

**AT A MEETING OF THE WEST YORKSHIRE INTEGRATED TRANSPORT  
AUTHORITY EXECUTIVE BOARD HELD IN WELLINGTON HOUSE ON  
WEDNESDAY 27 APRIL 2011**

**PRESENT:** Councillor C Greaves (Chair)

Councillors Y Crewe, R Downes, E Firth, A Hawkesworth,  
J Lewis, M Lyons and R Pearson

Observer: L Smaje

**103. OPENING REMARKS**

The Chair gave his best wishes to those members who were standing in the forthcoming local elections.

**104. DECLARATIONS OF INTEREST**

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

**105. MINUTES OF THE MEETING OF THE ITA EXECUTIVE BOARD HELD ON  
25 MARCH 2011**

**RESOLVED** - That the minutes of the meeting of the ITA Executive Board held on 25 March 2011 be approved and signed by the Chair.

**106. MINUTES OF THE MEETING OF THE LOCAL TRANSPORT PLAN  
COMMITTEE HELD ON 23 MARCH 2011**

**RESOLVED** - That the minutes of the meeting of the Local Transport Plan Committee held on 23 March 2011 be approved.

**107. MINUTES OF THE MEETING OF THE LEEDS DISTRICT LIAISON  
COMMITTEE HELD ON 4 APRIL 2011**

**RESOLVED** - That the minutes of the meeting of the Leeds District Liaison Committee held on 4 April 2011 be approved.

**108. MINUTES OF THE MEETING OF THE KIRKLEES DISTRICT LIAISON COMMITTEE HELD ON 6 APRIL 2011**

**RESOLVED** - That the minutes of the meeting of the Kirklees District Liaison Committee held on 6 April 2011 be approved.

**109. MINUTES OF THE MEETING OF THE WAKEFIELD DISTRICT LIAISON COMMITTEE HELD ON 14 APRIL 2011**

**RESOLVED** - That the minutes of the meeting of the Wakefield District Liaison Committee held on 14 April 2011 be approved.

**110. MINUTES OF THE MEETING OF THE BRADFORD DISTRICT LIAISON COMMITTEE HELD ON 15 APRIL 2011**

**RESOLVED** - That the minutes of the meeting of the Bradford District Liaison Committee held on 15 April 2011 be approved.

**111. MINUTES OF THE MEETING OF THE LEEDS PASSENGER CONSULTATIVE COMMITTEE HELD ON 4 APRIL 2011**

**RESOLVED** - That the minutes of the meeting of the Leeds Passenger Consultative Committee held on 4 April 2011 be approved.

**112. MINUTES OF THE MEETING OF THE CALDERDALE PASSENGER CONSULTATIVE COMMITTEE HELD ON 5 APRIL 2011**

**RESOLVED** - That the minutes of the meeting of the Calderdale Passenger Consultative Committee held on 5 April 2011 be approved.

**113. MINUTES OF THE MEETING OF THE KIRKLEES PASSENGER CONSULTATIVE COMMITTEE HELD ON 6 APRIL 2011**

**RESOLVED** - That the minutes of the meeting of the Kirklees Passenger Consultative Committee held on 6 April 2011 be approved.

**114. MINUTES OF THE MEETING OF THE WAKEFIELD PASSENGER CONSULTATIVE COMMITTEE HELD ON 14 APRIL 2011**

**RESOLVED** - That the minutes of the meeting of the Wakefield Passenger Consultative Committee held on 14 April 2011 be approved.

**115. MINUTES OF THE MEETING OF THE BRADFORD PASSENGER CONSULTATIVE COMMITTEE HELD ON 15 APRIL 2011**

**RESOLVED** - That the minutes of the meeting of the Bradford Passenger Consultative Committee held on 15 April 2011 be approved.

**116. LTP3 CAPITAL PROGRAMME**

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

- Update on capital projects and major schemes.
- Approval of capital projects forming part of the Local Transport Plan Implementation Plan.

**Leeds NGT**

It was reported that Metro and Leeds City Council were now developing a Best and Final Funding Bid.

The ITA Executive Board was advised that the DfT had set a 9 September 2011 deadline for scheme promoters to submit their final bids and a decision on which schemes had been successful would be made by the end of the year.

However, Metro and Leeds City Council were proposing to submit a Best and Final Bid in May/June 2011 in order to enable an early decision to be made. It was the view that there was scope for NGT to be considered outside the main decision making process as the scheme no longer required significant Government funding within the Comprehensive Spending Review period.

The Chair commented on the recent visit made by the Rt Hon Philip Hammond MP, Secretary of State for Transport, which was very constructive and which gave him a clear sense of the scale and objectives of the NGT trolleybus project, in addition to the benefits that it would bring to Leeds and the wider City Region.

**Leeds Rail Growth Package**

It was reported that Metro was currently preparing a Best and Final Bid in respect of the proposed new rail stations at Apperley Bridge and Kirkstall Forge.

Members were advised that if that Bid was successful, work on the development of the proposals would recommence with a possible May 2014 completion date.

### **Low Moor Station**

It was reported that following the completion of the feasibility study by Network Rail, the next design stage which included Public Consultation would be finalised by 2012.

The ITA Executive Board was advised that, subject to planning permission and the necessary rail industry approval, the station was expected to be operational by December 2013.

### **Castleford Interchange**

It was reported that the Regional Growth Fund Bid had been unsuccessful and that feedback was being sought from the Department for Transport and the Department for Business and Innovation and Skills (BIS) on whether a revised bid in round 2 of the RGF fund was feasible. Other options were also being considered including upgrading the existing bus station with LTP3 monies and the possibility of constructing a new scheme on land in the vicinity of the railway station.

### **Quality Contracts**

It was reported that at the last meeting members had reaffirmed their desire to progress the development of a Quality Contract Scheme in parallel to the refinement of the bus operators' partnership offer. A deadline date of 13 May 2011 for full partnership offers had been set after which the full ITA at their meeting in June would make a decision on whether to proceed with a formal Quality Contract Scheme or enter into a partnership agreement with the operators.

It was reported that approval was also being sought on the following capital expenditure:-

- Quality Contract Development work
- Leeds Station Southern Entrance
- LTP3 – Development of future schemes to be delivered in both the first and second implementation plans or as part of the City Region Transport Strategy.

### **RESOLVED -**

- (i) That the updates of the capital projects and major schemes be noted.
- (ii) That the release of capital expenditure in respect of the following schemes be approved:-

<u>Scheme</u>	<u>£</u>
<ul style="list-style-type: none"> <li>• Quality Contracts Development Work</li> </ul>	0.3m
<ul style="list-style-type: none"> <li>• LTP3 funding for Leeds Station South Entrance – development work</li> </ul>	1.542m
<ul style="list-style-type: none"> <li>• LTP3 – Development of future schemes</li> </ul>	75k

## 117. LOCAL SUSTAINABLE TRANSPORT FUND BID

The ITA Executive Board considered a report of the Passenger Transport Executive on the development of a bid submission to the Department for Transport (DfT) new Local Sustainable Transport Fund (LSTF).

Members were advised that the LSTF had been introduced by the Department for Transport to support local sustainable travel initiatives and to facilitate economic growth.

It was reported that the Transport Authority had been invited to submit bids for small projects and component bids of up to £5m by 18 April 2011, with bids for large projects by 6 June 2011. In view of the 18 April 2011 deadline a component bid 'Getting to Work Together' had been submitted to the DfT.

Members were advised that the key elements of the bid were:-

- West Yorkshire Travel Plan Network - £828k.
- Travel to Work Initiative (with Job Centre Plus) - £634k.
- Sustainable travel routes in all 6 urban centres - £2.257m.
- Sustainable travel training and promotion - £450k.

In considering the proposal members were of the opinion that prior to endorsing the bid, the main elements of the bid should be discussed by the Local Transport Plan Committee at its meeting on 28 April 2011.

**RESOLVED** - That endorsement of the component bid be deferred pending further discussion on the key components of the bid at the Local Transport Plan Committee.

## 118. ADDITIONAL RAIL CARRIAGES

The ITA Executive Board considered a report of the Passenger Transport Executive on the DfT's announcement to provide 20 additional rail carriages to ease overcrowding on the West Yorkshire network from December 2011.

It was reported that the extra units would be used to provide peak time capacity between Leeds and Doncaster, Wakefield, Bradford, Ilkley and Skipton. That in turn would also enable some carriages to be released to

provide more seats on the Calderdale line between Leeds, Bradford, Halifax and Manchester. Comment was also made that Metro, with the support of all northern PTEs/ITAs, was in discussions with the DfT for further interventions that would focus on train lengthening of existing services on other West Yorkshire rail lines into Leeds as well as other northern cities.

The ITA Executive Board welcomed the additional units which in their opinion would go some way to alleviating overcrowding on many peak services through West Yorkshire. They recognised that other routes also suffered from severe overcrowding and hoped additional units would be secured in the very near future.

**RESOLVED** - That the progress made on the provision of additional rail capacity in West Yorkshire be noted.

## **119. HIGH SPEED RAIL**

The ITA Executive Board considered a report of the Passenger Transport Executive giving an update on the Government's proposal for a new high speed rail route.

### **DfT's HS2 Consultation and House of Commons Transport Select Committee Inquiry**

It was reported that the Government had launched its public consultation which focused initially on the first leg of the route between London and Birmingham as well as the broader principle of high speed rail.

Members were also advised that the Transport Select Committee were undertaking an Inquiry which would concentrate on the arguments for and against high speed rail.

It was proposed that Metro's input to both the DfT's Consultation and the Transport Select Committee's Inquiry would focus on the strategic case for the overall high speed rail network and the benefits of the economy for the north of England.

The response would be developed using evidence provided by the Northern Way and further work commissioned by the group of eastern network authorities including Metro and South Yorkshire PTE.

In supporting the key points of Metro's response, 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 delivered in parallel. They also stressed that HSR should not be at the expense of the current franchise for the infrastructure enhancement on the East Coast mainline, Transpennine and other City Region rail networks which were desperately needed in the interim/short term.

**RESOLVED -**

- (i) That the update on High Speed Rail be noted.
- (ii) That the key points set out for inclusion in Metro's response be endorsed.

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

The ITA Executive Board considered a recommendation to exclude the press and public from Agenda Items 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.

**121. AGREEMENTS FOR THE REIMBURSEMENT OF CONCESSIONARY TRAVEL**

The ITA Executive Board considered a report of the Passenger Transport Executive on discussions which had been held with the operators regarding reimbursement arrangements.

It was reported that negotiations had been held with the larger operators to explore the scope for agreements 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. During these negotiations operators had been made aware of the current and anticipated cuts to the Authority's levy and its desire for operators to contribute to protecting tendered services and child concessions.

The ITA Executive Board was advised that agreements had been reached with First, Stagecoach and Transdev and that discussions were still ongoing with Arriva and Centrebus.

**RESOLVED -**

- (i) That the proposed agreements with First, Stagecoach and Transdev be endorsed.
- (ii) That a report be submitted to a future meeting on the outcome of discussions with Arriva and Centrebus.

## **122. SALE OF METRO OWNED ROLLING STOCK**

The ITA Executive Board considered a report of the Passenger Transport Executive seeking approval for the use of the proceeds of the sale of Metro owned rolling stock to support various rail projects.

It was proposed that the proceeds of the sale would be used to support the new rail stations at Kirkstall Forge and Apperley Bridge and other rail projects such as Low Moor Rail Station.

### **RESOLVED -**

- (i)** That the proposed terms for the sale of the Metro owned rolling stock be noted.
- (ii)** That the use of the proceeds to support rail projects, as detailed in paragraph 2 of the submitted report, be approved.