

**WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY**

**AT A MEETING OF THE RAIL WORKING GROUP  
HELD AT WELLINGTON HOUSE ON  
WEDNESDAY 26 NOVEMBER 2008**

**PRESENT:** Councillor A Carter (Chair)  
Councillors A Pinnock, K Rhodes and D Robinson

**In attendance:** D Haley, Northern (to minute 12)  
A Hearne, Northern (to minute 12)  
T Wright, Network Rail (to minute 13)

**9. APOLOGIES FOR ABSENCE**

An apology for absence was received from Councillor C Campbell.

**10. DECLARATIONS OF INTEREST**

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

**11. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 19 September 2008 be approved.

**12. 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).

Representatives from Northern and Network Rail attended the meeting and members expressed their deep concern regarding the problems associated with the newly installed ticket barriers at Leeds Station and, in particular, the well publicised issue of non-valid tickets being accepted. Angela Hearne, Northern's Area Station Manager, gave members an overview of the project including the roll-out strategy and the current situation including the timetable for full operation. Members commented that it would have been beneficial for them to have been made aware of Northern's plans regarding the roll-out of the ticket logic and any expected problems in advance and Northern apologised for not previously sharing the information.

It was reported that there was a problem regarding season tickets and MetroCards which were not being accepted at the barriers. It was noted that the barriers would continue to be staffed and customers with faulty tickets were being directed to a dedicated ticket window where replacement cards were being issued. It was also noted that discussions with Northern and Metro were ongoing regarding the replacement/issue of compatible company MetroCards with magnetic strips.

Members expressed concern about the lack of ticket checks on board trains and the consequential revenue loss. The Working Group was advised of Northern's proposed enhanced revenue protection strategy in order to reduce revenue loss and members were asked to provide Northern with any specific incidents they were aware of. A briefing note regarding Northern's revenue protection strategy would be circulated to members.

With regard to the operating performance of local rail services, members noted the information on the long term performance trend for the West and North Yorkshire PMU which was attached at Appendix 1 to the submitted report. It was reported that Northern had delivered a public performance measure (PPM) of 91.33% during period 7 (14 September to 11 October 2008) and had a moving annual average (MAA) of 89.79%.

It was noted that delays and cancellations could arise from infrastructure and weather related problems (Network Rail), train operating problems (Northern) or delays caused by other operators. A breakdown of responsibility for cancellations and delays for periods 6 and 7 was attached at Appendix 2 and a summary of causes and delays was set out in the submitted report. It was reported that Network Rail had been responsible for approximately 60% of cancellations and delay minutes during periods 6 and 7 and Mr Wright of Network Rail advised members of measures being taken to address issues both in the short and longer term. The Working Group discussed the ongoing problem of cable theft and Network Rail would provide a briefing note for circulation to members.

Members commented on the service performance regime and the large number of outstanding faults. It was noted that Northern were to install replacement Help Points at 12 stations in West Yorkshire before the end of the year and the scheme to install new public information screens would commence in December with the Wharfedale Line being scheduled to receive the new equipment first.

#### **RESOLVED -**

- (a) That the representatives from Network Rail and Northern be thanked for their attendance.
- (b) That the report be noted.

### **13. NETWORK RAIL YORKSHIRE & HUMBER ROUTE UTILISATION STRATEGY – DRAFT FOR CONSULTATION**

The Working Group considered a report of the Passenger Transport Executive which sought members' views on the Yorkshire & Humber Route Utilisation Study (RUS) Draft Consultation Document.

Mr Wright of Network Rail gave members an overview of work carried out by their RUS team and the main conclusions and recommended options for each rail corridor in the Leeds City Region were attached as a presentation summary to the submitted report.

It was reported that Metro had been involved in the consultation on the RUS and a discussion draft on the outline responses and key issues was circulated at the meeting. Members noted the areas in the RUS welcomed by Metro and also a number of areas that required further work. It was noted that the RUS highlighted the present gaps in the network and predicted future gaps although members considered that it was not ambitious enough, especially in relation to future demand. Comment was made that the research and data used could be outdated and the forecast in relation to housing growth unrealistic due to the current economic downturn. Members noted that much of the investment proposed was required simply to catch up with growth over recent years and considered this point should be made in the response.

The Working Group's comments were noted and Network Rail agreed to provide a response to the points raised prior to the close of the consultation on 18 December 2008. It was agreed that a revised submission would be circulated to Members in advance of the submission and that this would also be used to inform a city region response.

#### **RESOLVED -**

- (a)** That the summary presentation be noted.
- (b)** That members provide comments to include in the consultation response.

### **14. EAST COAST MAIN LINE SERVICES**

The Working Group considered a report of the Passenger Transport Executive on proposals to operate additional services on the East Coast Main Line.

It was noted that Metro, in partnership with Yorkshire Forward, had commissioned work to establish which of the proposals for additional East Coast Main Line services offered the most overall benefit for the region. The conclusions of the draft report suggested that the National Express proposals provided the greatest benefits and the consultants' findings were summarised

in a joint letter from Yorkshire Forward, South Yorkshire PTE and Metro to the ORR which was attached at Appendix A to the submitted report.

Members were advised that Metro had met with Grand Union/Grand Central who believed that their service could operate in addition to the National Express proposals. Members noted that this would be an even better outcome for the city region and also asked that opportunities for services to operate on the Midland Main Line be considered. A final decision from the ORR was expected in 2009 and further reports would be prepared for future meetings of the Working Group.

**RESOLVED** - That Metro's position on additional East Coast Main Line Services be noted and endorsed.

## **15. RAIL STATION CAR PARKING STRATEGY**

The Working Group considered a report of the Passenger Transport Executive on a review of Metro's current car parking strategy at rail stations together with a proposal for a future change of policy that would involve an investment strategy based upon revenue generation.

Members were advised that as part of its continuing strategy to encourage rail park and ride, Metro had undertaken a survey of potential station car parking expansion. This had highlighted that in the majority of cases the most straightforward and cost-effective schemes had already been done. However there were a number of sites identified where additional parking could be provided without the use of third-party land. Metro had assessed the potential sites and developed a number of further car park schemes to feasibility stage and it was proposed that these schemes form part of an ongoing station enhancement programme. It was suggested that arrangements be made for members to visit rail stations in each area and that representatives be invited to attend from each local authority.

It was reported that a bid had been endorsed by the Regional Transport Board for RFA funding in relation to a Leeds Rail Growth Package. This included the new stations and car parks at Apperley Bridge and Kirkstall Forge and car park extensions at Crossflatts, Mirfield, Pontefract Monkhill, Sandal & Agbrigg, Sowerby Bridge and Todmorden. The business case for the new car park extension schemes assumed a nominal level of revenue income generation in order that the operating costs could be covered by revenue income. With regard to the two new stations, it was essential that the overall operating and maintenance costs could be met in order to obtain Northern's support.

It was noted that the current policy was that wherever practical car parking for rail users was free although RailPlan 6 did recognise that the strategy may need to be reviewed due to financial constraints on capital funding. It was possible that future expansion of car park capacity was likely to have to be supported by additional revenue generation. A charging and management

strategy could be implemented on a line of route basis and the income generated could be used to provide additional benefits to customers.

The Working Group was advised that some initial work on the development of a proposition and business case had already been undertaken. It was proposed to update this work and a detailed report would be prepared for the next meeting.

**RESOLVED -**

- (a) That the report be noted.
- (b) That arrangements be made for members to visit rail stations in West Yorkshire.
- (c) That the proposal to develop a revised station car parking and management strategy be endorsed.
- (d) That a further report be prepared for a future meeting of the Working Group.

**16. 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.

Members were updated on progress with the Regional Funding Allocation (RFA), New Stations, Station Safety and Security Enhancements, Station Travel Plans and CCTV on trains.

With regard to new stations, members were given a presentation on the main findings resulting from work carried out by SDG consultants in relation to an assessment of potential new station sites which could form part of the next RailPlan strategy and future Local Transport Plans.

The Working Group was advised that the consultants had formulated a realistic list of potential new stations. It was noted that the list was not fixed and should circumstances change as a result of infrastructure enhancements or new committed developments, relevant station proposals should be reassessed. The stations listed were grouped into those which could be achieved in the short term (by 2014), medium term (2014 – 2019) and long term (2019 and beyond). It was proposed that Metro would liaise with the District Councils to ensure that potential sites were protected, carry out further development work and seek third party funding such as RFA monies where appropriate. It was suggested that consideration be given to service enhancements and linking certain routes such as Pontefract to Glasshoughton or Castleford so that onward journeys could be made to Leeds. It was acknowledged that the delivery of new stations was a lengthy

process and it would be desirable to achieve the aspirations ahead of timescale. It was requested that further work be done on timescales and the implications on timetabling and a report prepared for a future meeting of the Working Group. Members' feedback would be used to support the development of a strategy for wider consultation.

**RESOLVED -**

- (a)** That the report and presentation be noted.
- (b)** That further work be carried out on timescales and timetabling implications.