

## **AGENDA ITEM No: 5(b)**

### **WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY**

#### **AT A MEETING OF THE TENDERED SERVICES WORKING GROUP HELD IN WELLINGTON HOUSE ON WEDNESDAY 2 NOVEMBER 2005**

**PRESENT:** Councillor R Downes (Chair)

Councillors C Greaves, P McBride, G Phelps and G Wainwright

#### **101. CHAIR**

**RESOLVED** - That Councillor R Downes be elected to take the Chair.

#### **102. APOLOGIES**

**RESOLVED** - Apologies for absence was received from Councillors J Akhtar and K Iqbal.

#### **103. DECLARATION OF INTEREST**

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

#### **104. MINUTES**

With regard to minute 96, MetroConnect Leeds City Centre, the Working Group endorsed their previous decision to support the operation of the service. It therefore requested that in order to progress the matter a briefing note be prepared for members of the Authority asking for their views in the light of the comments previously expressed.

**RESOLVED** - That the minutes of the meeting held on 28 September 2005 be approved.

#### **105. RENEWAL OF BUS SERVICE TENDERS - KIRKLEES DISTRICT**

The Working Group considered a report of the Passenger Transport Executive on proposals to invite tenders in Batch 295 for the renewal of local bus services in the Huddersfield area consisting mostly of Sunday and evening services in the Huddersfield area.

It was reported that a thorough review of the tenders was undertaken, which had taken into account Metro's '6 and 20' rule for tendered bus services. In addition, an accessibility appraisal was carried out which sought to assess the

contribution to accessibility provided by the batch of services and to use mapping tools to examine options to optimise the tendered network to meet current demand. The review had identified a number of amendments, which had been incorporated in the tender batch mainly affecting Golcar services and the Milnsbridge circular.

**RESOLVED** - That tenders be sought, as detailed in the submitted report, as being consistent with the Authority's policy for the provision of local bus services.

#### **106. RENEWAL OF BUS SERVICE TENDERS - CALDERDALE**

The Working Group considered a report of the Passenger Transport Executive on the results of tenders received in Batch 306 which mostly comprised of services in the rural areas of Calderdale currently operated by First.

It was reported that a value for money appraisal had identified services where current passenger use exceeded Metro's criteria for support of the average of 20 passengers per trip and, as a consequence, 5% of the current mileage had been withdrawn to run on a commercial basis. The exercise had also identified a number of services, which had been withdrawn because they did not meet Metro's criteria for support.

The Working Group were also given an update on service 544 Halifax to Wainstall's serving rural communities north west of Halifax. It was now proposed to redirect the service to access Halifax town centre via Gibbet Street where concern had been expressed following the withdrawal of a commercial service. Options for the hourly and half hourly operation would be sought as part of the batch of tenders issued.

**RESOLVED** - That tenders be sought, as detailed in the submitted report, as being consistent with the Authority's policy for the provision of local bus services.

#### **107. RENEWAL OF CONTRACTS - METROCONNECT HEBDEN BRIDGER NETWORK**

The Working Group considered a report of the Passenger Transport Executive on the renewal of tenders for the Hebden Bridger local bus network.

It was reported that the MetroConnect Hebden Bridger network currently consisted of 8 services and 2 late evening "flexibus routes" using 4 Optare Solo low floor mini buses funded through the Rural Bus Challenge competition.

It was reported that the overall trend of passenger usage since the project commenced had demonstrated a steady increase in demand although some journeys serving the Fairfield, Eaves and Hardcastle Craggs were not performing well. A pragmatic review of the network had been undertaken and as a result tenders would be invited for a 3 year period from April 2006 incorporating a number of revisions to the tender specification, which would better serve current passenger demand whilst at the same time providing a base for a financially sustainable bus network for the area.

It was also proposed to award a deminimis contract for the continuation of service 591 and 593, which provided through links from Halifax to Hebden Bridge, Heptonstall and Old town.

**RESOLVED –**

- (a) That the invitation to tender for the operation of the MetroConnect Hebden Bridger network be approved as being consistent with the Authority's policy for the provision of local bus services.
- (b) That the award of a de minimis contract for services 591 and 593 be noted as being consistent with the Authority's policy for the provision of local bus services.

**108. RENEWAL OF CONTRACTS- METROCONNECT TODMORDEN NETWORK**

The Working Group considered a report of the Passenger Transport Executive on the renewal of tenders for the Todmorden local bus network.

It was reported that the first phase of the challenge scheme was implemented in October 2004 and that following consultation with local people, minor changes were made to the current contract which have been well received and have also been carefully monitored to assess changing passenger needs. The next phase of the Todmorden challenge project was to relaunch the local bus network under Metroconnect branding. The tender would be advertised for a 3 year period to run the current network (two buses) together with a 'resource tender' to explore the potential to add a third bus to extend the network and provide hail and ride and demand responsive services to areas of the town currently unserved. In this respect, the DfT challenge funding provided for the purchase of up to 3 low floor minibuses and operators would be invited to tender prices with and without the provision of vehicles and that should it be advantageous for Metro to fund the new buses this would be facilitated by means of a grant to the operator linked to the tendered services contract.

**RESOLVED** - That the invitation to tender for the operation of the MetroConnect Todmorden network be approved as being consistent with the Authority's policy for the provision of local bus services.

**109. RURAL BUS SERVICE CONTRACTS**

The Working Group considered a report of the Passenger Transport Executive on the extension of contracts for bus services funded under the Rural Bus Grant.

Services 237, 238 & 239

It was reported that the current contract was due to expire in January 2006 and that a review of the patronage and operation of the entire 237, 238 and 239 services had been carried out with Yorkshire Traction and as a result the evening and Sunday services had been withdrawn as they did not meet Metro's criteria for support. Comment was made that although patronage was low on the daytime tendered section of route, Yorkshire Traction had agreed to keep

running the service pattern until 2008, which would secure the continuation of services in the area during that period of time.

### Service 911

It was reported that Service 911 was currently operated by Teamdeck which Connected Meltham with Honley Station, Brockholes and Thurstonland on an hourly basis, Monday to Saturday daytimes. An extension of the current contract had now been awarded to Teamdeck who had agreed to provide a new Optare Solo super low floor easy access bus.

### **RESOLVED -**

- (a) That the award of the contract to Yorkshire Traction for the operation of services 237/239 until 30 January 2008 be noted as being consistent with the Authority's policy for the provision of local bus services.
- (b) That the extension of the contract to Teamdeck for the operation of Service 911 until 31 August 2008 be noted as being consistent with the Authority's policy for the provision of local bus services.

## **110. EXTENSION OF BUS SERVICE CONTRACTS**

The Working Group considered a report of the Passenger Transport Executive on the extension of contracts in respect of the following services:

Service 770 – services operated between Harrogate, Wetherby, Boston Spa, Bramham, Thorner and Leeds.

Service 713 – services operated by Keighley and District to co-ordinate with Services 760 and 762.

Service 144 – services operated by Ross Travel on a de minimis contract for the diversion of their commercial service 144 via Halfpenny Lane in Pontefract.

Minibus Services, Worth Valley – minibus services operated by Tyrer Tours in the Worth Valley.

### **RESOLVED -**

- (a) That the extension of contracts to Harrogate and District Travel be noted as being consistent with the Authority's policy for the provision of local bus services.
- (b) That the award of a de minimis contract to Ross Travel until 31 January 2007 for the diversion of service 144 be noted as being consistent with the Authority's policy for the provision of local bus services.
- (c) That the extension of a contract to Tyrer Tours for the operation of the local minibus network in the Worth Valley until 30 April 2007 be noted as being consistent with the Authority's policy for the provision of local bus services.