

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

**AT A MEETING OF THE RAIL WORKING GROUP
HELD AT WELLINGTON HOUSE ON
MONDAY 23 MARCH 2009**

PRESENT: Councillor C Greaves (Chair)

Councillors K Rhodes and D Robinson

In attendance: Richard Greer, Arups Consultants (to minute 31 only)
Ian Mobbs, Arups Consultants (to minute 31 only)

27. CHAIR

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

28. APOLOGIES

Apologies for absence were received from Councillors C Campbell and A Carter.

29. DECLARATIONS OF INTEREST

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

30. MINUTES

RESOLVED - That the minutes of the meeting held on 19 January 2009 be approved.

31. RAIL STATION VISITS

The Working Group considered the notes of the recent visits to West Yorkshire rail stations. It was reported that members of the Rail Working Group had visited Sandal & Agbrigg, Mirfield, Sowerby Bridge, Leeds, Horsforth and Menston rail stations with Mr Haley of Northern Rail.

Comment was made that the station visits had been very worthwhile, providing an opportunity to see the types of facilities provided, levels of cleanliness, car parking issues etc. Members discussed the problems with car parking capacity and it was reported that a strategy and full business case

was being developed and would be presented to a future meeting of the Working Group.

RESOLVED - That the visits to rail stations on 9 and 10 February 2009 be noted.

32. STRATEGIC UPDATE

The Working Group considered a report of the Passenger Transport Executive which provided an update on a number of strategic issues including additional services from Yorkshire to London, the Yorkshire and Humber Route Utilisation Strategy, the Department for Transport's High Level Output Statement and national initiatives for rail electrification and new high speed routes.

Rail Electrification and High Speed Rail

Members were given a presentation by Arups Consultants on the proposed high speed rail and electrification initiatives.

It was reported that following growing concerns about climate change and the cost and security of energy, the Government had recognised and endorsed the potential for a rolling programme of electrification. An announcement had been made that the Midland Main Line (MML) from Bedford to Sheffield would be included in the first stages of a potential national electrification strategy. In view of this, Metro, in conjunction with South Yorkshire PTE, had undertaken an assessment of options which could build upon the emerging national electrification framework. The work had identified the extension of the proposed Midland Main Line (MML) electrification scheme together with potential 'infill' schemes which would provide benefits to both the Leeds and Sheffield City Regions.

The Working Group were advised that in parallel with the electrification development work, a group chaired by Lord Adonis was examining various options for expanding a series of national high speed routes. A company (High Speed 2) had been established by the Government to provide technical and engineering advice on any route options. Current proposals included a Heathrow 'hub' with a connection to London and a high speed link with Birmingham as the potential first phase of a high speed rail network between London, the North and possibly Scotland. Metro would seek to ensure that such options included high speed links to/from the Leeds City Region.

It was reported that Metro and other ITAs were working with Greengauge 21, a 'not for profit' organisation, which had been established to research and develop the concept of a high speed rail network, and to promote its implementation as a national economic priority. Members noted the map of the potential rail network development and the options suggested by various parties. Concern was expressed that West Yorkshire would only benefit from the proposals provided the final phase of the scheme was delivered and, as it

had taken 14 years to deliver the Channel Tunnel rail link, this would not be for many years. It was agreed that initial work should be undertaken on the benefits of a high speed link to the city region and the strengths and weaknesses of potential route options.

Members were advised that Metro proposed to take an active role within the High Speed 2 initiative in order to seek opportunities to influence the Government led work with a view to ensuring that any future high speed rail link proposal was developed to serve the needs of the City Region. The importance of developing a proposal for West Yorkshire and the City Region which was robust, deliverable and offered value for money was stressed and a report would be prepared for a future meeting of the Group.

East Coast Main Line Service Proposals

It was reported that the Office of Rail Regulation (ORR) had announced its determination of the bids by train operators to run additional train services between Yorkshire and London King's Cross.

Grand Northern Railways would run three return trains per day between Bradford Interchange and London Kings Cross calling at Halifax, Brighouse, Wakefield Kirkgate and Pontefract Monkhill. National Express East Coast (NEXC) had been granted rights to run additional return journeys every hour to and from London which would serve Leeds or Lincoln each alternate hour. Members noted that NEXC had also proposed that their additional services could run to/from Harrogate and some of their existing train service between London and Leeds, could be extended through to Bradford Forster Square. However, the ORR had only granted contingent rights for NEXC to extend these services provided they did not interfere with existing services run by Northern. Metro would therefore need to ensure that the timetable proposal for Northern to serve the new stations at Apperley Bridge and Kirkstall Forge was not compromised by any of the proposed NEXC service extensions.

RESOLVED -

- (a) That Arups be thanked for their presentation.
- (b) That a report on the High Speed 2 and electrification proposals be prepared for the next meeting.
- (b) That Metro's work in influencing strategic rail initiatives be noted.

33. 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 10 (7 December 2008 – 3 January 2009) and period 11 (4 January – 31 January 2009). Members noted that Northern's performance for period 10 had not been as good as expected with the PPM (public performance measure) below 90%. However in period 11, this had improved to 91.63% as the new timetable had stabilised and early indications were that for period 12 they had performed above the requirement of the franchise and were continuing to improve.

A breakdown of responsibility for cancellations and delays for periods 10 and 11 was attached at Appendix 1 and a summary of causes and delays was set out in the submitted report. It was noted that Northern had been responsible for 71% of cancellations during period 10 which had been mainly attributable to staffing issues and Northern had given assurances that these had now been resolved.

With regard to Service Quality Performance, it was reported that cleanliness at stations had worsened during period 10 as staff had been redeployed for gritting duties during the inclement weather. Northern had agreed that the transfer of duties was unacceptable and would investigate possible solutions for next winter. Members requested clarification of the Key Performance Indicator for maintenance faults and a breakdown would be prepared for the next meeting.

Members discussed the proposals for the installation of ticket barriers at Bradford Interchange. Metro would ask Northern to provide a timescale for their introduction and seek assurances that a solution for the handling of non-magnetic tickets and other ticketing issues was resolved before their installation.

RESOLVED -

- (a) That the report be noted.
- (b) That a breakdown of maintenance faults be prepared for the next meeting.
- (c) That a letter be sent to Northern regarding the proposed installation of ticket barriers at Bradford Interchange.

34. 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.

Wakefield Kirkgate Station

It was reported that work on the development of a 'master-plan' setting out how the existing station facilities could be rationalised and redeveloped was

ongoing. Metro was also working with Northern, Network Rail and Wakefield MDC on the development of a funding strategy that could assist future refurbishment.

Low Moor and Horsforth Woodside New Stations

Members expressed their disappointment that both new stations had only been included on the Regional Transport Board's reserve list of schemes and that funding would be allocated as and when it became available in the regional programme.

It was reported that considerable progress had been made with Local Transport Plan (LTP) partners in the development of a Strategic West Yorkshire Programme although a number of views had been expressed around the need to balance the approach with individual authorities. The LTP Steering Group had agreed that officers should develop a potential strategic programme that directed the additional funding towards priority major schemes within West Yorkshire. It was noted that other potential funding sources were being explored and the detailed business case development for the station work would continue.

A progress report on Low Moor Station would be prepared for the next meeting of the Group.

Station Travel Plans

The Working Group was updated on the development of proposed Station Travel Plans for Hebden Bridge and Leeds Station which were included in the National Pilot Programme of Rail Station Travel Plans. Comment was made that it was important for parish councils and local community groups to be included in the future development of rail station travel plans. Progress reports would be provided to future meetings of the Working Group.

Passenger Information Enhancements

It was noted that all information screens included in the rail station upgrade scheme would be replaced by the end of March 2009. Metro would contact Northern regarding the positioning of the screen on the Ilkley bound platform at Menston Station. Members were advised that the long line public address upgrade work was scheduled for completion by the end of June 2009.

RESOLVED -

- (a) That the report be noted.
- (b) That a report on Low Moor Station be prepared for the next meeting.