

**WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY**

**AT A MEETING OF THE APPOINTED MEMBERS  
HELD AT WELLINGTON HOUSE, LEEDS ON  
TUESDAY 7 JULY 2009**

**PRESENT:** Councillor R Downes (Chair)

Councillors C Greaves, M Lyons and G Phelps

**1. DECLARATIONS OF INTEREST**

There were no personal or prejudicial interests declared by Members.

**2. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 29 January 2009 be noted.

**3. EXCLUSION OF THE PRESS AND PUBLIC**

The Authority considered a recommendation to exclude the press and public from Agenda Items 5 and 6 which contained exempt information as defined in paragraph 3 (Information relating to the financial affairs of any particular person (including the authority holding the information)) of Schedule 12A to the Local Government Act 1972.

**RESOLVED** - That, as disclosure of the reports might prejudice future negotiations, the press and public be now excluded from Agenda Items 5 and 6.

**4. ADDITIONAL ROLLING STOCK IN THE NORTHERN FRANCHISE**

The Appointed Members considered a report of the Passenger Transport Executive on the latest position with regard to the procurement of additional rolling stock on the Northern Rail franchise network.

It was reported that in the White Paper 'Delivering a Sustainable Railway', the Government had pledged 1,300 additional carriages for England and Wales in order to address the current issues of train overcrowding.

Since that time, Metro had been working closely with the Department for Transport (DfT) and Northern to identify and to agree the number of additional

vehicles that would be required for the Leeds City Region. The Appointed Members were informed that despite pledging 182 additional carriages for the Northern Rail Franchise, that figure had been reduced to 106 and it appeared that the number could be reduced even further across the whole Northern Rail Network as the DfT were claiming that the demand forecasts were now lower due to the recession.

Comment was made that it was also extremely unclear how many of the carriages would be new, when they would be introduced or whether they would meet the needs of local networks in terms of diesel or electric.

The Appointed Members commented that the White Paper had acknowledged that growth in regional cities had exceeded London and more significantly in Leeds, which had shown the highest growth in the country. They expressed their concern at the reduction of additional carriages which had been reduced to half the original 182 proposed and was therefore likely to lead to a 50% decrease in the number of vehicles for the Leeds City Region. They were also extremely worried at recent suggestions that most of the additional vehicles could be old trains transferred from other parts of the country.

It was also stressed that the commuter rail network around Leeds and West Yorkshire had supported growth in the economy in the past and therefore it was vital that it was able to accommodate the expected recovery and future growth and prevent serious overcrowding on the network.

The Appointed Members were informed that the other PTEs had similar issues with the Department of Transport's proposals and that a letter had been sent to the Secretary of State and the DfT on behalf of all the northern PTEs.

#### **RESOLVED -**

- (a) That a letter be sent to the Secretary of State requesting an urgent meeting to highlight issues and concerns in order to address crowding issues in West Yorkshire and the Leeds City Region.
- (b) That a letter be sent to all West Yorkshire MPs seeking their assistance in this matter.

#### **5. WELLINGTON HOUSE – REFURBISHMENT WORKS**

The Appointed Members considered a report of the Passenger Transport Executive on the review of Wellington House accommodation requirements and proposed refurbishment works.

It was reported that Metro had been working on proposals to review its existing accommodation needs and reduce overhead costs by relocating as many staff as possible from satellite locations to Metro's main headquarters at Wellington House. As a way of achieving that aspiration, consideration had

been given to the possibility of introducing smarter working measures across the organisation in order to improve efficiency and effectiveness through the use of enhanced technology and flexible working practices. Members were advised that cost savings in rent and service charges could be made by relocating staff. Although there would be costs involved in providing facilities for smarter working, it was anticipated that substantial savings could be achieved. The Appointed Members were informed that in view of the fact that it was now 10 years since the building was refurbished and very little money had been spent with the exception of routine maintenance, it was considered beneficial to review the current internal decoration of the building in parallel with similar work.

In this respect surveyors had identified a provisional phased programme for improvements which included works to reception and the staircase which would be carried out during Phase I of the work. This would address health and safety issues which had been identified and would allow for an electronic media information display, such as real time, to be installed. Members commented that it was important for Metro to have a functional, modern reception area to welcome visitors.

**RESOLVED -**

- (a) That the expenditure in respect of Phase I (reception and staircases) as detailed in the submitted report be approved.
- (b) That expenditure on subsequent phases of the refurbishment works be brought to the Authority for consideration.