrict on street parking in the vicinity of Pill stations for traffic flow and safety purposes and to improve the street environment for pedestrians and householders.
- 6.1.25 As Pill Station will not be directly accessible by buses, the bus stops at nearby Heywood Road will be improved, requiring the demolition and rebuilding of the retaining wall on the boundary of Heywood Road and Pill Memorial Club. These modifications will also provide step-free access from the station to the bus stop.

Ashton Level Crossing

- 6.1.26 A new cycle and pedestrian ramp will connect Ashton Vale Road with Ashton Road, to provide an alternative route when the Ashton Vale level crossing barrier is down. The ramp has been designed to comply with the Equality Act 2010, with a 1:21 gradient, 110 m length and 3.5 m width.

Environmental Management During Construction

- 6.1.27 A range of mitigation measures will be adopted during construction to protect nearby communities from the disruption, discomfort and safety associated with the construction of a major scheme. These are described in detail in the Master CEMP which is included in the Environmental Statement Appendix 4.2. Measures include good housekeeping to keep construction sites tidy, temporary lighting for security, and noise and dust control. Where appropriate, the construction compounds will be well lit and monitored with CCTV for safety and security.

- 6.1.28 There will be on-going discussion with local community groups and stakeholders during construction to address and reduce problems. Appropriate traffic management, the use of safety barriers, and diversion of pedestrians will be put in place to protect vulnerable users.
- 6.1.29 During the construction phase, it is assumed that rail haulage will be used as much as possible, to reduce the need for HGVs to bring in materials and remove waste ballast from the DCO Scheme. This is a particular issue through the Avon Gorge, due to the lack of road access and the environmental sensitivity of the woodlands, but will be adopted elsewhere.
- 6.1.30 The Outline Construction Traffic Management Plan (“CTMP”) identifies proposed construction haulage routes to minimise disruption to traffic on local roads and as far as possible avoid predominately residential streets and local schools. Special traffic management measures will be required in Pill to reduce potential conflict between construction traffic, local vehicular traffic, and non-motorised users (pedestrians, cyclists, and equestrians).

SECTION 7

Assessment of Effects

7.1 Introduction

- 7.1.1 This chapter presents an assessment of the effects of the DCO Scheme during the construction and operation phases with the mitigation measures in place on key affected groups. Tables 7.1 and 7.2 summarise the impact of components of the DCO Scheme on these key affected groups using the colour coding described in Chapter 3 to highlight the significance of the effect.
- 7.1.2 For details of the construction and operation activities, the reader is directed to the ES Chapter 4 Description of the Proposed Works. Further discussion of the mitigation measures to be put in place to control construction-related impacts is presented in the ES Appendices 4.1 CoCP and 4.2 Master CEMP.

7.2 Construction Phase

- 7.2.1 Key groups that are most likely to be affected by the construction works are those in the age and disability groups. All along the route, where school children, the elderly and the disabled come into contact with the construction works, members of these groups are likely to face disruption due to temporary severance, diversions, changes in the quality of ambience along the route and potential risks associated with construction activities, plant and vehicles. These changes are likely to cause stress and may affect orientation, particularly of the elderly and cause additional effort for those with disability. Sufficient width, clear signage and appropriate gradient / surfacing of temporary footpaths, would limit the negative effect, thus enabling people with disability (including wheelchair users) to be able to navigate the alternate routes.
- 7.2.2 Location specific construction impact assessment findings are presented in Table 7.1 below. The significance of residual impacts on the age and disability protected characteristic group is predicted to be neutral in general along the route, except at specific locations discussed in Table 7.1. Construction activities are predicted to have neutral effect on the race protected characteristic group. The only adverse effect on people of religion or belief relates to the potential disturbance to church goers during construction. This is potentially a concern in Pill, where there are a number of religious buildings and activities within 300 m of the railway works. The construction works through Pill are likely to include weekend possessions with continuous 24- hour working over several days. Consequently, there is potential for disruption due to construction noise, movement of workers and construction traffic and general activity during religious services and other uses of religious buildings.

7.3 Operations Phase

- 7.3.1 The effects of the operations phase on each protected characteristic group, at various locations along the DCO Scheme are summarised in Table 7.2.
- 7.3.2 The DCO Scheme provides benefits for most of the protected characteristic groups by providing a safe and reliable means of transport. The DCO Scheme would lead to positive effects for age and disability groups resulting from the design of the urban realm around Portishead to facilitate pedestrian movements, the step-free access to the station, and the low gradient of the ramps for Trinity Primary School Bridge, the ramp at Pill station, and the pedestrian and cycle ramp at Ashton Vale.

7.3.3 A new station at Pill provides positive opportunities for all groups to access sites, services and activities by public transport.

7.3.4

Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/ sexual orientation
Portishead Station	<p>The highway works to relocate Quays Avenue, the location of a construction compound in front of the proposed station, HGV traffic along Quays Avenue and Harbour Road, and the relocation of shared footpaths may affect the patients (including the elderly and disabled) who access the Marina Health Centre (differential impact) and all the above may disproportionately affect residents of the Haven Lodge Centre. The diversions on Quays Avenue might affect ambulance access to the Marina Healthcare Centre and Haven Lodge Care Centre. Short term adverse effect is predicted for users of the facilities discussed above who belong to the age protected characteristic group.</p>	<p>Relocation of shared footpath / cycleways may affect current arrangements for people with disability who may regularly use facilities near the proposed Portishead station site.</p> <p>Consideration would be given to the location, width and clear signage and appropriate gradient / surfacing of temporary footpaths to enable people with disability (including wheelchair users) to navigate alternate routes with ease. Minor negative effect in the short term on the disability protected characteristic group is predicted.</p>	No significant effect.	No significant effect.	No significant effect.

Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/ sexual orientation
	<p>Children attending the Busy Bees Nursery on Serbert Way may find their daily routes affected by the highway modification works, as a residual effect taking into account mitigation measures such as traffic management, temporary car parking, the use of safety barriers, and diversions for pedestrians, Minor negative effect in the short term on the Age protected characteristic group is predicted.</p>				
	<p>Construction noise may affect the elderly who live in the vicinity (differential impact) and visitors to the Marina Healthcare Centre, Haven Lodge Care Centre and Busy Bees Nursery on Serbert Way (disproportionate impact). Measures to mitigate noise are set out in the Master CEMP which would result in a short term minor negative (disproportionate and differential) effect on the age protected characteristic groups resident in the vicinity.</p>	<p>Construction noise from various activities and from movement of construction vehicles may affect residents in the vicinity causing disruption, annoyance, sleep disturbance, etc (differential impact). Measures to mitigate noise are set out in the Master CEMP, which would result in a short term minor negative (disproportionate and differential) effect on the disability protected characteristic groups resident in the vicinity.</p>	<p>No significant effect.</p>	<p>No significant effect.</p>	<p>No significant effect.</p>

Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/ sexual orientation
Trinity Primary School Bridge	A temporary crossing will be provided over the disused railway connecting with Galingale and Way and Tansy Lane during the construction of Trinity Primary School Bridge. On occasions it may be necessary to close the crossing to allow for certain construction activities. However, in those instances pedestrians will be diverted via Quays Avenue. This may particularly affect school children attending the Trinity Primary School due to increased walking distances and journey times. This is assessed to have a short term, intermittent, minor negative (differential) effect for the age protected characteristic group. NSDC and the contractors will liaise with the school before and during the construction works. School children should be informed about the construction proposals and taught about the risks and measures they should take to keep safe.	People with disability, including those on wheelchairs/mobility cars would also experience longer routes between the north and south side of the railway line during the intermittent closures of the temporary crossing.	No significant effect	No significant effect.	No significant effect.
Works on the NCN 26 under Royal Portbury	The elderly and children (with parents) who access the NCN 26 route for leisure and exercise may find the construction works disrupt	People with disability including visual disability (with support from other cyclists on tandem bikes) who access the NCN 26 route may	No significant effect.	No significant effect.	No significant effect.

Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/ sexual orientation
Dock Road, Marsh Lane and M5.	their activity - differential negative impact in the short term.	find the construction works disrupt their activity - differential negative impact in the short term.			
Lodway bridge / Avon Road bridge	The underpass may be used by elderly or disabled pedestrians living on either side of the railway to access the other side of the town and to access the NCN 26. The construction traffic (particularly to access Lodway Farm construction compound) may deter non-motorised users (including the elderly, children and those with disability) from using the roads during the construction period.	The underpass may be used by elderly or disabled pedestrians living on either side of Pill Tunnel to access other side of the town and to access the NCN 26. The construction traffic (particularly to access Lodway Farm construction compound) may deter non-motorised users (including the elderly, children and those with disability) from using the roads during the construction period	No significant effect.	No significant effect.	No significant effect.
Pill Station	Baseline population data indicate higher percentage of people over the age of 65 reside in the LSOAs along the proposed route. A combination of factors i.e., heavy good vehicle (“HGV”) traffic near the station construction compound, narrow roads with restrictive parking and traffic movement, need to access amenities near the proposed site, such the Post office, Library, Pill Community Centre, Churches and GP (Heywood Family Practice) may all contribute to difficulty in navigating the area, particularly for the elderly who may	The construction works, including HGV movements, diversions and closures, alterations to pedestrian routes (on already narrow streets), construction noise and dust, will all contribute to discomfort for people with disability wishing to access amenities and services. A short term minor negative differential impact is predicted on the disability protected characteristic group.	No significant effect.	Christ Church, Pill Baptist Church, Pill Methodist Church and the Salvation Army-Pill Corps are located within a 300 m buffer of the railway through Pill. In addition to Sunday services, these churches also host events such as coffee mornings, toddler groups, kids club, women’s group meetings at various times on weekdays. These activities may be affected by access constraints as a result of	No significant effect.

Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/sexual orientation
	choose to limit their movement in such circumstances. The effect is likely to be differential and minor negative on the age protected characteristic group. Ongoing consultation with local community groups, including key groups such as the elderly will be required during construction to help address these effects.			construction traffic movements and diversions along the narrow roads in Pill, and activities at construction compounds. Ongoing consultation with the local community will be important. The effect is evaluated to be minor negative.	
Ham Green	Due to the scale of construction works and the relatively minor level of construction traffic expected along this part of the route, no significant effect is predicted across these protected characteristics.				
Avon Gorge	Users of the River Avon Tow Path along the Avon, including children with adults, may experience a reduction in the ambience of the route during the construction phase. Short term, minor negative (differential) effect is predicted for the age protected characteristic group.	No significant effect as current access options to the Tow Path is limited and the proposed works are unlikely to alter this situation.	No significant effect.	No significant effect.	No significant effect.
Clanage Road Construction Compound	Teddies Nursery and Pre-school building, play area are located 30 m south of the construction compound. There will be vehicle turning movements in and out of the site, construction and traffic noise and change in landscape. Construction noise is unlikely to be	Although the footpath along Clanage Road may be shared by mobility scooters or by wheelchair users, the proposed compound is unlikely to affect this path. Appropriate driving practice is expected from users of the construction compound, failing	No significant impact	No significant impact	No significant impact

Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/ sexual orientation
	significant given the proximity of Clanage Road, however inappropriate driving practice of construction vehicles may pose minor negative (differential) effect on the health and safety of the children.	which it may pose minor negative effect on the health and safety of people who belong to the disability protected characteristic.			
Ashton Gate Level Crossing, highways works on Winterstoke Road, pedestrian and cycle ramp, and Barons Close Pedestrian Crossing	During the highway works to Winterstoke Road, consideration needs to be given to safeguarding pupils walking to and from Ashton Park School, secondary school. Minor negative (differential) effect.	During highway works to Winterstoke Road, consideration needs to be given to persons with disabilities using this area. Minor negative (differential) effect.	No significant effect.	No significant effect.	No significant effect.
Construction compounds	No significant effect.	No significant effect.	Females experience more safety (perceived) issues when travelling alone than males. Construction sites and compounds may seem intimidating places, especially at night time. Appropriate safety and security measures to improve the layout and design of construction	No significant effect.	People with gender reassignment and those with homosexual orientation are more likely (actual and perceived) to be targets of hate crime. Construction compounds may be seen as potential locations for assault or bullying to occur, especially at night and at

Table 7.1: Initial Assessment of the Construction Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Gender reassignment/ sexual orientation
			compounds are being incorporated; in addition to this surveillance during construction may help limit fear of safety- therefore neutral effect is predicted.		isolated sites. Measures to improve the layout and design of construction compounds may reduce fears - therefore neutral effect is predicted.

Table 7.2: Initial Assessment of the Operational Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Pregnancy/ maternity	Sexual orientation/ transgender
Portishead Station	Proposals for improvement on Quays Avenue (near Serbert Way) for a pedestrian island and increased shared space for pedestrians near the area, may help parents and children accessing the Busy Bees Nursery on Serbert's Way. Likewise, it may benefit the elderly who will now have a formal and safe pathway along Quays Avenue and along other routes leading to the station. A minor positive differential effect is predicted.	At the existing junction with Phoenix Way and Harbour Road, dropped kerbs and tactile paving are currently provided. The flow of traffic at the junction is relatively constant reducing the opportunities to cross. The DCO Scheme will provide formal crossings on Phoenix Way and Harbour Road, which will improve safety for persons with disability and the elderly. A minor positive effect).	No significant effect.	No significant effect.	No significant effect.	No significant effect.
	The provision of a passenger service could encourage elderly residents in Portishead to travel more to Bristol, Bath and elsewhere. A positive disproportionate effect is predicted.	The proposed station design includes disabled car parking. The station includes a unisex, disable and baby change room. The Station has step-free access. The passenger service may encourage disabled people to travel to Bristol, Bath and elsewhere. A positive disproportionate effect is predicted.	No significant effect.	No significant effect.	The Station premises includes a single unisex, disabled and baby change toilet. A positive effect.	Although the proportion of homosexual and transgender population in Portishead is not known, the new train service could help people from this group access similar groups in Bristol and Bath, and thus may feel less isolated. A positive effect.

Table 7.2: Initial Assessment of the Operational Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Pregnancy/ maternity	Sexual orientation/ transgender
Trinity Primary School Footbridge	The new pedestrian and cycle bridge is disabled compliant. It will provide a safe and accessible path for travel, although the route along the ramps is longer than the existing crossing at grade. A positive differential effect is predicted.	The new pedestrian and cycle bridge is disabled compliant. It will provide a safe and accessible path for travel, although the route along the ramps is longer than the existing crossing at grade. A positive differential effect is predicted.	No significant effect.	No significant effect.	The footbridge crossing will be designed with appropriate surfaces, suitable for parents travelling with buggies and pushchairs.	No significant effect.
NCN 26	No significant effect.	No significant effect.	No significant effect.	No significant effect.	No significant effect.	No significant effect.
Pill Station	North Somerset 004A (within the DCO boundary, south-east of Pill) is one of the 10% most deprived LSOA in England. The new train connection will improve connectivity for economically active people who are unemployed. The new connection could enable the elderly (higher percentage in Pill LSOAs), to travel further to Bristol, Bath and elsewhere. A positive (differential) effect is predicted.	The station premises include disabled parking in the station forecourt and a disability compliant access ramp from the station entrance to the platform. A positive (differential) effect is predicted.	No significant effect.	A number of faith groups (four churches and Bahai and Sikh centres) are located within walking distance from the station. The new service could help faith users from other areas to join services at Pill or enable these faith centre users to access wider network at Bristol or Bath. A positive (differential) effect is predicted.	The disability compliant ramp from the station entrance to the station platform would ease access for mothers with prams and young children.	Although the proportion of homosexual and transgender population at Pill is not known, the new train service could help people from this group access similar groups in Bristol and Bath, and thus may feel less isolated.

Table 7.2: Initial Assessment of the Operational Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Pregnancy/ maternity	Sexual orientation/ transgender
Clanage Road Permanent Access	Teddies Nursery Pre-school building and play area are located 30 m south of the permanent compound. The compound would be used intermittently, with no permanent buildings or storage. The compound will also be surrounded by planting given the site is located within the Bower Ashton Conservation Area. Operation of the Network Rail Compound is unlikely to affect the setting of the nursery.	Although the footpath along Clanage Road (the A369) this road may be shared by mobility scooters or by wheelchair users, turning movements into and out of the proposed compound is unlikely to affect users of this path. No significant effect.	No significant effect.	No significant effect.	No significant effect.	No significant effect.

Table 7.2: Initial Assessment of the Operational Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Pregnancy/ maternity	Sexual orientation/ transgender
Ashton Gate Level Crossing, cycle and pedestrian ramp,	The Ashton Gate level crossing will close more often with the hourly plus service than at present. This may result in slightly longer vehicle journeys into the industrial estate and potentially longer walking / cycling routes between the Long Ashton park and ride and Silbury Road area, employment in the industrial estate, facilities such as the football stadium off Winterstoke Road and Ashton Park School to the north of the A370 and Ashton Road. Minor negative effect (differential) is predicted for school children and the elderly.	No significant effect.	No significant effect.	No significant effect.	No significant effect.	No significant effect.
	Provision of the ramp along western side of the Ashton Gate underpass will provide a safe route for pedestrians (including children and the elderly) to travel between Barons Close and Ashton Road. A minor positive (differential) effect is predicted.					

Table 7.2: Initial Assessment of the Operational Impacts on the Protected Characteristic Group

Project component	Age	Disability	Gender	Religion/belief	Pregnancy/ maternity	Sexual orientation/ transgender
Barons Close pedestrian crossing	Closure of the Barons Close pedestrian crossing may increase travel time for users, including the elderly and small children but will improve safety; for this reason the closure is considered to have a minor positive impact (differential) on this group.	Closure of the pedestrian access may increase travel time for users, including people with disability, but will improve safety; for this reason the closure is considered to have a minor positive impact (differential) on this group.	No significant effect.	No significant effect.	No significant effect.	No significant effect.

7.4 Cumulative Effects

Other Projects along the Portishead Branch Line DCO Scheme

- 7.4.1 This EqIA considers the potential for cumulative effects on access for vulnerable groups. Other proposed developments along the DCO route have the potential to cause cumulative effects in conjunction with the DCO Scheme. The ES Appendix 18.2 contains details of other project which may have a cumulative effect on the DCO Scheme, consisting of NSIPs within 10 km and developments proposed through NSDC and BCC within 0.5 km of the Portishead Branch Line.
- 7.4.2 Mixed-use, residential and employment developments have been proposed along the DCO Scheme. None of the proposed developments are expected to have significant impacts on equality. However, as the number of people living, working and visiting Portishead and Pill is likely to increase over the coming years, beneficial cumulative effects relating to enhanced access between these development sites and the wider West of England region may occur once the DCO Scheme is completed. In particular, an assisted living development for the over 60s has been proposed for a site near the marina and in close proximity to the proposed Portishead Station. Once these apartments are occupied and the Portishead Branch Line is operating, residents would be able to travel easily to Bristol, for example, to visit the proposed Bristol University campus Bristol Temple Quarter proposed developments near Bristol Temple Meads Station.
- 7.4.3 In addition to the proposed developments above, further beneficial cumulative effects relating to increased access and connectivity across the wider Bristol area may occur between the DCO Scheme and MetroBus schemes and Network Rail infrastructure improvements.
- 7.4.4 Overall, no significant adverse cumulative effects are likely to occur as a result of the interaction between the DCO Scheme and these proposed developments. The effect is therefore neutral.

Other Works for MetroWest Phase 1

- 7.4.5 Other elements of MetroWest Phase 1, namely the Parson Street Junction modifications including Liberty Sidings, Parson Street Station, Bedminster Down Relief Line, Severn Beach/Avonmouth Signalling and Bathampton Turnback comprise small scale works, confined within the existing railway land. These works are to be undertaken by Network Rail under their permitted development rights and do not form part of the DCO Application.
- 7.4.6 Network Rail undertakes their own environmental appraisals and action plans and environmental risk registers of permitted development works as part of the reporting for their internal Governance for Railway Investment Projects (“GRIP”) process. This process will identify the potential impacts and capture the need for mitigation during design and construction. The results will be carried forward from the present GRIP 3/4 phase into the detailed design phase (GRIP 5) and construction (GRIP 6).
- 7.4.7 Given the small scale nature of these works and the fact that they do not involve changes to station layout or reductions in train service frequency, there are unlikely to be any significant cumulative effects arising from these schemes and the Portishead Branch Line (MetroWest Phase 1) DCO Scheme, during the construction and operation phases. This will therefore be a neutral effect.

Other Stations in the Local Network

- 7.4.8 In order for seamless and easily accessible travel to be experienced by travellers, other stations in the local network should also cater for vulnerable groups. The permitted development works required to improve Parson Street Station will not affect passengers using the station. The additional train per hour may slightly increase the use of the station by passengers. However, as the only access between the street and the platform is via stairs, it is unlikely that mobility impaired or wheelchair users would use Parson Street Station. At Bedminster Station, no works are required for the platforms that passengers use.

7.5 Limitations in Conducting the Assessment

- 7.5.1 As it is not possible to identify the location of each protected characteristic group member in the residential properties along the DCO Scheme route, a high level prediction has been made. Individual circumstances will be different for the residents and for road users who belong to the protected characteristic groups.

SECTION 8

Conclusions

- 8.1.1 This equality impact assessment has identified the construction and operation stage impacts across the protected characteristic groups, after taking into account the proposed mitigation measures. Some negative construction impacts predicted, such as noise, temporary diversions, loss of parking, may be addressed through the implementation of the CoCP and CEMP. During operation, the DCO Scheme provides benefits for most of the protected characteristic groups by providing a safe and reliable means of transport.
- 8.1.2 This document forms part of the DCO Application. People with an interest in the scheme can review the DCO submission and submit their own comments to The Planning Inspectorate. Further information on how members of the public can engage in the Examination phase of the application is available on the Planning Inspectorate's website.

SECTION 9

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Figures

