

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

DATE: 27 JULY 2007

AGENDA ITEM NO: **13**

SUBJECT: CAPITAL PROGRAMME

Report of the Passenger Transport Executive

1 MATTER FOR CONSIDERATION

1.1 This report seeks approval for schemes to be funded through the capital programme.

2. INFORMATION

2.1 Approval is sought for the following schemes in the 2007/8 capital programme, primarily funded through Metro's share of the LTP programme:

- Rural Infrastructure Project
- Enhanced Roadside Displays
- Urban Congestion Fund

2.2 Approval is also sought for the Authority's Chief Financial Officer to be authorised to certify the acceptance of all grant claims and their attendant conditions on behalf of the Authority.

Rural Infrastructure Project

2.3 An earlier report advised the Authority that Yorkshire Forward have commissioned Metro to manage a three year rural transport investment package. Yorkshire Forward have allocated £150,000 over a 3 year period, with match funding from Metro's LTP allocation, for rural infrastructure that improves access to public transport.

2.4 Yorkshire Forward's funding of £50,000 in 2006/7 was used to support the replacement of life expired shelters in rural locations.

2.5 Approval is now sought to utilise further Yorkshire Forward funding of £50,000 in each of 2007/08 and 2008/09 to supplement Metro's LTP funded programme of bus infrastructure (bus shelters and information displays) in rural areas.

Road Side Display Enhancements

- 2.6 Since 2002, Metro has been using the Combined Services and Assets System (CoSA) IT system to produce bespoke roadside timetable displays, providing stop specific bus service times for all sites within West Yorkshire which have a timetable case.
- 2.7 The development and use of the COSA IT system has significantly improved productivity in the production of roadside information. The longer term intention, set out in the Information Strategy, has been to further improve roadside information by including schematic route diagrams and providing information at more stops, subject to a funding contribution from bus operators.
- 2.8 The value of including schematic route diagrams has been confirmed by consultations through PCCs and with bus operators, through an independent review and through comparison with other authorities.
- 2.9 The software development to enable the inclusion of schematic route diagrams, and other enhancements such as more prominent service numbers, is estimated to cost £70,000, which can be funded from Metro's share of the Local Transport Plan allocation.

Urban Congestion Fund

- 2.10 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 indeed to assist in reducing congestion and encourage authorities to exceed their targets for congestion reduction.
- 2.11 The West Yorkshire authorities will receive a grant of £510,000 (50% capital, 50% revenue) for 2007/08 from the Urban Congestion Performance Fund. Payments for 2008/09 onwards will be based on outcomes, including the extent to which the target trajectory is exceeded in a particular year.
- 2.12 LTP funding allocations are approved by the West Yorkshire District leaders. In view of the relatively small congestion funding allocation (less than 1% of the overall LTP allocation), District Leaders have delegated approval for the expenditure to the LTP Steering Group.
- 2.13 The LTP Steering Group has approved an initial programme of works to be funded from the performance fund which include bus priority measures, enforcement of bus priorities, data collection and analysis together with marketing and promotion to encourage more people to switch to public transport.
- 2.14 The Performance Fund will be paid to Metro to act as 'banker' for the partnership. The Authority is therefore asked to approve the expenditure of £510,000.

Mybus Scheme Authorisations

- 2.15 For the final year of the Mybus scheme the DfT has allocated a grant of £1.254m which, added to the existing borrowing approval, allows expenditure of £1.883m on the scheme in 2007/08. As previously reported, when members approved the expenditure, this will be used for the final phase of the project including the procurement of 6 small buses for the extension to Mylittlebus.
- 2.16 The DfT have, however, recently issued changes to their grant conditions. These include changing from a Section 56 grant to a Section 31 grant and creating a requirement whereby the Chief Financial Officer (CFO) not only signs for acceptance of the grant but also commits the Authority to keep the scheme in operation for a minimum of a further 10 years. To accept any such signature they also require documentary evidence of an Authority resolution showing that the signatory is so authorised.
- 2.17 To avoid any further complications now and in the future it is requested that members approval a formal resolution authorising the CFO, acting as the Authority's Section 151 officer, to sign acceptance of such grants and accept their conditions on behalf of the Authority.

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 The projects can be implemented within existing staff resources.

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 the expenditure set out in section 2 be approved.
- 6.2 That the Chief Financial Officer, acting as the Authority's Section 151 Officer, be authorised to certify the acceptance of all grant claims and their attendant conditions on behalf of the Authority.

Director General
West Yorkshire Passenger Transport Executive