

**WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY**

**AT A MEETING OF THE TENDERED SERVICES WORKING GROUP  
HELD AT WELLINGTON HOUSE, LEEDS ON  
THURSDAY 17 SEPTEMBER 2009**

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

Councillors E Firth, G Phelps, A Pinnock and K Watson

**24. DECLARATIONS OF INTEREST**

There were no personal or prejudicial interests declared by members.

**25. MINUTES**

Further to Minute 16 - Boxing Day Services 2009 - Members were advised that Metro had approached Bradford, Calderdale and Wakefield Town Centre Managements to determine interest in operating bus services on Boxing Day. Wakefield had confirmed that city centre shops would be closed and no other activity had been confirmed. Metro would, therefore, concentrate on providing services in the Leeds and Huddersfield areas, as in previous years. It was also noted that this year services would be extended to the Denby Dale and Kirkburton areas. A further report detailing the award of contracts would be reported to a future meeting of the Working Group.

**RESOLVED** - That the minutes of the meeting held on 6 August 2009 be approved.

**26. KIRKLEES RURAL BUS SERVICES**

The Working Group considered a progress report of the Passenger Transport Executive regarding developments on the operation of rural services in the Holme Valley, Colne Valley and Denby Dale areas jointly funded by Metro and Kirklees Council.

**Colne Valley**

Members were advised that a passenger usage survey had recently been undertaken on MetroLocal services ML15 (Milnsbridge-Cowersley-Linthwaite-Blackmoorfoot-Meltham) and ML17 (providing a link to Slaithwaite from the surrounding hilltops). The services were provided by Mount Taxis under a de minimis contract. Survey data had shown that passenger use of the services had been disappointing with an overall average of 7 passenger trips per day

at a subsidy per passenger of £5.52. It was reported that on this basis their continuation could not be recommended.

It was, therefore, proposed to discontinue Service ML17. However, revised proposals have been developed to extend the Milnsbridge service to provide a direct link from the Colne Valley to Huddersfield Royal Infirmary (HRI) to improve access to health facilities for local people. The service would utilise a low floor minibus and operate on a 12 month 'use it or lose it' trial basis. It was also proposed to link the service with the tendered school service K17. The bid received from Stott's was recommended for acceptance. Stott's would operate Service K17 from the start of the school term and begin the new Milnsbridge service (388) from the October service change date. It was, therefore, agreed that a de minimis contract be awarded to Stott's Coaches for a 5 year period, subject to the service meeting Metro's '6 and 20' criteria after the first year. The financial implications of the above changes were outlined in the submitted report.

### **Holme Valley**

Members were reminded that at the previous meeting it had been agreed to extend the funding for Service H8 (Holmfirth - Holme Valley Memorial Hospital) until August 2009 pending discussions with Kirklees Council and local councillors to determine if alternative funding to retain the service could be secured. It was reported that discussions had been unsuccessful and, therefore, the service had been withdrawn.

As a result of lobbying for the restoration of the service by the local community and ward members, it was confirmed that opportunities to maintain the link to the Holme Valley hospital were currently being considered.

**RESOLVED** - That the award of a de minimis contract to Stott's Coaches for the operation of Service K17/433 be noted.

## **27. BUS SERVICES TO BRADFORD ROYAL INFIRMARY**

The Working Group considered a report of the Passenger Transport Executive regarding the invitation for bus service tenders to provide links to Bradford Royal Infirmary (BRI).

### **Service 629**

It was reported that the off peak Monday to Saturday 629 service (Shipley-Bradford Royal Infirmary) had been successfully operating since its inception in January 2006, enhancing accessibility to the hospital. The service was meeting Metro's criteria for support carrying an average of 12 passengers per journey, with the hospital generating 32% of trips. Residents and users of the service in the Shipley area had requested that the service operate later in the day and on Sundays to accommodate hospital visiting.

### **Service 619**

Members were advised in July First had withdrawn commercial operation of Service 619 between BRI and Bingley. As the service provided the only daytime links between Cottingley and Bingley and links from Bingley to BRI, Metro had agreed to subsidise the service until January 2010 pending an operational review. The review had now been undertaken and results found that an average of 13 passengers per journey used the service Monday to Friday with 45 trips per day made from BRI. An average of 24 passengers per day made the trip between Cottingley and Bingley. The service met Metro's criteria for continued support.

### **Proposed 629**

Following a network review it was proposed to split Service 619 and retain the hourly Bradford to BRI service. The BRI to Bingley section of Service 619 would be linked with the Shipley Service 629. Tenders would be invited for:

- An hourly daytime Monday to Saturday service operating Shipley Crag Lane-Shipley-Heaton-BRI-Cottingley-Bingley, incorporating Sandy Lane to cater for passengers travelling to the doctors' surgery on Haworth Road.
- An off peak Monday to Saturday service and an alternative Monday to Saturday timetable including an additional morning peak journey between Shipley Crag Lane and BRI and extended evening services between Shipley and BRI operating until 2100 hours.

Tenderers would also be invited to submit prices for the provision of an hourly Sunday service between Shipley-Crag Lane-BRI only. A further report regarding tender submissions/details and the affordability of the service enhancements would be submitted to a future meeting of the Working Group.

### **Revised Service 619**

Members noted that the existing contract for the hourly Service 619 between Bradford Interchange and the BRI would continue. The service times would be adjusted in the off peak to allow for interchange between Service 619 and the revised Service 629 to accommodate passengers travelling 'across' to the hospital.

Members requested that, where appropriate, area route maps be provided at future meetings in order to better appreciate the issues discussed.

**RESOLVED** - That tenders be sought, as detailed in the submitted report.

## **28. MISCELLANEOUS TENDERED BUS SERVICE ISSUES**

The Working Group considered a report of the Passenger Transport Executive on the award of a de minimis contract to Arriva for services in the

Micklefield area and withdrawal of a contract to Godson's for operation of the peak Service X16 between Overton/Netherton and Leeds.

### **Micklefield**

It was reported that commercial Service 403 (Leeds-Selby-Micklefield) operated Monday to Friday and was partially funded by Metro through a de minimis contract, which related to the operation of additional peak trips in the Micklefield area. Evening and Sunday services were funded by North Yorkshire County Council with some assistance from Metro. It was noted that these journeys were essential to maintain employment links between the village and Leeds. In this respect, it was confirmed that an agreement had been reached with Arriva to continue the existing de minimis arrangements at the present cost and that the contract would be awarded until April 2013 after which time it would be reviewed in tandem with other Arriva services in the Castleford area.

### **Service X16 – Overton-Netherton-Leeds**

Following withdrawal of peak services to Leeds from Overton and Netherton by Arriva in 2008 Godson's Coaches had been awarded a contract to run one morning inbound journey to Leeds and one evening outbound journey from Leeds. In July 2009 Arriva reinstated peak services to/from these villages. The new timetable was outlined in the report. Metro had received passenger use of Service X16 and found that all of the passenger trips could be made on the Arriva services. Given the availability of alternative commercial services, it was, therefore, proposed to withdraw the contract for Service X16 from October 2009.

### **RESOLVED -**

- (a)** That the award of a de minimis contract to Arriva for the operation of Service 403 via Micklefield be noted.
  
- (b)** That the withdrawal of the current contract with Godson's for the operation of Service X16 from October 2009 be noted.