

**AT A MEETING OF THE WEST YORKSHIRE INTEGRATED TRANSPORT  
AUTHORITY HELD IN WELLINGTON HOUSE ON  
FRIDAY 25 SEPTEMBER 2009**

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

Councillors T Brice, C Campbell, A Carter, D Congreve,  
E Firth, C Greaves, A Hawkesworth, J Jarosz, S Khan, T Leadley,  
G Lowe, M Lyons, A Pinnock, D Robinson, T Swift, P Wadsworth,  
A Wallace and K Watson

**29. NEW MEMBER**

The Chair welcomed Councillor Lowe to her first meeting.

**30. COUNCILLOR M WALKER**

The Authority were informed that Councillor Walker was recovering at home following a recent operation and members wished him well for a speedy recovery.

**31. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors G Phelps, K Rhodes and M Walker.

**32. DECLARATIONS OF INTEREST**

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

**33. MINUTES OF THE ANNUAL GENERAL MEETING OF THE AUTHORITY  
HELD ON 19 JUNE 2009**

**RESOLVED** - That the minutes of the Annual General Meeting of the Authority held on 19 June 2009 be approved and signed by the Chair.

**34. MINUTES OF THE ITA SEMINAR HELD ON 29 JUNE 2009**

**RESOLVED** - That the minutes of the ITA Seminar held on 29 June 2009 be approved and signed by the Chair.

**35. MINUTES OF THE MEETING OF THE APPOINTED MEMBERS HELD ON 7 JULY 2009**

**RESOLVED** - That the minutes of the meeting of the Appointed Members held on 7 July 2009 be approved and signed by the Chair.

**36. MINUTES OF THE MEETING OF THE AUDIT & GOVERNANCE COMMITTEE HELD ON 23 JUNE 2009**

**RESOLVED** - That the minutes of the meeting of the Audit & Governance Committee held on 23 June 2009 be noted.

**37. MINUTES OF THE MEETING OF THE BUSINESS IMPROVEMENT GROUP HELD ON 23 JUNE 2009**

**RESOLVED** - That the minutes of the meeting of the Business Improvement Group held on 23 June 2009 be noted.

**38. MINUTES OF THE MEETINGS OF THE PASSENGER CONSULTATIVE COMMITTEES**

**RESOLVED** -

- (a) That the minutes of the meeting of the Bradford Passenger Consultative Committee held on 3 July 2009 be noted.
- (b) That the minutes of the meeting of the Leeds Passenger Consultative Committee held on 6 July 2009 be noted.
- (c) That the minutes of the meeting of the Kirklees Passenger Consultative Committee held on 8 July 2009 be noted.
- (d) That the minutes of the meeting of the Wakefield Passenger Consultative Committee held on 9 July 2009 be noted.
- (e) That the minutes of the meeting of the Calderdale Passenger Consultative Committee held on 14 July 2009 be noted.

**39. MINUTES OF THE MEETINGS OF THE TENDERED SERVICES WORKING GROUP HELD ON 10 JULY AND 6 AUGUST 2009**

**RESOLVED** - That the minutes of the Tendered Services Working Groups held on 10 July and 6 August 2009 be noted.

**40. MINUTES OF THE JOINT MEETING OF THE BUS AND TENDERED SERVICES WORKING GROUP HELD ON 10 JULY 2009**

**RESOLVED** - That the minutes of the joint meeting of the Bus and Tendered Services Working Group held on 10 July 2009 be noted.

**41. MINUTES OF THE MEETING OF THE FACILITIES WORKING GROUP HELD ON 15 JULY 2009**

**RESOLVED** - That the minutes of the Facilities Working Group held on 15 July 2009 be noted.

**42. MINUTES OF THE MEETING OF THE EXTERNAL FUNDING WORKING GROUP HELD ON 17 JULY 2009**

**RESOLVED** - That the minutes of the External Funding Working Group held on 17 July 2009 be noted.

**43. MINUTES OF THE MEETINGS OF THE LOCAL TRANSPORT PLAN STEERING GROUP HELD ON 28 JULY AND 15 SEPTEMBER 2009**

**RESOLVED** - That the minutes of the Local Transport Plan Steering Groups held on 28 July and 15 September 2009 be noted.

**44. MINUTES OF THE MEETING OF THE TAXI LIAISON GROUP HELD ON 7 SEPTEMBER 2009**

**RESOLVED** - That the minutes of the Taxi Liaison Group held on 7 September 2009 be noted.

**45. MINUTES OF THE MEETING OF THE HIGHWAYS & TRANSPORT PLANNING LIAISON GROUP HELD ON 8 SEPTEMBER 2009**

**RESOLVED** - That the minutes of the Highways & Transport Planning Liaison Group held on 8 September 2009 be noted.

**46. MINUTES OF THE MEETING OF THE DEVELOPMENT & ENVIRONMENT WORKING GROUP HELD ON 9 SEPTEMBER 2009**

**RESOLVED** - That the minutes of the Development & Environment Working Group held on 9 September 2009 be noted.

**47. MINUTES OF THE MEETING OF THE RAIL WORKING GROUP HELD ON 14 SEPTEMBER 2009**

**RESOLVED** - That the minutes of the Rail Working Group held on 14 September 2009 be noted.

**48. MINUTES OF THE MEETING OF THE ADULT SERVICES LIAISON GROUP HELD ON 14 SEPTEMBER 2009**

**Savings to the AccessBus Operating Cost**

It was noted that following the recent changes to the Transport Act 1985, there was an opportunity to significantly reduce operating costs and attract concessionary fares and fuel duty reimbursement on AccessBus services. The Labour Group commented that, as a result of the recent changes to the Transport Act, the ITA should take the opportunity to reinvest the savings created by expanding the service, particularly in view of the ageing population and the inevitable increase in demand for the service in future years.

In response the Chair commented that members should be mindful that given the current uncertainties around the future of concessionary travel, the Authority must be prudent to retain those savings to meet any additional costs which would be incurred after the three year agreement expired with the large operators in 2011. It was also commented that there would be the opportunity to further consider this issue at the Authority's pre-budget meeting in December.

**RESOLVED** - That the minutes of the Adult Services Liaison Group held on 14 September 2009 be noted.

**49. CAPITAL PROGRAMME**

The Authority considered a report of the Passenger Transport Executive on the following topics:-

- (i)** identifying a programme for utilising the Local Transport Plan (LTP) uplift funding from the Regional Funding Allocation;
- (ii)** seeking approval for expenditure on schemes within the LTP Capital Programme;
- (iii)** an update on Pudsey Bus Station, Leeds Station South Entrance, Low Moor Station design work and the Traffic Light Priority Scheme.

Approval was sought to expenditure as detailed below:-

<b><u>Capital Programme Schemes</u></b> (funded by LTP uplift)	£
Replacement of shelter lighting with more efficient LEDs	455k
Contribution to the proposed cycle point at Leeds City Station	50k
Park & Ride enhancements at Pontefract Monkhill	408k

### **Capital Programme Schemes**

Keighley Rail Station Car Park and Interchange Improvements	350k
Roadside Information Displays	250k
Halifax Rail Station Concourse and Platform Level Improvements	79k

### **RESOLVED -**

- (i) That the report be noted.
- (ii) That the expenditure set out in paragraph 2 of the submitted report be approved.
- (iii) That a grant payment be made to Northern Rail under Section 56 of The Transport Act 1968 to cover the agreed costs in respect of:-
  - Leeds City Station Interchange Cycle Point
  - Pontefract Monkhill Car Park Extension
  - Keighley Station Car Park
  - Halifax Rail Station Enhancements
- (iv) That the progress updates with regard to Pudsey Bus Station and Leeds Station Southern Entrance be noted.

## **50. NEW GENERATION TRANSPORT UPDATE**

The Working Group considered a report of the Passenger Transport Executive which provided an update on progress made on the development of the New Generation Transport (NGT) proposals.

It was anticipated that an NGT Major Scheme Business Case (MSBC) was to be submitted to the Department for Transport (DfT) in October 2009 and would present the Preferred, Next Best and Low Cost options for NGT which were summarised in the submitted report.

Members were updated on the second phase of NGT consultation which had been held from June to early September 2009. Public exhibitions were held on each of the NGT routes and a questionnaire was distributed as part of the exercise which had also been available on the NGT website. Over 2,300 completed forms had been received and analysis of the questionnaires was

ongoing although early indications demonstrated high levels of support for the proposals in general.

It was noted that following completion of the MSBC, work would be concentrated on the preparation of a Transport and Works Act Order (TWAO) for submission in March 2010. Further reports on the progress of the NGT proposals would be prepared for future meetings of the Development and Environment Working Group.

The Authority stressed that whilst acknowledging that the 3 options had to be submitted as part of the business case, they were resolute to the fact that the next best option (hybrid electric buses) and low cost option (diesel buses) were totally unacceptable and that the preferred option of a three line trolleybus network should be vigorously pursued as it had demonstrated a good value for money case and out performed both the next best and low cost options.

It was reported that a recent meeting with Lord Adonis had been extremely positive. At that meeting it was made very clear to him of the ITA's and City Region's aspirations for a high quality 21<sup>st</sup> Century transport system with the perception, performance and segregation from the road network which was vital to achieving a system to encourage modal shift and for the economic growth of Leeds and other parts of West Yorkshire and the City Region.

They also commented that Leeds had a road network that at peak times could not take any more traffic. In peak hours the train services were crowded and buses were getting caught up in congestion which meant they were slow and unreliable. If the city was to grow, public transport needed to be more attractive and provide the capacity needed for substantial growth.

#### **RESOLVED -**

- (i)** That the report be noted.
- (ii)** That the submission of the Major Scheme Business Case based on the scheme options as set out in paragraphs 2.13 and 2.14 of the submitted report be approved.
- (iii)** That the approach approved to delivering the 10% local contribution to the scheme, as set out in paragraphs 2.21 to 2.23 of the submitted report, be approved.
- (iv)** That a report be submitted to a future meeting of the ITA on NGT development costs.

## **51. STRATEGY UPDATE**

The Authority considered a report of the Passenger Transport Executive summarising a number of strategic issues, including the Regional Transport

Advisory Board, strategic rail issues and consultation on strengthening local democracy and integrated/smart ticketing.

### **Regional Transport Advisory Board**

It was reported that at the last meeting the Authority raised concerns regarding the lack of ITA representation on the Regional Transport Advisory Board.

Responses had now been received from the Minister of State for Transport and from the Region indicating that representation was a local matter and that membership should be decided by the Board.

### **High Speed Rail**

The Authority considered the implications of Network Rail's published preferred option which was initially for a West Coast route which did not involve Leeds and other north eastern cities such as Sheffield and Newcastle.

Members were advised of the findings of the recently published report which Metro and SYPTTE had commissioned in response to the Government's formation of the High Speed 2 Company. The consultants found that a network of high speed rail routes serving the main cities north would almost certainly address the under-performance of existing links and provide capacity for substantial growth. The report outlined the expected £29bn of transport benefits together with a further £1.5-£3bn of productivity benefits.

Reference was also made that 11 of the major cities across England and Scotland launched a high speed UK campaign which was putting forward the benefit of a network of high speed lines serving all major cities. Members were also advised that Greengauge 21 (an independent body promoting the high speed network) and the Northern Way had also set out their proposals for high speed rail which had recommended a long term comprehensive national strategy for high speed rail linking all Britain's major cities.

The Authority welcomed and endorsed the main proposals set out in the Northern Way Statement. They urged that serious consideration should not only be given to the west but also across the eastern part of the country as it was an essential part of the national infrastructure system which was required to accommodate and sustain the rail growth that would come as a result of the economic recovery. They also stressed that the creation of high speed rail services would provide an attractive alternative to congested roads/motorways and also release capacity on existing mainline services which in turn would allow for expansion of local commuter services and freight. They also stressed the need for local MPs and local business people to be lobbied to support a high speed rail link across the eastern part of the country.

## **Consultation : Strengthening Local Democracy**

It was reported that the Department for Communities and Local Government had issued a consultation document which was aimed at strengthening the powers and responsibilities of local government. The Authority were advised of the general principles of the document and the implication for the ITAs. It was reported that a joint ITA/Pteg response would be prepared that broadly welcomed the proposals but ensured that the current and future potential roles of ITAs were fully recognised.

## **DfT Consultation on Developing a Strategy for Smart and Integrated Ticketing Strategy**

It was reported that the DfT had published a consultation document on the development of a strategy for smart and integrated ticketing. The Authority recognised that smart and integrated ticketing could lead to increased patronage, reduced boarding times and greater customer demand information. Changes to Bus Services Operators Grant were also reported which would have implications for the Yorkshire scheme. Members were advised that a joint ITA/Pteg response would be developed which would be considered by the Bus Working Group.

## **DfT Consultation on Draft Statutory Guidance for Quality Contracts Schemes**

It was reported that the DfT had now published Guidance for Consultation, which defined the process for implementing quality contracts. The guidance focussed on the development and implementation of a scheme as well as dealing with TUPE, pensions and operator of last resort issues.

The Authority were advised that Metro had had input into a joint ITA SIG/pteg response which would be considered by the Bus Working Group at its next meeting. The Working Group would also be considering how work on the potential development of Bus Quality Contracts should continue in parallel with developing enhanced partnership approaches.

It was also reported that Metro had developed a financial model/business case and identified 14 operating areas within West Yorkshire based upon size and vehicle operation. Members welcomed that in developing a Bus Quality Contract Scheme, the Authority would assume greater responsibility over the quality of bus services and decisions on fares, service levels, ticketing etc.

## **RESOLVED -**

- (i)** That the report be noted.
- (ii)** That the main proposals as set out in the Northern Way position statement be endorsed.

- (iii)** That the consultation responses be developed and submitted to the DfT as detailed in paragraph 2 of the submitted report.
- (iv)** That a report be prepared for a future meeting of the Authority on the parallel development of enhanced partnership agreements and the development of the business case for Quality Contract(s) and whether they would be in the public interest and the best way to achieve value for money.