

**AT A MEETING OF THE WEST YORKSHIRE INTEGRATED TRANSPORT  
AUTHORITY EXECUTIVE BOARD HELD IN WELLINGTON HOUSE ON  
FRIDAY 17 DECEMBER 2010**

**PRESENT:** Councillor C Greaves (Chair)

Councillors R Downes, E Firth, A Hawkesworth,  
J Lewis, M Lyons and R Pearson

Observer: Councillor L Smaje

**44. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Y Crewe.

**45. DECLARATIONS OF INTEREST**

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

**46. SNOW DISRUPTION**

The Chair thanked all Metro staff for their great efforts in getting to work and keeping front line services such as Metroline, Travel Centres and Bus Stations open during the recent bad weather.

**47. MINUTES OF THE MEETING OF THE ITA EXECUTIVE BOARD HELD ON  
26 NOVEMBER 2010**

**RESOLVED** - That the minutes of the meeting of the ITA Executive Board held on 26 November 2010 be approved and signed by the Chair.

**48. MINUTES OF THE ITA LTP3 SEMINAR HELD ON 26 NOVEMBER 2010**

**RESOLVED** - That the minutes of the ITA Seminar held on 26 November 2010 be approved and signed by the Chair.

**49. MINUTES OF THE PCC LTP3 AND QUALITY CONTRACTS SEMINAR  
HELD ON 25 NOVEMBER 2010**

**RESOLVED** - That the minutes of the PCC Seminar held on 25 November 2010 be approved.

**50. MINUTES OF THE JOINT MEETING OF THE BUS AND INTEGRATED TRANSPORT SCRUTINY COMMITTEES HELD ON 1 DECEMBER 2010**

**RESOLVED** - That the minutes of the joint meeting of the Bus and Integrated Transport Scrutiny Committees held on 1 December 2010 be approved.

**51. MAJOR SCHEMES**

The ITA Executive Board considered a report of the Passenger Transport Executive providing an update on the latest position with regard to major schemes currently being promoted by Metro.

Members were given a brief summary on the revised submissions to the Department for Transport (DfT) on Metro's major schemes. The ITA Executive Board was requested to approve the principles of the Best and Final Offer for Leeds Station Southern Entrance and the Expressions of Interest for New Generation Transport (NGT), Leeds Rail Growth Package and Castleford Interchange.

**New Generation Transport**

It was reported that Metro and Leeds City Council were in the process of preparing an Expression of Interest to be submitted in early January 2011, outlining the intention to continue to work closely with the DfT in order to deliver a modern public transport system for Leeds.

Members were advised that the Expression of Interest would also provide details of the anticipated improvements that could be made in terms of the economic case for NGT, in addition to an initial indication of the scope of a revised local funding bid that could be reasonably made. That would include the potential for a revised TIF bid incorporating NGT into Leeds City Council's proposals for the Aire Valley.

In supporting the Expression of Interest submission, the ITA Executive Board stressed the need for the Government to give a greater level of assurance that, subject to the development of an enhanced local funding offer and meeting all the DfT appraisal criteria, the scheme would proceed. They also commented that given the protracted and costly history associated with the development of a rapid transit system in Leeds, and the current economic constraints, they were extremely mindful of not committing significant resources at the tax payers' expense of meeting the revised DfT appraisal process in the absence of greater certainty.

It was therefore suggested that a meeting be arranged with the Secretary of State involving the Chairman and the Leader of Leeds City Council in order to discuss the issues in greater detail and to gain further clarity on NGT going ahead.

### **Leeds Rail Growth Package**

It was reported that an Expression of Interest had also been prepared for the two new rail stations at Apperley Bridge and Kirkstall Forge. Members were advised that progress had been made on increasing the local contribution and reducing costs which had been achieved through:

Exclusion of car park extensions;  
Cost savings through alternative procurement measures;  
Metro taking full risk on development costs;  
Potential sale of Metro owned rolling stock.

### **Castleford Interchange**

It was reported that a Regional Growth Fund Bid had been developed which would be submitted alongside the Expression of Interest for the proposed Interchange. The ITA Executive Board was advised that the Expression of Interest would reiterate the case for progressing the scheme and outline a revised funding offer with reduced capital scheme costs and potential additional funding from those bus operators that would use the new Interchange.

#### **RESOLVED -**

- (i) That the position with regard to Metro's major schemes be noted.
- (ii) That the principle of the Best and Final Funding Offer for Leeds Station Southern Entrance, including agreement with Network Rail on cost/risk share as detailed in the submitted report, be endorsed.
- (iii) That the principles to be included in the Expressions of Interest for the NGT, Leeds Rail Growth Package and Castleford Interchange, as detailed in the submitted report, be endorsed.
- (iv) That a letter be sent to the Secretary of State requesting an urgent meeting on the NGT scheme.

## **52. STRATEGIC RAIL UPDATE**

The ITA Executive Board considered a report of the Passenger Transport Executive setting out a proposed response to the Northern Route Utilisation Strategy and providing information on the McNulty report and the review of Rail Franchising.

### **Northern Route Utilisation Strategy**

Members considered Metro's response to the draft Northern Route Utilisation Strategy(RUS) consultation document which was attached at Appendix A to the submitted report.

It was reported that the RUS was generally positive and had reflected many of Metro's key issues and aspirations including overcrowding of peak services and plans for the development of new rail stations.

Whilst supporting the majority of the recommendations detailed in the document, the ITA Executive Board commented that the RUS was too constrained and could lead to a strategy that was not ambitious or innovative enough. They particularly commented that although tram train had been detailed, there was no sense of what the ultimate vision could be or the urgency in the proposal being developed. They also suggested the need for greater emphasis to be placed on electrification, low carbon travel and improvements on the Caldervale Line.

### **The McNulty Rail Industry Value for Money Review and Initial Response on Rail Franchising Policy**

The ITA Executive Board was advised that the interim report had been published into the initial findings of the McNulty Report on how to put the UK Rail Industry on a more financially sustainable basis

It was reported that Metro was working with the other ITAs and PTEs to contribute to the McNulty Review and the proposed changes to franchises. With regard to the high cost of regional rail services, the ITAs through Pteg would be highlighting more cost effective ways of delivering services and pressing for a greater role in franchises.

In this respect the ITA Executive Board expressed their concern on the proposal to extend the existing franchises without guarantees on growth. They suggested that any new franchises should be subject to 5 yearly reviews and that a fine mechanism be introduced for those operators who did not meet the standards of their franchise agreement.

#### **RESOLVED -**

- (i) That the report be noted.
- (ii) That Metro's response to the draft Northern Route Utilisation Strategy be submitted to the DfT by the 16 January 2011 deadline for their consideration.

#### **53. EXCLUSION OF THE PRESS AND PUBLIC**

The ITA Executive Board considered a recommendation to exclude the press and public from Agenda Items 10 and 11 which contained exempt information defined in Paragraph 3 of Schedule 12A, Local Government Act 1972.

It was agreed that (i) because the reports contain commercial information provided by rolling stock companies on a confidential basis and (ii) disclosure of the reports might prejudice future negotiations, the public interest would be

better served by maintaining the exemption and, therefore, the press and public be now excluded from the meeting.

#### **54. RE-INVESTMENT OF CAPITAL ROLLING STOCK RECEIPT**

The ITA Executive Board considered a report of the Passenger Transport Executive seeking approval to re-invest the capital receipt from the sale of Metro owned rolling stock.

It was reported that Metro currently owned 24 vehicles consisting of ten Class 144 centre car vehicles and seven Class 155 two car units. It was noted that a condition of the current sale was that the trains should continue to be available on the current terms for the duration of the Northern franchise. The ITA Executive Board was advised that careful consideration had been given to the most appropriate use of the capital receipt from the sale of the rolling stock.

It was therefore proposed to use 50% of the receipt to match fund the additional developer contribution to the Rail Growth Package Scheme including new rail stations at Kirkstall Forge and Apperley Bridge and that the remainder of the capital be used to support other rail schemes in Metro's programme including the development of Low Moor rail station.

The ITA Executive Board was advised that the exact funding required depended on the conclusion of further discussions with the developer and the DfT's response to the Rail Growth Package Scheme Expression of Interest.

**RESOLVED** - That the re-investment of the capital receipt from the sale of Metro rolling stock, as detailed in the submitted report, be approved.

#### **55. 2011/2012 BUSINESS PLANNING**

The ITA Executive Board was given a brief summary of discussions held with the Districts since the ITA Budget Briefing held on 10 December 2010.

Reference was made to a recent meeting held with the Directors of Finance, which had been arranged to agree a way forward and explain and understand the implications of the settlement. Members were advised that the meeting had been extremely productive whereby a number of principles had been agreed and further work would be carried out jointly with the Districts with the intention that agreement can be sought from the Chief Executives and District Leaders and the members of the ITA.

**RESOLVED** - That the verbal report be noted.