

## **Agenda Item 4**

### **Programme Steering Group Meeting** **3 November 2006**

#### **Major Scheme Bid Highlight Report**

As identified in the Joint Local Transport Plan, 5 major transport schemes plus a Transport Innovation Fund (TIF) bid will be progressed within the sub-region over the period to 2011. Of these the Greater Bristol Bus Network (GBBN) has achieved Programme Entry (July 2006), the Bath Package Major Scheme Bid has been submitted to DfT (July 2006) whilst Bids for the other schemes (the South Bristol Ring Road, Bus Rapid Transit, the Weston Package and TIF) are being developed.

Attached are summaries outlining progress with these schemes, future planned activities and any issues to be resolved. The summaries also include the current programme to implementation.

Each of the Project Boards has a draft terms of reference and a draft Project Initiation Document which will be supplied to the Programme Steering Group following approval by the Project Board. The terms of reference for GBBN have been approved and these are attached together with the notes of the first Programme Board meeting on 29 September 2006.

## **Greater Bristol Bus Network Update for Programme Steering Group Meeting – 3 November 2006**

### **Progress to Date**

A major scheme business case for the Greater Bristol Bus Network was submitted to the Department for Transport (DfT) in July 2005. The business case set out plans for 10 showcase corridors bringing with them the introduction of some 40 showcase bus routes and made a bid for £42m from DfT, £20m from First and £6m from developers to fund this project. In July 2006 the four authorities received Programme Entry, an agreement in principle for funding, for this scheme from DfT.

Work is now underway to develop the bid to incorporate the requirements for Full Approval for submission to DfT in January 2007 in order to maintain consistency between the delivery of the scheme and the Regional Funding Allocation for this project. An Independent Programme Director (IPD) will be responsible for project managing the Greater Bristol Bus Network scheme and its delivery. The IPD will be independent of the four authorities and First. Atkins have been appointed as the Interim Independent Programme Director (IIPD) with responsibility of managing the processes required to prepare a Full Approval business case whilst a permanent appointment is made. A number of working groups of officers from the four authorities and representatives from First have been established to inform the development of the bid up to January 2007.

The Programme Board have met twice on the 29<sup>th</sup> September and the 20<sup>th</sup> October. This group is steering and approving the project plan to Full Approval, see attached meeting notes.

### **Future Activities**

There are a number of steps necessary to achieve Full Approval which are being undertaken for completion by January 2007, these include:

- Optimisation of the scheme – a full review of each element of the scheme to assess costs, benefits and deliverability.
- Full reappraisal – this involves model runs, a full NATA appraisal, an assessment of economic impacts and an updated Benefit Cost Ratio.
- Procurement – the production of a robust procurement strategy including justification of Value for Money.
- Delivery – the production and introduction of rigorous project management to ensure delivery on time and within budget, contractual controls and a detailed assessment of any risks associated with the project.
- Gateway Review – it is necessary to undertake a gateway review 2 and 3 aimed at examining procurement issues and that the business case for the scheme is robust.

### **Issues**

A key issue for the GBBN project is the undertaking of a combined 2 and 3 gateway review. The review is scheduled for the 12/13/14<sup>th</sup> December. It is essential that the gateway review is undertaken and that the outcomes are dealt with and, if appropriate, approved by the Section 151 officers by the submission date for the major scheme business case in January 2007.

**Greater Bristol Bus Network Timetable Up to Full Approval**

	Oct-06	Nov-06	Dec-06	Jan-07
Project Handbook	[Blue bar]			
Finalisation of Work Packages, including:	[Blue bar]			
Bus Priority	[Blue bar]			
Bus Stop	[Blue bar]			
Real Time Information	[Blue bar]			
UTMC	[Blue bar]			
Consultation	[Blue bar]			
Marketing and Branding	[Blue bar]			
Evaluation and Monitoring	[Blue bar]			
Assurance	[Blue bar]			
Buses	[Blue bar]			
Service Changes	[Blue bar]			
Resource Planning	[Blue bar]			
Contractual Agreement	[Blue bar]			
GBBN Partnership Agreement	[Blue bar]			
Progression of M32	[Blue bar]			
Procurement Strategy	[Blue bar]			
Modelling and Appraisal	[Blue bar]			
Communication Strategy	[Blue bar]			
Gateway Review			[Red dot]	
PID for GBBN Delivery			[Red dot]	
Preparation of Major Scheme Business Case	[Blue bar]			
Submission Major Scheme Business Case				[Red dot]

## **Bath Package**

### **Update for Programme Steering Group Meeting – 3 November 2006**

#### **Progress to Date**

A major scheme business case for the Bath Package was submitted to the Department for Transport (DfT) in July 2006 in line with the agreed timetable set out in the regional funding allocation and Joint Local Transport Plan. The business case sets out plans for a cross city bus rapid transit route, showcase bus routes, new priority measures, a new park and ride site at Lambridge and expansion to existing sites at Newbridge, Lansdown and Odd Down, and expanded pedestrianisation in the City centre.

A bid for £40.1million has been made to the DfT, £2.86 million from First and £2.15 million from developers.

Efforts are now being made to engage with the DfT to move the status of the scheme to programme entry, (an agreement in principle for funding from DfT) although it is unlikely to receive a decision before January 2007.

A small team has been established to progress the works through the Gateway Review and completion of the statutory procedures that are prerequisites of programme entry and conditional approval.

A Project Board meeting has been arranged for early November 2006.

#### **Future Activities**

**Detailed Timetable** – The production of a detailed strategy and timetable for achieving the statutory consents and DfT approvals.

**Gateway Review** – It is necessary to undertake gateway review 1 aimed at examining the business justification and the readiness for the next stage.

**Programme Entry** – Engage further with DfT with a view to obtaining programme entry.





## **South Bristol Ring Road (SBRR) Update for Programme Steering Group Meeting - 3 November 2006**

### **Progress to Date**

Agreed that Phases 1 and 2 of SBRR will be progressed together and form a single MSB to DfT in summer 2009. It is not proposed to study route options for Phase 3 in detail at this stage as DfT have indicated that this is not necessary for the purposes of the MSB for Phases 1 and 2.

Meeting held with DfT officials to explore requirements for successful MSB. Discussions opened with Network Rail to understand issues relating to mainline railway under-bridge.

Proposed Project Board to include 4 UAs and the RDA, with WEPO and GOSW as observers. Project Manager role to be filled initially by Mike Sweet (BCC) who, with Alistair Rice (NSC), will draft project documentation.

Spend profile for project up to 'Full Approval' stage has been drafted. Funding for current financial year is available in BCC. Funding not yet identified in NSC. Additional funding sources are also being investigated

### **Future Activities**

The first SBRR Project Board Meeting is being held on 1 November. This meeting to consider: financial issues, revised PID, organisational structure, an 'information' statement re SBRR, updated programme and consultant's brief.

Brief for consultants to carry out technical work needed for MSB is being drafted and will be issued shortly. It is intended that Mott MacDonald, recently appointed term consultants for transport planning work of this nature, are engaged, subject to cost estimate and proposed method. Project Initiation Document drafted and to be finalised shortly, subject to comments by Board on 1 November.

### **Issues**

Funding required to reach 'Full Approval' for Phases 1 and 2 is estimated as approximately £4m. Under current DfT rules up to about £850k may be recoverable from government 2010/11. The remainder will have to be found from other sources (to be considered by SBRR Project Board).

The current programme assumes significant areas of risk. High among these is the financial risk of commencing work on detailed design and environmental work (needed to progress planning procedures) in advance of 'Programme Entry'.

Callington Road Link will be considered as a separate major project for the purposes of developing a MSB. Although there are significant overlapping issues with SBRR (e.g. a Callington Road Link will impact on traffic volumes on SBRR), for project management purposes it has been decided to progress it independently.



## **Bus Rapid Transit Update for Programme Steering Group Meeting – 3 November 2006**

### **Progress to Date**

TIF pump-priming funds have enabled the acceleration of the investigation of opportunities for Bus Rapid Transit within the sub-region, building upon the initial route which forms part of the Bath Package. A scoping study was commissioned in March 2006 to develop further the routes emerging from the Greater Bristol Strategic Transport Study, namely Hengrove to North Fringe, Ashton Vale to Emerson's Green, Bath to Cribbs Causeway, and Whitchurch to Avonmouth/Portishead. The first three of these corridors have been identified through the Regional Funding Allocations (RFA) to be progressed through major scheme bids in the period to 2011.

Work to date has focused on the drafting of a long-list alignment report which examines some 30 routes or route options within Greater Bristol. These are being assessed against a range of criteria relating to potential impact and benefit to assist in the shortlisting of a number of options for further consideration. This process is being assisted by corridor level demand forecasts derived from transport models.

Other aspects of the study which will feed into the short-listing process have included outline environmental assessment, land impacts, construction costings, and consideration of traffic impact at a level to enable the relative merits of long-list options to be considered.

### **Future Activities**

The programme for the first of the RFA identified routes, Hengrove to North Fringe, (appended) involves developing a major scheme bid for submission in Autumn 2008. The next steps to achieve this programme will be the finalisation of the long-list report to provide a short-list by the end of 2006. Further development work during the period to May 2007 will include work on the service specification, business case modelling, impact assessment and refining costings.

The inaugural meeting of the Bus Rapid Transit Project Board will take place on 1 November 2006.

### **Issues**

A key issue to be examined over the coming months will be the degree to which existing (or modified) bus services can use the BRT infrastructure, on one hand maximising the journey time benefits across a range of services whilst on the other ensuring the system functions both operationally and in terms of service quality.

The outcome of the scoping work will provide an indication of the routes which are likely to have a strong business case to be progressed through the RFA process, and other routes which may be reliant upon demand management which could be progressed as part of a TIF package. The interrelationship between these workstreams needs to be considered as the options emerge



## **Weston Package Phase 1 Update for Programme Steering Group Meeting – 3 November 2006**

### **Progress to Date**

Atkins have been appointed to develop the Greater Bristol Model Framework, part of which is the re-validation of the North Somerset Traffic Model to a 2006 base plus the addition of a multi-modal capability. The timetable for this is as stated for TIF.

The project manager at NSC is in place and the brief for Halcrow issued. Halcrow has nominated its project manager and a meeting to discuss the brief and project has been held.

A draft Project Initiation Document (PID) has been prepared. The membership of the project board has been established and the project board inception meeting has been scheduled for 13 November 2006. Other project roles and responsibilities have been identified, but are subject to approval of the PID on 13 November.

Financial resources to undertake the project have been estimated, and sufficient funding has been secured to initiate the project (funding for 2006/07 has been released). Funding for future years will be sought from third parties (e.g. developers, SWRDA), DfT reimbursements (of preparatory costs) and capital bids to North Somerset Council itself.

### **Future Activities**

Initial activity is to revalidate traffic model. Development of options in Spring 2007 and undertaking stakeholder consultation on these options will culminate in an options report being produced in Autumn 2007. For further information on project timetables see appended project Gantt chart.

### **Issues**

Subject to funding and political support, it is considered that on technical grounds, a MSBC can be submitted in September 2008. This would provide 2-3 years for scheme preparation to Full Approval for implementation starting in 2011/12, in accord with Table 1 of the RFA.



## **Transport Innovation Fund (TIF) Update for Programme Steering Group Meeting – 3 November 2006**

### **Progress to Date**

In November 2005 the authorities in the Greater Bristol area were awarded pump-priming funding to enable investigative works on a potential bid to the DfT's Transport Innovation Fund. The bid is focused on developing a package of high quality alternatives combined with demand restraint measures.

The development work is split into two broad phases; an initial feasibility study undertaking a high level appraisal of demand management and public transport options followed by a detailed design, modelling and appraisal stage to meet the full Major Scheme Business Case requirements.

The development work has been progressed in three stands. A scoping study of Bus Rapid Transit, a key aspect of the package of complementary measures, has been commissioned to build upon the corridors identified through the Greater Bristol Strategic Transport Study. It is expected that a draft long-list alignment report will be produced in November from which a short list for further appraisal can be drawn. In parallel a study of demand management options has recently been commissioned which will develop previous work on examining the locations and causes of congestion, to provide a list of potential demand management schemes in early 2007 for further consideration.

A major focus of the TIF work to date has been developing the sub-regional transport modelling tools to enable appraisal of a demand management scheme and package of complementary measures. A contract has been awarded, supported by a range of data collection activities, to provide updating and enhancement of the suite of Council models and to create an overarching modelling framework to ensure consistency which will serve the development of TIF and other major scheme bids. This work will be completed in April 2007.

### **Future Activities**

The inaugural meeting of the TIF Project Board took place on 13 October and it is hoped that the draft Terms of Reference and the Project Initiation Document can be approved at the next meeting on 10 November.

The scoping studies on BRT and demand management, together with investigation into smarter choices and other elements of the broader TIF package, will progress into early 2007 with a view to refining the scheme through use of the enhanced modelling tools in the Spring.

### **Issues**

Any emerging TIF package is likely to require significant improvements to the existing bus network and the views of the DfT have been sought on how the authorities can seek to control bus service routes, frequencies and fares.

