

GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY
REPORT FOR RESOLUTION

COMMITTEE: Emergency

DATE: 21st May 2010

SUBJECT: Leigh Salford Manchester Busway - Advanced Works

REPORT OF: Interim Chief Operating Officer, GMPTE
Finance and Corporate Services Director, GMPTE

PURPOSE OF REPORT

The purpose of this report is to outline the next steps required to maintain the scheduled critical path for the Leigh-Salford-Manchester Busway in order to achieve a service start date of early 2013; and to seek approval for the continuation of advanced works.

RECOMMENDATIONS

Members are recommended to:

- (i) note the contents of the report;
- (ii) approve expenditure of up to £1.274 million for the continuation of advanced works; and
- (iii) agree that the Chief Executive, the Finance and Corporate Services Director and the Interim Chief Operating Officer of GMPTE should now conclude the commercial and contractual arrangements for the works described in this report, up to a value of £1.274 million.

BACKGROUND DOCUMENTS

18th December 2009 - Greater Manchester Transport Fund– Accelerated Package Delivery Programme and Financial Strategy Update – Report to the Authority

20th November 2009 - Greater Manchester Transport Fund – Delivery Programme Update – Report to the Policy and Resources Committee

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1. Executive Summary

- 1.1 The Leigh-Salford-Manchester (LSM) busway scheme is one of the schemes prioritised by AGMA in May 2009 as part of the GM Transport Fund. The scheme has a target completion date of early 2013, as reported to the GMITA Policy and Resources Committee on 20th November 2009.
- 1.2 In order to maintain programme and protect the schedule for completion by early 2013, advanced works are required for the LSM scheme.
- 1.3 An initial element of advanced works, with expenditure of £122,000, has been completed up to the end of March 2010, which included essential seasonally dependent tree clearance works, which had to be concluded in the Spring.
- 1.4 This report seeks approval for continuation of the advance works, to design and construct road junctions at the end of the guided busway section at Newearth Road and Sale Lane in Salford, and to manage some ecological mitigation measures for Great Crested Newts, which have been discovered close to the location of the works.
- 1.5 The maximum cost of these works is £1.274 million.

2. Introduction and Background

- 2.1 The LSM scheme provides a new high quality public transport service linking Wigan and Leigh with Salford and Manchester via a guided busway and on-highway bus priority measures. Services will run on 21km of segregated busway between Leigh, Salford and Manchester, of which 7km will be a guided busway section, between Leigh and Ellenbrook in Salford.
- 2.2 The LSM scheme provides new infrastructure from Leigh through to Salford, where it connects with the Cross City Bus scheme, close to the junction of the A580 / M60. From that point onwards LSM services rely upon infrastructure which is provided by the Cross City Bus scheme to continue into Manchester.
- 2.3 The LSM scheme is funded from £76 million of prudential borrowings. The Cross City Bus scheme forecast costs and funding of £54 million includes £41 million of RFA grant from DfT. As a result, delivery of the LSM service from Leigh into Manchester is linked to the approval of DfT funding for the Cross City Bus scheme.
- 2.4 The guided busway section of LSM is the subject of a Transport and Works Act Order granting both CPO powers and deemed Planning Consent. As described in the paper to the Authority in November, development work to date on the scheme has concentrated on formulating an advanced works package for the Guided Section. This has included the consideration of a number of design options and liaison with the Local Planning Authorities regarding the discharge of the Planning Conditions associated with these Advanced Works options.
- 2.5 At the meeting on 18th December 2009, the Authority agreed that GMITA could borrow an additional £140 million in 2010/11 and incur interest costs of circa £4.9 million in 2010/11 in respect of existing and additional borrowings

for the development and delivery of public transport projects within the GMTF. These borrowings included for expenditure in relation to the development of the LSM scheme

- 2.6 Work to a value of £122,000 has already been completed to progress the first part of advanced works in the period to 31st March 2010. These works involved detailed design of a road junction at the eastern end of the guided busway section, at Newearth Road in Salford. Tree felling works at Newearth Road were also undertaken in February.
- 2.7 Approval for works beyond the end of March was originally intended to be provided through Conditional Approval of the LSM scheme at the end of March, which was contingent upon the Cross City Bus scheme attaining Conditional Approval from the DfT by that time.
- 2.8 The Cross City Bus scheme was awarded Programme Entry by DfT on 31st March 2010 and work is ongoing with DfT to achieve approval for the scheme. Since delivery of the full LSM service from Leigh into Manchester relies upon Cross City Bus infrastructure, expenditure on the LSM scheme will be limited until the Cross City Bus scheme obtains DfT approval. As a result, only time-critical activities are being progressed on the LSM scheme. This submission requests approval of certain time-critical advanced works to be carried out.
- 2.9 This report seeks approval for the next stage of advanced works, which covers the completion of design and construction of the Newearth Road junction and design and construction of an additional junction to the guided busway section at nearby Sale Lane. TWA powers are in place for these works (but will lapse in August 2010 if the works are not carried out). The works also include some ecological mitigation measures, relating to the presence of Great Crested Newts in a pond close to the Newearth Road junction.

3 Scope Of Advanced Works

- 3.1 The scope of the next stage of advanced works is shown below.

Design and preparatory works.

- 3.2 Costs for the completion of the design, contract preparation and site supervision at the Newearth Road junction are estimated at £65,000, with a further £25,000 for similar works to the Sale Lane junction.

Land Acquisition

- 3.3 The land acquisition requirements for the construction of the full scheme are covered by existing CPO powers.
- 3.4 Two plots of land are required to carry out the Newearth Road junction works. These have a combined estimated value of £6000, and are included within this approval request.
- 3.5 The remaining plots of land covered by CPO powers are not required at this time. Certain plots will be required when the Guided section of LSM is brought forward for approval to construct. The remaining land is required for a park and ride site which will also be subject to a subsequent request for approval.

Seasonally Constrained Ecological Mitigation Works

- 3.6 Great Crested Newts (GCN) are present in certain locations along the guided busway section. Mitigation work to trap and relocate newts is seasonally constrained between April and September, and is necessary prior to the construction works at Newearth Road and in two other locations along the guided section. The cost of the GCN mitigation at Newearth Road is £30,000, with an additional £40,000 for GCN mitigation elsewhere on the route.

Construction

- 3.7 To maintain the schedule, contract award for these works needs to be made in early June 2010. The works have been approved by Salford City Council as landowner and as Local Planning Authority and by Wigan Metropolitan Borough Council as Local Planning Authority. The works entail earthworks, drainage, carriageway and footway construction, provision of pedestrian crossing facilities across Newearth Road and construction of 100m of multi-user path. The current estimated cost of the construction contract is £840,000.
- 3.8 Significant progress on these works will have been made by the end of July, and Wigan MBC and Salford CC have confirmed that in their view these works will constitute a material start to the guided busway. It is anticipated that around £310,000 will have been expended by the end of July with a further £235,000 committed in respect of materials and Utility diversion costs. Construction of the Sale Lane Junction will commence in June 2010, with an estimated cost of £100,000 and is expected to be completed by August 2010.

Project Management

- 3.9 Management costs for the advanced works and continued development of the LSM scheme for the period to completion of the Advanced Works are estimated at £168,000.

Advanced Works Summary

Activity	To end May 2010 (£'000)	To end July 2010 (£'000)	Remainder (£'000)	Totals (£'000)
<i>Newearth Road</i>				
Design and preparatory works	20	22	23	65
Newt Mitigation	-	30	-	30
Land (Plots 112&113 only)	-	6	-	6
Construction	-	545	295	840
<i>Sale Lane</i>				
Design and preparatory works	15	10	-	25
Construction		100		100
<i>Other</i>				
Newt Mitigation	25	15	-	40
Project Management	56	56	56	168
Totals	116	784	374	1,274

4. Recommendations

A full set of recommendations is set out on the front sheet of this report.

Bob Morris
Interim Chief Operating Officer

Steve Warrener
Finance & Corporate Services Director