

North Somerset Council

Report to the Council

Date of Meeting: 19th July 2021

Subject of Report: MetroWest Phase 1 – Delivery Update

Town or Parish: All

Officer/Member presenting: Cllr Steve Bridger, Executive Member for Assets and Capital Delivery

Key Decision: No

Reason:

Not an Executive Decision

Recommendations

The Council is asked to:

1. a) agree to approve delegated authorisation to the Director of Place in consultation with the Executive Member for Assets and Capital Delivery, the Assistant Director Legal & Governance & the Director of Corporate Services to enter into (jointly with the West of England Combined Authority) an Implementation Agreement with Network Rail, Part 1 – Detail Design GRIP5 and subsequent addendums to the agreement as outlined in section 5 of this report, as per the values in confidential appendix 2, leading up to Full Business Case approval, subject to:

b) NSC and WECA firstly entering into a Side Agreement to extend the 50:50 cost sharing to include all project costs (except revenue costs associated with the operation of the train service), through to the completion of the project, including risks and liabilities arising from NSC entering into Protective Obligations and Protective Provision Agreements with statutory undertakers, as set out in section 4 of this report, and
2. Note that following completion of Detailed Design GRIP5 and the approval of the Full Business Case, a separate report will be brought to Council in summer 2022 seeking authorisation to proceed with Part 2 of the Implementation Agreement and award construction contracts including GRIP 6-8, via Network Rail and authorisation for all other contract awards required to implement the project and re-open the branch line for scheduled passenger train services, and
3. Authorise the Client Owned Scope Procurement Plan, attached in appendix 1 and outlined in section 6 of this report entailing the procurement of the (NSC & WECA) scope of works via the route to market identified for each package at an estimated cost of between £0.800M and £1.100M leading up to Full Business Case approval.

4. Authorise the Director of Place to agree terms for the acquisition of land by agreement or any interests in land and to complete acquisition transactions (including the entering into of options for the acquisition and/or use of land and agreements as to compensation and/or accommodation works) as may be required for the proposed railway and associated works, up to a further £500,000, leading up to the decision on the Development Consent Order by the Secretary of State for Transport (anticipated Autumn 2021) as outlined in section 7 of this report.
5. Authorise an indicative budget of up to £14.4M for the 2022-23 financial year up to the award of Part 2 of the Implementation Agreement and award construction contracts including GRIP 6-8, to be met from the allocated Economic Development Funding, within the approved £116.4M total project cost and to add this to the Council's Capital Programme, as set out in section 10 of this report.
6. Authorise the disposal of some historic railway assets within the Portishead area of the dis-used railway to Avon Valley Railway for re-use for their heritage railway line extension into Bath, as set out in section 8 of this report. The historic railway assets are not needed by MetroWest Phase 1 and have to be removed to make way for new railway assets and only have a nominal scrap value. The arrangements for the disposal of these assets will be managed via Network Rail and any additional costs incurred will be passed onto Avon Valley Railway, subject to further discussion between the parties. The assets will not be removed before the decision by the Secretary of State on the Development Consent Order. It is anticipated the assets will be removed in mid to late 2022.

1. Summary of Report

- 1.1. MetroWest Phase 1 (the Project) proposes to upgrade the existing local train service for the Severn Beach Line and the Bath Spa to Bristol Line (Phase 1A) and re-open the Portishead rail line with stations at Portishead and Pill (Phase 1B). The Project is being promoted by North Somerset Council and the West of England Combined Authority (WECA) on behalf of the authorities across the West of England including; Bath & North East Somerset, Bristol City and South Gloucestershire Councils. The Project forms part of a wider MetroWest programme to deliver strategic enhancements to the local rail network over the next 10 years.
- 1.2. This report seeks authorisation to complete Detailed Design GRIP5 (Governance for Railway Investment Projects – a project management framework) for the main works to be delivered by Network Rail. In order to progress the Detailed Design (GRIP 5) it is necessary for NSC and WECA to jointly enter into an Implementation Agreement with Network Rail, before it can issue an invitation to tender to the market. The Implementation Agreement will entail two parts as follows; Part 1 – Detail Design (GRIP5) with an option to proceed with Part 2 – Construction, testing, commissioning, scheme hand back and project close (GRIP 6-8), following Full Business Case approval, which is scheduled for summer 2022.
- 1.3. This report also seeks authorisation for the Client Owned Scope Procurement Plan, entailing the procurement of the NSC & WECA scope of works set out in Table 1 & 2 of appendix 1, via the route to market identified for each package. This report also seeks authorisation to continue the process of acquisition of land by agreement or any interests in land (including the entering into of options for the acquisition and/or

use of land) up to a further £500,000, in advance of the decision on the Development Consent Order by the Secretary of State for Transport (anticipated Autumn 2021).

- 1.4. The final recommendation of this report seeks authorisation to dispose of some historic railway assets within the Portishead area of the dis-used railway to Avon Valley Railway for re-use for their heritage railway line extension into Bath, as set out in section 8.

2. Policy

- 2.1. The project is identified in the Joint Local Transport Plan 4, 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 housing land in North Somerset through urban intensification, job creation and sustainable growth. As part of a wider package of public transport advancements across North Somerset and the region, the project will promote alternatives to car use and improve the resilience of the existing and future highway network.
- 2.2. The delivery of the project aligns with the vision and priorities set out in the North Somerset Council Corporate Plan 2020 – 2024. The project underpins 'An open, fair and green North Somerset Council', through the delivery of a mode of transport that will be accessible to all including young and elderly people (many of whom have limited access to transport), with step free access to station platforms enhancing transport equality. This is reflected in the Council's priorities to achieve:
 - A thriving and sustainable place
 - A council which empowers and cares about people
 - An open and enabling organisation

Phase 1A – Severn Beach Line & Bristol to Westbury Line

3. Introduction of Enhanced Train Services

- 3.1 MetroWest Phase 1a (led by WECA) is progressing and the works the upgrade level crossings east of Bath are scheduled to be completed by late 2021. The aspiration is the enhanced train service for the Severn Beach line will commence from December 2021 with the enhanced train service for Bristol to Westbury line commencing from May 2022, subject to finalising contractual arrangements and rail industry technical processes.

Phase 1b – Portishead Line

4. Agreements between NSC & WECA

- 4.1. The rest of this report relates to MetroWest Phase 1B – Portishead Line (led jointly by NSC & WECA).
- 4.2. The arrangements between NSC & WECA for project governance, joint working, and sharing of costs and risks are set out in the Third Initial Promotion Agreement (Third IPA) entered into in September 2019. The third IPA is in the process of being

updated through a Side Agreement with the WECA, to extend the 50:50 cost sharing to include all project costs (except revenue costs associated with the operation of the train service), through to the completion of the project, including risks and liabilities arising from NSC entering into Protective Obligations and Protective Provision Agreements with statutory undertakers. The revenue costs associated with the operation of the train service have not yet been concluded with Great Western Railways and the Department for Transport. It is anticipated agreement will be reached in principle by early 2022 and this will be reported back to Full Council for approval.

- 4.3. Authorisation was delegated to the Director of Place by Full Council at its meeting of 10th November 2020, to finalise and enter into the Side Agreement. The terms of the Side Agreement have been agreed and the final draft is in the process of being finalised. It is anticipated it will be signed and sealed before Full Council's meeting on 19th July 2021. In any event it will be necessary for NSC and WECA to complete on the Side Agreement before both parties enter into the Implementation Agreement with Network Rail. Therefore, any delay in completing on the Side Agreement would delay completing on the Implementation Agreement with Network Rail. This means if the Side Agreement is not in place by 19th July 2021 and Full Council determine to agree recommendation 1a), it will not be possible for the Director of Place to enter into the Implementation Agreement until the Side Agreement has firstly been entered into between NSC and WECA.

5. Implementation Agreement

- 5.1. A previous report to Council of 10th November 2020 outlined the Delivery & Procurement Strategy for the procurement of the detailed design and construction of the project, including consideration by the Chief Executives of North Somerset Council and the West of England Combined Authority.
- 5.2. Agreement has been reached with Network Rail on the ownership of the delivery of the technical scope of the project. Agreement has also been reached with Network Rail on the contract structure and route to market to ensure the most efficient and effective delivery model. This entails Network Rail leading on three main design and build contracts as follows:
- A main works contract for all the works to upgrade the freight line and re-build the disused line including most of the associated highway works, via competitive tender.
 - A signalling contract to deliver the proprietary signalling system to enable operation of both passenger and freight trains on the branch line, via an existing Network Rail framework contract.
 - A main line contract for the works to upgrade Parson Street Junction and the works at Bedminster to provide a facility to regulate freight train movements, via an existing Network Rail framework contract.
- 5.3. The advantages of this approach are the majority of the physical works can be delivered by a single tier 1 railway / civils contractor which removes the need for complex physical and contractual interfaces, which has caused issues for other rail projects. Separating the signalling contract into a larger Network Rail contract will

put the project in a better position to engage with the proprietary supplier to get these works completed to specification, on time and on budget. Separating the works to the main line will provide an opportunity to include these works in a larger Network Rail contract for Bristol West Junction and will enable the project to make use of pre-booked line possessions, which reduces risks for the project.

5.4. A Pre-qualification Questionnaire was issued to the market by Network Rail in May 2021, and the invitations to tender for the above contracts are to be issued to the market by Network Rail imminently. In order to enable Network Rail appoint a contractor following the completion of the procurement process it is necessary for NSC & WECA to enter into an Implementation Agreement with Network Rail. The draft Implementation Agreement has been produced and is based on a template agreement approved by Network Rail's regulator, the Office of Rail & Road. The Implementation Agreement sets out the roles and responsibilities of the respective parties, along with the arrangements regarding costs and liabilities.

5.5. The Implementation Agreement entails:

- Part 1 – Detail Design (GRIP5) with an option to proceed with (subject to Full Business Case approval) Part 2
- Part 2 – Construction, testing, commissioning, scheme hand back and project close (GRIP 6-8)

The estimated cost of Part 1 Detail Design (GRIP5) is within the approved project budget of £116.4M. This cost element is part of the current live procurement. It is commercially sensitive and therefore is included confidential appendix 2 . This is scheduled to commence in Q4 of this financial year and substantially conclude by Q2 (with signalling deliverables to follow later) of 2022/23. The estimated cost of Part 2 Construction (GRIP6-8) is commercially sensitive and publishing a specific number at this stage could be financially detrimental to the Council and WECA. The project is currently proceeding within the approved project budget and the Part 2 construction cost will be reported back to Full Council, following the conclusion of the procurement process and designed design GRIP 5, in summer 2022. Construction is scheduled to commence in Q3 of 2022/23 with the construction works substantially completed by Q1 of 2024/25. The opening date of the project with the re-introduction of scheduled passenger train services is to be confirmed, however the aspiration is for this to be by or before September 2024.

5.6. As with the previous Development Services Agreement with Network Rail (for GRIP 2 – 4), it will be necessary to update the Implementation Agreement with Network Rail as the technical development of the project progresses. It is anticipated there will need to at least two updates as follows:

- Implementation Agreement Addendum 1 – November 2021. This will include any changes that need to be incorporated into the delivery contracts as a result of the tender process and as a result of the decision by the Secretary of State on the DCO.
- Implementation Agreement Addendum 2 – February 2022. This will include any changes that need to be incorporated into the delivery contracts as a result of

contract negotiations and the latest available technical information before appointing the contractors for detailed design GRIP 5.

- 5.7. Authorisation is sought through recommendation 1a) of this report to approve delegated authorisation to the Director of Place in consultation with the Executive Member for Assets and Capital Delivery, the Assistant Director Legal & Governance & the Director of Corporate Services to enter into (jointly with the West of England Combined Authority) an Implementation Agreement with Network Rail, Part 1 – Detail Design GRIP5 and subsequent addendums to the agreement, leading up to Full Business Case approval; to be met from already secured project funding.
- 5.8. Following completion of Detailed Design GRIP5 and the approval of the Full Business Case, a separate report will be brought to Council in summer 2022 seeking authorisation to proceed with Part 2 of the Implementation Agreement and award construction contracts including GRIP 6-8, via Network Rail and authorisation for all other contract awards required to implement the project and re-open the branch line for scheduled passenger train services.
- 5.9. The terms of the Implementation Agreement are currently being concluded between NSC, WECA and Network Rail. The agreement comprises the following structure:
 - 1 Definitions and Interpretation
 - 2 Obligations of the Customer
 - 3 Obligations of Network Rail
 - 4 Necessary Consents
 - 5 Additional Expense
 - 6 Variations
 - 7 Compensation and Relief
 - 8 Intellectual Property
 - 9 Completion
 - 10 Network Rail Costs
 - 11 Value Added Tax
 - 12 Limitation of Liability
 - 13 Force Majeure Events
 - 14 Suspension and Termination
 - 14A Extraordinary Termination
 - 15 Consequences of Termination, or Completion
 - 16 Confidential Information
 - 17 Escalation and Dispute resolution
 - 18 Notices
 - 19 Not Used.
 - 20 Anti-Bribery and Slavery
 - 21 Equality and Diversity
 - 22 Confidential Data and Protection of Personal and Confidential Data and Information
 - 23 Freedom of Information
 - 24 MiscellaneousSchedule 1: Contact Particulars and Representatives
Schedule 2: Network Rail Costs

6. Procurement Plan for Delivery of the Client (NSC & WECA) Scope

- 6.1. The remaining scope to be delivered by the Client Team (NSC & WECA) in summary includes:
- Ecology & Landscape Planting
 - Highway Bridges
 - Highways & Drainage
- 6.2. Appendix 1 sets out details of the scope of works, timescales, estimated contract value, estimated spend before Full Business Case approval (before Summer 2022) and the route to market. Some of the works require highly specialist expertise and consequently a direct award contractual arrangement is required, for the reasons set out in the table. For some of the works an existing framework contract can be used, with the rest of the works to be competitively tendered.
- 6.3. In addition to the Client Owned Scope of works set out in appendix 1, the Client Team will also continue to require the ongoing specialist support as previously set out in the report to the Council Executive of 29th April 2020, including:
- Rail engineering technical support prior to the appointment of the GRIP 5 contractor - Network Rail
 - Legal services - Womble Bond Dickinson
 - Land agent – Ardent
 - Environmental Impact Assessment services – Jacobs
- 6.4. The spend to date against contract values is shown in the following table.

Professional Service	Contractor	Value of contract Approved April 2020	Spend to date
Rail engineering technical support	Network Rail	Up to £2.0M	£978,452
Legal services	Womble Bond Dickinson	Up to £2.9M	£1,551,069
Land agent	Ardent	Up to £0.9M	£346,984
Environmental Impact Assessment services	Jacobs	Up to £1.9M	£721,391

- 6.5. Authorisation is sought through recommendation 3) of this report for the Client Owned Scope Procurement Plan, attached in appendix 1 entailing the procurement of the (NSC & WECA) scope of works via the route to market identified for each package at an estimated cost of between £0.800M and £1.10M leading up to Full Business Case approval.

6. Land Acquisition

- 7.1. While the DCO examination closed on 19th April 2021, the Client Team continue to engage with landowners to reach agreement on the acquisition of permanent land, temporary land and land rights. Progress is being made and it is now necessary to refresh a previous authorisation for the acquisition of land, made by Full Council on 19th June 2019, which provided authorisation for land acquisition leading up to and during the DCO Examination.
- 7.2. Since June 2019 land acquisitions including option agreements have totalled approx. £360,000. Recommendation 4) of this report seeks authorisation for a land acquisition spend of up to a further £500,000 post the DCO Examination leading up to the DCO decision by the Secretary of State, which totals less than the total £1M agreed by Full Council on 19th June 2019.
- 7.3. Where agreement has not been reached with landowners upon receipt of the DCO decision by the Secretary of State, on the assumption the decision will be to grant the DCO powers, the Client Team will then proceed with the legal process of issuing notices for the compulsory acquisition of the remaining land.

8. Avon Valley Heritage Railway Proposal for the disposal of some historic railway assets owned by North Somerset Council

- 8.1. The Avon Valley Railway (AVR) is a three-mile heritage railway operating between Oldland Common (South Gloucestershire) and Avon Riverside (Bath & North East Somerset). Its head office at Bitton is the principal station, offering visitors the opportunity to experience a bye-gone age of steam and heritage diesel-hauled trains along the old Midland Railway branch between Mangotsfield and Bath. The original line was closed in 1966.
- 8.2. A dedicated team of volunteers have restored the railway, bit by bit since the late 1970s. The station at Bitton was a derelict shell and is now home to the railway's ticket office, administration offices and gift shop. Recent additions have included an extension across the River Avon (2004) and a popular restaurant and café (2008) serving a wide range of snacks and meals. The railway which is a registered charity is believed to be the third biggest tourist attraction in the local area.
- 8.3. AVR proposes to extend the railway to Newbridge in Bath where there is a large park and ride car park. The Avon Valley Railway has the legal power to operate under a Transport & Works Order and is managed by the Office of Rail & Road, who ensures a suitable Safety Management System is in place. The extension will require permission from the landowner (Bath & North East Somerset Council) and appropriate regulatory approvals.
- 8.4. AVR's proposal is to recover the following historic railway assets within the Portishead area of the dis-used line:
 - Rails
 - Chairs and chair screws
 - Clips
 - Fishplates and fishbolts
 - All elements of points (noses, switches, stock rails, stretch bars, slide chairs)
 - 2 x rail built buffer stop assemblies

- 5 or 6 steel location cabinets



The assets are located in the areas shown below.



- 8.5. The historic railway assets are not needed by MetroWest Phase 1 and have to be removed to make way for new railway assets and only have a nominal scrap value. The arrangements for the disposal of these assets will be managed via Network Rail, in consultation with the MetroWest Phase 1 Client Team and AVR. The assets will not be removed before the decision by the Secretary of State on the Development Consent Order. It is anticipated the assets will be removed in mid to late 2022.
- 8.6. Recommendation 5) of this report seeks authorisation to dispose of these assets to AVR on the basis that any additional costs incurred will be passed onto Avon Valley Railway, subject to further discussion between the parties.

9. Consultation

- 9.1. Extensive public consultation has been undertaken over several years on the project proposals. The response to the consultations was very high with almost 2,000 separate responses received over both stages and the level of support for the scheme is also very high with 95% of community respondents fully or mainly in support of the proposals. Further information on the project consultation is set out in the DCO Consultation Report which is a DCO application document and is available from:

<https://infrastructure.planninginspectorate.gov.uk/projects/south-west/portishead-branch-line-metrowest-phase-1/?ipcsection=docs>

10. Financial Implications

- 10.1. 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 £24.460M has been spent to date, up to April 2021. The project budget sources and spend are set out in the table below.

Project Budget

Funding Source	Total Funding Secured	Spend to date 2020-21 Q4
Local Growth Funding	£18,868,719	£18,868,719
Contributions to date by four Councils	£4,413,000	£4,413,000
NSC additional contribution Dec 17	£5,860,000	£1,178,617
WECA contribution Infrastructure Fund Dec 17	£5,860,000	£0
Economic Development Funding	£49,531,281	£0
DfT Contribution via CP6 Rail Network Enhancements Pipeline	£31,900,000	£0
Total	£116,433,000	£24,460,336

- 10.2. As shown in the table above, all the allocated Local Growth Funding has been spent along with the original cash contributions made by the four unitary councils.
- 10.3. The forecast spend for 2021/22 is up to £7,392,650, as approved by Council at its meeting on 23rd February 2021. This is to be funded from the WECA Infrastructure Fund and Economic Development Funding.
- 10.4. The forecast spend for the 2022-23 financial year up to the award of Part 2 of the Implementation Agreement and award construction contracts including GRIP 6-8, is up to £14.4M. Authorisation is sought through recommendation 5 for budget approval of £14.4M for the 2022-23 financial year up to the award of Part 2 of the Implementation Agreement and to add this to the Council's Capital Programme, to be met from the allocated Economic Development Funding, within the approved £116.4M total project cost. The £14.4M is required to meet the cost of Network Rail's contractor for detailed design GRIP 5, Network Rail technical and project management costs, industry fees, access costs, early enabling works, legal fees, long lead items, costs of booking possessions, land acquisition costs, land agent costs, ecology surveys, ecology works, business case costs and client project management costs.
- 10.5. The project has a quantified risk register with a total risk allowance of £22M allocated within the £116M overall project budget. However, there are some key financial risks, which require highlighting as follows.
- Review of the impact of Covid-19 on market prices and programme implications. Discussions are taking place at a senior level of understand the full impact of this fast moving situation. The invitation to tender bids for the Network Rail main works contractor are scheduled to be submitted in October 2021. This will give us detailed costings, from which we can extrapolate any Covid-19 impact.
 - As the project is utilising capital funding there remains a risk of revenue reversion should the project not be delivered. In such an event if part of the project is delivered it may be possible to limit the revenue costs arising,

through the consent of the DCO, delivery of phase 1A, and the purchase of any assets.

- Further work is underway to refresh estimated delivery costs in anticipation of the DCO consent being confirmed by the Secretary of State for Transport in October 2021. Any change to the £116M current estimated capital out-turn will be taken through the Governance boards and reviewed in the context of the existing project risk allowance, design and procurement options; with any recommendations from these boards being brought back to Council, with the objective of maintaining the £116M budget allocation.

10.6. There are a number of factors that have potential to cause project cost escalation beyond the risks identified in the risk register and provided for within the £22M risk budget. These factors are sometimes referred to as the known unknowns. These factors include:

- the project is dependent upon multiple formal processes that are not in the control of NSC / WECA,
- the project entails a major investment on an asset base that is not owned and operated by NSC / WECA, and this results in additional commercial complexity that cannot be fully known at this stage,
- there has been a number of high profile cost escalations within the rail industry in recent years, from very large national rail projects, to regional and local projects.

10.7. These wider project risks are under continual review by the project team, sponsors and the S151 officers. Achieving a successful decision by the Secretary of State for Transport by October 2021 will reduce the wider risk exposure and will provide greater certainty that the project will be delivered. Furthermore, the completion of the detailed design (GRIP5) and the Full Business Case by summer 2022 (which will identify the remaining delivery risks) will enable a decision to be made jointly by NSC Full Council and WECA Committee on the award of contracts to deliver the project.

11. Legal Powers and Implications

11.1. The Development Consent Order has a range of legal implications which are set out in the report to Council at its meeting of 25th June 2019.

<https://apps.n-somerset.gov.uk/Meetings/document/report/NSCPM-38-603>

12. Climate Change and Environmental Implications

12.1. MetroWest Phase 1 requires an Environmental Statement to support the Development Consent Order (DCO) application. Climate change and environmental impacts have been assessed in the Environmental Statement. The Environmental Statement is a key DCO application document and is available from:

<https://metrowestphase1.org/dco-application/>

13. Risk Management

13.1. The overall project risk register is currently being reviewed in the context of Covid-19, which is not a risk, it is an issue (a risk that has occurred). Therefore, all major

risks relating to programme delay, cost increase, market failure etc will all be reviewed in the context of Covid-19 with the appropriate likelihood and impact assessments made, including any revisions to the risk mitigation.

- 13.2. Risks at the project and programme level are managed through the WoE Strategic Rail 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. As the project is a third party railway project the principal risks of implementing the proposals have to be met by the Council and WECA as the co-promoters. The Council and WECA each have a 50% share of the risks and there is a total risk allowance of £22M, within the project capital budget. Following the Full Business Case a further agreement between the Council and WECA will be needed for the construction phase of the project. For further details about risk refer to the report to Full Council of 10th November 2020.

<https://apps.n-somerset.gov.uk/Meetings/document/report/NSCPM-38-603>

14. Equality Implications

- 14.1. An Equality Impact Assessment has been undertaken and was attached to the report to Full Council of 10th November 2020.

15. Corporate Implications

- 15.1. 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.

16. Options Considered

- 16.1. 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. Chapter 3 Scheme Development and Alternatives Considered of the Environmental Statement which is a DCO application documents sets out the options considered in detail. The document is available from:

<https://infrastructure.planninginspectorate.gov.uk/projects/south-west/portishead-branch-line-metrowest-phase-1/?ipcsection=docs>

- 16.2. 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.

Author

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Appendices

Appendix 1 - Client Owned Scope Procurement Plan

Appendix 2 – Confidential paper

Background Papers

Report to Council 23rd February 2021 MetroWest Phase 1 - 2021/22 Budget

<https://n-somerset.moderngov.co.uk/ieListDocuments.aspx?CIId=169&MIId=718&Ver=4>

Report to Council 10th November 2020 MetroWest Phase 1 Update - Programme and Procurement - <https://apps.n-somerset.gov.uk/Meetings/document/report/NSCPM-38-603>

Report to Executive 29th April 2020 MetroWest Phase 1 Update – Budget, Professional Services Contracts and Procurement Approvals

<https://n-somerset.moderngov.co.uk/CeListDocuments.aspx?CommitteId=169&MeetingId=196&DF=10%2f11%2f2020&Ver=2>

Report to Council 25th June 2019 MetroWest Phase 1 Submission of Development Consent Order Application and Associated Approvals

<https://n-somerset.moderngov.co.uk/CeListDocuments.aspx?CommitteId=169&MeetingId=187&DF=25%2f06%2f2019&Ver=2>

Appendix 1 – Client Owned Scope Procurement Plan

Appendix 2 – Confidential paper