

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

DATE: 21 NOVEMBER 2008

AGENDA ITEM NO: **15.**

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 expenditure on the following schemes:

- Leeds Rail Growth Package; and
- CCTV on Trains;

2.2 An update is also provided on the Regional Funding Allocation (RFA) process.

Leeds Rail Growth Package

2.3 Metro's rail strategy, RailPlan 6 sets out priorities for investment including the provision of additional car parking capacity and developing new rail station proposals to improve accessibility to the network. The Authority has previously approved funding of £600,000 for the development works related to both Apperley Bridge and Kirkstall Forge new rail stations in accordance with industry requirements defined by Network Rail.

2.4 Subsequently, in July 2008, Metro submitted a bid for regional funding for the implementation of the two new rail stations together with enhancement of rail park & ride facilities at Crossflatts, Sowerby Bridge, Pontefract Monkhill, Mirfield, Sandal & Agbrigg and Todmorden to the total value of £16.7m (of which £14.2m would be funded by the Department for Transport). This was known as the Leeds Rail Growth Package. The application was endorsed by the Regional Transport Board (RTB) as a priority scheme. A Major Scheme Business Case (MSBC) now needs to be prepared to secure DfT endorsement.

- 2.5 Due to the successful regional funding bid, the scope of the project is now larger than originally envisaged and it is necessary to commit additional development costs to secure Department for Transport funding. The extra cost associated with the enhanced scheme is estimated to be £340k. In addition, Network Rail's cost estimate for the design work relating specifically to Kirkstall and Apperley Bridge stations has increased. The extra cost associated with this element of the work is estimated to be £230k, however this element of additional cost will be shared with the developer at Kirkstall Forge in line with the previous agreement.
- 2.6 The total funding now required for this stage of the work is £1.17 million. It is estimated that a maximum of £415k is recoverable from the developer, GMV 12. It is proposed that the remaining cost will be funded by Metro's LTP allocation.
- 2.7 Approval is therefore sought for expenditure of a total of £1.17 million in order that the necessary design and development works on the Rail Growth package can be carried out. It is also proposed that the development work related to park and ride enhancements is carried out by Northern Rail and a Section 56 Award be made by the PTA to Northern up to a maximum total of £200,000 for the completion of development work related to the park and ride enhancements. It is anticipated the expenditure will be incurred in 2008/9 and 2009/10.

CCTV on Trains

- 2.8 RailPlan 6 also includes strategies to promote quality improvements to trains and improve safety and security for passengers. The provision of CCTV on trains reflects this strategy.
- 2.9 In May 2008, Northern developed a proposal for the installation of CCTV cameras across their entire fleet. The estimated total cost of the scheme is approximately £2.1 million and Northern has indicated that the commercial business case has a funding shortfall of £350k which will require third party funding. Northern has approached the PTEs across their operating area for a contribution to the project.
- 2.10 Compared to previous schemes (which would have been largely funded by PTAs), the proposal offers good value for money as all trains operated by Northern would be covered by the scheme. The other PTEs support the proposal and have agreed in principle to a contribution based on the number of services operated within the PTE area of the Northern franchise. The required contribution from Metro is £116,335. It is anticipated that the whole installation programme will be completed by December 2010.
- 2.11 Approval is therefore sought for a fixed contribution of £116,335 towards Northern's proposed scheme to equip all of the vehicles operated by them with on-board CCTV facilities.

- 2.12 It is anticipated that Metro's contribution towards this scheme can be provided through Metro's share of generated revenue relating to the additional rolling stock scheme previously implemented by Metro. This project that provided an additional 12 rail carriages across the city region included a profit/loss sharing arrangement. A financial update on this scheme will be provided to a future meeting of the Authority.
- 2.13 It is proposed that a Section 56 Award is made by the PTA to Northern for Metro's contribution towards the provision of on board CCTV facilities on their fleet.

Regional Funding Allocation

- 2.14 The Regional Transport Board (RTB) is undertaking a full review of the programme of regionally funded schemes. The full review will extend the programme by three years to 2018/19, and increase over-programming to 20%, providing approximately £400m of additional funding for the Yorkshire and Humber Region.
- 2.15 The RTB will consider all of the submissions at its meetings in December 2008 and January 2009, before making recommendations to the DfT in February 2009.
- 2.16 The Yorkshire and Humber Assembly (YHA) invited submissions in the following categories:
- **Schemes already approved and new schemes.** Re-submission were required for previously approved schemes as well as new schemes. A summary of the submissions made by Metro is provided in Appendix A.
 - **Packages of interventions targeted to meet an identified problem post 2013/14; deadline 5 December 2008.** Additional schemes reflecting City Region and Local Transport Plan priorities are currently under development and will be reported to a future meeting of the Authority.
- 2.17 The submission of a proposal to the RFA is not a formal commitment to deliver the scheme. However, if approved by the RTB, scheme promoters and partners will be required to meet the following costs:
- Preparation of the Major Scheme Business Cases;
 - local capital contributions; and
 - any revenue costs.
- 2.18 Further updates will be provided to future meetings of the Authority and working groups as appropriate.

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 Grant payment would be made to Northern Rail under Section 56 of the Transport Act (1968) to cover the agreed costs of the Leeds Rail Growth Package and CCTV on Trains as set out in Section 2 above.
- 3.3 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 expenditure set out in section 2 be approved.
- 6.2 That the development and submission of Regional Funding Allocation schemes is noted.

Director General
West Yorkshire Passenger Transport Executive

Appendix A

Schemes Submitted to the Regional Transport Board

Schemes > £100M

Bid Status	Scheme Title	Total Scheme Costs (£M)	DfT / RFA Bid Sum (£M)	Start On- Site
New Scheme	Electrification of York & Selby Rail Lines	193.5	174.2	2013
New Scheme	Tram-train on Harrogate Line	151.6	136.5	2013
Regional Approval	NGT Phase 2*	263.2	220.6	2016

Schemes < £100M

Regional Approval	Yorcard (with S Yorks)	46.4	28.0	2010
Regional Approval	East Leeds Parkway	21.9	19.7	2010
Regional Approval	Leeds Rail Growth Package	16.7	14.2	2010
Regional Approval	Leeds Station Southern Entrance	16.0	10.2	2010
Regional Approval	Wakefield Westgate	15.0	8.3	2010
New Scheme	Rail Station at Low Moor	6.2	5.6	2012
New Scheme	Traffic Light Priority	15.5	13.9	2010
New Scheme	Horsforth Woodside	14.3	12.9	2013
New Scheme	Rail Station CCTV	6.5	5.9	2011
New Scheme	Low Carbon Demonstration Project	4.5	4.1	2010

*The full NGT scheme was endorsed, but previously £150m was allocated for Phase 1
Further information was also supplied on schemes that have DfT 'Programme Entry' status including Castleford Interchange and the A65 Quality Bus Initiative