



Tyne and Wear Integrated Transport Authority - Metro Sub Committee

Meeting to be held on Thursday 11 July 2013 at 9.00 am in a Committee Room, Civic Centre, Newcastle upon Tyne, NE1 8QH

Membership: Curran, Green, Green, Hobson, Hodson, Lott, Stone and D Wood

Contact Officer: Victoria Miller (0191) 211 5118 victoria.miller@newcastle.gov.uk

This agenda is available at www.twita.gov.uk

AGENDA

	Page
1. Apologies for absence	
2. Declarations of Interest of Members or Officers in any matter to be discussed at the meeting	
Please remember to declare any personal interest where appropriate both verbally and by recording it on the relevant form (to be handed to the Democratic Services Officer). Please also remember to leave the meeting where any personal interest requires this.	
3. Minutes of the Previous Meeting	1 - 6
4. Metro Asset Renewal Plan and Major Projects Capital Programme - 2012/13 Outturn	7 - 20
5. 2013/14 Metro Asset Renewal Plan and Major Projects Capital Programme - First Quarterly Review	21 - 34
6. Affordability of Eleven Year Asset Renewal Plan Programme	35 - 44
7. Control of Line and Key Facilities Closure Plans 2012-13 And 2013-14	45 - 50
(a) The Autumn Blockade - a presentation for information	

Members are requested to note the intention to circulate the above presentation on a supplemental agenda in accordance with the Provisions of the Local Government (Access to Information) Act 1985.

- 8. Quarterly Performance Data - Quarter 4 2012/13 - Metro Operating Concession 51 - 56**
- 9. Date and Time of the Next Meeting**

Thursday, 7 November 2013 at 10.30am.
- 10. Exclusion of Press and Public**

Exclusion of Press and Public under section 100A and Schedule 12A Local Government Act 1972 because exempt information is likely to be disclosed and the public interest test against disclosure is satisfied.
- 11. Confidential Minutes of the Previous Meeting 57 - 58**
- 12. Quarterly Performance Data - Quarter 4 2012/13 - Metro Farebox Income 59 - 62**



Tyne and Wear Integrated Transport Authority - Metro Sub Committee

21 February 2013
(10.50 am - 12.20 pm)

Present:

Councillor: D Wood (Chair)

Councillors: Blackburn, Curran, Hobson, Hodson, Stokel-Walker and Stone

ALSO PRESENT:

Councillor O'Shea (for part of the meeting) and Councillor Green (for part of the meeting)

IN ATTENDANCE:

Newcastle City Council:

P Woods - Acting Clerk and Treasurer
T Sunter - Legal Advisor, Legal Services
V Miller - Democratic Services

Nexus:

B Garner - Director General
K Mackay - Director of Rail and Infrastructure
R Johnstone - Director of Rail
H Martin - Head of Contract Management
K Nisbet - Head of Finance

Deutsche Bahn Tyne and Wear Ltd (DBTW):

E Brough - Contract and Compliance Director

WELCOME AND INTRODUCTIONS

All present were reminded that the meeting should not be audio or video recorded.

77. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor Lott.

Councillor O'Shea was present as a substitute member.

78. DECLARATIONS OF INTEREST OF MEMBERS OR OFFICERS IN ANY MATTER TO BE DISCUSSED AT THE MEETING

Councillors Blackburn, Curran, Green, Hobson and O'Shea declared a personal interest due to holding a concessionary travel pass.

Councillors Curran, Green and Hobson declared a personal interest due to holding the POP Card.

Councillor O'Shea declared a personal interest due to holding the Metro Gold Card and also a permit for the Tyne Tunnels.

79. MINUTES OF THE PREVIOUS MEETING

The minutes of the previous meeting held on 8 November 2012, subject to the exclusion of Councillor Stokel-Walker from the list of members who had declared a personal interest due to holding a concessionary travel pass or the Metro Gold Card, were approved as a correct record and signed by the Chair.

80. 2012/13 METRO ARP AND MAJOR PROJECTS CAPITAL PROGRAMME - THIRD QUARTERLY REVIEW

Submitted: A joint report of the Director of Finance and Resources and Director of Rail and Infrastructure, Nexus (previously circulated and copy attached to Official Minutes).

K Mackay introduced the report which informed members of the overall performance of the 2012/13 Metro and Major Projects Capital Programme in the third quarter of the reporting period, ending 5 January 2013.

It was noted that the ticketing and gating project was in progress, with the necessary equipment being installed across the Metro network and a communication programme being prepared to inform passengers about the forthcoming changes. Further information would be reported to the Authority at its next meeting.

RESOLVED – That the report be noted.

81. METRO ASSET RENEWAL PLAN - FUNDING FOR YEARS 4 TO 6 (2013/14 TO 2015/16)

Submitted: A report of the Director of Finance and Resources, Nexus (previously circulated and copy attached to Official Minutes).

K Mackay introduced the report which informed members that the Department for Transport's (DFT) had approved the funding for the Metro Asset Renewal Plan for the years 2013/14 to 2015/16 in full.

Comments/Additional points noted

- In response to a member's question about the improvement planning for the Tyne and Wear Asset Renewal Plan (ARP), as in item 6 in Appendix B, it was confirmed that members would be provided with further information and opportunities to comment on the proposed plan at relevant stages.
- A member referred to the letter from the DfT and suggested that consideration should be given to commencing planning for future investment opportunities. It was confirmed that this matter had been flagged up and work had commenced to instigate further schemes. This would be discussed at a future date. B Garner advised that the Committee's Terms of Reference would need to be amended for the next municipal year to include Phase 3 improvement works.
- In response to a member's question on whether there were opportunities for schemes to drive further efficiencies such as those achieved in relation to the high voltage electricity consumption, it was confirmed that this was part of the consideration.
- It was noted that various further improvements to the Metro system, such as the potential extension of the system, new technology and further improvements to strategic junctions, at this point in time for financial reasons remained aspirational only.

RESOLVED – That the report be noted.

82. **AFFORDABILITY OF ELEVEN YEAR ARP PROGRAMME**

Submitted: A joint report of the Director of Finance and Resources and Director of Rail and Infrastructure, Nexus (previously circulated and copy attached to Official Minutes).

K Mackay introduced the report which provided an update for members on the affordability of the Asset Renewal Programme (ARP).

Comments/Additional points noted

- It was noted that the ARP processes and blockades had been carefully selected by Nexus to minimise their impact on the fare box revenue.
- It was confirmed that the reference in the report to the possible external funding to supplement ARP funding for stations related to funding from the DfT. It was also confirmed that the bidding process, including for the local major schemes funding, was a competitive process.

RESOLVED – That the content of the proposed eleven years programme be noted, including the need to develop the programme in line with £389 million of available funding, which would lead to the identification of reserve projects which would be committed to wherever funding opportunities presented themselves.

83. **2013/14 METRO CAPITAL PROGRAMME**

Submitted: A joint report of the Director of Finance and Resources and Director of Rail and Infrastructure, Nexus (previously circulated and copy attached to Official Minutes).

Members noted the report which provided information on the proposed Metro Capital Programme for 2013/14. The Programme had already been approved by the Authority at its January 2013 meeting and submitted to the DfT as required. A response from the DfT was awaited.

RESOLVED – That:

- (i) the Metro capital programme for 2013/14 as detailed in Appendix A, totalling £49.3m, be noted;
- (ii) a further report be received following the delivery of the 2012/13 programme, to provide assurance that any variations during the remainder of the current financial year had been accommodated.

84. CONTROL OF LINE AND KEY FACILITIES CLOSURE PLANS 2012-13 AND 2013-14

Submitted: A report of the Director of Rail and Infrastructure, Nexus (previously circulated and copy attached to Official Minutes).

Members noted the report which provided an update on the progress achieved in delivering the annual possession and key facilities plans for 2012/13 and 2013/14. A short video on the renewal works at South Gosforth junction in October 2012 was played at the meeting.

In response to a member's question, it was confirmed that passengers were informed about the forthcoming blockades via a variety of methods, including passenger announcements, notices and social media.

A presentation was also delivered on the forthcoming works between Gateshead and Hebburn stations. In response to a member's question, it was confirmed that:

- The works would mean a significant temporary reduction in services to Sunderland and South Shields.
- Members would be informed of the relevant details and this information would also be publicised.
- A bus replacement service would be in operation.
- As far as possible, the effect of the reduction in services would be minimised.

RESOLVED – That the report be noted.

85. QUARTERLY PERFORMANCE DATA - QUARTER 3 2012/13 - METRO OPERATING CONCESSION

Submitted: A report of the Director of Customer Services, Nexus (previously circulated and copy attached to Official Minutes).

Members noted the report which outlined the highlights of the third quarter of the 2012/13 financial year in respect of the Metro Operating Concession.

Comments/Additional points noted

- It was expected that the RMT Union were planning a further strike to be held later in the week. Contingency planning was in place to minimise the impact of the strike. Nexus continued to work with Churchill to ensure that the company complied with their contractual obligations to Nexus.
- In welcoming the new Metro cars, a member suggested that they should be promoted. B Garner agreed and explained that, as the improvements to the Metro system were becoming visible as a package rather than a range of separate elements, there was an opportunity to effectively rebrand Metro.
- A member queried the appropriateness of granting advertising contracts to companies such as Wonga and also allowing such adverts to create a perception of a close link between the company and Metro. It was explained that, as considerable amount of income was generated by advertisers, Nexus had to work hard to promote advertising and attract new clients. It was noted that this work was particularly important in the current financial climate. E Brough reassured members that all advertising on the Metro system had to be in compliance with the established standards. Whilst Wonga adverts had not been considered to be offensive, consideration would be given to removing the reference to Metro from the web address provided in the advert.
- A member referred to the Metro promotional arrangement with the Theatre Royal in respect of free travel on Metro to and from the theatre, which was provided on the back of the Metro tickets. A member queried the extent of the potential loss that had been generated by issuing these tickets.

Officers explained that this temporary offer had been designed to encourage people to use public transport when most likely they would have used private transport. This promotion was renewable annually and was designed to encourage people who would not normally use Metro to do so and thereby become more regular fare paying Metro users.

Information on the number of tickets issued and also on the number of passengers who had used the theatre tickets would be collected and reported at a future meeting.

- It was noted that the 8 January 2013 incident which had involved the overhead line was being investigated. The findings would be reported to a future meeting.

RESOLVED – That the report be noted.

86. METRO CUSTOMER SATISFACTION SURVEY RESULTS - NOVEMBER 2012

Submitted: A report of the Director of Customer Services, Nexus (previously circulated and copy attached to Official Minutes).

Members noted the report which provided an update on the results of the latest customer satisfaction survey for Metro.

Comments/Additional points noted

- In response to the Chair's comment that a recent article in The Evening Chronicle had presented a different picture on customer satisfaction with Metro, it was explained that it was likely that the journalists had used a snapshot surveying technique which had resulted in a biased approach. Nexus assessed a much wider group of customers and, therefore, presented a more comprehensive picture.
- A member queried why the Metro trains sometimes stopped unexpectedly for a short period of time without a notice or explanation. He suggested that consideration should be given to informing passengers about the reasons and duration of the stop. It was explained that the Metro drivers had been instructed to announce relevant information to passengers if they knew it. However, the drivers' main priority and focus were on driving safely.
- It was confirmed that the penalty scale in relation to DBTW's obligations remained unchanged.

RESOLVED – That the report be noted.

87. DATE AND TIME OF THE NEXT MEETING

It was noted that the date of the next meeting would be confirmed at a later date. It was likely that the next meeting would be held in the beginning of July 2013.

88. EXCLUSION OF PRESS AND PUBLIC

RESOLVED – That by virtue of section 100A and paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 the press and public be excluded from the remainder of the meeting because exempt information was likely to be disclosed and the public interest test against the disclosure had been satisfied.



INFORMATION

DATE: 11 July 2013

SUBJECT: METRO ASSET RENEWAL PLAN AND MAJOR PROJECTS CAPITAL PROGRAMME - 2012/13 OUTTURN

REPORT OF: JOINT REPORT OF DIRECTOR OF FINANCE AND RESOURCES AND DIRECTOR OF RAIL AND INFRASTRUCTURE, NEXUS

PURPOSE OF REPORT

To advise Members of the 2012/13 outturn for the Metro ARP and Major Projects capital programme.

RECOMMENDATIONS

The ITA Metro Sub Committee is asked to:

- note the budget changes identified during quarter 4 as outlined in Section 2
- note the provisional outturn for the 2012/13 Capital Programme, as detailed in Appendix A.

BACKGROUND DOCUMENTS

Metro Capital Programme 2012/13 – January 2012

First Quarterly Review – July 2012

Second Quarterly Review – November 2012

Third Quarterly Review – February 2013

CONTACT OFFICERS

Linden Watson

linden.watson@nexus.org.uk 0191 203 3511



IMPACT ON OBJECTIVES

To support economic development and regeneration	Positive
To address climate change	Positive
To support safe and sustainable communities	Positive

1 Executive Summary

This report sets out the 2012/13 outturn for the Metro ARP and Major Projects Capital Programme. The summary information relating to the outturn was considered by the ITA at their meeting on 23 May 2013.

2 Introduction and Background

The ITA approved a Metro Asset Renewal Programme for 2012/13 in January 2012 totalling £46,007k. This reflects the programme which has been submitted and agreed by DfT.

Following finalisation of the 2011/12 outturn, major projects (Ticketing and Gating) were included within the 2012/13 programme, totalling £7,225k, bringing the total Metro ARP and Major Project programme to £53,232k.

Delivery of the Metro ARP is reviewed on a 4 weekly cycle by the Nexus Executive. At the end of the third quarter of 2012/13, the Metro and Major Projects capital programme was revised to a new level of £51,205k, which was noted by the Sub Committee at its meeting in February.

Since Quarter 3, further budget changes totalling £2,315k have been identified bringing the revised budget to £48,890k. An analysis of these variations is included below:

Description	£000
Acceleration of projects from future years (including ICT acceleration and Benton Switches and Crossings)	2,405
Slippage into future years	(3,405)
Efficiency Savings	(1,840)
Metro Fare Box Income	500
Other	25
Total	(2,315)

An explanation of these changes in the final quarter for 2012/13 is outlined below.

Options have been developed to bring forward projects from future years, in particular the acceleration of ICT projects such as CCTV and PA which, upon receipt of tenders allowed for further acceleration totalling £0.7m. In addition, expenditure was accelerated to replace the Switches and Crossings at Benton totalling £0.7m and purchase materials in preparation for the Central Blockade project this summer totalling £0.8m.

This acceleration of expenditure from future years has been in response to further slippage in a number of projects within the programme, in particular earthworks



INFORMATION

projects, level crossing works and the development of the replacement to the overhead line system. In many cases the slippage has resulted from re-phasing of projects to future years to minimise further disruption to customers at the current time.

There have also been a number of efficiencies delivered in the programme, including a number of savings resulting from receipt of station tenders. This followed a revised procurement strategy, using competitive tendering to a mix of smaller local companies, as well as a number of larger companies who have been competitive and provided a high standard of work in recent ARP projects. There has also been a number of ducting project savings.

The ARP programme now also includes an allowance for reduced Metro Far Box income following confirmation from DfT and external audit.

The 2012/13 outturn for the Metro ARP and Major Projects Capital programme is set out below:-

Expenditure	Latest Approved Budget 2012/13	Outturn 2012/13	Over/ Underspends 2012/13
	£m	£m	£m
Metro Asset Renewal Plan			
Civils	2.886	2.892	0.006
Communications	4.033	4.079	0.046
Depot Equipment	0.163	0.162	-0.001
Level Crossings	0.125	0.125	-
Mechanical and Electrical	4.120	4.064	-0.056
Metro Cars	6.907	6.887	-0.020
Miscellaneous	1.097	0.573	-0.524
Overhead Line	0.100	0.089	-0.011
Permanent Way	16.604	16.592	-0.012
Plant	0.711	0.712	0.001
Power	0.576	0.486	-0.090
Signalling	1.532	1.470	-0.062
Stations	2.780	2.543	-0.237
Total Metro ARP	41.633	40.675	-0.958
Major Projects			
Ticketing and Gating	7.257	5.940	-1.317
Total Major Projects	7.257	5.940	-1.317
Total Programme	48.890	46.615	-2.275



The main reasons for the underspend are as follows:

- **Delays in progress with contractors** – replacement point motors, overhead line, plain line works and stations.
- **Ticketing and Gating** – Slippage of project into 2013/14 but all external funding requirements met.

Appendix A illustrates this in more detail, at individual project level. What is important to understand is that the £2,275k under spend against budget is mainly accounted for by slippage but that there are also savings on projects as the following table illustrates:

	£m
Reason for Variation (Outturn v Latest Budget)	
C/Fwd slippage into next year	-2.1
Budget Saving	-0.2
TOTAL	-2.3

3 Metro Asset Renewal Plan

This reflects the third year of an ambitious eleven year programme to renew the Metro network where investment is directed towards those assets where there is greatest need, recognising that logistical and other planning processes also play a significant role in determining where resources are deployed in fulfilling the objectives of Nexus' three year rolling programme of delivery.

During the course of the year, the ITA and the Metro sub-committee have received various updates in regard to the management of the Metro Asset Renewal Plan. Whilst the outturn of £40.675m, against an original approved programme of £46.007m would indicate a variation of £5.332m it should be noted that the original programme for 2012/13 had 10% over programming built in, a mechanism deployed in order to ensure that Metro Rail Grant funding from DfT was maximised.

It should be recalled that the 2012/13 expenditure represents the third year of an eleven year funded programme and by definition there will be flexibility as efficiencies and priorities change between years. The ultimate measure is that the asset renewal programme delivers a Metro network that is fit for purpose and performs to a high level of reliability.

Given that the minimum ARP expenditure target for grant purposes was £37.539m, there will be no Metro Rail Grant lost as a result of the under spend of £0.958m, given that £40.675m of MRG was applied in order to finance ARP projects. Indeed, most of the £0.958m under spend represents slippage on projects and therefore Metro Rail



INFORMATION

Grant will also be carried forward to 2013/14 in order to accommodate this movement in delivery across financial years.

During 2011/12 it was agreed that the DfT would fund 100% of the Metro Asset Renewal Plan through MRG funding meaning that the local contribution was slipped into 2012/13. The 2011/12 Metro LTP funding of £2.705m has therefore been used in the 2012/13 financial year.

Appendix A provides a breakdown of the outturn at individual project level.

4 Metro Ticketing and Gating

Actual spending in 2012/13 totalled £5,940k. This was £1,317k less than the approved budget of £7,257k which can be attributed to project slippage (£1,207k) and savings (£110k). Nexus can now expect to achieve the 'Touch In Day' Milestone in June 2013.

As at the 31st March 2013 there had been 221/225 TVMs, 108/196 Validators and 10/11 Gatelines installed as part of the project. The project is therefore nearing the end of the Hardware installation with South Shields being the only remaining station without TVMs and Gatelines. Progress achieved will allow the roll out of new products to be commenced in May 2013.

As a result of the expenditure level this financial year Nexus has been able to claim all remaining Section 31 funding from the DfT and also utilise the NESTI contribution of £2,545k in relation to the platform Validator instalments and back office support, removing any grant funding risk within the project.

5 Capital Programme Financing

The following table sets out how the Metro ARP and Major Projects capital programme for 2012/13 will be financed, based on the outturn as set out in this report:-



	Funding allocated in 2012/13	
	£000	£000
Metro Rail Grant		
2012/13 Allocation	35,000	
b/f from 2011/12	2,285	
c/f to 2013/14	-677	
Grant Acceleration	-3,485	40,675
Major Schemes		
S31 Grant	3,008	
Other Grants	2,932	
Reserves	0	
Prudential Borrowing	0	5,940
Total Nexus Funding		46,615

6 Next Steps

The out turn is subject to external audit.

7 Potential impact on objectives

There is no impact on objectives as a result of this report.

2012/13 Capital Programme (Outturn)

Code	Capital Scheme	Original Approved 2012/13 Budget (PID) £	Latest Approved Budget 2012/13 £	Outturn 2012/13 £	Under/ Over Spend £	Reason for Variation
Civils						
BB001	Central Area Tunnel Refurbishment	6,000	3,089	2,161	-928	
BC201	Earthworks - North Shields to Howdon	408,952	239,384	239,704	320	Slippage to 2013/14
BC202	Earthworks - Howdon to Wallsend	0	1,000	3,079	2,079	
BC203	Earthworks - Wallsend to Chillingham Road	0	0	310	310	
BC204	Earthworks- South Gosforth to Jesmond	55,000	35,311	34,494	-817	
BC971	Earthworks - TYN-NPK, NPK-SGF	66,124	48,824	46,189	-2,635	
BC206	Bridges - Percy Main to Wallsend	141,324	89,016	89,016	-0	
BC207	Bridges - Howdon to Percy Main	141,324	118,705	118,708	3	
BC208	Bridges - Meadow Well to Walkergate	0	0	-3,371	-3,371	
BC209	Bridges - Tynemouth to Meadow Well	177,924	173,324	171,847	-1,477	
BC210	Bridges - Percy Main to Hadrian Road	0	0	493	493	
BC211	Bridges - Hadrian Road to Walkergate	105,152	420,918	434,507	13,589	Allocation of Metro Service Disruption to individual projects
BC212	Bridges - Wallsend to Walkergate	54,124	4,923	5,098	175	
BC214	Bridges - Monkseaton, Cullercoats	150,124	12,843	7,520	-5,323	
BC218	Drainage - Tynemouth (Knotts Flats)	0	0	210	210	
BC219	Drainage - South Gosforth to Jesmond	51,000	11,028	8,188	-2,840	
BC222	Duct Route - Wallsend to Manors	317,387	101,913	101,883	-30	Efficiency Savings



BC223	Duct Route - Howdon to Wallsend	0	0	1,290	1,290	
BC224	Duct Route - North Shields to Howdon	305,169	210,679	210,678	-1	Efficiency Savings
BC225	Duct Route - Tynemouth to North Shields	523,892	91,522	91,728	206	Internalisation in 2013/14
BC226	Duct Route - South Gosforth to Jesmond	308,484	30,543	30,418	-125	Internalisation in 2013/14
BC227	Duct Route - South Gosforth to Airport	607,881	57,961	57,836	-125	Internalisation in 2013/14
BC228	Duct Route - Jesmond to Gatehead Stadium and Manors	447,112	54,946	54,821	-125	Internalisation in 2013/14
BC229	Duct Route - Gateshead Stadium to South Shields	650,261	373,781	387,440	13,659	Internalisation in 2013/14
BC230	Duct Route - South Gosforth to Tynemouth	1,557,170	96,358	96,233	-125	Internalisation in 2013/14
BC543	QE11 Bridge Refurbishment	0	16,279	16,279	-0	
BC545	Depot Refurbishment	0	12,000	11,984	-16	
BC799	Monkseaton Station Ramp	582,124	611,426	618,604	7,178	Allocation of Metro Service Disruption to individual projects
BC811	Benton Station Footbridge	0	26,052	24,132	-1,920	
BC855	MOG Remodelling	0	3,797	0	-3,797	
BC883	Depot Lighting Upgrade	0	0	-5,977	-5,977	
BC891	Control Room	8,000	12,068	11,024	-1,044	
BC937	Denholme and Mast Lane	0	3,900	3,275	-625	
BC952	Depot Fire Alarm Systems	0	24,229	22,447	-1,782	
	Total Civils	6,664,528	2,885,819	2,892,248	6,429	
BC250	Cable Pulling - Tynemouth to Manors	566,603	79,221	80,667	1,446	Internalisation in 2013/14
BC251	Cable Pulling - South Gosforth to Jesmond	0	10,499	10,552	53	
BC253	Cable Pulling - Jesmond to Gateshead Stadium and Manors	309,464	37,958	37,991	33	Internalisation in 2013/14
BC252	Cable Pulling- South Gosforth to	454,987	72,802	54,710	-18,092	Internalisation in 2013/14



Airport						
BC254	Cable Pulling - Gateshead Stadium to South Shields	657,050	87,680	70,475	-17,205	Internalisation in 2013/14
BC255	Cable Pulling - South Gosforth Junction to Tynemouth	663,457	47,112	53,861	6,749	Internalisation in 2013/14
BC256	Radio	240,124	171,000	176,948	5,948	
BC257	Telephony	0	287,147	287,147	0	
BC259	Station Network Connections	1,300,000	1,208,468	1,264,189	55,721	
BC556	Help Points	0	80,000	80,000	0	
BC623	CCTV on Metro Cars	4,050	1,180	1,180	0	
BC840	CCTV/PA Access	0	1,820,621	1,827,409	6,788	Accelerated Project
BC956	PA ICT	0	128,793	133,812	5,019	Accelerated Project
Total Communications		4,195,735	4,032,481	4,078,940	46,459	
BC295	Spider Lift	0	49,400	49,379	-21	
BC278	Train Wash	8,500	24,964	25,638	674	
BC279	Wheel Lathe	8,500	88,251	87,381	-870	
Total Depot Equipment		17,000	162,615	162,397	-218	
BC275	Barriers - Kingston park	35,000	16,783	16,783	0	
BC276	Barriers - Fawdon	35,000	12,653	12,653	0	
BC277	Level Crossings - Highway works - Howdon, Fawdon, Kingston Park	0	47,543	47,568	25	
BC955	Level Crossing Deck Replacement	50,000	48,274	48,116	-158	
Total Level Crossings		120,000	125,253	125,121	-132	
BC281	Escalator - Central	309,576	275,771	275,125	-646	
BC282	Escalator - Monument	1,442,576	1,341,086	1,377,197	36,111	Overspend resulting from Compensation Event
BC994	Escalator - Regent Centre (previously Manors)	0	646,752	611,960	-34,792	Accelerated Project



Tyne and Wear Integrated Transport Authority
Metro Sub Committee

INFORMATION

BC995	Escalator - Gateshead 4-6	0	785,423	769,479	-15,944	Accelerated Project
BC284	Lift - Four Lane Ends	163,576	178,859	178,999	140	
BC285	Lift - Heworth	163,576	179,060	179,665	605	
BC286	Fire Alarm	166,124	123,537	95,861	-27,676	
BC532	Stations Refurb - Esc Imps/Major Items	60,000	70,889	72,507	1,618	
BC617	Lifts Refurbishment/Major Items	64,000	59,939	55,496	-4,443	
BC973	Lift - St James	0	190,216	178,954	-11,262	Accelerated Project
BC977	Lift - Manors	0	34,448	34,448	0	Accelerated Project
BC984	Lift - Jesmond	0	33,690	33,690	0	Accelerated Project
BC996	Lift - Regent Centre (previously St. James)	0	200,116	200,382	266	Accelerated Project
Total Mechanical & Electrical		2,369,428	4,119,786	4,063,764	-56,022	
BC288	3/4 Life Refurbishment	5,678,251	6,114,942	6,104,451	-10,491	Reflecting revised payment schedule to contractor
BC954	Capital Maintenance Concession	693,000	755,000	745,910	-9,090	
BC874	On-Train PA	0	37,309	36,372	-937	
Total Metro Cars		6,371,251	6,907,251	6,886,732	-20,519	
BB003	Maintenance Management System	0	0	56	56	
BC587	Vehicle Replacement Programme	100,000	240,000	233,962	-6,038	
BC894	Security Review	267,124	242,124	218,909	-23,215	
BC943	IT Hardware - WASP project	0	9,713	9,703	-11	
BC947	Nexus Document Control System	0	3,635	3,635	0	
BC957	PMO Transition IT Applications	0	15,960	15,960	-0	
BC960	Asset Knowledge	100,000	83,987	89,393	5,406	
BC961	Rail crane	0	1,127	1,127	-0	
BC296	Service Disruption Revenue	0	500,000	0	-500,000	Allocation of Metro Service Disruption to individual projects
Total Miscellaneous		467,124	1,096,546	572,744	-523,802	



BC240	OLE - System Development	316,624	99,882	89,348	-10,534	
	Total Overhead Line	316,624	99,882	89,348	-10,534	
BC231	Plain Line - Tynemouth to Chillingham Road	9,157,691	9,841,934	9,834,177	-7,757	Increased cost following tender return and allocation of Metro Service Disruption to individual projects
BC976	Plain Line - TYN-NPK	0	0	1,369	1,369	
BC232	Plain Line - South Gosforth to Jesmond	164,124	887,300	812,920	-74,380	
BC235	Switches & Crossings - North Shields	1,694,826	1,728,874	1,728,827	-47	
BC236	Switches & Crossings - South Gosforth	2,017,076	2,214,151	2,381,849	167,698	Increased cost following tender return and allocation of Metro Service Disruption to individual projects
BC237	Switches & Crossings - Benton	100,124	696,093	627,826	-68,267	Accelerated project and allocation of Metro Service Disruption to individual projects
BC238	Switches & Crossings - St James	104,124	14,629	13,584	-1,045	
BC239	Switches & Crossings - Prudhoe Street	104,124	0	154	154	
BC967	Switches & Crossings - Regent Centre	104,124	9,804	9,588	-216	Works postponed to minimise passenger disruption
BC550	Rail Grinding	100,000	86,166	85,747	-419	
BC558	Security Fencing	100,000	100,000	80,877	-19,123	
BC703	Plain Line Renewal	1,000,000	927,443	941,115	13,672	Allocation of Metro Service Disruption to individual projects
BC964	S&C Steelwork Renewal	100,000	97,407	74,160	-23,247	
	Total Permanent Way	14,746,213	16,603,801	16,592,191	-11,610	
BC280	Tamper	0	710,914	711,614	700	Accelerated Project



Tyne and Wear Integrated Transport Authority
Metro Sub Committee

INFORMATION

BC517	Road/Rail Vehicles	0	0	44	44	
	Total Plant	0	710,914	711,658	744	
BC287	Power - Depot Stray Currents	27,000	28,000	17,254	-10,746	
BC929	OHLE Network	534,349	548,224	469,058	-79,167	Slippage following delayed progress with contractor and allocation of Metro Service Disruption to individual projects
	Total Power	561,349	576,224	486,312	-89,912	
BC260	Signalling- Bankfoot Interlocking Area	735,706	27,883	27,883	0	Internalisation in 2013/14
BC261	Signalling - South Gosforth Interlocking Area	373,350	24,241	24,241	0	Internalisation in 2013/14
BC262	Signalling - Benton Interlocking Area	632,758	17,420	17,420	0	Internalisation in 2013/14
BC264	Signalling - North Shields Interlocking Area	555,304	23,225	24,205	980	Internalisation in 2013/14
BC265	Signalling - Wallsend Interlocking Area	65,000	57,380	57,782	402	
BC266	Signalling - Jesmond Interlocking Area	668,780	28,297	28,297	0	Internalisation in 2013/14
BC267	Signalling- Manors Interlocking Area	350,820	29,025	29,000	-25	Internalisation in 2013/14
BC268	Signalling - Heworth Interlocking Area	662,660	37,647	38,277	630	Internalisation in 2013/14
BC269	Signalling - Pelaw Interlocking Area	697,136	32,753	32,653	-100	Internalisation in 2013/14
BC270	Signalling - Jarrow Interlocking Area	42,076	214,964	214,964	0	
BC271	Signalling - South Shields Interlocking Area	3,124	2,990	3,156	166	
BC273	Signalling - PTI	529,624	143,148	144,465	1,317	
BC946	Manors Enhancement Works	0	0	202	202	
BC970	Signalling - Replacement point motors (critical locations)	65,676	892,974	827,945	-65,029	Allocation of Metro Service Disruption to individual projects



	Total Signalling	5,382,014	1,531,947	1,470,489	-61,458	
BC242	Station - North Shields	1,639,876	1,839,924	1,843,474	3,550	
BC243	Station - Meadow Well, Percy Main and Howdon	273,224	-463,402	-487,338	-23,936	
BC244	Station - Hadrian Road and Wallsend	192,576	544,021	491,496	-52,525	Accelerated Project
BC245	Station - Walkergate and Chillingham Road	812,624	297,656	258,101	-39,555	Slippage of Walkergate project
BC246	Station - South Gosforth	957,076	126,115	111,928	-14,187	Slippage following retender
BC247	Station - Ilford Road	66,324	98,574	68,595	-29,979	
BC248	Station - West Jesmond	811,776	162,185	93,852	-68,333	Slippage following retender
BC249	Station - Central Station	0	32,400	31,081	-1,319	
BC968	Halt Station package - HEB, JAR, BDE Design	42,624	142,724	131,699	-11,025	
	Total Stations	4,796,100	2,780,197	2,542,889	-237,308	
	Total Approved 2012/13 Capital Programme	46,007,366	41,632,716	40,674,834	-957,882	
BB005	Sunderland Station Redevelopment	0	0	0	0	
BB006	Ticketing and Gating	7,225,000	7,257,000	5,940,000	-1,317,000	Slippage into 2013/14
	Total Major Projects	7,225,000	7,257,000	5,940,000	-1,317,000	
	TOTAL	53,232,366	48,889,716	46,614,834	-2,274,882	



INFORMATION

DATE: 11 July 2013

SUBJECT: 2013/14 METRO ASSET RENEWAL PLAN AND MAJOR PROJECTS
CAPITAL PROGRAMME – FIRST QUARTERLY REVIEW

REPORT OF: JOINT REPORT OF THE DIRECTOR OF FINANCE AND RESOURCES AND
DIRECTOR OF RAIL AND INFRASTRUCTURE, NEXUS

PURPOSE OF REPORT

To advise Members of the overall performance of the 2013/14 Metro and Major Projects Capital Programme including delivery to the end of the first quarter (ending 22 June 2013).

RECOMMENDATIONS

The ITA Metro Sub Committee is asked to:

- note the budget changes identified during quarter 1 as outlined in Section 2
- note the position with regard to the 2013/14 Capital Programme at the end of the first quarter, as per Appendices A and B.

BACKGROUND DOCUMENTS

Metro Capital Programme 2013/14 – January 2013

Metro Capital Programme 2013/14 – May 2013

CONTACT OFFICERS

Linden Watson

linden.watson@nexus.org.uk 0191 203 3511

IMPACT ON OBJECTIVES

To support economic development and regeneration	Positive
To address climate change	Positive
To support safe and sustainable communities	Positive

1 Executive Summary

This report sets out the overall performance of the 2013/14 Metro and Major Projects Capital Programme including delivery to the end of the first quarter (ending 22 June 2013).

2 Introduction and Background

The ITA approved the Metro Asset Renewal Programme for 2013/14 in January 2013 totalling £49,269k. This reflects the programme which has been submitted and agreed by DfT.

Following finalisation of the 2012/13 outturn, major projects (Ticketing and Gating) have been included within the 2013/14 programme, totalling £3,748k, bringing the total Metro ARP and Major Project programme to £53,017k.

Delivery of the Metro ARP is reviewed on a 4 weekly cycle by the Nexus Executive. Following finalisation of the 2012/13 outturn, the Metro ARP capital programme was revised to a new level of £40,708k, which was noted by the ITA at its meeting in May. Including the Ticketing and Gating project brings the revised total programme to £44,456k.

Since then, further budget changes totalling £640k have been identified during Quarter 1, bringing the revised budget to £45,096k. An analysis of these variations is included below:

Description	£000
Increased Cost Central Blockade (additional tender/bus costs)	853
Ilford Road – Tender savings	(213)
Total	640

An explanation of these changes in Quarter 1 is outlined below.

The tendered cost of the Central Blockade was higher than anticipated. The tender for the track and drainage works was issued through the single supplier permanent way framework to give full responsibility of the blockade to one contractor to avoid potential clashes between numerous contractors. The framework contractor has significant experience of working on Nexus infrastructure. The framework arrangements are now reaching their time limits and procurement options for future projects are being developed.

In view of the volumes of passengers expected to be affected by the Central Blockade closure, the normal shuttle bus replacement service has been enhanced, including an additional express service to the airport. This has further increased the costs of the Central Blockade project but this is considered essential in trying to maintain



passenger numbers in the longer term.

The tendered cost for a number of stations' projects have been lower than anticipated following a revised procurement approach to seek tenders from smaller contractors. The tendered cost for Ilford Road station has followed this pattern with an anticipated cost reduction of £213k this year.

The proposed revised programme currently reflects over-programming of approximately 17.5% to ensure that Metro Rail Grant funding from DfT is maximised. The programme will continue to be carefully monitored to ensure projects are progressed to maximise funding available and efficiency of delivery.

Appendix A indicates that, as at the end of Period 2 (25 May 2013), Nexus is currently forecasting expenditure to the end of 2013/14 of £42,187k which includes £3,748k for Major Schemes (Appendix A). Of this amount, £38,439k relates to the Metro Asset Renewal Plan. Whilst this forecast is below the revised Metro Asset Renewal Plan budget of £41,348k, the forecast remains within funding tolerances as approved by DfT.

Appendix B illustrates this in more detail, at individual project level. What is important to understand is that the £2,909k under spend against budget is mainly accounted for by slippage and allowance for the contractual dispute, ranging from bringing forward (accelerating) expenditure from future years and budget reductions as the following table illustrates:

	£m
<u>Reason for Variation (P2 Forecast v Latest Budget)</u>	
C/Fwd slippage into next year	-3.1
B/fwd (accelerated) from next year	0.4
Budget Saving	-0.2
TOTAL	-2.9

As at the end of the first quarter actual spend is £6,001k (13.3%) for Metro ARP and Major Projects. This, together with estimated commitments, brings the total to £12,490k (27.7%).

Wherever possible, any budget pressures have been managed by value engineering to ensure projects remain within approved budget levels and where necessary making savings to future projects.

3 Metro Ticketing and Gating

The Metro Ticketing and Gating project has a budget and projection of £3,748k at



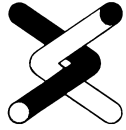
INFORMATION

Quarter 1. There is no use of MRG funding towards this project in 2013/14, with the majority of costs proposed to be funded from reserves in 2013/14.

4 Capital Programme Financing

The following table explains how the Metro ARP and Major Projects capital programme for 2013/14 is to be funded.

	Available Funding in 2013/14		Projected Funding in 2013/14	
	£000	£000	£000	£000
<u>Asset Renewal Plan</u>				
Metro Rail Grant				
2013/14 Allocation	31,000		31,000	
c/f from 2012/13	677		677	
Local Contribution				
LTP Minor Schemes	2,640		2,640	
ITA Reserves	880	35,197	880	35,197
<u>Major Schemes</u>				
Reserves	3,426		3,426	
Smart Ticketing Grant	322	3,748	322	3,748
<u>Over-programming</u>				
MRG virement from 2014/15	3,100		2,918	
Local Contribution 10% reserve	344		324	
Other Reserves	2,707	6,151	0	3,242
Total Nexus Funding		45,096		42,187



INFORMATION

5	Next Steps
----------	-------------------

	The programme will continue to be monitored throughout the financial year and reported to this Sub Committee on a quarterly basis.
--	--

6	Potential impact on objectives
----------	---------------------------------------

	There is no impact on objectives as a result of this report.
--	--

Asset Category	Original Approved 2013/14 Budget	Latest Budget 2013/14	Actual Expenditure at end of Period 3	Forecast for year (as at Period 2)	Variation between Forecast and Latest Budget	Reason for Variation
	£	£	£	£	£	
Civils	8,202,235	5,910,684	526,648	5,751,182	-159,502	Budget and Forecast incorporates increased tender/bus costs for Central Blockade works this summer
Communications	6,751,582	5,753,245	532,731	5,673,712	-79,533	
Depot Equipment	4,500	12,058	3,527	12,500	442	
Level Crossings	264,000	521,432	13,600	135,307	-386,125	Slippage - Consultation with the ORR for some recommendations has delayed implementation in 2013/14
Mechanical and Electrical	2,805,687	2,169,894	574,306	2,089,171	-80,723	
Metro Cars	6,160,000	5,872,222	1,514,538	5,876,899	4,677	
Miscellaneous	727,650	788,257	90,121	843,599	55,342	
Overhead Line	399,885	470,000	7,551	468,744	-1,256	
Permanent Way	12,851,661	9,936,779	844,624	9,760,184	-176,595	Budget and Forecast incorporates increased tender/bus costs for Central Blockade works this summer
Plant	2,068,650	2,001,386	207,633	1,793,764	-207,622	Efficiency savings - Decrease in contingency forecast and Project Manager time
Power	746,500	819,849	122,426	820,036	187	
Signalling	4,672,244	2,765,539	817,540	2,147,502	-618,037	Slippage - Programme and forecast is now based upon programme from Capital Delivery Team.
Stations	3,614,536	4,326,819	669,825	3,066,565	-1,260,254	Forecast excludes any commercial settlement and incorporates efficiency savings from recent tender returns
Total Approved 2012/13 Capital Programme	49,269,130	41,348,164	5,925,070	38,439,165	-2,909,000	
Major Projects	-	3,748,000	76,265	3,748,000	0	
Total	49,269,130	45,096,164	6,001,335	42,187,165	-2,909,000	



2013/14 Capital Programme at end of Period 3

Capital Code	Capital Scheme	Original Approved 2013/14 Budget (DfT submission)	Latest Approved Budget 2013/14	Actual Expenditure at end of Period 3	PMO Period 2 Forecast	Variance between Forecast and Latest Approved Budget	Reason for Variation
Civils							
BC201	Earthworks - North Shields to Howdon	0	124,683	5,950	187,229	62,546	
BC204	Earthworks- South Gosforth to Jesmond	2,143,022	90,817	810	86,230	-4,587	
BC971	Earthworks - TYN-NPK, NPK-SGF	323,000	137,000	13,763	82,217	-54,783	
BC206	Bridges - Percy Main to Wallsend	0	2,619	0	2,617	-2	
BC207	Bridges - Howdon to Percy Main	0	0	175	0	0	
BC209	Bridges - Tynemouth to Meadow Well	22,000	59,000	2,818	74,167	15,167	
BC211	Bridges - Hadrian Road to Walkergate	12,000	30,434	6,154	16,010	-14,424	
BC212	Bridges - Wallsend to Walkergate	352,000	79,825	2,730	73,518	-6,307	
BC213	Retaining Walls	50,000	0	0	0	0	
BC214	Bridges - Monkseaton, Cullercoats	342,843	1,000	2,023	7,023	6,023	
BC215	Bridges - Benton (1114 1115B)	35,500	35,500	968	24,652	-10,849	
BC216	Bridges - Gateshead (1059 1962)	58,500	58,500	3,428	23,499	-35,001	
BC217	Bridges - Bede, Shiremoor (1024 1024A)	115,500	115,500	2,955	54,252	-61,248	



INFORMATION

BC972	Bridges GST-SSS	340,000	140,000	6,347	138,220	-1,780	
BC488	Flooding Felling Remedial Works	0	200,000	1,085	51,399	-148,601	Slippage: Project Manager to review delivery opportunities to recover slippage
BC283	Bridges PCM to SGF	0	50,000	280	51,698	1,698	
BC219	Drainage - South Gosforth to Jesmond	1,492,253	2,002,824	6,899	2,002,643	-181	Budget and Forecast incorporates increased tender/bus costs for Central Blockade works this summer
BC974	Drainage - TYN-NPK	303,000	137,000	5,891	123,000	-14,000	
BC222	Duct Route - Wallsend to Manors	2,850	2,850	3,274	5,122	2,272	
BC224	Duct Route - North Shields to Howdon	2,850	2,850	5,457	5,367	2,517	
BC225	Duct Route - Tynemouth to North Shields	2,850	132,724	40,853	126,620	-6,104	
BC226	Duct Route - South Gosforth to Jesmond	297,066	297,191	8,153	393,946	96,755	
BC227	Duct Route - South Gosforth to Airport	477,256	477,381	38,620	699,600	222,219	Increase: Forecast based on Capital Delivery Costs. Increase due to extensive surveys which have identified more works than initially expected.
BC228	Duct Route - Jesmond to Gateshead Stadium and Manors	44,843	44,968	1,880	50,987	6,019	
BC229	Duct Route - Gateshead Stadium to South Shields	355,816	252,157	221,970	221,970	-30,187	
BC230	Duct Route - South Gosforth to Tynemouth	1,313,286	1,313,411	132,851	1,128,331	-185,080	Slippage: Programme and costs based on programme from Capital Delivery Team.
BC290	Ground Investigation - Rest of System	100,000	100,000	0	99,999	-1	
BC799	Monkseaton Station Ramp	9,300	14,670	9,736	13,089	-1,581	
BC811	Benton Station Footbridge	5,000	5,500	70	5,500	0	
BC891	Control Room	1,500	2,280	1,510	2,280	-1	



INFORMATION

Total Civils		8,202,235	5,910,684	526,648	5,751,182	-159,502
BC250	Cable Pulling - Tynemouth to Manors	588,971	587,525	119,911	546,685	-40,840
BC253	Cable Pulling - Jesmond to Gateshead Stadium and Manors	70,323	70,290	3,840	290,635	220,345
BC252	Cable Pulling- South Gosforth to Airport	528,467	528,084	14,733	621,961	93,877
BC254	Cable Pulling - Gateshead Stadium to South Shields	1,153,022	1,131,892	89,593	821,582	-310,310
BC255	Cable Pulling - South Gosforth Junction to Tynemouth	711,799	705,050	56,034	775,350	70,300
BC256	Radio	2,049,000	247,000	4,958	146,673	-100,327
BC257	Telephony	0	72,853	2	72,854	1
BC259	Station Network Connections	1,650,000	1,594,279	43,296	1,598,192	3,913
BC556	Help Points	0	20,000	0	19,998	-2
BC840	CCTV/PA Access	0	585,084	200,363	568,596	-16,488
BC956	PA ICT	0	211,188	0	211,185	-3
Total Communications		6,751,582	5,753,245	532,731	5,673,712	-79,533
BC278	Train Wash	1,900	2,550	1,854	1,900	-651
BC279	Wheel Lathe	2,600	9,508	1,673	10,600	1,092
Total Depot Equipment		4,500	12,058	3,527	12,500	442

Efficiency: Programme and costs based on programme from Capital Delivery Team.

Efficiency: Programme and costs based on programme from Capital Delivery Team.

Slippage: Delays in developing tender for release has delayed the design works expected in 2013/14. Tender return required to confirm programme.



INFORMATION

Slippage: Consultation with the ORR for some recommendations has delayed implementation in 2013/14.

BC277	Level Crossings - Highway works - Howdon, Fawdon, Kingston Park	264,000	521,432	13,600	135,307	-386,125
	Total Level Crossings	264,000	521,432	13,600	135,307	-386,125
BC281	Escalator - Central	3,800	3,800	487	3,800	-0
BC282	Escalator - Monument	5,600	5,600	3,837	5,600	-0
BC992	Escalator - Heworth	12,000	12,000	745	8,749	-3,251
BC993	Escalator - Gateshead 1-2	12,000	12,000	2,035	9,474	-2,526
BC994	Escalator - Regent Centre (previously Manors)	88,622	123,414	116,780	118,414	-5,000
BC995	Escalator - Gateshead 3-6	894,183	910,127	390,650	862,972	-47,155
BC284	Lift - Four Lane Ends	3,500	3,360	110	3,139	-221
BC285	Lift - Heworth	3,500	2,895	105	2,700	-195
BC286	Fire Alarm	1,118,900	435,000	46,395	493,677	58,677
BC532	Stations Refurb - Esc Imps/Major Items	40,000	38,382	0	43,789	5,407
BC617	Lifts Refurbishment/Major Items	50,000	50,000	1,319	52,780	2,780
BC973	Lift- St James	252,341	252,341	4,623	226,289	-26,052
BC996	Lift - Regent Centre (previously St James)	247,241	246,975	3,435	221,191	-25,784
BC997	DC Feeder cable	34,000	34,000	3,785	21,600	-12,400
BC805	Otn-Ups Support Power Supply	40,000	40,000	0	14,998	-25,002
	Total Mechanical & Electrical	2,805,687	2,169,894	574,306	2,089,171	-80,723
BC288	3/4 Life Refurbishment	5,372,000	5,113,110	1,272,242	5,123,107	9,997
BC954	Capital Maintenance Concession	788,000	759,112	242,294	753,792	-5,320



Total Metro Cars		6,160,000	5,872,222	1,514,536	5,876,899	4,677
BC587	Vehicle Replacement Programme	175,350	137,350	48,976	112,723	-24,627
BC849	Digitising and Approving Engineering Drawings	0	0	0	0	0
BC894	Security Review	2,300	22,300	14,521	14,712	-7,588
BC947	Nexus Document Control System	0	8,000	0	0	-8,000
BC960	Asset Knowledge	50,000	60,607	23,947	61,875	1,268
BC296	Service Disruption Revenue	500,000	500,000	0	500,000	0
BC900	Nexus Rail HQ Improvements	0	30,000	1,148	51,651	21,651
BC444	Control Centre Improvements	0	30,000	1,530	102,639	72,639
Total Miscellaneous		727,650	788,257	90,121	843,599	55,342
BC240	OLE - System Development	399,885	470,000	7,551	468,744	-1,256
Total Overhead Line		399,885	470,000	7,551	468,744	-1,256
BC231	Plain Line - Tynemouth to Chillingham Road	112,000	314,000	181,999	299,676	-14,324
BC232	Plain Line - South Gosforth to Jesmond	8,054,046	7,890,072	408,578	7,856,196	-33,877
BC976	Plain Line - TYN-NPK	396,000	135,631	7,611	107,626	-28,005
BC233	Plain Line - Jesmond to Gateshead Stadium	119,900	119,900	5,546	126,434	6,534
BC234	Switches & Crossings - Hylton Street	0	0	0	0	0
BC235	Switches & Crossings - North Shields	8,110	8,110	1,121	8,111	1
BC236	Switches & Crossings - South Gosforth	6,335	70,000	2,887	68,076	-1,924

Budget and Forecast incorporates increased tender/bus costs for Central Blockade works this summer



INFORMATION

BC237	Switches & Crossings - Benton	1,004,139	488,789	86,707	478,579	-10,210
BC238	Switches & Crossings - St James	590,139	80,679	4,386	14,595	-66,084
BC239	Switches & Crossings - Prudhoe Street	41,329	0	0	0	0
BC967	Switches & Crossings - Regent Centre	2,219,663	120,216	34,207	91,502	-28,714
BC550	Rail Grinding	100,000	100,000	6	100,006	6
BC558	Security Fencing	100,000	100,000	4,394	99,999	-1
BC703	Plain Line Renewal	0	484,382	82,182	484,384	2
BC964	S&C Steelwork Renewal	100,000	25,000	25,000	25,000	0
Total Permanent Way		12,851,661	9,936,779	844,624	9,760,184	-176,595

BC280	Tamper	2,068,650	2,001,386	207,633	1,793,764	-207,622
Total Plant		2,068,650	2,001,386	207,633	1,793,764	-207,622

Efficiency: Decrease in contingency forecast and Project Manager time.

BC287	Power - Depot Stray Currents	217,500	184,000	62,820	184,003	3
BC929	OHLE Network	529,000	635,849	59,606	636,033	184
Total Power		746,500	819,849	122,426	820,036	187

BC260	Signalling- Bankfoot Interlocking Area	275,858	275,858	5,485	442,855	166,997
BC261	Signalling - South Gosforth Interlocking Area	246,344	246,344	1,425	13,626	-232,718
BC262	Signalling - Benton Interlocking Area	58,705	58,705	3,596	15,845	-42,860
BC263	Signalling - Monkseaton Interlocking Area	0	0	0	0	0

Acceleration of budget required: Programme and costs based on programme from Capital Delivery Team.

Slippage: Programme and costs based on programme from Capital Delivery Team. No works now planned in 2013/14



INFORMATION

BC264	Signalling - North Shields Interlocking Area	289,133	288,153	8,417	20,269	-267,884	Slippage: Programme and costs based on programme from Capital Delivery Team. No works now planned in 2013/14
BC265	Signalling - Wallsend Interlocking Area	2,850	78,378	10,026	79,206	828	
BC266	Signalling - Jesmond Interlocking Area	52,265	52,265	4,015	262,668	210,403	Acceleration of budget required: Programme and costs based on programme from Capital Delivery Team. Savings against total budget.
BC267	Signalling- Manors Interlocking Area	55,579	55,604	1,555	13,649	-41,955	
BC268	Signalling - Heworth Interlocking Area	274,477	273,847	61,606	273,476	-371	
BC269	Signalling - Pelaw Interlocking Area	372,909	373,009	1,165	14,112	-358,897	Slippage: Programme and costs based on programme from Capital Delivery Team. No works now planned in 2013/14
BC270	Signalling - Jarrow Interlocking Area	2,400	2,400	1,955	2,861	461	
BC271	Signalling - South Shields Interlocking Area	2,400	2,234	5,290	4,255	2,021	
BC272	Signalling - Depot Interlocking Area	0	0	0	0	0	
BC273	Signalling - PTI	2,110,000	130,000	20,225	129,171	-829	
BC274	Future Signalling System	0	0	0	0	0	
BC946	Manors Enhancement Works	0	0	0	0	0	
BC970	Signalling - Replacement point motors (critical locations)	929,324	928,742	692,781	875,509	-53,233	
	Total Signalling	4,672,244	2,765,539	817,540	2,147,502	-618,037	
BC242	Station - North Shields	237,016	566,466	46,522	160,721	-405,745	Budget provision for adjudication / dispute costs not currently forecasted.
BC243	Station - Meadow Well, Percy Main and Howdon	44,493	625,429	33,703	48,044	-577,386	Budget provision for adjudication / dispute costs not currently forecasted.
BC244	Station - Hadrian Road and Wallsend	5,600	25,600	6,470	7,675	-17,925	



INFORMATION

BC245	Station - Walkergate and Chillingham Road	926,074	940,049	17,519	907,660	-32,389
BC246	Station - South Gosforth	698,032	454,501	217,200	453,705	-796
BC247	Station - Ilford Road	409,150	213,863	9,247	212,900	-963
BC248	Station - West Jesmond	681,171	531,551	312,292	527,996	-3,555
BC249	Station - Central Station	247,000	534,000	5,498	300,897	-233,103
BC968	Halt Station package - HEB, JAR, BDE Design	5,000	24,860	12,408	5,000	-19,860
BC981	Station - SSS	347,500	147,000	4,130	147,003	3
BC983	Station - Heworth Interchange	13,500	13,500	920	13,503	3
BC300	Callerton	0	50,000	2,162	49,999	-1
BC430	Bank Foot	0	50,000	405	50,002	2
BC530	Kingston Park	0	50,000	495	51,453	1,453
BC603	Fawdon	0	50,000	405	50,003	3
BC403	Wansbeck Road	0	50,000	450	50,003	3
BC747	Airport	0	0	0	30,000	30,000
Total Stations		3,614,536	4,326,819	669,825	3,066,565	-1,260,254
Total Approved 2013/14 Capital Programme		49,269,130	41,348,164	5,925,070	38,439,164	-2,909,000
BB005	Sunderland Station Redevelopment	0	0	1,338	0	0
BB006	Ticketing and Gating	0	3,748,000	74,927	3,748,000	0
Total Major Projects		0	3,748,000	76,265	3,748,000	0
TOTAL		49,269,130	45,096,164	6,001,334	42,187,164	-2,909,000

Efficiency: Savings following tender receipt

Decrease of 2013/14 costs: Design costs are lower than estimated following tendering exercise.

1 Executive Summary

This report updates the Sub Committee of the affordability of the proposed eleven year programme.

2 Introduction and Background

In February 2010 the Department for Transport (DfT) agreed a funding package for Metro Re-Invigoration Phase 2, following a bid submission identifying spending needs totalling £457m. The funding package provided the potential funding of £350m from DfT, which would be matched by a 10% local contribution, bringing the total resources available to £389m. DfT has now confirmed full funding is available up to Year 6 (2015/16) of the programme. Funding subsequent to Year 6 will continue to be dependent upon Nexus' performance in delivering the investment, performance of the infrastructure and DfT affordability.

Affordability – Years 1 to 3

The Sub Committee will recall that at its last meeting in February 2013, the quarterly review of affordability highlighted that in overall terms the pressure on the initial work bank across the first three years of delivery had improved, although it was still estimated to be running approximately £5.8m (or 4.8%) over the original budget. This was largely as a result of legacy projects which were not included in the original submission to DfT and the problems encountered at North Shields station. This remained the position at the end of the first three years of the programme.



Asset Category	Initial PID Estimate	Current Projection	Variation
	£000	£000	£000
Civils	20,250	29,578	9,328
Permanent Way	28,581	33,577	4,996
Overhead Line	0	452	452
Stations	11,370	20,114	8,744
Communications	9,123	12,767	3,644
Signalling	15,146	15,084	-62
Level Crossings	4,739	464	-4,275
Plant	2,500	3,376	876
Mechanical/Electrical	7,439	6,991	-448
Power	832	1,342	510
Metro Cars	12,181	14,167	1,986
Depot Equipment	3,329	2,167	-1,162
Capital	11,520	9,427	-2,093
Maintenance	4,000	1,637	-2,363
Project	8,161	-767	-8,928
Management	5,027	0	-5,027
Capital Slippage	2,500	2,142	-358
Major Projects			
Total	146,699¹	152,518	5,820

Whilst this suggests that the original work bank will not be completed without finding additional resources, in practical terms this is not necessarily the case given the work that has been ongoing to further develop the ARP which now provides an outline programme that prioritises investment across Metro, based on experience gained throughout the first three years of delivery e.g. better asset knowledge, greater awareness of costs and improvements in programme and project management capability.

This determination of the initial priorities for the remainder of the programme through to Year 11 will also allow a more strategic approach to the management of the programme which will be frequently reviewed and updated to reflect revised priorities and greater cost certainty as asset condition is further clarified and detailed design work is progressed.

Consequently the quarterly affordability update will now concentrate upon

¹ Adjusted for Central Station and IP Network projects



affordability over the eleven year funding period.

Stock Take at the end of Year 3

Having regard to the first three years of delivery, the following table identifies the current (June 2013) estimate of need across the various asset categories, as compared to the original Programme Initiation Document (PID) submission to DfT in February 2010 (scaled to fit the available £389m total resource):-

Asset Category	Original DfT Bid Scaled to available resources (February 2010) £m	Current Projection as at June 2013 £m	Variance £m
Structures (Earthworks, Bridges/Structures, Drainage and Ducting)	42	66	24
Track (Plain Line, Switches & Crossings, Overhead Line)	121	109	(12)
Stations	38	60	22
Signalling and Comms	72	64	(8)
Depot Equipment	3	2	(1)
Mobile Equipment and Plant	5	5	-
Mechanical and Electrical	27	18	(9)
Power	1	1	-
Metro Cars	23	30	7
Fare Collection	4	2	(2)
Other*	53	61	8
TOTAL	389	418	29

*Includes PM costs/Day works/Possession costs (Years 5 to 11)

There are two things worthy of note in relation to this. First of all, the total assessed need amounts to some £29m in excess of available resource (this is dealt with further below). Secondly, there are a range of variances across the different asset categories when compared to the original PID submitted to DfT in February 2010.

At the June 2013 assessed level of need, it is apparent that Structures, Stations, Metro Cars and 'Other' which is predominantly overheads but now also includes a provision for loss of fare box revenue attributed to line and station closures, now require greater investment than previously envisaged. Conversely, Track, Signalling and



INFORMATION

Communications and Mechanical and Electrical assets require less investment than previously envisaged.

In reaching this view, the following has been taken into account:-

- **Structures** – drainage and earthwork projects are proving more expensive than anticipated in the original bid. Added to this, this category includes a number of legacy projects which were not included in the original programme.
- **Stations** – the station investment programme has increased because of significant cost over runs at North Shields station where a complete rebuild became necessary. In addition, to refurbish all stations on the Metro network (i.e. excluding those on the Sunderland extension) commensurate with their strategic importance and existing condition in order to deliver a common level of accessibility, safety and passenger information will also require additional investment. Bids for external funding to supplement ARP station funding e.g. local major scheme funding have been put forward and discussions with DfT to explore whether any additional investment could be made available are well advanced.
- **Metro Cars** – here, worse than anticipated condition of the cars gave rise to the need to rebase the contract for their refurbishment
- **Other** – a provision has now been included within the ARP budget to compensate for loss of revenue as a direct consequence of line and station closures when the ARP delivery unit take possession of the track. This had not been included within the original PID but recent analysis of fare box losses have revealed greater than anticipated losses that are directly attributable to the delivery of the ARP
- **Track** – the overall cost of track work has reduced. This is because detailed assessment of track conditions between Pelaw and South Shields, specifically the sleeper type, rail age and overall ballast condition, will result in less full depth renewal than originally anticipated. Works in this area will concentrate on bringing the existing track back to current standards and compliance
- **Signalling and Communications** - the overall costs of this asset category have fallen since the initial bid was submitted to DfT since the costs of the replacement signalling system are now considered to be more closely linked with the replacement of the Metro Cars, not currently envisaged until phase 3. However, other projects within this category, in particular, the Radio and Positive Train Identification (PTI) projects are expected to be considerably more



INFORMATION

expensive than previously anticipated in the initial PID as more detailed work on these projects has progressed and cost estimates have become somewhat clearer.

- **Mechanical and Electrical** – this category allows for remaining lift and escalator works required, together with the replacement Fire Alarm system. It was previously anticipated that the Linear Heat Detection system for escalators would be replaced but legislative changes means that this is no longer required.

Despite the virement of budgets to/from various asset categories, it is important to recognise that the basic renewal and refurbishment strategies outlined in the previous submissions to DfT remain valid and achievable.

However, given that current projections of the eleven year programme total £418m, approximately £29m (7%) above the available funding of £389m, it has been necessary to review the priorities within the ARP and reallocate funding commensurate with available resources as follows:-

- **Structures:** Currently the bridge work requirement is based upon a pessimistic view of future assessments which may allow for a reduction in this category
- **Track:** the current programme allows for over £16m for future Switches & Crossing replacements post Year 4. This may need to be reduced dependent upon available funding
- **Stations:** The level of future works to stations has had to be scaled down in view of the level of available funding. However, as outlined above, all stations on the Metro network (i.e. excluding those on the Sunderland extension) will receive refurbishment commensurate with their strategic importance and existing condition to bring them up to a common level of accessibility, safety and passenger information. It is hoped that other external funding can be secured to assist in complementing the ARP station refurbishments
- **Signalling and Communications:** The risk with this asset category is that higher costs than currently envisaged might require reduced specification levels to match funding availability, in particular in relation to Radio and PTI projects.
- **Other:** this category provides for over £3m inflation, Project management costs and metro fare revenue disruption. Work will continue to try to achieve procurement efficiencies.

The table below identifies those asset categories where the proposed reallocation



of funding is being suggested:-

Asset Category	Current Projection Years 1 to 11 £m	Proposed Revised Allocation of available resources £m	Proposed Reallocation of Funding £m
Structures (Earthworks, Bridges/Structures, Drainage and Ducting)	66	65	-1
Track (Plain Line, Switches & Crossings, Overhead Line)	109	93	-16
Stations	60	57	-3
Signalling and Telecoms	64	61	-3
Depot Equipment	2	2	0
Mobile Equipment and Plant	5	5	0
Mechanical and Electrical	18	18	0
Power	1	1	0
Metro Cars	30	30	0
Fare Collection	2	2	0
Other*	61	55	-6
TOTAL	418	389	-29

*Includes PM costs/Day works/Possession costs (Years 5 to 11)

Delivery Strategy Years 4 to 11

To ensure on-going achievement of value for money, and given it is suggested that the highest priority projects are progressed, a number of projects totalling £29m (the current shortfall on available funding) will be identified from this June 2013 assessment of need as reserve projects. The intention being that these reserve projects will proceed if savings in other projects (or additional funding) can be attracted.

What this effectively means is that key future projects included within the ARP at this stage are as set out below:

- **Structures**
 - Earthworks to the remainder of the network (Regent Centre to Airport and Gateshead Stadium to South Shields)
 - Bridge strengthening and/or replacement works (although



INFORMATION

further work is required to clarify the extent of works required)

- DC Power cable ducting

- **Track**

- Plain Line renewal and refurbishment works to the remainder of the network (Regent Centre to Airport, Gateshead Stadium to South Shields, Chillingham Road to Manors and Manors to St James)
- Switch and Crossing (S&C) works (Pelaw to South Shields), although further work is necessary to clarify the extent of S&C works required to the remainder of the network.
- Replacement of the Overhead Line.

- **Stations**

- Station refurbishment, including works at St James, Monument, Manors, Jesmond, Central, Regent Centre, Four Lane Ends, South Shields and Gateshead

- **Signalling and Telecoms**

- CCTV and PA replacement on a gradual basis alongside station refurbishment
- Radio system renewal
- PTI system renewal

- **Mechanical and Electrical**

- Remaining escalator and lift replacements required

- **Other**

- This category includes the estimated loss of metro fare revenue as a result of the disruption to service while the ARP works are taking place.

3 Next Steps

The overall financial standing of the ARP programme will continue to be monitored and reported to this Sub Committee on a quarterly basis.

4 Potential impact on objectives

There is no impact on objectives as a result of this report.



Tyne and Wear Integrated Transport Authority
Metro Sub Committee

INFORMATION

This page is intentionally left blank



INFORMATION

DATE: 11 July 2013

SUBJECT: CONTROL OF LINE AND KEY FACILITIES CLOSURE PLANS 2012-13 AND 2013-14

REPORT OF: DIRECTOR OF RAIL & INFRASTRUCTURE, NEXUS

PURPOSE OF REPORT

To update Members of Metro Sub Committee with progress in delivering the annual possession and key facilities plans for 2013-14.

RECOMMENDATIONS

That Metro Sub-Committee notes the contents of the report.

BACKGROUND DOCUMENTS

CONTACT OFFICERS

<i>Ken Mackay</i>	Ken.mackay@nexus.org.uk	0191 203 3241
<i>Raymond Johnstone</i>	Raymond.johnstone@nexus.org.uk	0191 203 3500

IMPACT ON OBJECTIVES

To support economic development and regeneration	Neutral
To address climate change	Neutral
To support safe and sustainable communities	Neutral

1 Executive Summary

To update Metro Sub Committee about the annual possession and key facilities plan for 2013-14 and any key issues arising therefrom.

2 Introduction and Background

The table below identifies the possessions for ARP and Maintenance that have been completed and/or remain to be completed within the programme for 2013 -14.

Possession Duration	Possessions booked to date 2012-13	Possessions completed 2012-13	Cancelled Possessions	Possessions Outstanding
Blockades	1	0	0	1
54hr	1	0	0	1
29hr	2	1	0	1
12hr	15	6	2	7

3 Highlights & Key Issues

Blockade Programme 2013-14 (Appendix A)

The major blockade for 2013-14 will be for the purpose of renewing the permanent way formation and drainage between South Gosforth and Jesmond. In essence this will be very similar to the work that has been carried out between Chillingham Road and Tynemouth which Members have been apprised of previously. In this case approximately 18km of new rail on 7,000 sleepers will be installed on new ballast and existing drains refurbished together with new drains where required.

Members will receive a presentation at the meeting with further detail of this major programme of works. Members should also be aware that, by design, this is the only major blockade planned for 2013/14.

Key Facilities Plan – (Appendix B)

Please see Appendix B for those facilities which will be out of use for more than 24 hours.

ARP Possession/Blockade Year Plan 2013-2014

- Point Motor Replacement programme**
 21.04.13 12 hours, SGF to HAY 6002's - 6003's
 05.05.13 12 hours, JAR to SSS 8009's
 12.05.13 12 hours, MTS to FEL 7001's
 19.05.13 12 hours, GST to HEB, BYW 7002's - 7003's
 26.05.13 12 hours, GST to HEB, BYW 7005's - 7007's
 02.06.13 12 hours, BTN to MWL 2006's - 3001's
 09.06.13 12 hours, GST to HEB, BYW 7010's - 7017's
 16.06.13 12 hours, APT to BFT 5018's + 5017's

- Benton Signalling - LBN to NPK**
 20.10.13 12 hours, LBN to PMV, Signalling works
 27.10.13 12 hours, LBN to PMV, Signalling works

-

-

- Marmion Terrace Footbridge - WMN to CUL**
 20.07.14 12 hours, MWN to CUL, remove footbridge
 31.08.14 12 hours, MWN to CUL, re-install footbridge

- Central Corridor Track and Drainage renewals - APT to HAY, NBJ**
 04.08.13 27 Days, FAW to HAY, NBJ P/Way blockade

- Bridge 1201 (Benton Way) - CRD to NSH**
 09.02.14 29 hours, CRD to NSH, Replace Bridge way-beams

- Network Rail Renewals Possessions - GST to HEB+BYW**
 19.05.13 12 hours, GST to HEB + BYW
 30.06.13 12 hours, GST to HEB + BYW
 07.07.13 12 hours, GST to HEB + BYW
 14.07.13 12 hours, GST to HEB + BYW

- Gateshead Stadium to Hebburn - Overhead Line Renewals**
 29.09.13 4 day blockade - OHLE Contact & Catenary Wires
 01.02.14 54 hours - OHLE Contact & Catenary Wires

- Pelaw Junction Possessions**

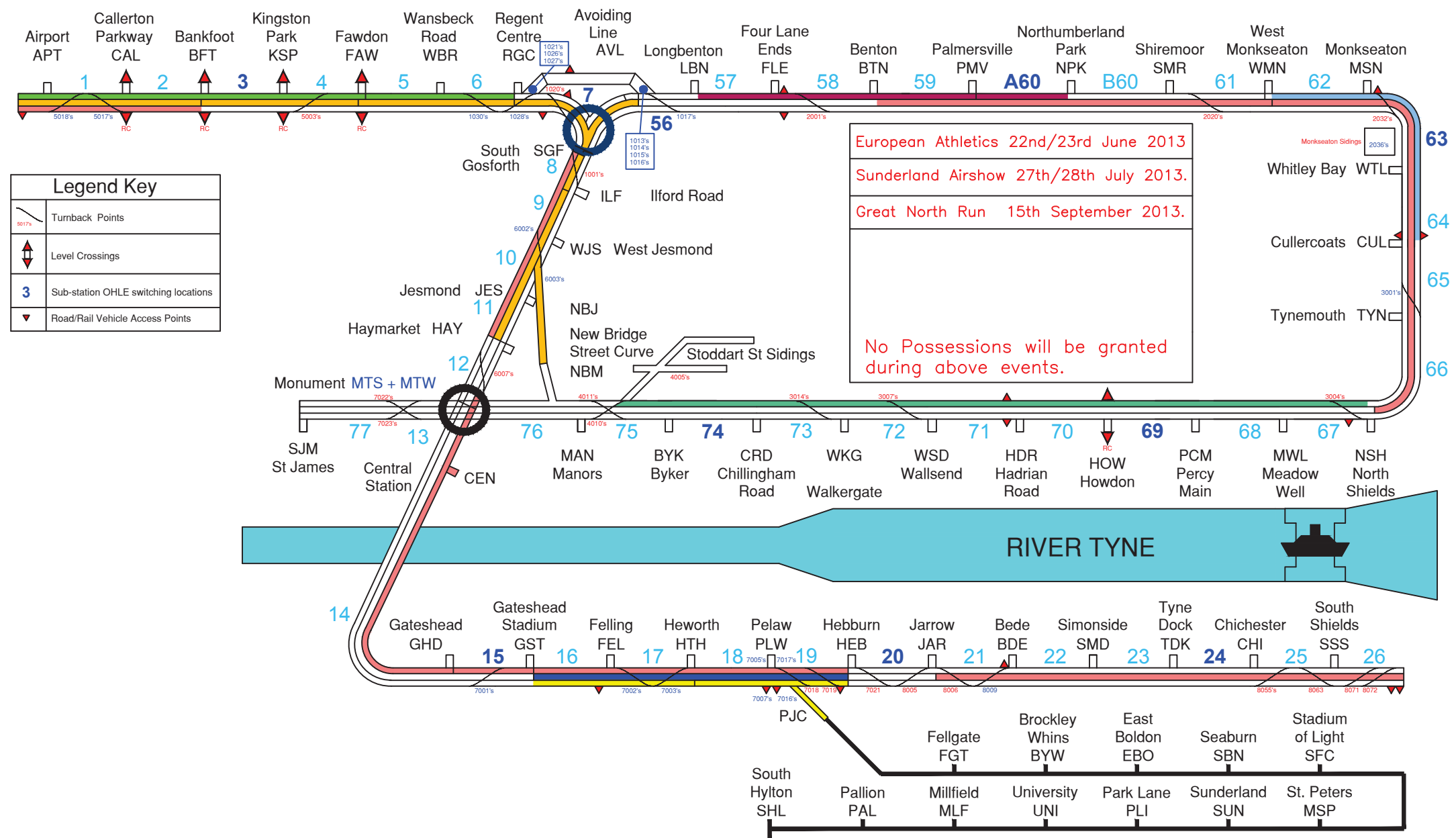
- Network Rail Maintenance Possessions - PJC to SHL**
 16.02.14 29 hours, PJC to SHL
 23.02.14 29 hours, PJC to SHL
 02.03.14 29 hours, PJC to SHL
 09.03.14 29 hours, PJC to SHL

- Nexus Rail Infrastructure Engineering - Leaf Fall Preparation**
 13.10.13 12 hours, APT to RGC

-

- Dates in black = Confirmed
 Dates in red = to be confirmed
 Blue = Completed

Legend Key	
	Turnback Points
	Level Crossings
	Sub-station OHLE switching locations
	Road/Rail Vehicle Access Points



Baseline Possessions 2012-13		
Qty & duration	used	available
23 x 12 hours	5	18
2 x 29 hours	2	0

Baseline Possessions 2013-14		
Qty & duration	used	available
32 x 12 hours	5	27
2 x 29 hours	0	2

Version 2 P 2 (2013-14)

Rev	Date	Description	Drawn
Tyne & Wear Passenger Transport Executive. Tel 0191-203 3333 Nexus Rail Headquarters, Gosforth Industrial Estate, Newcastle upon Tyne, NE3 1XW			
		Title : Metro Reinvigoration Major Works Programmes and Control of Line Plan 2013/2014	
Drawn by M Smith		Date : 25.07.2011 Scale : NTS	
Checked		Revision	
Approved		Contractors Dwg No	
		Version 2 12.06.2013	

The information in this document is subject to review at all times, so please check for latest revision.

This page is intentionally left blank

This page is intentionally left blank



INFORMATION

DATE: 11 July 2013

SUBJECT: QUARTERLY PERFORMANCE DATA – QUARTER 4 2012/13 – METRO OPERATING CONCESSION

REPORT OF: DIRECTOR OF CUSTOMER SERVICES, NEXUS

PURPOSE OF REPORT

This is the eighth quarterly report submitted to the Metro Sub-Committee in accordance with the Terms of Reference agreed by the Integrated Transport Authority in May 2010.

RECOMMENDATIONS

The Metro Sub-Committee is recommended to note this report.

BACKGROUND DOCUMENTS

None

CONTACT OFFICERS

<i>name</i>	<i>email</i>	<i>phone</i>
<i>Tobyn Hughes</i>	<i>tobyn.hughes@nexus.org.uk</i>	<i>0191 203 3246</i>

IMPACT ON OBJECTIVES

To support economic development and regeneration	Neutral
To address climate change	Neutral
To support safe and sustainable communities	Neutral

1	Executive Summary
1.1	This report outlines the highlights of the fourth quarter of the 2012/13 financial year with regards to the Metro Operating Concession.
2	Introduction and Background
2.1	This report covers the period 9 December 2012 to 31 March 2013 (Periods 10 to 13 inclusive)
2.2	<p>A glossary of terms used in the attached summary report follows:</p> <p><i>Charter Punctuality</i> – DBTW’s measurement of train punctuality; measures the percentage of trains arriving within three minutes later or within 29 seconds earlier than scheduled.</p> <p><i>Concession Agreement</i> – the contract between Nexus and DBTW which governs all transactions and discussions between the two parties.</p> <p><i>DBTW</i> – Deutsche Bahn Tyne and Wear Ltd, the current operator of the Tyne and Wear Metro through the Concession Agreement with Nexus</p> <p><i>EWT (Excess Waiting Time)</i> – the measurement used to calculate punctuality in a high-frequency operation; instead of measuring adherence to timetable, the measurement looks at the number of minutes a passenger is kept waiting above a reasonable threshold.</p> <p><i>Failure</i> – an occasion where the operator did not succeed in meeting its performance criteria on a specific occasion, resulting in a penalty being applied.</p> <p><i>MAA</i> – moving annual average; the average for the past 12 months including the periods being reported on.</p> <p><i>Major Line Closure</i> – a significant possession, leading to a long section of track being unavailable for normal passenger service over an extended time period.</p> <p><i>OPR</i> – Operational Performance Regime; the means by which train service performance is measured in terms of excess waiting time for customers and punctuality of first and last trains.</p> <p><i>Period</i> – 4-week periods (there are 13 in each financial year) used for financial accounting and performance measurement purposes.</p> <p><i>Possession</i> – a period of time when engineering works take place on a section of track, preventing normal passenger service from being provided.</p> <p><i>RIDDOR</i> - The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995 (RIDDOR), place a legal duty on employers, self-employed people and people in control of premises to report to the Health & Safety Executive: work-related deaths; major injuries or over-three-day injuries; work related diseases; and dangerous occurrences (near miss accidents).</p> <p><i>SQR</i> – Service Quality Regime; the means by which quality standards on stations</p>



	and trains is measured
3	Report
3.1	The Metrocar ¾ Life refurbishment project continued, with 20 completed units in passenger service by the end of the financial year. As previously discussed with members an agreement was reached to vary the contractual terms for the project within its revised budget and with retaining the project end date of 31 December 2015, in light of the additional work required to deal with corrosion issues.
3.2	Charter punctuality was poor during the period and was below the target of 87.2% in each period, although it did progressively improve throughout the Quarter. DBTW experienced an increasing number of faults with the Metrocar fleet, which increased further during low temperatures. These faults required a higher than usual number of trains to be withdrawn from service. A shortage of spare Metrocars meant that these withdrawn trains were often unable to be replaced, and on 34 occasions during the Quarter DBTW failed to achieve their Committed Obligation to provide sufficient capacity to run the Peak timetable. An increase in spare capacity later in the Quarter allowed disruption to be rectified more quickly and contributed to the improved punctuality figures. Driver shortages compounded these issues as DBTW struggled to resource overtime requirements. Drivers had worked large amounts of overtime during the year to cover possessions and special events and demand was low. It is hoped the decreased number of possessions planned for 2013/14, in addition to new drivers completing their training, will relieve this issue.
3.3	An enhanced Metro timetable was delivered over the Christmas period, with additional services provided on New Year's Eve. Additional evening services will be provided for the Stadium of Light concerts in June.
3.4	On 8 th January an earth fault in one of the line breakers caused a flashover which led to a small and brief fire below a Metrocar in the South Gosforth area. Passengers were all safely evacuated from the train onto nearby Nexus premises. The Fire and Rescue Service attended and extinguished the smouldering equipment without further damage or escalation occurring. A full investigation was undertaken leading to a number of actions and recommendations which have either been implemented or are in progress. These include testing of equipment and a full fleet check. Rail Accident Investigation Branch is expected to publish a report into this



	incident later this year.
3.5	A number of Possessions were implemented during the Quarter to facilitate infrastructure maintenance and capital delivery under the Metro: All Change modernisation programme. These included two major line closures. The first of these saw a six-day closure between Byker and North Shields in February, which was followed by a four-day closure between Gateshead Stadium and Hebburn/Brockley Whins over the Easter bank holiday weekend. DBTW delivered additional services including bus replacements during all of the planned work this Quarter. DBTW also provided marketing and customer services support for Nexus' continued installation of new ticket machines and automatic gatelines.
3.6	DBTW's good performance under the SQR was sustained throughout the quarter. The number of occasions where the presentation of stations and Metrocars did not meet the required standard was better than the previous quarter, and better than the MAA. The performance on stations was achieved against a background of an on-going industrial dispute between DBTW's contractor Churchill and the RMT union. Efforts made by DBTW to improve interior and exterior cleanliness (which had been challenging during the winter period) yielded results, and were further enhanced by a programme to repaint Metrocar front ends.
3.7	The number of public accidents remained relatively constant throughout the quarter, with the exception of Period 10. This period saw a spike in accidents as a number of passengers suffered slips and falls on icy surfaces, despite the inspection and gritting regimes being undertaken as specified. The Quarter saw four more RIDDOR major reportable accidents, bringing the total for the year to five, a 50% decrease since 2011/12. However the total number of RIDDOR reportable accidents during the year was 76, an increase of 15 over the previous year. Escalators are still the most significant source of passenger accidents, although the previously-mentioned spike in station accidents in Period 10 also contributed to this rise. DBTW commissioned a report into escalator safety from Newcastle University. This report is now finalised and DBTW and Nexus are jointly assessing the recommendations.
4	Potential impact on objectives
	N/A



INFORMATION

	Benchmark	Period 10	Period 11	Period 12	Period 13
OPR-(Excess Waiting Time) (see glossary)	15.57 MAA to P13 end	16.16	16.86	15.57	15.73
Charter Punctuality (see glossary)	85.95% MAA to P13 end	83.04%	84.04%	85.06%	86.98%
SQR – Stations (no. of failures)	64 MAA to P13 end	67	71	50	53
SQR – Trains (no. of failures)	106 MAA to P13 end	112	128	104	100
Fleet (Ave km per fault)	12,500 DBTW target	8,307	5,672	8,410	6,724



INFORMATION

	Benchmark	Period 10	Period 11	Period 12	Period 13
Fraud Rate (% ticketless travel recorded)	4.5% Contractual target	3.96%	4.19%	4.24%	3.37%
Head Count (no. of DBTW staff in post)	513 DBTW posts	499.35	493.35	500.71	499.21
Passenger Accidents (RIDDOR)	4.36 DBTW target	17	5	5	4
Passenger Accidents (Non-RIDDOR)	18.76 DBTW target	20	13	15	18
Passenger Assaults	7.96 DBTW target	8	11	8	15

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank