

**WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY**

**AT A MEETING OF THE TENDERED SERVICES WORKING GROUP  
HELD AT WELLINGTON HOUSE, LEEDS ON  
THURSDAY 15 OCTOBER 2009**

**PRESENT:** Councillor G Lowe (Chair)

Councillors E Firth, C Greaves, G Phelps and A Pinnock

**29. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor K Watson.

**30. DECLARATIONS OF INTEREST**

There were no personal or prejudicial interests declared by members.

**31. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 17 September 2009 be approved.

**32. BUS SERVICE – THORNTON TO HALIFAX**

The Working Group considered a report of the Passenger Transport Executive on the award of a de minimis contract for the operation of a bus service linking Thornton and Halifax on a 'use it or lose it' basis.

It was reported that following the withdrawal of services between Halifax and Bradford via Thornton in 2001, the Parish Council and local residents had continued to vigorously campaign for the restoration of the link to Halifax.

Members were advised that an opportunity had now arisen to divert a school service to provide a Four Lane Ends – Thornton – Illingworth – Halifax service. In welcoming the service, the Working Group stressed the need for the Parish Council, local councillors and residents to publicise the service to make sure it was well used.

**RESOLVED** - That the award of a de minimis contract for an off peak service between Four Lane Ends Bradford and Halifax, as detailed in the submitted report, be noted as being consistent with the Authority's policy for the provision of local bus services.

### **33. AMENDMENT TO TENDERED SERVICE – OSSETT AREA**

The Working Group considered a report of the Passenger Transport Executive on proposals to amend the route of service 102 in the Ossett area to serve the Ossett Lane area of Chickenley.

It was reported that since the withdrawal of service 116 and the subsequent amendments to tendered services in the Lupset and Ossett areas, Ossett Lane in Chickenley was not served by a bus service. Metro had been contacted by Ward Councillors and local residents campaigning for restoration of services to that area. Members were advised that options had been explored to divert one of Arriva's commercial services in the area. The company had, however, rejected that option as they considered that the change would disadvantage more passengers than it would benefit and would weaken the existing commercial network.

As a solution to the problem, it was proposed to divert service 102 which would provide a two hourly service to Ossett and Wakefield. Members were advised that as a consequence the frequency of services to Healey would be reduced to two hourly.

Whilst reluctantly accepting the proposal, the Working Group stressed that it would only be considered an interim solution as it was far from satisfactory and further discussions should be held with Arriva to find a suitable alternative solution linking the area to Dewsbury.

**RESOLVED** - That the proposed revisions to service 102, as detailed in the submitted report, be approved on the understanding that it was an interim measure and that further discussions be held with Arriva to find a suitable alternative solution.

### **34. BUS SERVICES IN SCHOLES**

The Working Group considered a report of the Passenger Transport Executive on the latest position regarding bus service provision to Scholes Village, Leeds.

It was reported that following consultation leading up to the July service changes, First revised their proposals by diverting service 64 into Scholes on an hourly basis. Whilst the proposal met the needs of the villagers by providing a faster journey to Leeds and also a link to Barwick and Aberford, the necessity to use residential roads had attracted opposition from some local residents who objected to the service being routed along Milton Drive and Rakehill Road.

In an attempt to resolve the issue, Councillor Shelbroke had requested that Metro consider the provision of an hourly service jointly funded with the Area Committee which would operate between Seacroft, Scholes and Crossgates.

The Working Group expressed concern that in view of the very limited funds available to support local services, the proposal did not represent an effective use of public money as the village was already served by a commercial service. It was also questioned whether the alternative service would meet the wider transport needs of the community, particularly the lack of a direct link to Leeds. It was their view that the current commercial bus service network should be maintained and that local members concentrate on resolving the parking issues along Milton Drive.

**RESOLVED** - That a letter be sent to Councillor Shelbroke advising him of the Group's preferred solution to maintain the current network by resolving parking issues in Scholes.

### **35. CALDERDALE TENDERED SERVICE REVIEW UPDATE**

The Working Group considered a report of the Passenger Transport Executive on the current position regarding the review of tendered bus services in rural South Calderdale area and the award of a de minimis contract for the operation of a service between Barkisland and Brighouse.

It was reported that earlier in the year First had advised Metro that a number of the commercial services into rural parts of Calderdale, south of the Calder Valley, were no longer commercially viable. Metro had agreed to fund the continuation of those services on a temporary basis until 2010 pending a comprehensive review of the commercial and tendered bus services in that area. The review had now been completed which had involved extensive consultation with the affected communities. Members were advised that the outcome of the tender process and the changes which would arise to services in January 2010 would be reported to a future meeting of the Working Group.

Reference was made that the network review had identified the need to modify the MC4 service and that would be extended to run hourly between Barkisland, Greetland, Elland and Brighouse. Members welcomed the new service which would provide links to local shopping, medical and leisure centres in both Brighouse and Elland.

**RESOLVED** -

- (a)** That the award of a de minimis contract for a service between Barkisland and Brighouse to the Halifax Bus Company, as detailed in the submitted report, be noted as being consistent with the Authority's policy for the provision of local bus services.
- (b)** That the award of tenders issued for services in rural South Calderdale be reported to a future meeting of the Working Group.

**36. BUS SERVICE 923**

The Working Group considered a report of the Passenger Transport Executive on the proposed extension of the current contract jointly funded by Metro and North Yorkshire County Council for operation of bus service 923 which operated between Otley, Wetherby and Tadcaster.

Members welcomed an extension to the contract which offered the only direct link between the three towns and provided access to employment as well as to leisure and tourist areas.

It was reported that North Yorkshire had agreed to continue to part subsidise the service and therefore it was proposed to extend the contract for a further 2 years.

**RESOLVED** - That the extension of the current contract for a further 2 years of service 923 with Utopia Mini Coaches until October 2011, as detailed in the submitted report, be noted as being consistent with the Authority's policy for the provision of local bus services.

**37. TENDERED SCHOOL BUS SERVICES AWARD OF DE MINIMIS CONTRACTS 2009/2010 ACADEMIC YEAR**

The Working Group considered a progress report of the Passenger Transport Executive on the following issues:-

- (a) The award of de minimis contracts in Bradford, Calderdale, Kirklees, Leeds and Wakefield Districts for the 2009/10 academic year.
- (b) The overall costs of schools transport provision in Bradford, Calderdale, Kirklees, Leeds and Wakefield Districts for the 2008/09 academic year.

**RESOLVED** - That the award of contracts as detailed in Appendix 2 of the submitted report be noted as being consistent with the Authority's policies for the provision of schools transport services.