



Tyne and Wear Integrated Transport Authority - Metro Sub Committee

Meeting to be held on Thursday 12 July 2012 at 10.30 am in a Committee Room, Civic Centre, Newcastle upon Tyne

Membership: Blackburn, Curran, Hobson, Hodson, Lott, Stokel-Walker, Stone and D Wood

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AGENDA

Page

1. **Apologies for absence**
2. **Declarations of Interest of Members or Officers in any matter to be discussed at the meeting**

(If any Member has a personal or prejudicial interest, please complete the appropriate form and hand this to the Democratic Services Officer before leaving the meeting).

Members are reminded to verbally declare their interest and the nature of it and, if prejudicial, leave where appropriate at the point of the meeting when the item is to be discussed.
3. **Minutes of the Previous Meeting** 1 - 6
4. **Metro ARP and Major Projects Capital Programme - 2011/12 Outturn** 7 - 18
5. **Analysis of Programme to Date** 19 - 22
6. **2012/13 Metro ARP and Major Projects Capital Programme - First Quarterly Review** 23 - 40
7. **Possession and Key Facilities Closure Plans 2012-13 Plan** 41 - 46
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9. Date and Time of the Next Meeting

Thursday 8 November 2012 at 10.30am

10. Exclusion of Press and Public

11. Confidential Minutes of the Previous Meeting

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**12. Quarterly Performance Data - Quarter 4 2011/12 - Metro Farebox
Income**

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Tyne and Wear Integrated Transport Authority - Metro Sub Committee

1 March 2012
(10.30 am - 12.15 pm)

Present:

Councillor: D Wood (Chair)

Councillors: Hanson, Hodson, Lott, McElroy and Stokel-Walker

In attendance:

K Mackay	- Director of Rail and Infrastructure, Nexus
J Fenwick	- Director of Finance and Resources, Nexus
T Hughes	- Director of Customer Services, Nexus
K Wilson	- Safety and Security Officer, Nexus
R Ditchburn	- Youth Liaison Officer, Nexus
G Grant	- Policy, ITA, Newcastle City Council
V Miller	- Democratic Services, Newcastle City Council

39. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor Blackburn.

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

Councillors D Wood, Hanson, Green and Lott declared a personal interest due to holding a concessionary travel pass.

41. MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting held on 13 January 2012 were approved as a correct record and signed by the Chair.

Matters Arising:

(a) Asset Renewal Programme 2012/13 – 2015/16

Analysis of Programme to date

(Minute 35 (a) refers)

A member referred to a recent accident at a level crossing and commented on the previous reassurances in respect of the robust safety arrangements at level crossings. He asked for relevant detailed information, including the use of the budget allocated for level crossings.

K Mackay explained the accident and highlighted that it had involved a train travelling at speed across different type of crossing to those used on the Metro network. It was also noted that the Tyne and Wear Metro trains were driven at a low speed (15kph) which enabled the train to stop in an emergency.

Every level crossing on the Metro network was subject to the risk assessment which was also carried out when consideration was given to the introduction of an upgrade. It was agreed that further information on the safety arrangements at level crossings on the Metro network and the principles applied to the use of the budget allocated specifically for level crossings would be provided to a future meeting.

42. NEXUS ACTIVITIES TO MAKE YOUNG PEOPLE SAFE ON THE METRO

Submitted: A joint report by the Clerk to the Authority and Director General of Nexus (previously circulated and copy attached to Official Minutes).

R Ditchburn delivered a presentation on the activities delivered by Nexus and partners, such as Safety Works, to educate children and young people about safety and appropriate behaviour on the Metro system.

In response to a member's question on whether the Authority could assist the work further, officers explained that capacity was the main issue and recruitment of additional officers would help to expand the programme.

A member recommended that consideration should be given to introducing some commercial activities, such as, for example, charging for the services provided or potentially selling some pieces of the work.

Members agreed that they should visit the Safety Works Centre in the near future.

RESOLVED – That the report and comments made be noted.

43. QUARTERLY PERFORMANCE REPORT - QUARTER 3 2011/12 - ASSET RENEWAL PLAN

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

K Mackay presented the report on the performance on the 11 year Metro Asset Renewal Plan (ARP) during the period from 19 September to 10 December 2011 (periods 7, 8 and 9), and also on the main focus of activities for period 10.

It was noted that Primavera was the programme management tool used for the purpose of ARP.

A discussion was held on the governance arrangements around the project. This specifically related to the submission to the Department for Transport (DfT) for years 3-6 and the role of Nexus' Management Committee in approving and finalising this submission, as referred to in section 4.5 of the report.

RESOLVED – That the report be noted.

44. **DELIVERY OF THE METRO ASSET RENEWAL PLAN**

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

K Mackay presented the report which outlined the steps taken to deliver the overall Metro "All Change" programme, including the 2012/13 Capital Programme.

Members noted the roles and responsibilities of Nexus and Deutsche Bahn Tyne and Wear Ltd (BTW) as in section 5 of the report.

Members discussed various elements of the funding arrangements, including the Metropolitan Rail Grant (MRG) as in section 4.1. It was confirmed that all five district authorities benefitted from the utilisation of the Grant. It was noted that the local contribution of 10%, in addition to MRG, was funded from the top slice funding from the Integrated Transport Block, the Tyne and Wear Local Transport Plan Grant and a specific earmarked reserve. Officers confirmed that the grant offer letter was inclusive of conditions, such as the provision of a network which enabled the operator to maintain services and the overall state of the national economy.

It was noted that in this year the possessions programme was subject to particular pressures due to the additional events such as the Olympic Games and Queen's Jubilee.

Nexus reported progress to DfT every 4 weeks. It is through this process the key communication was held between Nexus and DfT, at a level which would enable Nexus to know early about potential changes to funding and therefore be able to respond accordingly. To accommodate potential changes, planning was generally carried out in three year tranches. It was confirmed that Nexus had a risk assessment procedure (RAP) in place to ensure the overall delivery of the Plan. Elements of RAP were discussed with DfT when necessary and as part of the 4-weekly monitoring procedure. Any problems were subject to immediate communication to DfT. Furthermore, the offer letter provided information on dealing with extraordinary events. North Shield Station was given as an example. In response to a member's question, K Mackay provided further examples of extraordinary events and explained DfT's approach to recognise,

understand and provide for such events. It was confirmed that DfT did not expect Nexus to insure against every possibility.

RESOLVED – That the report be noted.

45. **QUARTERLY PERFORMANCE DATA - QUARTER 3 2011/12 - METRO OPERATING CONCESSION**

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

T Hughes presented the report on the performance under the Metro Concession Agreement for the period from 18 September to 10 December 2011 and the work undertaken to address matters of concern.

It was noted that the number of accidents on escalators in Tyne and Wear was high when compared to the national picture, and the work was ongoing to identify the underlying reasons for this trend and develop campaigns to address them effectively.

The Metrocar ¾ life refurbishment project was subject to delay some of which was due to levels of corrosion being higher than expected. The work to identify the extent of the issues was almost complete. Nexus and DBTW were currently in discussions over this matter, including the responsibility for unforeseen additional costs. This position could result in a revised programme being submitted to the Authority in due course.

In response to the Chair's question, T Hughes reported that 2 refurbished Metrocars were now in operation, 2 more were expected to be in operation soon and 3 were currently undergoing a technical assessment. Once the programme was well underway, it was expected to return 1 train a month back into the system.

In response to a member's question, it was explained that the technical issue with the equipment and staff training had now been resolved.

RESOLVED – That the report be noted.

46. **CUSTOMER SATISFACTION SURVEY RESULTS AND ASSOCIATED PERFORMANCE MONITORING OF THE METRO OPERATING CONCESSION**

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

T Hughes presented the report on the results of the Customer Satisfaction Surveys (CSS) and monitoring of DBTW's compliance with the associated contractual obligations.

RESOLVED – That the report be noted.

47. **DATE AND TIME OF THE NEXT MEETING**

The date and time of the next meeting would be confirmed at a later date.

48. **EXCLUSION OF PRESS AND PUBLIC**

RESOLVED – That by virtue of paragraph 3 of Part 1 of Schedule 12 A of the Local Government Act 1972 the press and public be excluded from the remainder of the meeting due to the likely disclosure of commercially sensitive information.

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DATE: 12 July 2012

SUBJECT: METRO ARP AND MAJOR PROJECTS CAPITAL PROGRAMME - 2011/12 OUTTURN

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

Not confidential

PURPOSE OF REPORT

To advise Members of the 2011/12 outturn for the Metro ARP and Major Projects capital programme.

RECOMMENDATIONS

The ITA Metro Sub Committee is asked to note the provisional outturn for the 2011/12 Capital Programme.

BACKGROUND DOCUMENTS

2011/12 Metro ARP and Major Project Capital Programme – Third Quarterly Review

CONTACT OFFICERS

Linden Watson *linden.watson@nexus.org.uk* *0191 203 3410*

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 2011/12 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 31 May 2012.

2 Introduction and Background

The 2011/12 outturn for the Metro ARP and Major Projects Capital programme is set out below:-

Expenditure	Latest Approved 2011/12	Outturn 2011/12	Over/ Underspend 2011/12
	£m	£m	£m
Metro Asset Renewal Plan			
Civils	9.130	8.544	-0.586
Communications	2.651	1.890	-0.762
Depot Equipment	1.818	1.679	-0.139
Level Crossings	0.186	0.168	-0.018
Mechanical and Electrical	1.653	1.693	0.040
Metro Cars	2.621	2.630	0.009
Miscellaneous	0.956	0.932	-0.024
Overhead Line	0.042	0.039	-0.004
Permanent Way	2.823	2.820	-0.003
Plant	0.385	0.376	-0.009
Power	0.540	0.489	-0.050
Signalling	2.330	1.912	-0.417
Stations	10.548	9.784	-0.764
Total Metro ARP	35.684	32.956	-2.728
Major Projects			
Ticketing and Gating	5.074	4.855	-0.219
Sunderland Station	0.080	0.055	-0.025
Total Major Projects	5.154	4.910	-0.244



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Total Programme	40.838	37.866	-2.972
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The main reasons for the underspend area as follows:

- **Civils** – There has been reduced spending on the major civils package, since the contingency budget was not required.
- **Communications/Signalling** – Slippage in developing the Master plan of Ducting, Cable and Fibre Replacement projects to ensure linkages with other projects e.g. IP project clarified before commencing tendering process with potential contractors.
- **Stations** – Slippage resulting from delayed completion date for station works at North Shields.

3 Metro Asset Renewal Plan

This reflects the second 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 £32.956m, against an original approved programme of £39.143m would indicate a variation of £6.187m it should be noted that the original programme for 2011/12 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 2011/12 expenditure represents the second 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. The year-end demonstrated that overall performance was at its highest level since the renewal programme commenced with a 28% improvement year on year compared with 2011/12.

Given that the minimum ARP expenditure target for grant purposes was £31.700m, there will be no Metro Rail Grant lost as a result of the under spend of £2.728m, given that £32.956m of MRG was applied in order to



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finance ARP projects. Indeed, most of the £2.728m under spend represents slippage on projects and therefore Metro Rail Grant will also be carried forward to 2012/13 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 will be slipped into 2012/13. The 2011/12 Metro LTP funding of £2.705m has therefore been returned to the ITA and will be used in the 2012/13 financial year.

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

4 Metro Ticketing and Gating

At the end of the 3rd quarter of 2011/12, the ITA approved a revised budget of £5.074m. This was in line with DfT approval to vire section 31 grant from 2011/12 to 2012/13.

The provisional outturn of £4.855m is within £0.219m of the revised budget and there are no implications for grant funding as a result.

As at 31 March 2012, 85 new Ticket Vending Machines had been deployed at 25 stations across the Metro network. Automatic Ticket Gates and station validators are in production. Software required to drive back office systems was deployed earlier in the financial year and a range of other software is also in development as the project moves into a critical phase of delivery during 2012/13.

5 Capital Programme Financing

The following table sets out how the Metro ARP and Major Projects capital programme for 2011/12 will be financed, based on the outturn as set out in this report:-

	Funding allocated in 2011/12	
	£000	£000
Metro Rail Grant		
2011/12 Allocation	35,000	
Used in 2010/11	-1,352	



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	c/f to 2011/12	-2,285	
	Grant Acceleration	3,485	34,848
	Major Schemes		
	S31 Grant	3,018	
	Other Grants	0	
	Reserves	0	
	Prudential Borrowing	0	3,018
	Total Nexus Funding		37,866
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.		



Appendix A

2011/12 Capital Programme (Outturn)

Code	Capital Scheme	Latest Approved Budget 2011/12 £	Outturn 2011/12 £	Under/Over Spend £	Reason for Variation
	Civils				
BB001	Central Area Tunnel Refurbishment	794,906	797,817	2,911	
BC200	Ground Investigation - Tynemouth to Chillingham Road	7,641	6,927	-714	
BC201	Earthworks - North Shields to Howdon	1,253,156	1,043,247	-209,909	£146k contingency not required.
BC202	Earthworks - Howdon to Wallsend	389,541	351,262	-38,279	
BC203	Earthworks - Wallsend to Chillingham Road	2,073,490	2,068,319	-5,171	
BC204	Earthworks- South Gosforth to Jesmond	3,586	4,788	1,202	
BC205	Bridges - Tynemouth to North Shields	13,581	13,192	-389	
BC206	Bridges - Percy Main to Wallsend	59,021	88,276	29,255	
BC207	Bridges - Howdon to Percy Main	31,348	28,223	-3,125	
BC208	Bridges - Meadow Well to Walkergate	434,281	410,131	-24,151	
BC209	Bridges - Tynemouth to Meadow Well	144,186	106,052	-38,134	
BC210	Bridges - Percy Main to Hadrian Road	148,656	117,832	-30,824	



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BC211	Bridges - Hadrian Road to Walkergate	32,924	17,781	-15,143
BC212	Bridges - Wallsend to Walkergate	2,143	2,143	-0
BC213	Retaining Walls	47,500	45,076	-2,424
BC214	Bridges - Monkseaton, Cullercoats	38,519	32,514	-6,005
BC218	Drainage - Tynemouth (Knotts Flats)	5,000	3,764	-1,236
BC219	Drainage - South Gosforth to Jesmond	0	360	360
BC222	Duct Route - Wallsend to Manors	60,168	45,213	-14,955
BC223	Duct Route - Howdon to Wallsend	56,498	42,393	-14,105
BC224	Duct Route - North Shields to Howdon	75,741	42,171	-33,570
BC225	Duct Route - Tynemouth to North Shields	10,173	11,646	1,473
BC226	Duct Route - South Gosforth to Jesmond	7,156	6,647	-509
BC227	Duct Route - South Gosforth to Airport	14,749	17,538	2,789
BC228	Duct Route - Jesmond to Gatehead Stadium and Manors	30,000	19,337	-10,663
BC229	Duct Route - Gateshead Stadium to South Shields	1,454,168	1,464,865	10,697
BC230	Duct Route - South Gosforth to Tynemouth	838,734	706,910	-131,824
BC241	Culverts	0	0	0
BC289	Ground Investigation - South Gosforth to Jesmond	5,784	5,784	0
BC294	Airport Metro Station Drainage	26,167	22,494	-3,673
BC543	QE11 Bridge Refurbishment	20,000	22,773	2,773
BC545	Depot Refurbishment	34,626	22,626	-12,000
BC799	Monkseaton Station Ramp	272,453	270,304	-2,149
BC811	Benton Station Footbridge	70,000	57,383	-12,617
BC855	MOG Remodelling	64,141	60,344	-3,797
BC883	Depot Lighting Upgrade	0	5,977	5,977
BC886	Earsdon Road Bridge	0	0	0

Programme of works has been reviewed and confirmed with robust estimates. Remaining works will be progressed through the Master Plan.



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BC887	Earsdon Road Bridge	9,113	9,613	500
BC891	Control Room	175,059	175,406	347
BC911	Knotts Bridge Repair	0	0	0
BC914	Benton Lane Bridge	2,000	1,952	-48
BC928	North Shields Tunnels COMPLETE	0	0	0
BC937	Denholme and Mast Lane	260,039	247,782	-12,257
BC952	Depot Fire Alarm Systems	52,404	47,175	-5,229
BC958	Repairs to 1216A Quayside Arch	111,592	100,022	-11,570
	Total Civils	9,130,244	8,544,059	-586,185

BC250	Cable Pulling - Tynemouth to Manors	472,210	193,390	-278,820	Project slippage. Fibre strategy agreed in partnership with IT in regards to the IP project. Development of remaining works within Master Plan scope.
BC251	Cable Pulling - South Gosforth to Jesmond	38,726	21,639	-17,087	
BC253	Cable Pulling - Jesmond to Gateshead Stadium and Manors	10,000	11,150	1,150	
BC252	Cable Pulling- South Gosforth to Airport	114,000	121,729	7,729	
BC254	Cable Pulling - Gateshead Stadium to South Shields	543,522	247,150	-296,372	Project slippage. Fibre strategy agreed in partnership with IT in regards to the IP project. Development of remaining works within Master Plan scope.
BC255	Cable Pulling - South Gosforth Junction to Tynemouth	301,987	118,480	-183,507	Project slippage. Fibre strategy agreed in partnership with IT in regards to the IP project. Development of remaining works within Master Plan scope.



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BC256	Radio	80,857	80,749	-108
BC257	Telephony	0	1,737	1,737
BC259	Station Network Connections	1,079,330	1,075,202	-4,128
BC556	Help Points	3,817	3,817	0
BC623	CCTV on Metro Cars	0	10,113	10,113
BC840	CCTV/PA Access	7,000	4,652	-2,348
	Total Communications	2,651,449	1,889,806	-761,643
BC278	Train Wash	683,889	679,583	-4,306
BC279	Wheel Lathe	1,134,062	999,241	-134,821
	Total Depot Equipment	1,817,951	1,678,824	-139,127
BC275	Barriers - Kingston park	41,548	40,005	-1,543
BC276	Barriers - Fawdon	38,031	38,110	79
BC277	Level Crossings - Highway works - Howdon, Fawdon, Kingston Park	44,176	25,469	-18,707
BC955	Level Crossing Deck Replacement	62,726	64,452	1,726
	Total Level Crossings	186,481	168,036	-18,445
BC281	Escalator - Central	246,233	250,676	4,443
BC282	Escalator - Monument	699,464	701,973	2,509
BC284	Lift - Four Lane Ends	161,500	188,431	26,931
BC285	Lift - Heworth	161,300	189,204	27,904
BC286	Fire Alarm	200,087	191,899	-8,188
BC532	Stations Refurb - Esc Imps/Major Items	119,998	113,109	-6,889
BC617	Lifts Refurbishment/Major Items	64,000	64,061	61
BC805	Otn-Ups Support Power Supply	0	0	0
BC938	Sub Surface Vent System	0	-6,708	-6,708
	Total Mechanical & Electrical	1,652,582	1,692,645	40,063
BC288	3/4 Life Refurbishment	1,898,989	1,928,061	29,072
BC954	Capital Maintenance Concession	643,726	641,076	-2,650
BC874	On-Train PA	78,646	61,337	-17,309
	Total Metro Cars	2,621,361	2,630,474	9,113

Variance due to track works not being complete and efficiency savings.



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BB003	Maintenance Management System	8,578	8,579	1
BC587	Vehicle Replacement Programme	95,613	95,763	150
BC849	Digitising and Approving Engineering Drawings	11,115	11,115	0
BC894	Security Review	60,000	34,521	-25,479
BC943	IT Hardware - WASP project	82,855	88,683	5,828
BC947	Nexus Document Control System	12,684	11,138	-1,546
BC956		0	0	0
BC957	PMO Transition IT Applications	29,658	31,126	1,468
BC959	Land at West Monkseaton Metro Station	65,000	65,000	0
BC960	Asset Knowledge	305,000	304,322	-678
BC961	Rail crane	165,000	163,873	-1,127
BC962	Transformer (Benton)	47,264	45,900	-1,364
BC963	Tunnel Track bed	30,000	30,036	36
BC965	Regent Centre Asbestos Removal	43,200	42,333	-867
	Total Miscellaneous	955,967	932,388	-23,579
BC240	OLE - System Development	42,437	38,648	-3,789
	Total Overhead Line	42,437	38,648	-3,789
BC231	Plain Line - Tynemouth to Chillingham Road	1,163,347	1,160,250	-3,097
BC232	Plain Line - South Gosforth to Jesmond	10,000	9,619	-381
BC234	Switches & Crossings - Hylton Street	0	-6,568	-6,568
BC235	Switches & Crossings - North Shields	108,610	69,124	-39,486
BC236	Switches & Crossings - South Gosforth	105,032	102,903	-2,129
BC237	Switches & Crossings - Benton	21,137	17,031	-4,106
BC550	Rail Grinding	111,150	113,834	2,684
BC558	Security Fencing	134,805	132,320	-2,485
BC703	Plain Line Renewal	1,018,767	1,068,538	49,771
BC706	Switch & Crossing Renewal	0	0	0
BC714	Tamper Trainstop	0	0	0
BC905	Wheel Slip Gel Applicators	0	0	0
BC964	S&C Steelwork Renewal	150,000	152,593	2,593
	Total Permanent Way	2,822,848	2,819,643	-3,205
BC280	Tamper	6,944	5,968	-976
BC517	Road/Rail Vehicles	378,000	369,889	-8,111



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	Total Plant	384,944	375,857	-9,087	
BC287	Power - Depot Stray Currents	125,370	117,309	-8,061	
BC929	OHLE Network	414,188	371,807	-42,381	
	Total Power	539,558	489,116	-50,442	
BC260	Signalling- Bankfoot Interlocking Area	20,000	20,511	511	
BC261	Signalling - South Gosforth Interlocking Area	21,671	15,492	-6,179	
BC262	Signalling - Benton Interlocking Area	27,434	20,089	-7,345	
BC263	Signalling - Monkseaton Interlocking Area	0	-0	-0	
BC264	Signalling - North Shields Interlocking Area	66,406	13,071	-53,335	
BC265	Signalling - Wallsend Interlocking Area	530,448	462,138	-68,310	
BC266	Signalling - Jesmond Interlocking Area	23,866	9,382	-14,484	
BC267	Signalling- Manors Interlocking Area	20,000	8,265	-11,735	
BC268	Signalling - Heworth Interlocking Area	25,469	15,199	-10,270	
BC269	Signalling - Pelaw Interlocking Area	25,515	14,858	-10,657	
BC270	Signalling - Jarrow Interlocking Area	612,882	401,909	-210,973	Slippage of additional works into 12/13.
BC271	Signalling - South Shields Interlocking Area	856,772	840,339	-16,433	
BC272	Signalling - Depot Interlocking Area	0	0	0	
BC273	Signalling - PTI	99,250	89,830	-9,420	
BC274	Future Signalling System	0	1,155	1,155	
BC946	Manors Enhancement Works	0	0	0	
	Total Signalling	2,329,713	1,912,239	-417,474	
BC242	Station - North Shields	6,010,385	5,300,679	-709,706	Slippage due to extended completion date for station works.
BC243	Station - Meadow Well, Percy Main and Howdon	2,300,209	2,342,245	42,036	
BC244	Station - Hadrian Road and Wallsend	114,293	114,408	115	



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BC245	Station - Walkergate and Chillingham Road	1,270,986	1,264,084	-6,902
BC246	Station - South Gosforth	320,125	293,654	-26,471
BC248	Station - West Jesmond	369,243	344,187	-25,056
BC249	Station - Central Station	163,000	125,205	-37,795
	Total Stations	10,548,241	9,784,463	-763,778
	Total Approved 2011/12 Capital Programme	35,683,776	32,956,198	-2,727,578
BB005	Sunderland Station Redevelopment	80,000	55,205	-24,795
BB006	Ticketing and Gating	5,074,243	4,854,979	-219,264
	Total Major Projects	5,154,243	4,910,184	-244,059
	TOTAL	40,838,019	37,866,381	-2,971,638



DATE: 12 July 2012

SUBJECT: ANALYSIS OF PROGRAMME TO DATE

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

Not confidential

PURPOSE OF REPORT

To provide assurance regarding the overall financial standing of the ARP as at the end of the second year of the eleven year programme (March 2012).

RECOMMENDATIONS

The ITA Metro Sub Committee is recommended to note the position as outlined in the report.

BACKGROUND DOCUMENTS

Analysis of Programme to Date – January 2012

Financial analysis spread sheet: Year 3 to 6 Programme (Analysis) 1 5 12

CONTACT OFFICERS

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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 financial standing of the ARP as at the end of the second year of the eleven year programme (March 2012).

2 Introduction and Background

An analysis of financial performance to date has formed part of our submission to DfT for years 3 to 6 of the ARP.

This analysis compares the total estimate for schemes that were scheduled to **commence** during the first three years of the ARP programme with what is now likely to be delivered. This analysis by necessity includes some expenditure in years four and five for projects that carry on beyond year three.

This analysis indicates that the initial work bank is now likely to cost slightly in excess of the original estimate. This is illustrated at asset category level in the following table:-

Asset Category	Initial PID Estimate	Current Projection	Variation
	£000	£000	£000
Civils	20,250	30,004	9,754
Permanent Way	28,581	33,577	4,996
Overhead Line	0	452	452
Stations	11,370	19,860	8,490
Communications	9,123	10,724	1,601
Signalling	15,146	16,358	1,212
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	13,147	966
Depot Equipment	3,329	2,167	-1,162
Capital Maintenance	11,520	9,427	-2,093
Miscellaneous	4,000	2,675	-1,325
Project Management	8,161	0	-8,161
Capital Slippage	5,027	0	-5,027
Major Projects	2,500	2,142	-358
Total	146,699¹	152,707	6,008



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What the table shows is that whilst there are some large variations relating to individual asset categories, there are a range of factors that need to be borne in mind when interpreting this:-

- Capital Slippage, which was identified towards the end of the year prior to the implementation of the ARP has been allocated across the most appropriate asset category. In particular, two projects were included in the work bank which were not previously included in the first PID submission to DfT. These two projects alone (Monkseaton Station Ramp and Benton Station Footbridge) totalled approximately £3m.
- The Station Investment Programme has been significantly affected by works at North Shields station where numerous problems have been encountered which has effectively led to a complete demolition and rebuild as opposed to the original plan which was to refurbish the station.
- Civils works have borne the brunt of the capital slippage referred to above and in addition, asset condition has generally been poorer than anticipated in relation to ducting and cable replacement and particularly earthworks.
- The track renewal programme has suffered from higher than anticipated tender prices and additional works arising because asset condition has again been worse than expected e.g. at Howdon viaduct.
- The approach to investment in level crossings has changed significantly and rather than investing £4.739m, we will be investing £0.464m instead.
- Capital maintenance activities have been pared back in order to create some additional headroom and this will be reviewed further as investment continues and less reactive maintenance is required in those geographic areas that have been dealt with.
- The $\frac{3}{4}$ life refurbishment project has encountered worse than anticipated corrosion and wiring problems.
- The opportunity to value engineer the depot wheel lathe has resulted in a saving of £0.5m against budget.
- Project Management costs have been attributed to the individual projects within the asset categories.

In overall terms the pressure on the work bank is now estimated at approximately £6m or 4.1%, which is an improvement (from £6.8m or 4.8%) since the last review at 18 months into the eleven year programme. The reasons for these pressures have been recognised

¹ Adjusted for Central Station and IP Network projects



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moving forward within the second iteration of the PID covering years 4 to 6. In this regard, it is vital that further efficiencies in delivering the ARP are identified such that this overspend can be contained within approved funding levels.

As asset knowledge improves over time this will have an impact on the prioritisation of the individual schemes that make up the work bank. Value engineering can also impact on the scope and timing of individual projects. This underlines the dynamic nature of the ARP programme. The DfT approval letter recognises this and is why each individual year of the programme is submitted for approval during the prior year.

In addition, building on the Nexus Rail Consolidation Action Plan that resulted from a 'lessons learned' review instigated by the Director General following completion of Year 1 activity, and having recently refined stage gate review processes, it is apparent that a greater emphasis on cost estimation, project and programme management and ultimately cost control is manifesting itself in the way that the ARP is being delivered. Similarly, as outlined above, increased asset knowledge and more accurate (and earlier) forward planning are assisting in determining a clearer vision of future funding requirements. The point about the gathering of better asset knowledge cannot be understated as we move from a programme that was initially largely based upon asset age as a proxy for condition to one that is based more upon intrusive survey work and a much more informed understanding of what the issues actually are.

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.



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DATE: 12 July 2012

SUBJECT: 2012/13 METRO ARP 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 2012/13 Metro and Major Projects Capital Programme including delivery to the end of the first quarter (ending 23 June 2012).

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 2012/13 Capital Programme at the end of the first quarter, as per Appendices A and B.

BACKGROUND DOCUMENTS

Metro Capital Programme 2012/13 – January 2012

CONTACT OFFICERS

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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 2012/13 Metro and Major Projects Capital Programme including delivery to the end of the first quarter (ending 23 June 2012).

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) have been 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 first quarter of 2012/13, the Metro and Major Projects capital programme has been revised to a new level of £49,535k.

Budget reductions totalling £3,697k have been identified during quarter 1 and an analysis of these variations is included below:

Description	£000
Ducting Master Plan Slippage from 2012/13 to future years	(5,606)
Acceleration of projects into 2012/13 from future years	3,252
C/fwd of projects into 2012/13 from 2011/12	1,322
Additional unfunded dayworks/bus costs in 2012/13	268
Additional c/fwd of projects from 2011/12 (identified during Period 13)	619
Delivery of 2012/13 projects in 2011/12	(320)
Additional contract costs – Blockade Works	642
Additional Ducting Master Plan slippage from 2012/13 to future years	(3,770)
Reductions in 2012/13 to fund additional blockade costs	(104)
Total	(3,697)

An explanation of these changes is outlined below:-

Following approval to the programme in January 2012, it was recognised that changes were required following further development of the Master Plan which integrates Ducting, Signalling and Fibre pulling works across the network. The main reasons for this are outlined below:



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- Duct route projects need to be completed before signalling projects to mitigate against abortive costs and network security risks
- Fibre cable installation schemes have been programmed to be implemented after the duct route schemes have been completed to mitigate inefficiencies of separate cable running, abortive costs and network security risks.

As a result, the 2012/13 programme requires a reduction of £5.6m of projects which will now be delivered in future years. To compensate for this, projects within Years 4 to 6 of the programme were reviewed to determine which were capable of being delivered in 2012/13. As a result of this exercise, £3.3m of projects will be brought into the current year's programme. The main projects brought forward are:

- Bringing forward some earthworks to align with the ducting projects (£0.3m)
- Bringing forward Plain Line works (£0.1m)
- Bringing forward bridge works from future years (£0.4m)
- Bringing forward design works at stations to provide greater cost certainty and prepare for the works necessary to accommodate the fibre pulling works required (£0.3m)
- Design and build Hadrian Road and Wallsend Stations so as works can be carried out in 2012/13 (£0.9m)
- Signalling Replacement Point Motors at critical locations (£1.2m)

In addition, there is approximately £1.9m of slippage being carried forward from 2011/12 which was not reflected in the programme approved in January 2012. This is primarily associated with the $\frac{3}{4}$ Life Refurbishment project (£1.2m) and slippage in signalling and other projects (£0.7m). However, funding has also been carried forward from 2011/12 so there will be no overall net increase to the programme as a result.

During June, there were further changes to the programme resulting from:

- Additional contract costs for the Track Renewal between Tynemouth and Howdon Viaduct, arising from inflationary increases being imposed by Balfour Beatty Rail (£0.6m). This will be funded from reductions in other projects, including projects in 2012/13 (£0.1m)
- Further Master Plan slippage (£3.8m) as further detailed technical assessments have been undertaken to attempt to reduce the



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budget to within affordable budget limits. This has resulted in scope removal and the development of more efficient modes of delivery, although meeting the budget with this essential work will still be challenging.

The proposed revised programme currently reflects over-programming of approximately 2% 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. Since the level of over-programming has reduced since the original programme was agreed, options to bring forward projects from future years are being developed, in particular opportunities to bring forward lift and escalator replacements.

As at the end of the first quarter actual spend is £4,996k (10.1%) for Metro ARP and Major Projects. This, together with estimated commitments, brings the total to £17,863k (36.1%).

As at the end of Period 2 (26th May 2012), Nexus is currently forecasting expenditure to the end of 2012/13 of £48,383k which includes £7,225k for Major Schemes (Appendix A). Of this amount, £41,158k relates to the Metro Asset Renewal Plan. Whilst this forecast is below the revised Metro Asset Renewal Plan budget of £42,310k, the forecast remains within funding tolerances as approved by DfT. The forecast as at the end of Period 3 (23rd June) is currently being finalised. Any major change will be updated to Members at the ITA meeting on 26 July.

Appendix A provides a breakdown by asset category in relation to the Metro Asset Renewal Plan which now identifies programme delivery overheads such as supervisory day works costs, project management fees and bus substitution expenses at asset category level. Appendix B provides detail at individual project level.

3 Metro Ticketing and Gating

The Metro Ticketing and Gating project has a budget and projection of £7,225k at Quarter 1. There is no use of MRG funding towards this project in 2012/13, with all costs proposed to be funded from S31 funding as agreed with DfT.

4 Capital Programme Financing

The following table explains how the Metro ARP and Major Projects capital programme for 2012/13 is to be funded. Given the current



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forecast, the over-programming level is not anticipated to be required. In view of the current forecast, it is proposed that future lifts and escalator works are brought forward into the current year's programme. Other options to bring forward elements of future years' programmes are also being investigated.

	Funding in 2012/13		Projected Funding in 2012/13	
	£000	£000	£000	£000
<u>Asset Renewal Plan</u>				
Metro Rail Grant				
2012/13 Allocation	35,000		35,000	
c/f from 2011/12	2,285		2,285	
Grant acceleration in 2011/12	-3,485		-3,485	
Local Contribution				
LTP Minor Schemes (including postponed contribution from 2011/12)	5,350		5,350	
ITA Reserves	2,278	41,428	2,278	41,428
<u>Major Schemes</u>				
S31 Grant		7,225		7,225
<u>Over-programming</u>				
MRG virement from 2013/14	794		-243	
Local Contribution 10% reserve	88		-27	
Other Reserves	0	882	0	-270
Total Nexus Funding		49,535		48,383

5 Next Steps



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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.

Appendix A

Asset Category	Original Approved 2012/13 Budget*	Latest Budget 2012/13	Actual Expenditure at end of Period 3	Forecast for year (as at Period 2)	Variation between Forecast and Latest Budget	Reason for Variation
	£	£	£	£	£	
Civils	6,664,528	4,596,660	268,073	4,559,462	-37,198	Revised programme reflects slippage in Ducting programme
Communications	4,195,735	1,871,499	608,722	1,842,086	-29,413	Revised programme reflects slippage in Fibre Replacement programme
Depot Equipment	17,000	86,128	66,131	96,978	10,850	
Level Crossings	120,000	119,195	29,507	118,695	-500	
Mechanical and Electrical	2,369,428	2,460,361	22,267	2,464,242	3,881	Accelerated programme of lifts and escalators currently being pursued
Metro Cars	5,371,251	6,532,251	686,664	6,555,001	22,750	Revised programme incorporates slippage from 2011/12. Work is ongoing to clarify revised forecast.
Miscellaneous	1,467,124	1,511,346	24,307	1,506,828	-4,518	
Overhead Line	316,624	365,413	20,712	365,413	0	
Permanent Way	14,746,213	15,376,315	1,219,436	15,486,029	109,714	Budget and Forecast incorporates increased tender costs for Plain Line
Plant	0	0	1,461	981	981	
Power	561,349	576,224	31,360	576,224	0	
Signalling	5,382,014	2,612,993	78,436	2,536,782	-76,211	Revised programme reflects slippage in Signalling programme
Stations	4,796,100	6,201,704	1,266,741	5,049,042	-1,152,662	Revised programme incorporates projects accelerated into 2012/13 and re-scoping delays
Total Approved 2012/13 Capital Programme	46,007,366	42,310,089	4,323,817	41,157,763	-1,152,326	
Major Projects	7,225,000	7,225,000	671,710	7,225,000	0	
Total	53,232,366	49,535,089	4,995,527	48,382,763	-1,152,326	

* Certain associated costs have been reallocated to individual projects since the programme was approved by the ITA in January 2012 to facilitate comparison of the proposed changes to the programme.

2012/13 Capital Programme at end of Period 3

Capital Code	Capital Scheme	Original Approved Budget 2012/13 (PID)	Latest Approved Budget 2012/13	Actual Expenditure at end of Period 3	Forecast for year (as at Period 2)	Variance between Forecast and Latest Approved Budget	Reason for Variation
		£	£	£	£	£	
	Civils						
BB001	Central Area Tunnel Refurbishment	6,000	3,089	-828	2,417	-672	
BC200	Ground Investigation - Tynemouth to Chillingham Road	0	0	0	0	0	
BC201	Earthworks - North Shields to Howdon	408,952	388,287	31,313	306,718	-81,569	
BC202	Earthworks - Howdon to Wallsend	0	1,000	-1,280	1,846	846	
BC203	Earthworks - Wallsend to Chillingham Road	0	0	0	0	0	
BC204	Earthworks- South Gosforth to Jesmond	55,000	53,142	5,601	53,142	0	
BC971	Earthworks - TYN-NPK, NPK-SGF	66,124	388,824	3,445	388,823	-1	
BC205	Bridges - Tynemouth to North Shields	0	0	0	0	0	
BC206	Bridges - Percy Main to Wallsend	141,324	112,069	4,548	106,968	-5,101	



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BC207	Bridges - Howdon to Percy Main	141,324	141,324	1,488	133,261	-8,064
BC208	Bridges - Meadow Well to Walkergate	0	4,000	574	2,287	-1,713
BC209	Bridges - Tynemouth to Meadow Well	177,924	200,924	12,995	200,924	0
BC210	Bridges - Percy Main to Hadrian Road	0	0	-2,955	1,373	1,373
BC211	Bridges - Hadrian Road to Walkergate	105,152	504,200	8,081	506,846	2,646
BC212	Bridges - Wallsend to Walkergate	54,124	54,124	105	54,230	106
BC213	Retaining Walls	0	0	0	0	0
BC214	Bridges - Monkseaton, Cullercoats	150,124	152,843	3,260	10,224	-142,619
BC966	Cullercoats Bridge		0	0	0	0
BC218	Drainage - Tynemouth (Knotts Flats)	0	0	0	0	0
BC219	Drainage - South Gosforth to Jesmond	51,000	50,640	914	221,171	170,531
BC222	Duct Route - Wallsend to Manors	317,387	225,193	18,767	225,194	1
BC223	Duct Route - Howdon to Wallsend	0	0	-649	-649	-649
BC224	Duct Route - North Shields to Howdon	305,169	327,958	9,321	361,527	33,569

Slippage into 2013/14. Local consultation has requested that works are not undertaken concurrently.

Anticipated increased cost at Stage Gate 2



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BC225	Duct Route - Tynemouth to North Shields	523,892	210,510	20,671	210,511	1
BC226	Duct Route - South Gosforth to Jesmond	308,484	148,502	3,165	148,503	1
BC227	Duct Route - South Gosforth to Airport	607,881	422,188	6,833	422,188	-0
BC228	Duct Route - Jesmond to Gatehead Stadium and Manors	447,112	99,533	17,873	99,532	-1
BC229	Duct Route - Gateshead Stadium to South Shields	650,261	285,916	48,463	285,916	-0
BC230	Duct Route - South Gosforth to Tynemouth	1,557,170	172,500	26,095	172,500	0
BC241	Culverts	0	0	0	0	0
BC289	Ground Investigation - South Gosforth to Jesmond	0	0	0	0	0
BC294	Airport Metro Station Drainage	0	0	0	0	0
BC543	QE11 Bridge Refurbishment	0	20,000	15,063	15,592	-4,408
BC545	Depot Refurbishment	0	12,000	11,939	11,884	-116
BC799	Monkseaton Station Ramp	582,124	562,063	10,432	561,950	-113
BC811	Benton Station Footbridge	0	12,617	17,573	32,188	19,571
BC855	MOG Remodelling	0	3,797	-14,330	-14,605	-18,402
BC883	Depot Lighting Upgrade	0	0	-5,977	-5,977	-5,977
BC887	Earsdon Road Bridge	0	0	0	0	0
BC891	Control Room	8,000	7,653	4,011	7,653	0
BC911	Knotts Bridge Repair	0	0	-340	-340	-340
BC914	Benton Lane Bridge	0	0	0	0	0
BC928	North Shields Tunnels COMPLETE	0	0	0	0	0
BC937	Denholme and Mast Lane	0	0	0	3,900	3,900
BC952	Depot Fire Alarm Systems	0	24,229	11,903	24,230	1
BC958	Repairs to 1216A Quayside	0	7,535	0	7,535	0



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Arch	6,664,528	4,596,660	268,073	4,559,461	-37,199
Total Civils					
BC250 Cable Pulling - Tynemouth to Manors	566,603	42,986	4,990	42,984	-2
BC251 Cable Pulling - South Gosforth to Jesmond	0	13,000	3,961	6,340	-6,660
BC253 Cable Pulling - Jesmond to Gateshead Stadium and Manors	309,464	47,078	2,228	47,074	-4
BC252 Cable Pulling- South Gosforth to Airport	454,987	78,387	6,711	78,387	-0
BC254 Cable Pulling - Gateshead Stadium to South Shields	657,050	171,760	9,204	171,762	2
BC255 Cable Pulling - South Gosforth Junction to Tynemouth	663,457	45,646	8,852	48,133	2,487
BC256 Radio	240,124	240,124	62,762	238,923	-1,201
BC257 Telephony	0	0	0	0	0
BC259 Station Network Connections	1,300,000	1,208,468	510,112	1,208,468	-0
BC556 Help Points	0	0	0	0	0
BC623 CCTV on Metro Cars	4,050	24,050	935	1,050	-23,000
BC840 CCTV/PA Access	0	0	-1,034	-1,034	-1,034
Total Communications	4,195,735	1,871,499	608,722	1,842,086	-29,413
BC278 Train Wash	8,500	12,807	22,746	21,912	9,105
BC279 Wheel Lathe	8,500	73,321	43,385	75,066	1,745
Total Depot Equipment	17,000	86,128	66,131	96,978	10,850
BC275 Barriers - Kingston park	35,000	35,000	13,941	34,999	-1



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BC276	Barriers - Fawdon	35,000	34,921	12,232	34,922	1
BC277	Level Crossings - Highway works - Howdon, Fawdon, Kingston Park	0	1,000	378	1,000	0
BC539	Level Crossing Refurbishment	0	0	-500	-500	-500
BC800	LX Road Monitoring	0	0	2,420	0	0
BC955	Level Crossing Deck Replacement	50,000	48,274	1,036	48,274	0
	Total Level Crossings	120,000	119,195	29,507	118,695	-500
BC281	Escalator - Central	309,576	314,181	-13,977	314,381	200
BC282	Escalator - Monument	1,442,576	1,449,115	13,419	1,450,220	1,105
BC994	Escalator - Regent Centre (previously Manors)	0	0	574	0	0
BC995	Escalator - Gateshead 4-6	0	0	574	0	0
BC284	Lift - Four Lane Ends	163,576	200,493	1,179	200,492	-2
BC285	Lift - Heworth	163,576	199,620	1,093	199,619	-2
BC286	Fire Alarm	166,124	166,124	9,683	172,124	6,000
BC532	Stations Refurb - Esc Imps/Major Items	60,000	66,889	12,421	66,888	-1
BC617	Lifts Refurbishment/Major Items	64,000	63,939	0	63,939	0
BC996	Lift - Regent Centre (previously St James)	0	0	723	0	0
BC805	Otn-Ups Support Power Supply	0	0	0	0	0
BC938	Sub Surface Vent System	0	0	-3,420	-3,420	-3,420
	Total Mechanical & Electrical	2,369,428	2,460,361	22,267	2,464,242	3,881
BC288	3/4 Life Refurbishment	4,678,251	5,821,942	562,443	5,821,939	-3



BC954	Capital Maintenance Concession	693,000	693,000	103,743	692,999	-1
BC874	On-Train PA	0	17,309	20,478	40,063	22,754
	Total Metro Cars	5,371,251	6,532,251	686,665	6,555,001	22,750
BB003	Maintenance Management System	0	0	-19	-19	-19
BC587	Vehicle Replacement Programme	100,000	99,850	0	99,850	0
BC849	Digitising and Approving Engineering Drawings	0	0	0	0	0
BC894	Security Review	267,124	277,124	17,457	276,120	-1,004
BC720	Lighting Upgrade	0	0	0	0	0
BC798	Replacement Scada Control Equipment	0	0	-3,224	-3,224	-3,224
BC902		0	0	-8	-8	-8
BC906		0	0	-46	-46	-46
BC944		0	0	-182	-182	-182
BC943	IT Hardware - WASP project	0	9,713	3,878	9,712	-1
BC947	Nexus Document Control System	0	20,000	0	20,000	0
BC956		0	0	0	0	0
BC957	PMO Transition IT Applications	0	3,532	-35	3,497	-35
BC959	Land at West Monkseaton Metro Station	0	0	0	0	0
BC960	Asset Knowledge	100,000	100,000	7,834	100,000	0
BC961	Rail crane	0	1,127	0	1,127	0
BC962	Transformer (Benton)	0	0	0	0	0
BC963	Tunnel Track bed	0	0	-1,349	0	0
BC965	Regent Centre Asbestos Removal	0	0	0	0	0
BC001	Asset Knowledge	1,000,000	1,000,000	0	1,000,001	1



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Bus Costs	0	0	0	0
Dayworks	0	0	0	0
Blockade Resources	0	0	0	0
Total Miscellaneous	1,467,124	1,511,346	24,307	1,506,828
				-4,518

Project Management Costs

Project Management Costs	0	0	0	0
Total Project Management Costs	0	0	0	0

BC240	OLE - System Development	316,624	365,413	20,712	365,412	-1
	Total Overhead Line	316,624	365,413	20,712	365,412	-1

BC231	Plain Line - Tynemouth to Chillingham Road	9,157,691	9,841,934	950,731	9,838,136	-3,798
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BC232	Plain Line - South Gosforth to Jesmond	164,124	264,124	3,872	362,141	98,017
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BC234	Switches & Crossings - Hylton Street	0	0	-4,272	-4,272	-4,272
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BC235	Switches & Crossings - North Shields	1,694,826	1,728,874	40,608	1,731,155	2,281
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BC236	Switches & Crossings - South Gosforth	2,017,076	2,021,995	70,834	2,039,099	17,104
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BC237	Switches & Crossings - Benton	100,124	100,124	2,396	100,364	240
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BC238	Switches & Crossings - St James	104,124	104,124	220	104,125	1
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BC239	Switches & Crossings - Prudhoe Street	104,124	0	154	154	154
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BC967	Switches & Crossings - Regent Centre	104,124	104,124	0	104,124	0
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BC550	Rail Grinding	100,000	86,166	0	86,166	0
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Anticipated increased cost at Stage Gate 2



Tyne and Wear
Integrated Transport Authority
Metro Sub Committee

INFORMATION

BC558	Security Fencing	100,000	100,000	1,796	99,999	-1
BC703	Plain Line Renewal	1,000,000	927,443	151,404	927,432	-11
BC706	Switch & Crossing Renewal	0	0	0	0	0
BC714	Tamper Trainstop	0	0	0	0	0
BC905	Wheel Slip Gel Applicators	0	0	0	0	0
BC964	S&C Steelwork Renewal	100,000	97,407	1,692	97,406	-1
	Total Permanent Way	14,746,213	15,376,315	1,219,437	15,486,029	109,714
BC280	Tamper	0	0	2,417	980	980
BC517	Road/Rail Vehicles	0	0	-956	0	0
	Total Plant	0	0	1,461	981	981
BC287	Power - Depot Stray Currents	27,000	28,000	890	27,999	-1
BC929	OHLE Network	534,349	548,224	30,470	548,225	1
	Total Power	561,349	576,224	31,360	576,224	-0
BC260	Signalling- Bankfoot Interlocking Area	735,706	28,570	6,099	28,571	1
BC261	Signalling - South Gosforth Interlocking Area	373,350	19,745	6,057	19,749	4
BC262	Signalling - Benton Interlocking Area	632,758	22,023	574	22,024	1
BC263	Signalling - Monkseaton Interlocking Area	0	0	-348	-348	-348
BC264	Signalling - North Shields Interlocking Area	555,304	243,234	2,165	243,234	0
BC265	Signalling - WallSEND Interlocking Area	65,000	133,310	3,677	57,414	-75,896
BC266	Signalling - Jesmond Interlocking Area	668,780	21,962	1,798	21,961	-1
BC267	Signalling- Manors Interlocking	350,820	24,227	1,534	24,230	3



INFORMATION

Area												
BC268	Signalling - Heworth Interlocking Area	662,660	23,702	6,203	23,705	3						
BC269	Signalling - Pelaw Interlocking Area	697,136	28,314	6,000	28,314	0						
BC270	Signalling - Jarrow Interlocking Area	42,076	253,049	3,477	253,048	-1						
BC271	Signalling - South Shields Interlocking Area	3,124	19,557	1,974	19,583	26						
BC272	Signalling - Depot Interlocking Area	0	0	0	0	0						
BC273	Signalling - PTI	529,624	529,624	35,662	529,622	-2						
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)	65,676	1,265,676	3,564	1,265,674	-2						
	Total Signalling	5,382,014	2,612,993	78,436	2,536,782	-76,211						
BC242	Station - North Shields	1,639,876	1,648,924	1,125,409	2,382,854	733,930						
BC243	Station - Meadow Well, Percy Main and Howdon	273,224	313,224	53,738	319,226	6,002						
BC244	Station - Hadrian Road and Wallsend	192,576	1,144,509	36,695	204,800	-939,709					Work ongoing to bring implementation into 2012/13	
BC245	Station - Walkergate and Chillingham Road	812,624	822,624	25,285	186,040	-636,584					Work ongoing to bring implementation into 2012/13	
BC246	Station - South Gosforth	957,076	997,595	10,817	468,030	-529,565					Gate lines removed from scope	
BC247	Station - Ilford Road	66,324	86,324	85	86,326	2						



INFORMATION

	811,776	845,880	14,713	1,050,103	204,223	Gate lines removed from scope
BC248 Station - West Jesmond						
BC249 Station - Central Station	0	0	-0	9,040	9,040	
BC968 Halt Station package - HEB, JAR, BDE Design	42,624	342,624	0	342,623	-1	
Total Stations	4,796,100	6,201,704	1,266,742	5,049,042	-1,152,662	
Total Approved 2011/12 Capital Programme	46,007,366	42,310,089	4,323,817	41,157,763	-1,152,326	
BB005 Sunderland Station Redevelopment	0	0	4,093	0	0	
BB006 Ticketing and Gating	7,225,000	7,225,000	667,617	7,225,000	0	
Total Major Projects	7,225,000	7,225,000	671,710	7,225,000	0	
TOTAL	53,232,366	49,535,089	4,995,527	48,382,763	-1,152,326	

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INFORMATION

DATE: 12 July 2012

SUBJECT: POSSESSION AND KEY FACILITIES CLOSURE PLANS 2012-13
PLAN

REPORT OF: DIRECTOR OF RAIL & INFRASTRUCTURE, NEXUS

Not confidential

PURPOSE OF REPORT

To update Members of Metro Sub Committee to changes to the yearly possession and key facilities plans for 2012-13.

RECOMMENDATIONS

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

BACKGROUND DOCUMENTS

CONTACT OFFICERS

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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

This report sets out the overall financial standing of the ARP as at the end of the second year of the eleven year programme (March 2012).

2 Introduction and Background

The table below identifies where a series of possessions for ARP and Maintenance have been booked and completed within the programme for 2012 -13.

The current possession plan for 2012-13 is now populated and to date there are only three weekends that remain available for future possessions these being in January and March 2013.

Possession Duration	Possessions booked to date 2012-13	Possessions completed 2012-13	Cancelled Possessions	Possessions Outstanding
54hr	23	2	2	19
29hr	2	0	1	1
12hr	8	0	0	8
Evenings	0	0	0	0

The possessions booked throughout year 2012-13 are mainly for overhead line work, switches and crossings, plain line works and completion of Front Street bridge at Monkseaton station.

1 x 29 hour and 5 x 12 hour possessions are booked by Nexus Rail maintenance for re-railing and design tamping of QEII Bridge, other track tamping and leaf fall preparation between Regent Centre and Airport.

3 Highlights & Key Issues

Blockade Programme (2012-13)

The key dates for the blockade works are as follows:

- Main blockade between Wallsend-Tynemouth 11 August – 3 September 2012 (renewal of 6km of plain line). Dates of blockade have now been communicated to stakeholders and passengers through the media, website and direct communication.
- Gosforth Junction, Regent Centre – South Gosforth – Benton 27 October – 5 November 2012 (renewal of Gosforth Junction)
- Byker – Tynemouth 16 February – 25 February 2013 (renewal of Wallsend S&C, Bridge 1200, Plain Line ballasting, re-alignment and new sig and power cabling)



Olympics

There are no possessions/blockades planned which conflict with any event planned for the Torch Relay events, or during the games themselves. This is because of the unprecedented nature of the events and the media and stakeholder focus they will bring to the region, as well as the potentially higher level of patronage, including visitors from other parts of the UK and world. Work on key facilities in city centre, part and ride, and key interchange stations is to be avoided or minimised for the same reason.

Key Facilities Plan – (Assets out of use for more than 24 hours)

Since the last update confirmed dates have been agreed for escalator refurbishments at Central Station.

The escalator refurbishments at Monument Station have been re-programmed to avoid conflicting with the Olympic Games and Great North Run events. Concerns were raised with the timing of the programmed dates for the north/south escalator refurbishments. The programme has been confirmed by the Project Manager, revised dates are detailed in the plan.

The new train wash has been handed back to DBTW as works have been completed.

The new wheel lathe has been handed over to DBTW. It is operational, however with restrictions. Pending the completion of the vehicle jacking facility, wheel-sets are being removed from vehicles on three road and machined on four road.

Summary of changes

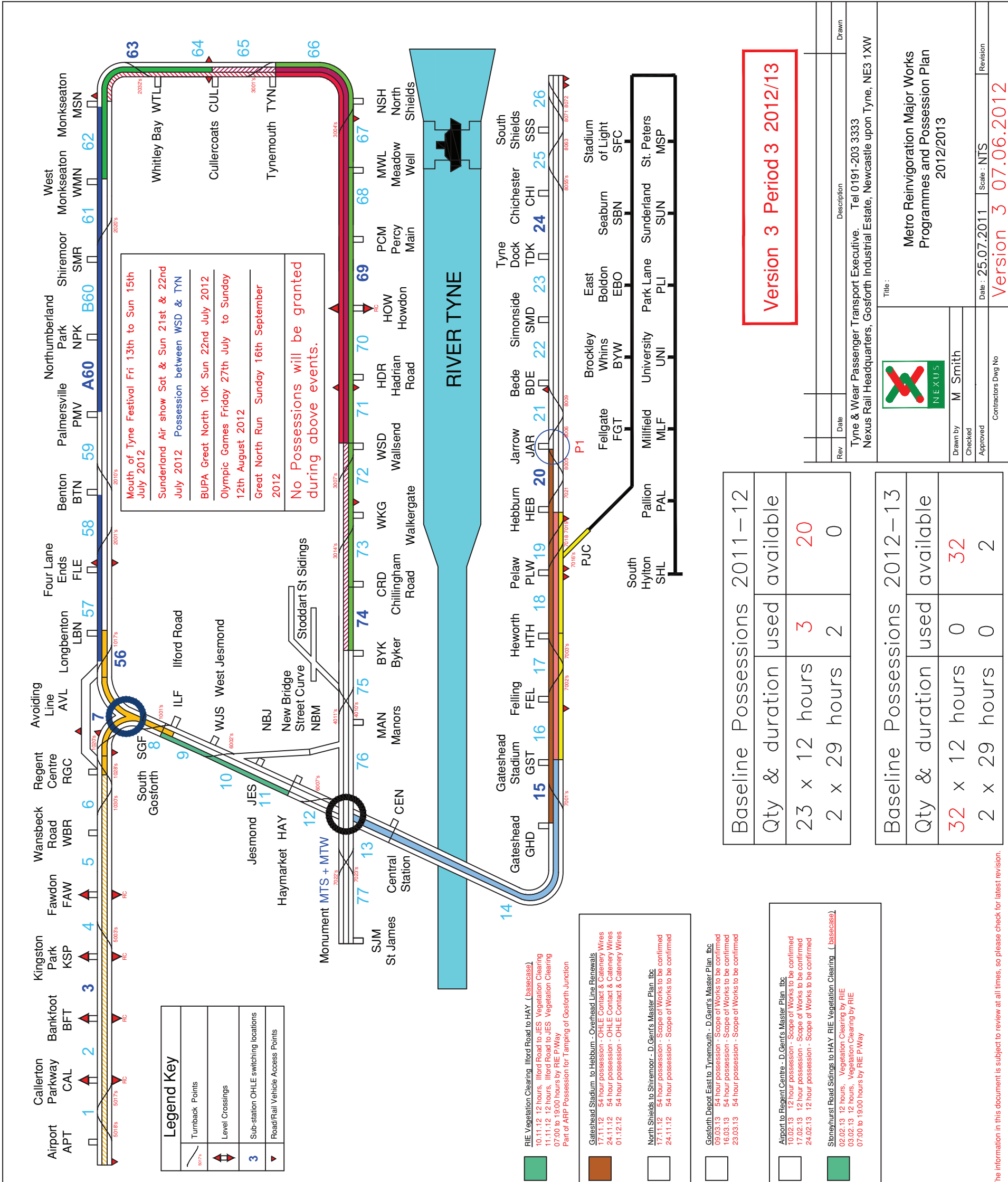
Since the last report, the following changes to the plan have been made:

- 2 x 54 hour ARP possessions between Wallsend and Tynemouth, and Byker and North Shields for OHLE remedial work and track works ahead of blockade, completed.
- Train wash project handed back to DBTW.
- Wheel lathe is now in operation
- Escalator refurbishments at Monument Station reprogrammed to avoid works to the north/south escalators conflicting with Olympic Games.

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ARP Possession/Blockade Year Plan 2012-2013

	Wallsend to Tynemouth 25.09.12 - 20 hour possession - Ballast Retention & Bridge in-fills 29.09.12 - 54 hour possession - Ballast Retention & Bridge in-fills 17.09.12 - 54 hour possession - Ballast Retention & Bridge in-fills 17.09.12 - 54 hour possession - Ballast Retention & Bridge in-fills 24.09.12 - 54 hour possession - Ballast Retention & Bridge in-fills
	Wallsend to Monkseaton - 54 hour enabling possessions 07.07.12 - 54 hour enabling possessions
	Wallsend to Tynemouth 21.07.12 - 54 hour enabling possession
	Wallsend to Tynemouth 16.07.12 - 54 hours OHLE and Track works 16.07.12 - 54 hours OHLE and Track works
	Wallsend to Tynemouth - 23 Day Blockade 11.08.12 - 03.09.12 - 23 days Plain Line renewal 6Km, Ballast Retention 08.09.12 - 54 hour Post Blockade Possession 22.09.12 - 54 hour Post Blockade Possession 06.10.12 - 54 hour Post Blockade Possession
	Gateshead Stadium to Hebburn - Overhead Line Renewals 17.11.12 - 54 hour possession - OHLE Feeder Cables 30.09.12 - 12 hour session to possession APT RIGG for Leaf Fall preparation by RIE P/Way (basecase funded) 13.10.12 - 54 hour possession - OHLE Feeder Cables 20.10.12 - 54 hour possession - enabling works
	Replacement of Gosforth Junction October 27 - November 05 - 2012 - 9 days Post Blockade Tamping of Gosforth Junction 10.11.12 - 54 hour possession - Tamping of track
	RIE Vegetation Clearing - Stoneyhurst sidings to HAY 07.00 to 19:00 hours by RIE P/Way 07.00 to 19:00 hours by RIE P/Way
	Evening Possessions - 21.00 to 04.30 hours 16.09.12 - 16.09.12 - Northumberland Park to West Monkseaton Installation of UTX Retaining Walls
	RIE Vegetation Clearing - GST to HTH Same time as Network Rail Possession of Nexus Infrastructure to enable Network Rail Renewal works.
	Pelaw Junction Possessions Network Rail Possession of Nexus Infrastructure to enable Network Rail Renewal works.
	Network Rail Maintenance Possessions - PJC to SHL 25.09.12 - 12 hours - PJC to SHL 23.09.12 - 12 hours - PJC to SHL
	Byker to Tynemouth - Blockade 16.02.13 - 25.02.13 - 9 days Wallsend S&C, Chillingham Road S&C Stressing & Welding 220m Plain Line Renewal 1500m of Ballasting Bridge 1200 - Carville Rd
	West Monkseaton to Cullercoats (tbc) - Front Street Bridge 19.01.13 - 54 hour possession - remove steelwork 25.01.13 - 54 hour possession - install new steelwork



Baseline Possessions 2011-12	
Qty & duration used	available
23 x 12 hours	3
2 x 29 hours	2
Baseline Possessions 2012-13	
Qty & duration used	available
32 x 12 hours	0
2 x 29 hours	2

Version 3 Period 3 2012/13

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:			
Drawn by	M. Smith		
Checked			
Approved			
Contractors Dwg No			
Metro Reinvigoration Major Works Programmes and Possession Plan 2012/2013			
Date	25.07.2011	Scale	NTS
Revision	Version 3 07.06.2012		

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

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DATE: 12th July 2012

SUBJECT: QUARTERLY PERFORMANCE DATA – QUARTER 4 2011/12 – METRO OPERATING CONCESSION

REPORT OF: THE DIRECTOR OF CUSTOMER SERVICES, NEXUS

If confidential, please indicate and state the reason for confidentiality.

PURPOSE OF REPORT

This is the seventh 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

CONTACT OFFICERS

<i>name</i>	<i>email</i>	<i>phone</i>
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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 is the seventh quarterly report submitted to the Metro Sub-Committee in accordance with the Terms of Reference agreed by the Integrated Transport Authority in May 2010.
2	Introduction and Background
2.1	This report covers the period 11 December 2011 to 31 March 2012 (Periods 10, 11, 12 and 13)
2.2	<p>A glossary of terms used in the attached summary report follows:</p> <p>Charter Punctuality – 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>Concession Agreement – the contract between Nexus and DBTW which governs all transactions and discussions between the two parties.</p> <p>DBTW – Deutsche Bahn Tyne and Wear Ltd, the current operator of the Tyne and Wear Metro through the Concession Agreement with Nexus</p> <p>EWT (Excess Waiting Time) – 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>Failure – 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>MAA – moving annual average; the average for the past 12 months including the periods being reported on.</p> <p>Major Line Closure – a significant possession, leading to a long section of track being unavailable for normal passenger service over an extended time period.</p> <p>OPR – 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>Period – 4-week periods (there are 13 in each financial year) used for financial accounting and performance measurement purposes.</p> <p>Possession – a period of time when engineering works take place on a section of track, preventing normal passenger service from being</p>

provided.

RIDDOR - 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).

SQR – Service Quality Regime; the means by which quality standards on stations and trains is measured

3 Highlights and Key Issues

3.1 The number of RIDDOR-reportable accidents on the Metro system remained low throughout the Quarter. Two RIDDOR accidents occurred, both in Period 11. The number of public assaults remained below DBTW’s target with the exception of Period 12, which included a very serious incident on 12th February. Arrests have since been made in connection with this incident.

3.2 Service Quality Regime (SQR) performance was mixed during the Quarter. The number of failures on stations was high at the start of the Quarter but reduced in every subsequent period as improved weather conditions and DBTW action took effect. DBTW continued to struggle with Quality Regime failures on trains, as exterior cleanliness was affected badly during the commissioning of the new car wash facility, renewed under the Metro: All Change programme. It is expected to improve once the wash is fully operational.

3.3 Punctuality was high throughout the Quarter, achieving over 90% in three consecutive periods, the first time this has been achieved since the letting of the Operating Concession. The Period 11 punctuality figure remains the highest recorded and reflects sustained infrastructure and operational performance.

3.4 The Metro service suffered significant disruption on 9th February, where a loss of power to Network Rail’s overhead lines necessitated the suspension of service between Pelaw and Brockley Whins and between Pelaw and Hebburn. A Network Rail design fault meant that the lines could not be re-energised remotely, and two Metro services were stranded in the isolated section without power. These were eventually evacuated with assistance from DBTW staff and the fire service. This exercise and the subsequent onward transportation of passengers was hampered by freezing rain. However, a number of

	points for improvement were identified and will be implemented by DBTW including improving information provision to those passengers affected by the disruption.
3.5	A fatality occurred on 13 th January where a member of the public was struck by a train between Felling and Heworth at the end of the evening peak. Service was suspended in the area for approximately 3 hours while emergency services evacuated the train and undertook the necessary procedures. A review was conducted that included the emergency services, and concluded that the incident was well managed.
3.6	Customer service highlights during the Quarter included the successful management of the Sunderland vs Middlesbrough FA Cup match at the Stadium of Light, and the second Tyne-Wear derby match at St James' Park. Concerns have been raised however at the number of football supporters travelling on dedicated Metro services where damage is often caused and revenue protection cannot be undertaken. It is intended to establish a working group with the football clubs in conjunction with Northern Rail who experience the same issues as Nexus.
3.7	DBTW staff have been supporting the installation of new Ticket Vending Machines throughout the network through publicity and station staffing.
3.8	The Metrocar 3/4 life refurbishment project has continued to be subject to delay. The first two refurbished Metrocars returned to passenger service during the Quarter, but have been subject to persistent faults. Commissioning work on further units returned to DBTW has been slow due a number of residual problems.
4	Next Steps
	A further update covering the first quarter of the financial year 2012/13 will be submitted to the next Metro Sub-Committee meeting.
5	Potential impact on objectives
	This report is for information only.



	Bench- mark	Period 10	Period 11	Period 12	Period 13	Comments
OPR-(Excess Waiting Time) (see glossary)	12.25 MAA to P13 end	14.02	12.76	11.72	12.06	
Charter punctuality (see glossary)	88.45% MAA to P13 end	87.38%	91.42%	90.60%	90.33%	Metro charter punctuality remained high throughout the Quarter, with the highest figure since the letting of the Concession achieved during Period 11.
SQR – Stations (no. of failures)	85 MAA to P13 end	114	98	93	76	
SQR – Trains (no. of failures)	123 MAA to P13 end	154	148	174	182	The number of failures on Metrocars was unacceptably high during the Quarter, as DBTW struggled to mitigate whilst the renewal of the depot car wash was underway.

REPORT FOR INFORMATION

Fleet (Ave km per fault)	12,500 DBTW target	15,264	14,463	11,586	10,482	Fleet performance fell during the Quarter with the main cause of faults being attributed to saloon doors and power-related issues. DBTW's increased allocation of staff to work on the refurbished units has also contributed to a decline in performance.
	Bench- mark	Period 10	Period 11	Period 12	Period 13	Comments
Fraud Rate (% ticketless travel recorded)	4.5% Contract ual target	3.11%	4.05%	4.21%	4.57%	The target fraud rate was not achieved during P13, and the Concession Payment was adjusted to reflect this.
Head Count (no. of DBTW staff)	488 DBTW target	486.4	484.5	485.5	TBC	
Passenger Accidents (RIDDOR)	4.36 DBTW target	7	3	1	1	Of these, only two were RIDDOR Major accidents, the first occurring when a person was hit by a train in the Felling area on 13 th Jan, and the second when a passenger slipped and broke an ankle alighting a train at Monument on 17 th Jan.

REPORT FOR INFORMATION

Passenger Accidents (Other)	18.76 DBTW target	17	18	6	10	The majority of other accidents during the Quarter occurred on escalators and on stations (20 each), there were a further 14 on trains and 6 at the platform-train interface.
Passenger Assaults	7.96 DBTW target	6	5	11	6	

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