

**WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY**

**AT A MEETING OF THE RAIL WORKING GROUP  
HELD AT WELLINGTON HOUSE ON  
MONDAY 14 SEPTEMBER 2009**

**PRESENT:** Councillor C Campbell (Chair)  
Councillors J Jarosz and K Rhodes

**1. CHAIR**

**RESOLVED** - That Councillor Campbell be elected to chair the meeting in the absence of Councillor Carter.

**2. APOLOGIES**

Apologies for absence were received from Councillors A Carter and D Robinson.

**3. DECLARATIONS OF INTEREST**

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

**4. MINUTES**

Further to minute 41, Car Park Extensions, it was noted that there was a need for Leeds City Council to address highways issues before progress could be made regarding the extension of the car park at Pudsey Station.

Further to minute 41, Keighley & Worth Valley Railway, it was reported that the cost of providing a service between Keighley and the upper Worth Valley would be c.£500,000 pa. There would also be the need for Northern to provide rolling stock which, at the present time, was not possible. However Metro was to consider the role of the railway and a wider range of potential solutions (including bus options) to address the overall transport issues in Keighley and the Worth Valley.

**RESOLVED** - That the minutes of the meeting held on 3 June 2009 be approved.

## 5. NORTHERN FRANCHISE UPDATE

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

Members considered the performance results for period 2 (3 – 30 May 2009), period 3 (31 May – 27 June 2009) and Period 4 (28 June – 25 July 2009). It was noted that Northern's performance continued to be well above the franchise target and that a large proportion of the performance incidents still occurring were due to external factors including vandalism.

Members welcomed the route by route performance figures which were attached at Appendix 3 to the submitted report. A breakdown of responsibility for cancellations and delays for periods 2, 3 and 4 was attached at Appendix 1 and a summary of causes and delays was set out in the submitted report. It was suggested that on-train communication with passengers could be improved, particularly at times when the train had arrived but was late leaving the station. Metro would raise this matter with Northern.

It was reported that station cleanliness had improved and Northern had provided an additional litter picker and a station maintenance person which would allow for deeper cleans to be carried out by the existing teams.

Members were advised that Northern intended to install six automatic ticket barriers at Bradford Interchange by the end of the year. One gate would be wide enough to accommodate wheelchairs, pushchairs or large items of luggage and it was proposed that this would be staffed at all times during normal operation.

It was suggested that a representative from Northern and Network Rail be invited to attend a future meeting.

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

## 6. STRATEGIC UPDATE

The Working Group considered a report of the Passenger Transport Executive which provided an update on the proposed additional services from Yorkshire to London, the Department for Transport's (DfT) High Level Output Statement and national initiatives for rail electrification and new high speed routes.

### **East Coast Main Line Service Proposals**

It was reported that National Express were to relinquish the East Coast Main Line franchise and the DfT had established a company which would take over the operation of franchising agreements until it was re-let.

Members were advised that Metro was seeking assurances from the DfT that the proposed enhancements to services to London would be delivered.

### **High Level Output Statement (HLOS)**

The Working Group noted the current position regarding the proposals for additional rail rolling stock. It was reported that the DfT was not planning to procure any new diesel vehicles and would proceed with a first phase of cascading trains from elsewhere to Northern. It was expected that this phase would provide less than half of the 182 additional vehicles previously committed. Further work was being undertaken on the overall proposed rolling stock strategy. Members stressed the need for a coherent rolling stock strategy that provided the additional capacity required and it was reported that Metro was continuing to press for the capacity needed.

### **Rail Electrification and High Speed Rail**

Members were advised of the findings of the recently published report which Metro and South Yorkshire PTE 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 in the north would address the under-performance of existing links and provide capacity for substantial growth. It had identified that £34bn of benefits would be generated as a result of serving Yorkshire and lobbying would continue through the newly formed 'High Speed UK' group of 11 core cities and the Northern Way.

It was reported that the DfT had approved the development of schemes for electrification of routes between London, Bristol and Swansea together with the Liverpool to Manchester route. However no mention had been made of the Midland Main Line proposal which had been strongly supported by South Yorkshire PTE and Metro.

### **Transport Select Committee Call for Evidence**

Members were advised that the House of Commons Transport Select Committee had issued a call for evidence to inquire into the priorities for investment in the railways. It was uncertain how rail investments budgets would be affected in the future and the need to ensure that the priorities for investment was stressed. The main points of a potential response were discussed and it was proposed to develop a submission through pteg.

**RESOLVED** - That Metro's work in influencing strategic rail initiatives be noted.

## **7. RAILPLAN UPDATE**

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

### **Leeds Station Southern Entrance**

It was reported that Metro and Network Rail had undertaken consultation on the proposed design for the Leeds Station Southern Entrance scheme. The scheme was designed to support the substantial numbers of passengers using Leeds station and support regeneration to the south of the station. The consultation feedback received had indicated a high level of support and a summary of the responses would form part of the planning application which was to be submitted by the end of September 2009. A major scheme bid would also be submitted to the DfT for 90% of the cost of the scheme and a decision on the bid would be made in 2010.

### **Halifax Station**

It was noted that the appearance of the station had improved significantly following the works to refurbish the platform canopy and footbridge. It was anticipated that further improvements to enhance passenger facilities at the station would be carried out, subject to the necessary approvals, in the New Year.

### **Wakefield Kirkgate and Pontefract Monkhill Stations**

Members were updated on the recent visit by Lord Adonis, the Secretary of State for Transport.

With regard to Wakefield Kirkgate station, it was reported that the FreeCityBus was now able to run to the station car park following its resurfacing and remarking. Further work to be carried out included enhancements to the CCTV system, refurbishment of the subway and entrance hall and improvements to the station canopies. Whilst welcoming the improvements, members commented on the role of Wakefield PCC in highlighting the need for enhancements and the need to keep them informed.

Lord Adonis was also briefed on Metro's proposals to expand the car parking at Pontefract Monkhill. Metro planned for this to be completed by May 2010 to coincide with the proposed Grand Northern Service being introduced between Yorkshire to London. A programme was being developed to meet the timescale and funding implications were being discussed with the DfT.

### **Leeds City Region Rail Growth Package**

It was reported that potential cost increases for the proposed schemes in the Rail Growth Package had been identified and consideration was being given

to potential ways forward including seeking further funding approval from the Regional Transport Advisory Board (RTAB).

### **Passenger Information Enhancements**

The Working Group noted that a bid was to be submitted to the DfT in respect of their 'Railways For All Small Schemes' accessibility initiative. If successful, the bid would provide a funding contribution towards customer information screens at ten stations in West Yorkshire.

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

## **8. YORKSHIRE & HUMBER ROUTE UTILISATION STRATEGY**

The Working Group considered a report of the Passenger Transport Executive on the publication by Network Rail of the final version of the Yorkshire & Humber Route Utilisation Strategy (RUS).

It was noted that the final document had been published and could be viewed at <http://www.networkrail.co.uk> .

The RUS highlighted gaps in the network, predicted demand over the next 10 years and future gaps and a summary of the RUS recommendations was attached to the submitted report.

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