

**West of England Partnership
Joint Transport Executive Committee
12 November 2009**

Major Schemes Project Monitor

Purpose of Report

1. To update on progress and issues related to the current programme of transport major schemes in development and to seek the Committee's views.

Background

2. In summer 2008 Government announced its intention to update and extend the Regional Funding Allocation (RFA) process, and at the end of February 2009 the South West Region submitted its advice to Government on funding priorities for transport over the next 10 years (RFA2). This submission identified 7 major transport schemes in the West of England to be brought forward to completion within the next 10 years, and a further 4 schemes for which construction would start during this period. The Government's response in July 2009 gave broad support to the region's transport programme.
3. At the meeting of this Committee on 24 April 2009 it was resolved that quarterly updates would be provided on progress with the sub-region's major schemes. This would enable the Committee to provide a strategic overview of the major schemes programme with particular emphasis on the schemes in the West of England to be brought forward to completion within the next 10 years. An overview of the work undertaken during the last quarter and that planned for the coming months is set out below. The Greater Bristol Bus Network (GBBN), as a scheme currently being implemented, will be dealt with in separate 6 monthly update reports. Appendix 1 provides an overview of the development and implementation profile for the major schemes programme.

Major Schemes Programme Issues

4. The development of major schemes is a time and resource intensive process. As reported to this Committee on 01 October 2009 the authorities are seeking ways to speed up and streamline this process via the Multi-Area Agreement. These include:
 - Using North Fringe to Hengrove Package as a national pilot of a more collaborative approach to major scheme development.
 - Lessening the burden of cost and risk on promoters through changes to the way development costs are treated.
 - Looking at ways in which elements of schemes could be brought forward early in advance of more complex elements, extending the 'decoupling' approach used for Weston Package.

In addition the authorities are utilising other means to engage with the Department

for Transport (DfT) such as the current consultation on their major schemes guidance.

5. It is recognised that the specialist nature of the major schemes development process requires the engagement of third party consultants. To ensure that skills in sufficient capacity are available the West of England authorities are undertaking a joint procurement process in the areas of major schemes project management, procurement advice and scheme design. This work has been supported by the award of £55,000 of funding to the West of England through the Regional Improvement and Efficiency Partnership through South West Councils on the basis that we share the experiences of this work and open up the frameworks to other public sector bodies.
6. As reported to this Committee on 24 April 2009, work is progressing with the creation of a Sub-Regional Project Management and Performance Framework that would update and reaffirm existing project management arrangements for the development and delivery of strategy and major transport schemes. This would form part of the individual scheme's Quality Assurance arrangements, and through increased consistency would strengthen the overall management of the development and delivery of projects for transport and for other sub-regional functions. It is proposed that the framework would include the full range of project management processes, reports and deliverables including governance, programme, budget (complementing the existing role of finance lead officers) and risks.
7. With the confirmation of the extended RFA2 programme, work is taking place to revisit the Transport Innovation Fund package of schemes to replace those now planned to be brought forward through the RFA funding stream. Technical work on the Transport Innovation Fund (TIF) is progressing with DfT. The TIF development work to date has provided considerable benefit to the progression of the major schemes programme by co-funding the improvement to transport models and other technical work, which serves both TIF and the RFA2 major schemes.
8. It is recognised that public engagement and communication plays a vital role in gaining acceptance for the individual major schemes, and the authorities and the Partnership Office seek to ensure that stakeholders and the public are aware of the interlinking nature of the transport schemes programme, and their relationship with other projects and initiatives being managed by the councils. As previously agreed, to reinforce this interrelationship all the major schemes will be using the Travel+ branding in any public engagement that is undertaken on the schemes and also in the development of the wider Joint Local Transport Plan 3 (JLTP3).
9. The travelplus.org.uk website is due to be launched in late October which will act as a single point of contact for all travel queries in the area and will be used on publications. It will hold information on all the West of England major schemes, with further information remaining on the individual councils websites. It will also be a portal to information for travel by bus, train, cycle or on foot.

Major Scheme Updates

1. Set out below is a description of progress and future plans for each of the major schemes to be implemented in the next ten years. The Ashton Vale to Temple

Meads and Bristol City Centre Rapid Transit scheme is covered in a separate report on this agenda. To summarise the highlights and current status:

- **Bath Package** – Government Office decision that the A4 Eastern Bath Park & Ride and the Newbridge Park & Ride expansion and Bus Rapid Transit (BRT) would not be subject to a public inquiry. Compulsory Purchase Orders (CPO) made in September.
- **Weston Package** – Programme Entry award expected mid November 2009.
- **South Bristol Link Phases 1 and 2** – technical work being undertaken to identify a single preferred scheme that will be subject to more detailed study and a second round of public and stakeholder engagement this November.
- **North Fringe to Hengrove Package** - wider consultation on a preferred package is scheduled for early December.
- **Portishead Rail Corridor** – surveys of travel demand in November to update transport models and Network Rail will report for each service option late 2009.

Bath Transportation Package

Recent Progress and Issues

11. On 5 August 2009, the Council's Development Control Committee was minded to approve the application for the Newbridge Park & Ride expansion and BRT. In October, Government Office for the South West announced that the two planning applications subject to Article 14 direction (the A4 Eastern Bath Park & Ride and the Newbridge Park & Ride expansion and BRT) would not be subject to a public inquiry. Bath & North East Somerset Council is now able to issue the planning decisions on these applications.
12. CPO notices for Bath Transportation Package were made on 16 September 2009.
13. A public consultation on the City Centre proposals closed on 14 September 2009. The proposals will create a more pedestrian and cyclist-friendly City Centre, through the introduction of access changes on a number of streets and the expansion of pedestrian areas in High Street. A report on the consultation will be issued in due course.
14. The Invitation to Tender for the scheme was posted on the OJEU website in August 2009, with a closing date of 2 September.

Looking Forward

15. The Council aims to have all planning permissions in place, all land assembled and a preferred bidder with agreed costs identified by Spring 2010, in order to submit for Conditional and Full approval.
16. The Committee is asked to recommend to Bath & North East Somerset Council that a Conditional and Full approval submission to the DfT be progressed.

Weston Package Phase 1

Recent Progress and Issues

17. As reported to this Committee meeting on 16 July 2009, DfT sent a list of questions about the Programme Entry Bid for Weston Package (WP1) on 12 June 2009. Subsequently a response was submitted in early August 2009 and followed up with a discussion at DfT offices in London on 12 August 2009. The additional information requested by DfT was then prepared and submitted on 18 September 2009.
18. The submitted bid is seeking Programme Entry for the scheme components contained in the 'Low Cost Option', namely:
 - M5 Junction 21 Improvements
 - Gateway Area Improvements on the A370
 - Worle Station Improvements - Queen's Way Bus Link & Elmham Way Bus Priority.
19. This equates to some £12m of additional public sector capital investment to deliver a £14m package of improvements to transport infrastructure in the Weston area.
20. The remaining components in the 'Preferred Scheme', namely the Airfield Bridge Link (ABL) and the Cross Airfield Link (CAL) are reliant on developer contributions, which are delayed due to the impact of the recession. Talks with developers about s106 agreements to help fund ABL and CAL broke down at the start of the recession and without these assurances it would not be possible to progress these scheme elements.

Looking Forward

21. On 07 October 2009 DfT sent a further list of requests for information and a response is currently being prepared which should be completed by the end of October. If DfT is satisfied with our response and no further work is requested, it is hoped that Programme Entry will be awarded by mid November 2009.
22. A full time engineer has now started work on more detailed design and risk mitigation. If Programme Entry is awarded in November, more resources will be applied to progress the detailed designs, with public consultation in summer 2010.
23. A new Project Initiation Document has been drafted and provisionally agreed by the Project Board for the next stage of the project, which is to prepare a bid for Conditional Approval (target December 2010), followed by a bid for Full Approval (target December 2011). These timescales are very challenging but are required in order to achieve construction start in early 2012 in line with the RFA programme.
24. In terms of the preferred scheme and bringing forward the ABL and CAL, dialogue with the developers has resumed but the timescales for reaching an agreement are unknown given the condition of the economy. When the necessary third party funding is identified/secured, a timescale will be set out to progress the ABL and the CAL through Conditional and Full Approval.

South Bristol Link Phases 1 and 2

25. Members of this committee considered a detailed report on this project on 1 October 2009, and agreed to progress work on two options that had emerged from earlier work and consultation that took place between November 2008 and March 2009.
26. Work is now being finalised to identify a single preferred scheme that will be subject to more detailed study and a second round of public and stakeholder engagement this November. Members will subsequently receive a further report seeking approval to submit a bid to DfT in March 2010. Subject to DfT approval, further work to develop the project will proceed through 2010.

North Fringe to Hengrove Package

27. A detailed report on progress with the development of the North Fringe to Hengrove Package was presented to the meeting of this Committee on 01 October 2009. The Package is composed of a substantial set of inter-related schemes to significantly improve alternative modes and tackle congestion, with an allocation of £168 million in RFA2 and a scheduled construction start in 2013. Both Bristol City and South Gloucestershire councils are committed to an ambitious programme to facilitate the submission of a Major Scheme Business Case in Spring 2010, and since the 01 October meeting, the following progress has been made:
 - Officers have held another successful meeting with DfT to further clarify and streamline the approach to be adopted towards modelling and appraisal of the Package consistent with its pilot status and the Package programme. This has resulted in the endorsement of the option prioritisation approach (see below), and agreement on (and the undertaking of) further data collection and transport model enhancements necessary prior to the assessment of a preferred Package option.
 - A range of route and mode options have been identified and prioritised based on performance towards the Package objectives, environmental and economic considerations and impact on local communities. This has resulted in a short-listing of preferred options, including 2 alternative rapid transit routes in South Bristol, a viable park and ride site location by the M32 and rapid transit routes via the Stoke Gifford Transport Link (with a spur into Parkway station) and to Emerson's Green serving the A4174 and surrounding residential area.
 - Updated information on the above options has been provided on the West of England website in line with the Package Communications Strategy and prior to wider public consultation.
 - An independent Technology Review has been commissioned to clarify the most appropriate mode to adopt for the rapid transit elements of the Package, and the conclusions of the Review are expected by the end of November.
28. Wider consultation on a preferred package is scheduled for early December 2009. Following consideration of representations, detailed appraisal of the preferred package will be undertaken prior to a recommendation to submit the bid being reported to this Committee in February 2010.

Portishead Rail Corridor

Recent Progress and Issues

29. The engineering feasibility study commissioned by North Somerset Council earlier this year is progressing. The study involves the evaluation of a wide range of level of service options by Network Rail, and this will give a broad understanding of the infrastructure requirements of the project. Network Rail has undertaken an iterative process of modelling train paths using Railsys software, which provides a validated working timetable and an output specification in terms of the infrastructure required to deliver the timetable within a punctuality and reliability envelope known as the public performance measure. The initial timetables produced through the Railsys modelling are dependant upon passenger trains operating at speeds of 50 mph for much of the existing freight line and junction and signalling works at Parson Street junction and Portbury Dock junction.
30. Network Rail is evaluating constraints along both the existing freight line and the dis-used section of line that need to be addressed in order to bring the whole line up to passenger trains operating standards. Network Rail will report their findings with outline costings for each level of service option through a Guide to Railway Investment Projects (GRIP) 2 report. It is anticipated that the report will be completed by late 2009.

Looking Forward

31. Following the completion of the GRIP 2 report, the next major work stream is to update and validate the transport sub-model for the Portishead corridor with fresh data (November surveys) and also build a rail industry demand forecasting model. These models will quantify the levels of passenger demand for each of the options set out in the GRIP 2 report. This will then feed into economic efficiency calculations to produce a range of benefit to cost ratios (BCRs). The DfT normally require a BCR of 2 or over for rail projects, for a major scheme business case. The project programme identifies that the earliest a major scheme business case could be submitted to the DfT is early 2011.

Recommendation

That the Joint Transport Executive Committee:

1. Notes the progress made with the West of England major schemes and give views.
2. b) Recommends that Bath & North East Somerset Council progress a Conditional and Full approval submission to the Department for Transport for Bath Transportation Package.



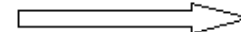
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Appendices

- Appendix 1 Development and Implementation Programme for West of England RFA2
Prioritised Major Transport Schemes

Development and Implementation Programme for West of England RFA2 Prioritised Major Transport Schemes

Scheme	2008/ 2009	2009/ 2010	2010/ 2011	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/20 Onwards
Greater Bristol Bus Network												
Bath Transportation Package												
Weston Package Phase 1 Decoupled Low Cost Option												
Rapid Transit Ashton Vale to Temple Meads and Bristol City Centre												
North Fringe to Hengrove Package												
South Bristol Link Phases 1 & 2												
Portishead Rail Corridor												
Greater Bristol Metro Rail Project												
M5 Junction 21 Bypass												
Callington Road Link/Bath Road Improvements												
Rapid Transit Emerson's Green to Temple Meads												

-  Development Phase to Programme Entry Bid Submission
-  DfT Approvals Process, Planning and Other Consents, Procurement
-  Implementation Period (RFA2 Profile)