

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

DATE: 19 MARCH 2010

AGENDA ITEM NO: 12

SUBJECT: CAPITAL PROGRAMME

Report of the Passenger Transport Executive

1. MATTERS FOR CONSIDERATION

- 1.1 This report: seeks approval for expenditure on the following schemes within the LTP Capital Programme;
- 2010/11 Shelter Programme;
 - Bus Station Cleaning Machines;
 - Yorcard;
 - Congestion Performance Fund; and
 - Capital Salaries.

2. INFORMATION

Background

- 2.1 An outline capital programme for 2010/11 was agreed as part of the Authority's budget at the meeting on 12 February 2010. Whilst the previous indicative funding from the Department for Transport has been confirmed for 2010/11, previous commitments and the need to undertake substantial preparatory work on new schemes mean that the programme is very constrained. The balance between development and delivery and the risks around potential future funding cuts have been discussed by the ITA Executive Board. The 2010/11 capital programme will therefore be kept under review.

2010/11 Shelter Programme

- 2.2 Metro's shelter programme has been expanded to cover all sites meeting the Authority's criteria on the network of core routes. An approval of £1.5m is sought to cover the shelter programme in 2010/11. This will be funded from Metro's LTP allocation.
- 2.3 As previously agreed, Metro's shelter programme is currently focussing on the LTP target of 95% of shelters meeting modern standards by the end of 2010/11. The proposed funding allocation is constrained by other commitments in the programme and is currently insufficient to meet the target by the end of 2010/11. As the programme is reviewed

during the year, opportunities will be sought to accelerate the programme.

Bus Station Cleaning Machines

- 2.4 Metro has 20 cleaning machines that are used to maintain the cleaning standards of the floor areas of the bus stations. There is an ongoing programme of machine replacements and this year, there are four machines in need of replacement on the grounds of condition and maintenance costs.
- 2.5 Approval is sought to replace these machines at an estimated cost of £24,542 to be funded from Metro's share of the Local Transport Plan allocation.

Smartcard Ticketing

- 2.6 Two recent developments have accelerated the roll-out of smart card ticketing following the completion of the Yorcard pilot scheme in Sheffield.
- 2.7 In December 2009 the Department for Transport (DfT) announced a funding package of £20 million to bring smart and integrated ticketing to the nine largest urban areas outside London. The DfT have awarded Metro initial funding of £1.11 million, with the clear expectation of a further £1.11 million funding allocation.
- 2.8 The DfT have also announced that they will introduce differential rates of Bus Service Operators Grant (BSOG) for operators that invest in smartcard infrastructure on buses.
- 2.9 The announcement of the funding package for the nine largest urban areas and the changes to BSOG have put in place measures that the DfT believes will meet the aspirations contained in its Smart and Integrated Ticketing Strategy and will lead to the widespread introduction of smartcards.
- 2.10 Metro and South Yorkshire Passenger Transport Executive (SYPTTE) are working together to develop a back office and associated services required for an incremental roll out of ITSO (the national specification) smartcards in West and South Yorkshire. This approach is aligned with the DfT Smart and Integrated Ticketing Strategy and has been would be supported by a joint expenditure submission with SYPTTE to utilise the combined £4.42 million funding package for phase one of the roll-out of smartcard ticketing.
- 2.11 The first phase is designed to put in place the essential back office elements of ITSO smart ticketing scheme requirements. It will also include the conversion of Leeds and Bradford Station gates to 'read' ITSO smartcards and provide technical support for bus operators who are equip their buses with smart enabled ticket machines at an early stage.

- 2.12 Metro and SYPTE are in the process of procuring the necessary back-office system. Discussions are taking place with bus operators about their programmes to fit vehicles with smart-card readers and link to the Metro/SYPTE back office.
- 2.13 Phase two, which requires funding from the Regional Funding Allocation, would support a regional roll-out as well as including the development of a low cost smartcard reader, equipment for AccessBus vehicles, the development of Pay As You Go functionality and web sales. The Regional Transport Advisory Board endorsed this approach at their meeting of 25th February 2010.
- 2.14 The Authority is requested to approve expenditure of £1.11 million, to be funded through grant from the Department of Transport. Further approval will be sought once confirmation to second tranche of DfT grant (i.e. an additional £1.11 million) and funding from Regional Funding Allocations have been received.

Congestion Performance Fund

- 2.15 In late October 2006 the DfT announced that it had made available a fund of up to £60 million over 4 years to be allocated to the 10 areas producing congestion targets. The fund is intended to assist in reducing congestion and encourage authorities to exceed their targets for congestion reduction.
- 2.16 In Tranche 1 and 2 of the congestion performance fund The West Yorkshire Partnership has been awarded a total of £1.887m.
- 2.17 The DfT has notified the West Yorkshire LTP Partnership that it has been awarded 100% of its allocation of Tranche 3 of the Congestion Performance Fund on the basis of its 2008-09 performance data. Metro acts as the banker for Congestion Performance Fund for the West Yorkshire LTP partners. The total award is £2,040,536. This grant will be allocated over 2009/10 and 2010/11. Fifty per cent of the grant will be capital and fifty per cent revenue funding.
- 2.18 Approval is therefore sought for expenditure of £2,040,536 funded through the Congestion Performance Fund. It is proposed that in line with the arrangements for management of previous tranches of the congestion fund, decisions on expenditure of this funding are delegated to the LTP Steering Group.

Capital Salaries

- 2.19 The Authority has in previous years approved the use of capital resources to fund staff developing LTP projects in order to underpin the implementation of the capital programme. It is proposed to continue this arrangement. The total funding required for 2010/11 is £350,000 which will be funded from Metro's LTP allocation.

2.20 Metro is implementing a programme of staffing efficiencies across the organisation and as a result of this and anticipated lower levels of capital funding, capital expenditure on salaries will be reduced in future years.

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 There are no staffing implications directly as a result of this report.

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 expenditure set out in section 2 be approved.

Director General
West Yorkshire Passenger Transport Executive