

**WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY**

**AT A MEETING OF THE RAIL WORKING GROUP  
HELD AT WELLINGTON HOUSE ON  
TUESDAY 11 MARCH 2008**

**PRESENT:** Councillor A Carter (Chair)  
Councillors C Campbell, P McBride and M Slater

**In Attendance:** Neil Henry, Network Rail (minute 26 only)  
Neil Chadwick and Kate Gifford, Steer Davies Gleave (minute 27 only)

**23. APOLOGIES FOR ABSENCE**

There were no apologies for absence.

**24. DECLARATIONS OF INTEREST**

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

**25. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 21 January 2008 be approved.

**26. NETWORK RAIL UPDATE**

The Working Group considered a report of the Passenger Transport Executive and received a presentation from Neil Henry of Network Rail, who had been invited to attend the meeting.

It was noted that Network Rail was responsible for all infrastructure on the rail network including track, signalling, stations and depots. They also played a substantial role in managing performance across the network including infrastructure related performance and external matters such as weather and trespass issues.

The presentation provided the Working Group with an update on Network Rail's targets, performance and projects. Members expressed concern that recent performance issues within Network Rail's remit had accounted for over 50% of the delay and cancellation incidents. Mr Henry explained that significant performance issues had been caused by overrunning of engineering works, weather incidents and cable theft and the Working Group

were advised of the actions being taken by Network Rail to address these issues. Members requested that Network Rail provide Metro with a breakdown of statistics so that the problem areas in West Yorkshire could be identified.

Members were advised that in addition to performance, Network Rail were involved in the development and enhancement of the network such as the development of new stations and were also leading work on the route utilisation strategy to determine how future capacity requirements would be met across the network. The Working Group acknowledged the positive investments made by Network Rail for schemes such as platform extensions but expressed concern that this city region was not receiving sufficient investment particularly in light of increasing passenger numbers.

**RESOLVED -**

- (a) That the report be noted.
- (b) That Neil Henry be thanked for his presentation and invited to attend a future meeting of the Working Group.

**27. NEW RAIL STATIONS PRIORITISATION**

The Working Group considered a report of the Passenger Transport Executive which provided an update on the prioritisation process for new rail station locations. Members were also given a short presentation by representatives from Steer Davies and Gleave (SDG).

Members were advised that following the last review of proposed new rail stations for West Yorkshire new guidance had been published which focused on four key areas – operational, engineering, business case and policy fit.

It was noted that due to changes to the structure of the rail industry, capacity constraints, increased passenger demand and construction costs, there was a need to refresh the list of previously identified sites in RailPlan 5 together with any new suggested sites. Metro had commissioned SDG to undertake the work and, as part of the study, they would develop an assessment framework that would assess each proposed station. A list of potential sites was attached at Appendix A to the submitted report.

Members discussed the methodology and progress with the study and identified that the main areas of concern in delivering new rail stations were the timescale for completing the stations and how they would be funded. Comment was made that there was a need to look at potential stations across the city region and identify other funding sources including developer funding.

**RESOLVED -**

- (a) That the report be noted.

- (b) That the Working Group endorse the proposed methodology outlined in the submitted report and presentation.
- (c) That a further report be presented to the Working Group on completion of the study.

## **28. NORTHERN FRANCHISE UPDATE**

The Working Group considered a report of the Passenger Transport Executive which provided an update on performance and timetable matters relating to franchised services operated by Northern Rail.

### **Cancellations and Punctuality**

Members were informed that service cancellations had averaged 1.2% for each period during August to February, which was a deterioration on the same period last year (0.9%). Punctuality over the same period was below target with 88% of services on time although it was an improvement on the corresponding period the previous year (86.8%).

A summary of causes for the delays/cancellations was set out in the submitted report and Appendix 2 provided a breakdown of responsibility for the cancellation/delays during periods 10 and 11.

### **Strengthenings (Peak Capacity)**

It was reported that there had been a significant drop in performance in the delivery of strengthened trains compared to the previous year. An average of 88.6% of trains specified for strengthening operated as planned compared with 93% during the same period last year. Members were advised that Metro had formally raised the matter with Northern and requested that appropriate actions be taken to improve performance. It was noted that performance in recent weeks had improved substantially, but that additional rolling stock was essential to improving long-term performance.

### **Service Quality Performance**

It was reported that there was still a large number of outstanding maintenance faults and a particular area of concern was poster cases and information.

With regard to recent media reports regarding the high number of help points being out of order at stations, it was reported that the issue had been formally raised with Northern, asking for a position statement and action plan to urgently address the issue.

The Working Group expressed their dissatisfaction with Northern's poor performance and were advised that concerns had been raised with Steve Butcher, Northern's new Area Director. Members requested that Northern be asked to demonstrate improvements in their performance at the next meeting.

**RESOLVED** - That the report be noted.

## **29. STRATEGIC UPDATE**

The Working Group considered a report of the Passenger Transport Executive which provided an update on strategic issues including the provision of additional rolling stock in the Leeds City Region, a proposed “rail summit” event and recently submitted bids to the Regional Transport Board (as part of the review of regional funding allocations).

### **Additional Rolling Stock**

Members were advised that the DfT had published a rolling stock strategy which set out how they proposed to allocate additional vehicles between the franchises. The rolling stock plan, which was attached at Appendix A to the submitted report, identified that the number of vehicles planned for the whole of the Northern franchise was 184 and 42 additional vehicles proposed for the Transpennine franchise. Metro had completed an analysis of rolling stock requirements for the period 2009/2014 and had worked with Northern and Transpennine to assess the number of vehicles required to meet the DfT’s proposed crowding targets. The work had indicated that the total number of additional vehicles required to operate in service for the Leeds City Region alone was approximately 135 for the Northern franchise and 16 for Transpennine. The detailed analysis was set out in Appendix B to the submitted report. A formal letter had been sent to the DfT and it was proposed to discuss the matter further with Network Rail, the train operators and the DfT.

### **Proposed Rail Summit**

It was proposed to arrange a rail summit during the summer which would provide the opportunity to raise the profile of the success of the City Region rail network and the need to invest in additional capacity and quality of rolling stock. The summit could also highlight opportunities for tram train and high speed rail links. Members made suggestions for invitees to the event.

### **Regional Funding Allocation Bids**

The Working Group were advised that the Leeds City Region authorities had submitted 12 bids for major schemes to the Regional Transport Board seeking approximately £200m of funding. However it was likely that the Regional Transport Board would take forward a total of £129m of new schemes in this phase of the review. It was reported that it was proposed to develop a prioritised package from the list of schemes for the city region. Details of the schemes which included rail elements were outlined in paragraph 2.11 of the submitted report. These included regional smartcard ticketing, real time information, East Leeds Parkways, Leeds Station Southern Access, Bradford Interchange and a rail growth package. Whilst it was recognised that Leeds

was the economic centre for the region, comment was made that there was a lack of specific focus in Kirklees. It was noted that there was a role for the City Region authorities to feed into the Northern Way which was promoting improvements to TransPennine services. Councillor Carter assured the Working Group that these issues would be taken into account by the Leeds City Region partnership.

**RESOLVED** - That the report be noted.