

**Implementation, Monitoring and Evaluation  
(Stage 3)**

**TAG Unit 2.1.4**

DRAFT

FOR CONSULTATION

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Transport Analysis Guidance (TAG)

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# 1 Implementation, Monitoring and Evaluation (Stage 3)

## 1.1 Introduction

- 1.1.1 **Steps in the Process – Overview** (TAG Unit 2.1.1) sets out the overall process for identifying, assessing and appraising interventions to address an identified transport need.
- 1.1.2 This Unit describes Steps 13 and 14 relating to Stage 3 of the process – **Implementation, monitoring and evaluation. It is applicable to all types of interventions, including individual schemes, packages of measures, strategies and plans.**

### Level of Design or Specification

- 1.1.3 At Stage 3, the level of design needs to be sufficient to enable implementation.
- 1.1.4 In terms of the widely adopted project development stage guidance in the Royal Institute of British Architects (RIBA) Plan of Work Stages (**see Unit 2.1.1 for further information**), analysts should refer to **RIBA Work Plan Stages G to L (Tender Documents, Tender Action, Mobilisation, Construction to Practical Completion, After Practical Completion)**, in the case of all types of intervention.
- 1.1.5 For rapid transit, tram, metro and rail interventions, analysts should refer to GRIP Stages 6 to 8 (Construction, Testing & Commission, Scheme Handback, Project Close-Out).
- 1.1.6 For interventions that do not involve the introduction of physical infrastructure to any significant degree e.g. smarter choices or technology options, the principles of design stages as per RIBA and GRIP will still be of relevance.

## 1.2 Step 13: Implementation Programme

- 1.2.1 Some interventions will involve a considerable amount of expenditure and a large number of concerted actions, spread out over a number of years. These need to be phased appropriately so that the transport system develops in the most effective manner. In determining the phasing of the component parts, it will be necessary to:
- decide **when** each component is required by analysing when the problems are likely to emerge at which the component is aimed;
  - understand the relationships between the various components, taking account of which elements **must** come before or after others;
  - take account of the lead times required to progress each component, taking account of planning procedures, and design and construction times;
  - take account also of the capabilities of the transport providers to deliver schemes at the required times; and
  - reconcile the ideal sequence of implementation with the likely flow of funding.

### **1.3 Step 14: Monitoring and Evaluation**

- 1.3.1 Analysts should identify indicators to verify whether implementation is 'on track', and to what extent the intervention is achieving its intended objectives (and addressing the underlying causes of the problems identified).
- 1.3.2 Monitoring of significant environmental effects is legally required for plans and programmes involving Strategic Environmental Assessment. Advice on this is given in **Strategic Environmental Assessment for Transport Plans and Programmes** (TAG Unit 2.11).

## 2 Further Information

The following documents provide information that follows on directly from the key topics covered in this TAG Unit.

<b>For information on:</b>	<b>See:</b>	<b>TAG Unit number:</b>
Steps in the Process	<b>Steps in the Process – Overview</b>	TAG Unit 2.1.1
	<b>Further Appraisal</b>	TAG Unit 2.1.3
	<b>Implementation, Monitoring and Evaluation</b>	TAG Unit 2.1.4
Strategic Environmental Assessment	<b>Strategic Environmental Assessment for Transport Plans and Programmes</b>	TAG Unit 2.11

## 3 References

European Commission (2005) Impact Assessment Guidelines

## 4 Document Provenance

This Transport Analysis Guidance (TAG) Unit is based on Chapter 2, Section 2 of **Guidance on the Methodology on Multi-modal Studies Volume 1** (DETR, 2000).

Technical queries and comments on this TAG Unit should be referred to:

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