

West of England Partnership
Joint Transport Executive Committee
17 September 2010

Greater Bristol Bus Network (GBBN) – Interim Report

Purpose

1. To provide an update on the successful progress in delivering the Greater Bristol Bus Network during the first half of 2010/11, and the end of financial year projection.
2. To inform members of change requests approved at Programme Board level and to seek approval for a number of new change requests recommended by the Board.

Background

3. Since funding was approved in May 2008 all four authorities and First have been working to deliver GBBN. The scheme comprises 10 corridors with bus priority measures and improvements involving over £70 million investment. For more information on the background of GBBN including a map of the 10 corridors see Appendix 1.
4. At the meeting of the Joint Transport Executive Committee (JTEC) on 24 April 2009 members approved a modification to the GBBN project management arrangements whereby decisions under £100,000 could be agreed by the Programme Board subject to the cost being within the overall GBBN scheme budget, the decision not substantially changing the scheme elements and periodic reports being provided to the Committee. Changes to the scheme with a value over £100,000 continue to require the approval of the Committee.
5. Updates on progress with delivery of the programme were provided on 1 October 2009 and 18 March 2010. The first meeting approved the delegation to the Programme Board of authority to agree changes to the bus lane length of up to 20% subject to these decisions being reported to this Committee.
6. This report provides the requested six monthly update on scheme delivery, the changes approved by the Programme Board, and requests approval for changes to the scheme with a value over £100,000.

Progress to Date

7. To enable monitoring of the programme the GBBN project has been divided into a number of discreet task orders. To date 28 infrastructure task orders have been completed and a further 21 are in progress. This equates to more than 75% of all the grant-funded infrastructure task orders being completed or in progress, reflecting the significant steps that have again been made towards delivering the programme during the first half of 2010. Appendix 2 shows the infrastructure task orders that are complete and those that are in progress.

8. Save for the installation of the RTI equipment, the A367 corridor is now substantially complete, as are all of the B&NES infrastructure task orders. Completion of all the NSC infrastructure task orders is expected during early Summer 2011, followed closely by all of the SGC grant funded infrastructure task orders during late Summer 2011. The BCC infrastructure task orders (which includes the RTI equipment) are then expected to be complete during early Spring 2012.

Available Funds, Approved Budgets and Current Estimates

9. The majority of task orders are being delivered on or under budget due to cost savings and good risk management and these savings are being returned to the change budget. However there remains a risk of cost increases on a number of schemes, particularly those still in design development and those just starting on site. A reasonable contingency is therefore still being held in reserve in order to ensure that any additional costs arising can be contained within the overall budget. Overall therefore the GBBN project is expected to be within the total approved budget.
10. The budget is regularly reviewed to ensure that spending is on track to meet DfT targets. The current predicted grant spend this financial year is £14.28 million compared with £16.95 million reported to DfT in Q4 2009/10. However it should be noted that the £16.95 million includes a change budget allowance of £2.28 million, giving a net predicted grant spend of £14.67 million, broadly equivalent to the £14.28 million current predicted grant spend.

Change Requests

11. Change requests are the process whereby amendments are made to task orders from the initial programme. These require approval at different levels as per the Programme Handbook. The change requests for which approval is now sought are all shown in Appendix 3, these requests falling into four main groups:
 - Financial close of the B&NES infrastructure task orders
 - Changes to SGC developer-funded schemes
 - Addition of local contribution to BCC task orders
 - Other scope changes and funding requests requiring approval

B&NES Work Package

12. As reported above, the B&NES work package is now substantially complete save for two project management task orders. As such the Board is now seeking approval to transfer the £147,198 in surplus grant funds to the change budget and the £176,874 in surplus local contribution back to B&NES (Appendix 3, Tables 1 and 3 refer). Should B&NES wish to bring forward any further infrastructure schemes prior to overall programme completion this will be done via the usual change request process.

Developer Funded Schemes

13. The Major Scheme Business Case included £5.7m of developer-funded schemes, of which some £5.1m related to schemes in the North Fringe. To date approximately £280,000 of developer funding has been spent on SGC schemes, and a further £336,000 is earmarked for use on NSC schemes.
14. As reported last October, due to the downturn in the national economy a number of housing developments, particularly in the North Fringe, have not progressed as expected and this has had a consequential effect on the delivery of eleven schemes that are completely dependent upon developer contributions. As such the Board is now seeking approval to remove these eleven schemes totalling £5.1m from the programme and to replace them with three developer-funded schemes that are to be provided as part of the infrastructure for the new Northfield development in Filton (Appendix 3, Table 2 refers).
15. These three schemes will benefit public transport along the Route 73 corridor (Bristol City Centre to Cribbs Causeway). It is estimated that the total financial contribution from these three schemes equates to £5.3 million, broadly equivalent to the contribution being made by the eleven developer-funded schemes that the Board is seeking approval to remove. Importantly, £2.7m of this infrastructure work is scheduled for completion this financial year, with the remaining £2.6m scheduled for completion by end 2011/12. Therefore subject to JTEC approval, some £5.9m will be have been committed by the end of 2011/12, some £200,000 more than included in the original MSBC.

BCC Additional Local Contribution

16. As reported in March, BCC are providing an additional £6.55 million of LTP Integrated Transport funding in order to further enhance their schemes and to deliver additional benefits for all road users. It is estimated that more than 90% of these funds will have a direct and positive impact on the business case for GBBN and as such the Board is now seeking approval to increase BCC's local contribution from just under £200,000 to £6.75 million (Appendix 3, Table 1 refers, although three change requests including some of this local contribution are yet to be brought forward for approval and as such are not included).
17. Across all BCC corridors, around £15,000 per bus stop will be spent above the value specified in the Major Scheme Business Case to provide a higher quality bus shelter and upgraded footway materials, a proven way to increase bus patronage. The exact nature of the other measures on which this additional funding will be spent is corridor-specific, however examples include re-designed junctions on the A432 corridor through Fishponds which will provide over 600m more bus lane than stated in the MSBC and environmental enhancements on the A4 corridor at Brislington Hill to provide an improved environment for bus users and a more vibrant street scene.
18. Of the £6.75 million total contribution £300,000 has already been spent. The budget for this financial year is £4.15 million and the budget for 2011/12 is £2.30 million. However as BCC budgets for 2011/12 have yet to be allocated there is a risk that some, if not all, of the £2.30 million may not be available and as such options are currently being explored with a view to mitigating this risk.

Quality Bus Framework

19. The Major Scheme Business Case contained a Quality Bus Framework comprising three documents: a Memorandum of Understanding, a draft Statutory Quality Bus Partnership Scheme (QBPS) for each corridor and a supporting draft Quality Bus Partnership Agreement (QBPA) for each corridor.
20. The QBPS as drafted was a statutory scheme made under the Transport Act 2000. The QBPA was a voluntary agreement between the local authorities and First (and possibly others). In the MSBC it was anticipated that the government might enact new legislation and that as and when this occurred, the scope of the QBPS and/or QBPA might be increased and/or the relevant provisions might be transferred across from the (now) Voluntary Partnership Agreement (VPA) to the (now) Quality Partnership Scheme (QPS).
21. These documents are an agreement on the level of service provision along the corridors. They cover a wide range of areas from bus shelters to quality of the buses operating on the route and the frequency of services. This is to guarantee a certain standard of service provision which can be promoted to the public.
22. On 26 November 2008 the Local Transport Act 2008 was enacted. In response, the Board formed a Public Transport Advisory Sub-Group. This sub-group comprises representatives from each local authority, with representatives from First and West of England Partnership attending as and when required.
23. The sub-group has developed a template QPS for which approval is now sought (agenda item 8 refers). Subject to JTEC approval and the successful conclusion of the formal consultation process B&NES are proposing to make the QPS for the A367 corridor in October 2010, with commencement to follow in January 2011.
24. The sub-group is now working on a Voluntary Partnership Agreement template for all corridors that will, once approved, form a framework for negotiations with the participating operators on measures such as co-ordination of competing services, ticket interavailability, promotion and marketing.
25. A new Code of Conduct on Bus Service Stability will also form part of the QPS for each corridor (agenda item 8 refers). This seeks to limit changes to the bus network to a number of fixed dates per year and to ensure that the authorities are adequately informed about impending changes. Participating operators will also be encouraged to apply the Code to all their bus services, not just those covered by the Quality Partnership Schemes.

Real Time Passenger Information

26. The RTI bus operator agreement was signed by the local authorities and First late June and the RTI contract was subsequently signed with ACIS early August. Works are therefore now well underway, with the initial focus being on the provision of the Sulis Meadows base station and the installation of RTI equipment along the A367 corridor in order to tie in with the launch of the corridor in the New Year.

Marketing and Communications

27. As reported above, corridors are now starting to be completed. In order to coordinate the associated marketing and promotions activity during this critical phase the Board has formed a Communications Sub-Group. This sub-group comprises representatives from each local authority, First and the West of England Partnership, with representatives from the other bus operators attending as and when required.
28. The marketing effort will shortly be increased in preparation for both the corridor launches and big bang launch, with the focus of this work being on realising the benefits of the programme. Initially activities will be concentrated on launching the individual corridors, then building up to a big bang launch as the whole programme nears completion.
29. The corridor launches are being timed to coincide with the completion of the infrastructure works (including RTI equipment) and QPS commencement (Appendix 4 refers). Initially the A367 corridor will be launched together with the A370 corridor in June 2011. Launching these two corridors together will underline the significant progress made in delivering GBBN and due to their location three out of the four local authorities will be able to participate in this first launch. Similarly, it is proposed to launch the A4, Route 73, A4174 and A369 corridors simultaneously in October 2011, followed by the A4018, A432 and A37 corridors in March 2012.

Monitoring and Evaluation

30. The MSBC included a monitoring framework setting out a range of strategic performance indicators. These indicators are based on those included in the current Joint Local Transport Plan, with stretch targets to measure the improvement in performance of the transport network delivered through GBBN. Indicators include network patronage, reliability and passenger satisfaction, as well as complementary indicators including traffic congestion and road safety.
31. Prior to commencement of the scheme passenger satisfaction surveys were undertaken to establish baseline satisfaction on the GBBN corridors, which was shown to be broadly consistent with that for the wider network as a whole. During implementation strategic indicators including patronage and bus reliability have continued to be monitored and reported as part of the Joint Local Transport Plan framework.
32. Opportunities are also being explored for potential performance indicators on a corridor by corridor basis, such as patronage increases following the launch of routes and journey time improvements following the introduction of new bus priority measures. At this stage in the programme data to support potential indicators is necessarily limited, but assessment of emerging data may indicate where passengers are already benefiting from recent infrastructure improvements. The next step is to collect further data once each corridor is launched, the first being the A367 corridor in early 2011.

Liaison with the Department for Transport

33. On 21 July 2010 Bob Collins from the DfT's major schemes team visited the Partnership area and met with senior officers and project managers from the four local authorities, along with Tony McNiff and Matthew Parker from First. He received a presentation outlining the successful progress with GBBN and was conveyed to various sites on the network to be shown implementation on the ground, using one of the new GBBN buses provided by First for that purpose. The visit was very positive, and included DfT ratification of all but one of the change requests previously approved by this Committee (the outstanding one is currently being considered by the DfT) and provided reassurance on the availability of DfT funding to complete the scheme.

Recommendation

That the Joint Transport Executive Committee:

- (a) Notes the progress made to date
- (b) Approves the change requests set out in Appendix 3

Appendices

Appendix 1: GBBN background

Appendix 2: Progress to date

Appendix 3: Change requests for approval

Appendix 4: Corridor launch

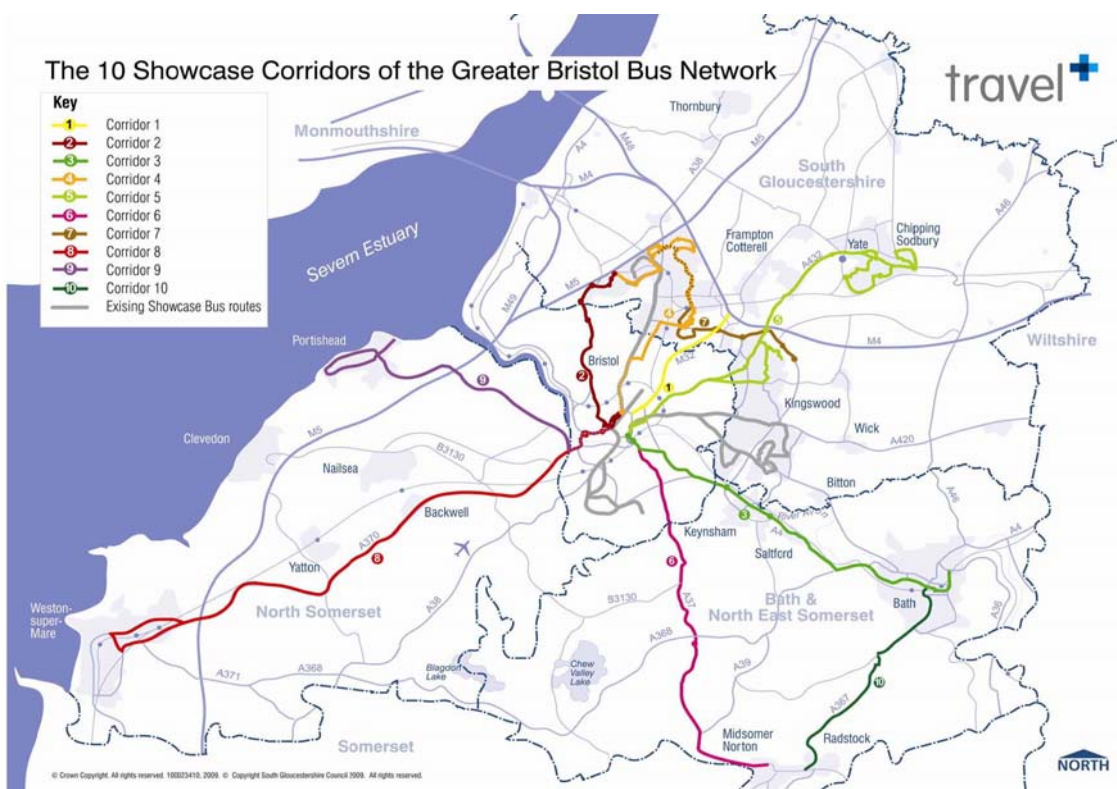
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Appendix 1 – Background

The £78.8 million investment in the Greater Bristol Bus Network comprises £42.3m of grant funding from DfT, an increased contribution of £22.5m from First, and, subject to JTEC approval, an increased developer contribution of £5.9 million and an increased local authority contribution of £8.1 million.

The programme introduces the ten showcase bus corridors shown in Figure 1, these to provide new bus priority measures, improved bus shelters, real-time information (which tells you when the bus is due) and new buses.

Figure 1 – The 10 GBBN Corridors



Appendix 2 – Progress to date

Table 1 – Infrastructure task orders complete at end August 2010

Corridor	Corridor Name	Task Name
1	M32	M32 Junction 2 to Houlton Street
2	A4018	A4018/Lysander Road Roundabout
3	A4	Bus Stops - A4 B&NES
3	A4	A4 Hicks Gate
3	A4	A4 Twerton Fork
3	A4	Bus Stops - A4 Hicks Gate to Callington Road
3	A4	Bus Stops - A4 Callington Road to City Centre
4	Route 73	Filton Avenue/Lockleaze Road
4	Route 73	New Road Bus Link
4	Route 73	Filton Avenue Northbound Bus Lane
6	A37	Bus Stops - A37 B&NES
6	A37	A37 Staunton Lane Signals
6	A37	A37 Haverstock Road to Three Lamps
7	A4174	A4174 Westbound to B4058 Frenchay
7	A4174	A4174/M32 Junction 1 Roundabout Works
7	A4174	Abbey Wood Roundabout Signalisation
7	A4174	A4174 Abbey Wood Eastbound Bus Gate
8	A370	A370 Plimsoll Bridge
8	A370	B3440 Locking Road/New Bristol Road
8	A370	M5 J21 Westbound Approach
8	A370	A370 Congresbury Bus Lane
9	A369	A369 Beggar Bush Lane HOV Lane
9	A369	A369 Bridge Road Signals
10	A367	Bus Stops - A367 B&NES
10	A367	A367 Odd Down
10	A367	A367 Midford Road to Red Lion
10	A367	A367 Wellsway Lower
10	A367	A367 Bear Flat

Table 2 – Infrastructure task orders in progress at end August 2010

Corridor	Corridor Name	Task Name
2	A4018	Bus Stops - The Mall
2	A4018	Bus Stops - A4018 South Gloucestershire
2	A4018	Lysander Road (Pegasus Road to Retail Park)
2	A4018	Lysander Road (Retail Park to Merlin Road)
3	A4	Callington Lane to Stockwood Road
3	A4	Totterdown Bridge to Three Lamps
4	Route 73	Bus Stops - Route 73 Filton Avenue
4	Route 73	Bus Stops – Route 73 South Gloucestershire
4	Route 73	Aztec West Roundabout
4	Route 73	Great Stoke Way Southbound Bus Lane
5	A432	Bus Stops - A432 Staple Hill to Royate Hill
5	A432	Bus Stops - A432 Muller Road to City Centre
5	A432	A432 Staple Hill to Lodge Causeway
5	A432	A432 Coombe Road to Robertson Road
5	A432	Bus Stops - A432 South Gloucestershire

Corridor	Corridor Name	Task Name
7	A4174	A4174 Coldharbour Lane to M32
7	A4174	Coldharbour Lane Bus Lanes
8	A370	Bus Stops - A370 North Somerset
9	A369	Bus Stops - A369 Bower Ashton to City Centre
9	A369	Bus Stops - A369 North Somerset
All	-	Real Time Passenger Information

Appendix 3 – Change requests for approval

Since the last report the Board have approved all of the changes set out in the tables below. Approval is now being sought from JTEC for the change requests set out in Tables 1 and 2. The change requests set out in Table 3 have all been approved by the Board in accordance with the Programme Handbook and are for information only.

Table 1 – Changes to Grant-Funded Task Orders

PN-CRN	Partner	Task Name	Cost Impact (Value)	Time Impact (Months)	Change Budget (Value)	Local Contribution Change (Value)	Developer Contribution Change (Value)
1-003	B&NES	A367 Midford Road to Red Lion	£29,800	7	£29,800	£0	£0
1-005	B&NES	A37 Staunton Lane Signals	£25,500	7	£25,500	£0	£0
1-006	B&NES	A367 Wellsway Lower	£62,300	12	£62,300	£0	£0
1-007	B&NES	A367 Bear Flat	£53,900	7	£53,900	£0	£0
1-011	B&NES	A4 Hicks Gate	£157,100	0	£91,337	£65,763	£0
1-012	B&NES	Bus Stops - A367 B&NES	£969	15	£969	£0	£0
1-013	B&NES	Bus Stops - A37 B&NES	£1,020	8	£1,020	£0	£0
1-019	B&NES	Bus Stops - A4 B&NES	£123,200	1	£12,089	£111,111	£0
2-003	BCC	Bus Stops - Route 73 Filton Avenue	£183,115	14	£0	£183,115	£0
2-006	BCC	Bus Stops - A4018 Henbury to Whiteladies Road	£723,008	2	£0	£723,008	£0
2-007	BCC	A4018 Whiteladies Road (Blackboy Hill) (was 2014a)	£778,644	18	£0	£778,644	£0
2-010	BCC	A4018 Park Street and The Triangle	£179,354	7	£0	£179,354	£0
2-011	BCC	A4018 Whiteladies Road (was 2014b)	£595,374	9	£200,000	£395,374	£0
2-013	BCC	Bus Stops - A4 Callington Road to City Centre	£294,245	5	£0	£294,245	£0
2-025	BCC	Bus Stops - A37 Airport Road to City Centre	£421,236	0	£231,500	£189,736	£0
2-026	BCC	Real Time Passenger Information	£0	6	£0	£0	£0
2-027	BCC	A4018 Westbury Road	£214,468	7	£0	£214,468	£0
2-028	BCC	Bus Stops - A4 Hicks Gate to Callington Road	£133,180	0	£0	£133,180	£0
2-029	BCC	Bus Stops - A432 Staple Hill to Royate Hill	£282,007	0	£0	£282,007	£0
2-030	BCC	Bus Stops - A432 Muller Road to City Centre	£114,675	0	£0	£114,675	£0
2-031	BCC	Bus Stops - A37 Whitchurch to Airport Road	£251,513	0	£0	£251,513	£0
2-032	BCC	A4 Callington Road to Stockwood Road	£220,732	9	£0	£220,732	£0
2-033	BCC	A4 Totterdown Bridge to Three Lamps	£142,604	12	£0	£142,604	£0
3-001	NSC	St Georges Hill/Portbury High Street HOV Lane	£835,798	10	£673,579	£162,219	£0
3-003	NSC	A369 Beggar Bush Lane HOV Lane	£517,631	0	£481,000	£36,631	£0
4-037	SGC	Bus Stops - The Mall	£0	12	£0	£0	£0
4-038	SGC	Bus Stops - A4018 South Gloucestershire (linked with 4001)	£0	12	£0	£0	£0
Totals			£4,525,071		£473,702	£3,925,781	£125,588

CRN 1-011 relates to the A4 Hick Gate scheme. Delivery of this task order has been achieved at significantly lower cost than originally budgeted. This is principally due to negligible contingency draw down and also over budgeting on some aspects of the scheme. It is now proposed to transfer the surplus grant funding to the change budget and to return the surplus local contribution back to B&NES.

CRN 2-011 relates to the A4018 Whiteladies Road scheme and involves the amendment of a major traffic signal junction to ban a number of movements. This will allow the saturation flow of the junction to be improved considerably, allowing safer, signalised, pedestrian movements and faster journey times for buses and other traffic.

CRN 2-025 relates to the A37 Airport Road to City Centre bus stop task order, and involves the upgrading and linking of a traffic signal junction and independent pedestrian crossing that currently restrict bus and general traffic flows around the Broadwalk shopping centre. This work will be tied in with the planned bus stop upgrade work on Wells Road and extended to include bus stop upgrades on Broad Walk, a local safety scheme on Redcatch Road, and amendments to inconsistent waiting and loading restrictions.

CRN 3-001 relates to the St Georges Hill/Portbury High Street HOV Lane scheme. The scope of this task order is to be increased by the provision of an additional lane on the M5 northbound entry slip road that will in turn permit changes to the lane marking arrangements on the circulating sections of the roundabout, and also the lane allocation on the A369 approaches. The latter will be beneficial to both the Portbury 100 and Martcombe Hill approaches. VISSIM modelling has concluded there are significant operational benefits achievable on both the A369 approaches as this is the only way of achieving improvements in the capacity of the junction.

CRN 3-003 relates to the A369 Beggar Bush HOV Lane scheme. Following preliminary design investigations it became clear that the approved scheme could not be delivered without a substantial increase in funding. Further traffic modelling and economic appraisal work showed that a reduced scheme – an upgrade of the existing traffic signal junction – would deliver most of the economic benefit. It is therefore proposed to now proceed with this reduced scheme, which due to its nature will also require DfT ratification.

The remaining 23 change requests in Table 1 above have been brought forward for JTEC approval in accordance with the Programme Handbook as there is either a total cost impact of over £100,000 (albeit due to additional local contribution being made available), or a delay in the scheduled start on site date of six months or more. In the main the date changes are as a result of re-profiling and save for the BCC change requests relating to the A4018 corridor (and associated RTI equipment), none of these changes extend the overall duration beyond the original programme end date of June 2011.

The reason for the delay to the task orders on the A4018 corridor is two-fold. First, good progress has been made during design and consultation on the A432 corridor allowing the construction works on this corridor to be brought forward. Second, uncertainty over the design of the Blackboy Hill gyratory (TN 2014) has led to further modelling work being undertaken on this scheme, with resultant delays to this and the associated tasks on the A4018 corridor. That said, these issues have now been resolved and informal consultation is scheduled to commence in September 2010.

In sum, JTEC approval of these change requests will result in £473,702 being returned to the change budget, £3,925,781 in additional local contribution being made available and £125,588 in additional developer contribution being provided.

Table 2 – Changes to Developer-Funded Task Orders

PN-CRN	Partner	Task Name	Cost Impact (Value)	Time Impact (Months)	Change Budget (Value)	Local Contribution Change (Value)	Developer Contribution Change (Value)
4-011	SGC	Hewlett Packard Bus Bay	-£110,000	0	£0	£0	£110,000
4-017	SGC	Standing Stone Roundabout, Highwood Road	-£500,000	12	£0	£0	£500,000
4-018	SGC	A38 Gloucester Road Northbound Bus Lane	-£1,100,000	12	£0	£0	£1,100,000
4-019	SGC	Filton Avenue A4174 Junction Works	-£80,000	24	£0	£0	£80,000
4-020	SGC	Rosary Roundabout Traffic Signals	-£152,937	17	£0	£0	£152,937
4-021	SGC	A4174/B4058 Bristol Road, Hambrook Crossroads	-£700,000	14	£0	£0	£700,000
4-022	SGC	Wick Wick to Lyde Green Roundabout, Eastbound HOV Lane	-£900,000	14	£0	£0	£900,000
4-023	SGC	Bromley Heath to Wick Wick Roundabout Eastbound HOV Lane	-£120,000	13	£0	£0	£120,000
4-024	SGC	Wick Wick to Lyde Green Roundabout	-£100,000	12	£0	£0	£100,000
4-042	SGC	Hewlett Packard to Coldharbour Lane	-£900,000	0	£0	£0	£900,000
4-045	SGC	Abbey Wood Retail Park Crossing	-£150,000	12	£0	£0	£150,000
4-043	SGC	Northfield NF8/NF3 Junctions	£1,200,000	0	£0	£0	-£1,200,000
4-049	SGC	Northfield East-West Link (NF3 to San Andreas Roundabout)	£1,500,000	0	£0	£0	-£1,500,000
4-050	SGC	Northfield Highwood Road (Pegasus Road to Durban Road)	£2,600,000	0	£0	£0	-£2,600,000
Totals			£487,063		£0	£0	-£487,063

The change requests in Table 2 above have been brought forward for JTEC approval in accordance with the Programme Handbook as it is proposed to remove the first eleven schemes from the programme and replace these with the three Northfield schemes listed. This change will result in a net £487,063 increase in SGC's developer contribution. Furthermore it is anticipated that the three Northfield schemes will be complete by March 2012 – the current programme end date.

Table 3 – Changes Approved by the Programme Board

PN-CRN	Partner	Task Name	Cost Impact (Value)	Time Impact (Months)	Change Budget (Value)	Local Contribution Change (Value)	Developer Contribution Change (Value)
1-004	B&NES	A4 Twerton Fork	-£15,400	4	£15,400	£0	£0
1-020	B&NES	A367 Odd Down	£18,579	0	-£18,579	£0	£0
2-005	BCC	Real Time Passenger Information	£0	2	£0	£0	£0
2-034	BCC	Filton Avenue/Lockleaze Road Signals	£53,064	0	£0	-£53,064	£0
2-035	BCC	A37 Haverstock Road to Three Lamps	£351	0	£0	-£351	£0
2-036	BCC	A370 Plimsoll Bridge	£51,630	0	£0	-£51,630	£0
3-007	NSC	Bus Stops - A370 North Somerset	£0	1	£0	£0	£0
3-008	NSC	Bus Stops - A369 North Somerset	£0	4	£0	£0	£0
4-013	SGC	Aztec West Roundabout	£0	1	£0	£45,600	-£45,600
4-036	SGC	A4174/M32 Junction 1 Roundabout Works	£0	3	£0	£0	£0
4-044	SGC	Bus Stops - A4174	£0	5	£0	£0	£0
4-046	SGC	Aztec West Roundabout	£0	1	£0	£0	£0
4-047	SGC	Great Stoke Way Southbound Bus Lane	£0	1	£0	£0	£0
Totals			£108,224		-£3,179	-£59,445	-£45,600

For information only, the change requests listed in Table 3 above have been approved by the Board since the last report.

Appendix 4 – Corridor launch

Table 1 – Corridor Launch Schedule

Corridor	Corridor Name	Infrastructure Completes	RTI Completes	QPS Commences	Corridor Launched
2	A4018	Mar 12	Mar 12	Mar 12	Mar 12
3	A4	May 11	Jun 11	Aug 11	Oct 11
4	Route 73	Mar 11	Jul 11	Aug 11	Oct 11
5	A432	Oct 11	Nov 11	Jan 12	Mar 12
6	A37	Oct 11	Nov 11	Jan 12	Mar 12
7	A4174	Aug 11	Sep 11	Oct 11	Oct 11
8	A370	Mar 11	Apr 11	May 11	Jun 11
9	A369	Sep 11	Oct 11	Oct 11	Oct 11
10	A367	Aug 10	Mar 11	Jan 11	Jun 11