

GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY

REPORT FOR RESOLUTION

COMMITTEE: Capital Projects
DATE: 2nd July 2010
SUBJECT: Capital Programme Monitoring
REPORT OF: Finance and Corporate Services Director and
 Chief Operating Officer, GMPTA

PURPOSE OF THE REPORT

1. To advise on the status of the funding available for the 2010/11 Capital Programme, and the exercise underway to reprioritise the available funding ;
2. To advise on the status of the 2010/11 Capital Programme; and
3. To request releases from the 2010/11 Outline Minor Works Capital Programme.

RECOMMENDATIONS

Members are asked to:-

1. Note the status of the funding available for the 2010/11 Capital Programme, and the exercise underway to reprioritise the available funding ;
2. Note the status of the Capital Programme; and
3. To approve the release of £720,000 from the 2010/11 Outline Minor Works Capital Programme, as detailed in the table below-

	July 2010 Recommended Release £'000
Rail Station Accessibility	360
Rail Station Improvements Strategy	360
Total For July Release	720

BACKGROUND DOCUMENTS

Report to AGMA Executive Board: 27 November 2009

Report to ITA: 23 April 2010 Capital Programme Monitoring
 18 December 2009 Greater Manchester Transport Fund
 Accelerated Package Delivery Programme & Financial
 Strategy
 6 November 2009 Capital Programme Monitoring 2009/10
 18 September 2009 Capital Programme Monitoring
 2009/10
 17 April 2009 Capital Programme Monitoring 2008/09 &
 2009/10
 23 January 2009 Capital Programme Monitoring 2008/09

Report to Policy Committee: 05 June 2009 – Capital Programme Monitoring
 11 September 2009 Rail Stations Update

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1. Introduction

The GMITA/GMPTE Capital Programme includes the following programmes;

- Minor Works Capital Programme
- SEMMMS Minor Capital Programme
- QBC Programmes – Top Slice, Northern Orbital, & SEMMMS
- Transport Infrastructure Fund (Bolton & Wigan)
- Metrolink Service Enhancement Programme (Metrolink SEP/SIP). A financial summary and a progress summary is included in this report and a detailed progress update is included as separate agenda item for this meeting.
- Metrolink Media City
- Metrolink Phase 3A
- Metrolink Renewals
- Greater Manchester Transport Fund ('GMTF'). A financial summary is included in this report and a progress update on the GMTF is included as separate agenda item for this meeting.

The table below and the tables within the report that summarise the individual programmes within the total capital programme; the forecast capital expenditure in 2010/11 (including any expenditure carried forward from previous years) and any expenditure that is forecast to be incurred in later years; and the funding for 2010/11 as previously reported. Section 3 of this report includes a summary of the reductions in Integrated Transport Block Local Transport Plan (ITB LTP) funding announced by the Department for Communities and Local Government on the 10 June 2010 and the implications of these reductions on the Minor Works programme, SEMMMS Minor Capital Programme, and the Transport Infrastructure Fund (Bolton & Wigan).

As referred to above, there is also a separate paper on the agenda for this meeting in relation to the Greater Manchester Transport Fund ('GMTF').

2. Capital Programme 2010/11

Programmed Expenditure/Funding Summary for Total Capital Programme

	Prior Years £'000	2010/11 Budget £'000	Expenditure & Committed to 31 May 2010 £'000	Remaining 2010/11 Expenditure £'000	Future Years £'000	Total £'000
Expenditure						
Spend To 31 March 2010	462,055	-	-	-	-	462,055
Forecast expenditure on schemes carried forward	5,493	12,506	216	12,291	-	18,000
2010/11 Outline Programme	-	354,406	41,908	312,498	-	354,406
Expenditure in future years	-	-	-	-	1,106,343	1,106,343
Total	467,548	366,912	42,124	324,788	1,106,343	1,940,803

	Prior Years £'000	2010/11 £'000		Future Years £'000	Total £'000
Funding					
Funding carried forward	-	15,092		-	15,092
Grant	320,494	142,581		328,314	791,389
Borrowings	135,110	208,510		765,578	1,109,198
Reserves	10,744	730		8,451	19,925
Other	1,200	-		4,000	5,200
Total	467,548	366,912		1,106,343	1,940,803

3.1 Minor Works

A summary of spend and committed expenditure to 31 May 2010; forecast remaining spend in 2010/11, and of any expenditure forecast to be incurred in future years is shown in the table below. The 2010/11 grant funding of £6.21 million in the table below is the ITA allocation from the Greater Manchester Integrated Transport Block for 2010/11 approved by AGMA in January 2010. Further detail in relation to funding is set out in section 3.1.1 below.

	Prior Years £'000	2010/11 Budget £'000	Expenditure & Committed to 31 May 2010 £'000	Remaining 2010/11 Expenditure £'000	Future Years £'000	Total £'000
Expenditure						
Spend To 31 March 2010	-	-	-	-	-	-
Forecast expenditure on schemes carried forward	5,493	896	202	694	-	6,389
2010/11 Outline Programme	-	5,760	2,400	3,360	-	5,760
Expenditure in future years	-	-	-	-	-	-
Total	5,493	6,656	2,602	4,054	-	12,149

	Prior Years £'000	2010/11 £'000	Future Years £'000	Total £'000
Funding				
Funding carried forward	-	3,481	-	3,481
Grant	5,493	3,175	-	8,668
Borrowings	-	-	-	-
Reserves	-	-	-	-
Total	5,493	6,656	-	12,149

3.1.1 Minor Works Funding and Revised Prioritisation

At its meeting on 29 January 2010, the AGMA Executive Board considered a report in relation to the LTP Finance Review for 2010/11; the outcome of which was a decision as to how to allocate the Greater Manchester Local Transport Plan Integrated Transport Block (LTP ITB) funding allocation for 2010/11 of £40.3 million.

The Greater Manchester LTP ITB funding includes an allocation to the GMITA/GMPTE Minor Works Capital Programme. In 2009/10, this amounted to £10.2 million.

The "LTP Finance Review for 2010/11" report presented to the AGMA Executive Board on 29th January 2010, highlighted that LTP ITB funding of approximately £10 million per annum was required to deliver the GMITA Minor Works Capital Programme. The report further highlighted a number of contractually committed; operationally critical; and other committed schemes and programmes which would need to be funded and delivered in 2010/2011 and future years.

The AGMA Executive Board however, determined to proceed with an option to distribute the LTP ITB funds option that reduced the Authority's LTP ITB allocation by approximately 40% compared to the 2009/10 allocation, to £6.21 million in 2010/11.

The total amount of funding available to the Authority in 2010/11 for Minor Works, as previously reported, is £8.23 million. This includes the 2010/11 LTP ITB funding allocation of £6.21 million and a carry forward of £2.03 million from the total 2009/10

Minor Works funding allocation, as previously reported to the Policy and Resources Committee on 19 March 2010.

This significant reduction in available funding resulted in the PTE considering a number of scenarios to minimise the impact of the reduction in funding on the travelling public; and to achieve the optimum utilisation from the available funding. This resulted in the revised prioritised capital programme, as set out in Appendix 2 to this report, which was approved by the Policy and Resources Committee on 19 March 2010.

The Government subsequently announced on 10 June 2010 that they would be reducing the LTP ITB funding nationally by 25% for 2010/11.

In order to accommodate the top slices previously agreed by AGMA, including the £147 million (over ten years) top slice into the GM Transport Fund, the 2010/11 ITB available to each GM authority, including GMITA will need to be reduced by approximately 50%. The impact of the revised reductions / allocations will be to reduce the ITA's ITB funding allocation in 2010/11 for Minor Works from £6.21 million to £3.18 million (a 48% reduction, which equates to £3.03 million).

The total available funding for 2010/11 has therefore been reduced from £8.23 million to £5.21 million, a reduction of 37% and has reduced by 50% compared to 2009/10.

As part of the ongoing review and close out of schemes it has been determined that up to £560,000 of additional carried forward funding is available to help fund the 2010/11 programme.

Furthermore it is proposed to allocate up to £1 million of the 2009/10 and 2010/11 budget and funding for Victoria Station Roof into the 2011/12 programme. This is on the basis that discussions with Network Rail suggest that this change in spending profile will not have an adverse impact on the delivery of the overall scheme.

As a result, an initial exercise has been undertaken to determine a proposed prioritisation for the remaining funding of £5.9 million for 2010/11.

The 2010/11 programme includes a number of contractually committed schemes as follows

Contractually committed	£'000
Manchester Victoria Station Roof	2,000
Wythenshawe Bus Station	300
Rochdale Interchange	85
Metrolink Power Supply	<u>2,400</u>
Total	<u>4,785</u>

In addition, the Metrolink tram mid life refurbishment was highlighted as being an operationally critical scheme. This scheme is described in more detail in the Metrolink Update Paper on the agenda for this meeting.

It has also been determined that work to renew the toilet facilities at Bury bus station is time critical from an operational and customer experience perspective. The forecast cost

of these works is £250,000. This scheme will be funded from a combination of prior year, unutilised, capital maintenance budgets and current year revenue maintenance budgets.

The £40,000 released for the bus shelter programme is also considered to be operationally important and to represent good value for money from a customer service perspective.

Operationally critical	£'000
Tram Mid Life Refurbishment	1,400
Bus Shelter Programme	40
Total	1,440

It is further proposed in this report that the following amounts are allocated to, and released from the capital programme to the following schemes / programmes

	£'000
Rail Station Accessibility (Blackrod)	360
Rail Station Improvement Strategy	360
Total	720

The work in 2010/11 in relation to the Manchester Hub Development and Regional Centre Transport Strategy Development will be limited to the current uncommitted funding included in the 2009/10 budget of £239,000 and £172,000 respectively.

In addition it is proposed that £20,000 would be retained for each of the General Rail Station Development, General Bus Station Development and Bus Priority Development programmes. This will enable the PTE to continue any necessary stakeholder engagements with respect to potential future schemes.

The proposals in this report would result in a revised Minor Works Capital Programme for 2010/11 as follows, which would fulfil existing commitments, respond to operationally critical requirements and deliver a small number of other schemes. The available funding would also result in an increase of £180,000 in the targeted efficiency savings £245,000. This will be delivered by procurement and other efficiencies.

The tables below set out the capital programme agreed by Members in March 2010, the proposed reductions and the proposed, revised programme (also attached in Appendix 3). It is intended that the revised programme will be reported for approval to the Policy & Resources Committee meeting on 23rd July 2010.

	£'000	£'000	£'000
	March	Proposed	Revised
FORECAST COST	Programme	Reductions	Programme
Metrolink Power Supply	2,400	-	2,400
Manchester Victoria Station Roof [Note 1]	2,000	(1,000)	1,000
Metrolink Tram Mid-Life Refurbishment	1,400	-	1,400
Rail Station Accessibility	360	-	360
Rail Station Improvement Strategy	360	-	360
Wythenshawe Bus Station	300	-	300
General Rail Station Development	240	(220)	20
General Bus Station Development	240	(220)	20
Manchester Hub Development	220	(220)	-
Bus Priority Development	220	(200)	20
Ring and Ride Vehicles	210	(210)	-
Regional Centre Transport Strategy Development	180	(180)	-
Rochdale Interchange	85	-	85
Bus Shelter Programme	80	(40)	40
Targeted Efficiency Savings	(65)	(180)	(245)
Total	<u>8,230</u>	<u>(2,470)</u>	<u>5,760</u>
FUNDED BY			
2009/10 Carry Forward	2,025	560	2,585
2010/11 ITB LTP Allocation	6,205	(3,030)	3,175
Total	<u>8,230</u>	<u>(2,470)</u>	<u>5,760</u>
Note 1 - £1 million of Cost and Funding reallocated to 2011/12 programme			

3.1.2 Schemes carried forward

Schemes carried forward include a number of schemes which were in progress; and a number of schemes which were awaiting settlement of final accounts at 31 March 2010. The schemes are detailed in Appendix 1, and an update in respect of each of the material schemes is provided below.

All schemes are currently progressing to schedule and in line with budget.

Manchester Victoria Station Roof

GMPTe is contractually obliged to part fund the replacement of the roof that spans the Metrolink platform at Victoria Station as part of the agreement with Network Rail. £4 million is the currently estimated contractual commitment.

£2 million was included in, and released from, the 2009/10 capital programme. A further £2 million was allocated in the 2010/11 capital programme. (Refer section 3.1.3)

Details of the scheme will be reported to the Capital Projects Committee as the design work progresses throughout the year.

Bolton Station

The Authority is making a fixed contribution of £950,000 (including GMPTe costs) towards the overall cost of improvements at Bolton station which are being undertaken by Network Rail and which are anticipated to cost in the region of £4 million.

- A funding agreement with Network Rail was agreed and signed during May 2010;
- Network Rail is due to commence works on site in the summer of 2010.

Salford Crescent

Funding was carried forward from 2008/09 to enable officers to continue working with Network Rail and Central Salford URC in developing and evaluating options for the redevelopment of Salford Crescent rail station with a view to increasing capacity and improving operational efficiency.

Recent work being undertaken includes the commissioning of a feasibility study to consider how bus and rail facilities can be better integrated at the station and how the passenger waiting environment can be improved.

This work is being undertaken in parallel with a Network Rail study which is focussed around the platform and operational environment within the station. Dialogue continues with Network Rail and other key stakeholders to ensure that the work being undertaken is completed in a cohesive and comprehensive manner.

Smartcard

£780,000 of Minor Works Funding was released in 2009/10 to support the work to develop multi modal smart-ticketing strategies. The work currently being undertaken is

focused on developing a scheme for a phased implementation of a Greater Manchester smart ticketing strategy.

In addition £130,000 has been spent on developing the 'Informed Personal Traveller Project'. The system specification has now been agreed and GMPTE are now finalising the terms and conditions of the service level agreement. This project will deliver a pilot 'personalised journey planner' in the summer of 2010, which will be integrated into a mobile phone application to be used to plan journeys and to inform users when to disembark the bus, train or tram.

A separate report on the progress to date in developing the Smart Ticketing scheme is included as a separate item on the agenda for this meeting.

Rail Station Improvement Strategy Tranche 3

This programme of improvements includes safety; security; and passenger information enhancements at smaller stations across Greater Manchester. The stations included in Tranche 3 are; Heald Green, Gatley, East Didsbury, Levenshulme, Mills Hill, Davenport, Littleborough, Urmston, Bryn and Horwich Parkway.

Detailed design works have now been completed; Landlords Consents have been granted by Network Rail; and negotiations have been concluded with Northern Rail. Works commenced on the programme with an expected completion date of autumn 2010.

Manchester Northern Hub Development

Funding for work, in conjunction with Network Rail and other key stakeholders, in assessing a range of potential options for addressing operational and capacity issues at key locations in the vicinity of the Manchester Hub.

As detailed in 3.1.1 it is proposed that the budget allocated in the outline programme for 2010/11 for this work stream will be re-prioritised. However, the current development work that began in 2009/10 is schedule to continue and the work in 2010/11 can be funded from the £239,000 carried forward from 2009/10.

No further releases are required at this time.

Transport Model Development

In 09/10 the Transport Model Development project was set up to ensure the development of the strategic transport models, SPM2, to assist in Bus Strategy development and the analysis required to inform development of the Greater Manchester Transport Fund and forthcoming LTP3.

- The work undertaken to date has enabled the public transport network model to be updated with the ability to code and test comprehensive changes to the whole bus network via improving the link to the strategic demand model;
- A scoping exercise has been undertaken to determine the strategic modelling requirements for GMPTE and its partners and a development plan has been created;

- Work is ongoing with GMTU and the Highways Agency to ensure that GMPTE model development is integrated with the wider needs of AGMA, working within the developing City Region Protocols; and
- Further development work on the public transport network model is ongoing to improve its functionality with respect to public transport fares policy and crowding.

Regional Centre Transport Strategy Development Contributions

The resources which have been released in previous years have funded work with Manchester City Council in developing the brief for the Regional Centre Transport Strategy (now rebranded as the Transport Strategy for Manchester City Centre (TSfMCC) and bringing forward the public consultation exercise in relation to this strategy, which was undertaken earlier this year.

Meetings are scheduled with MCC to determine the next phase of modelling required for the proposed bus only sections of route work within the context of the TSfMCC and committed developments.

As detailed in 3.1.1 it is proposed that the budget allocated in the outline programme in 2010/11 for this work stream will be re-prioritised. However, the current development work that began in 2009/10 is scheduled to continue and the work in 2010/11 can be funded from the £172,000 carried forward from 2009/10.

No further releases are required at this time.

Transport Data

The £100,000 released in 2009/10 is a contribution from GMPTE, working in partnership with the DfT and the Highways Agency, to design, fund and deliver a countywide travel demand data collection programme. This occurs once every 10 years to coincide approximately with the national Census. The data collected has been the cornerstone of the economic appraisal within the business case development undertaken as part of the Transport Infrastructure Fund and the GMTF.

A travel demand data collection strategy has been developed and the first year of a rolling programme of household travel demand surveys and a comprehensive origin/destination survey for travel to the regional centre will be undertaken in Autumn 2010.

CCTV Northern Rail

GMITA have committed to a contribution towards the provision of CCTV on Northern Rail's rolling stock.

- A funding agreement has been finalised between GMPTE and Northern Rail, committing GMITA to a £5,139 contribution to the scheme based on the reduced scope (see below); and
- A guarantee was sought from DfT that any units fitted with CCTV that were subsequently replaced under HLOS will have equivalent CCTV provision provided. Their response indicated that they are unable to offer any guarantee

that Class 323 units will be retained within the GM area under HLOS, nor that any replacement unit would have CCTV provision. As a result, it has been determined to proceed with the installation of CCTV on the Class 158 and 333 units only and to defer Class 323s to Phase 2.

Bus Shelter Programme

- To date nine shelters have been installed. One at URBIS; one in Manchester; five in Salford; one in Trafford and one in Wigan;
- Orders have been placed with suppliers to install a further three shelters; two in Rochdale and one in Stockport; and
- The remaining funding will focus on improving passenger safety and security by connecting PTE owned shelters to a permanent electrical supply.

Property Asset Minor Investment

To deliver minor investment works at operational property across Greater Manchester, including an air-conditioning upgrade at Baring Street; the demolition of un-used offices at Radcliffe and the upgrade of CCTV systems at Bury, Leigh and Wigan Bus Stations.

- Work has been completed at Radcliffe Bus Station and Baring Street;
- Work is ongoing to upgrade the CCTV at Bury Interchange; and
- Work will be undertaken to upgrade the CCTV systems at Leigh and Wigan.

Rochdale Rail Station

GMPTTE has made a contribution to the wider programme of work taking place at this station, as part of the National Stations Improvement Programme. GMPTTE has committed to contributing £40,000 to assist in delivering passenger improvements at Rochdale rail station as part of a wider scheme initiative being led by Network Rail and Northern Rail; and to contributing a further £10,000 to support the development of the scheme.

A release of £50,000 was previously agreed to allow scheme development and delivery work to progress in advance of the commencement of construction of the scheme by Network Rail and Northern Rail. Work is now underway on the improvements to passenger facilities and is due to be completed in summer 2010.

Ashton Interchange

Funding included in the 2009/10 programme has enabled work and dialogue with Tameside MBC and the private sector to progress opportunities for developing a new bus station, as part of a wider commercial development in Ashton town centre, to continue.

The scheme will involve the improvement of waiting facilities provided for public transport passengers in this location, along with integration with Metrolink. Dialogue is continuing with stakeholders to explore funding opportunities to enable delivery of a scheme in the current economic climate and within the context of the wider town centre regeneration.

Wigan North Western

GMPTE has made a contribution to the wider programme of work taking place at this station, as part of the National Stations Improvement Programme. The work scope and delivery programme for this scheme has not yet been finalised by Network Rail and Virgin Trains, as this work is now being delivered through NSIP Tranche 2.

GMPTE has committed to contributing £40,000 to assist in delivering the scheme, and a further £10,000 to support the development of the scheme.

Wigan MBC has also recently advised that they are seeking funding through the Lottery Heritage Fund of up to £1.2m to improve the public realm adjacent to Wigan Wallgate and Wigan North Western stations.

Manchester Oxford Road

GMPTE has made a contribution to the wider programme of work taking place at this station, as part of the National Stations Improvement Programme. GMPTE has committed to contributing £40,000 to assist in delivering passenger improvements at Oxford Road rail station as part of a wider scheme initiative being led by Network Rail and Northern Rail, along with a further £10,000 to support the development of the scheme.

A release of £50,000 was previously agreed to allow scheme development work to progress in advance of the commencement of construction of the scheme by Network Rail and Northern Rail in late summer 2010.

Work is ongoing with Network Rail and Northern Rail to finalise the scheme and the funding agreement with Northern Rail.

Manchester Victoria Station (Passenger Facilities)

GMPTE has made a contribution to the wider programme of work taking place at this station, as part of the National Stations Improvement Programme. GMPTE has committed to contributing £40,000 to assist in delivering passenger improvements at Manchester Victoria rail station as part of a wider scheme initiative being led by Network Rail and Northern Rail, along with a further £10,000 to support the development of the scheme.

A release of £50,000 was previously agreed to allow scheme development work to progress in advance of the commencement of construction of the scheme by Network Rail and Northern Rail in summer 2010.

Work is ongoing with Network Rail and Northern Rail to finalise the scheme and the funding agreement with Northern Rail.

3.1.3 2010/11 Minor Works Capital Programme

Appendix 2 summarises the 2010/11 outline Capital Programme with Appendix 3 showing the revisions as set in section 3.1.1 of this report, and the releases in the year to date and further releases requested at this time. The section below sets out progress to date in relation to each of these schemes.

Metrolink Power Supply

The power supply system on the Bury line currently experiences substation outages which have an adverse impact on the reliability of passenger services. Reliability will be an even greater issue when service patterns are altered to run more double trams on the line.

New and upgraded substations are being added on the Bury Line to provide a reliable power supply and generate an enhanced service pattern. The cost of undertaking this work is £2.4 million.

Following the release of funding in April 2010, contracts for the works were signed in May 2010. The expected completion date is December 2010.

Manchester Victoria Station Roof

GMPTA is contractually obliged to part fund the replacement of the roof that spans the Metrolink platform at Victoria Station as part of the agreement with Network Rail. £4 million is the currently estimated contractual commitment.

As identified in section 3.1.2, £2 million was included in, and released from, the 2009/10 capital programme. A further £2 million was included in, and has been released from, the 2010/11 programme. As highlighted in 3.1.1, following discussions with Network Rail it is proposed to re-allocate £1 million of this budget into the 2011/12 programme. Discussions are progressing with Network Rail to finalise the details of the contractual terms.

The government announced in May 2010 that they were withdrawing the £50 million Better Stations funding that had been announced in 2009. 3 stations in Greater Manchester (Manchester Victoria, Stockport and Wigan North West) were due to receive funding. Victoria station was due to receive £5 million of funding towards the total estimated cost of refurbishing the station. Network Rail is progressing with the scheme and the £5 million funding gap will need to be mitigated either by cost savings or additional funding sourced by Network Rail.

Details of the scheme will be reported to the Capital Projects Committee as the design work progresses throughout the year.

Metrolink Tram Mid-Life Refurbishment

In May 2009, The ITA Development and Operations Committee, approved to undertake an operationally critical mid-life refurbishment programme of work on the Metrolink trams. 26 trams within the existing fleet have been in service for nearly 18 years and are scheduled for half life refurbishment.

The total forecast cost of this agreed programme of works is £7 million.

The £7 million of Minor Works funding was approved at the May 2009 Development and Operations Committee. The proposal presented to the May 2009 Development and Operations Committee was that the Minor Works allocations would be as follows

£1.4 million in 2010/11;

£2.0 million in 2011/12; and

£3.6 million in 2012/13

As a result of the reductions in LTP funding announced by the Government in June 2010, as referred to above, the programme of tram upgrade and refurbishment works is being reviewed to align with the availability of funding.

An update is included within the Metrolink Update report, which is included as a separate agenda item for this meeting.

Rail Station Accessibility

The Rail Station Accessibility Programme is aimed at providing step free access at a number of prioritised stations within Greater Manchester. £360,000 allocated to this Programme for 2010/2011 combined with DfT Access for All Small Schemes Funding, will be utilised to help deliver accessibility improvements at Blackrod Station.

Further details are included in the Rail update report, which is included as a separate agenda item for this meeting.

It is requested that £360,000 is released to enable progression of the scheme, in conjunction with Network Rail and Northern Rail and to ensure that the 31 March 2011 deadline for expenditure of DfT Access for All Small Schemes funding is met.

Rail Station Improvement Strategy

The programme of proposed improvements includes safety, security and passenger information enhancements across 48 minor rail stations within Greater Manchester. The £360,000 would enable the PTE to continue with a reduced programme of improvements at five stations in the 2010/11 Financial Year.

The following stations are included in the 2010/11 programme Ashton Under Lyne; Marple; Bramhall; Walkden and Westhoughton.

Further details are included in the Rail update report, which is included as a separate agenda item for this meeting.

It is requested that £360,000 is released to enable progression of the schemes contained in the current Tranche, in conjunction with Network Rail and Northern Rail.

Wythenshawe Bus Station

The provision of £300,000 in the outline programme will be used to enable the design and development work in relation to the construction of a new bus station in Wythenshawe, as part of the wider roll-out of this location's Town Centre Master Plan.

£3 million is also allocated against anticipated funding for future years to develop this scheme.

We are currently developing plans to ensure that the facilities for Metrolink and Bus Interchange are appropriate and designs are being developed.

No further releases required at this time

General Rail Station Developments

This funding currently enables the PTE to carry out development work to progress DDA access and passenger facility improvements at a small number of stations across Greater Manchester in conjunction with rail industry partners.

This has enabled ongoing work with Network Rail and Train Operating Companies to ensure opportunities for funding and benefits to passengers are maximised, including in respect of the National Station Improvement Programme Tranche 2, which is currently being determined by Network Rail and future Tranches of RSIS and the Rail Station Accessibility Programme.

As detailed in 3.1.1 it is proposed that the budget originally allocated in the outline programme for this work stream will be reduced by £220,000. This will leave a budget for 2010/11 of £20,000, which will enable the PTE to continue any necessary stakeholder engagements with respect to potential future schemes.

General Bus Station Developments

This funding currently enables the PTE to carry out for development work, in conjunction with partners, in respect of new and improved bus station facilities at a range of locations across Greater Manchester.

As detailed in 3.1.1 it is proposed that the budget originally allocated in the active programme for this work stream reduced by £220,000. This will leave a budget for 2010/11 of £20,000, which will enable the PTE to continue any necessary stakeholder engagements with respect to potential future schemes.

Bus Priority Development Contributions

Development work to enable future bus priority measures to be taken forward building on the work undertaken during the QBC programme and to support ongoing bus network design and the development of partnership arrangements with operators and work with local authorities.

As detailed in 3.1.1 it is proposed that the budget allocated in the outline programme for this work stream reduced by £200,000. This will leave a budget for 2010/11 of £20,000,

which will enable the PTE to continue any necessary stakeholder engagements with respect to potential future schemes.

Ring & Ride Vehicles

Historically, ten of the oldest Ring and Ride vehicles have been replaced each year with new vehicles that meet the latest technical specifications. £430,000 was allocated in the 2009/10 Minor Works Capital Programme for on-going Ring and Ride fleet renewal. The actual cost of the 10 vehicles procured in 2009/10 was £420,000.

Following the re-prioritisation exercise detailed in 3.1.1 it is proposed not to replace any vehicles in 2010/11 using Minor Works funding. Discussions will be progressed to determine the extent to which vehicles can be procured direct by GMATL within existing budgets.

Rochdale Interchange

Local funding to supplement allocated RFA funding towards the total scheme cost of £10 million.

An update report on the Rochdale Transport Interchange is included as a separate agenda item for this meeting.

No releases required at this time.

Bus Shelter Programme

£80,000 was included in the 2010/11 outline programme to enable the work programme identified through the Shelter Installation Policy, and approved by the Authority's Bus Shelter Committee, to be delivered.

The £40,000 released in April is being used in relation to the utilities connections and installation of shelters between April and June 2010. The proposed reprioritisation would impact on the allocation to the Bus Shelter Programme for 2010/11 as outlined in section 3.1.1. A report outlining the impact will be submitted to a future meeting of the Bus Network & PTE Services Committee.

No further releases required at this time.

3.2 SEMMMS Minor

A summary of the programme as at 31 May 2010 is set out in the table below -

	Prior Years £'000	2010/11 Budget £'000	Expenditure & Committed to 31 May 2010 £'000	Remaining 2010/11 Expenditure £'000	Future Years £'000	Total £'000
Expenditure						
Spend To 31 March 2010	-	-	-	-	-	-
Forecast expenditure on schemes carried forward	-	2,700	-	2,700	-	2,700
2010/11 Outline Programme	-	638	-	638	-	638
Expenditure in future years	-	-	-	-	-	-
Total	-	3,337	-	3,337	-	3,337

	Prior Years £'000	2010/11 £'000		Future Years £'000	Total £'000
Funding					
Funding carried forward	-	2,700		-	2,700
Grant	-	638		-	638
Borrowings	-	-		-	-
Reserves	-	-		-	-
Total	-	3,338		-	3,338

2010/11 is the final year in which the SEMMMS Minor programme has agreed funding.

The original funding set aside for 2010/11 has been reduced by 25% from £850,000 to £638,000 following reductions in Integrated Transport Block Local Transport Plan (ITB LTP) funding announced by the Department for Communities and Local Government on 10 June 2010

The outline programme for the remainder of 2010/11 is summarised below-

Green Bus Fund

A successful bid has been submitted to the DfT for partial funding for the purchase of 16 hybrid diesel-electric vehicles for use on Yellow School Bus services. Six vehicles are being part funded from SEMMMS Minor at a cost of £1.0m. Discussions were held with officers from Stockport regarding the financial and operational implications of low-carbon vehicle options, and they subsequently agreed to part fund the cost of six of the vehicles from this funding source.

Rail Station Improvements

The Executive has historically, in conjunction with Network Rail, undertaken significant design and development work in relation to the provision of car parking improvements at a number of rail stations within the SEMMMS area.

It is planned that further opportunities will be considered for SEMMMS contributions to rail stations in the borough of Stockport identified as part of the Rail Station Improvement Strategy (RSIS). RSIS focuses on providing safety and information enhancements at 48 smaller rail stations across the County. A key criteria of the strategy is to maximise GMITA funding by identifying third party funding opportunities. The Executive has been

successful in obtaining DfT grants of up to £425,000 from their Access for All Small Schemes.

A meeting has been held between GMPTE and Stockport Borough Council with regard to allocating the remaining Stockport MBC budget for the SEMMMS programme.

Stockport have identified a number of schemes and studies that they may wish to be funded through SEMMMS Minor and headline costs for these suggestions are currently being established.

A review of the proportional split of the SEMMMS budget across the three affected districts is currently being undertaken and will take account of the reduction in funding allocation announced by the Department for Communities and Local Government on 10 June 2010.

3.3 QBC Programmes

A summary of the programme as at 31 May 2010 is set out in the table below.

	Prior Years £'000	2010/11 Budget £'000	Expenditure & Committed to 31 May 2010 £'000	Remaining 2010/11 Expenditure £'000	Future Years £'000	Total £'000
Expenditure						
Spend To 31 March 2010	41,092	-	-	-	-	41,092
Forecast expenditure on schemes carried forward	-	309	14	295	-	309
2010/11 Outline Programme	-	-	-	-	-	-
Expenditure in future years	-	-	-	-	-	-
Total	41,092	309	14	295	-	41,401

	Prior Years £'000	2010/11 £'000		Future Years £'000	Total £'000
Funding					
Funding carried forward	-	309	-	-	309
Grant	41,092	-	-	-	41,092
Borrowings	-	-	-	-	-
Reserves	-	-	-	-	-
Total	41,092	309	-	-	41,401

Expenditure for the SEMMMS QBC programmes relates to projects that are expected to be completed in this financial year, and the majority of the expenditure in the year to date relates to the settlement of final accounts for work already completed.

One bus stop remains to be upgraded on the Manchester section of the A57. Physical constraints require a bespoke design and there are frontage legal issues to be resolved before the paving and drainage improvements to this stop can be constructed. These will take some time to conclude. The estimated cost of upgrading this stop to QBC standards is £12,000.

The final bus stop to be upgraded on the Manchester to Northenden Corridor under the SEMMMS QBC Programme is underway. As with the stop on the A57 above, existing constraints have required a bespoke design and frontage issues to be resolved. The estimated cost of upgrading this stop to QBC standards is £20,000 which with the installation of the bus shelter once the paving work is complete becomes £25,300.

A forecasted contribution to Trafford MBC of £250k for work relating to Park Road is forecast for this financial year. The £250,000 fixed contribution pledged by the PTE was for the land and statutory undertakers diversion costs made in January 2008, subject to the project including protected bus benefits. To date, Trafford MBC have not confirmed to the PTE that a required developer contribution has been secured, that land required for the project has been acquired by agreement, or that a CPO has been advertised. Therefore, it is as yet uncertain as to whether the £250,000 contribution will be required.

3.4 Bolton & Wigan Transport Infrastructure Fund (BWTIF)

A summary of the programme as at 31 May 2010 is set out in the table below.

	Prior Years £'000	2010/11 Budget £'000	Expenditure & Committed to 31 May 2010 £'000	Remaining 2010/11 Expenditure £'000	Future Years £'000	Total £'000
Expenditure						
Spend To 31 March 2010	35,398	-	-	-	-	35,398
Forecast expenditure on schemes carried forward	-	8,602	-	8,602	-	8,602
2010/11 Outline Programme	-	5,250	-	5,250	-	5,250
Expenditure in future years	-	-	-	-	-	-
Total	35,398	13,852	-	13,852	-	49,250

	Prior Years £'000	2010/11 £'000		Future Years £'000	Total £'000
Funding					
Funding carried forward	-	8,602	-	-	8,602
Grant	26,500	3,500	-	-	30,000
Borrowings	8,898	1,750	-	-	10,648
Reserves	-	-	-	-	-
Total	35,398	13,852	-	-	49,250

2010/11 is the final year in which the Bolton Wigan TIF programme has agreed funding.

Those schemes being managed by Bolton & Wigan MBCs are subject to their own internal approval processes.

The 2010/11 Bolton programme is yet to be approved by their Environmental Services Policy Development Group and the latest Wigan programme for 2010/11 is yet to be approved by their Cabinet.

Bolton managed schemes:

A forecast for 2010/11 has been requested from Bolton BC and GMPTE are awaiting their response.

Wigan managed schemes:

A forecast for 2010/11 has been requested from Wigan BC and GMPTE are awaiting their response.

GMPTE managed schemes:

These include the Wigan Yellow school buses; bus stop furniture and an agreed £130k contribution to the rail station at Bryn, as part of the RSIS Tranche 3 project.

- Additional bus stop improvements in the region of £20k across the two MBCs.
- The design and scope of the improvements at Bryn have now been agreed with Northern Rail.
- A contribution is being made to the Horwich wind turbine.

3.5 Metrolink

An outline of the current status of the various Metrolink elements of the capital programme is included in the Metrolink update and the Greater Manchester Transport Fund update reports which are separate items on the agenda for this meeting.

Members will be aware that all Metrolink related expenditure has been subject to review and consideration by the Capital Projects Committee and the former Development and Operations Committee.

3.5.1 Metrolink Service Enhancement and Improvement Projects (SEP & SIP)

A summary of the programme as at 31 May 2010 is provided in the table below-

	Prior Years £'000	2010/11 Budget £'000	Expenditure & Committed to 31 May 2010 £'000	Remaining 2010/11 Expenditure £'000	Future Years £'000	Total £'000
Expenditure						
Spend To 31 March 2010	115,628	-	-	-	-	115,628
Forecast expenditure on schemes carried forward	-	-	-	-	-	-
2010/11 Outline Programme	-	10,171	561	9,610	-	10,171
Expenditure in future years	-	-	-	-	18,556	18,556
Total	115,628	10,171	561	9,610	18,556	144,355

	Prior Years £'000	2010/11 £'000	Future Years £'000	Total £'000
Funding				
Funding carried forward	-	-	-	-
Grant	66,470	3,757	5,643	75,870
Borrowings	39,673	6,414	12,913	59,000
Reserves	8,285	-	-	8,285
Other	1,200	-	-	1,200
Total	115,628	10,171	18,556	144,355

The programme is funded from a number of different sources, including DfT Grant; Reserves; contributions from Minor Works budgets; borrowings; and third party contributions.

Work is progressing to schedule and forecast costs are in line with budget.

3.5.2 Metrolink Media City

A summary of the programme as at 31 May 2010 is provided in the table below-

	Prior Years £'000	2010/11 Budget £'000	Expenditure & Committed to 31 May 2010 £'000	Remaining 2010/11 Expenditure £'000	Future Years £'000	Total £'000
Expenditure						
Spend To 31 March 2010	16,355	-		-	-	16,355
Forecast expenditure on schemes carried forward	-	-		-	-	-
2010/11 Outline Programme	-	1,411	540	871	-	1,411
Expenditure in future years	-	-		-	1,678	1,678
Total	16,355	1,411	540	871	1,678	19,444

	Prior Years £'000	2010/11 £'000		Future Years £'000	Total £'000
Funding					
Funding carried forward	-	-		-	-
Grant	16,355	1,411		1,678	19,444
Borrowings	-	-		-	-
Reserves	-	-		-	-
Total	16,355	1,411		1,678	19,444

Work is progressing to schedule and forecast costs are in line with budget.

Media City is fully funded by grants from Salford City Council.

3.5.3 Metrolink Phase 3a

A summary of the programme as at 31 May 2010 is provided in the table below-

	Prior Years £'000	2010/11 Budget £'000	Expenditure & Committed to 31 May 2010 £'000	Remaining 2010/11 Expenditure £'000	Future Years £'000	Total £'000
Expenditure						
Spend To 31 March 2010	220,835	-		-	-	220,835
Forecast expenditure on schemes carried forward	-	-		-	-	-
2010/11 Outline Programme	-	173,898	31,307	142,591	-	173,898
Expenditure in future years	-	-		-	180,279	180,279
Total	220,835	173,898	31,307	142,591	180,279	575,012

	Prior Years £'000	2010/11 £'000		Future Years £'000	Total £'000
Funding					
Funding carried forward	-	-		-	-
Grant	148,613	87,923		48,375	284,911
Borrowings	72,222	85,975		131,904	290,101
Reserves	-	-		-	-
Total	220,835	173,898		180,279	575,012

Work is progressing to schedule and forecast costs are in line with budget.

3.5.4 Metrolink Renewals

A summary of the programme as at 31 May 2010 is provided in the table below-

	Prior Years £'000	2010/11 Budget £'000	Expenditure & Committed to 31 May 2010 £'000	Remaining 2010/11 Expenditure £'000	Future Years £'000	Total £'000
Expenditure						
Spend To 31 March 2010	2,459	-		-	-	2,459
Forecast expenditure on schemes carried forward	-	-		-	-	-
2010/11 Outline Programme	-	730	27	703	-	730
Expenditure in future years	-	-		-	8,451	8,451
Total	2,459	730	27	703	8,451	11,640

	Prior Years £'000	2010/11 £'000		Future Years £'000	Total £'000
Funding					
Funding carried forward	-	-		-	-
Grant	-	-		-	-
Borrowings	-	-		-	-
Reserves	2,459	730		8,451	11,640
Total	2,459	730		8,451	11,640

Work is progressing to schedule and forecast costs are in line with budget.

3.6 Greater Manchester Transport Fund

A summary of the programme as at 31 May 2010 is provided in the table below-

	Prior Years £'000	2010/11 Budget £'000	Expenditure & Committed to 31 May 2010 £'000	Remaining 2010/11 Expenditure £'000	Future Years £'000	Total £'000
Expenditure						
Spend To 31 March 2010	30,288	-		-	-	30,288
Forecast expenditure on schemes carried forward	-	-		-	-	-
2010/11 Outline Programme	-	156,548	7,073	149,475	-	156,548
Expenditure in future years	-	-		-	897,379	897,379
Total	30,288	156,548	7,073	149,475	897,379	1,084,215

	Prior Years £'000	2010/11 £'000		Future Years £'000	Total £'000
Funding					
Funding carried forward	-	-		-	-
Grant	15,971	42,177		272,618	330,766
Borrowings	14,317	114,371		620,761	749,449
Reserves	-	-		-	-
Other	-	-		4,000	4,000
Total	30,288	156,548		897,379	1,084,215

As highlighted in section 1 of this report, a progress update on the GMTF is included as a separate agenda item to this meeting.

4.0 Recommendations

See front sheet of report for recommendations.

Steve Warrener
Finance and Corporate Services Director

Bob Morris
Interim Chief Operating Officer

APPENDIX 1

MINOR WORKS OUTLINE PROGRAMME CARRIED FORWARD

	Costs Of Schemes Carried Forward	Spent/Committed At May 2010	Not Committed At May 2010
Schemes			
Manchester Victoria Station Roof	2,000	2,000	-
Bolton Station	1,000	1,000	-
Salford Crescent	155	138	17
Smartcard	1,065	1,065	-
Rail Station Improvement Strategy Tranche 3	500	500	-
Manchester Northern Hub Development	300	61	239
Transport Model Development	300	300	-
Regional Centre Transport Strategy Development	250	78	172
Transport Data	165	165	-
CCTV Northern Rail	180	15	165
Bus Shelter Programme	100	100	-
Property Asset Minor Investment	74	74	-
Rochdale Rail Station	50	50	-
Ashton Interchange	100	49	51
Wigan North Western	50	-	50
Manchester Oxford Road	50	50	-
Manchester Victoria Station (Passenger Facilities)	50	50	-
Total	6,389	5,695	694

CURRENT MINOR WORKS OUTLINE PROGRAMME 2010/11

	Budget 2010/11	Total Release YTD Jun. 2010/11	Jul. 2010 Requested Release	Spent/ Committed YTD May 2010	Release Remaining
	£'000	£'000	£'000	£'000	£'000
Metrolink Power Supply	2,400	2,400	-	2,400	-
Manchester Victoria Station Roof	2,000	2,000	-	-	-
Metrolink Tram Mid-Life Refurbishment	1,400	-	-	-	1,400
Rail Station Accessibility	360	-	360	-	-
Rail Station Improvement Strategy	360	-	360	-	-
Wythenshawe Bus Station	300	-	-	-	300
General Rail Station Development	240	50	-	-	190
General Bus Station Development	240	-	-	-	240
Manchester Northern Hub Development	220	-	-	-	220
Bus Priority Development	220	-	-	-	220
Ring and Ride Vehicles	210	-	-	-	210
Regional Centre Transport Strategy Development	180	-	-	-	180
Rochdale Interchange	85	-	-	-	85
Bus Shelter Programme	80	40	-	-	40
Further Targeted Efficiency Savings	(65)	-	-	-	(65)
Total	8,230	4,490	720	2,400	3,020

*SIP expenditure is included in SEP/SIP tables section 3.5.1

PROPOSED REPRIORITISED MINOR WORKS OUTLINE PROGRAMME 2010/11

	Budget 2010/11	Total Release YTD Jun. 2010/11	Jul. 2010 Requested Release	Spent/ Committed YTD May 2010	Release Remaining
	£'000	£'000	£'000	£'000	£'000
Metrolink Power Supply	2,400	2,400	-	2,400	-
Manchester Victoria Station Roof	1,000	1,000	-	-	-
Metrolink Tram Mid-Life Refurbishment	1,400	-	-	-	1,400
Rail Station Accessibility	360	-	360	-	-
Rail Station Improvement Strategy	360	-	360	-	-
Wythenshawe Bus Station	300	-	-	-	300
General Rail Station Development	20	-	-	-	20
General Bus Station Development	20	-	-	-	20
Manchester Northern Hub Development	-	-	-	-	-
Bus Priority Development	20	-	-	-	20
Ring and Ride Vehicles	-	-	-	-	-
Regional Centre Transport Strategy Development	-	-	-	-	-
Rochdale Interchange	85	-	-	-	85
Bus Shelter Programme	40	40	-	-	-
Further Targeted Efficiency Savings	(245)	-	-	-	(245)
Total	5,760	3,440	720	2,400	1,600