

GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY**REPORT FOR RESOLUTION**

COMMITTEE: Capital Projects
DATE: 6th November 2009
SUBJECT: CCTV on Northern Rail Rolling Stock
REPORT OF: Interim Bus and Rail Director

PURPOSE OF REPORT

To update Members on the Northern Rail proposal to install CCTV on rolling stock, and seek approval to release funding as a contribution towards this project

RECOMMENDATIONS

Members are requested to:-

- 1 Note the contents of this report and the update on development of the project.
- 2 Approve the release of £50,000 as a funding contribution towards the project from the Minor Works Capital Programme.

BACKGROUND DOCUMENTS

Report to Policy Committee 3rd October 2008 entitled "CCTV on Northern Rail Rolling Stock".

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1 Introduction

- 1.1 On the 3rd October 2008, the PTA Policy Committee approved a funding contribution of £144,000 towards the provision of CCTV on the whole of Northern Rail rolling stock, as part of a £3.2 million project. The proposal set out a phased approach to the fitting of the equipment over a two-year period during 2008/09 and 2009/10.
- 1.2 The timing of the project, together with its scope, has changed and subsequently this report updates Members on these changes and requests release of appropriate funding for the scheme as currently proposed.

2 Background

- 2.1 In 2008, Northern Rail submitted a proposal to the five northern PTEs within PTEG for the provision of CCTV on all of its rolling stock over a two-year period. The proposal included for the provision of two overt cameras in each car (together with the associated signage) which would provide improved safety and security for passengers. In addition, external forward facing cameras would be installed on the front of each train to help investigations into on-track incidents (such as passing signals at red, fatalities and near misses) and track maintenance.
- 2.2 The proposal provided for a phased approach; the first phase comprising the installation of equipment on class 158, 323 and 333 units in 2008/09, and a second phase for the remainder of the fleet during 2009/10.
- 2.3 The total scheme costs were forecast to be £3.2 million, with Northern Rail seeking £350,000 from the relevant ITAs as follows:

ITA	Phase 1 £000	Phase 2 £000	Total £000
Nexus	0	6	6
Metro	55	61	116
SYLTE	12	30	42
GMPTE	40	104	144
Merseytravel	0	42	42
Total for PTEs	107	243	350

- 2.4 These PTE funding contributions were based on the proportion of Northern Rail services running within each PTE area (based upon the number of services passing through each station). Greater Manchester has approximately 40% of Northern Rail services and therefore would benefit from around £1.25 million of investment.

- 2.5 Since that time, Northern Rail have experienced delay in mobilising the project as a result of the timescales for reaching commercial agreements with Network Rail (who are funding the external, forward facing cameras), re-evaluation of the funding due to increasing lease rates with train leasing companies and an adjustment of costs following further discussions with the CCTV supplier.

3 Revised Proposals

- 3.1 In August 2009, Northern Rail advised GMPTE that the discussions and negotiations had reached a conclusion and that they were now in a position to proceed with the first phase of the project. There are no definite plans to proceed with the second phase of the project at this time and the first phase installation will be used as a pilot to assess the viability of the second phase.
- 3.2 In September 2009, GMPTE recommenced work on the business case and funding agreement and are in an ongoing dialogue with Northern Rail on these elements of work.
- 3.3 The current proposal is to fit CCTV to the Class 158 diesel units and the Class 323 and 333 electric units. Northern Rail operate a total of 98 Class 158 vehicles (*20 of which are owned by WYPTE*). Class 158 units are generally used on Northern Rail's longer distance services. In Greater Manchester, they are only used on the "Calder Valley" Manchester Victoria/Rochdale/Bradford/Leeds service. The 51 Northern Rail Class 323 electric vehicles operate as 17 three car units. They only operate on services radiating from Manchester Piccadilly. They provide all services operating on the Glossop/Hadfield line and local services on the Crewe, Macclesfield and Manchester Airport lines. The 64 Class 333 electric vehicles operate as 16 four car units and are used on local services radiating from Leeds and Bradford.
- 3.4 A minimum of 2 overt cameras will be provided on each car plus one external camera on each forward facing unit. The CCTV system will have 14 days storage at 18 hours a day and will be of police evidential standards in accordance with national standards in respect of system and data handling of the equipment.
- 3.5 Subject to approval at this Committee, the installation work will commence in December 2009 for completion in the first half of 2010.

Funding and Costs

- 3.6 The total cost of this first phase is currently estimated at £980,000 and the proposed contributions from the relevant PTEs remain unchanged, with GMPTE's contribution being fixed at £40,323:

ITA	£000
Nexus	-
Metro	55
SYLTE	12
GMPTE	40
Merseytravel	-
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- 3.7 This Phase 1 funding contribution across the PTEs is proportionate to the number of services running through each area. Negotiations are ongoing with the other PTEs.
- 3.8 As well as the above direct cost to Northern Rail, additional funding will be required for the investment appraisal, funding agreement and project management of the project including monitoring of the delivery and a post implementation review. Members are therefore requested to approve the release of £50,000 from the Minor Works Capital Programme to cover the direct funding contribution and these internal management costs.

Funding Agreement

- 3.9 The funding agreement is currently being drafted to ensure that no cost risk is passed to GMPTE. It will set out specific requirements on Northern Rail to ensure the delivery of the project to the revised timescales, the standards of equipment, upkeep and maintenance requirements, release of funding, reporting/monitoring requirements and that, should Northern Rail replace any part of this fleet, then a CCTV system equal to or improved on that being installed under this project is in situ within the replacement rolling stock.
- 3.10 Furthermore an undertaking is being sought from the Department for Transport that they will ensure that units upgraded at our expense remain within the area or are replaced by units with equivalent systems. It is also GMPTE's aim to ensure that additional rolling stock, new or otherwise, brought into the region under HLOS is equipped with CCTV systems from the outset.

Business Case

- 3.11 GMPTTE will prepare a business case which will appraise the costs and benefits to Greater Manchester as a result of investing in this project. The appraisal will cover both the 10 year operational life of the CCTV system and also the return achieved in the short term until the end of the franchise period (when theoretically part of the rolling stock fitted with CCTV could be relocated to another part of the country).

4 Recommendations

- 4.1 See front sheet of report for recommendations.

Michael Renshaw
Interim Bus and Rail Director