



# Tyne & Wear Passenger Transport Authority

Minutes of the 152nd meeting of the PASSENGER TRANSPORT AUTHORITY  
20TH NOVEMBER 1997  
(10.30 a.m. – 11.42 a.m.)

2

## **PRESENT:**

Councillor T. D. Marshall (in the Chair)  
Councillors Bate, Conaty, Hanson, Holt, Lennox, Moore, Nugent, Russell, Spring, Wood and Young.

## **IN ATTENDANCE**

K.G. Lavery, R.H. Warne, J.F. Miller, S. Daley, E. Pearson and S. Wilson.

## **Representing Nexus**

M.J. Parker, G. Brindle, T. McCrady, B.G. Garner, J.W. Davidson and M. Fearnley.

## **Also present**

D. Bishop, RRNE and M. Riley, Newcastle City Council

## **71. APOLOGIES FOR ABSENCE**

Apologies for absence were submitted on behalf of Councillors Keating, Murray and Ord.

## **72. MINUTES**

**RESOLVED** – That the Minutes of the previous meeting held on 23rd October 1997 be confirmed and signed as a correct record.

## **73. PASSENGER SERVICES COMMITTEE**

**Submitted:** Minutes of the meeting of the Passenger Services Committee held on 4th November 1997.

In connection with Min.No.40, a presentation on the Pacer refurbishment programme was given by David Bishop of Regional Railways North East. During discussion on the various proposals illustrated, it was queried whether the improved capacity for the disabled would be able to be maintained during special events when patronage was likely to be high. Mr. Bishop said that the proposals meant that people using wheelchairs would be able to access all trains unaided but space could not be guaranteed. However, demand would be carefully monitored.

Apart from accommodation for the disabled, concern was also expressed at the continuing overcrowding during peak periods and it was suggested that an additional coach or unit be added to trains at such times. Mr. Bishop said it was difficult for any transport network to cope with special events but they were presently working with Nexus to see if capacity could be increased. They did utilise spare rolling stock wherever possible but they were basically providing services in accordance with the contract specified by Nexus. In response to whether passenger security on the line could be brought to the level enjoyed by the Metro system, he explained that part of the duties of staff on the trains was to maintain passenger security and this would be closely monitored.

**RESOLVED** – That the Minutes of the meeting of the Passenger Services Committee held on 4th November 1997 be received and, arising therefrom, that approval be given to the implementation of measures to improve passenger security at Metro stations as detailed in the accompanying Report of the Director General and that the estimated cost of £82,000 be met from provision in the Capital Programme and financed from Loan or Reserves.

**74. THREE-YEAR PUBLIC TRANSPORT PLAN 1998-2001: GUIDANCE ON PREPARATION**

Following consideration of a Report of the Clerk submitted in accordance with the requirements of the Transport Act 1983, it was:

**RESOLVED** – That Nexus be advised that the draft Plan should continue to afford priority specifically to:

- (i) expenditure on any essential Metro safety works;
- (ii) the extension of Metro to Sunderland;
- (iii) the maintenance of low-cost concessionary travel; and
- (iv) the continued implementation of budget economies where these do not adversely affect service delivery.

**75. DETR/NEA PUBLIC TRANSPORT SEMINAR**

**RESOLVED** – That the circulated Report of proceedings at the public transport seminar held at Middlesbrough on 17th October 1997 and attended by Councillors Moore and Ord be noted.

**76. EUROCITIES TRANSPORT COMMITTEE**

**RESOLVED** – That the circulated Report on proceedings at the above meeting held in Rotterdam on 23rd October 1997 and attended by the Chairman be noted.

**77. LGA PTAs SPECIAL INTEREST GROUP**

**RESOLVED** – That the circulated Report on proceedings at the above meeting held in London on 27th October 1997 and attended by the Chairman be noted and that the views expressed in relation to the accountability of Railtrack be endorsed.

**78. SMARTCARDS IN BUSINESS CONFERENCE**

**RESOLVED** – That the circulated Report and tabled Addendum on proceedings at the above conference held in Dublin on 12th and 13th November 1997 and attended by Councillors Holt and Marshall be noted.

**79. NEW TYNE CROSSING: PROGRESS**

**RESOLVED** – That the circulated Report of the Deputy Clerk and Legal Adviser be noted.

**80. SMARTCARDS**

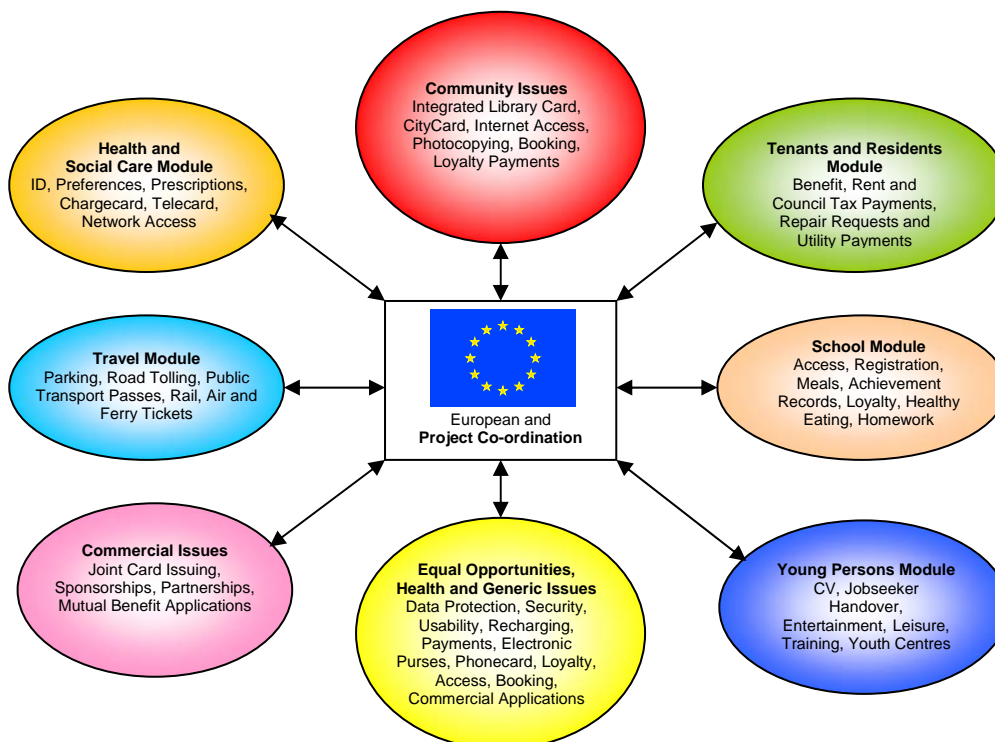
**Submitted:** Report of the Director General reviewing the current status of Smartcard developments and potential public transport applications.

The Director General said that Smartcards were the next step in the move towards a cashless society. However, to work effectively, they would have to be able to be used in closed systems with barriers or gates at each point of boarding or alighting. The technology to do this, especially for buses, was not yet fully developed. London Transport were investing heavily in this through their PRESTIGE project with the view to saving money and speeding up passenger flows. It would be important to involve a bank or banks in order to recharge cards. These could be simple swipecards or multi-user combi-cards but effective technology was still being developed. The concern was that whatever system was chosen for Tyne and Wear would have to be tried and tested hence his suggestion that a major bus operator be invited to participate in an experimental application such as the Care Services in a defined area.

Mick Riley, a former Policy Officer with the Authority and now Head of Newcastle City's Special Projects Unit, explained that, along with Newcastle, the PTA had partnered a bid to the European Commission for funding under the 4th Research and Development Programme

in order to demonstrate the benefits of providing people with integrated electronic services. The DISTINCT project (Deployment and Integration of Smartcard Technology and Information Networks of Cross sector Telematics) had now been accepted for funding and the contract with the Commission was shortly to be signed.

The objective of the project, which was being led by the University of Newcastle upon Tyne, was to build on the experience gained from previous research initiatives such as NEWT and TURTLE, and to identify smartcard user requirements and support the demonstration of viable systems. The venture, which involved some 68 partners undertaking collaborative research on five sites across Europe, was seen as a flagship project by the Commission and presented an exciting opportunity for the area. He went on to give details of the potential applications that could be developed and which could be graphically illustrated as follows:



Following discussion on various aspects of the proposals such as smartcard use by the elderly, the blind and people with learning difficulties or those who suffered from dyslexia during which a video of the Greater Manchester experiment was shown, it was:

**RESOLVED** – That

- (a) the Authority's participation in the DISTINCT project as a partner be confirmed and that the details be referred to the Telematics Committee to enable it to undertake monitoring of developments;
- (b) Members unable to attend the forthcoming Study Tour of Zeeland by the Telematics Committee be authorised to nominate substitutes; and
- (c) smartcard ticketing technology be placed on the agenda for discussion at the next meeting of the Operators' Panel.

**81. REFURBISHMENT OF MONKSEATON AND CULLERCOATS METRO STATIONS**

**RESOLVED** – That, as recommended in the circulated Report of the Director General, the revised outturn of £611,740 in respect of the above works be approved and that the Capital Programme be adjusted accordingly.

**82. DISPOSAL OF SURPLUS LAND AT NORTH SHIELDS METRO STATION**

**RESOLVED** – That, as recommended in the circulated Report of the Director General, approval be given to the disposal of the former goods yard at North Shields Metro station as shown on the plan submitted to the meeting.