

**AT A MEETING OF THE WEST YORKSHIRE INTEGRATED TRANSPORT
AUTHORITY EXECUTIVE BOARD HELD IN WELLINGTON HOUSE ON
FRIDAY 18 JUNE 2010**

PRESENT: Councillor R Downes (Chair)

Councillors E Firth, C Greaves, A Hawkesworth, J Jarosz, G Lowe,
M Lyons and A Pinnock

28. COUNCILLOR J JAROSZ

The Chair reported that Councillor Josie Jarosz would shortly be leaving the Authority. He expressed his appreciation of the committed and hard working service which Councillor Jarosz had given the Authority and gave her his best wishes for the future. This was unanimously endorsed by the meeting.

29. APPOINTMENTS TO THE EXECUTIVE BOARD

RESOLVED - That Councillors A Hawkesworth and G Lowe be appointed to the Executive Board.

30. DECLARATIONS OF INTEREST

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

**31. MINUTES OF THE MEETING OF THE EXECUTIVE BOARD HELD ON
30 APRIL 2010**

RESOLVED - That the minutes of the meeting of the Executive Board held on 30 April 2010 be approved and signed by the Chair.

32. STANDING ORDERS

The ITA Executive Board considered a report of the Clerk on proposed amendments to the Authority's Standing Orders.

It was reported that since the Authority had taken the decision to introduce new Governance arrangements, it had been necessary to carry out an extensive review of the Authority's current Standing Orders to ensure they were fit for purpose and reflected debate at previous ITA Executive Board meetings on how members required those arrangements to be developed.

Comment was made that a significant part of the existing Standing Orders had remained unchanged and that additions were summarised at paragraph 2.5 of the submitted report.

All members of the ITA had been sent a copy of the draft Standing Orders for their information and comment.

RESOLVED - That the Standing Orders be referred to the Authority's Annual General Meeting with a recommendation that they be approved.

33. DEPARTMENT FOR TRANSPORT (DfT) FUNDING CUTS 2010/11 - IMPLICATIONS FOR METRO

The ITA Executive Board considered a report of the Passenger Transport Executive providing details of the Government's 'in-year' funding cuts and suspension of the Major Schemes Programme and how that would impact on Metro.

It was reported that the proposed cuts would seriously affect the LTP, Integrated Transport Capital Fund and the LTP Uplift Fund Programme. The other major consequence was the suspension of the Major Schemes Programme, which would now be subject to a full review in the Autumn by the DfT. Those schemes affected included New Generation Transport (NGT), Leeds Station Southern Access, Kirkstall/Apperley Bridge rail stations, Castleford Interchange, Wakefield Westgate and East Leeds Parkway.

The ITA Executive Board was informed that in the light of those announcements, Metro had taken immediate steps to minimise abortive expenditure and had initiated a review of schemes to prioritise work and place Metro in the best position for the pending review by the DfT. Metro would be making the case to the DfT to proceed quickly on the review in order that schemes with clear economic benefits could be progressed without delay.

Comment was made that by putting many of the large capital schemes on hold it would jeopardise substantial amounts of money that the DfT had encouraged Metro to spend to 'develop up' the schemes and also the large amounts of private sector monies that had been secured.

The ITA Executive Board expressed concern that many of the planned major schemes for West Yorkshire, including the NGT Trolleybus and Castleford Interchange, had been suspended. Concern was expressed that any cuts in transport spending after the Government's review should be less hard hitting in West Yorkshire than in other parts of the country where over many years per capita on transport schemes had been much higher and, therefore, would redress the imbalance in funding between the region and the rest of the country.

With regard to the NGT scheme, the Executive Board commented that Metro had worked very closely with the DfT to develop a high quality value for money scheme that was so badly needed. They also commented on the

importance of investing in transport infrastructure, which was essential for economic recovery and to meet the Government's own priority for more sustainable, low carbon transport initiatives.

Members stressed the need for a meeting to be held as a matter of urgency with the Secretary of State for Transport to secure the future of the NGT Trolleybus network and other transport schemes across West Yorkshire, which the Executive Board considered represented value for money in supporting the Leeds City Region's economic recovery and future growth. It was pointed out that the NGT would create 4,000 long term jobs.

RESOLVED -

- (i) That the Government's recent announcements on cross departmental savings in 2010/11 be noted with concern.
- (ii) That a meeting be sought with the Secretary of State for Transport as a matter of urgency.

34. EXCLUSION OF THE PRESS AND PUBLIC

The Executive Board considered a recommendation to exclude the press and public from Agenda Item 8, which contained exempt information defined in Paragraph 3 of Schedule 12a Local Government Act 1972.

It was agreed that because disclosure of the report might contain commercial confidential information, that the public interest would be better served by maintaining the exemption and, therefore, the press and public be now excluded from the meeting.

35. DEVELOPMENT OF A BUS QUALITY CONTRACT SCHEME

The Executive Board considered a report of the Passenger Transport Executive on:

- (i) Progress to date in developing a Bus Quality Contract Scheme.
- (ii) An overview of operator response and proposed next steps.

The ITA Executive Board was advised that positive discussions had been held with the operators and a number had now shown a willingness to address many of the ITA's aspirations. Those discussions had identified the desirability of a more structured and objective led approach to a rolling programme of network reviews of both commercial and tendered services, with clear linkages to the LTP programme of bus priority related measures. It was stressed that whilst the discussions had been constructive, ticketing remained a key issue as operators had stated their desire to retain their ability to introduce new ticketing products. Comment was also made that many of the operators had indicated that many of the Authority's objectives could be best achieved more quickly through an enhanced partnership approach.

The ITA Executive Board was reminded of the significant risks associated with the development and preparation of a Quality Contract Scheme, including the potential for legal challenge by the operators.

The ITA Executive Board commented that whilst recognising the risks involved and the significant change in the present financial instability, it was their unanimous view to proceed with developing a Quality Contract Scheme and that by continuing to take that course of action Metro would be in a far better position to deliver a properly integrated transport system with reliable and quality services, which the travelling public of West Yorkshire deserved.

Members stressed the importance that the Authority should remain receptive to partnership approaches. They stressed that partnership offers from the large operators did not provide integrated ticketing and the ability to set fares that would be the major feature of a Quality Contract Scheme.

RESOLVED -

- (i) That work on developing the proposed Quality Contract Scheme, within the approved budgets and PTE staffing resources, be continued.
- (ii) That the major operators be advised of the concerns of the ITA Executive Board regarding the role of integrated ticketing and the risks of partnership arrangements failing to provide sufficient assurances on the desired actions and outcomes.
- (iii) That the operators be asked once again to provide definite answers to the questionnaire, which had been circulated to them.