

**West of England Partnership**  
**Joint Scrutiny Committee**  
**1 October 2010**

## **Major Schemes Monitor**

### **Purpose of report**

1. To provide a high-level performance monitoring report for all active major transport schemes and the Smartcard project.

### **Background**

2. At the Joint Transport Executive Committee meeting on 4 February a high-level performance monitoring framework was agreed for the major transport schemes programme. Through this framework progress with the major schemes is reported quarterly to the Joint Transport Executive Committee and six monthly to the Partnership Board (see Appendix 1). These reports were introduced for the first time at meetings in February 2010, and the Smartcard project was added to the monitoring process in July 2010.

### **Project Reports**

3. The arrangements seek to build upon and complement existing project management and assurance arrangements undertaken within individual authorities. The high-level project reports for each project have been completed by the respective project managers and agreed by the scheme Senior Responsible Owner. The reports, which are shown in Appendix 2, detail key milestones for the project, any net budget movement and information on risks. These reports were approved at the meeting of the Joint Transport Executive Committee on 17 September 2010.

### **Overview**

4. The key issues arising from the monitoring reports are:
  - The implementation programme continues for the Greater Bristol Bus Network (GBBN) scheme with more than two thirds of the grant funded infrastructure tasks orders now in progress or complete. Further detail on the Quality Partnership Schemes (QPS) being progressed through GBBN is provided in the report on the Bus Improvement Programme (item 13) on this agenda.
  - Progress with the development of the major schemes which are within the Department for Transport (DfT) approvals system, has been drawn into the Comprehensive Spending Review. For the West of England this includes Bath Transportation Package, Rapid Transit Ashton Vale to Temple Meads, Weston Package, South Bristol Link and North Fringe to Hengrove Package.
  - Aside from Rapid Transit Ashton Vale to Temple Meads only limited progress is being made with these schemes owing to funding uncertainty and risk arising from the suspension of DfT major schemes guidance.

- For the Ashton Vale Rapid Transit scheme the application for powers to build and operate the scheme, under a Transport & Works Act Order, was submitted to the Secretary of State (SoS) on 10 June 2010. The Statutory Objection period closed on 22 July 2010 and a total of 185 representations were made to the SoS - 1 letter of support, 2 representations and 182 objections. The number of objections is significantly lower than for comparable schemes. On 29 July 2010 the DfT wrote to advise that the SoS has decided to allow until 10 January 2011 before he is required to give written notice of an intention to cause an inquiry to be held. An earlier decision on procedure will be made should it prove possible to do so.
- Progress with the Smartcard project is covered in more detail in the report on the Bus Improvement Programme on this agenda.

## **Recommendation**

That the Joint Committee receive the report for information.

## **Appendices**

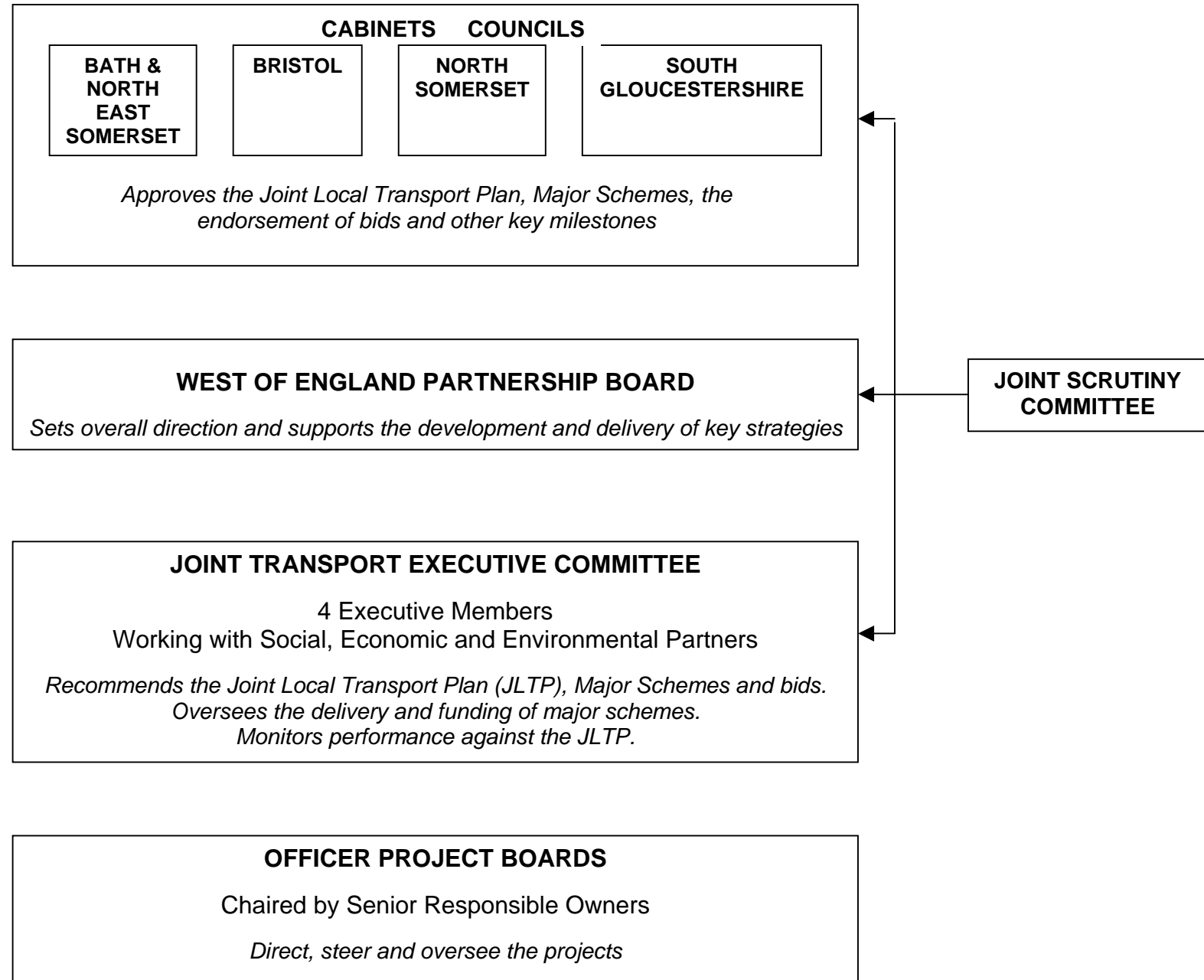
Appendix 1 West of England: Programme Management Framework for Transport Major Schemes

Appendix 2 Individual Scheme Monitoring Reports

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## Appendix 1 West of England: Programme Management Framework for Transport Major Schemes

- (1) Each Project Board produces a project monitor on progress against milestones, budget and risk and reports to the Joint Transport Executive Committee (quarterly) and West of England Partnership (6 monthly)
- (2) Council Leaders and Chief Executives monitor and review the development and delivery of the Programme.
- (3) An Officer Assurance Board monitors overall performance, undertakes selective peer reviews and leads improvement in programme management.
- (4) The Partnership Office oversees and supports the management and development of the Performance Framework.





## **Appendix 2**

## Quarterly High Level Project Report

Quarter ended

Jul-10

**Scheme:** Greater Bristol Bus Network (GBBN)

Scope of Current PID: Implementation

### Milestones

Milestones within Scope of PID	Date Achieved or Forecast	
	Last Reported	Currently
Corridor 1 (M32)	Achieved	Achieved
Corridor 2 (A4018)	Feb-12	Feb-12
Corridor 3 (A4)	Jun-11	Jun-11
Corridor 4 (Route 73)	Dec-11	Dec-11
Corridor 5 (A432)	Nov-11	Nov-11
Corridor 6 (A37)	Aug-10	Jan-11
Corridor 7 (A4174)	Feb-12	Feb-12
Corridor 8 (A370)	Feb-11	Mar-11
Corridor 9 (A369)	Oct-11	Oct-11
Corridor 10 (A367)	Jun-10	Jul-10

**Progress/Variance:** On Corridor 6 B&NES have rescheduled their bus stop task order. On Corridor 8 NSC have rescheduled their bus stop task order. On Corridor 10 B&NES have experienced minor delays in completing both their bus stop works and their bus priority works on Wellsway Lower due to extended consultation

### Budget

	Last Reported	Currently
Budget Plan Cost:	100	100

**Comment:** The current budget (not cost estimate) of £77,547,506 is broadly the same as reported last quarter

### Risks

	Before Mitigation		After Mitigation	
	Last Reported	Currently	Last Reported	Currently
Number of 'Red' Status Risks:	37	25	0	0

#### Top 3 Risks:

LTP and DfT funding  
 Bus stop power supplies  
 HA interface

#### New Risks to Top 10 (if any):

LTP and DfT funding  
 HA interface

#### Comment:

The LTP funding risk relates to BCC task orders and the availability of sufficient LTP funding in 2011/12. The DfT funding risk relates to a possible request from DfT to delay the BCC and SGC schemes currently not programmed to commence until 2011/12. The bus stop power supplies risk relates to delays that B&NES, NSC and SGC are experiencing in obtaining power connections. The HA interface risk relates to time critical HA approvals for the works adjoining the M5 J19 Northbound slip road

### General

#### Achievements and Issues:

22 infrastructure task orders have been completed and a further 19 are currently in progress. This is almost two thirds of all the grant funded infrastructure task orders. Turning to spend, the grant spend in the 2009/10 financial year was £10,976,513. Hence the cumulative grant spend to end March 2010 was £17,413,233, over 40% of the £42.343 million allocated

## Quarterly High Level Project Report

Month ended	Jul-10
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<b>Scheme:</b>	Bath Transportation Package
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Scope of Current PID:	Award of Conditional/Full Approval
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### Milestones

Milestones within Scope of PID	Date Achieved or Forecast	
	Last Reported	Currently
Submit updated MSBC to DfT for Conditional/Full Approval.	Post CPO Inquiry	Post CPO Inquiry
Out to tender for 4 lots of construction.	Achieved	Achieved
Planning decision issued for Newbridge P&R expansion & BRT 9/11/09 and for Eastern Park and Ride 20/11/09	Achieved	Achieved
Evaluation of OJEU Contractor Pre -Qualifications	Achieved	Achieved
Submitted updated economic appraisal to DfT.	Achieved	Achieved
City Centre/High Street/ Access Changes consultation complete. Report published, Traffic Regulation Order Process next stage.	Jan-10	Achieved
CPO Inquiry.	Sep-10	On Hold Pending CSR
Tenders Returned and evaluated.	Achieved	Achieved

Progress/ Variance:	Consultancy support stood down.
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### Budget

	Last Reported	Currently
Budget Plan Cost:	100	100

Comment:	Scheme forecast cost updated April 2010, in line with Programme Entry costs October 2007
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### Risks

	Before Mitigation		After Mitigation	
	Last Reported	Currently	Last Reported	Currently
Number of 'Red' Status Risks:	3	3	3	3

Top 3 Risks:
CPO Public Inquiry
Funding (CSR), approvals, potential for delay.
Delays from potential legal challenges.

New Strategic Risks
No new strategic risks to report see top three above.

Comment:	
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### General

Achievements and Issues:	
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## Quarterly High Level Project Report

Quarter ended

Jul-10

**Scheme:** Weston Package Phase 1 - Low Cost Option

**Scope of Current PID:** Up to 'Conditional Approval'

### Milestones

Milestones within Scope of PID	Date Achieved or Forecast	
	Last Reported	Currently
Finalise Detailed Designs	Nov-10	activity on hold
Consultation on Detailed Designs	May-10	activity on hold
Updated Evaluation Plan	Jun-10	activity on hold
Detailed Procurement Strategy	Nov-10	activity on hold
Obtain Planning Permissions	Nov-10	activity on hold
Submit bid for Conditional Approval	Dec-10	on hold

**Progress/  
Variance:** Scheme procurement is on hold due to Government's spending review this Autumn.

### Budget

	Last Reported	Currently
Budget Plan Cost:	100	100

**Comment:** Government funding for scheme subject to outcome of the Comprehensive Spending Review

### Risks

	Before Mitigation		After Mitigation	
	Last Reported	Currently	Last Reported	Currently
Number of 'Red' Status Risks:	6	6	2	3

#### Top 3 Risks:

Cost inflation lower or higher than that anticipated.

Unidentified Utility apparatus encountered.

Reduced site construction (daytime) outputs at M5 Junction 21 compared to that anticipated.

#### New Strategic Risks

Project does not get funding as a result of the Comprehensive Spending Review.

**Comment:** None.

### General

**Achievements and Issues:** Completion of Ecology surveys for Worle Station and M5 Junction 21.

**Quarterly High Level Project Report**

Month ended

Jul-10

**Scheme:** Rapid Transit Ashton Vale to Temple Meads and Bristol City Centre

Scope of Current PID: Interim PID in place for the period up to reporting of the Comprehensive Spending Review.

**Milestones**

Milestones within Scope of PID	Date Achieved or Forecast	
	Last Reported	Currently
DfT Programme Entry Approval	Mar-10	Completed
Submission TWAO	Jun-10	Completed
BCC and NSC 2nd full council resolutions	Jun-10	Completed
Public Inquiry	Dec-10	Jun-11
Approval TWAO	Sep-11	Jun-12
Full approval with DfT	Dec-11	Dec-12

Progress/Variance: Delay in programme due to DfT placing major scheme programme on hold pending the outcome of the Comprehensive Spending Review.

**Budget**

	Last Reported	Currently
Budget Plan Cost:	100	105.40

Comment: Increase as a result of programme delay.

**Risks**

	Before Mitigation		After Mitigation	
	Last Reported	Currently	Last Reported	Currently
Number of 'Red' Status Risks:	3	3	0	0

**Top 3 Risks:**

Delay to complementary developer funded elements or funding  
 Change of Central Government policy may remove support for the scheme.  
 Capital costs escalate resulting in failure to secure funding (DfT)

**New Strategic Risks**

Project does not get funding as a result of the Comprehensive Spending Review.  
 DfT specify revised major scheme guidance requiring significant re-work, additional cost and programme delay.  
 The length of the delay results in reduced local support for the scheme.

Comment: New risks relate to programme delay resulting from Comprehensive Spending Review.

**General**

Achievements and Issues: TWAO Objection period completed on 22nd July 2010. 185 representations made on the scheme. This is the lowest for any transit TWAO outside of London.

## High Level Project Report

Month ended

Jul-10

**Scheme:** North Fringe to Hengrove Package

**Scope of Current PID:** Work Programme up to award of Programme Entry status by the DfT

### Milestones

Milestones within Scope of PID	Date Achieved or Forecast	
	Last Reported	Currently
1. Option Prioritisation	Achieved	Achieved
2. Scheme Design & Consultation	Achieved	Achieved
3. Appraisal of Central Case	Achieved	Achieved
4. JTEC & Council endorsement	Achieved	Achieved
5. Bid Compilation & Submission	Achieved	Achieved
6. Programme Entry status	Sep-10	Mar-11

**Progress/Variance:** Milestone 6 is dependent on DfT engagement and assessment of the funding bid. Re-engagement is expected to follow the Comprehensive Spending Review in October 2010 and the milestone has been adjusted accordingly.

### Budget

	Last Reported	Currently
Budget Plan Cost:	100	100

**Comment:** 2009/10 work programme achieved within agreed allocation. 2010/11 allocation based on necessary further work to facilitate programme entry status from DfT.

### Risks

	Before Mitigation		After Mitigation	
	Last Reported	Currently	Last Reported	Currently
Number of 'Red' Status Risks:	5	5	0	0

#### Top 3 Risks:

1. Sensitivities over option selection delay preparation and bid submission.
2. Failure of participating authorities to agree funding, scope, continuity options, mode of operating regime, procurement route etc.
3. Lack of clear division of responsibilities between the Programme and Projects

#### New Strategic Risks (if any):

1. DfT fails to engage in the assessment of the Package.
2. DfT funding allocation withdrawn or substantially reduced.
3. Potential de-scoping fails to deliver objectives, business case or political support.

**Comment:** The risk register will be reviewed following the next Programme Board to reflect the submission of the bid and new strategic risks.

### General

**Achievements and Issues:** Following bid submission, DfT have advised that they are not currently progressing the assessment of bids prior to the comprehensive spending review. The Councils are progressing key tasks to maintain scheme progression pending re-engagement with the DfT.

## Quarterly High Level Project Report

Month ended

Jul-10

**Scheme:** South Bristol Link

**Scope of Current PID:** Up to Programme Entry

### Milestones

Milestones within Scope of PID	Date Achieved or Forecast	
	Last Reported	Currently
JTEC support for Bid	Achieved	Achieved
BCC Cabinet Bid approval	Achieved	Achieved
NSC Exec Bid approval	Achieved	Achieved
Bid Submission	Achieved	Achieved
Programme Entry	Sep-10	Mar-11

**Progress/  
Variance:** Programme Entry delayed pending DfT consideration of possible budget constraints

### Budget

	Last Reported	Currently
Budget Plan Cost:	100	100

**Comment:** No further work undertaken to review budget costs

### Risks

	Before Mitigation		After Mitigation	
	Last Reported	Currently	Last Reported	Currently
Number of 'Red' Status Risks:	12	12	6	6

#### Top 3 Risks:

Failure to secure DfT approvals (loss of or delayed funding)

Unable to fund preparatory costs of £6m+

Crossing mainline railway

#### New Strategic Risks (if any):

**Comment:** No further review of risks since major scheme bid submission

### General

**Achievements and Issues:** The scheme is delayed, along with all major schemes, by current uncertainties regarding UK public spending

## Quarterly High Level Project Report

Quarter ended

Jul-10

**Scheme:** Smartcard Project

**Scope of Current PID:** Development of systems to support Smartcards in WoE

### Milestones

Milestones within Scope of PID	Date Achieved or Forecast	
	Last Reported	Currently
Receive 2010/11 funding from DfT	Jun-10	Aug-10
Host Operator Processing System (HOPS) delivery	Oct-10	Oct-10
Establish formal charging mechanism	Oct-10	Oct-10
Tender for Ticket Machines and Back Office	Aug-10	Aug-10
South West Regional Stakeholder event	Oct-10	Oct-10
Award contract for Ticket Machines	Oct-10	Oct-10

**Progress/Variance:** On track. DfT funding delayed by external factors but now confirmed for August.

### Budget

	Last Reported	Currently
Budget Plan Cost:	100	100

**Comment:** 2010/11 confirmation due August. Clarification awaited regarding £52,324 underspend in 2009/10 (as result of more favourable HOPS price).

### Risks

	Before Mitigation		After Mitigation	
	Last Reported	Currently	Last Reported	Currently
Number of 'Red' Status Risks:	1	0	0	0

#### Top 3 Risks:

First Group potential non involvement in ITSO smartcard scheme.

South West operators and authorities do not adopt smart/do not use WoE HOPS.

Smartcard development not undertaken appropriately.

#### New Strategic Risks

Potential change in Bus Service Operators Grant (BSOG) funding may reduce attractiveness of smartcards to operators.

**Comment:** Mitigating action being taken to involve First and South West operators/authorities. Senior Technical Officer appointed to oversee technical development.

### General

**Achievements and Issues:** The scheme is on track.