

## **WP2.1 INVESTMENT PROGRAMME**

### **INVESTMENT PROGRAMME**

The role of this Investment Programme (proposed to span a five year period from March 2016 to March 2021) is to provide a structured approach for developing, implementing and monitoring improved highways network management and bus operating environments - such that overall bus speeds and the overall passenger environment are improved (both in absolute terms and in variability).

### **RELATED AIR QUALITY ISSUES**

The Air Quality Action Plan (AQAP) for the area covered by the M1 AQMA was published in July 2003 and fully revised and re-published in 2007 along with the AQAP for the area covered by the town centre. It was demonstrated that traffic related pollution was a problem in all of the designated Air Quality Management Areas. Improvements in the bus fleet operating along the A630 have already led to the revocation of one of the AQMA (fine particles) at St Ann's although it should be recognised that the bus fleet is only one contributor to air quality issues. However, nitrogen dioxide remains a problem in several areas. It is anticipated that improvements in air quality may be achieved by improvements to the bus fleet as indicated by the results of emissions modelling work carried out for Sheffield City Council. These could be implemented as part of the Doncaster Voluntary Bus Partnership Agreement. A new updated AQAP is being written that will consider the potential contribution of the partnership agreement to the solution of some of the emissions problems including other contributors. The Council has the capacity to model any potential improvements to the vehicle fleet and their impact on AQMAs; in conjunction with partners to the agreement, this will allow best use to be made of vehicle upgrades to achieve air quality improvements.

### **BUS QUALITY STANDARDS**

New vehicle Quality Standards have been developed to deliver the Doncaster VPA. The agreed indicators for managing and monitoring this improvement in vehicle standards are as follows:

- Vehicle accessibility characteristics - including "low floors", with/without Accessibility Certificates and with/without step entrance;
- Bus Fleet Composition by "Euro category" – to inform emission standards and other quality standards – based on vehicles routinely operating routes in Doncaster either by depot or on routes operated within the VPA, on a consistent annual basis;
- Average age of fleet - a single figure for the overall fleet;
- The percentage of vehicles that are Smartcard-enabled;
- Destination blinds;
- CCTV;
- GPS /Real Time;
- Two-way supervisor-driver communication; and
- "Drive Green" or similar system of driver training encompassing fuel efficient and safe driving

A series of Quality Standards with annual "milestones" has now been agreed for these targets as set out in table WP2.2 for buses (unless agreed as exempt by the Partners), these are:

**1) For the “Launch Date” in May 2016:**

- 100% of buses without stepped access;
- 100% provision of GPS tracking equipment;
- 100% buses fitted with 2-way supervisor-driver communication;
- 100% use of “Drive Green” or similar system as above;
- 100% buses fitted with (and working) Smart Card ETM machines, able to read English National Concessionary cards (ENCTS)

**2) Achieving 100% Accessibility Compliance:**

- 100% of buses with Accessibility Certificates by January 2017 for both single and double-deckers
- Interim annual milestones as per WP2.2, particularly for phasing out Euro 2 vehicles

**3) Achieving Euro 3 minimum:**

- 100% of buses to be Euro 3 or better by March 2018
- At least 87% of buses to be Euro 3 or better by March 2017, on the proviso that the remaining 13% are at least Euro 2 with Accessibility Certificates.
- Annual interim milestones as per WP2.2

**4) Achieving Euro 5 or better:**

- 37% of buses to be Euro 5 or better by March 2021. In recognition of existing concerns about the performance of Euro 4 engines in urban conditions (DfT) and locally, it has been agreed that the Partnership will consciously focus on the provision of more Euro 5 buses (or better) in contribution to Air Quality objectives
- Interim annual milestones as per WP2.2

**5) Reducing Fleet Age:**

- The average age of the overall “Doncaster bus fleet” to be reduced from a current figure of 11.5 to 9.2 years old by March 2021, with interim annual milestones or to recognise fleet reinvestment by refurbishments to give an “as new” customer experience – details of which are to be agreed.

**6) Other:**

- Operators will prioritise their internal Capital Expenditure Programmes so as to deliver the agreed standards specified above – this in itself demonstrates the “additionality” of the Partnership process without impacting on commercial confidentiality, although bus operators have agreed for the Council to monitor capital investment trends using Indices derived from secure Data Sharing Agreements.

The current Bus Quality Standards for Doncaster are attached in schedule **WP2.3**.

## **HIGHWAYS MANAGEMENT STANDARDS**

Quality Standards for the fabric and layout of the highway are largely inherent in design standards adopted and approved nationally for all aspects of highway design, using national standards as defined in Government/Department for Transport (DfT) publications such as the "Traffic and Road Signs Design Guide".

The Partnership will adopt agreed protocols for all future speed management initiatives, with a preference for non-physical or lateral deflection measures (chicanes etc) rather than vertical deflection (road humps), and will seek to agree the nature of measures for either new schemes or where existing schemes are to be renewed or refreshed.

The current Highway Management Maintenance Standards for Doncaster detailed in WP2.4

## **BUS STOP STANDARDS**

WP2.5 Bus Stop Standards lists the updated agreed standards for bus stop infrastructure in Doncaster.

## **INFORMATION MANAGEMENT STANDARDS**

Quality Standards for the South Yorkshire Intelligent Transport (management) System (sylTS); and related ongoing activities such as Real-time Information and Detection systems (RIDS) are still being developed and will be included within this Programme when available.

## **INFRASTRUCTURE AND HIGHWAYS MANAGEMENT PERFORMANCE STANDARDS**

The Investment Programme seeks to explore and invest so as to improve bus journey time reliability and increase bus speeds, prioritising corridors where the investment would have the highest value. This will benefit both customers and air quality.

Improvements to punctuality, reduced journey time variability and improvements to bus speeds shall be agreed and delivered through a programme of physical infrastructure improvements, highway network management systems and maintenance regimes, all with delivery timescales mapped out as appropriate together with agreed standards for maintenance and enforcement. This will include a co-ordinated means of managing the highway network that plans for and minimises the impacts of temporary work and other incidents with specific benefits for buses.

## **INVESTMENT PROGRAMME**

A draft five-year **Investment Programme** (WP2.6) is proposed to deliver the agreed standards described above and set out in WP2.2 and WP2.4. This will make best use of existing funding sources – the South Yorkshire Local Transport Plan funds (LTP) available to the Borough Council and to the PTE and potential new funding sources. In addition, a joint Partnership approach will be used to agree how best to utilise newly emerging capital funding streams.

The Council and the PTE will also seek to maximise the opportunities presented through the Borough Council's Highway Maintenance Programme to integrate capital programme improvements into the core highway network.

Some elements of the Programme will be ongoing annual allocations. Others will have specific completion dates as follows:

- A commitment to the principle of an annual fund to tackle on street “Hotspots” which cause delays or difficulties for buses. In 2014/15 the annual allocation is £100,000. The commitment is to retain this fund whilst Hotspots remain to be tackled, and ideally at a comparable funding level, but no less than a pro rata figure of awarded LTP funding compared to the 2014/15 baseline.
- An enhanced Real Time Information and Detection (RID) system through the South Yorkshire Intelligent Transport System (syITS). It is acknowledged that the current system will be developed and that new opportunities will be explored in accordance with developing new technology.
- Implementing a SCOOT system of Urban Traffic Management Control within the Doncaster Central Area by April 2015, including development of bus priority techniques within the SCOOT system by April 2016.
- Development of a system of automated traffic control strategies to react to incidents/congestion on the highway utilising a toolbox including Variable Message Signing, ANPR cameras and Bluetooth technology by April 2016
- A review of bus stop infrastructure (resource permitting) incorporating DDA compliant kerbs and paving and clearways at all stops on Key Routes in Doncaster where local circumstances permit by April 2016
- To enable enforcement of the above, appropriate levels of enforcement to be applied including officer patrols, and camera enforcement, both static and mobile systems.
- Agreement in principle for a mechanism for defining future investment requirements and on-going funding allocations, with enhanced monitoring of quantified benefits on each intervention to better demonstrate success and Value for Money of differing options.

The Partners will undertake an annual Performance Review in March of each year, looking at milestones for delivery of agreed interventions for infrastructure and vehicles, and progress on attainment of headline targets and secondary Indicators. Quarterly reviews will also monitor progress throughout the year in parallel with Schedule 5 and produce a public-facing review document available on the Bus Agreement website.