

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

**AT A MEETING OF THE RAIL WORKING GROUP
HELD AT WELLINGTON HOUSE ON
FRIDAY 19 SEPTEMBER 2008**

PRESENT: Councillor A Carter (Chair)
Councillors C Campbell, E Firth and G Hyde

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors K Rhodes and D Robinson.

2. DECLARATIONS OF INTEREST

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

3. MINUTES

Further to minute 34, Automatic Ticket Barriers at Leeds Rail Station, it was reported that Northern had advised that the scheme was scheduled for completion by the end of October 2008.

RESOLVED - That the minutes of the meeting held on 16 May 2008 be approved.

4. NORTHERN FRANCHISE UPDATE

The Working Group considered a report of the Passenger Transport Executive on the operating performance of local rail services within the West and North Yorkshire Performance Management Unit (PMU) provided by Northern Rail.

It was noted that following discussion at the previous meeting, a revised reporting format had been produced, based on the West and North Yorkshire Performance Management Unit (which more closely aligns with the Leeds City Region) and the industry standard measure of performance, the Public Performance Measure (PPM) which combined punctuality and reliability.

The report focussed on period 4 (22 June to 19 July 2008) and period 5 (20 July to 16 August 2008). Information on the long term performance trend for the West and North Yorkshire Performance Management Unit was

attached at Appendix 1 to the submitted report. They had delivered a period PPM in excess of 90% for the last six successive periods and their MAA stood at 89.54% which was ahead of their franchise commitment of 84.5%. A breakdown of responsibility for cancellations and delays for periods 4 and 5 was attached at Appendix 2 and a summary of causes and delays was set out in the submitted report. It was requested that Appendix 2 be amended for future meetings to include actual numbers of cancellations and delays as well as percentages. With regard to strengthenings (peak capacity), it was noted that Metro continued to monitor the performance on a daily basis and worked closely with Northern to address any issues arising.

RESOLVED - That the report be noted.

5. NORTHERN TIMETABLE CHANGES

The Working Group considered a report of the Passenger Transport Executive which provided an update on planned changes to the timetable from December 2008.

Members of the Working Group had received a letter from Councillor Swift regarding the timetable changes on the CalderVale line. He had requested the Group's assistance in asking Northern Rail to reconsider the timetable changes and in particular the retention of more peak services at Walsden. It was noted that members had previously considered that the overall benefits of the timetable changes outweighed the disbenefits and that Metro had agreed the proposed changes on this basis.

It was reported that a consultation exercise had been undertaken over the summer and as a result of this and earlier representations from Metro, several peak calls had been added to the timetable at a number of stations. However, Northern was clear that it was not feasible to add any further calls at this stage.

It was noted that the new timetable offered significant benefits to the City Region but it was recognised that there were still some local issues along the CalderVale route despite efforts to address them. The Working Group requested that Northern be asked to keep the changes under review and that a report should be tabled at the March 2009 meeting of the Working Group assessing the impact of the changes. If the planned benefits had not materialised, Members were of the view that Northern should be asked to reconsider the timetable. Members were also of the view that the timetable should be further developed to address any local issues in the future.

RESOLVED -

- (a)** That the changes to the December 2008 rail timetable be noted.
- (b)** That the changes made to the new CalderVale Line timetable as a result of consultation be noted.

- (c) That a letter be sent to Councillor Swift advising him of the Working Group's views.

6. RAILPLAN UPDATE

The Working Group considered a report of the Passenger Transport Executive which provided an update on schemes and projects under development that relate to the delivery of Metro's RailPlan.

Members were updated on progress with the Regional Funding Allocation (RFA), New Stations, Leeds Station Southern Entrance and Station Safety and Security Enhancements.

Regional Funding Allocation

It was reported that following the Regional Transport Board's endorsement for provision of a station at East Leeds Parkway and a new southern entrance at Leeds station, Metro had also been successful in obtaining a similar endorsement for a Leeds Rail Growth Package. This included the new stations at Apperley Bridge and Kirkstall Forge and several car park extensions.

It was noted that Metro was proposing to submit applications for RFA funding in October for more rail related schemes and was developing outline business cases. These included Low Moor station, CCTV coverage at local rail stations and electrification to the east of Leeds and possibly through Leeds to Bradford and Halifax (as set out in the City Region Transport Vision).

New Stations

The Working Group was updated on proposals for stations at Apperley Bridge, Kirkstall Forge, Low Moor, Horsforth Woodside and East Leeds Parkway.

Comment was made regarding the slow progress in opening new stations. Members were advised of the lengthy process in developing business cases and securing funding for proposed stations. It was noted that the allocation of funding from the Local Transport Plan was not sufficient as each station could cost in the region of £4-5 million. The Working Group discussed progress regarding the co-ordination of District based policies to generate appropriate levels of developer contributions to fund transport schemes. Concern was expressed regarding the lack of car parking at small town/village stations and it was suggested that enhancements of car parks should be included in housing development applications when being considered by the Districts. It was reported that the Highways and Transport Planning Liaison Group was overseeing work on a co-ordinated approach to new developments across West Yorkshire. Reference was made to Leeds City Council's recently adopted Supplementary Planning Document for public transport contributions which could be viewed on Leeds City Council's website at:

[http://www.leeds.gov.uk/Housing/Planning/Planning_consultations/Public Transport Improvements and Developer Contributions SPD \(LDF\).aspx](http://www.leeds.gov.uk/Housing/Planning/Planning_consultations/Public_Transport_Improvements_and_Developer_Contributions_SPD_(LDF).aspx)

It was noted that the outcome of the study into potential future new rail stations would be reported to the next meeting of the Group.

With regard to Apperley Bridge, it was noted that the design work was progressing well and it was envisaged that further development funding would be required to develop a full DfT Major Scheme business case. Members requested that Bradford Council provide a progress report in relation to the work they were doing on Apperley Bridge. A report would be prepared for the Authority seeking the necessary funding approvals for further design work.

Members were advised that development work and negotiations continued with the respective land owners regarding the proposals for Low Moor. Network Rail were to provide robust cost estimates for carrying out outstanding design and implementation works and an outline business case was being prepared for the next round of RFA funding bids in the Autumn.

With regard to East Leeds Parkway, it was noted that part of the scheme included the provision of facilities to turn trains back towards Leeds and this could be an important element of the Route Utilisation Strategy. It could also assist in relieving congestion at Leeds station during peak periods and may be eligible for financial support from Network Rail.

The Working Group sought assurances that the proposed station at Horsforth Woodside could be delivered within the planned timescale. It was reported that Network Rail's Route Utilisation Study was expected to address the current timetable issues by proposing an additional shuttle service between Leeds and Horsforth that could call at the new station. Members requested that the industry be asked to ensure that they planned for the provision of the new station.

Leeds Station Southern Entrance

It was noted that Network Rail was to appoint consultants to undertake work on the development of the proposals. A meeting was to be held with the DfT in October to discuss the specific requirements for the business case with representatives from Metro, Network Rail and Leeds City Council.

Station Safety and Security Enhancements

It was reported that a scheme to implement minor safety and security improvements at local rail stations had been proposed. Metro, Northern Rail and British Transport Police had been working in partnership to identify appropriate stations and develop a proposed list of works. The stations considered in the proposal included Bradford Forster Square, Garforth, Guiseley, Hebden Bridge, Marsden, Mirfield, Pontefract Monkhill and Shipley. Members noted the main elements of work which were outlined in the submitted report and that Northern would meet the cost of the maintenance

related issues. The estimated cost of the first phase of stations was £73,000 and approval would be sought from the next meeting of the Authority to fund this from Metro's share of the Local Transport Plan allocation.

It was noted that Northern were responsible for the cutting back or removal of vegetation and the painting and cleaning of stations and members stressed the importance of maintaining these standards. Comment was also made regarding the poor condition of some routes between stations and members were advised that it was the responsibility of Network Rail. A report would be prepared on environmental issues on routes for the next meeting when representatives of Network Rail would be in attendance.

RESOLVED -

- (a) That the report be noted.
- (b) That rail industry partners be requested to ensure that they planned for the provision of the proposed new station at Horsforth Woodside.
- (c) That the Working Group endorses the proposal for the Station Safety and Security scheme and approval be sought from the next meeting of the Authority.

7. STRATEGIC UPDATE

The Working Group considered a report of the Passenger Transport Executive which provided an update on a number of strategic issues including proposed additional services to London, the Yorkshire and Humber Route Utilisation Strategy and the Office of Rail Regulation's draft determination of Network Rail's Strategic Business Plan.

East Coast Main Line Service Proposals

Members were updated on the summary of bids which had been received by the Office of Rail Regulation (ORR) in respect of proposals for new or modified services between the Leeds City Region and London. Metro had appointed independent consultants to carry out work to establish which of the services offered the most passenger benefits to the City Region. Their findings were expected in the near future and an informed view would then be submitted to the ORR in response to their national consultation.

The Yorkshire & Humber Rail Utilisation Study (RUS)

It was reported that the RUS had been under development for the last 12 months and would recommend interventions that were needed to ensure that the rail network would cope with extra demand. The draft report was due to be published at the end of September for stakeholder consultation. It was proposed that the findings of the report be brought to the next meeting of the

Group to allow members to provide input and agree the form of Metro's response.

ORR's Draft Determination of Network Rail's Strategic Business Plan

It was reported that the ORR had published its draft determinations in June 2008 on Network Rail's Strategic Business Plan and had asked stakeholders to provide their responses by 4 September 2008. One main area of concern was that the draft determination suggested that the investment identified by Network Rail for the package of measures required to meet growth in Leeds should be reduced to £34m. Some of the cost reduction was due to a prediction by the ORR that some of the capacity measures identified would result in an over-delivery of capacity by 2011.

Members were advised that Metro had recently undertaken work in relation to train capacity and passenger demand suggested that the baseline passenger demand level that had been used by both the DfT and the ORR for Leeds passenger growth was considerably understated. Metro, Northern and Network Rail have sent responses supporting the need to carry out the necessary infrastructure interventions and a copy of Metro's response was attached to the submitted report. A further report would be prepared for a future meeting of the Working Group.

RESOLVED - That the report be noted.

8. FUTURE WORKING PROGRAMME

The Working Group considered a report of the Passenger Transport Executive which provided a forward plan for future work of the Group.

Members noted the key issues which the Group was likely to be involved with during 2008/09 and the dates of future meetings which were listed in the submitted report. The following additions were suggested:

- Car Parking at rail stations – to be included on November 2008 agenda as well as January 2009 when Northern Rail attends the meeting.
- Environmental Issues on Network Rail routes – November 2008
- Northern Timetable Changes Review – March 2009

RESOLVED - That the report be noted.