

Agenda Item 3

Programme Steering Group Meeting - 21 June 2007

Major Scheme 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, Phases 1 and 2, Bus Rapid Transit, the Weston Package and the Transport Innovation Fund) are being developed.

Attached are summaries outlining progress with these schemes, future planned activities and any issues to be resolved. Progress and issues emerging from the development work on TIF is covered in a separate report (see agenda item 5).

Project Boards for each of the major schemes have been established, terms of reference agreed and Project Initiation Documents (PIDs) have been prepared. Copies of the approved notes of the Project Board meetings (as highlighted on the calendar of meetings in Table 1) held since the last meeting of the Programme Steering Group are appended.

Matters arising from Highlight Report to meeting on 14 February 2007:-

Approved notes of meetings of the Project Boards were circulated on 18 April and in future notes of recent Board meetings will be appended to the highlight reports to the Programme Steering Group.

Requested update report on TIF (see agenda item 5).

Requested report on communications strategy (see agenda item 6)

Current issues for each of the major schemes are outlined in the following summaries. The key issues arising from this report are:-

Greater Bristol Bus Network (GBBN)

The Programme Board has received some informal feedback on the full business case submission. The key issue appears to be the final draft of the legal agreement between the four authorities and clarification on the role and remit of key officer functions; Senior Responsible Owner, Independent Programme Director, Project Managers etc.

A series of officer meetings have taken place, and others are planned to progress these issues. In the meantime DfT has been petitioned to provide full, formal feedback as soon as possible.

Bus Rapid Transit (BRT)


Endorsement of the Project Initiation Document to progress the prioritised route to major scheme bid submission.

Bath Package

An Exception Report for the Bath Package is reported separately as agenda item 3.

Table 1 – Major Scheme Board Meetings

GBBN Programme Board	Bath Package Project Board	Transport Innovation Fund Project Board	South Bristol Ring Road Project Board	Weston Package Project Board	Bus Rapid Transit Project Board
29 September 2006	8 November 2006	13 October 2006	1 November 2006	13 November 2006	5 January 2007
20 October 2006	13 December 2006	10 November 2006	2 February 2007	20 March 2007	9 February 2007
17 November 2006	19 January 2007	12 January 2007	11 May 2007	5 June 2007	30 March 2007
11 December 2006	17 May 2007	9 February 2007	27 July 2007	18 September 2007	18 May 2007
15 January 2007	18 June 2007	9 March 2007	9 November 2007	18 December 2007	To be confirmed
2 February 2007		18 May 2007			
2 March 2007		22 June 2007			
16 May 2007					

 Meeting notes appended

**Greater Bristol Bus Network (GBBN)
Update for Programme Steering Group Meeting – 21 June 2007**

Progress to Date

A major scheme business case for the Greater Bristol Bus Network (GBBN) 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 supported by £20m from First and £6m from developers. In July 2006 the four authorities received Programme Entry, an agreement in principle for funding, for this scheme from DfT.

Between July 2006 and March 2007 the major scheme business case was developed and was submitted to DfT on the 23 March.

Future Activities

The authorities are now waiting to hear from DfT regarding the bid. An initial informal discussion with the Government Office for the South West (GOSW) has suggested that DfT will seek further clarification on some of the project management arrangements and will request a final draft of the legal agreement between the authorities before they will grant Full Approval. Work is progressing on this as a priority.

Progress is being made on the appointment of an Independent Programme Director. It is envisaged that short listing and interviewing for this role will take place when further certainty on the likely timing of Full Approval is established.

Issues

The Programme Board has received some informal feedback on the full business case submission. The key issue appears to be the final draft of the legal agreement between the four authorities and clarification on the role and remit of key officer functions; Senior Responsible Owner, Independent Programme Director, Project Managers etc.

A series of officer meetings have taken place, and others are planned to progress these issues. In the meantime DfT has been petitioned to provide full, formal feedback as soon as possible.

Bath Package Update for Programme Steering Group Meeting – 21 June 2007

Progress to date

The Bath Package major scheme business case for funding was submitted to the Department for Transport (DfT) in July 2006 to implement a package of measures to improve transport opportunities & quality. These were designed to support both the 'Vision for Bath' & the regeneration of Bath Western Riverside (BWR) and the Council's parking strategy. It is anticipated that the scheme will receive Programme Entry (PE) in the autumn with implementation planned to commence in 2009.

The scheme has been developed through technical assessment, stakeholder/public consultation and comprises the following elements:

- 10 Showcase bus routes
- Bus Rapid Transit (BRT)
- New & expanded Park & Ride (P&R) sites
- City Centre access restrictions, bus priority and pedestrian enhancements.
- Travel Information Systems.

In November 2006 the DfT wrote to B&NES with a number of policy based questions on the Programme Entry bid submission which were satisfied by January 2007. These were followed by some 70 detailed questions from the economists at DfT in February. One of these DfT queries related to scheme costs and in particular the application of inflationary increases. The outcome of this dialogue with DfT is reported in the Exception Report (agenda item 4).

Gateway Review '0' (GR) took place at the end of March 2007. The scheme was well received by the 4P's and the GR report scored the programme overall Amber. No issues were identified which would have required a remedy before the scheme could progress further. There is a strong probability that GR 1 will not be required because of the progress made to date. The summary of GR can be found in Table 2.

Future Activities.

It is intended to follow the GBBN model in terms of identifying what resources will be required for the Bath Package. Following from the GR resource these needs have been identified. Some of the additional resource requirement to complement the team via consultants to prepare and manage Planning/Design Briefs has been secured, more will be needed. Individual components or work include for eg Mill Lane Planning Application and Environmental Impact Assessment (EIA) work, Traffic regulation orders (TRO's). Other activities deserving attention are identified in the Gantt Chart. They include the need to deal with acquisition of land (use of CPO) and for legal agreements to be developed and the Section 151 role to be clarified. In addition a value management exercise will be required along with a high level workshop to articulate the proposal to Senior Management/Members.

Issues

There is a need to secure Programme Entry which we aim to achieve around the autumn of 2007. However to develop the scheme further to full business case sufficient skills need to be in place to progress outstanding issues. In particular continued engagement with the DfT is needed. There is also a need to gain the confidence of the DfT & First Group by securing the discharge of negative planning conditions attached to the Lambridge P&R planning approval.

Ref. No.	Recommendation
1.	To draw up a comprehensive Benefits Realisation Plan
2.	To validate the costs by undertaking a benchmarking exercise
3.	To undertake scenario planning in order to reflect the range of possible cost and funding risks
4.	To address operational risks within the contingency plans, and develop appropriate mitigation strategies
5.	To revisit and update the programme
6.	To develop, in advance of receipt of Programme Entry, a clear project structure and unambiguous reporting arrangement which reflects the resource requirements of the project and the importance of corporate accountability
7.	To revise the resourcing plan
8.	To draw up and resource a communications strategy
9.	To draw up contingency plans and keep them under regular review
10.	To revise the risk register to reflect the findings of this report
11.	To recognise the significant level of risk on this project through a high level corporate workshop
12.	To develop an initial procurement strategy incorporating appropriate legal advice on competition and OJEU issues

Table 2 – Summary of Recommendations from GR ‘0’

South Bristol Ring Road (SBRR) - Phases 1 and 2 Update for Programme Steering Group Meeting - 21 June 2007

Progress to Date

Consultants, Mott MacDonald, have been appointed to undertake an Initial Review of previous studies that have had a bearing on South Bristol Ring Road. This involves assessing the value of historic studies to establish their worth in terms of current Department for Transport guidance (WebTAG) on the submission of Major Scheme Bids.

The draft report on this work has been submitted and was considered by the Project Board on 11 May. The draft recommendations identify future work that is needed to prepare the Business Case. This was anticipated except that an additional task is now needed to assess the route options for Phases 1 and 2.

The Project Board has agreed that a framework agreement is required to ensure consultant support is available throughout the life of the project. Bristol and North Somerset Councils have started the OJEU procurement process to select suitable consultants.

Future Activities

Mott MacDonald are currently preparing a Process Report that will identify in detail the work packages and programme needed to take the project through the various stages to construction.

Following receipt of the Initial Review report, the Board agreed that Mott MacDonald should be commissioned to undertake a high level assessment of route options for Phases 1 and 2. This will require modelling input from Atkins who will use models developed for GBSTS for this element of the work.

Issues

Funding required to reach 'Full Approval' for Phases 1 and 2 is estimated as some £4m. Under current DfT rules up to 50% of eligible costs may be recoverable from government in 2010/11. The remainder will have to be found from other sources. This is under discussion with various parties in the context of the broader issue of resourcing the development of sub-regional Major Scheme Bids.

There are significant risks at all stages of the project. The risk log is currently being reconsidered to identify what additional mitigation measures can be identified.

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. Callington Road Link will impact on traffic volumes on SBRR), for project management purposes it has been decided to progress it independently.

South Bristol Ring Road Phases 1 and 2, A370 to A4174 Hartcliffe roundabout

Task/Milestone	2007				2008				2009				2010				2011				2012				2013			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Data collection & modelling	■	■																										
MSBC strategy options		■	■	■	■	■	■	■	■	■	■	■																
Design and Appraisal			■	■	■	■	■	■	■	■	■	■																
Consultation						■	■	■	■	■	■	■																
Prepare & Submit Major Scheme Bid									■	■	■	■																
Programme Entry													X															
Plans, Design, Orders									■	■	■	■																
ECI stage 1 procurement									■	■	■	■																
Consultation											■	■																
Scheme Development/Appraisal											■	■																
Public Inquiry													■	■														
Planning Consent																				X								
Conditional Approval																				X								
Land/Property Acquisition																				■	■	■						
Main Contract Procurement (ECI Stage 2)																				■	■	■	■	■				
Tender Evaluation																				■	■	■						
Full Approval																				X								
Construction/Implementation																					■	■	■	■	■	■	■	■
Scheme Completion																												X

Bus Rapid Transit (BRT) Update for Programme Steering Group Meeting – 21 June 2007

Progress to Date

The scoping study commissioned in 2006 has now reported its recommendations following a wide ranging assessment of route options in the corridors identified by GBSTS and prioritisation of these options on the basis of deliverability, cost, patronage and links with new development. Steer Davies Gleave, the consultants undertaking the study, have designed and costed routes on the basis of maximising segregation from general traffic.

A short list of two cross-city routes was recommended for further consideration, from the North Fringe to Whitchurch and from Emerson's Green to Long Ashton. Following further appraisal, for the purposes of a Major Scheme Bid submission, the consultants have recommended as a first priority the route between Emerson's Green, Bristol city centre and Long Ashton park and ride site for a submission for funding through the RFA allocation.

In addition, emerging development scenarios for South Bristol are providing further clarification of the potential performance of a route in this area and the BRT Project Board have decided to commission further design and appraisal work on a route from Hengrove to Bristol city centre in parallel with progressing the Emerson's Green to Long Ashton route.

The previous Project Initiation Document (PID) covered the work required to reach a route recommendation by the end of March 2007. A new PID has been produced (see Appendix 2) and approved by the BRT Project Board for consideration by the Programme Steering Group, covering the period up to September 2008 when the Major Scheme Business Case will be submitted to the DfT and beyond until full approval is achieved.

In addition, an Environmental Scoping Study has been commissioned for both the North Fringe to Whitchurch and Emerson's Green to Long Ashton routes to inform the detail and time scales for environmental survey work to support the submission, and this study will be finalised by the end of June 2007.

Future Activities

As stated above, the work programme is dictated by the requirement to submit a Major Scheme Business Plan in September 2008 (see attached project plan). The next steps in achieving this programme will include:

- The undertaking of environmental surveys and production of supporting assessments in terms of the environmental impacts of the project and mitigating measures;
- Detailed engineering design and costing;
- Revised patronage modelling and benefit:cost appraisal;
- Public consultation and promotion; and
- Further consideration of the South Bristol route and development modelling to inform a decision on whether to incorporate in the Business Case.

Issues

The prioritised routes represent a repositioning of the route development programme identified within the Regional Funding Allocations due to the emphasis placed on maximising the extent of segregation from general traffic, which has inevitably impacted on implementation cost estimates. In addition, a strong emphasis needs to be maintained on performance and deliverability to successfully win funding, in order to ensure a successful route to expand into a full network at a later date.

The work programme to achieve the submission date is challenging but achievable with the resources identified by the four authorities.

The relationship between the routes and GBBN has been given careful consideration in the shortlisting process to ensure that the proposals for the prioritised route are complementary and will not cause any complications to the GBBN final approval process.

BRT Line 2 - Tasks to Major Scheme Bid Submission

Task/Milestone	2008												2009					
	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
Major Scheme Bid Development																		
Environmental Scoping Study		█	█															
Environmental Surveys			█	█	█	█	█	█	█	█	█	█						
Land Assessment					█	█	█	█										
Engineering Design					█	█	█											
Modelling/Business Case					█	█	█	█	█	█	█	█						
South Bristol Option																		
Confirm Development Assumptions		█	█	█														
Strategic Option Formulation					█	█												
Engineering Design					█	█	█											
Modelling and Patronage forecasts					█	█	█											
Option Selection																		
Route Option Comparison/testing							█	█										
Route Selection								█	█									
Planning Protection																		
LP Designation of Network Alignments					█	█	█	█	█	█	█							
Technology Assessment																		
Assessment of route technology			█	█														
Route technology selection					█	█												
Consultation																		
Conceptual Consultation						█	█	█										
Route Consultation										█	█	█						
Scheme Refinement											█	█	█	█				
Major Scheme Bid Submission																		
Submission of Business Case																	█	
Supplementary Scheme Clarification																	█	█
Programme Entry																		█

Weston Package Phase 1 Update for Programme Steering Group Meeting – 21 June 2007

Progress to Date

The Project Board approved the Project Initiation Document (PID) in November 2006. Halcrow was appointed Project Consultants in mid-November 2006 and have now completed two tasks:

Task 1, which was completed in January 2007, was to develop an understanding of the background to the project and identify key aims, and the issues that needed to be addressed to enable a Major Scheme Business Case to be prepared and submitted to DfT in September 2008.

Task 2, which was completed in May 2007 was to form the Vision and Objectives for the Project and to develop scheme options by identifying a long-list of scheme components that could be evaluated to form the Package.

Halcrow was also appointed to undertake a study into the upgrading of Worle station to provide facilities for inter-city trains to stop and a bus/rail interchange which had been identified as a probable key element of the Package.

Financial resources to undertake the project have been secured to initiate the project. 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.

Atkins has been building the 2006 base year G-NSTM model as part of the Greater Bristol Model Framework; NSC awaits model networks for checking.

Future Activities

With Task 1 and 2 now complete Halcrow has been commissioned to identify a 'short-list' of schemes from the Task 2 'long-list' and then, after discussion with key stakeholders, further refine the 'short-list' to provide a preferred list of schemes that could form the Package. The Package will undergo detailed appraisal between October 2007 and March 2008, including public consultation in February / March 2008.

Issues

A meeting has been arranged with DfT during June to explain progress to date and obtain advice on the development of the scheme options before they are finalised.

There is a delay in the Weston Area Action Plan programme, which will not be finalised until the Regional Spatial Strategy is in place in early 2008. Therefore the preferred development options for the Weston-super-Mare area will not be available until summer 2008.

Subject to funding, and political support, it is still expected that a MSBC can be submitted in September 2008. This would provide sufficient time for scheme preparation to Full Approval in 2009 for implementation starting in 2011/12, in accord with Table 1 of the RFA.

Weston Package (Phase 1)

Task/Milestone	2006				2007				2008				2009				2010				2011				2012				2013				2014							
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
Data collection & model development																																								
Preliminary design & Scheme Development																																								
Option Testing																																								
Stakeholder Consultation																																								
Prepare Major Scheme Business Case																																								
Programme Entry																																								
Design																																								
Consultation																																								
Scheme Development/Appraisal																																								
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