

**AT A MEETING OF THE WEST YORKSHIRE INTEGRATED TRANSPORT
AUTHORITY EXECUTIVE BOARD HELD IN WELLINGTON HOUSE ON
FRIDAY 26 FEBRUARY 2010**

PRESENT: Councillor R Downes (Chair)

Councillors C Greaves, E Firth, A Hawkesworth, M Lyons, A Pinnock,
K Rhodes and P Wadsworth

8. APOLOGIES FOR ABSENCE

There were no apologies for absence.

9. DECLARATIONS OF INTEREST

There were no personal or prejudicial interests declared by members at the meeting.

**10. MINUTES OF THE MEETING OF THE EXECUTIVE BOARD HELD ON
29 JANUARY 2010**

RESOLVED - That the minutes of the meeting of the Authority held on 29 January 2010 be approved and signed by the Chair.

11. ITA COMMITTEE STRUCTURE PROPOSALS

The Executive Board considered a report of the Clerk setting out a proposed committee framework for the new ITA governance arrangements.

Members discussed in detail the proposals for the establishment of Scrutiny Committees, particularly with regard to the merits of Tendered Services being a standalone function or part of a wider remit encompassing a whole range of bus policy and operational issues.

Following discussion a vote was taken on whether to accept Option 1 or Option 2 of the recommendations detailed in the report at paragraph 3.1 (v).

It was proposed by the Labour Group that Option 1 should be approved.

The motion was proposed by Councillor M Lyons and seconded by Councillor E Firth.

For: 3
Against: 5

The motion was rejected.

The Pact proposed that Option 2 should be approved.

The motion was proposed by Councillor R Downes and seconded by Councillor C Greaves.

For: 5
Against: 3

The motion to approve Option 2 was carried.

RESOLVED -

ITA Executive Board

- (i) That the allocation of places on the Executive Board as detailed in paragraph 2.5 of the submitted report be approved.

District Liaison Committees

- (ii) That the appointment of District Council representation on the Liaison Committees, as detailed in paragraph 2.8 of the submitted report, be approved.
- (iii) That, in addition to the Committees meeting on a quarterly basis, approval was given to holding one annual meeting involving all of the five districts.
- (iv) That a letter be sent to the Chief Executives and District Leaders setting out the proposed new liaison arrangements and seeking feedback on how this could be best achieved in order to strengthen connectivity whilst emphasising the importance of appointing transport portfolio holders to serve on the Committees.

Scrutiny Committees

- (v) That Option 2 (*to establish 2 scrutiny committees – one to oversee all of Metro's functions and one to focus primarily on tendered services*) be approved.

(vi) **Minutes**

That the mechanism for reporting minutes, as detailed in paragraph 2.13 of the submitted report, be approved.

12. STRATEGIC RAIL ISSUES

The Executive Board considered a report of the Passenger Transport Executive providing information on the Northern Hub proposal launched by

Network Rail and progress on the Department for Transport's plans for additional rail capacity.

It was reported that the Northern Hub proposal was good news for West Yorkshire and the Leeds City Region including additional tracks on the Leeds-Huddersfield-Manchester line leading to quicker and more frequent journey times and new links from Bradford and the Calder Valley stations to Manchester Airport.

In welcoming the proposals the Executive stressed the need for all political parties to commit themselves to future funding for the infrastructure, services and additional trains that would be required to realise the full benefits.

Additional Rail Capacity

The Executive were given an update on the latest position with regard to additional rail capacity. It was reported that in addition to the infrastructure the improved services proposed would require the appropriate rolling stock. In this respect, the Executive was extremely concerned that the Department for Transport had not been able to deliver the capacity promised in the 2007 White Paper. They stressed that the commuter network around Leeds and West Yorkshire had supported growth in the economy and it was vital that it was able to accommodate the expected growth and prevent serious overcrowding on the network.

It was reported that in view of the fact that Northern had already submitted proposals to the DfT for Phase I of the additional rolling stock, the Executive stressed the need for a quick resolution for the first additional carriages to be made available very quickly and that they be refurbished to a high quality to meet modern standards of comfort.

The Executive was also concerned that whilst acknowledging the progress that was being made on future demand forecasts and the positive work being carried out between the DfT and the PTEs on the scope of Phase II rolling stock, they were extremely concerned that since the cancellation of the additional order for new diesel units there was no plan for delivering the rolling stock required in the period to 2014.

The first phase for delivery of extra carriages had been developed and the details were currently being negotiated between DfT and Northern.

RESOLVED -

- (i)** That the Northern Rail Hub proposals be noted.
- (ii)** That a letter be sent to the Secretary of State setting out the concerns regarding the lack of firm progress made on the delivery of the HLOS additional capacity.
- (iii)** That the West Yorkshire MPs and other key stakeholders be briefed appropriately.

13. ELDERLY RAIL CONCESSIONS

Further to Minute 5 of the meeting held on 12 February 2010. The Executive gave further consideration to the level of increase for concessionary off peak train travel in West Yorkshire.

The Executive was informed that following discussions the train operating companies were unwilling to contribute to the concession. In view of that, it was, therefore, proposed that the elderly rail concession be increased from 35p to 50p and that if the required savings could not be achieved they be met from the Authority's resources.

In response, Councillor Lyons commented on behalf of his Group that the rail concession should remain at 35p. He went onto say that whilst recognising that savings had to be made over the next 3 years, it was their view that those savings should not be made at the expense of the elderly and the disabled who would be serious disadvantaged. He urged the Executive that if the required savings could not be achieved then the Authority's reserves should be used.

After discussion the motion submitted by the Labour Group was proposed by Councillor Lyons and seconded by Councillor Rhodes. A vote was then taken and the result was as follows.

For: 3

Against: 5

The motion was rejected.

A vote was then taken on the original proposal to increase the elderly rail concession from 35p to 50p. The motion was proposed by Councillor Downes and seconded by Councillor Greaves. A vote was then taken and the result was as follows.

For: 5

Against: 3

The motion was accepted.

RESOLVED - That approval be given to increase the off peak rail concession from 35p to 50p to be introduced with effect from 23 May 2010.

14. EXCLUSION OF THE PRESS AND PUBLIC

The Working Group considered a recommendation to exclude the press and public from Agenda Item 7 which contained exempt information as defined in paragraph 3 (information relating to the financial or business affairs of any

particular person (including the authority holding that information)) of Schedule 12A to the Local Government Act 1972.

It was recommended that, because disclosure of the report would prejudice future negotiations on funding arrangements for major schemes (including with commercial organisations) the public interest would be better served by maintaining the exemption and therefore the press and public should be excluded from the meeting.

RESOLVED – That the press and public be now excluded from Agenda Item 7.

***15. MAJOR SCHEME DEVELOPMENT**

The Executive Board considered a report of the Passenger Transport Executive outlining a number of issues with regard to the investment of major schemes throughout the region.

It was reported that whilst Metro had submitted five major schemes in recent months to the DfT, with the exception of Leeds Station Southern Entrance, all schemes outlined in Table 1 of the submitted report were at risk of being delayed by the DfT process.

The Executive was advised of the potential ways forward, including the creation of a West Yorkshire Strategic Transport Fund.

RESOLVED -

- (i)** That a letter be sent to the Secretary of State on behalf of the Authority expressing concern regarding the delays by the DfT in granting approvals to a number of important and major schemes in the regions to the extent that the delivery timescales for schemes were likely to be jeopardised and that it was likely that the uncertainty was leading to the higher risks of abortive expenditure.
- (ii)** That the position in relation to the development of major schemes and the action to hasten DfT approvals be noted.
- (iii)** That the position in relation to the Regional Funding Allocation process be noted.
- (iii)** That work be undertaken to develop a strategic transport fund as outlined in paragraphs 3.18 to 3.21 of the submitted report.