

<b>Report title:</b> A120 Braintree to A12: report on option selection and consultation.	
<b>Report to:</b> Cabinet	
<b>Report author:</b> Andrew Cook - Director, Highways and Transportation	
<b>Date:</b> 23 November 2017	<b>For:</b> Decision
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<b>County Divisions affected:</b> All Essex	

## 1. Purpose of Report

- 1.1. To present an update on the A120 route options following public consultation for a new dual carriageway road between Braintree and the A12, to outline and assess the choices open to Essex County Council (ECC) for their post-public consultation announcement and to recommend the way forward.

## 2. Recommendations

- 2.1. That Cabinet agrees :
  - that of the initial 68 route options assessed and the 5 options taken to consultation only 2 broad options, corresponding to the central (routes B and C) and southern corridors (routes D and E), will now be pursued in greater detail to determine the best overall performing route;
  - that Option A (northern corridor) is the worst performing option and would appear unlikely to emerge as a candidate for preferred route status through further study;
  - that work continues to present a full set of route option appraisals to Government in accordance with Highways England processes;
  - that a final decision on Essex County Council's preferred route option be delegated to the Deputy Leader and Cabinet Member for Economic Growth, Skills, Infrastructure and the Digital Economy in consultation with the Executive Director for Infrastructure and Environment.

## 3. Summary of issue

### Background

- 3.1. The A120 between Braintree and the A12 at Marks Tey is the last stretch of single carriageway road between the M11 and Colchester. It has long been the ambition of the County Council and its partners to see an upgrade to dual carriageway standard and indeed work to achieve this was undertaken by the

then Highways Agency in 2005. Regrettably the scheme did not proceed and is presently not included in any programme of work to upgrade this stretch of road.

- 3.2. Over the years and particularly since the stretch of the A120 from Stansted to Braintree was upgraded, part of the A120 between Braintree and the A12, which is still single carriageway, has become increasingly heavily congested and unreliable. This has led to poor levels of service and safety for travel in the corridor, which impacts economic growth and development in the region, as well as affecting the well-being of local residents via impacts on the local environment and access to essential services. With traffic volumes expected to increase, congestion on the A120 will get worse, further exacerbating the impacts on travel, local residents and economic growth.
- 3.3. Essex County Council has been leading on a feasibility study to upgrade the A120 between Braintree and the A12. It has been agreed by Essex County Council, the Department for Transport (DfT) and Highways England that the County Council will lead on the review of options through to Preferred Route status with the objective being for the scheme to be included in Highways England's Roads Investment Strategy: for the 2020/21 – 2024/25 Road Period (RIS2). The DfT's requirements are that:
  - The project's development follows all Highways England's processes to determine a preferred route.
  - That the scheme ultimately selected represents value for money.
  - That as wide a consensus as is possible is achieved through consultation and engagement processes
- 3.4. The County Council has previously indicated its desire to recommend a favoured A120 route option following public consultation as it was considered that this could improve the probability of the A120 scheme entering RIS2 by providing a focus for public and political support.
- 3.5. The project is following the Highways England Project Control Framework (PCF) process and is currently in the middle of Stage 2. It is the practice of Highways England to choose and then announce a Preferred Route on completion of Stage 2, whereas it is customary for the County Council to declare a preferred route following feasibility work and initial consultation on route options.
- 3.6. An assessment of the response to the public consultation and an analysis of the relative performance of the options based on the available data have now been carried out. The outcomes of this assessment have implications for the announcement made by Cabinet.
- 3.7. The following sections provide a brief summary of the Highways England Project Control Framework (PCF) process, the outcomes of the public consultation, the results of the options assessment and the implications of these items on the announcement choices open to ECC.

## **The Scheme**

- 3.8. The scheme is to derive a dual carriageway improvement between Braintree at Galleys Corner and the A12 at Marks Tey. It is conceived that it would have:
- An expressway standard of road
  - Consistency with the section of the A120 route between the M11 at Stansted and Panner's junction at Braintree.
  - Grade separated junctions.
  - Similar design with the plans for the A12 between J19 and 25
- 3.9. The A120 Essex project team has worked closely with Highways England and has a joint Project Board to take strategic and collective decisions and to review progress.
- 3.10. The project has been reviewed at several points both by Highways England, and through an Independent Assurance Review process. Highways England is satisfied that the project has undertaken its technical and consultation processes effectively, and in accordance with its requirements. The review team concluded that the project team is on track to identify a viable scheme for consideration for inclusion in the funding round known as RIS2. They gave the project a "green" Delivery Confidence Assessment.

## **Strategic Fit**

- 3.11. The project is closely associated with the following:
- The aims and objectives for the Strategic Route Network laid out by Highways England in its policy documentation and its Route Based Strategy for the East of England
  - Local Development Plans in the area especially those for Braintree and Colchester
- 3.12. The scheme relates closely with Essex's vision to:
- Develop our county sustainably
  - Connect us to each other and the world
  - Share prosperity with everyone
- 3.13. The scheme also reflects ambitions in our Organisational strategy, namely
- Enable inclusive economic growth by supporting trade, by better connecting key economic centres, especially along major transport corridors,
  - Help create great places to grow up, live and work
- 3.14. The scheme is identified in the Council's current Local Transport Plan, included in Essex's strategic plans for economic growth and infrastructure in particular the Growth and Infrastructure Plan (GIF) and Economic Plan for Essex (EPfE).

### **Anticipated Scheme Benefits**

- 3.15. The scheme benefits are being developed as part of the feasibility study in order to develop an outline business case. Key in preparing the business case will be the understanding of strategic fit, economic worth and financial affordability. A summary of these considerations follows in the paragraphs below:
- 3.16. Strategic case objectives (shortened form) for the scheme have been determined as:
- Provide infrastructure that facilitates economic growth
  - Reduces congestion and delay
  - Improves safety for all users
  - Improve environmental impact of transport on existing communities along the A120 and reduce impact on the environment generally through design processes
  - Improve strategic connectivity
  - Improve local connectivity by non-motorised modes of travel
- 3.17 Although the scheme is still at an options stage all of the five routes taken to consultation have sought to achieve the above.
- 3.17. Economic Case evaluation as measured by the DfT Web Tag appraisal methods has been undertaken and all options have a medium ratio of Benefits to Cost.
- 3.18. Financial Case appraisal is still at an early stage of development but the scheme is eligible for consideration in the Roads Investment strategy period 2020-25 and the understanding is that it will become a candidate for such consideration by Government and Highways England in due course.

### **4. Feasibility Study**

- 4.1. A feasibility study was carried out to inform decision making and help find the best solution for the A120. The first step was to identify potential routes; of which 68 were identified. These were looked at in more detail and sifted according to DfT Early Assessment Sifting Tool and transport appraisal process.
- 4.2. The five options are shown in plan form in Appendix A.
- 4.3. Extensive information and data collection was undertaken to underpin the feasibility study and to ensure a good evidence base was assembled. Details of the options assessment process is available as a background paper.

### **5. Consultation & Engagement**

- 5.1. Throughout the feasibility study, extensive engagement was undertaken to ensure that the process by which route options were being examined was understood and emerging ideas and issues recorded and taken on board.

Extensive stakeholder liaison and engagement was undertaken through the following mechanisms:

- Member awareness and Forum
- Stakeholder liaison with Braintree, Colchester and Tending District Councils
- Braintree Community Forum
- Colchester Community Forum
- Environmental Forum
- Economic Forum

These fora met four times prior to the consultation and once following it. In addition local briefings were provided to Braintree and Colchester Councils.

5.2. In addition to local engagement strategic engagement of businesses, MPs and neighbouring authorities outside the study area was undertaken in conjunction with the Haven Gateway Partnership. In this way the following were held:

- MP receptions at Stansted, Braintree, Colchester and Harwich
- A Parliamentary Reception at the House of Commons in January just prior to the launch

5.3. The top five options were taken to public consultation which started on 17 January 2017 and ended on 14 March 2017, lasting a period of 8 weeks. Eleven events were held in a number of local locations across the study area. As there was a parallel consultation being undertaken by Highways England on the A12 J19 to 25 widening, the opportunity to host both exhibitions at the same venue was taken. Seven of the eleven venues hosted both of the exhibitions, enabling the public to view the juxtaposition of both proposals to each other.

5.4. In total, 2795 people responded to the consultation and a summary of the key outcomes can be found below:

- 82% of respondents felt that the A120 needs to be completely upgraded between Braintree and the A12 in order to meet future demand.
- Through agreement to a series of statements, respondents indicated that they strongly agreed or agreed that they would like to see upgrades which would: reduce queuing at junctions (86%), reduce the need for HGVs to travel through villages (85%), improve journey times (82%) and upgrade the A120 to dual carriageway (80%). 46% also agreed or strongly agreed that pedestrian, cycling and equestrian facilities should be improved.
- Respondents were asked to rank the five options presented from 1 to 5, with 1 being the first preference and 5 being the last preference.
- Option C received the most responses as first preference when compared across options with 29%, closely followed by option E with 27% and then option A (17%), option D (14%) and option B (13%).

- When first and second preferences were added together, option C was still the most preferred with 25%, followed even more closely by option E with 24%, options D and B with 20% and option A least preferred with 11%.
  - Option A was the least popular option, receiving the highest number of '5' rankings (62%), where respondents provided 5<sup>th</sup> placed rankings.
- 5.5. Whilst the consultation invariably teased out opinion in the study area, the A120 is a strategic route and thus it was important to ascertain the views of road users. Transport Focus were engaged to undertake a survey of driver attitudes to the A120 and its current performance. The Transport Focus study did not seek views on the route options or mention that a consultation was being held. Instead it concentrated on views about the route and its performance and what was needed by way of intervention if any.
- 5.6. The findings of the Transport Focus survey were as follows:
- A There is much dissatisfaction with the A120
  - 39% are dissatisfied with the road
  - In particular, road users are dissatisfied with journey times, which is highly correlated with overall satisfaction
  - Commuter/Business users are the most dissatisfied driver group
  - The A120 is seen as worse than other A roads by 69% of users
  - For many users, a likely comparison for this stretch of the A120 between Braintree and Marks Tey, will be with the upgraded stretch of the A120 just to the west of Braintree Key issues for users of the A120 include:
    - The road type (single carriageway rather than dual); 70% dissatisfied
    - Traffic jams; 60% dissatisfied
    - Condition of the road surface; 57% dissatisfied
    - When asked how they felt about driving on the A120, road users were most likely to feel frustrated (38%)
    - Just under a fifth feel stressed (18%) with this number rising to just under a quarter (22%) during morning rush hour
    - Over a quarter of drivers felt fairly or very unsafe (28%) on the A120
    - Dualling is seen as the solution to the A120's problems and from the qualitative findings, the implication of this is to build a new road
- 5.7. The findings of the consultation and that of the Transport Focus survey are very similar.
6. **Issues arising out of consultation**
- 6.1. The key issues which came up through consultation include mitigating any environmental impacts of a new route, diverting HGVs from local villages and ensuring network resilience.

Issue	Response
<p><b>Environment:</b></p> <ul style="list-style-type: none"> <li>ecology, visual intrusion, impact during construction, landscape</li> </ul>	<p>Further environmental appraisal will be undertaken on the options. This will inform considerations of potential approaches to mitigation and design. Once a preferred route is determined then bespoke mitigation methods can be examined in detail.</p>
<p><b>Capacity for future development:</b></p> <ul style="list-style-type: none"> <li>predicted growth in the area</li> </ul>	<p>No further action required until the local plans in particular are confirmed by statutory processes. All proposals in local plans are capable of being included at the detailed design stage whichever route option is chosen.</p>
<p><b>A12:</b></p> <ul style="list-style-type: none"> <li>how the A120 links to the A12</li> </ul>	<p>Further consideration will be given to traffic impacts on the A12 in further development of the options, and when the preferred route announcement for the A12 between junctions 19 and 25 is announced. All options at their southern end can tie in well with whichever A12 option is selected by Highways England.</p>
<p><b>Quarry:</b></p> <ul style="list-style-type: none"> <li>practicality of going through the quarry, and junction strategy to enable quarry traffic to access the new A120</li> </ul>	<p>It is a key objective to remove as much heavy goods vehicle traffic from the existing road as is possible. Hence an additional junction for access to Bradwell Quarry and the Integrated Waste Management Facility will be included in the design of the remaining options.</p>
<p><b>HGVs:</b></p> <ul style="list-style-type: none"> <li>ensuring HGV's use new route</li> </ul>	<p>All of the route options are expected to significantly reduce traffic on local roads as HGV's will use a new route. Junction strategy and signing will be investigated to ensure this is maximised once a preferred route is chosen.</p>
<p><b>Local communities:</b></p> <ul style="list-style-type: none"> <li>separating local and through traffic from villages</li> </ul>	<p>The anticipated significant reduction in traffic on the existing A120 would free-up capacity for local journeys, and future phases of the scheme's development will examine "post-bypass" traffic management works to ensure through traffic is eliminated whilst giving local communities access.</p>

6.2. Further detail is contained in the Promoter's Response, Appendix B.

## 7. Options

### *Decision Framework*

- 7.1. The public consultation results are one of many criteria that must be considered by Highways England when making their decision on the Preferred Route following the completion of Stage 2 of the process.
- 7.2. A key requirement for entry to Highways England's RIS2 programme is the assessment of each route option against five key cases (Strategic Fit, Economic, Managerial, Financial and Commercial), in accordance with the Department for Transport's five cases Business Case model.
- 7.3. A *Decision Framework* has been developed to assess the relative performance of the A120 route options against the five DfT cases. The criteria assessed in the framework include: economic growth, local environment, value for money, public acceptability, capital costs and overall cost risk, among others. The data used to support the assessment of each criteria has been derived from the Stage 1 appraisal and public consultation outcomes. This framework will be updated once Stage 2 appraisal is complete in spring 2018.

### *Outcomes of Decision Framework for each option*

- 7.4. The overall results of the *Decision Framework*, using a simple average of all criteria, are outlined in the following table, together with the subsequent ranking of each option (with 1 being the best performing option and 5 the worst).

**Table 1: Overall Decision Framework Results**

Option	Overall Score	Overall Rank
A	3.38	5
B	3.50	4
C	3.54	3
D	3.80	1
E	3.70	2

- 7.5. The **key findings** of the assessment are that, based on the currently available data, Option D is the best performing option, followed by Option E and then Option C, Option B and Option A in that order. Rigorous sensitivity testing suggests that these results are robust to sensible changes in data inputs and weightings. The detail behind the overall scores and rankings can be summarised as follows:

#### *Option D:*

- Is the **best performing option**. It represents the **best value for money** (currently has highest BCR), is the **lowest cost option**, and is considered



the **lowest risk** option with respect to both practical feasibility and overall cost risk. It provides significant, although not the highest, journey time savings and economic benefits.

- It is considered to have impacts which may be less onerous to mitigate when compared to the other routes.
- It was ranked 3<sup>rd</sup> by those responding to the consultation.

#### *Option E*

- Is a slightly higher cost option compared to Option D but also has marginally higher benefits and economic impact, in particular higher capacity around Braintree.
- The higher cost currently results in poorer value for money than Option D but better than Option C.
- Ongoing appraisal for Stage 2 of the Highways England process could potentially result in this option replacing Option D as the best performing option.
- It was ranked 2<sup>nd</sup> by those responding to the consultation

#### *Option C*

- Is the option with the **highest transport user benefits** and **impact on economic growth**. However, it is also the **highest cost option** with the **lowest estimated value for money**.
- Based on the currently available data, the additional benefits associated with Option C are not sufficient to compensate for or justify the additional capital cost in terms of value for money compared to the other options.
- Along with Option B and A, it is considered to have impacts which may be more difficult to mitigate than other routes.
- It is considered that the outcome of Stage 2 appraisal could result in this option replacing Option D as the best performing option, although this is less likely than for Option E.
- Option C was ranked 1<sup>st</sup> by those responding to the consultation

#### *Option B*

- Is similar to Option C but with a different starting point that moves eastwards and grade separates the existing Galley's Corner junction.
- It has slightly lower costs and benefits than Option C and a similar level of value for money.
- Along with Option C and A, it is considered to have impacts which may be more difficult to mitigate than other routes.
- It is considered unlikely that Stage 2 appraisal would result in this option replacing Option D as the best performing option.
- Option B was ranked 4<sup>th</sup> by those responding to the consultation

#### *Option A*

- Has the middle value with respect to costs and benefits and is second best with respect to value for money.
- However, it has the **highest level of opposition** from the public consultation and the **lowest public acceptability** when using the top three preferences as a measure.
- Along with Option B and C, it is considered to have impacts which may be more difficult to mitigate than other routes.
- It also provides the **lowest increase in capacity**, the **least improvement in resilience** and the **most design safety issues** of all the options.
- It is considered very unlikely that Stage 2 appraisal would result in this option replacing Option D as the best performing option.

## 8. ECC Choices

- 8.1. Following any decision of the Cabinet after considering this report, it is important that work continues to allow the scheme to remain a strong candidate for entry into the Government's Roads Investment Strategy 2 ('RIS2') which will cover the period 2020-2025 to maximise the chances of early delivery.
- 8.2. The Cabinet report cannot confer upon any of the routes a preferred status at this point, as this can only be undertaken by Highways England in association with Government. This is because the A120 is a trunk road. Preferred Route status would follow most probably in either 2018 or 2019, dependent upon progress made with the scheme's development and funding announcements.
- 8.3. The results of the public consultation and the outcomes of the *Decision Framework* have shown that there are at least three route options that could be strong candidates for entry onto RIS2. It is therefore not possible to identify, at this stage, which option is likely to be chosen by Highways England as their Preferred Route.
- 8.4. In the absence of an overwhelmingly strong single candidate option, there is a significant risk that any option chosen by ECC as a favoured option could differ from the option identified by Highways England at the conclusion of Stage 2 of the PCF process. The A120 scheme could then fail to gain entry to RIS2 due to a lack of political and public support for Highways England's Preferred Route. This situation represents a very high risk to ECC's reputation.
- 8.5. There would be a slightly lower (although still high) risk, if ECC announced a favoured option but stated that other options were still acceptable. If ECC's favoured option did not coincide with the option identified by Highways England, there might still be time to garner support for Highways England's Preferred Route before the RIS2 decision. However, there is no guarantee that public and political support could be shifted, once momentum had built up for a different route and entry to RIS2 could still be jeopardised.
- 8.6. It is recommended that the most appropriate response to recent findings, therefore, is for EEC to announce that it currently has no single favoured

option and that a number of options are still being considered. This would allow the Highways England process to proceed unhindered and would avoid the risk of losing DfT buy in should a single ECC favoured option not coincide with the Highways England Preferred Option.

8.7. Having previously stated its intention to announce a favoured option, this may be disappointing to the public. However, it is considered this risk is outweighed by the benefits of demonstrating that progress is being made and that the public's response to the consultation has been acted upon. This could be done by focussing on the key outcomes of the Promoter's Response document and choosing to announce:

- **The elimination of Option A from the process.** This is the option with the most public opposition, the lowest level of public acceptability (when considering the top three preferences) and is the worst performing option in the *Decision Framework*;
- **The addition of a junction to provide access to Bradwell Quarry and the Integrated Waste Management Facility.** This was the most frequent response to the public consultation question on junction locations and would further address a key desire of the public (85% of responses) to reduce the need for heavy goods vehicles to travel through local villages.

8.8. In summary, it is considered that favouring a single option at this intermediate stage of the Highways England process represents a significant risk to the project. This could prejudice the decision to include the scheme on RIS2 due to a lack of public and political support.

8.9. Together with the announcements of the elimination of the worst performing option and the addition of a junction for Bradwell Quarry, it is considered that an announcement supporting the four remaining options would maximise the probability of an A120 scheme entering the Highways England RIS2 programme while at the same time demonstrating progress and the impact of the public consultation on the definition of the scheme options.

## 9. **Conclusions and Recommendations**

9.1. The work to date has drawn out widespread support for the initiative to upgrade this stretch of the A120. Whilst a consensus as to the route option has not yet emerged it is clear that

- There is clear support from MPs
- District Councils wholeheartedly want a route upgrade to take place
- Businesses support the proposals
- The general public overwhelmingly support a new road

9.2. Although a consensus has not yet emerged the feasibility results and consultation feedback have combined to produce two broad corridors of further study:

- A central corridor comprising routes B and C
- A southern corridor comprising routes D and E

Option A which may be thought of as a northern corridor has been shown to have little support and is technically inferior.

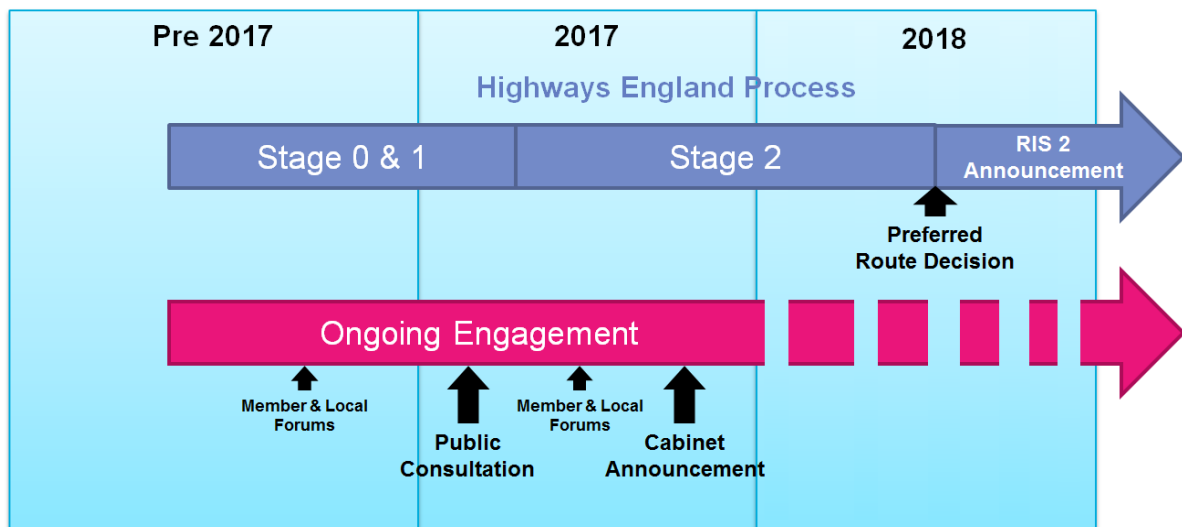
A diagram showing the shortlisted corridors is shown as appendix D.

- 9.3. According to the Decision Framework, the **southern options (D & E) currently represent the best performing options**. However, further modelling and technical studies are required to complete the next stage of Highways England's processes. Therefore, at this stage, it is recommended that **the central corridor options (B & C) are not yet discounted while further modelling and studies continue**.
- 9.4. Based on the outcomes of public consultation and the Decision Framework results, Option A is the least preferred option and does not perform as well as other options when assessed against the full range of criteria. It is therefore recommended that Option A as the worst performing route be effectively discounted at this stage although its appraisal will still be included in the technical appraisal reporting process. In addition, and based on feedback from the consultation, it is proposed that the County Council investigates the practicality of an additional junction to provide access to Bradwell Quarry in its further consideration of options B, C, D and E. This would also have the ability to serve the planned Integrated Waste Management Facility. Both of these decisions and proposals demonstrate that ECC is acting upon the outcomes of the public consultation and that progress is being made towards a single option.
- 9.5. Following the completion of Stage 2 appraisal, a single recommended option is to be identified as part of the PCF process. Therefore, it would be opportune for the County Council to make its views known in Spring or Summer 2018 based on the results of the finalised appraisal. Further it would be essential to discuss this with Highways England to enable Highways England to develop the project further towards a preferred route announcement.

## 10. **Next steps**

### *Further development of the scheme*

- 10.1. The A120 project is currently in Stage 2 of the PCF process. Once the appraisal of the options is finalised near the end of Stage 2, a recommendation will be made for the favoured route, which will be assessed by Highways England based on the evidence and confirmed at the end of Stage 2.
- 10.2. At the same time, Highways England is undertaking an internal process for identifying the schemes to be included in RIS2. The evidence being developed as part of the A120 project is designed to support a Business Case and promote the inclusion of the scheme in RIS2.
- 10.3. During the period between now and the announcement of the RIS2 programme, ECC will continue to promote the scheme to gain public and political support for its inclusion in RIS2. It should be noted that a favoured route is not required for entry to RIS2.
- 10.4. The short term timeline can therefore be illustrated as follows:



10.5. Technical studies will be progressed to aid decision making in 2018.

## 11. Issues for consideration

In parallel with the feasibility study the A12 widening proposal between J19 and 25 has been progressing. Whilst the A120 options could join with the A12 at either of its southern terminal points, it was anticipated that a preferred route announcement (PRA) would have been made by now for the A12 project. The lack of a PRA does not of itself cause an issue with concluding the technical appraisal of the A120 options, it is nevertheless a consideration which will necessitate further parallel work with Highways England.

## 12. Financial implications

- 12.1. The project total cost incorporated within the ECC Capital Programme is £9m of which Highways England have contributed £4m. The remaining £5m is capped and funded by ECC.
- 12.2. Essex County Council will fund the scheme until it enters Highways England Road Investment Strategy 2.

## 13. Legal implications

- 13.1. The feasibility study embarked upon is being undertaken on behalf of Highways England. Highways England are the body with the legal duty to plan and operate the country's motorway and trunk road network. All work undertaken by Essex is to develop proposals in the hope that Highways England and the DfT will support our work and take over delivery. A preferred Route Announcement (PRA) can only be made by Highways England in association with DfT. At the stage of a PRA any route will be safeguarded and protected from development.

- 13.2 To fulfil the requirements of the Environmental Impact Assessment process, an Environmental Assessment Report (EAR) is prepared in PCF Stage 1 and 2. Once the Preferred Route Announcement is made, an Environmental Statement is prepared in PCF Stage 3 which is submitted as part of the DCO application. The stage 1 EAR has assessed the environmental impact of all options. During Stage 2, this will be refined and the options assessed in more detail and an updated EAR will be produced.
- 13.3 In summary, all options result in a broadly similar level of environmental effects and mitigation will be implemented where appropriate. All options could lead to impacts which may require mitigation. This is due to a number of factors, including Route A's proximity to Stisted, crossing of the River Blackwater by Routes A, B and C, crossing the River Brain for routes D and E and crossing a local wildlife site for Routes B and C. An assessment of the environment impacts has been made and is available in Options Assessment Report which is a background paper to this report.

#### 14. **Equality and Diversity implications**

- 14.1. The Public Sector Equality Duty applies to the Council when it makes decisions. The duty requires us to have regard to the need to:
- a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act. In summary, the Act makes discrimination etc on the grounds of a protected characteristic unlawful
  - b) Advance equality of opportunity between people who share a protected characteristic and those who do not.
  - c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.
- 14.2. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Act states that 'marriage and civil partnership' is not a relevant protected characteristic for (b) or (c) although it is relevant for (a).
- 14.3. The equality impact assessment indicates that the proposals in this report will not have a disproportionately adverse impact on any people with a particular characteristic.
- 14.4. The Equality Impact Assessment can be found in Appendix C.

#### 15. **List of appendices**

- A: Consultation Plan of Route Options
- B: Promoter's response
- C: Equality Impact Assessment
- D: Shortlisted Corridors

## 16. **List of Background papers**

Public Consultation Document

Consultation report

Late response consultation report

Engagement summary since the close of consultation

Options Assessment Report