

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

DATE: 18 November 2005

AGENDA ITEM NO: 15

SUBJECT: CAPITAL PROGRAMME

Report of the Passenger Transport Executive

1 MATTERS FOR CONSIDERATION

- 1.1 Schemes proposed for implementation as part of the capital programme funded through the Local Transport Plan.

2. INFORMATION

2005/06 Capital Programme

- 2.1 2005/06 is the final year of the first Local Transport Plan (LTP). The success of Metro and the five District Councils in implementing the overall capital programme and utilising LTP funding will feed through into the evaluation of performance and future funding through the second LTP covering the period from 2006/07 to 2010/2011.
- 2.2 Some schemes in the 2005/06 capital programme involved ongoing expenditure on committed schemes, such as the new bus station at Ossett and the 'yournextbus' real time passenger information system. In addition the Authority have also approved a number of bus based schemes during the current financial year including the replacement of life-expired AccessBus vehicles.
- 2.3 This report seeks approval for expenditure relating to three rail schemes that have been developed with Northern in line with the Authority's policy of using LTP funding to improve passenger facilities without assuming future responsibility of associated revenue costs. The three schemes are:
- Rail station Shelter Upgrade Programme (Phase 3);
 - Minor accessibility improvements at rail stations (Phase 2).
 - Passenger information enhancements at rail stations;

Rail Station Shelter Upgrade – Phase 3

- 2.4 Metro's 20-year rail strategy, RailPlan5 identifies the aspiration that all stations in West Yorkshire should have high quality waiting shelters, adequate for the number of passengers expected at the busiest time. In November 2002 and November 2003 the Authority approved expenditure on the first two phases of a programme for replacing the oldest shelters with modern style shelters, which improve passenger

safety and security. To date 30 passenger waiting shelters at rail stations across West Yorkshire have been renewed through this programme.

- 2.5 Phase 1 of the programme was focussed on renewing masonry built shelters which had design related safety and security issues. After successful completion of this first phase in 2003, further proposals were developed to improve the quality of older facilities and capacity in order to accommodate growing peak passenger numbers. The amount of required investment identified was such that the work was split between phases 2 and 3 of the overall programme.
- 2.6 Phase 2 was completed in 2004. Further work has been carried out in developing Phase 3 which includes the replacement of 17 shelters at 10 stations. The key benefits of the replacement shelters in phase 3 will be;
- They will have internal lighting that will enhance security.
 - They will meet both current and expected (10 year) demand levels.
 - They will provide a common standard of facilities at the majority of stations in West Yorkshire,
 - They will be compliant with current accessibility regulations
- 2.7 Approval is sought for funding to allow this renewal programme at an estimated cost of £649,000 to be funded from Metro's share of the Local Transport Plan allocation.

Minor accessibility improvements at rail stations – phase 2

- 2.8 The Authority approved funding of £320,000 in February 2004 to fund accessibility improvements on the Airedale / Wharfedale lines. These lines were targeted because the vast majority of services are provided by Class 333 trains that comply with current accessibility legislation and are deployed on routes with high and growing patronage.
- 2.9 Following the successful delivery of this programme of works in 2004/05 a second phase of the programme has been identified to deliver works that will comply with the latest regulations and code of practice in terms of accessibility requirements. The proposed improvements will benefit a wide spectrum of users including visually impaired and elderly people.
- 2.10 The programme of works will be undertaken at stations on the Caldervale to Selby, Wakefield and Huddersfield lines and will typically include;
- Marking out disabled parking bays
 - Installation of tactile paving to the top and bottom of steps

- Provision of contrasting nosing to steps
 - Resurfacing of ramps
 - Installation of hand rails
- 2.11 Approval is sought for funding to allow the delivery of these works at an estimated cost of £516,000. Northern will contribute £75,000 towards the cost of the programme and will be responsible for any revenue costs. Metro's estimated contribution of £441,000 would be funded from the Local Transport Plan allocation.

Passenger Information Improvements at Rail Stations

- 2.12 Provision of quality information to passengers continues to be a high priority for Metro. The bus real time information system has just been launched and is already bringing benefits to passengers.
- 2.13 Metro has previously supported a number of rail information schemes including the provision of a Customer Information System (CIS) at Airedale and Wharfedale line stations and Long Line Public Announcement (LLPA) system, which now covers all rail stations within West Yorkshire.
- 2.14 Under the terms of the current franchise, Northern is responsible for the operation and maintenance of the existing system. However, the existing system is over ten years old and parts are becoming obsolete. There are regular difficulties with operating the system both in terms of hardware and software and this results in long periods of system down-time with a resulting lack of information to passengers. The Northern Franchise makes no provision to replace the system.
- 2.15 It is difficult to obtain spare parts for the maintaining the hardware of the system. The most recent incidents have required parts having to be specially made, with consequential delays rectifying faults.
- 2.16 The existing Customer Information System (which 'drives' displays) does not have any capacity for future extension. It also has a number of significant limitations that make providing information difficult without the need for significant staff intervention, generally at times when those resources are being deployed to resolve the train disruption issues.
- 2.17 Metro has therefore been investigating with Northern a number of options that will provide an effective solution to the current difficulties. The preferred option is to provide a replacement information management system that would 'drive' both visual and audible information.

- 2.18 This new system would have the capability to serve all West Yorkshire stations at a later stage. The new system will also incorporate a number of enhancements in line with DDA requirements. It would replace the existing, remote information controls at Halifax and Huddersfield so that all control is centralised at Leeds.
- 2.19 It is proposed that this initiative will be the first part of a phased approach to improving passenger information at rail stations and will include the replacement of visual and audio information with a new centralised and integrated system. The estimated cost of these works is £520,000 to be funded through Metro's share of the Local Transport Plan allocation. Northern will project manage the scheme at their own cost as a contribution to the scheme.

3. FINANCIAL AND EC PROCUREMENT IMPLICATIONS

- 3.1 The financial implications of the capital schemes for which approval is sought are set out in Section 2 above. It is proposed to make a grant payment (with appropriate controls) to Northern in respect of Metro's contributions (using powers under Section 56 of the Transport Act 1968).
- 3.2 Northern have agreed to make a £75,000 contribution towards the cost of the accessibility measures. Northern are also project-managing works at their own cost.
- 3.3 The proposals to upgrade the rail passenger information system would result in a revenue saving to Northern Rail. It has been agreed that this saving would be used to fund the additional revenue costs of the shelter replacement programme. In addition, the remaining cost saving will be earmarked as a means of meeting the revenue consequences of future PTA investment.

4. STAFFING IMPLICATIONS

- 4.1 None.

5. EQUAL OPPORTUNITY IMPLICATIONS

- 5.1 Schemes have been designed so as to ensure maximum accessibility for all members of the public.

6. RECOMMENDATIONS

- 6.1 That expenditure for the schemes as set out in section 2 be approved and be funded pursuant to Section 56 of the Transport Act 1968.

Director General
West Yorkshire Passenger Transport Executive
DATE: 02 November 2005