



MetroWest

Phase 2 Preliminary Business Case

Appendix G - Monitoring and evaluation plan

July 2015

travelwest 

Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire
councils working together to improve your local transport

Scheme: MetroWest Phase 2

Full Business Case Monitoring & Evaluation Plan

With the Full Business Case include an Evaluation Plan setting out how achievement of the project outcomes will be assessed at intervals of 1 & 3 years post-delivery. This may comprise of a self-evaluation of the scheme or an independent review of the associated outcomes of the scheme. The Monitoring & Evaluation Plan should be standalone document, although it is likely to draw on material from elsewhere in the Full Business Case. The plan should, in the minimum, include the following:

1. Scheme background and context

Please provide a short description of the scheme, including costs, the delivery timeframe and an explanation of the wider delivery context;

MetroWest is an ambitious programme that will transform the provision of local rail services across the West of England. MetroWest comprises of a range of projects from relatively large major schemes entailing both infrastructure and service enhancement to smaller scale projects.

MetroWest is being jointly promoted and developed by the four West of England councils (Bath & North East Somerset, Bristol City, North Somerset and South Gloucestershire Councils).

The MetroWest programme will address the core issue of transport network resilience, through targeted investment to increase both the capacity and accessibility of the local rail network. The MetroWest concept is to deliver an enhanced local rail offer for the sub-region comprising:

- Existing and disused rail corridors feeding into Bristol;
- Broadly ½ hourly service frequency (but some variations possible pending business case);
- Cross Bristol service patterns; and
- Providing a Metro type service appropriate for a City Region of 1 million population.

The programme includes:

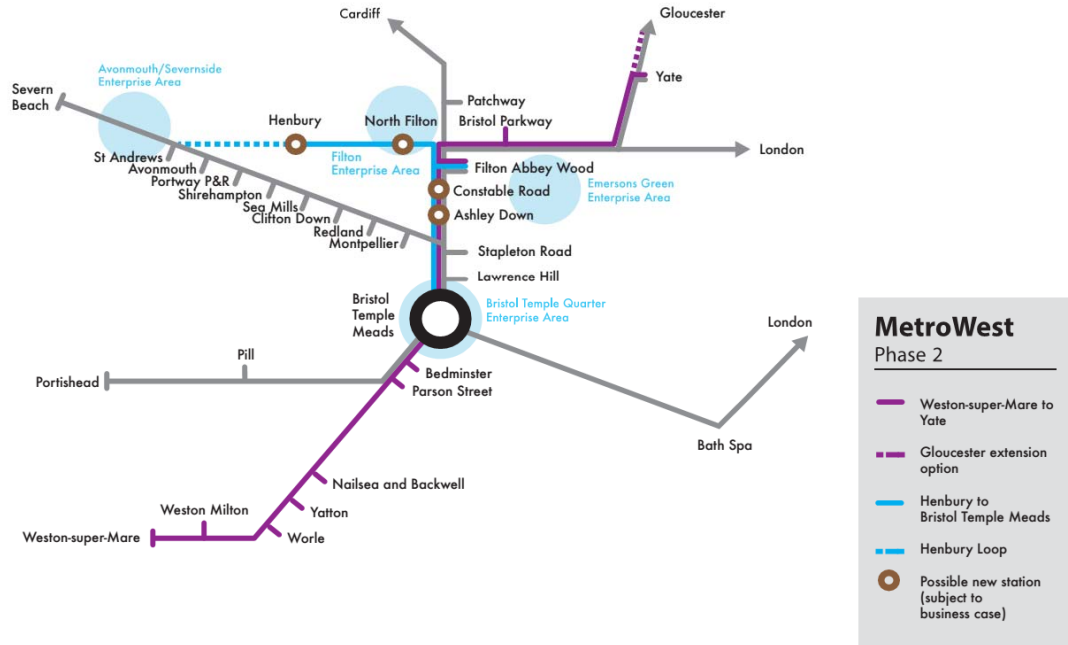
- MetroWest Phase 1 - Service enhancements on the Severn Beach line and Bath to Bristol lines and a re-opened Portishead line with stations at Portishead and Pill;
- **MetroWest Phase 2 - Half hourly services at Yate plus an hourly service for a re-opened Henbury line, with new stations at Henbury, North Filton, and possibly Ashley Down and Horfield (Constable Road);**
- Further additional station openings subject to separate business cases; and
- Other potential enhancements including feasibility of extending electrification across the West of England network.

The MetroWest programme is to be delivered over the five to next ten years during Network Rail Control Period 5 (CP5 is 2014-2019) and 6 (CP6 is 2019-2024). The MetroWest programme will also extend the benefits of strategic transport interventions that are either in the process of being delivered or have been delivered by the West of England councils; these include the MetroBus schemes, Bath Package, Weston Package and the Local Sustainable Travel Fund programme. The delivery of these projects, together with the MetroWest programme will result in better modal integration between rail, bus and active modes, providing an important step towards seamless modal transfer at key hubs across West of England.

The MetroWest programme has the full backing of the West of England Local Enterprise Partnership (LEP). The West of England LEP together with the Executive Members for Transport of the four

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councils, who collectively comprise the West of England Joint Transport Board (JTB), has determined that MetroWest Phase 2 is a priority for devolved DfT funding (following MetroWest Phase 1).



The MetroWest Phase 2 programme has four key stages leading to the start of services in 2021, namely:

1. Option Development (inc GRIP 1-2) to July 2015;
2. Scheme Case (inc GRIP 3) to 2017;
3. Planning Powers and Procurement (including GRIP 4-5) to 2020;
4. Construction and Opening (inc GRIP 6-8) to 2021.

The work to date has indicated the outturn cost of the recommended scheme is £42m (assuming a Henbury spur service, new stations at Henbury, North Filton and Ashley Down (not Constable Rd) and half hourly to Yate), comprising:

- £38m capital (prep & construction); and
- £4m operating subsidy for the first 3-years of operation.

Source: Preliminary Business Case (inc GRIP2 Report), July 2015.

Scheme: MetroWest Phase 2

2. Scheme objectives and outcomes

Please provide a summary of the scheme objectives and the associated anticipated outcomes and impacts (qualitative & quantitative, as appropriate);

The West of England councils have recognised the strategic importance of the train service network to the local economy, for many years. The West of England area enjoys a good network of long distance train services, however the local train network is under developed and utilised, in comparison with other city regions of a similar size. MetroWest fills this strategic gap and will enable the four Councils and the West of England LEP to realise the strategic potential for the local rail network to play a bigger role in meeting the transport needs of the sub-region. Furthermore MetroWest complements committed investment planned by the rail industry during Control Period 5 (2014 to 2019) including electrification of the Great Western line and the Intercity Express Programme, projects to address network bottlenecks and renewal projects.

MetroWest (and in its former guise the Greater Bristol Metro) is included in the current Joint Local Transport Plan covering the period 2011-2026 and all of the local authorities' Core Strategies.

The principal business objectives of the MetroWest Phase 2 are:

- To support economic growth, through enhancing the transport links to the Filton Enterprise Area, North Fringe, Yate, Temple Quay Enterprise Zone (TQEZ) and Bristol City Centre
- To deliver a more resilient transport offer, providing more attractive and guaranteed (future proofed) journey times for commuters, business and residents in the area, through better utilisation of strategic heavy rail corridors from Yate and Henbury
- To improve accessibility to the rail network with new and re-opened rail stations and improved service frequencies
- To make a positive contribution to social well-being, life opportunities and improving quality of life (along the affected corridors in particular)

Supporting objectives are:

- To mitigate traffic congestion in the North Fringe and Yate corridor
- To enhance the carrying capacity of the local rail network
- To reduce the adverse environmental impacts of the local transport network as a whole.

The 2012 report by Atkins 'GVA Impacts of Major Transport Schemes' states that rail schemes (including MetroWest and the new stations package are forecast to unlock 2,550 jobs and will generate £153 million in GVA per annum by 2030. MetroWest Phase 2 would contribute £85m and 80 jobs to this by bringing major employment centres closer to the skilled workforce catchment, helping to remove barriers to inward investment.

MetroWest is intended to plan for growth and make sure the city region's transport infrastructure has the ability to respond to increasing demand, to realise and maximise continued economic growth. It would help grow rail patronage and increase the mode share of rail.

Scheme: MetroWest Phase 2

3. Data collection methods

Please provide an overview of the data collection approaches including timing and frequency of data collection. Please also describe links with other monitoring activities where relevant. Where appropriate, please provide maps showing the spatial coverage of the data collection.

The approach to data collection is to utilise existing and ongoing annual surveys, namely:

- Employer Travel Survey – used to identify the impact of the scheme on jobs and mode of travel to work;
- West of England Rail Survey – used to quantify patronage at new and existing stations plus mode of travel to these stations;
- Employment Land Survey – used to quantify the take-up of employment land and anticipated jobs;
- Residential Land Survey – used to quantify the completion of residential units.

The spatial extent of surveys will focus on areas within the catchment areas of new and existing stations that would see an improvement as a consequence of the scheme, namely: Bristol Temple Meads, Lawrence Hill, Stapleton Road, Ashley Down, Constable Road, Filton Abbey Wood, North Filton, Henbury and Yate.

4. Resourcing and Governance

Please provide details of the monitoring and evaluation budget and resources, details of whom will be responsible for delivering the plan and procedures for risk management and any quality assurance.

By utilising existing and ongoing annual surveys, the primary resource requirement will be officer time to collate, analyse and report; a budget of £50,000 is set to fund this officer time.

Responsibility for monitoring and evaluation sits with a nominated officer in South Glos Council, who reports to the project manager. The project manager monitors and manages risk. The project manager reports to a Senior Responsible Officer.

The Senior Responsible Officer reports to the MetroWest Programme Board, which comprises:

- Senior officers from each of the WoE authorities;
- Network Rail;
- First Great Western; and
- Severnside Community Rail Partnership.

The Programme Board reports to the Joint Transport Board, which comprises:

- Lead Members for transport from each of the WoE authorities; and
- Business representatives from the LEP.

Scheme: MetroWest Phase 2

5. Delivery Plan

Please provide a project plan and timeframe for data collection and reporting of monitoring and evaluation findings (including baseline work, interim and final findings).

As stated in Section 3, the sources of data to be used are collected annually.

The baseline year will be for this project will be 2015.

A report on the baseline will be submitted with the Outline Business Case at the end of 2016.

An interim report with Full Business Case in 2020.

Annual progress reports will be published from 2022 to 2026.

6. Dissemination

Please provide details of how the findings from the evaluation will be communicated to key stakeholders and lessons disseminated.

Beyond reporting to the JTB through annual output and outcome reports, internal reporting will be provided to the Programme Board and other stakeholders.

On approval from the funders, the outcome report will be made available online at Travelwest.info.

Lessons generated from the monitoring and evaluation project will be disseminated to key stakeholders as above and through professional/academic networks/events.

Appendix: Growth Deal Monitoring and Evaluation Plan

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Growth Deal Monitoring and Evaluation Plan

MetroWest Phase 2

West of England Growth Deal Monitoring and Evaluation Plan Template

SECTION 2 MetroWest Phase 2

2a Description: *(indicative 150 words)*

Q1. Please provide a summary of key milestones with expected and actual completion dates.

MILESTONE COMPLETION DATES	BASELINE MONTH/YEAR	ACTUAL COMPLETION
GRIP 1 Output Definition	Jun 2014	Jun 2014
GRIP 2 Feasibility (option development)	May 2015	Jul 2015
Prelim Outline Business Case – Option Selection	Jul 2015	Jul 2015
GRIP 3 Option Selection (single option outline design)	Apr 2017	
Outline Business Case Approval	Jun 2017	
GRIP4 Single Option Development	Mar 2018	
Secure statutory powers	Dec 2019	
GRIP5 Detail Design (final signalling design)	Dec 2019	
Contract Prices	Dec 2019	
Full Business Case Approval	Mar 2020	
GRIP 6 Construction Start	Jun 2020	
GRIP 6 Construction Completion	Mar 2021	
Operation	May 2021	

WEST OF ENGLAND LOCAL ENTERPRISE PARTNERSHIP

2b Logic Model: (indicative 250 words)

Issues	Resources/ Input	Activities	Outputs	Direct & Indirect Outcomes	Impact
<i>The aims/ objectives of the scheme are:</i>	<i>In order to achieve the set of activities to fulfil these aims/ objectives we need the following:</i>	<i>In order to address the aims and objectives we will accomplish the following activities:</i>	<i>We expect that once accomplished these activities will produce the following evidence/ service delivery:</i>	<i>We expect that if accomplished these activities will lead to the following changes in knowledge, skills, behaviour etc:</i>	<i>We expect that if accomplished these activities will lead to the following changes in service, organisation or community:</i>
<p>The principal business objectives of the MetroWest Phase 2 are:</p> <ul style="list-style-type: none"> To support economic growth, through enhancing the transport links to the Filton Enterprise Area, North Fringe, Yate, Temple Quay Enterprise Zone (TQEZ) and Bristol City Centre To deliver a more resilient transport offer, providing more attractive and guaranteed (future proofed) journey times for commuters, business and residents in the area, 	<ul style="list-style-type: none"> Preparatory costs of £7m Requisite statutory approvals Requisite approvals from the JTB, Network Rail and DfT Support from the Train Operating Company for the Great Western Franchise Capital costs of £31m Revenue support of £4m Inclusion of the MW2 services in the Great Western Franchise from 2024. 	<ul style="list-style-type: none"> Construct new stations at Ashley Down Constable Road, North Filton and Henbury. Procure new hourly train service calling at Bristol Temple Meads, Lawrence Hill, Stapleton Road, Ashley Down Constable Road, Filton Abbey Wood, North Filton and Henbury. Procure increasing service frequency at Yate. 	<ul style="list-style-type: none"> Open new stations at Ashley Down Constable Road, North Filton and Henbury. Hourly train service calling at Bristol Temple Meads, Lawrence Hill, Stapleton Road, Ashley Down Constable Road, Filton Abbey Wood, North Filton and Henbury. Increasing service frequency at Yate. 	<ul style="list-style-type: none"> New or increased patronage at Bristol Temple Meads, Lawrence Hill, Stapleton Road, Ashley Down Constable Road, Filton Abbey Wood, North Filton, Henbury and Yate. Increased mode share for rail. 	<ul style="list-style-type: none"> The 2012 report by Atkins 'GVA Impacts of Major Transport Schemes' states that rail schemes (including MetroWest and the new stations package are forecast to unlock 2,550 jobs and will generate £153 million in GVA per annum by 2030 (of which Phase 2 would contribute ~£85m GVA).

<p>through better utilisation of strategic heavy rail corridors from Yate and Henbury</p> <ul style="list-style-type: none">• To improve accessibility to the rail network with new and re-opened rail stations and improved service frequencies• To make a positive contribution to social well-being, life opportunities and improving quality of life (along the affected corridors in particular) <p>Supporting objectives are:</p> <ul style="list-style-type: none">• To mitigate traffic congestion in the North Fringe and Yate corridor• To enhance the carrying capacity of the local rail network• To reduce the adverse environmental impacts of the local transport network as a whole.					
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SECTION 3 Data Requirements – MetroWest Phase 2				
Metric	Units	Frequency	Source	Baseline Date
INPUTS				
1. Expenditure	£, by source	Quarterly	South Gos Council	September 2015
2. Funding breakdown	£, by source	Quarterly	South Gos Council	September 2015
OUTPUTS				
3. Type of infrastructure	Number of new stations.	Bi-annual	South Gos Council	Zero as of September 2015
4. Type of service improvement	Number of new train services.	Bi-annual	South Gos Council	Zero as of September 2015
OUTCOMES				
5. Jobs connected to the intervention within 2km radius catchment of the new/improved stations	FTEs	Annual	South Gos & Bristol City Councils Annual Monitoring Reports & data	Zero as of September 2015
6. Housing unit starts within 2km radius catchment of the new/improved stations	#	Annual	South Gos & Bristol City Councils Annual Monitoring Reports & data	March 2015
7. Housing units completed within 2km radius catchment of the new/improved stations	#	Annual	South Gos & Bristol City Councils Annual Monitoring Reports & data	March 2015
8. Follow on investment at sites within 2km radius catchment of the new/improved stations	£, by source	Annual	South Gos & Bristol City Councils Annual Monitoring Reports & data	Zero as of September 2015

Key:

Q – Quarterly **A** – Annual **#** - Number **B/A** – Bi-Annual

SECTION 3a Additional Monitoring Metrics – MetroWest Phase 2				
Metric	Units	Frequency	Source	Baseline Date
INPUTS				
See above.				
OUTPUTS				
See above.				
OUTCOMES				

Increased use of local rail services at new or existing stations served by the scheme..	Patronage by station	Annual	WoE Annual Rail Survey	November 2015
Increased mode share of rail for journeys to work for businesses within 2km radius catchment of the new/improved stations.	% mode-share for rail for JTW from businesses within catchment area of scheme stations.	Annual	Annual survey of employers	February 2015

SECTION 4 Undertaking the evaluation

4a Resourcing: *(indicative 50 words)*

Q3. How much will the evaluation cost and how will it be funded?

By utilising existing and ongoing annual surveys, the primary resource requirement will be officer time to collate, analyse and report; a budget of £50,000 is set to fund this officer time.

Funding will be provided by the two promoting authorities.

4b Timing: *(indicative 100 words)*

Q4. When will key activities take place - including baseline work, interim and final findings?

As stated in previously, the sources of data to be used are collected annually.

The baseline year will be for this project will be 2015.

A report on the baseline will be submitted with the Outline Business Case at the end of 2016.

An interim report with Full Business Case in 2020.

Annual progress reports will be published from 2022 to 2026.

4c Who Conducts

Q5. Name, Address, Telephone, Email

Lee Lodder

South Gloucestershire Council, Department for Environment and Community Services, PO Box 299, BRISTOL, BS15 0DR

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lee.lodder@southglos.gov.uk

SECTION 5 Summary of Analysis

5a Description *(indicative 200 words)*

Q6. What evaluation method will be applied? (ie. process, outcome or impact, or a combination)

A combination of outcome and impact evaluation will be used, on the basis that the scheme will be delivered in 2021 as specified in the base case in 2015. If the scheme changes in scope after 2015 (for example, one of the station sites proves undeliverable), the monitoring and evaluation plan can be re-based, because the selected metrics are collected on an annual basis.

The key outcomes and impacts will become apparent following scheme opening; by capturing the metrics on an annual basis, it will be possible to see if there is any 'step-change' in the metrics in anticipation of and/or coincident with scheme opening in 2021.

5b Uses of the Evaluation *(indicative 100 words)*

Q7. How will the findings of the evaluation be used? What will the evaluation inform and who will the audience?

Beyond reporting to the JTB through annual output and outcome reports, internal reporting will be provided to the Programme Board and other stakeholders.

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