A separate report is submitted in the private part of the agenda in respect of this item, as it contains details of financial information required to be kept private in accordance with Schedule 12A of the Local Government Act 1972. The grounds for privacy are that it refers to the identity, financial and business affairs of an organisation and the amount of expenditure proposed to be incurred by the Council under a particular contract for the supply of goods or services.

Cabinet   30th March 2010
Council   30th March 2010

Name of Cabinet Member:
Cabinet Member (City Development) – Councillor Ridley
Cabinet Member (City Services) – Councillor Noonan
Cabinet Member (Customer and Workforce Services) – Councillor Dixon

Director approving the report:
Directors of Customer & Workforce Services, Finance & Legal Services, and Strategic Planning & Partnerships

Ward(s) affected:
All Wards

Title:
Wide Area Network, Urban Traffic Management Control and Primelines update

_____

Is this a key decision?
Yes

These projects cover more than two electoral wards within the City and involve expenditure of over £500k in one annum, as detailed within the reports.

Executive summary:

To brief Cabinet on the progress of three major projects - Wide Area Network 2, Urban Traffic Management Control and Primelines. These projects are being managed as one overall programme so that road users, Council services and partners all benefit from a more resilient, effective and innovative ICT communications infrastructure across the city

Members previously received an update report on these projects in January 2009.

Recommendations:

The Cabinet are requested to have regard to the contents of this report when considering the recommendations contained within the private report on this matter and to:-

(1) Commission a series of reviews to establish lessons learned from all three projects

(2) Recommend that the Council:-

    (a) Endorse the updated position with regard to each individual project
    (b) Recognise the additional costs of the combined programme of project and approve the proposed financing arrangements detailed in the report.

(3) The Council are recommended to:-
    (a) Endorse the updated position with regard to each individual project
    (b) Recognise the additional costs of the combined programme of projects and approve the proposed financing arrangements detailed in the report

List of Appendices included:

None

Other useful background papers:

Cabinet report 27 January 2009
Scrutiny Board 3 report: 23 November 2009

Has it or will it be considered by scrutiny?
No

Has it, or will it be considered by any other council committee, advisory panel or other body?

No

Will this report go to Council?
Yes – 30th March 2010

Report title:
Wide Area Network, Urban Traffic Management Control and Primelines update

1. Context & background

1.1 Primelines, Urban Traffic Management Control (UTMC) and the Wide Area Network (WAN) are three major projects being managed within the Council which are already providing benefits to the Council and to the City.

1.2 The WAN project's aim is to provide a longer term ICT network solution across the City to meet the Council's growing needs, reduce growing telephone and ICT line costs, and protect the Council from any future price rises. It is a complex and innovative project, which will provide substantial benefits to Council users and help to meet the increasing demands of delivering services for the City's residents.

1.3 Whilst Primelines and UTMC projects pre-dated the decision to implement a fibre optic WAN, it was agreed that the ICT requirements of those projects which also use the corporate network should be brought together with the WAN.

1.4 A single Programme Board has been operating since March 2008 which has provided appropriate corporate governance to reflect both the significance of each project, and the risks associated with delivering one integrated ICT solution to satisfy collective requirements.

1.5 In addition, the WAN solution was also supporting the ICT requirements of the City Wide BID company, Coventry Best for Business (CBfB). At present the CBfB Board has suspended this work until further notice.

1.6 Members approved an additional £1m of corporate capital resources in January 2009 to deliver these schemes

1.7 Project Aims

The last update report submitted to Cabinet in January 2009 detailed the aims and benefits of each of the 3 individual projects. These have been summarised below:

1.7.1 WAN

- The need to move to new network architecture in order to improve network stability, robustness, resilience and scalability which meets current and future needs
- Reduce reliance on external commercial providers and protect the Council against projected significant price rises
- Support the Council to deliver its transformation agenda by enabling services to be accessed appropriately
- A common infrastructure to enable joined-up solutions, shared service provision, data sharing and better information management
- Improved value for money by owning the network to ensure that the public, partners and businesses can be provided with low cost access and connection methods
- Potential for future commercial use and income generation
- Recognising that schools are becoming more dependent on the internet for curriculum content and video conferencing, the project will increase capacity by ten-fold and give the city's new schools in the Building Schools for the Future programme the opportunity of a 100 fold increase in bandwidth.

1.7.2 UTMC

- Coventry's existing electronically managed Urban Traffic Control (UTC) system, required to manage traffic light sequencing is now over 15 years old and needs renewal and upgrade to meet the requirements of the Traffic Management Act 2004 (TMA) and future traffic management needs
- UTMC is used to describe an extended range of traffic management systems, process and strategies that enables the Traffic Manager to control the movement of traffic across the road network as required by the TMA. In order to achieve this and recognising the significant funding contribution from the separate Primelines Project, the Coventry UTMC has centred upon improving the passage of buses across the network
- More integrated approach to traffic management issues such as resilience, the ability to use the network management capability in times of emergency and the ability to work regionally.

1.7.3 Primelines

- To provide a step change in the quality of bus services operating across the City created largely by a programme of civil engineering and restructuring of roads and bus passenger infrastructure but also including the upgrade of facilities
- Major contribution to the Council's Climate Change and "Green Travel" Strategies
- Includes essential ICT facilities to facilitate real time passenger information (RTPI), bus priority management and bus route enforcement

  The intended objectives are:

- Increase bus patronage on each of the four main corridors by 25%
- Increase the public transport mode share during the morning into the City Centre to 28% by 2008
- Increase all day public transport mode share to the City Centre to 30% by 2008
- Increase bus patronage throughout Coventry by 10% by 2011
- Increase the satisfaction level from the current level of -22% to +15% by 2011
- Reduce personal security incidents associated with bus travel by 10%

2.   Updated Position

The following section outlines the progress for each individual project since the last update to Cabinet members in January 2009.

2.1 WAN

Current Position

2.1.1   The migration of 220 schools, libraries and other sites is underway with a target completion date of June 2010, at which point £900k annual BT costs will have been cancelled, as we no longer need to lease lines. At the time of writing this report, the current migrated live sites include the Canal Basin – Coventry Translation Unit, Moseley Primary School, Barrs Hill School and Community College, Coundon Community Library and Coundon Family Centre. Initial feedback from both the Library and Coventry Interpretation and Translation Unit is very positive about the speed of the new connection and overall improvement between shared systems, which supports our original vision to create a more robust network, connecting all Council buildings and schools to meet the increasing demands of delivering services for the City's residents.

2.1.2   Schools across the city will benefit from improved broadband access and faster internet services which supports the vision that Coventry is a growing accessible city where people choose to live, work and be educated and businesses choose to invest. The network will provide more capacity for schools and corporate users, and remove the dependency on BT, should even faster speeds and capacity be required in the future. Importantly all schools will have the maximum speed that their existing equipment will allow and BSF schools will have the opportunity to connect to the network with a 100-fold capacity increase. The project team continues to work closely with the BSF programme in order to maximise the benefits of the WAN to the city's secondary schools and ensure bidders are fully aware of the network they will be required to use.

2.1.3   This project as well as delivering the requirements for the Council, was always designed to create additional capacity for either use by the Council or partners or the private sector. Commercial opportunities are actively being explored with various public sector agencies across the City which will assist in offsetting the annual costs of managing the network and to generate commercial revenues for the Council.

Issues

Changes to the Design and Delays

2.1.4   The original project requirement was a 'turnkey' solution, i.e. a straightforward design and build which presented a low risk city wide solution. However, following a review of progress in early 2009, the Council's project team concluded that this approach was not sophisticated enough to deliver our requirements. Additionally, the progress of the project across all sites was severely delayed prior to rollout by a central government initiative 'GovConnect' which imposed strict rules governing security of corporate and government networks. This also added to the cost of the project as redesign work was required which created two physical networks, to ensure that corporate data will be secure from public access.

Future Proofing

2.1.5   Since the start of this project, the **abc** transformation programme has launched a council wide property review, 'our space', and we are ensuring that the design and roll-out is consistent with this review. Plans are now being checked to ensure that current accommodation is supported, whilst also taking a longer term view to ensure that services are maintained to buildings when redevelopment of the city centre takes place in the medium term. Therefore, as far as possible, we are future proofing the network design.

Installation Issues

2.1.6   Broadly this project has 2 phases: phase 1 being the installation of the fibre in the ground and phase 2 the connection of the sites to the network. The installation used 2 alternative methods, one being much cheaper than the other. There have been some issues relating to the balance of methods used, as planned routes were not always able to use cheaper installation method and alternatives had to be applied. This was not always foreseeable at the design stage due to changes to routes and information available on the condition of roads and road types. This has lead some additional cost to the project and a thorough contract review is taking place to assess the degree to which liability for these costs lies with the Council or Optilan. The results of this will be reported to Cabinet once agreement has been reached with Optilan.

2.1.7   The project continues to be a challenging one, however delivery of connections is now well underway and starting to deliver tangible benefits and the project team consider that the outstanding financial risks have now been quantified and contained.

2.2 UTMC

2.2.1   Members may recall from the previous report in January 2009, that the core elements of the Coventry UTMC Scheme have been completed, although not all aspects have yet been fully implemented. These include the completion of a number of IT system interfaces at Jackson Road which are being developed to make more efficient use of the existing transport infrastructure and reduce congestion on the road network.

2.2.2   The most significant change since the report in January 2009 relates to the delivery of the CCTV work package. To date this has included the installation of the CCTV Command and Control System at Jackson Road and the commissioning of four CCTV cameras; two on Junction 7 of the Ring Road and one each on the A444 at Ricoh Arena and at the bus gate at Whittle Arch in the City centre.

2.2.3   The 2nd phase of the CCTV work package outlined in the January 2009 report proposed the introduction of an additional 12 bus lane enforcement cameras. This was subject to the results of a detailed technical and financial assessment being completed, to ensure that the cost of the additional cameras did not exceed the available budget.

2.2.4   One of the successes of the PrimeLines programme has been that the number of bus lane contraventions overall are less than had previously been expected. As a result, we have been able to re-evaluate the need for so many static enforcement cameras. It is now considered appropriate to reduce the previously proposed number of static cameras of 12 as outlined in 2.2.5.

2.2.5   The proposed way forward is to reduce the number of static cameras in phase 2 of the CCTV work package to four, which would be introduced at sites where contravention levels are known or expected to be high. The proposed locations are:

- Tile Hill Lane/A45
- Foleshill Road/Ring Road
- Trinity Street/Ironmonger Row (new bus gate)
- Broadgate/High Street (new bus gate)

2.2.6   Due to the less than predicted number of bus lane contraventions, as outlined in 2.2.4, it has been necessary to review the approach to be taken in enforcing bus lanes, to ensure that the service can be largely self-financing and viable in the long-term. Three options are being considered as part of the review. They are;

- Retain the service in-house as originally proposed;
- Outsource the service to a private contractor;
- Partner with another local authority

The decision taken as to which approach to adopt will be based on sound financial and logistical reasoning.

2.2.7   Members may also recall that at the meeting on the 15th December 2009, Cabinet gave approval to award a contract to renew and upgrade existing traffic signals equipment, in particular, traffic signalled junctions, pedestrian crossings and signal controllers, as part of

a sum of money received from the Department for Transport in connection with the West Midlands Urban Traffic Management and Control Major Scheme. This is only one part of the overall Major Scheme which is being rolled out over the next 4 years and will present significant opportunities to further enhance Coventry's UTMC capabilities.

2.3 PrimeLines

2.3.1   The Primelines work funded from the DfT Major Scheme approval is substantially complete. Extensions to the network are continuing to be made using additional external funding that has been secured in competition with other West Midlands metropolitan authorities. Scrutiny Board 3 has completed a thorough review of the scheme over a number of meetings and concluded that it was a successful scheme that achieved the bulk of the objectives set. In recent press coverage (Coventry Telegraph 19th January), Travel Coventry have highlighted the benefits of electronic information boards at bus stops increased customer satisfaction with services (up from 53 to 70%), a 26% improvement in service reliability and 40% increase in punctuality across the city.

2.3.2   Outstanding technical issues relate to finalising the work to ensure that the UTMC system can both respond to buses approaching signals ('selective vehicle detection') as required, and rolling out the completion of the 'Real Time Information' now available at a number of stops to remaining sites. These are areas of UTMC work that have been delayed (see above)

2.3.3   The final issue relates to the financial contributions from partners towards the scheme. Due to financial difficulties faced over the last 18 months not all contributions have been received. We are now working closely and constructively to secure these outstanding contributions

3.   Options considered and recommended proposal

3.1   Cost implications and funding options are considered in the private report on this matter.

4.   Results of consultation undertaken

4.1   Not applicable

5.   Timetable for implementing this decision

5.1 The vast majority of work is completed for the UTMC and Primelines projects. WAN is scheduled for completion in June 2010.

6. Comments from Director of Finance and Legal Services

6.1 Financial implications

Each project within the programme has been managed individually, but brought together via the programme board to ensure that the interdependencies of the various ICT requirements of Primelines and UTMC are provided for in the new WAN infrastructure, in addition to the wider corporate connectivity and security requirements of the Council. Whilst the vast majority of works and costs of these 2 programmes of work were not related or dependent on WAN, there has been a financial contribution to the overall funding of the new infrastructure.   The programme board has, as a result managed the overall cost of the combined spend on an aggregated basis to ensure consistent financial governance and affordability.

The projected cost impact of the latest position as updated in section 2 above is identified in the corresponding private report on this matter.

Whilst there may still be further risks which could impact on the projected overall cost, it is felt that in the main these are now fewer and there is a high level of confidence in the projections.

No commercial opportunities have been assumed to date, which if they transpire, will improve the projects value for money.

6.2 Legal implications

The Council entered into the agreement with Optilan (UK) Limited on the 25th October 2007 to provide the infrastructure and the WAN system in accordance with the agreement. Change orders have been issued under the agreement in order to ensure the system meets the Council's needs

7. Other implications

7.1 How will this contribute to achievement of the council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / LAA (or Coventry SCS)?

WAN

The WAN2 project will greatly improve the way services are delivered to the people of Coventry (SCS7) by providing high speed scalable links between all council offices , schools and libraries. It will provide this at a reduced overall annual cost to the Council, whilst removing our reliance on 3rd parties to deliver the service. It is also a key element in support the BSF programme, allowing schools to take full advantage of new services as they are offered by the programme

UTMC

A prosperous Coventry: A well managed road network achieved through an effective local transport system, tackling congestion, increasing accessibility and improving public transport will help to encourage new businesses and jobs so that people can benefit from this increased

wealth. Ensuring that the future regeneration of the City does not come at the cost of congestion will help to sustain business growth.

Making Coventry an attractive and enjoyable place to be: Reducing congestion and improving local environmental quality contribute towards an attractive and enjoyable City which people can enjoy and be proud to live.

Making places and services easily accessible: Through reductions in congestion and delays on the road network and by prioritising use of public transport, this improves accessibility to existing jobs and services and is better able to cope with the demands of a growing city.

Improving the environment and tackling climate change: Improving air quality through reducing vehicle emissions caused by congestion, enforcing bus lane contraventions and addressing air pollution hotspots will help improve the environment and tackle climate change.

Primelines

Plan to make services, including schools, employment, culture and leisure opportunities more locally accessible and to reduce the need to travel (residents and commuters).
Reduce car use and encourage people to travel by public transport, on foot by bicycle, particularly during peak periods.
Ensure that the transport infrastructure and especially public transport is able to cope with the planned growth in the city.
Improve perceptions about safety of travelling by public transport by bicycle or on foot and maintain the city's low rates of road traffic accidents.
Reduce CO2 emissions due to transport.

7.2 How is risk being managed?

There are monthly WAN Project Board meetings which monitors all works and risks. The board has clear governance in terms of reporting and financial clearance. Programme and risk reports for all three projects are brought to a Directors Monthly Programme Board consisting of The Director of Finance & legal Services, Director of Customer & Workforce Services, Director of Strategic Planning & Partnerships and Assistant Director of City Services & Development (Highways). The 3 projects are also listed on the Councils corporate risk register.

7.3 What is the impact on the organisation?

All three projects will facilitate the provision of quality services to road users and Council services. WAN connectivity will provide a long term IT platform on which to base quality Council services.

Infrastructure design has taken into consideration the connectivity requirements of all Council buildings

7.4 Equalities / EIA

None

7.5 Implications for (or impact on) the environment

All 3 projects can directly or indirectly influence modal shift from cars to public transport

7.6 Implications for partner organisations?

Initially, the WAN infrastructure is being installed for the primary benefit of Council users to facilitate quality services. Once this is achieved, surplus capacity can be measured to determine the extent to which partners can also benefit.

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Appendices
None