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**Report to:** Transport Committee

**Date:** 9 November 2018

**Subject:** **Transport for the North Integrated and Smart Travel Programme Update**

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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	

## 1. Purpose of this report

- 1.1 To provide an update on the Transport for the North's Integrated and Smart Travel Programme and to request endorsement for the signing of the Memorandum of Understanding required to enable progress of the Phase 2 Full Business Case.

## 2. Information

- 2.1 Transport for the North (TfN) is England's first Sub-national Transport Body and was formed to develop the transport system across the North of England by providing the infrastructure needed to drive economic growth. The Integrated and Smart Travel programme (IST) is one of seven TfN programmes.
- 2.2 The IST Programme comprises three phases;
- Phase 1 – Smartcards on Rail - to deliver smart cards for rail travel across the North as part of a nationwide programme to roll out smart ticketing for all rail travel in the country
  - Phase 2 - Customer Information, Collaboration and Innovation - to make the same kind of information available to bus and light rail passengers that

is provided for rail passengers. Notably information about fares and notification of disruption.

- Phase 3 – Account Based Travel Using Contactless Payments - a London-style ticketing offer with capped daily or weekly pricing on multi-modal journeys using a contactless payments method for example a mobile app or bank card.

2.3 The broad objectives of the programme will help the Combined Authority deliver its aims of increasing public transport use by providing better information to help plan a journey and more options for people to pay for their journey. The Combined Authority will seek to integrate the new capabilities provided through the TfN programme with the provision of travel information and smart ticketing in our region. In particular how it links with existing services including yournextbus real time information system, the Combined Authority's travel information website [wymetro.com](http://wymetro.com) and the MCard multi modal smart ticketing scheme.

2.4 The current position of the Programme can be summarised as follows;

- Phase 1 – Smartcards on Rail – under trial in East Yorkshire
- Phase 2 - Customer Information, Collaboration and Innovation – preparing to submit a Full Business Case (FBC) to Department for Transport (DfT) for Phase 2 in Autumn 2018
- Phase 3 – Account Based Travel Using Contactless Payments – a procurement is in progress for back office systems prior to submission of a Full Business Case

2.5 The Full Business Case for Phase 2 proposes to deliver the following:

- Fares Data Build Tool – Bus, Light Rail and Ferry Fares – data collation and display of fares, prescribed in the DfT Bus Open Data Programme, in journey planners and made available as open data, aligned to the developing NeTEx data standard to enhance customer information.
- Disruption Messaging Tool – provision of software to record planned and unplanned disruption information and distribute to multiple sources.
- Open Data Hub – to link developers, systems (social media platforms, journey planners etc.) and open data users to existing and new data.
- Knowledge Network – an information database which provides templates and tools to encourage knowledge sharing and improve the efficiency and effectiveness of organisations in the North that provide services supporting public transport information and ticketing.

2.6 Providing customers with enhanced disruption and bus fare information through channels which they prefer will increase customer satisfaction in line with the aims of Bus18 and a future proposed partnership.

- 2.7 Improved customer information supports the local economy by making it easier for customers to access information about how to get to employment, training, learning establishments and leisure opportunities using sustainable modes.
- 2.8 TfN have confirmed that the initiatives will directly support the DfT Bus Open Data Programme and will enable the initial benefits of the national programme to be realised in the North. This will allow fares data for bus services across the North to be available as open data in readiness to be consumed by national journey planners.

### **Phase 2 Memorandum of Understanding**

- 2.9 The Department for Transport (DfT) has specifically requested TfN attach a signed Memorandum of Understanding (MoU), to the FBC, from each supporting Local Transport Authority (LTA's) to demonstrate support and ongoing commitment. This will enable TfN to proceed to the development stage with the aim of having the phase two initiatives in place and ready for use by April 2019.
- 2.10 The MoU sets out that TfN will meet the development costs of the initiatives and the licence/maintenance costs in the first two years of operation. This will cover the period April 2019 - April 2021.
- 2.11 The MoU states that should the Combined Authority find the initiatives of value to its operation then it will work with TfN to decide the level of funding commitment required in the medium and long term. This will also provide the opportunity to determine how the industry will meet the cost.
- 2.12 Signing the MoU does not commit the Combined Authority to provide specific funding and no costs will be incurred as a result of signing. Should the decision be taken later in 2019 to proceed with utilising the tools then a financial agreement will be covered under a separate legally binding contract to commence April 2021. The value of the initiatives included as part of this business case will be considered alongside the developing Information Strategy which will be considered by Transport Committee in early 2019.
- 2.13 Signing the MoU will enable the Combined Authority to be involved in the development of Phase Two initiatives and use them for one year prior to committing to funding their ongoing operation if it wishes to do so. TfN is making funding available to integrate initiatives with existing systems, such as real time, social media and the internet offer.
- 2.14 This will enable time to evaluate the initiatives in a live environment, determine if existing systems may be reviewed and establish an arrangement with transport operators to meet ongoing costs beyond April 2021.

### **3. Financial Implications**

- 3.1 There are no financial implications directly arising from this report.

#### **4. Legal Implications**

4.1 There are no legal implications directly arising from this report.

#### **5. Staffing Implications**

5.1 There are no legal implications directly arising from this report.

#### **6. External Consultees**

6.1 No external consultations have been undertaken.

#### **7. Recommendations**

7.1 That the Committee notes the progress of the Transport for the North's Integrated and Smart Travel Programme and endorse the Combined Authority entering into a MoU with TfN to trial the new information tools.

#### **8. Background Documents**

8.1 None

#### **9. Appendices**

None.