

**AT A MEETING OF THE WEST YORKSHIRE INTEGRATED TRANSPORT
AUTHORITY HELD IN WELLINGTON HOUSE ON
FRIDAY 20 NOVEMBER 2009**

PRESENT: Councillor R Downes (Chair)

Councillors T Brice, C Campbell, A Carter, D Congreve,
E Firth, C Greaves, A Hawkesworth, J Jarosz, T Leadley,
G Lowe, M Lyons, R Pearson, A Pinnock, K Rhodes, D Robinson,
P Wadsworth, M Walker and K Watson

52. COUNCILLOR GRAHAM PHELPS

The Chair referred to the very sad death of Councillor Graham Phelps after a short illness. He spoke on his dedication and service during his 11 years as a member of the Authority where he held positions as Deputy Chair and Wakefield District Spokesperson. Contributions were also made by Councillors Mick Lyons and Mike Walker. The Authority stood for a minute's silence in his memory.

53. MEMBERSHIP

The Chair welcomed Councillor Robert Pearson from Calderdale to his first meeting of the Authority. He also thanked Councillor Tim Swift who he had replaced for all his hard work whilst on the Authority. During his time on the Authority he was chair of Business Improvement Group and Concessionary Fares Working Group.

54. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors S Khan and A Wallace.

55. DECLARATIONS OF INTEREST

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

**56. MINUTES OF THE MEETING OF THE AUTHORITY HELD ON
25 SEPTEMBER 2009**

RESOLVED – That the minutes of the meeting of the Authority held on 25 September 2009 be approved and signed by the Chair.

57. MINUTES OF THE MEETINGS OF THE TENDERED SERVICES WORKING GROUP HELD ON 17 SEPTEMBER, 15 OCTOBER AND 5 NOVEMBER 2009

RESOLVED – That the minutes of the meetings of the Tendered Services Working Group held on 17 September, 15 October and 5 November 2009 be noted.

58. MINUTES OF THE MEETING OF THE CHILDREN & YOUNG PEOPLE LIAISON GROUP HELD ON 22 SEPTEMBER 2009

RESOLVED – That the minutes of the meeting of the Children & Young People Liaison Group held on 22 September 2009 be noted.

59. MINUTES OF THE MEETING OF THE AUDIT & GOVERNANCE COMMITTEE HELD ON 24 SEPTEMBER 2009

RESOLVED – That the minutes of the meeting of the Audit & Governance Committee held on 24 September 2009 be noted.

60. MINUTES OF THE MEETING OF THE BUSINESS IMPROVEMENT GROUP HELD ON 24 SEPTEMBER 2009

RESOLVED – That the minutes of the meeting of the Business Improvement Group held on 24 September 2009 be noted.

61. MINUTES OF THE MEETINGS OF THE BUS WORKING GROUP HELD ON 28 SEPTEMBER AND 6 NOVEMBER 2009

RESOLVED – That the minutes of the meetings of the Bus Working Group held on 28 September and 6 November 2009 be noted.

62. MINUTES OF THE MEETINGS OF THE PASSENGER CONSULTATIVE COMMITTEES

RESOLVED –

- (a)** That the minutes of the meeting of the Kirklees Passenger Consultative Committee held on 30 September 2009 be noted.
- (b)** That the minutes of the meeting of the Bradford Passenger Consultative Committee held on 2 October 2009 be noted.
- (c)** That the minutes of the meeting of the Leeds Passenger Consultative Committee held on 5 October 2009 be noted.

(d) That the minutes of the meeting of the Calderdale Passenger Consultative Committee held on 6 October 2009 be noted.

(e) That the minutes of the meeting of the Wakefield Passenger Consultative Committee held on 8 October 2009 be noted.

63. MINUTES OF THE MEETING OF THE CONCESSIONARY FARES WORKING GROUP HELD ON 3 NOVEMBER 2009

RESOLVED – That the minutes of the meeting of the Concessionary Fares Working Group held on 3 November 2009 be noted.

64. MINUTES OF THE MEETING OF THE FACILITIES WORKING GROUP HELD ON 4 NOVEMBER 2009

RESOLVED – That the minutes of the meeting of the Facilities Working Group held on 4 November 2009 be noted.

65. CAPITAL PROGRAMME

The Authority considered a report of the Passenger Transport Executive on the release of capital expenditure with regard to the following schemes to be funded through the LTP3.

The Authority was given an update on the progress of the Castleford Interchange scheme. It was reported that development works were due to take place in early 2010. Members were advised that there was currently a shortfall in the budget due to changes in land values and the lengthy land assembly process. Monies had already been made available by Wakefield Council and Yorkshire Forward. However, in order to ensure that the scheme received DfT approval it was proposed that the Authority, if necessary, would underwrite a sum of money which would be funded through Local Transport Plan 3.

RESOLVED – That the release of expenditure in respect of the following schemes be approved:-

Castleford Interchange	629k
Dewsbury and Huddersfield Rail Station Enhancements	100k
Bus Station Information Display Replacement	1,463k
ICT Single Software Platform	305k
ICT Core Infrastructure Upgrade Phase II	235k

66. HIGH SPEED RAIL

The Authority considered a report of the Passenger Transport Executive giving an update on advocacy work to secure a high speed rail link serving the Leeds City Region.

It was reported that since the last meeting the Chair and Deputy Chair had met with their counterparts at Tyne & Wear and South Yorkshire ITAs to discuss a joint coherent and clear approach to make the case for the development of a separate eastern route or high speed link from the Midlands.

An advocacy document had been produced which drew together analysis from previous work and studies undertaken by the City Region. It was proposed that the document would be presented to the Secretary of State for Transport in early December and would be used as the basis for lobbying the Government and briefing relevant MPs.

The Authority stressed that whilst welcoming meetings with South Yorkshire and Tyne and Wear ITAs it was essential that other partners such as MPs, political leaders, City Region Transport Board, other City Region partners and businesses in the area were actively involved to help to put pressure on the Government to give serious consideration to a high speed rail link via the East Midlands to the Sheffield and Leeds City Regions and the North East. They commented that there was a strong economic case for an eastern link which would ensure that the benefits of high speed rail were spread throughout the country rather than advancing one area at the expense of others. They believed that a single line serving Leeds via Manchester was a totally ineffective way to serve the north east and would add unnecessary distance and time thereby condemning Leeds and other parts of the City Region to being a suburb of Manchester. It was also emphasised that it would place eastern regions at a significant disadvantage and would inevitably reshape the nature of the country's economy to their detriment.

It was also pointed out that in view of the fact that the project was due to be completed by 2023 it was crucial that HSR did not come at the expense of current funding for the existing infrastructure enhancements on the Midland Mainline, Transpennine and East Coast Main Lines which were desperately needed in the interim/short term.

RESOLVED –

- (a)** That the report be noted.
- (b)** That the document appended to the submitted report be endorsed as the basis for lobbying.

67. STRATEGIC ISSUES UPDATE

The Authority considered a report of the Passenger Transport Executive summarising a number of strategic issues, including the future of urban transport, sustainable low carbon travel, distribution of national funding in respect of concessionary travel reimbursement and East Coast Main Line.

Future of Urban Transport

It was reported that two publications had been issued by the Cabinet Office and the Department for Transport on Urban Transport.

The Authority was advised that both documents set out an analysis of Urban Transport issues which had supported Metro's view that the focus on congestion was too narrow and did not give recognition to the importance of other transport problems including issues on quality health impacts, noise, accessibility and greenhouse gas emissions.

The Government was now awaiting responses to the analysis from Local Transport Authorities and City Authorities with a view to developing a strategy to secure the best possible future for Urban Transport. In this respect it was commented that Metro and the West Yorkshire Authorities had already taken steps towards change by becoming the first urban area to commission work on Governance reform.

Sustainable Low Carbon Travel

It was reported that the Department for Transport had recently published a guide for local authorities on sustainable low carbon travel. Metro was liaising with District Councils and other key partners to discuss how to develop across West Yorkshire the analysis and strategy for Sustainable Travel Cities funding for sustainable travel initiatives in Leeds. Further work on sustainable travel was also being investigated through the Travel for Leeds studies and the Leeds City Region Transport Strategy.

National Funding for Concessionary Travel

The Authority was advised that the Government had commenced a consultation exercise on revised proposals for funding distribution in 2010/11. It was reported that, despite representations regarding inadequate funding from the additional costs arising from the English National Concessionary Travel Scheme, the Government was proposing to re-direct funding from London to authorities such as Harrogate.

The Authority was disappointed that the consultation did not propose any changes in funding to Metro or other ITA's with the exception of Merseytravel who would be receiving an additional £1 million.

East Coast Main Line

It was reported that National Express East Coast Ltd (NEXC) had its franchise terminated on 13 November 2009 and that the publicly owned East Coast Main Line Company had taken over the running of the services under the trading name "East Coast". The report provided an update regarding various proposals for new, additional services to and from West Yorkshire on the East Coast Main Line. Due to the uncertainty surrounding the InterCity East Coast franchise, Metro had sought clarification on the status of the franchise commitment from the ORR and a report would be prepared for the Authority when further information became available.

RESOLVED –

- (i) That the report is noted.
- (ii) That the Authority support Pteg and LGA SIG representation on the importance of not reducing previously allocated national funding for the reimbursement of concessionary travel.
- (iii) That the Authority recognises the challenges posed by the publications on urban transport and responds positively, including considering those challenges in developing governance and bus proposals and in discussions on the Leeds City Region Multi Area Agreement and fore-runner status.

68. BUS QUALITY CONTRACT SCHEME

The Authority considered a report of the Passenger Transport Executive on the development of a Bus Quality Contract Scheme for West Yorkshire in each of the proposed 14 Quality Contract areas.

It was reported that the Local Transport Act 2008 had introduced opportunities for Local Transport Authorities to deliver a high quality integrated transport system to meet local needs. These included changes which made Bus Quality Contracts schemes a more viable option. It was noted that the Authority had previously supported the development of a Bus Quality Contract Scheme and had endorsed a parallel strategy of working on the potential business case whilst continuing to pursue partnership opportunities.

The Authority was advised that the introduction of Quality Contracts would allow Metro to be able to specify local bus routes, frequencies and fares and would remove the current confusion over different operators tickets and reduce the number of service changes. As well as serving West Yorkshire's main centres, a new Quality Contract network would provide good interchange with other bus and rail services. Members were also advised that other complementary measures would include accessible vehicles, bus

priority measures, high quality shelters, realtime information and on-bus CCTV.

In unanimously supporting the introduction of Quality Contracts, the Authority commented that by taking 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 that would achieve the objectives and outcomes of a Bus Quality Contract Scheme. They also commented that public perception work with regard to Quality Contracts should be pursued.

RESOLVED –

- (i)** That the statements of dissatisfaction with local bus service provision from a number of District Councils and the resolution in favour of Bus Quality Contracts from Kirklees Council be noted.
- (ii)** That the integration and other duties contained within the Transport Act 2000 be noted.
- (iii)** That the recent publications, such as the OFT report and Urban Transport policy documents, which identified the potential role of Bus Quality Contracts in the major conurbations be noted.
- (iv)** That the potential integration and other benefits of making a bus Quality Contract Scheme be noted.
- (v)** That the need for affordability and the risks in both making and implementing a Bus Quality Contract Scheme be noted.
- (vi)** That the objectives of a Bus Quality Contract Scheme as set out in the submitted report be endorsed.
- (vii)** That further work to develop a Bus Quality Contract Scheme, with a view to then being in a position to submit a Public Interest Statement and scheme proposals to the Quality Contract Scheme Board in Autumn 2010 be endorsed.
- (viii)** That this further work avoids abortive expenditure by retaining partnership options and encouraging bus operators to offer alternative models for achieving the objectives of the proposed Bus Quality Scheme and draft specification as set out in Appendix 2 of the submitted report.
- (ix)** That the Shadow Transport Front Bench be lobbied on the importance of Bus Quality Contract Schemes as part of local determination of transport policy, and that the further ITA/SIG activities be supported.

- (x) That the Leaders of the West Yorkshire and Leeds City Region Councils be briefed on the Authority's proposed approach.
- (xi) That early consultation be undertaken with District Council partners to develop a more complete understanding of how a Bus Quality Contract Scheme would help to achieve local objectives and seek support for that approach.
- (xii) That bus operators be advised of that approach and that Metro remains receptive to alternative partnership approaches that would achieve the objectives and outcomes of a Bus Quality Contract Scheme.
- (xiii) That public perception work with regard to a Bus Quality Contracts Scheme be pursued.

69. INTERIM GOVERNANCE PROPOSALS

The Authority considered a report of the Clerk and Director General on proposed new interim arrangements to improve governance within the ITA.

It was reported that the Local Transport Act 2008 had given Metropolitan District Councils and Integrated Transport Authorities provision to strengthen governance arrangements. The purpose was to introduce more strategic and efficient management of transport across the metropolitan area and potentially across the wider city region area. These arrangements gave the Authority broader powers and the skills necessary to overcome the fragmentation issues which had been identified taking a more strategic approach with one voice for transport.

The Authority was advised that the City Region Leaders were overseeing a review aimed at a strengthened ITA for West Yorkshire with a formal partnership arrangement across the wider city region. That review would ultimately be presented to the Department for Transport as a formal governance scheme for implementation in 2011 at the earliest.

It was reported that interim enhancements to Governance in line with the objectives of the Act would facilitate the delivery of the City Region Transport Strategy and the West Yorkshire Local Transport Plan. The Authority was advised that from the discussions held with DfT, as part of the pilot forerunner status, the DfT were very keen for a stronger set of governance arrangements. They had suggested that the stronger the governance arrangements which were in place, the more successful the ITA could seek to be in terms of innovative approaches to funding and strategic delivery.

The Authority was advised that the most appropriate interim arrangements would follow the ITA's submission to the City Region Leaders by establishing an 8 member ITA Board to take effect from 1 January 2010. In accordance with current legislation the Board would have to be politically balanced. It

was, therefore, proposed that the Board would include the Chair, Deputy Chair, and Shadow Chair of the ITA. The remaining five places would be allocated to ensure political balance compliance.

As a point of clarification it was commented that there was a legal requirement for the ITA to appoint from amongst its membership a Spokesperson for each District Council and therefore it would have been an appropriate course of action for that person to be an Executive member. However, that current mix of Spokespersons did not achieve the required political balance and therefore in the interim it was proposed that the appointments would be made to satisfy political composition requirements. One of the first key tasks of the Board would be to consider the constitution of the Executive Board, together with the overall frameworks for delivering ITA functions including the make up of the Executive Board and the introduction of a scrutiny/liaison function to replace the existing working group arrangements.

RESOLVED –

- (i) That the establishment of an ITA Executive Board in accordance with the proposals set out in the submitted report be approved.
- (ii) That in accordance with the requirements for political balance, approval be given to the following appointments on the ITA Executive Board:-

Labour

Councillor Eric Firth
Councillor Mick Lyons
Councillor Keith Rhodes

Conservative

Councillor Chris Greaves
Councillor Anne Hawkesworth
Councillor Paul Wadsworth

Liberal Democrats

Councillor Ryk Downes
Councillor Andrew Pinnock

- (iii) That a further report setting out the variations and additions required to the Standing Orders of the Authority in order to constitute the ITA Executive Board and setting out its Terms of Reference be brought before the Audit and Governance Committee for their considerations and recommendation to the Board for approval at a subsequent meeting, under the Authority's Standing Order 23.

- (iv)** That, in accordance with Section 41 of the Local Government Act 1985, Councillor K Rhodes be appointed to act as Wakefield District Spokesperson.