

AGENDA ITEM NO: 12

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

AT A MEETING OF THE RAIL WORKING GROUP HELD AT WELLINGTON HOUSE ON TUESDAY 6 DECEMBER 2005

PRESENT: Councillor C Townley (Chair)

Councillors J S King and J Prestage

In attendance: Chris Calow, Business Manager, Network Rail (minute 17 only)

13. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor M Lyons.

14. DATE OF NEXT MEETING

The Chair announced that the next meeting of the Rail Working Group would be held on Tuesday 14 February 2006 and that members had been invited to visit Northern Rail's Operations Control in York.

RESOLVED - That the members of the Working Group accept an invitation to visit Northern Rail's Operations Control in York as part of the next meeting of the Rail Working Group.

15. DECLARATIONS OF INTEREST

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

16. MINUTES

Further to minute 10, Grand Central Railway, it was reported that a decision was still awaited.

RESOLVED - That the minutes of the meeting held on 4 October 2005 be approved.

17. NORTHERN FRANCHISE UPDATE

The Working Group considered a report on the operating performance of local rail services within West Yorkshire provided by Northern Rail.

Members expressed their concern that Northern Rail were not meeting their targets and also that their conductors did not always collect fares on services. It was agreed that their comments would be passed to Northern Rail.

Members were given a presentation by Chris Calow, Business Manager, Network Rail, on the role of the company and its responsibilities and members were given the opportunity to ask questions.

The Working Group discussed the issue of temporary speed restrictions which accounted for a high proportion of delays and it was noted that the national reduction of delay minutes for 2004/5 was 7%. Members were advised of the investment and measures Network Rail had put in place for seasonal preparations in Autumn and Winter to deal with leaf fall and snow problems. It was also noted that a 24 hour Integrated Control Centre staffed by representatives from the train operating companies and Network Rail would be operational in York from Spring 2006.

Mr Calow advised the Working Group of the establishment of a Route Enhancement Team to deal with schemes and enhancements including PTA investment schemes. It was suggested that a representative of the team be invited to attend the meeting of the Working Group scheduled for 25 April 2006.

Mr Calow agreed to investigate issues raised regarding patients from Airedale Hospital wandering onto the track.

RESOLVED -

- (a) That the report be noted.
- (b) That Mr Calow be thanked for his presentation and Network Rail be invited to attend the meeting of the Working Group to be held on 25 April 2006.

18. NORTHERN FRANCHISE PERFORMANCE MONITORING

The Working Group considered a report of the Passenger Transport Executive which set out the way in which the performance of local rail services was monitored by the DfT and how this related to Metro's own reporting methods.

It was reported that Network Rail had overall responsibility for rail performance following the abolition of the SRA. The Public Performance Measure (PPM) was used to measure performance and combined figures for punctuality and reliability into a single performance measure. Performance was also measured against a number of benchmarks under the Northern

Franchise Agreement. Metro would continue to present performance of West Yorkshire services against the targets set in the RailPlan 5 because the PPM and the franchise benchmarks did not offer a clear picture of the local service performance in West Yorkshire.

RESOLVED - That the respective methods of measuring the performance of local rail services be noted.

19. RAILPLAN 6

The Working Group considered a report of the Passenger Transport Executive on RailPlan 6 which included an update on the accessibility strategy, long term vision and cross-boundary issues.

With regard to RailPlan 6, members considered a schedule of service related aspirations which was attached to the report. Further consideration would be given to the list in view of the longer term vision and a report would be prepared for a future meeting of the Working Group.

Members were advised that the responsibility for meeting accessibility requirements under the Disability Discrimination Act rested with the respective station operator and the majority of stations in West Yorkshire were operated by Northern. As part of the franchise agreement, Northern had agreed to allocate £75,000 of the Minor Works Budget for 2005/06 to part-fund Metro's Phase 2 minor accessibility works. A work programme for future phases would be prepared for a meeting of the Authority.

The Working Group discussed the implementation of step-free access and it was reported that Metro had developed a recommended list of priority stations for implementation. It was noted that other stations may have to be considered as part of a future, wider programme of station enhancement schemes. It was noted that the DfT had compiled a list of 100 stations nationally for implementing step-free access. Metro would seek for Wakefield and Bingley to be included on the list and would continue to press the DfT to consider physical alterations wherever possible. Metro were to further investigate whether Todmorden and Ben Rhydding could also be included on the list.

It was reported that as a result of the revised national strategy, public announcement systems and passenger information displays would no longer be part of the national strategy. It was noted that Metro was already facilitating and funding improvements to these systems.

Members noted that the draft RailPlan 6 identified two priority issues relating to cross boundary fares regarding the development of a MetroCard Zone 6 and addressing the anomalies in cross boundary fares between Greater Manchester and West Yorkshire. Consultants would be appointed to develop detailed proposals and members requested that the issue of concessionary fares start time for stations further away from Leeds be considered as part of

this process. Members expressed a desire for the Metrocard zone 6 to be implemented as soon as possible.

RESOLVED –

- (a) That the report be noted.
- (b) That the approach to improving accessibility at rail stations be noted.

20. ROLLING STOCK AND NETWORK DEVELOPMENT ISSUES

The Working Group considered a report of the Passenger Transport Executive updating members on a number of rolling stock and network development issues.

It was reported that Yorkshire Forward had been very supportive of the bid for additional units. They had requested further information and it was hoped that the final decision would be made very soon.

It was hoped that the additional rolling stock would be introduced in April 2006 and the scheme be funded by the Yorkshire Forward contribution, additional fares revenue from new passengers and additional revenue from the fares basket. It was noted that Metrocard prices were due to rise from January 2006 and that the DfT had agreed in principle that the extra revenue could be contributed to the scheme for additional rolling stock. It was further noted that the DfT had recently let a new franchise for Kent which included successive years of 'RPI+3' percentage fares rises to reduce the DfT's subsidy with no direct benefit to passengers. The scheme proposed for West Yorkshire would ensure that the benefit was retained locally. It was noted that a report was to be considered by Appointed Members regarding this proposal.

Class 333 Trailer Cars

The problem regarding the DfT's current refusal to fund eight trailer cars on the Airedale-Wharfedale line from 2007 onwards was noted. It was agreed that a letter should be sent to the DfT reminding them of the situation and requesting that they continue to fund them beyond 2007.

RESOLVED -

- (a) That progress on the scheme and associated funding package to acquire additional rolling stock be noted.
- (b) That a letter be sent to the DfT reminding them of the situation regarding the Class 333 trailer cars and requesting that they continue to fund them beyond 2007.