

**AT A MEETING OF THE WEST YORKSHIRE INTEGRATED TRANSPORT  
AUTHORITY EXECUTIVE BOARD HELD IN WELLINGTON HOUSE ON  
FRIDAY 24 JUNE 2011**

**PRESENT:** Councillor J Lewis (Chair)

Councillors A Carter, Y Crewe, R Downes, E Firth, D Hardy,  
K Hussain, M Lyons and L Smaje

Observers: Councillors T Brown, M Ellis, B Hyde, M McCabe,  
A Pinnock and G Reid

**1. NEW MEMBERS**

The Chair welcomed Councillors A Carter, D Hardy and L Smaje to their first meeting of the ITA Executive Board.

**2. DECLARATIONS OF INTEREST**

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

**3. MINUTES OF THE MEETING OF THE ITA EXECUTIVE BOARD HELD ON  
27 APRIL 2011**

**RESOLVED** - That the minutes of the meeting of the ITA Executive Board held on 27 April 2011 be approved and signed by the Chair.

**4. MINUTES OF THE MEETING OF THE APPOINTED MEMBERS HELD ON  
3 JUNE 2011**

**RESOLVED** - That the minutes of the meeting of the Appointed Members held on 3 June 2011 be approved and signed by the Chair.

**5. MINUTES OF THE MEETINGS OF THE LOCAL TRANSPORT PLAN  
COMMITTEE HELD ON 28 APRIL AND 18 MAY 2011**

**RESOLVED** - That the minutes of the meetings of the Local Transport Plan Committee held on 28 April and 18 May 2011 be approved.

## 6. HIGH SPEED RAIL

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

- Update on High Speed Rail developments
- The endorsement for the proposed response to the Government's consultation on High Speed Rail

The ITA Executive Board was advised that the report provided the background to the preferred 'Y' shaped network, HS2, which would link London, Birmingham, Leeds and Manchester with additional stops in Sheffield and the East Midlands.

It was reported that the formal public consultation on High Speed Rail was launched by the DfT earlier in the year and that responses were due by 29 July 2011. The consultation had focussed on the overall principle of High Speed Rail and the Government's strategy as well as the detailed route between London and Birmingham. The draft consultation was attached at Appendix 1 to the submitted report.

Members were advised that in view of the well-publicised opposition to the southern element of the route and to continue to emphasise the importance of HS2 to Yorkshire, Metro, South Yorkshire PTE, the City Regions, Chamber of Commerce and other stakeholders along the proposed eastern leg of the route had formed a new High Speed Rail Eastern Network Partnership to further develop the case for HS2.

In supporting the key points of Metro's response to the consultation, the ITA Executive Board commented that it was important that the full network was delivered at the earliest possible timescale and that both legs of the 'Y' to Manchester and Leeds were developed in parallel to avoid any economic imbalances. They also stressed the need for a city centre rail station to secure good connectivity. It was their strong opinion that it was counter-productive having quicker journey times between Leeds and London when passengers would then have to transfer to a slower service to reach their final destination. In this respect, as well as campaigning for the long term benefits of HS2, members urged for more immediate improvements to existing routes such as the electrification of the East Coast Main line, Midland Mainline, TransPennine and the Sheffield to Leeds link which would deliver sustainable benefits at modest costs.

### **RESOLVED -**

- (i) That the Authority's support for High Speed Rail be reaffirmed.
- (ii) That subject to the comments now expressed by members at the meeting, particularly the need for a city centre rail station hub, the draft consultation response to the DfT be endorsed.

## 7. RAIL DEVOLUTION

The ITA Executive Board considered a report of the Passenger Transport Executive on the devolution options for railways in the North.

It was reported that following the Secretary of State's announcement to encourage the exploration of options for devolution of powers and responsibilities away from the DfT, Metro was working with the other PTEs to develop a plan for DfT consideration.

It was reported that further work would continue on exploring the options for devolving responsibilities in order to establish which option(s) were feasible and acceptable. That would include continued engagement with other Transport Authorities in the North of England. In particular Metro was developing options on how a devolving franchising role could be implemented across the City Region in a way that would effectively deliver the aspirations of the City Region Transport Strategy.

**RESOLVED** - That a further report setting out potential options and a proposed response to the Government consultation be brought to a future meeting of the ITA Executive Board.

## 8. LTP AND CAPITAL PROGRAMME

The ITA Executive Board considered a report of the Passenger Transport Executive on the release of expenditure with regard to the following schemes:

<u>Scheme</u>	<u>£</u>
Customer Information Screens at 18 Rail Stations (Phase 2)	410,000
Keighley Rail Station Improvement	47,000
Funding Bid Development	30,000
ICT Strategy (Work Technology)	77,000

The report also provided updates on the Congestion Performance Fund, Regional Growth Fund (Round 2) and DfT 'Access for All Mid-Tier' Bids.

### Congestion Performance Fund Update

The ITA Executive Board was advised that the LTP Committee who had delegated responsibility for the allocating of the Congestion Performance Fund had given approval for the capital element of the funding (tranche 3) to be absorbed within the wider West Yorkshire LTP Implementation Plan 2011-14 and that the £1.02m of CPF revenue would be used to support a centrally commissioned Travel Choices programme.

The LTP Committee had now agreed an approach for the use of CPF revenue monies and a methodology for that funding between all partners.

## Regional Growth Fund (Round 2) - Caldervale Line

It was reported that a joint Regional Growth Fund Bid submission in the region of £15m for the Caldervale Line was being developed. The bid was focussed on rail infrastructure and some improvements along the line between Bradford and Manchester. Job creation and housing development was also a main feature of the bid.

## Castleford Interchange

It was reported that following the submission of an Expression of Interest to the Department for Business, Innovation and Skills (BIS), unfavourable feedback had now been received which had indicated that the bid required the creation of double the number of jobs directly linked to the scheme and therefore the bid was unlikely to be successful.

Following discussions with Wakefield MDC, it had been decided not to submit a full 'Round 2' bid and to develop an alternative scheme for Castleford Interchange funded through LTP monies and other local investment. Progress on the development of the scheme would be brought to future meetings of the ITA Executive Board.

## DfT 'Access for All Mid Tier' Bids

It was reported that as part of the DfT's approach to improving accessibility at rail stations they had now launched the new 'Access for All Mid-Tier' (AfAMT) programme. Following discussions with the rail industry and the five District Councils, Metro had submitted the following bids:

- Customer Information Screens (Phase 3) – 22 stations
- Replacement of steel staircase with access ramp at Marsden Station

The ITA Executive Board was advised that an announcement was expected in September 2011 and that a report would be prepared for a future meeting if the two bids were successful.

## **RESOLVED -**

- (i) That the release of the following expenditure be approved:

<u>Scheme</u>	<u>£</u>
Customer Information Screens (Phase 2)	410,000
Keighley Rail Station Improvement	47,000
Bid Development Funding in LTP3	30,000
ICT Work Technology Scheme	77,000

- (ii) That the Congestion Performance revenue funding to be allocated between partners (5 Districts) as agreed by the LTP Committee be noted.

- (iii) That Metro's financial contribution for the Value for Money CIS Screens at rail stations and the Keighley Rail Station NSIP scheme to be made to Northern Rail through a Grant Agreement pursuant to Section 56 of the Transport Act 1968 be approved.
- (iv) That approval be given, subject to further discussions with partners and the Department of Business, Innovation and Skills, to the development of a Round 2 Regional Growth Fund Bid for the CalderVale Rail Line to be submitted by the 1 July 2011 deadline.
- (v) That a report be submitted to a future meeting if the 'Access for All Mid-Tier' bids were successful.

**9. WEST YORKSHIRE AMBULANCE SERVICE – EMERGENCY RESPONSE STATION AT DEWSBURY BUS STATION**

The ITA Executive Board considered a report of the Passenger Transport Executive on the granting of a lease to the Yorkshire Ambulance Service NHS Trust (YAS) for an emergency response site at Dewsbury Bus Station.

It was reported that no rent would be charged to the Yorkshire Ambulance Service due to the benefits for the community and to the fact that the YAS would provide for their own installations and pay for their own utility charges.

The ITA Executive Board welcomed the proposal and hoped that it could be extended, wherever appropriate, to other bus stations across West Yorkshire.

**RESOLVED -**

- (i) That approval be given to the granting of a 5 year lease to the Yorkshire Ambulance Service NHS Trust, subject to the terms outlined in paragraph 2 of the submitted report.
- (ii) That the Passenger Transport Executive be authorised to complete the necessary documentation.

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

The ITA Executive Board considered a recommendation to exclude the press and public from Agenda Items 11, 12 and 13 which contained exempt information defined in Paragraph 3 of Schedule 12A, Local Government Act 1972.

It was agreed that because 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.

## **11. PROPERTY MANAGEMENT POLICY – ANNUAL REVIEW**

The ITA Executive Board considered a report of the Passenger Transport Executive detailing a summary of property transactions up to 31 March 2011 under the terms of the Property Management Policy.

The ITA Executive Board was advised that all the leases were granted on the basis of a market value and that the uses were either a continuation of existing uses or a use that Metro had granted previously.

### **RESOLVED -**

- (i) That the report be noted.
- (ii) That the continuation of the Authority's Property Management Policy be endorsed basis be endorsed.

## **12. NEW GENERATION TRANSPORT**

The ITA Executive Board considered a report of the Passenger Transport Executive on the development of a Best and Final Funding Bid (BAFFB) for NGT and to seek approval for the submission of the initial bid to the Department for Transport.

It was reported that the DfT had set a 9 September 2011 deadline for scheme promoters to submit their bids and that a decision on which schemes had been successful in achieving programme entry would be made by the end of the year. It was explained that since the last meeting, the Secretary of State for Transport had declined Metro's and Leeds City Council's request for an early decision on NGT even though the scheme no longer required Government funding in the current CSR period. However it was still the intention to submit the BAFFB ahead of the September deadline in order to allow time for technical engagement on the bid with the DfT.

Comment was also made that the new Leeds Transport Model (LTM) was being submitted to re-test the value for money case for NGT as part of the economic appraisal element of the BAFFB submission. That work was a critical element of the bid and it was expected to be completed in late June.

With regard to the ongoing risks associated with the scheme, members were advised that the DfT had indicated that if the BAFFB was successful and NGT was given the go ahead to proceed, it would be on the basis of a fixed term maximum DfT contribution and that any future cost increases beyond the scheme budget would have to be wholly funded in its entirety by the scheme promoters.

The ITA Executive Board urged that prior to the September deadline date a programme of lobbying sessions be arranged involving West Yorkshire and City Region MPs and other major key stakeholders/partners.

**RESOLVED -**

- (i) That the report be noted.
- (ii) That the submission of the NGT BAFFB, as outlined in paragraphs 3.7 – 3.22 and in Appendix 1 of the submitted report, subject to the findings from the NGT modelling workstream supporting the assumptions put forward in the BAFFB be agreed.

**13. AGREEMENTS FOR THE REIMBURSEMENT OF CONCESSIONARY TRAVEL, ARRIVA AND CENTREBUS**

The ITA Executive Board considered a report of the Passenger Transport Executive on the proposed agreements which had now been reached for reimbursing Arriva and Centrebus for concessionary travel by senior citizens and disabled people.

It was reported that the basis of the discussions with all the major operators had been to explore the scope for agreement that avoided the risk of appeal, provided greater certainty for all parties and removed the element of risk around bus fares inflation over a 3 year period. Those discussions had also reflected the current situation of less risk in the take up rates and travel by pass holders from outside West Yorkshire and the need for adjustment mechanisms to be included should an operator lose market share or carry fewer pass holders as a result of a reduction in support for tendered services or withdrawal of service.

Members were advised that in respect of Arriva and Centrebus, the agreements which had been reached implied reimbursement rates which were very favourable compared to other Concessionary Travel Authorities and therefore represented good value for money for the Authority. Members were advised that as a result of those discussions and the agreement already reached with the other 3 large operators, it had now been possible to assess that the likely out-turn for 2011/12 would be within the budget provision for statutory concessions. Members welcomed the proposed agreements for the next 3 years which would effectively provide a degree of certainty particularly in view of the savings the Authority would have to make in future years.

It was also reported that discussions were still ongoing regarding the Authority's desire for operators to contribute to protect tendered services and child concessions.

**RESOLVED -**

- (i) That the proposed agreements with Arriva and Centrebus be endorsed.
- (ii) That the forecast out turn for the ENCS budget for 2011/12 be noted.

- (iii)** That a report be submitted to a future meeting of the ITA Executive Board on the outcome of discussions with the operators on tendered services and child concessions.