

ITEM 12 (d)

LOCAL GOVERNMENT NORTH YORKSHIRE AND YORK

16 APRIL 2010

REGIONAL TRANSPORT ADVISORY BOARD

JOINT REPORT OF COUNTY COUNCILLOR CLARE WOOD AND COUNCILLOR STEVE GALLOWAY

The RTAB has had two meetings so far this year. The dominant issue has been the need to realign the future investment programme to avoid a major “spike” in expenditure around 2014.

On 25th February the Board agreed a paper which potentially slips some of the approved schemes by 1 or 2 years. The new profile has no effect on the start date for the Bedale – Askew – Leeming Bar scheme nor for several others elsewhere in the region including the Leeds New Generation Transport system, the East Leeds Parkway scheme, the Waverley link road, improvements to the A 61 Penistone Road as well as the purchase of additional tram units for the Sheffield system.

There are likely to be delays to some of the Humberside schemes including improvements to the A63 in Hull as well as an access road to the Robin Hood airport.

In addition to the 12 schemes which were reviewed, there are a similar number of improvement schemes which are further down the implementation pipeline and which are awaiting Ministerial approval. These include the proposal to establish 3 additional Park and Ride sites to service the City of York. There is some concern that, with a General Election imminent, these schemes may not get the necessary approval until much later in the financial year.

The RTAB has also considered how the RFA highways maintenance block might be more fairly allocated in future years with more emphasis on asset size rather than condition. The recommendations, as they affect our area, are:

	DfT Allocations		Proposed Allocations				Difference	
	2010/11 Actual allocation (£000s)	2011/12 Indicative allocation (£000s)	Roads Allocation (Option D) (£000s)	Structures Allocation (Option B3) (£000s)	Lighting Allocation (75/25 split) (£000s)	Proposed 2011/12 Total (£000s)	% Diff from 2011/12 Indicative	% Diff from 2010/11
North Yorkshire	23211	23464	16177.9	7057.0	311.2	23546.1	0.4%	1.4%
York	1605	1791	1282.2	420.1	169.4	1871.7	4.5%	16.6%

The (cashless fare payment) Yorcard system is being refocused following its trial introduction on a route in South Yorkshire. An outline business case for the implementation of a region-wide integrated smart ticketing system was endorsed by the Regional Transport Board in April 2008. The objectives and benefits of a smart card ticketing solution for Yorkshire and the Humber remain as they were at that time, but proposed changes in the Bus Service Operator Grant (BSOG) payment rules and lessons learned from the Yorcard Pilot Project have led to a redesign of the delivery strategy. The DfT’s plans for BSOG reform will result in the majority of buses in the region being equipped with smart ticketing equipment. Although for smaller operators in North Yorkshire this may not be the case as the BSOG is unlikely to cover the costs of the on-board equipment. Rail franchise agreements will oblige local rail

operators to smart-enable their ticketing arrangements. The actions of the DfT have gone a long way to encourage integrated smart ticketing, but there remain gaps. Yorcard's new strategy is to fill these gaps on a regional basis and hence make an integrated ticketing system a practical and attractive customer-focused offer. Smartcard integrated ticketing should reduce boarding times on buses and ease payment on rail, as well as improving integration between different transport modes and services provided by different operators. However, these benefits will be less tangible on more rural routes.

STEVE GALLOWAY

CLARE WOOD