Annex 14

Benefits
Realisation Plan

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

Project Name: **North Fringe to Hengrove Package**
Project Number: *to be added*
Purpose: The Benefits Realisation Plan is used to define how benefits will be delivered and when a measurement of the achievements of the project's benefits can be made
Derivation: The Plan is derived from the Best and Final Bid submitted to DfT in September 2011 and the Application for Full Approval in November 2014
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The Benefits Realisation Plan relates to the Project outcomes and assumes all outputs will be delivered in line with the agreed project approach

					Links to Monitoring and Evaluation Plan (1)				
Objectives mapping to benefits	**What are benefits to be realised and measured**	**Benefits ownership**	**What factors need to be controlled to ensure the benefits be realised in the short and long term**	**Expected level of benefits**	**How to measure the expected benefits**		**Who will measure and report the benefits**	**Resource requirements**	**Baseline measurement**
(project objectives contributing to present value of benefits)	(the scope of the benefits realisation plan covering what benefits are to be achieved and measured)	(who is accountable for the delivery of the expected benefits)	(what activities are required above and beyond the core deliverables)	(As included in calculation of Present Value of Benefits)	(How to measure achievement of expected benefits)	(when they can be measured)	(who is responsible for measuring and reporting the benefits)	(what resources are needed to carry out the review)	(baseline measures from which improvements will be calculated)
Primary Objectives									
Support a buoyant economy, improve quality of life for sub-regional residents and improve local and national travel	Increase in the number of residents of south Bristol, North Fringe and East Fringe in employment	BCC and SGC Network Managers to ensure that highway, bus priorities, CCTV, intelligent traffic signals, and other facilities are implemented and maintained to allow the new scheme to operate to its fullest capacity. MetroBus Integration Manager to ensure that a high quality, rapid, reliable MetroBus service is provided by operators that increases access and capacity to employment and key services in south/central Bristol and North/East Fringes. SRO to ensure that public realm enhancements in city centre are delivered to a high standard.	BCC/SGC will ensure that the maintenance of the highway and facilities is afforded an appropriate priority in their spend programmes. Robust QPS to be developed with clearly defined responsibilities and regular monitoring and review meetings to ensure that elements of the QPS are met by all parties. A robust marketing plan to be developed in conjunction with bus operators to incorporate elements that have proved successful elsewhere. BCC/SGC to use the full array of UTC (Urban Traffic Control) technologies to maintain maximum capacity. In addition, BCC/SGC will enforce parking and moving traffic violations on MetroBus routes. BCC to manage and maintain public realm enhancements in city centre to high standard.	Independent study to confirm number of net jobs in key growth areas of South Bristol, North Fringe and East Fringe by 2023	Measure number of new jobs created	2017/18 2022/23	MetroBus Monitoring and Evaluation Lead	Survey of businesses	Zero baseline will be retrospective
	Increase in jobs and employment floorspace in south/central Bristol and North/East Fringes				Number of new businesses, vacancy rates, employment floorspace	2022/23	MetroBus Monitoring and Evaluation Lead	BCC/SGC Economics Development Team data, Job centre data	Zero baseline will be retrospective, some data collection 2014/15 if necessary
	Contribution to bringing forward investment associated with additional Gross Value Added			Independent study to follow-up 2012 GVA report that forecast £145m in additional benefits as a result of NFHP	Repeat methodology of initial GVA study	2030/31	MetroBus Monitoring and Evaluation Lead	Survey of businesses	Initial GVA study, 2012
	Improvement in the indices of multiple deprivation in key Bristol/South Gloucestershire wards/ output areas			An improvement in Lower Super Output Areas (LSOAs) national ranking in Indices of Multiple Deprivation (IMD), particularly the 'employment' domain	Regular monitoring of IMD issues	2017/18 2022/23	MetroBus Monitoring and Evaluation Lead	Review of existing/ newly-collected data sources	IMD data expected to be available in Summer 2015 with baseline of 2014
	Increase in the number of people able to access sites of employment and key services			Modelled % increase of population within appropriate journey time threshold of key employment sites by public transport	Accessibility modelling	2017/18 2022/23	MetroBus Monitoring and Evaluation Lead	Specialist accessibility modelling software	2014/15 baseline to be determined
Encourage the shift to new forms of public transport and realise the associated environmental, climate change, safety and health benefits	Reduced congestion, and improved bus reliability at identified congestion hotspots.	SRO and MetroBus Integration Manager to ensure that MetroBus operators provide an appropriate service standard. BCC/SGC Network Managers to lock in the benefits of diverted, strategic traffic for currently congested routes. MetroBus Integration Manager to ensure that amendments to background bus services are managed to complement MetroBus services, maintain good service levels in south Bristol, North/East Fringes and benefit from decreased congestion. BCC and SGC Network Managers to ensure that CCTV, intelligent traffic signals, and other means allow the new highway to operate to its fullest capacity	BCC/SGC to use the full array of UTC technologies to maintain maximum capacity. In addition, they will enforce parking and moving traffic violations on MetroBus routes and continue to manage city centre bus interchange and traffic movements effectively. Measures that will 'lock-in the benefits', prioritising these from existing programmes of investment, be applied so that benefits are maximised in the long-term. Operator dialogue to manage changes to the background bus network, alongside a robust QPS to be developed with clearly defined responsibilities and regular monitoring and review meetings to ensure that elements of the QPS are met by all parties. Work closely with businesses / developers to develop workplace travel plans which encourage use of MetroBus and other public transport services.	Reduced journey times and reduced queue lengths at key congestion hotspots minimised increase in vehicle movements on south Bristol radial routes and North/East Fringe routes.	Static vehicle counters (ATCs or ANPR), TrafficMaster/ Strat-e-gis data, and RTI (for buses)	2017/18 2022/23	MetroBus Monitoring and Evaluation Lead	Review of existing/ newly-collected data sources	2014/15 baseline to be determined
	Change in accidents on sections of road network			Reduced accidents on key sections of the highway network	Reported accidents from STATS19 database	2017/18 2022/23	MetroBus Monitoring and Evaluation Lead	Data from STATS19 database	2014/15 baseline
	Quality of, and satisfaction in, public transport provision is improved			Increase in passenger satisfaction and background bus service reliability	MetroBus user satisfaction survey	2017/18 2022/23	MetroBus Monitoring and Evaluation Lead	On-bus passenger satisfaction survey	2014/15 baseline provided by GBBN
	Increase in the number of walking and cycling trips			Estimated % increase in walking and cycling trips at key locations.	Static vehicle counters (ATCs or ANPR) and pedestrian video surveys at specific locations	2017/18 2022/23	MetroBus Monitoring and Evaluation Lead	Review of existing/ newly-collected data sources	2014/15 baseline to be determined
	Increased patronage on services between North Fringe/East Fringe/UWE, central Bristol and south Bristol			Increase in patronage on combined MetroBus and other bus services between south Bristol, central Bristol and North/East Fringes.	MetroBus patronage and network-wide bus patronage	2017/18 2022/23	MetroBus Monitoring and Evaluation Lead	Comparison of bus service 'before' data with MetroBus and other bus service combined as 'after' to be provided by operators as QPS requirement	2014/15 baseline to be determined
	Reduced vehicle tailpipe emissions			Monitor % reduction in Nitrogen Dioxide emissions in Bristol central Air Quality Management Area (AQMA).	Bristol monitoring points	2017/18 2022/23	MetroBus Monitoring and Evaluation Lead	BCC	2014/15 baseline

Objective	Benefit	Enablers	Activities	Outcome	Measure	Timescale	Responsibility	Data source	Baseline
Tackle congestion and therefore the economic, environmental and health damage that is associated with it	Reduced congestion and improved bus reliability at identified congestion hotspots	SRO and MetroBus Integration Manager to ensure that MetroBus operators provide an appropriate service standard. BCC and SGC Network Managers to lock in the benefits of diverted, strategic traffic for currently congested routes in south Bristol and North/East Fringes.

MetroBus Integration Manager to ensure that amendments to background bus services are managed to complement MetroBus services, maintain good service levels along MetroBus corridor and benefit from decreased congestion along the route.

BCC and SGC network managers to ensure that CCTV, intelligent traffic signals, and other means allow the new highway to operate to its fullest capacity | BCC/SGC to use the full array of UTC technologies to maintain maximum capacity. In addition, they will enforce parking and moving traffic violations on MetroBus routes.

Measures that will 'lock-in the benefits', prioritising these from existing programmes of investment, be applied so that benefits are maximised in the long-term.

Operator dialogue to manage changes to the background bus network, alongside a robust QPS to be developed with clearly defined responsibilities and regular monitoring and review meetings to ensure that elements of the QPS are met by all parties.

Work closely with businesses / developers to develop workplace travel plans which encourage use of MetroBus and other public transport services. | Reduced journey times and reduced queue lengths at key congestion hotspots. Reduced traffic flow on routes around Parkway station. | Static vehicle counters (ATCs or ANPR), TrafficMaster / Strat-e-gis data, and RTI (for buses) | 2017/18 2022/23 | MetroBus Monitoring and Evaluation Lead | Review of existing/ newly-collected data sources | 2014/15 baseline to be determined |
	Bristol/South Gloucestershire businesses report that transport problems are no longer a leading barrier to success			Decrease in number of businesses reporting transport as a barrier to success	Repeat methodology of initial GVA study	2017/18 2022/23	MetroBus Monitoring and Evaluation Lead	Survey of businesses	Initial GVA study, 2012
	Reduced vehicle tailpipe emissions			Monitor % reduction in Nitrogen Dioxide emissions in Bristol central Air Quality Management Area (AQMA).	Bristol monitoring points	2017/18 2022/23	MetroBus Monitoring and Evaluation Lead	BCC	2014/15 baseline
	Increase in the number of walking and cycling trips			Estimated % increase in walking and cycling trips at key locations.	Static vehicle counters (ATCs or ANPR) and pedestrian video surveys at specific locations	2017/18 2022/23	MetroBus Monitoring and Evaluation Lead	Review of existing/ newly-collected data sources	2014/15 baseline to be determined
Enhance the opportunities for regeneration and sustainable growth through the linking of areas of economic and housing expansion	Increase in the number of residents of south Bristol, North Fringe and East Fringe in employment	BCC and SGC network managers to ensure that highway, CCTV, intelligent traffic signals, and other facilities are implemented and maintained to allow the new highway to operate to its fullest capacity.

MetroBus Integration Manager to ensure that a high quality, reliable MetroBus service is provided by operators that increases access and capacity to employment and key services in between south Bristol, central Bristol and North/East Fringes. | BCC/SGC will ensure that the maintenance of the highway and facilities is afforded an appropriate priority in their spend programmes.

Robust QPS to be developed with clearly defined responsibilities and regular monitoring and review meetings to ensure that elements of the QPS are met by all parties.

A robust marketing plan to be developed in conjunction with bus operators to incorporate elements that have proved successful elsewhere.

BCC/SGC to use the full array of UTC technologies to maintain maximum capacity. In addition, they will enforce parking and moving traffic violations on MetroBus routes. | Independent study to confirm number of net jobs in key growth areas of South Bristol and North/East Fringes by 2023 | Measure number of new jobs created | 2017/18 2022/23 | MetroBus Monitoring and Evaluation Lead | Survey of businesses | Zero baseline will be retrospective |
	Increase in jobs and employment floorspace in south Bristol, city centre and North/East Fringes				Number of new businesses, vacancy rates, employment floorspace	2022/23	MetroBus Monitoring and Evaluation Lead	BCC/SGC Economic Development Team data, Job centre data	Zero baseline will be retrospective, some data collection 2014/15
	Contribution to bringing forward investment associated with additional Gross Value Added			Independent study to follow-up 2012 GVA report that forecast £145m in additional benefits as a result of NFHP	Repeat methodology of initial GVA study	2030/31	MetroBus Monitoring and Evaluation Lead	Survey of businesses	Initial GVA study, 2012
	Improvement in the indices of multiple deprivation in key wards/ output areas in most deprived areas			An improvement in Lower Super Output Areas (LSOAs) national ranking in Indices of Multiple Deprivation (IMD), particularly the 'employment' domain	Regular monitoring of IMD issues	2017/18 2022/23	MetroBus Monitoring and Evaluation Lead	Review of existing/ newly-collected data sources	IMD data expected to be available in Summer 2015 with baseline of 2014
	Increase in the number of people able to access sites of employment and key services			Modelled % increase of population within appropriate journey time threshold of key employment sites by public transport	Accessibility modelling	2017/18 2022/23	MetroBus Monitoring and Evaluation Lead	Specialist accessibility modelling software	2014/15 baseline to be determined
Promote equality of opportunity and security through improved connectivity to education, employment, leisure, health and retail facilities	Improved journey times between key residential, business, and wider network sites	MetroBus Integration Manager to ensure that a high quality, reliable MetroBus service is provided by operators that increases access to employment and key services for residents in south Bristol and beyond.

BCC and SGC network managers to ensure that CCTV, intelligent traffic signals, and other means allow the new highway to operate to its fullest capacity | BCC/SGC to use the full array of UTC technologies to maintain maximum capacity. In addition, they will enforce parking and moving traffic violations on MetroBus routes.

Robust QPS to be developed with clearly defined responsibilities and regular monitoring and review meetings to ensure that elements of the QPS are met by all parties, including complementary services using MetroBus infrastructure.

A robust marketing plan to be developed in conjunction with bus operators to incorporate elements that have proved successful elsewhere. | Reduction in journey times between locations assessed in Transport Assessment | TrafficMaster / Strat-e-gis data (private vehicles) and RTI system (buses) | 2017/18 2022/23 | MetroBus Monitoring and Evaluation Lead | Review of existing/ newly-collected data sources | 2014/15 baseline to be determined |
| | Improvement in the indices of multiple deprivation in key wards/ output areas in most deprived areas | | | An improvement in LSOAs national ranking in IMD, particularly the 'employment' domain | Regular monitoring of IMD issues | 2017/18 2022/23 | MetroBus Monitoring and Evaluation Lead | Review of existing/ newly-collected data sources | IMD data expected to be available in Summer 2015 with baseline of 2014 |
| | Increase in the number of people able to access sites of employment and key services | | | Modelled % increase of population within appropriate journey time threshold of key employment sites by public transport | Accessibility modelling | 2017/18 2022/23 | MetroBus Monitoring and Evaluation Lead | Specialist accessibility modelling software | 2014/15 baseline to be determined |

(1) see Metrobus Monitoring and Evaluation Plan for more detail

Document control					
Version Number	Prepared by:	Reviewed by:	Comments	Approved by:	Date
0	Rob Thompson	Will Miller, Bill Davies, Jen Pritchard, Jackie Lower, Steve Riley, Ben McGee	Comments from Bill Davies, Steve Riley, Ben McGee		06/10/2014
1	Rob Thompson	Will Miller, Bill Davies, Jen Pritchard, Jackie Lower, Steve Riley, Ben McGee	Bill Davies, Steve Riley		08/10/2014
2	Rob Thompson	Will Miller, Bill Davies, Jen Pritchard, Jackie Lower, Steve Riley, Ben McGee			09/10/2014