

**WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY**

**AT A MEETING OF THE RAIL WORKING GROUP  
HELD AT WELLINGTON HOUSE ON  
TUESDAY 26 JANUARY 2010**

**PRESENT:** Councillor A Carter (Chair)

Councillor C Campbell

**In Attendance:** Mr D Haley, Northern (minute 18 only)

**14. APOLOGIES FOR ABSENCE**

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

**15. DECLARATIONS OF INTEREST**

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

**16. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 30 November 2009 be approved.

**17. INTER CITY EAST COAST & RAILPLAN 7**

The Working Group considered a report of the Passenger Transport Executive which sought members' views on the development of the next Inter City East Coast (ICEC) franchise and the approach to rail (RailPlan 7) in the next Local Transport Plan 3 (LTP3)

**Inter City East Coast Re-franchising**

Members received a short presentation outlining the aspects of the ICEC franchise which was currently being operated by the Department for Transport (DfT) until 2011.

It was noted that the process to appoint a new private sector operator had commenced and the DfT were now seeking stakeholders' views. In order to assist in Metro's response to the DfT consultation, members were asked to consider what their priorities and aspirations were for the next franchise.

With regard to the length of the franchise, it was considered that this should be for a minimum of 10 years, preferably much longer, to encourage the new franchisee to invest in the industry. It was believed that service stability and improvements would be achieved by awarding a longer term franchise although there would be a need for an effective performance management regime to be included within it.

The Working Group was advised that the introduction of the May 2011 ICEC timetable may potentially have an impact on timing intervals for local services although the extent of the impact would not be known until Northern have done further work on the subject. Members believed it was important to have even spacing between services where possible with an aspiration to have regular 30 minute local services. They considered it unacceptable to have two trains running close to each other with a long gap before the next service.

### **RailPlan 7 and the next Local Transport Plan**

The Working Group was given a presentation outlining the key issues for RailPlan 7. It was noted that the next Local Transport Plan (LTP3) was being developed and would be operational from April 2011. The rail elements of LTP3 would be included in RailPlan 7. LTP3 would include a 15 year Strategic Plan with a 3-5 year Implementation Plan.

Members were asked for their views on the framework for the development of the next RailPlan as part of LTP3. It was acknowledged that funding for LTP3 was likely to be substantially lower than for LTP2. However members considered it important to remain ambitious in the longer term but recognised the need to focus on making better use of existing assets because of the potential funding shortage.

### **RESOLVED -**

- (a) That members' views on the next Inter City East Coast franchise be included in the response to the Department for Transport's consultation.
- (b) That members' views regarding the approach for RailPlan 7 be noted.

## **18. 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 within the West and North Yorkshire Performance Monitoring Unit (PMU). The meeting was attended by Drew Haley from Northern who addressed specific performance issues.

Members considered the performance results for period 8 (18 October 2009 – 14 November 2009) and period 9 (15 November 2009 – 12 December 2009). It was reported that despite Northern experiencing a performance dip in

period 8, there had been a slight recovery in period 9 and they were achieving a level above the franchise target. It was noted that Northern's performance in Autumn 2009 had improved on the same period in 2008.

A breakdown of responsibility for cancellations and delays for periods 8 and 9 was attached at Appendix 2 and a summary of causes and delays was set out in the submitted report.

With regard to peak capacity, it was noted that strengthening provision in the West and North Yorkshire Performance Management Unit had fluctuated over the two periods. It was acknowledged that whilst Northern's performance on strengthening was considerably better than in the previous franchise, the current fleet of trains was stretched to the limit and Metro was working with Northern to develop proposals to improve the situation.

Members expressed their concern at the disappointing performance of the Caldervale Line. It was agreed that Northern would be invited to the next meeting to advise the Working Group of the actions being taken to address the areas of concern in respect of the Caldervale Line.

The Working Group had previously been advised that Northern had obtained additional resources to enable more deep cleans at stations to be carried out over a 12 week trial period. It was noted that this was to be extended as it had been difficult to monitor the impact during the recent adverse weather conditions.

#### **RESOLVED -**

- (a) That the report be noted.
- (b) That Northern be invited to attend the next meeting of the Working Group.

## **19. 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 6.

### **Leeds Station Southern Entrance**

It was noted that a decision regarding the Major Scheme Business Case was expected from the DfT in March 2010 and it was anticipated that the new entrance would be operational by June 2012.

### **Wakefield Kirkgate Station**

It was reported that the CCTV improvements carried out at Kirkgate Station as part of the National Station Improvement Plan (NSIP) were complete and the

work to the subway and lobby area was due to be completed by the end of March 2010. Metro had also commissioned Northern to carry out a feasibility and costing study into removing the spine wall and replacing the station canopy.

### **Halifax Station**

The Working Group noted that the renovation works of the island platform canopy and the footbridge were now complete. The proposed NSIP improvements were to commence in the near future and would include relocating the platform retail area and opening a large platform level waiting room with passenger toilet facilities.

### **Dewsbury and Huddersfield Rail Stations**

Members were advised that the proposed NSIP improvement works at both stations would commence in February 2010 and be completed by the end of the year. The work included improvements to the entrances and exits as well as to waiting facilities and ticket offices.

### **Leeds Cyclepoint and City Region Station Cycle Facilities**

Members were advised that work had commenced and was due for completion in May 2010. The facility would provide 300 indoor cycle spaces at Leeds station. It was noted that Northern had also secured £1m of Cycling England funds to improve cycling facilities across the Leeds City Region and detailed specification work was currently under development.

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

## **20. STRATEGIC RAIL UPDATE**

The Working Group considered a report of the Passenger Transport Executive which provided an update on strategic issues affecting the region including High Speed Rail, High Level Output Specification (HLOS) Additional Carriages, the Manchester Hub and the Northern Rail Franchise.

### **High Speed Rail**

High Speed Rail Company, HS2, had been asked by Government to focus its attention on the London to West Midlands corridor, including access to Heathrow Airport. HS2 have now reported to Lord Adonis, the Secretary of State for Transport and it is expected that the Government will respond to the report in due course. It was envisaged that a formal consultation on the proposals would take place in Autumn 2010.

### **High Level Output Specification (HLOS) Additional Carriages**

It was noted that work continued with the DfT, Northern and the other PTEs to secure as much additional rolling stock for West Yorkshire as possible. The first phase of cascaded diesel trains from elsewhere in the UK to Northern was expected to be delivered between 2010 and 2014. Metro was pushing for new/newer rolling stock to be introduced in both phase 1 and phase 2 and, where this was not possible, for the units to be brought up to modern standards through refurbishment.

### **The Manchester Hub**

Members were aware of the constraints on the rail network in and around Manchester which affected the rail connectivity in the Leeds City Region and the North of England.

It was reported that a study was being undertaken by Northern Way and Network Rail. Phase 1 has now identified what outputs are required whilst the report on Phase 2 was due for publication shortly. Phase 2 would identify what rail engineering solutions would help to deliver the outputs identified in Phase 1. A further report would be prepared for the Working Group once the Phase 2 report had been received.

### **The Northern Rail Franchise**

The Working Group was advised that the DfT was considering the next Northern Rail franchise and Metro had started to develop ideas about the requirements for West Yorkshire and the wider Leeds City Region. It was reported that the Director General of Metro would be leading on the northern PTEs' involvement.

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