

CABINET – 16 January 2014 EXECUTIVE SUMMARY OF AGENDA ITEM 9

Report title: **MetroBus Project Progress and Update: Ashton Vale to Temple Meads and City Centre; North Fringe to Hengrove Package and South Bristol Link**

Wards affected: Cabot, Lawrence Hill, Southville, Bishopsworth, Bedminster, Frome Vale, Lockleaze, Eastville, Ashley, Easton, Windmill Hill, Filwood, Hartcliffe, Hengrove and Whitchurch Park

Strategic Director: Neil Taylor – Interim Strategic Director Regeneration

Report Author: Alistair Reid – Interim Service Director (Major Projects) Regeneration

RECOMMENDATION for the Mayor's approval:

1. That the progress and development of the MetroBus schemes to enable the full approval of the bids by the Department for Transport is noted.
2. That delegated authority is given to the Strategic Director for Place to take all decisions necessary to progress and develop the schemes to full approval submission to the Department of Transport without further recourse to Cabinet.
3. That approval is given for the making of Compulsory Purchase Orders, and the application for statutory consents, licenses and orders to enable project delivery in a timely manner. The Compulsory Purchase Orders would be made under powers contained in the Highways Act 1980 in order to acquire those sites identified in the main body of the report which are considered necessary for the construction and operation of the AVTM MetroBus scheme.
4. That the Service Director for Democratic and Legal Services be authorised to take all necessary steps to secure the making, confirmation and implementation of the Compulsory Purchase Orders including negotiating and entering into agreements or undertakings with land owners setting out terms for the withdrawal of any objections to the order prior to its confirmation, including where appropriate seeking exclusion of land from the order and/or making arrangement for relocation of occupiers and payment of compensation and vesting of the land acquired in the ownership of the Council.

Key background / detail:

a. Purpose of report: This report provides an update to the previous reports of 27 June 2013 and 4 October 2012 on the progress of the three MetroBus schemes and the further decisions required to advance the AVTM MetroBus scheme to the submission of the Full Approval bid to the Department for Transport (DfT). A resolution to proceed with the Compulsory Purchase Orders (CPOs) and the necessary statutory consents for the Ashton Vale to Temple Meads (AVTM) MetroBus scheme is also required

along with delegated authority for the Strategic Director of Place to make decisions on the MetroBus scheme as needed to progress the schemes.

b. Key details:

1. The three MetroBus schemes (Ashton Vale to Temple Meads and Bristol City Centre (AVTM), North Fringe to Hengrove Package (NFH Package) and the South Bristol Link (SBL) form the MetroBus network which will be a higher quality public transport experience, reliable, easy to use and understand, with modern vehicles. The July 2013 West of England Local Enterprise Partnership (LEP) Joint Transport Executive Committee (JTEC) endorsed a twin door, hybrid drive, single deck vehicle as the preferred MetroBus specification for engagement with operators, but members also requested that officers continue to explore any opportunities for low or zero emission vehicles. The MetroBus network will have clear information, fast boarding and 'smartcard' ticketing and linking with wider bus and rail services, creating a new way of travelling and be a catalyst for transforming public travel across the West of England area. Further significant milestones will be arising shortly across all three MetroBus schemes culminating in the bids to the Department for Transport for full approval over the next year with AVTM currently being programmed for full approval submission on 2nd May 2014, NFH Package in January 2015 and SBL in October 2014.
2. The need for delegated authority is outlined as stated in the Recommendations. This is needed to enable progression of the MetroBus schemes in a timely manner to meet the required programmes, as agreed with the Department for Transport, without recourse to Cabinet.
3. Projects of this size and complexity require a wide range of statutory consents. These are all required to be completed before the DfT will give final approval. These consents in the main, have been obtained, or will be applied for in the next 12 months. They include, but are not exhaustive to, Planning Permission; Building Regulations; Compulsory Purchase Orders, Statutory Undertakings Consents; Transport & Highways Orders. Ensuring that there is Cabinet approval for the application for all statutory requirements on these projects will ensure that the programme timetable is achieved and that the projects proceed in good order. AVTM potentially requires four areas of land in the City Centre and Spike Island / Bathurst Basin area which will be procured via negotiation, but failing any agreement being reached, Compulsory Purchase Orders will be used to acquire the land.

**BRISTOL CITY COUNCIL
CABINET
16 January 2014**

REPORT TITLE: MetroBus Project Progress and Update: Ashton Vale to Temple Meads and City Centre; North Fringe to Hengrove Package and South Bristol Link

Ward(s) affected by this report: Cabot, Lawrence Hill, Southville, Bishopsworth, Bedminster, Frome Vale, Lockleaze, Eastville, Ashley, Easton, Windmill Hill, Filwood, Hartcliffe, Hengrove and Whitchurch Park

Strategic Director: Neil Taylor – Interim Strategic Director Regeneration

Report author: Alistair Reid - Interim Service Director (Major Projects) Regeneration

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construction and operation of the AVTM MetroBus scheme.

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The Proposal

1. Background

The three MetroBus schemes (**Ashton Vale to Temple Meads** and **Bristol City Centre (AVTM)**, **North Fringe to Hengrove Package (NFH Package)** and the **South Bristol Link (SBL)**) form the MetroBus network which will be a higher quality public transport experience, reliable, easy to use and understand, with modern vehicles. The July 2013 West of England Local Enterprise Partnership (LEP) Joint Transport Executive Committee (JTEC) endorsed a twin door, hybrid drive, single deck vehicle as the preferred MetroBus specification for engagement with operators, but members also requested that officers continue to explore any opportunities for low or zero emission vehicles. The MetroBus network will have clear information, fast boarding and 'smartcard' ticketing and linking with wider bus and rail services, creating a new way of travelling and be a catalyst for transforming public travel across the West of England area. The MetroBus network forms part of the Bristol City Council's overall aims to:

- Reduce carbon emissions;
- Support economic growth;
- Promote accessibility;
- Contribute to better safety, security and health; and
- Improve quality of life and a healthy natural environment.

The Local Enterprise Partnership (LEP) has a target to delivery 95,000 jobs by 2030. Further to this will be the challenge of delivering 72,000 new homes and associated jobs by 2026 as set out in the Authorities Core Strategies which will further strain a transport system that already suffers from chronic congestion because the development of transport infrastructure and services has not kept pace with economic development and expansion in the area. Investment in the rapid transit network will be key to delivering this economic growth.

With over 23,000 passengers per day (up to 5 million passengers per year) expected upon the commencement of the rapid transit operations, the tested package of five infrastructure schemes in the West of England (including the Bath Transportation Package and Weston Package) is expected to deliver additional economic output of £356 million per year (2010 prices) within the area.

2. Policy

These schemes are consistent with Council policy and priorities which include the Joint Local Transport Plan 3, Bristol's Core Strategy and the GBSTS. They are also aligned with both South Gloucestershire's and North Somerset's Core Strategies. The JTLP3 provides

the statutory basis for Bristol City Council's transport.

The implementation of these schemes will provide an effective integrated MetroBus transport system that offers an alternative to car use, reduces congestion and consequential carbon emissions, supports the city's dynamic and growing economy and improves quality of life. They also support the aspirations for a prosperous and inclusive community, and seek to ensure a sustainable future for Bristol, North Somerset and South Gloucestershire.

3. Delegated Authority

The need for delegated authority is as stated in the Recommendations. This is needed to enable progression of the MetroBus schemes in a timely manner to meet the required programmes, as agreed with the Department for Transport, without recourse to Cabinet.

4. Progress Update

A summary of the current programme for the implementation of the three MetroBus schemes is shown in Appendix 1. Key achievements and programme level issues for the three MetroBus schemes include:

For ***Ashton Vale to Temple Meads and Bristol City Centre (AVTM)***, a key milestone has recently been achieved with the recommendation by the DfT Secretary of State that the Transport & Works Act (TWA) Order be made with the TWA Order coming into force on 9th January 2014. The revised scheme is now being driven forward with a number of key work streams that include:

- The tenders for Contracts 1 and 2, comprising the Design & Build construction contracts for the revised AVTM scheme, were released to tender on 25 November 2013;
- Additional design work and production of tender documents is taking place on Contracts 3 and 4 which comprises the remainder of the revised AVTM scheme. Tenders for this work are to be released in early February 2014;
- The planning application for the Revised Section of Route was submitted to Bristol City Council on 8th December 2013 and is likely to be determined by 18th March 2014;
- With the TWA Order now having been determined on 6th November 2013, made on 19th December 2013 and coming into force on 9th January 2014, work is being started on the implementation of the TWA Order, particularly the land requirements; and
- The additional task of the DfT Full Approval submission is also being undertaken for a programmed submission date of 2nd May 2014.

Advanced works for the revised AVTM scheme are likely to start in Summer 2014 with main construction likely to start in Autumn / Winter 2014.

There has been considerable progress with the achievement of consents and agreements to implement ***South Bristol Link (SBL)***. The Network Rail Implementation Agreement has been approved by North Somerset full Council. Of equal significance, the planning application to North Somerset Council and Bristol City Council has been successfully

determined. The SBL Board has noted the considerable support, through the planning consultation process, for the scheme from both the business community and a significant proportion of local residents in North Somerset and Bristol City. The impetus provided by the successful planning applications will be built upon in the coming months.

The Compulsory Purchase Order (CPO) and Side Road Order (SRO) process is now well underway, with the last two months seeing detailed plans drafted with publication in November 2013. Face to face negotiation with land owners and tenants is underway. The preparation of the works information for the Design and Build contract is also well underway, to be completed early in 2014. The full approval submission to the DfT is likely to be made in October 2014.

For ***North Fringe to Hengrove Package (NFH Package)***, work is ongoing to enable a planning application for the route, to include the M32 bus only junction, to be submitted in January 2014. Determination is expected (following the pre-election period) in June 2014. It is estimated that the submission to the DfT for full approval will be made in January 2015.

Design work on the M32 bus only junction is continuing with regular consultation with the Highways Agency (HA) and BCC Planning Officers, who have recently advised that a Ministerial Submission will not be required. This is to be confirmed shortly at the next HA meeting. On 14th September 2013, the Department for Communities & Local Government (DCLG) granted consent for the disposal of the allotments relating to the M32 bus only junction.

For the Stoke Gifford Transport Link, discussions with land owners are continuing and Compulsory Purchase Order processes have commenced with the CPOs expected to be sealed in December. The project team are working closely with stakeholders including Network Rail who are to build the new bridge over the railway.

Statutory Consents & Compulsory Purchase Orders

Projects of this size and complexity require a wide range of statutory consents. These are all required to be completed before the DfT will give final approval. These consents in the main, have been obtained, or will be applied for in the next 12 months. They include, but are not exhaustive to, Planning Permission; Building Regulations; Compulsory Purchase Orders, Statutory Undertakings Consents; Transport & Highways Orders. Ensuring that there is Cabinet approval for the application for all statutory requirements on these projects will ensure that the programme timetable is achieved and that the projects proceed in good order.

For the AVTM MetroBus scheme the four areas of land required are:

1. Adjacent to the Temple Circus roundabout near 100 Temple Street;
2. Rupert Street adjacent to the Rupert Street multi-storey car park;
3. Alongside and adjacent to the proposed Bathurst Basin Bridge near the junction of Wapping Road / Cumberland Road / Commercial Road; and
4. On the northern side of Cumberland Road, west of the junction of Wapping Road Road / Cumberland Road / Commercial Road

These areas of land are illustrated in Appendix 2. It will be necessary to acquire part of each of these areas (shown in green on the plans) on a permanent basis and the other part (shown in blue) on a temporary basis for accommodation land to be used during construction of the works.

It is proposed that Bristol City Council will seek to negotiate the acquisition of these sites by agreement, but failing any agreement being reached, Compulsory Purchase Orders will be used to acquire the land. These land areas required fall outside of the Transport & Works Act Order recently made by the DfT Secretary of State. We will be proceeding with a dual strategy of negotiation / CPO to ensure that the programme for the AVTM MetroBus scheme is maintained.

Consultation and scrutiny input:

It is not intended to submit a final report to the appropriate scrutiny panel. However, a briefing note / briefing meeting will be undertaken with the relevant scrutiny panel member/s to explain the full background / context for this decision.

The internal and external parties referred to in the previous cabinet reports have continued to and will be the subject of ongoing consultation for the three MetroBus schemes.

a. Internal consultation:

Internal stakeholders have been extensively consulted in the need for and requirements of the Compulsory Purchase Orders. We particularly note the extensive discussions and consultations held with Bristol City Council as the Planning Authority for the Revised Section of Route for which a planning application has been recently submitted.

b. External consultation:

The Revised Section of Route proposals were then consulted on with the public and key stakeholders during a pre-application consultation period which ran from the 17th July 2013 to the 14th August 2013. The proposals which support the need to the Compulsory Purchase Orders required are the culmination of extensive and detailed assessment and amendment of the AVTM MetroBus scheme as a result of the comments and feedback received.

The consultation on the Revised Section of Route proposals is set out in detail in the Statement of Community Involvement accompanying the planning application submitted for the Revised Section of the Route.

Other options considered:

A rigorous assessment of all other options to prevent the need for Compulsory Purchase Orders was undertaken.

Risk management / assessment:

FIGURE 1

The risks associated with the implementation of the (subject) decision :

No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation).	CURRENT RISK		RISK OWNER
		(Before controls)			(After controls)		
		Impact	Probability		Impact	Probability	
1	Delays to Programme if CPO is required – substantial programme delay will occur if land negotiation fails and CPOs are required	High	Medium	Land acquisition strategies for the CPOs required have been developed with the emphasis being placed on negotiation with the relevant land owners	High	Low	SRO / Project Manager
2	Additional Cost to Programme if CPO is required	High	Medium	If CPOs are required (if negotiation fails), substantial costs may be incurred in proceeding with CPOs	High	Low	SRO / Project Manager

FIGURE 2

The risks associated with not implementing the (subject) decision:

No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation).	CURRENT RISK		RISK OWNER
		(Before controls)			(After controls)		
		Impact	Probability		Impact	Probability	
1	Not implementing the recommendation of the report will result in BCC not being able to implement CPOs as required for the project which could lead to substantial project delay and additional cost	High	High	Land acquisition strategies for the CPOs required have been developed with the emphasis being placed on negotiation with the relevant land owners. If negotiation fails and CPOs are not able to be obtained, further options will need to be considered that are likely to be costly and incur programme delay	High	Medium	SRO / Project Manager

Public sector equality duties:

Before making a decision, section 149 of the Equality Act 2010 requires that each decision-maker considers the need to promote equality for persons with the following “protected characteristics”: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. Each decision-maker must, therefore, have due regard to the need to:

i) eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.

ii) advance equality of opportunity between persons who share a relevant protected characteristic and those do not share it. This involves having due regard, in particular, to the need to:

- remove or minimise disadvantage suffered by persons who share a relevant protected characteristic.

- take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it (in relation to disabled people, this includes, in particular, steps to take account of disabled persons' disabilities);

- encourage persons who share a protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

iii) foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

Guidance:

** Insert a note on how the public sector equality duties are relevant to the proposals and how these duties have been taken into account in developing the proposals. Where an equality impact assessment has been undertaken, summarise its findings here, and provide a link to the full document, or include the equality impact assessment as an appendix. Where no equality impact assessment has been undertaken, give the reasons why this has not been carried out.*

Public Sector Equality Issues

The Equality Impact Assessment Form for the Revised AVTM MetroBus Scheme is attached in Appendix 3. A revised Equality Impact Assessment (EqIA) has been prepared for the Revised AVTM scheme.

In respect of the wider Revised AVTM MetroBus Scheme, there are a number of issues arising from the EqIA that can help to provide input into the construction and design stages of the scheme, to ensure the positive impacts are intensified and that any negative impacts are mitigated against or limited, particularly during the construction phase. The majority of adverse equalities impacts identified will be minimized through development of the Code of Construction Practice, which aims to minimize impact on neighbouring residents and communities which include a range of measures including consultation and communication. The design principles also applied will ensure that the final outcomes will enhance public spaces and provide an improved legacy.

In terms of the requirement presented within this Cabinet Report for the Compulsory Purchase Orders required, there are no issues with the EqIA. Further assessment of the EqIA will take place during the assessment of the planning application for the Revised Section of the Route which was recently submitted to BCC as the Planning Authority.

Advice given by **Jane Hamill, Equalities Advisor**
Date **13th December 2013**

Eco impact assessment

See previous Cabinet reports for relevant considerations. Further eco impact assessment has been undertaken for the planning application for the Revised Section of the Route and is available on the Bristol City Council planning application search website for the relevant applications.

Advice given by **N/A**

Resource and legal implications:

a. Financial (revenue) implications:

Appendix 4 - Exempt information as defined in paragraph '3' of Part I of Schedule 12A of the Local Government Act as amended by the Local Government (Access to Information) (Variation) Order 2006.

b. Financial (capital) implications:

Appendix 4 - Exempt information as defined in paragraph '3' of Part I of Schedule 12A of the Local Government Act as amended by the Local Government (Access to Information) (Variation) Order 2006.

Comments from the Corporate Capital Programme Board:

Not Applicable

c. Legal implications:

The proposal is to acquire land that will support the provision of the AVTM MetroBus scheme. The land will be acquired by agreement if it is possible to do so by negotiation with the landowners, but if it is not possible to reach an agreement, it will be necessary to acquire the land by CPO. The land would be acquired under CPO powers contained in the Highways Act 1980.

The Human Rights Act 1998 incorporates into domestic law the European Convention on Human Rights (ECHR). The aim of the ECHR is to protect the rights of the individual. In considering the making of a CPO, regard has to be paid to convention rights including :-

Article 8 : The right to protection for private and family life, home and correspondence. No public authority can interfere with these interests except if it is accordance with law and is necessary in the interests of national security, public safety and the economic well-being of the country.

Article 1 of the First Protocol of the ECHR protects the rights of everyone to the peaceful enjoyment of possessions. No one can be deprived of their possessions except in the public interest and subject to relevant national and international law.

There is a need to strike a balance between the rights of the individual and the wider interests of the public. The MetroBus schemes will introduce significant benefits for the benefit of the public together with improvements to the environment and it is concluded that the exercise of these CPO powers is appropriate and in the public interest, and will not constitute any unlawful interference with property rights.

If the CPO's are made, the owners of the land have a statutory right of objection and a right to have their objections determined by the Secretary of State. In the event that the CPO's are confirmed the land owners also enjoy a statutory right to compensation and this is coupled with a right of appeal to the Upper Tribunal in the event that the level of compensation cannot be agreed.

Advice given by Joanne Mansfield, Temporary Team Leader
Date 21st November 2013

d. Land / property implications:

In order to establish the property interests which are required to facilitate the three proposals it will be necessary to reference all interests along the routes. Although the schemes have been designed to be accommodated within BCC existing ownerships as far as is reasonably possible, freehold land and buildings acquisitions will be inevitable.

Where possible, acquisitions will be progressed by means of negotiation with relevant land owners. It should be noted that such negotiations do not necessarily involve willing sellers. The ability of the acquiring authority to rely on CPO powers is a significant asset in bringing about a negotiated outcome.

Advice given by Steve Matthews, Project Leader
Date 13th December 2013

e. Human resources implications:

There are no immediate Human Resources implications or risks arising from this report.

Advice given by N/A

Appendices:

Appendix 1 – Summary MetroBus Programme
Appendix 2 – AVTM Land Requirement Plans
Appendix 3 – Revised AVTM MetroBus Scheme Equalities Impact Assessment Form
Appendix 4 – Exempt information as defined in paragraph ‘3’ of Part I of Schedule 12A of the Local Government Act as amended by the Local Government (Access to Information) (Variation) Order 2006

Access to information (background papers):

Bristol City Council Cabinet Report 2nd February 2009
https://www.bristol.gov.uk/committee/2009/ua/agenda/0202_1800_ua000.html

Bristol City Council Cabinet Report 10th December 2009
https://www.bristol.gov.uk/committee/2009/ua/agenda/1210_1800_ua000.html

Bristol City Council Full Council 19th January 2010
https://www.bristol.gov.uk/committee/2010/ta/agenda/0119_1400_ta000.html

Bristol City Council Cabinet Report 25th March 2010
https://www.bristol.gov.uk/committee/2010/ua/agenda/0325_1800_ua000.html

Bristol City Council Full Council 29th June 2010
https://www.bristol.gov.uk/committee/2010/ta/agenda/0629_1800_ta000.html

Bristol City Council Cabinet Report 21st July 2011
https://www.bristol.gov.uk/committee/2011/ua/agenda/0721_1800_ua000.html

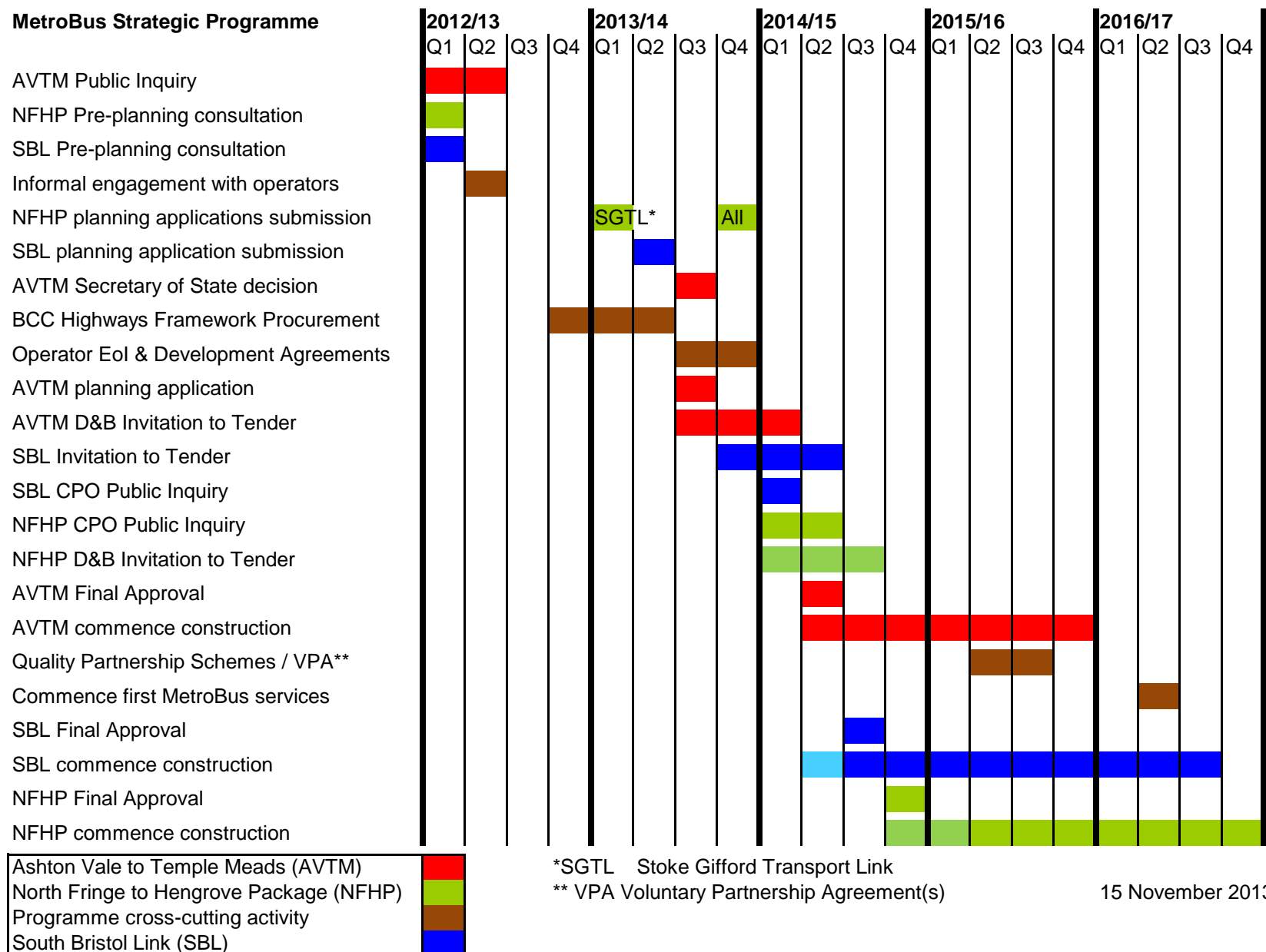
Bristol City Council Cabinet Report 1st September 2011
https://www.bristol.gov.uk/committee/2011/ua/agenda/0901_1800_ua000.html

Bristol City Council Cabinet Report 4th October 2012
https://www.bristol.gov.uk/committee/2012/ua/agenda/1004_1800_ua000.html

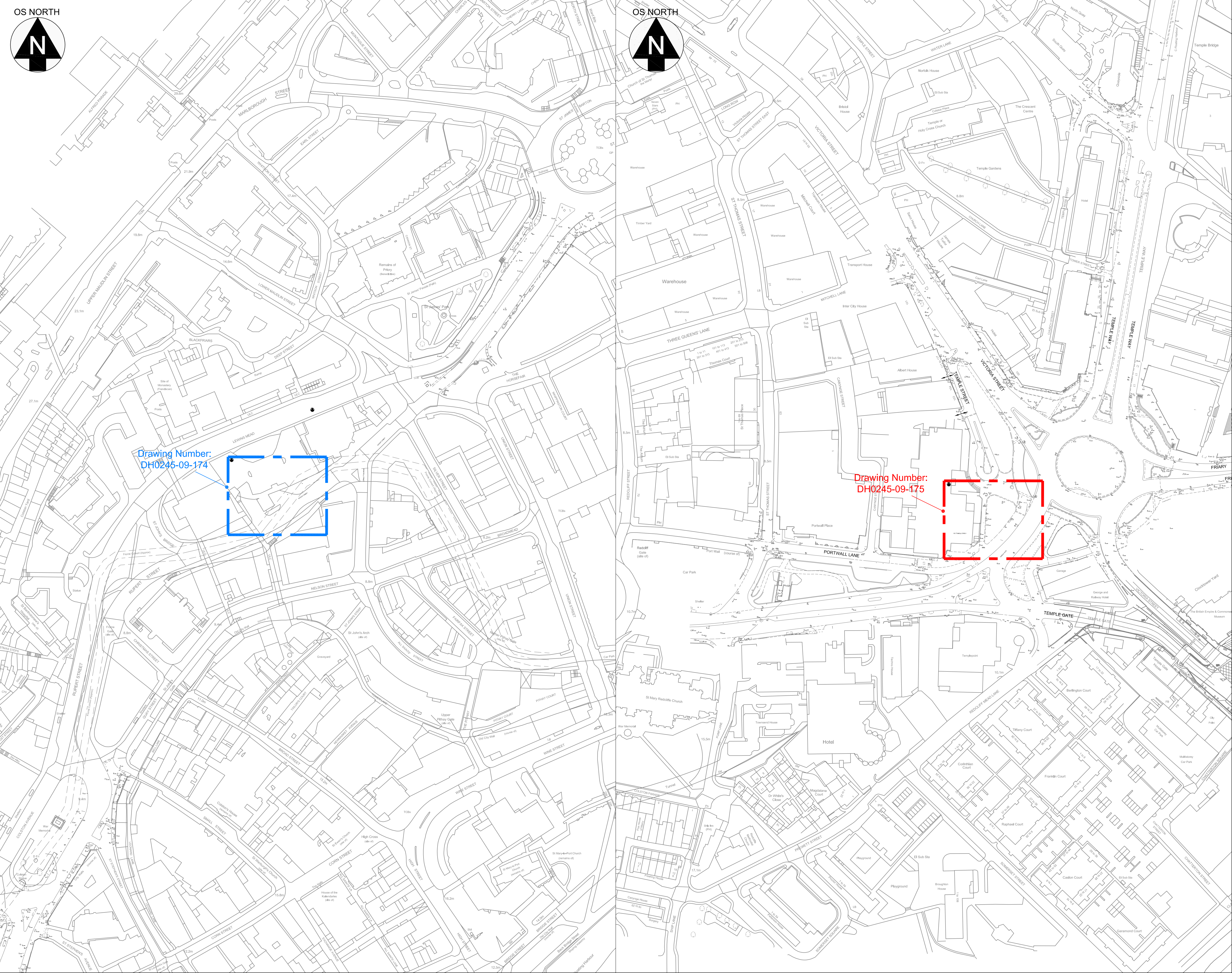
Bristol City Council Cabinet Report 29th May 2013
https://www.bristol.gov.uk/committee/2013/ua/agenda/0529_1600_ua000.html

Bristol City Council Cabinet Report 27th June 2013

https://www.bristol.gov.uk/committee/2013/ua/agenda/0627_1800_ua000.html




Notes:




Rev	By	Chkd	Apprd	Date	Description

Client

 **West of England Partnership**

 **South West RDA**

 **BRISTOL CITY COUNCIL**

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Bristol House, St Georges Road, Bristol BS1 1UY
Tel: 0117 8228888 Fax: 0117 8228766
Email: engineering@bristolcitycouncil.gov.uk

Project

**WEST OF ENGLAND
RAPID TRANSIT**

Drawing

**ASHTON VALE TO TEMPLE MEADS
AND BRISTOL CITY CENTRE
LAND PLANS - TEMPLE CIRCUS**

Drawn by: Simon Wanklyn Date: Feb' 2010
Checked by: Mike Buck Date: Feb' 2010
Approved by: Mike Buck Date: Feb' 2010

Drawing No.

DH0245-09 - 176

Revision

-

Drawing Scale: 1:1250 @ A1, 1:2500 @ A3



Rupert Street
Multistorey
Car Park

2

2A

1

RUPERT STREET

Notes:

- KEY**
- Existing Adoption Line
 - Land Not Adopted
 - Proposed Adoption Line
 - Land Subject to CPO
 - Land temporarily required for construction of the works

PLOT	OWNERSHIP	AREA
1	Bristol City Council - City Development	N/A
2	Land to be Acquired Ownership Unknown	126.40m ²
2A	Easement Required Ownership Unknown	80.80m ²

Rev	By	Chkd	Apprvl	Date	Description
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Client
WEST OF ENGLAND
RAPID TRANSIT

Drawing
ASHTON VALE TO TEMPLE MEADS
AND BRISTOL CITY CENTRE
LAND PLANS - RUPERT STREET

Drawn by: Simon Vianklyn Date: Feb' 2010
Checked by: Mike Buck Date: Feb' 2010
Approved by: Mike Buck Date: Feb' 2010

Drawing No. DH0245-09 - 175 Revision -

Drawing Scale: "1:100 @ A1, 1:200 @ A3"

Drawn by: Simon Vianklyn
Checked by: Mike Buck
Approved by: Mike Buck
User and Plot Date



100 TEMPLE STREET

TEMPLE GATE

Notes:



KEY



- Existing Adoption Line
- Land Not Adopted
- Proposed Adoption Line
- Land Subject to CPO
- Land temporarily required for construction of the works

PLOT	OWNERSHIP	AREA
1	Bristol City Council - City Development	N/A
2	Land to be Acquired Ownership Unknown	10.08m²
2A	Easement Required Ownership Unknown	4.89m²
3	Bristol City Council - City Development	N/A

Rev	By	Chkd	Apprd	Date	Description

Client





Project

WEST OF ENGLAND
RAPID TRANSIT

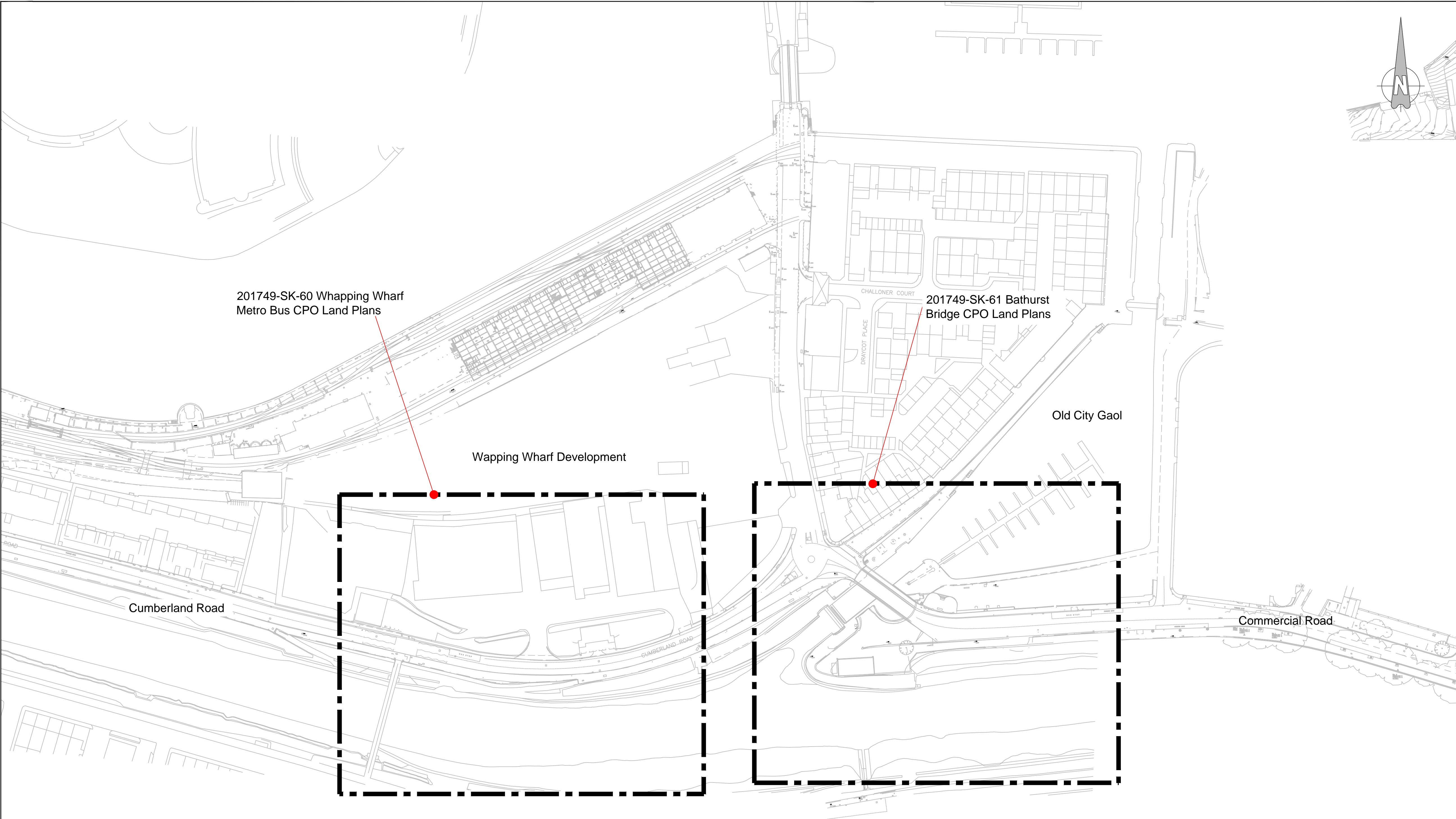
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ASHTON VALE TO TEMPLE MEADS
AND BRISTOL CITY CENTRE
LAND PLANS - TEMPLE CIRCUS

Drawn by: Simon Wanklyn	Date: Feb' 2010
Checked by: Mike Buck	Date: Feb' 2010
Approved by: Mike Buck	Date: Feb' 2010

Drawing No.	Revision
DH0245-09 - 175	-

Drawing Scale: "1:100 @ A1, 1:200 @ A3"



Key Plan:

Notes:

Rev	By	Chkd	Appvd	Date	Description
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Client



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Tel +44 (0)117 310 2580 Fax +44 (0)117 310 2581
www.halcrow.com

A CH2M HILL COMPANY 

Project
**BRISTOL METROBUS
ASHTON VALE to TEMPLE MEADS
and BRISTOL CITY CENTRE**

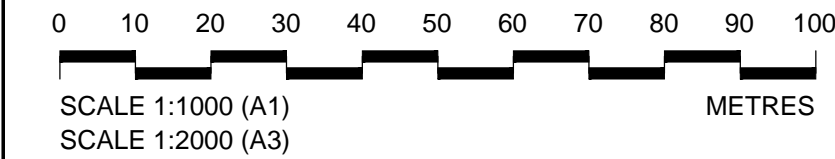
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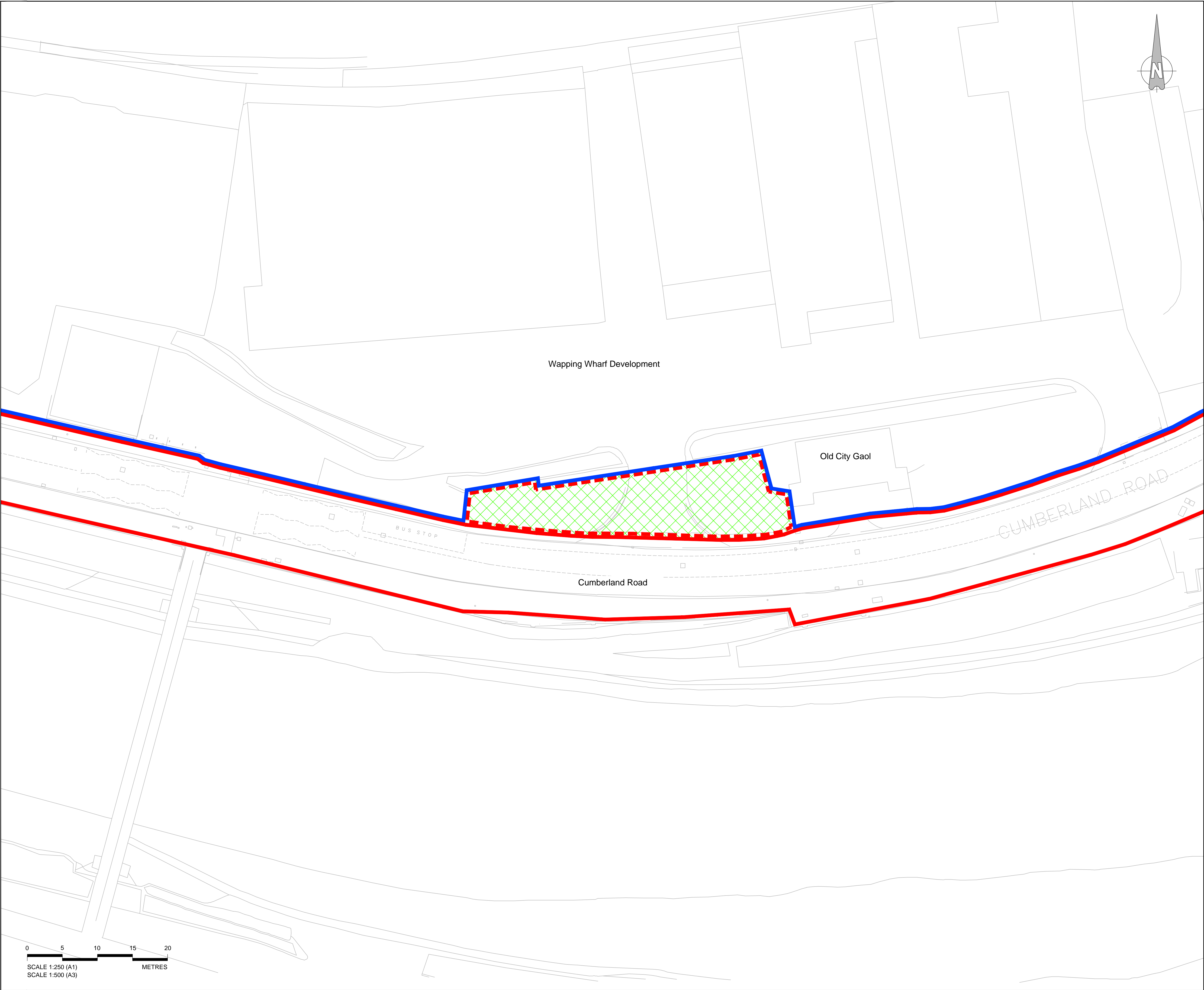
CPO LOCATION PLAN

Drawn by: PGF	Date: 19/11/2013
Checked by:	Date:
Approved by:	Date:

Drawing No.	Revision
201749-SK-59	P1

Drawing Scale: 1:1000 at A1





Key Plan:

Notes:

- Key
- Land Subject to CPO
 - Existing Adoption Line
 - Proposed Adoption Line
 - Land Not Adopted

Rev	By	Chkd	Appvd	Date	Description

Client

West of England

Bath & North East Somerset Council, North Somerset Council, South Gloucestershire Council

travel

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Project

**BRISTOL METROBUS
ASHTON VALE to TEMPLE MEADS
and BRISTOL CITY CENTRE**

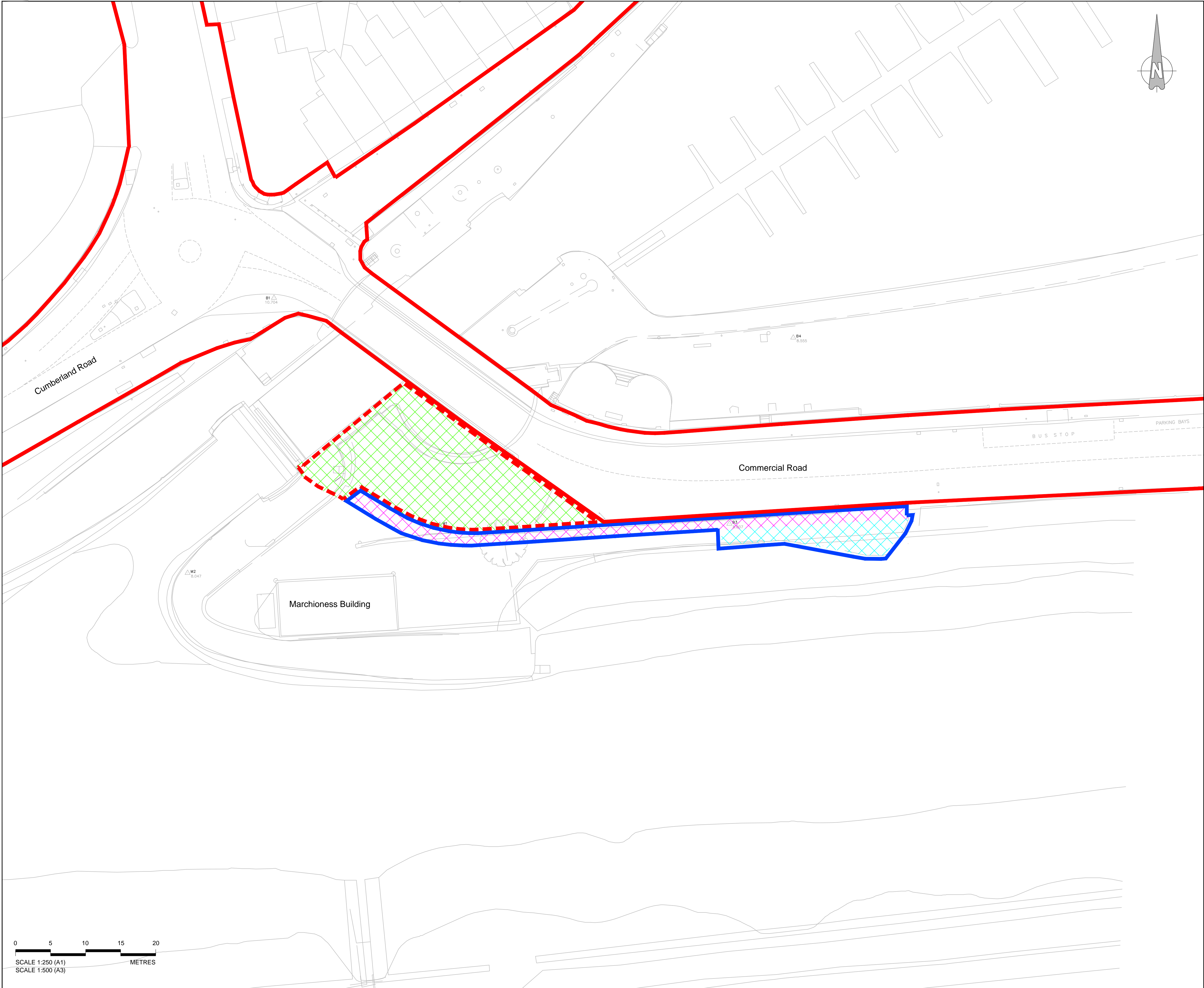
Drawing

**WAPPING WHARF
METROBUS AREA
CPO LAND PLANS**

Drawn by: PGF	Date: 19/11/2013
Checked by:	Date:
Approved by:	Date:

Drawing No.	Revision
201749-SK-60	P1

Drawing Scale: 1:250 at A1



Key Plan:

Notes:

Key

- Land Subject to CPO
- Proposed Way Leave agreement for Maintenance
- Land temporarily required for the construction of the works
- Existing Adoption Line
- Proposed Adoption Line
- Land Not Adopted

Rev	By	Chkd	Appvd	Date	Description

Client

travel

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Project
**BRISTOL METROBUS
ASHTON VALE to TEMPLE MEADS
and BRISTOL CITY CENTRE**

Drawing
**BATHURST BRIDGE
CPO LAND PLANS**

Drawn by: PGF	Date: 10/12/2013
Checked by:	Date:
Approved by:	Date:

Drawing No.	Revision
201749-SK-61	P1

Drawing Scale: 1:250 at A1

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User and P&ID Code: FRANKL~1 10 Dec 2013 1:12:17 pm



Bristol City Council Equality Impact Assessment Form

Revised Ashton Vale to Temple Meads (AVTM)

Directorate and Service: Neighbourhoods and City Development – Major Projects

Lead officer: Darren Pacey, Project Manager

Additional people completing the form: Christina Lindsay, Project Coordinator

Start date for EqlA: 1 October 2013 (for this version only, as the project approaches submission of the planning application but reference should be made to the substantial previous material prepared for the scheme which will be referenced in this document)

Estimated completion date: Monitoring of scheme impacts will continue until opening in 2016 with further scheme evaluation up to one year after scheme opening.

Step 1 – Use the following checklist to consider whether the proposal requires an EqlA

1. What is the purpose of the proposal?

Bristol City Council (BCC) and North Somerset Council (NSC) propose to develop a MetroBus scheme between the Ashton Vale Park and Ride (P&R) near Long Ashton to the south of Bristol and Temple Meads Railway Station in the centre of Bristol as well as Bristol City Centre. The scheme is intended to provide a high quality public transport service between Ashton Vale P&R and Bristol City Centre with key stops which provide a significant improvement in public transport provision along this route.

2. Could this be relevant to our public sector equality duty to:	High	Medium	Low
a) Promote equality of opportunity	Y		
b) Eliminate discrimination		Y	
c) Promote good relations between different equalities communities?		Y	

If you have answered 'low' to question 2, please describe your reasons - N/A

3. Could the proposal have a positive effect on equalities communities?	Yes	
<p>Please describe your initial thoughts as to the proposal's positive impact</p> <p>The project is designed to benefit all residents, employees, and businesses in the West of England through meeting the following scheme objectives:</p> <ul style="list-style-type: none"> • Extend choice of transport modes for all, in particular for private car drivers, to encourage a shift to public transport; • Promote sustainable development by providing high quality public transport links; • Improve access to public transport for areas that currently have poor provision; • Improve integration of the public transport network; • Promote social inclusion by improving access to employment, retail, community, leisure and educational facilities; and • Improve safety along the corridors by reducing use of private cars. 		

4. Could the proposal have a negative effect on equalities communities?	Yes	
<p>Please describe your initial thoughts as to the proposal's negative impact</p> <p>The following key issues are considered as potential negative impacts which will be addressed through appropriate mitigation or further consideration during the detailed design process (further information and details on these is provided in Section 5 of this document):</p> <ul style="list-style-type: none"> • Loss of car parking on Cumberland Road and Commercial Road; and • Concerns from disabled people over access to MetroBus stops and the routes to access those MetroBus stops as well as potential safety issues. 		

Step 2	Describe the Proposal
2.1	<p>Briefly describe the proposal and its aims? What are the main activities, whose needs is it designed to meet, etc.</p> <p>The West of England sub-region is promoting a transport strategy that includes the Ashton Vale to Temple Meads MetroBus Scheme (AVTM). The route of the scheme initially involves a dedicated bus route (via what is known as a „guided“ busway which allows buses to be steered via the kerbs on a dedicated track) from the Long Ashton Park & Ride site through Ashton Fields to the Portbury railway line.</p> <p>The busway then continues east and turns north to run parallel with and then across the Portbury Freight Line on a new bridge and then continues on a disused railway passing under</p>

	<p>Brunel Way. The route crosses the River Avon New Cut on the (disused but for pedestrians and cyclists) Ashton Avenue Swing Bridge to pass the Create Centre where the busway will displace the current terminus of the Bristol Harbour Railway and its alignment up to the Avon Crescent / Cumberland Road junction. At the Avon Crescent Junction the route will transfer to the existing highway (with bus priority measures where appropriate) and run on Cumberland Road, over Bathurst Basin Bridge, Commercial Road and Redcliff Hill via Bedminster Bridge to join Redcliffe Way. A proposed anti-clockwise loop to serve the central area is to be provided.</p> <p>At its southern end, the AVTM MetroBus scheme links with the South Bristol Link MetroBus route; at its northern end, on Redcliff Hill, it links with the planned North Fringe-Hengrove (NFH Package) MetroBus route.</p> <p>Together, these projects aim to create a transport system that is affordable, safe, secure, simple to use and accessible. They contribute towards tackling congestion, improving air quality and ensuring that alternatives to the car are a realistic first choice for the majority of trips.</p> <p>The MetroBus scheme would represent a rapid, reliable, frequent and punctual form of public transport between the west of Bristol and the city centre, and will feature lengths of segregated bus lane. Modern, specialised vehicles will use both the segregated alignment and the general highway to allow maximum flexibility and the design will allow for existing bus services to use the guided route: operators meeting high quality standards will be able to run these existing services on the route to connect to towns in North Somerset such as Weston-super-Mare, Nailsea and Clevedon to avoid congestion and thus benefit from more reliable and faster journey times.</p> <p>Key outputs / outcomes expected from the Scheme include:</p>
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	<ul style="list-style-type: none"> ➤ Reduced journey times achieved by separation from other traffic and priority over other road users; ➤ Improved journey time reliability; ➤ Improved ticketing and payment (“off-vehicle” ticketing that is integrated with other forms of public transport in the area); ➤ Higher service frequencies; ➤ Modern stops and infrastructure; ➤ Modern, accessible, environmentally-friendly vehicles; ➤ Real time electronic passenger information; ➤ High quality walk and cycle links built-in; and ➤ A more comfortable journey experience.
2.2	<p>If there is more than one service* affected, please list these:</p> <p>Not Applicable</p>
2.3	<p>Which staff or teams will carry out this proposal?</p> <p>Combined staff of West of England Partnership, Bristol City Council, and North Somerset Council are preparing the planning application and carrying out the relevant consultation. Other</p>

	<p>work related to engineering design and related duties are being carried out on behalf of the scheme promoter by consultants.</p> <p>Scheme construction will be tendered as a number of construction contracts including Design and Build & Build Only contracts which will be carried out by an external party under contract to BCC and or NSC.</p>
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Step 3	Current position: What information and data by equalities community do you have on service uptake, service satisfaction, service outcomes, or your workforce (if relevant)?
3.1	<p>Summarise how equalities communities are currently benefiting from your service* here (& add an electronic link to the information if possible).</p> <p>There is no current service which takes this route from which to derive comparable benefits from.</p>
3.2	<p>Then compare to the relevant benchmark (eg. the % of people from each community who use your services* with the % of people within the relevant equalities community who live in your local area or in the city of Bristol).</p> <p>See section 3.1</p>
3.3	<p>Evaluate what the data in 3.1 & 3.2 tells you about how the current position affects people from equalities communities (see Guidance for further information and examples).</p>

	See section 3.1
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Step 4	Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqlA
4.1	<p>Describe any consultations that have taken place on the proposal. Please include information on when you consulted, how many people attended, and what each equalities community had to say (& provide a web link to the detailed consultation if possible).</p> <p>The previous EqlA draft report (Chapter 4) dated 07/06/2012 details the various consultations undertaken with further detailed information contained within the Major Scheme Business Case, Transport & Works Act Order submission and the subsequent Public Inquiry. Further consultation took place for the Mayor's Revised Scheme in July / August 2013.</p> <p>Key information on the AVTM scheme can be found here:</p> <p>http://www.travelwest.info/node/526</p> <p>A further meeting with representatives of equalities groups was held on 24 August 2012, at which an earlier version of the EqlA was discussed; this was a joint event covering the NFHP route alongside SBL but also allowed for discussion of the AVTM scheme if needed. Excluding five Council Officers and design consultants from the project, and the Council's Equalities</p>

Step 4	Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqIA
	<p>Adviser, the nine attendees of this forum represented:</p> <ul style="list-style-type: none"> • Bristol Disability Equality Forum • Bristol Physical Access Chain • Guide Dogs for the Blind • Older People's Forum • RNIB <p>A number of general BRT-related points and comments on vehicle types and bus stops were provided, and can be found in the minutes of the meeting.</p> <p>A second stakeholder forum was held on 20 November 2012, providing feedback on the August event and allowing additional comments on the scheme (updated following the pre-application consultation held during the summer of 2012). With the same exclusions as noted above, the seven attendees of the second forum represented:</p> <ul style="list-style-type: none"> • Action for Blind People • Deaf Equality Officer - Bristol City Council • Bristol Physical Access Chain • Guide Dogs for the Blind • Older People's Forum <p>Whilst not strictly covering the AVTM scheme there were comments raised that were relevant to all schemes. An AVTM representative was at the meeting to address any concerns raised</p>

Step 4	Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqIA
	<p>about that route.</p> <p>The reason the equalities forums in August and November of 2012 did not strictly relate to the AVTM scheme was because the scheme as proposed at that time had just been through a public inquiry between 22nd May 2012 and 4th July 2012. By holding a public inquiry, the AVTM scheme was opened up to scrutiny through a transparent, open process. Any stakeholder, objector or supporter had a full opportunity to present their evidence or concerns about the scheme to the Inspector.</p> <p>Following the Public Inquiry, the Mayor of Bristol commissioned a review of the scheme with consideration of a change to the route that would remove the need to run along the Harbourside and across Prince Street Bridge. The review concluded that the route should remain the same as applied for in the TWA Order between Long Ashton park and ride and the junction with Avon Crescent and Cumberland Road. From this point the revised route is to run on Cumberland Road, over Bathurst Basin Bridge, Commercial Road and Redcliff Hill via Bedminster Bridge to join Redcliffe Way. A planning application is currently being sought for the relevant consents required to implement this route. A Pre Application Consultation period took place for one month between the 17th of July and the 14th of August 2013.</p> <p>The following Equalities Stakeholder Groups were also separately sent the consultation leaflet for the AVTM scheme:</p> <ul style="list-style-type: none"> ➤ Bristol's Women's Voice Gender ➤ Black & Minority Ethnic Influence & Voice ➤ Bristol's Older peoples forum

Step 4	<p>Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqIA</p>
	<ul style="list-style-type: none"> ➤ Bristol Multi Faith Forum ➤ LGBT Forum ➤ Bristol Disability Equality Forum ➤ RNIB ➤ Guide Dogs for the Blind ➤ BSL Forum ➤ Bristol Physical Access Chain <p>This invited the groups to two public exhibitions planned as part of the overall consultation process. The opportunity was also provided to have a separate meeting if required.</p> <p>After the consultation period ended, the project team received a request from BPAC to have a meeting. At this point a reminder was sent to all groups should they wish to join in. No other group accepted. The meeting with BPAC was held on the 20th of September 2013 and covered the NFHP and AVTM revised schemes (post Mayoral review).</p>
4.2	<p>Please include when and how the outcome of the consultation was fed back to the people whom you consulted.</p> <p>Following the meetings above relating to the imminent planning application for AVTM, feedback was provided during the equalities stakeholder meeting in August 2012 and at a further meeting in November 2012; additional comments on the scheme were provided at the second meeting (see section 4.1).</p>

Step 4	Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqIA
	<p>Feedback on the pre application consultation period over July and August 2013 and the follow on meeting with BPAC in September 2013 will be included in the consultation report which is submitted in support of the planning application (anticipated by the end of this year).</p> <p>An EQIA is also being prepared to support the planning application. A further statutory consultation period will take place on these documents once the application is submitted.</p>

Step 5	Giving due regard to the impact of your proposal on equalities communities
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Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
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Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
<p>Age</p> <p>Older people are concerned as to whether the concessionary fare scheme will apply to the new services.</p> <p>Some young / older people may feel that a relocated bus stop worsens their access to public transport.</p> <p>Public transport is one of the largest concerns for older people, including Sunday services, long waiting times, bus service changes/removal, and inadequate evening services.</p>	<p>It can be confirmed that this will be the case.</p> <p>All bus stop relocations will be analysed to ensure that all aspects of accessibility and other aspects are taken into account.</p> <p>By improving services and passenger numbers, profitability will increase thereby encouraging the operation of additional journeys. Comments to be fed back to bus operators.</p>
<p>Disability</p> <p>Physical segregation of the shared use path would be better for vulnerable users, with guide dogs and users of canes unlikely to see a painted line.</p> <p>Blind people could have concerns over uncontrolled crossings over the guideway, and</p>	<p>This will be considered by the road safety audits, and amended in the detailed design if required.</p> <p>This will be considered by the road safety audits, and amended in the detailed design if required.</p>

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
<p>any staggered crossings.</p> <p>Lighting for the pedestrian and cycle path has been requested by representatives for deaf and visually impaired people.</p> <p>Disability groups request that new infrastructure is fully DDA compliant and that service delivery from providers is regulated and appropriate enforcement powers are considered.</p> <p>Some disabled people may feel that access to public transport is difficult.</p> <p>Some disabled people, especially those with a visual impairment, may feel that timetable information is difficult to access.</p>	<p>All bus shelters/stops will be lit as will the areas where the maintenance track goes under a tunnel and replacement lighting will be provided on festival way. This will be considered by the road safety audits, and amended in the detailed design if required. There is a balance to be struck, particularly in the rural part of the route, between safety and light pollution/blight to the landscape. This also will have a significant impact on scheme costs.</p> <p>It can be confirmed that this will be the case.</p> <p>Raised kerb bus stops and low floor buses will improve access, with the associated dropped kerbs (with tactile paving) at local road crossings.</p> <p>Alternative timetable formats will be made available on request.</p> <p>„Real Time“ information displays at key stops will be</p>

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
<p>Some disabled people may feel that a relocated bus stop worsens their access to public transport.</p> <p>Some disabled people may feel that access to public transport is made more difficult if the drivers are not trained to deal with their disability.</p>	<p>provided with an audio facility activated by a key fob which can be obtained from the RNIB / BCC, and audio announcements on the buses will also be investigated.</p> <p>How to obtain the RTI information via SMS will be promoted at bus stops.</p> <p>Paper versions of timetables will be available from the Council Telephone Information Team and online.</p> <p>All bus stop relocations will be analysed to ensure that all aspects of accessibility and other aspects are taken into account.</p> <p>Out of scope of this project, although all First bus drivers are trained to NVQ levels, but the level in relation to impairments may need to be checked; maps of routes inside the buses would assist deaf passengers to specify their destination.</p> <p>Comments to be fed back to bus operators.</p>

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
<p>Ethnicity</p> <p>Some people whose first language is not English may feel excluded from consultation if they cannot understand the consultation materials.</p>	<p>Translation into relevant community languages will be provided on request.</p>
Gender	See all groups
Pregnancy & maternity	See all groups
Religion and belief	See all groups
Sexual orientation	See all groups
Transgender	See all groups
<p>Any other relevant specific groups (all groups)</p> <p>It has been requested that the pedestrian and cycle route be continuous along the whole route.</p> <p>No MetroBus stop should be a request stop.</p> <p>Traffic speed should be appropriate to the</p>	<p>It can be confirmed that this will be the case.</p> <p>It can be confirmed that this will be the case.</p> <p>In the urban areas, the speed limit is proposed to be</p>

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
<p>function of the area.</p> <p>As the fares in Bristol are already high Equality groups on a low income are concerned that the cost of travel will increase.</p> <p>The presence of new infrastructure can inhibit or add risk, real or perceived, to existing patterns of movement.</p> <p>Request that the project monitors the services being provided as the new routes could effect other bus routes, which could then mean less choice for vulnerable individuals.</p>	<p>30mph. Landscaping, and the sinuosity of the road will help enforce this.</p> <p>A maximum fare can be set within the QPS (Quality Partnership Scheme). This must be financially viable for operators; if it is not then the QPS process is open to statutory challenge from operators.</p> <p>Where additional traffic is likely to be added to existing roads, detailed design will assist in providing crossing and other facilities to retain as many previous uses of the road as possible. The junction capacity analysis undertaken shows that the revised scheme will generally have a positive or minimal impact on junction operations (compared to the Do Minimum situation). The proposed improvements to the surrounding cycle and pedestrian networks are also shown to be positive and significant; providing an improved and more useable infrastructure.</p> <p>It can be confirmed that this will be the case.</p>

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
<p>Some groups may feel a perceived safety risk waiting for and using public transport, which better lighting at bus stops and on footpaths would specifically improve.</p> <p>Loss of car parking on Cumberland Road and Commercial Road.</p> <p>Some groups may feel they have poor access to transport if they do not have their own car.</p> <p>Some groups may feel they have poor access to transport if fare information is not well advertised. As fares and ticket types can be amended by operators at short notice, information provision on fares is an operator's responsibility.</p> <p>Although new low-floor buses improve access,</p>	<p>New „safe haven“ shelters with improved lighting will be provided. In addition, improved reliability, „Real Time“ information provision, and CCTV in new buses should reduce this.</p> <p>The scheme itself providing improved opportunities for travel by public transport and non-motorised transport modes; the reduction in parking provision along Cumberland Road is likely to assist with delivering modal shift (from the private motor car to more sustainable modes) and provide better provision to those who don't own a car. Disabled parking to be replaced where possible.</p> <p>Better public transport provision will improve accessibility for those unable to use a private car.</p> <p>Comments to be fed back to bus operators.</p> <p>Low floor buses are now a construction and use</p>

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
<p>this can be at the expense of the available seating space; additionally, inconsiderate use of seats (young people downstairs, or bags on seats) exacerbates this problem.</p> <p>Equalities training is requested for all operators and personnel of the new system</p>	<p>requirement. Comments to be fed back to bus operators.</p> <p>Comments to be fed back to bus operators.</p>

5.2	Next Steps
<ol style="list-style-type: none"> 1. Contact will be made with bus operators over a number of issues: <ul style="list-style-type: none"> • General issues over services and vehicles • Driver training • Fares (as they do or do not relate to the QPSs) • Ticket types and changes made to these 2. Road Safety Audits – stages 1-2 on the designs, stage 3 on the completed scheme before opening 3. Detailed design remains to be completed 	

Step 6	Meeting the aims of the Public Sector Equality Duty
<p>The AVTM project, as part of the overall rapid transit network, helps to promote equality through improvements to physical access, information, highway safety, personal safety (eg CCTV), and promotion of sustainable and healthier modes of transport.</p> <p>These improvements will clearly be beneficial towards promoting equality of opportunity, the first element of our Public Sector Equality Duty, given the project's objectives that will benefit all parts of the community:</p> <ul style="list-style-type: none"> • Extend choice of transport modes for all, in particular for private car drivers, to encourage a shift to public transport. • Promote sustainable development by providing high quality public transport links. • Improve access to public transport for areas that currently have poor provision. • Improve integration of the public transport network. • Promote social inclusion by improving access to employment, retail, community, leisure and educational facilities. • Improve safety along the corridors by reducing use of private cars. <p>The other elements of the duty – eliminating discrimination and promoting good relations – should not be significantly affected by the implementation of a MetroBus scheme.</p> <p>Step 5 of this EqlA indicates where a potential negative impact has been identified with regard to any of the equalities strands. As this section has shown, there is a mitigating action or change identified for almost all of the concerns that have been raised directly by equalities representatives or suggested by the Project Team. With all these actions put in place, it is considered that the scheme will indeed deliver its stated objectives, leading to the above benefits for all members of the community.</p>	

Step 7	Monitoring arrangements
7.1	<p>The monitoring and evaluation plan for AVTM, a requirement before full approval can be granted by the Department for Transport (DfT), is still being prepared. As most of the projected benefits are to be seen in terms of traffic movements, usage of public transport and other sustainable means, and local business performance, a differential impact on equalities groups is expected to be very small.</p> <p>Of the 18 transport-focussed monitoring strands still to be confirmed, there are three that could be amended to collect some rudimentary equalities information to be used in before and after evaluation – public transport patronage, public user satisfaction, and pedestrian numbers. These surveys, the middle one carried out face-to-face on buses, could include some basic equalities questions.</p>

Step 8	Publish your EqlA
8.1	<div> <div>Signed:</div> <div>Service Director:</div> <div>Date:</div> </div> <div> <div>Signed:</div> <div>Directorate Equalities Adviser:</div> <div>Date:</div> </div>
8.2	<p>Can this EqlA can be published on the web. Yes</p> <p>If no, please explain why the proposal is confidential and cannot be published</p>