

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

DATE: 19 JUNE 2009

AGENDA ITEM NO: **20**

SUBJECT: CAPITAL PROGRAMME

Report of the Passenger Transport Executive

1 MATTERS FOR CONSIDERATION

1.1 This report:

- Identifies Local Transport Plan (LTP) uplift funding from the Regional Funding Allocation, the programme of measures agreed by West Yorkshire partners and the mechanism by which it will be distributed to partners;
- Seeks approval for expenditure to develop the next West Yorkshire Local Transport Plan;
- Advises the Authority of the recently announced Sustainable Cities fund;
- Outlines the impact of the above on the 3 year capital programme.

2. INFORMATION

LTP Funding Uplift

- 2.1 At the last meeting of the Authority, it was reported that the Regional Transport Board had decided to uplift Local Transport Plan funding allocations by 20% over the next three years in order to address underspend in the regional programme. Subsequently, the Department for Transport (DfT) has advised that this amount of funding will be allocated, but over the next two years.
- 2.2 The Authority was advised that, following discussion with partners, the first £10.983m would be paid directly to each of the West Yorkshire LTP partners on the basis of the existing LTP formulaic allocations. The payment has been confirmed and will be made as shown in Table 1 overleaf.

Table 1: Direct LTP uplift payments to be made to West Yorkshire

Authority	2009/10 Direct Payments (£m)
Bradford	2.007
Calderdale	1.117
Kirklees	1.821
Leeds	2.957
Wakefield	1.314
WYITA	1.767
West Yorkshire	10.983

- 2.3 Work is currently underway to develop a strategic programme to utilise Metro's £1.767m share of the directly allocated uplift. Proposals for using this funding will consider opportunities to complement any bid for the DfT Sustainable Cities fund, as described in paragraph 2.10. Approval for expenditure associated with this direct allocation will be sought from the Authority at future meetings
- 2.4 In addition to the funding shown in Table 1, AWYA (Association of West Yorkshire Authorities) have also approved a West Yorkshire Strategic Programme of Schemes to utilise the remaining funds from the LTP Uplift in 2009/10-2010/11. The West Yorkshire Strategic Programme of Schemes is shown in Table 2.

Table 2: West Yorkshire Strategic Programme of Schemes

Proposed programme	2009/10	2010/11	2011/12	Estimated total funding
Connecting Airedale (Saltaire / Shipley)		1.0	2.0	3.0
Bradford City Centre Integrated Transport Scheme	0.75	2.20	0.05	3.0
Kirklees Economic Zone	1.20	2.68	1.19	5.07
Low Moor Rail Station	0.8	1.0	3.7	5.5
North Wakefield Gyratory	0.5	3.7		4.2
Calderdale Burr Walls	3.1	0.9		4.0
WY Traffic Light Priority	0.25	1.5	1.75	3.5
Leeds Inner Ring Road			4.0	4.0
Scheme and LTP3 development	0.67	0.67	0.67	2.01
Total Cost (£m)	7.27	13.65	13.36	34.28

- 2.5 It has been agreed that the remaining funds from the 2009/10 -2010/11 LTP Uplift Funding (£24.272m) are allocated to the ITA and used to support the West Yorkshire Strategic Programme of Schemes. It is likely that some slippage will occur in the overall programme, thereby reducing the funding requirement over this 3 year period. To fully fund the programme will require further LTP funding in 2011/12 from the next Local Transport Plan (LTP3). It is proposed that this strategic programme has first call on further LTP3 funds in 2011/12. This approach has been endorsed by the LTP Steering Group and AWYA.
- 2.6 The Strategic Programme will be regularly monitored and quarterly progress updates provided to the LTP Steering Group as part of the agreed performance management process. This performance reporting will identify risks to programme and delivery so that the LTP Steering Group can take the appropriate action, including prioritisation to match available funding and re-profiling of the funding in the 3 year period across the programme area. The LTP Steering Group will manage the funding allocations across these strategic schemes and the scheme estimates detailed above represent maximum allocations.
- 2.7 Approval is therefore sought for the expenditure of the £24.272m of RFA LTP uplift funding in line with programme set out in Table 2. Any significant amendments to this programme, including any additions or deletions will be reported to the Authority.

Local Transport Plan Development

- 2.8 The current LTP period concludes on 31 March 2011. It is the responsibility of the ITA to develop and implement the third LTP for West Yorkshire, although this will be undertaken in partnership with the District Councils.
- 2.9 Approval is therefore sought for expenditure of £2.01m, which will be funded from the funding uplift identified in Table 2, to support the initial development of schemes for subsequent delivery through the LTP. Funding is also included for the establishment of a small dedicated team to lead on the development of the new LTP. Progress and expenditure on LTP3 development will be overseen by the LTP Steering Group.

Sustainable Cities

- 2.10 The Department for Transport have recently invited bids for a Sustainable Cities demonstration project with revenue funding of £29.2 million over three years for a package of 'smarter choices' measures (e.g. travel planning, promotion and marketing, cycling and walking, support for bus services).
- 2.11 The bidding is restricted to the six ITA areas and the three other areas receiving congestion performance funds (Bristol, Nottingham and Leicester).

2.12 The guidance states that:

In return for the funding, we expect the chosen city/cities to provide a significant financial contribution from their own sources. They should also be willing to implement measures to lock in the benefits of the Smarter Choices programme, such as introducing controlled parking and road space re-allocation. In addition, the city will assist the Department in the collection of travel data for the purposes of building up an evidence base to demonstrate the potential and benefits of Smarter Choices measures.

2.13 The DfT have advised that the extent of complementary action by bidders, including investment through the LTP funded capital programme, will be a factor in the assessment.

2.14 Metro is discussing the form of the bid with its Local Transport Plan partners. The deadline for the submission of bids is 17th July. A decision of the allocations of funds is expected to be made in September or October.

2.15 The development of the bid will reflect current investment proposals and will inform discussions on the use of LTP uplift funding referenced in paragraph 2.3.

2.16 The submission will be the subject of a future report to the Authority.

Three Year Capital Programme

2.17 An amended version of the three year programme is summarised in Table 3 overleaf and shown in detail in Appendix 1. This includes the RFA uplift funding as set out in Table 2. The draft figures include a level of overprogramming to allow for some slippage.

Table 3 – Three Year Capital Programme Summary

Expenditure Area	Forecast Spend (£000s) 2009/10	Forecast Spend (£000s) 2010/11	Forecast Spend (£000s) 2011/12
Bus Partnership	2,910	4,151	1,371
Bus Interchange	2,631	2,200	5,100
RailPlan	1,020	850	1,150
Information	1,679	1,550	550
Accessibility	987	150	150
Safety and Security	502	640	140
ICT	894	760	550
Development	4,334	1,054	500
Major Schemes	7,361	14,256	13,317
West Yorkshire Partner Strategic Schemes	6,220	11,150	7,910
TOTAL	28,538	36,761	30,738
FUNDING			
LTP	9,294	9,797	10,300*
LTP Uplift (Table 2: West Yorkshire Strategic Programme of Schemes)	7,270	13,650	13,360
LTP Uplift (Table 1: Direct payment to Metro)	1,767	0	
Non LTP Funding	7,483	4,560	1,705
TOTAL FUNDING	25,814	28,007	25,365
LTP OVERPROGRAMMING	4,491	8,754	5,373

*Estimate based on LTP2 allocations

3. FINANCIAL AND EC PROCUREMENT IMPLICATIONS

- 3.1 The funding sources of the proposed capital schemes are set out in Section 2 above.
- 3.2 Procurement will comply with EU regulations.

4. STAFFING IMPLICATIONS

- 4.1 Staff costs for LTP and scheme development are included in the above approvals.

5. EQUAL OPPORTUNITY IMPLICATIONS

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

6. RECOMMENDATIONS

6.1 That the report be noted.

6.2 That the outline capital programme be approved.

6.3 That the expenditure set out in section 2 be approved.

**Director General
West Yorkshire Passenger Transport Executive**