

**WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY**

**AT A MEETING OF THE TENDERED SERVICES WORKING GROUP  
HELD IN WELLINGTON HOUSE ON  
WEDNESDAY 3 DECEMBER 2008**

**PRESENT:** Councillor T Brice (Chair)

Councillors E Firth, G Phelps, A Pinnock and G Wainwright

**39. DECLARATIONS OF INTEREST**

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

**40. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 5 November 2008 be approved.

**41. BUS SERVICES IN RASTRICK**

The Working Group considered a report of the Passenger Transport Executive on issues affecting bus services in the Rastrick area following changes which took place in January 2008.

Mrs Beale and Mr Hartshorn attended the meeting to express concern on behalf of the local community. Their main issues were as follows:

- The loss of the service on Thornhill Road had caused inconvenience to elderly residents of the nearby Thornes Park estate who now had to walk 400m up a steep hill to catch an half hourly bus service.
- Service 549 made a one way loop around the Nunnery Lane estate which meant passengers had a long walk at the start or end of their journey.
- The frequency of service on Crowtrees Lane had reduced to hourly making it difficult for the community to access local library and medical services. It was also commented that residents in this area had lost a direct service to Huddersfield.

In response it was reported that Thornhill Road was a narrow road where the passage of buses and other larger vehicles was inhibited by parked vehicles. Therefore the operation of buses on that road had proved difficult in recent

years as on-street parking had increased. First had indicated their unwillingness to consider any diversion of their services onto Thornhill Road unless the passage of buses could be significantly improved by the introduction and effective enforcement of on-street parking controls.

Furthermore, First had advised that patronage and revenue in the Rastrick area had remained stable despite their reduction in the level of service reducing costs whilst maintaining patronage had improved the commercial viability of the Rastrick area services. First was therefore not prepared to increase the number of services and that any solutions to address residents' concerns would need to be found by adapting the services currently in operation.

It was reported that following discussions, Arriva had also indicated that they would not divert service 278 along Thornhill Road due to parked cars.

The Working Group commented that whilst sympathising with residents, the Authority's guidelines for addressing the withdrawal of commercial services did not provide for Metro to fund any additional services in these circumstances. However as a way forward they commented on a number of very successful MetroLocal schemes which had been introduced in partnership between Kirklees Council, Local Area Committees and Metro in the Kirklees area primarily aimed at providing essential journeys. A similar initiative in the Calderdale area would offer opportunities to address the identified issues.

#### **RESOLVED -**

- (a) That further discussions be held with Arriva with a view to the possibility of revising their services in the area.
- (b) That further discussions be held with Calderdale Highways to identify potential solutions to the parking issues on Thornhill Road.
- (c) That third party funding monies be explored with a view to providing a MetroLocal style service in the area.

#### **42. BOXING DAY SERVICES 2008**

The Working Group considered a report of the Passenger Transport Executive on the award of de minimis contracts for the operation of services on Boxing Day 2008.

It was reported that following the approval for the funding of Boxing Day services, discussions had been held with the operators who had now registered those services detailed in the report in accordance with the provisions agreed by the Working Group.

Half hourly services would be provided on each of the core high frequency routes into the centres of Leeds and Huddersfield between 0900 and 1800 hours. The network would also enable access to the White Rose Centre, Birstall Shopping Park and the major hospitals in Leeds and Huddersfield. Services which operated last year would continue to operate and were listed in Appendix 1 of the submitted report together with the following additional services for 2008:

- Service 254 Cleckheaton – Leeds (extended to Dewsbury Hospital and Dewsbury as service 268)
- Services 136/167 Pontefract – Junction 32 Outlet Village – Castleford – Kippax – Leeds
- Services 760 Shipley – Greengates – Calverley – Leeds (to be operated by First Leeds with the agreement of Transdev)
- Service 444 Wakefield – Stanley – Rothwell – Leeds

**RESOLVED** - That the award of de minimis contracts to secure the operation of services on 26 December 2008, as detailed in the submitted report be noted as being consistent with the Authority's policy for local bus services.

#### **43. MYBUS FARES**

The Working Group considered a report of the Passenger Transport Executive on fare levels on Mybus services.

It was reported that since the beginning of the Mybus project, fares had not risen which was part of the strategy at that time to develop the overall service and build patronage.

It was proposed to increase fares on Mybus services from 1 January 2009 by adopting the following approaches for primary and secondary schools:

##### **Primary Schools**

The price per journey would be increased from 50p to 60p. To encourage children to travel every day and to help regular users, a £5 weekly ticket would also be introduced.

##### **Secondary Schools**

Fares would be increased by an average of 10% and it was proposed to simplify the Fare Structure which meant that some individual fares could change by more than 10%. The availability of the SchoolPlus tickets would also be promoted to offer a cost effective alternative travel ticket.

**RESOLVED** - That the proposed fares increases be endorsed.

#### **44. EXCLUSION OF THE PRESS AND PUBLIC**

The Committee considered a recommendation to exclude the press and public from Agenda Item 8, which contained exempt information as defined in paragraph 3 (information relating to the financial or business affairs of any particular person (including the authority holding that information)) of Schedule 12A to the Local Government Act 1972.

It was recommended that, because disclosure of the report might prejudice future negotiations due to the commercial confidentiality of tender prices, the public interest would be better served by maintaining the exemption and, therefore, that the press and public should be excluded.

**RESOLVED** - That, as disclosure could prejudice future negotiations, the press and public be now excluded from Agenda Item 8.

#### **45. BUS SERVICE CHANGES IN LEEDS**

The Working Group considered a report of the Passenger Transport Executive on changes to bus services planned by First in the Leeds area from 1 February 2009.

It was reported that some of the changes proposed would result in the loss of services in certain areas. Discussions were still ongoing regarding a number of outstanding issues. The outcome of those talks would be reported to the next meeting of the Working Group.

The Working Group expressed their concern regarding the implications of the service changes and hoped that satisfactory solutions could be found for the affected areas.

**RESOLVED** -

- (a)** That the implications of the service changes planned by First in the Leeds area be noted.
- (b)** That a further report be prepared for the next meeting of the Working Group detailing the outcome of discussions with the operators to mitigate the proposed withdrawal of services.