

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

**AT A MEETING OF THE RAIL WORKING GROUP
HELD AT WELLINGTON HOUSE ON
FRIDAY 16 MAY 2008**

PRESENT: Councillor C Campbell (Chair)
Councillors A Carter (from minute 36) D Congreve and J Jarosz

In Attendance: Drew Haley, Northern

30. CHAIR

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

31. APOLOGIES FOR ABSENCE

There were no apologies for absence.

32. DECLARATIONS OF INTEREST

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

33. MINUTES

RESOLVED - That the minutes of the meeting held on 11 March 2008 be approved.

34. 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.

Punctuality and Cancellations

Members noted the punctuality and cancellation figures for periods 8 to 13. It was reported that although levels of punctuality had fallen to below 85% in periods 8 and 9, by the end of period 13 punctuality was slightly in excess of Metro's target of 92% of trains arriving at their destinations within 5 minutes of the advertised time.

With regard to cancellations, it was reported that there were over 2% of cancellations during periods 9 to 12. However the number of cancellations had recently dropped and was currently only slightly in excess of Metro's target of 99.5% of timetabled trains operating. A summary of the reasons for cancellations and delays for periods 12 and 13 was set out in the submitted report and a breakdown of responsibility for them was attached at Appendix 2.

Members' concerns regarding performance had been raised at previous meetings and comment was made that although there had been positive improvements it was essential that the level of service delivery was maintained.

Strengthenings (Peak Capacity)

It was reported that there had been a decrease in the delivery of peak capacity compared to the previous year. However the recently acquired 8 centre cars for Class 158 units had now been brought into service providing an increase in capacity on most of the York – Leeds - Blackpool services.

Proposed Future Reporting of Franchise Performance

The Working Group were advised that consideration was being given to revising the reporting format of Northern's franchise performance and a report would be prepared for the next meeting of the Working Group.

Automatic Ticket Barriers at Leeds Rail Station

Members were advised that work to provide automatic ticket barriers at Leeds Station was scheduled to be completed by October 2008.

The Working Group noted that Metro, Northern and Network Rail were considering longer term options for the station to accommodate the continuing increase in patronage. These included widening the concourse access to the platforms and new access/egress to the south side of the station from platform 17 which would have its own automated ticket barrier system. Comment was made that consideration should also be given improving pedestrian access outside the station and also the road layouts.

RESOLVED - That the report be noted.

35. NORTHERN'S PROPOSED DECEMBER 2008 TIMETABLE

The Working Group considered a report of the Passenger Transport Executive on changes to local rail services proposed in Northern's bid to Network Rail for the December 2008 rail timetable.

It was reported that Northern was proposing some significant changes to West Yorkshire rail services in the December timetable change which would

affect the Service Level Commitment for the franchise and would therefore require Metro's agreement.

Members were advised of the proposals for the Caldervale and Huddersfield lines which were outlined in the submitted report. With regard to the Caldervale Line, it was noted that the changes were required to make the overall timetable fit with the various constraints and objectives for the route as a whole. Metro had assessed the impact on affected stations, details of which were attached at Appendix A, and also examined passenger numbers provided by Northern. It was noted that the proposed changes provided an enhancement to services for many users although there were concerns that some stations such as Mytholmroyd would be affected. It was reported that a meeting had been held with the local rail user groups who had supported Northern's proposals and the proposals would also be discussed with the relevant District Councils and Passenger Consultative Committees.

It was reported that Northern had bid for a new hourly Leeds – Nottingham via Barnsley service. This would provide an additional fast service between Leeds, Wakefield Kirkgate, Barnsley, Meadowhall and Sheffield and would increase the service between Leeds and Sheffield, over two rail routes, to a minimum of five trains per hour.

RESOLVED -

- (a) That Northern's bid for the December 2008 timetable be noted.
- (b) That the proposed timetable revisions (and consequential changes to the franchise Service Level Commitment) be agreed.

36. RAILPLAN PROGRESS

The Working Group considered a report of the Passenger Transport Executive which provided an update on matters relating to rail projects.

Low Moor New Station

It was noted that the proposed changes to the Caldervale line timetable from December 2008, together with the remodelling of Mill Lane Junction in October 2008, would enable the proposed new station to be accommodated. It was noted that it would be necessary to seek funding approval at a future meeting of the Authority to purchase a small area of privately owned land and for further detailed design work to be carried out.

Proposed Rail User Car Park at Keighley Rail Station

Members were updated on the development of a scheme, in partnership with Keighley College and Bradford Council, to provide an additional 65 parking spaces for rail users' at Keighley Station. The scheme was expected to be completed in 2010.

It was noted that the site would be owned by Bradford Council and the car park would be operated and managed by Northern Rail through a management agreement with Metro. In order to ensure the car park was available to rail users, it was proposed to introduce a small charge for parking (by means of pay and display machines at both the new and existing station car parks). Annual Metrocard/season ticket holders would not have to pay the fee. Operational and maintenance costs for the new car park would be funded through revenue generated by the parking fee. Any additional ticket income would be transferred to Metro to support passenger enhancements in the future. The overall cost of the scheme was being finalised and, once agreed between the relevant parties, funding approval would be sought from the Authority.

New Rail Station Study

It was anticipated that the consultants' draft proposals for the new rail station study would be presented at the next meeting of the Working Group.

Station Travel Plans

It was reported that the Association of Train Operating Companies (ATOC) had invited nominations for travel plan pilot projects on behalf of the Department for Transport. Following consultation with the five District Councils, Metro, in association with Calderdale MBC, had nominated Sowerby Bridge and Hebden Bridge rail stations as potential pilot stations. Leeds station had also been nominated. A financial contribution for the research elements of the work would be received if the stations were accepted for the pilot and it was expected that the preferred list of stations would be announced by ATOC at the end of May 2008.

Comment was made that if travel plans were to be introduced to promote rail travel, consideration should be given to providing adequate bus services to get people to/from rail stations as many rail station car parks were full before 9 am. In some cases, non-rail users used the car parks and it was suggested that the feasibility of linking car parking with the purchase of rail tickets and parking enforcement be investigated. It was also suggested that consideration be given to providing park and ride schemes and transferring passengers by bus to/from rail stations. A report would be prepared for a future meeting of the Working Group.

'Eco-Station' Proposals

Members were updated on the development of a pilot scheme to make Sowerby Bridge Station into a sustainable 'eco-station' by implementing passenger improvements whilst using best environmental innovations. It was noted that the outline study had received positive feedback and Metro was developing a funding package with Northern, Yorkshire Forward and Calderdale Council in order that work could be progressed to the next stage. A progress report would be prepared for a future meeting of the Working Group.

RESOLVED -

- (a) That the report be noted.
- (b) That the Working Group endorses the proposed car park management strategy for Keighley.

37. TRAM TRAIN UPDATE

The Working Group considered a report of the Passenger Transport Executive on progress on the current status of the development of tram-train proposals in the Leeds City Region and details of the national trial of tram-train technology, which had recently been announced.

Members noted the draft findings of a feasibility study which had been carried out by consultants to consider the potential for introducing tram-train technology onto routes set out in the Leeds City Transport Vision. It was reported that work undertaken to date had identified that the Harrogate Line was the most suitable line for initial conversion to tram-train technology although further detailed work was required.

Members were advised of the DfT's announcement for a trial of tram-train technology to be undertaken between 2010-2012 on the Penistone Line in partnership with Network Rail and Northern Rail. It was noted that in view of the timescales for the trial, proposals for the Leeds City Region would need to be developed in parallel, but the DfT would be unlikely to accept any Major Scheme Business Cases for tram-train schemes until the Penistone Line trial had been fully evaluated. Discussions would be held with Northern Rail, Network Rail and the DfT to establish the extent of Metro's involvement in the trial and to agree a protocol for the sharing of knowledge.

RESOLVED - That the report be noted.

38. STRATEGIC UPDATE

The Working Group considered a report of the Passenger Transport Executive which provided an update on strategic issues including new service proposals, new national ticketing arrangements, high level output statement and the city region rail summit.

New Service Proposals

It was noted that an additional hourly path to/from London Kings Cross was likely to be available following completion of the East Coast Main Line Route Utilisation Study. The Office of Rail Regulation had invited submissions from all interested parties and members were advised of a number of potentially conflicting proposals (from National Express East Coast, Hull Trains and

Grand Union) which were detailed in the submitted report. Further work to establish the relative passenger benefits of the services would be undertaken.

Rail Summit

Members were advised that a Leeds City Region Rail Summit had been arranged for 20 June 2008 and would include specific presentations on capacity issues, tram-trains, electrification and the case for High Speed Rail. Invitations would be sent to city region authorities, MPs, business representatives, industry stakeholders and all PTA members.

RESOLVED - That the report be noted.