

**WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY**

**AT A MEETING OF THE TENDERED SERVICES WORKING GROUP  
HELD IN WELLINGTON HOUSE ON  
MONDAY 15 OCTOBER 2007**

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

Councillors C Campbell, D Congreve, G Phelps and G Wainwright

**42. DECLARATIONS OF INTEREST**

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

**43. MINUTES**

Further to Minute 38 (Holme Valley Bus Service Changes), Members were advised that following changes to services in the Holme Valley area objections had been received to the loss of services along Sheffield Road and to/from New Mill and surrounding villages. Two local meetings had been held and further consultations had taken place with local ward councillors. A solution was being sought through changes to the local minibus network, which would be discussed with the Parish Council, who jointly funded the service.

The Working Group was also informed that further public concerns continued to be raised following changes made by Stagecoach in the South East Kirklees area in May 2007. These related to service punctuality, reliability, capacity, age of vehicles and loss of cross boundary links to Barnsley. Local meetings and discussions with ward councillors had taken place and, as a result, Metro and Stagecoach had agreed to fund the operation of market day, Wednesday and Saturday, services between Huddersfield and Barnsley. The service would provide one return trip between the two towns enabling visits to Barnsley for approximately 3 hours. The service would run from the beginning of November to Christmas 2007 and would be reviewed thereafter in discussion with Ward and Parish councillors.

**RESOLVED** - That the minutes of the meeting held on 10 September 2007 be approved.

**44. RENEWAL OF BUS SERVICE TENDERS - NORTH KIRKLEES**

The Working Group considered a report of the Passenger Transport Executive on the renewal of tenders in Batch 435 operated by Arriva in the Heavy Woollen area in North Kirklees.

It was reported that a value for money review of tenders had been carried out. The review had identified 56,504 miles (7%) which would be withdrawn due to low usage and a further 86,727 miles (10%) to be withdrawn as they were carrying over 20 passengers per trip. It was also reported that the tendered mileage/journeys, which would be lost due to low patronage had been assessed against the Authority's accessibility targets.

Comment was made that the batch mostly comprised of early morning, evening and Sunday journeys within services, which operated commercially during the day. It was reported that the daytime Service 213 (Morley-Batley) would not be affected by the changes.

**RESOLVED** - That the invitation to tender for Batch 435, as detailed in the submitted report, be approved as being consistent with the Authority's policy for local bus services.

#### **45. BUS SERVICE 58 : LEEDS-PARK ROW-WOODHOUSE RIDGE-ST JAMES' HOSPITAL**

Referring to minute 20 of the meeting held on 6 August 2007, the Working Group considered a report of the Passenger Transport Executive on the withdrawal of Service 58 in Leeds. Following withdrawal of the service significant representations had been received from residents in the Woodhouse Ridge area requesting the reinstatement of the service. Comment was made that the PTA had also asked that the matter be referred back to the working group for further consideration.

Members were advised that Metro had now undertaken an analysis of passenger usage of Service 58 which revealed that 25 passengers used the service each weekday in the Woodhouse Ridge area where the walk to alternative services was the greatest. These figures had confirmed demand for an off peak service, which linked passengers in that area to the city centre. In this respect, Metro had been approached by Councillor P Ewens to operate a service and had agreed to attend a local public meeting in the near future. In the meantime, Metro would explore options to achieve the service in a cost effective manner. Progress would be reported to a future meeting of the Group.

Comment was also made that although the service had provided a direct link to St James' hospital there were alternative frequent services available to/from the city centre. It was reported that work was also ongoing with the hospital Trust to consider ways of providing a new hospital link service in addition to identifying ways of improving signage and interchange for passengers travelling across the city to the hospital.

**RESOLVED** - That consideration be given to the provision of an off peak bus service between Woodhouse Ridge and Leeds city centre.

#### 46. **BOXING DAY AND NEW YEAR'S DAY**

The Working Group considered a report of the Passenger Transport Executive on the provision of daytime services in Leeds and Huddersfield on Boxing Day 2007 and New Year's Day 2008.

It was reported that the Authority had approved in principle the funding of daytime trial bus services. Since that time it had been decided to run services in Huddersfield on Boxing Day only, as very few shops opened in the town centre on New Year's Day. Members were advised that in order to provide a comprehensive network of local services it was proposed to run a half hourly frequency on each of the high frequency core routes into both centres, which would also facilitate links to the White Rose and Birstall shopping centres. The proposed networks would also enable links to the major hospitals between 0800 hours and 1800 hours. In this respect, Members were presented with schematic maps, showing the accessibility of service provision across the Leeds, Huddersfield areas and West Yorkshire overall on Boxing Day.

A standard adult fare of £2.00 would be charged enabling the passenger to travel all day on any service. Comment was made that if the trials demonstrated clear demand, the incumbent operators would be approached with a view to operating the most successful routes on a commercial basis in future years.

Discussions ensued regarding the cost of the proposed marketing/promotion of the services and how the business sector should contribute funds towards the initiative. Officers advised that a meeting would be held in the near future with Leeds City Centre management and key city centre retailers to discuss this issue. Members requested that the planned marketing and promotional campaign should ensure maximum awareness amongst the travelling public in order to give every opportunity for the services to succeed.

Following the receipt of costs from the operators of the planned routes, de minimis contracts would be awarded to First and Arriva, which reflected the premium staff costs on public holidays.

The Chair requested that Metro also give consideration to running the Huddersfield FreeTownBus on Boxing Day, subject to partnership funding from Kirklees Council being secured. Councillor Phelps also requested that consideration be given to running the Wakefield FreeCityBus, as he felt it would be cost effective to do so. In response, officers advised that due to time constraints it would be very difficult to arrange significant changes to the network of services presented. The network proposed, with the addition of the Huddersfield Town Bus, was endorsed by Members of the Group.

**RESOLVED** - That the award of de minimis contracts for the operation of Boxing Day and New Year's Day services be noted, as being consistent with the Authority's policy for the provision of local bus services.

#### **47. METROCONNECT OTLEY**

The Working Group considered a report of the Passenger Transport Executive reviewing the performance of the MetroConnect Otley services funded through the Rural Bus Challenge project, which was due to expire in January 2008.

It was reported that the services had been designed in consultation with Otley Town Council and passenger feedback and had evolved through several changes over the 3 year project period.

The review of the services showed that they did not meet the Authority's criteria for tendered bus services carrying an average of 5 passengers per trip. As a consequence, a meeting with Otley Town Council and local ward members had taken place to present the outcome of the review where it was suggested that the resources be focused on the most successful route operating from Holt Park-Cookridge-Bramhope-Pool-Otley-Newell-Wharfedale hospital. This hourly service would maintain the popular Cookridge link and provide enhanced co-ordination with the current minibus services in North Otley. It was, therefore, proposed that an hourly Service 940 be introduced for a one year trial period from January 2008.

The Working Group was advised that the current contract to operate the services had been awarded to TLC Travel in December 2006 and that this contract could be extended beyond January 2008. In this respect, further discussions were being held with TLC Travel to obtain a reduced cost for the revised service.

#### **RESOLVED -**

- (a)** That the performance of MetroConnect Otley services be noted and that no further action be taken for the continuation of current services beyond the expiration of the Rural Bus Challenge funding in January 2008.
- (b)** That the introduction of a one year trial service (940), operating between Holt Park and Wharfedale hospital, be noted.

#### **48. METROCONNECT LITTLE HORTON MC3**

The Working Group considered a report of the Passenger Transport Executive on the current performance of the MetroConnect 3 service in the Bradford District, which had been funded through the Department for Transport's Urban Bus Challenge in partnership with Bradford Trident and Bradford Primary Care Trust (PCT).

Members were informed that the service had been designed to provide links for residents in the Little Horton and West Bowling areas to local health, shopping and employment facilities.

It was reported that discussions on the future of the service had been held with Bradford Trident who, in partnership with the PCT, had agreed to provide funding for years 4 and 5 of the project. Bradford Trident would consider the release of their partnership funding for the service in December 2007 and it was Metro's intention to work closely with them to secure the continued operation of the service in its current form. In the interim it was proposed to continue the service until April 2008 with the cost of the extension being met from the residual project funds.

The Working Group was further advised that consideration was also being given to the long term sustainability of the service in the context of local development funding.

**RESOLVED** - That the extension of the current contract for the operation of the MetroConnect 3 service until April 2008 be noted, as being consistent with the Authority's policy for the provision of local bus services.

**49. EDUCATION TRANSPORT DE MINIMIS/EMERGENCY AWARDS AND CONTRACT VARIATIONS - SPRING AND SUMMER 2007**

The Working Group considered a progress report of the Passenger Transport Executive on the award of de minimis/emergency contracts together with variations to ongoing contracts for the period 2 January 2007 to 27 July 2007.

**RESOLVED** - That the awards and variations, as detailed in Appendices 2 and 3 of the submitted report, be noted as being consistent with the Authority's policies for the provision of schools transport services.

**50. TENDERED SCHOOL BUS SERVICES - AWARD OF DE MINIMIS CONTRACTS 2007/2008 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 2007/08 academic year.
- (b) The overall costs of schools transport provision in Bradford, Calderdale, Kirklees, Leeds and Wakefield Districts for the 2007/08 academic year.

**RESOLVED** - That the award of contracts, as detailed in Appendix 1 of the submitted report, be noted as being consistent with the Authority's policy for the provision of schools transport services.