

**WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY**

**AT A MEETING OF THE TENDERED SERVICES WORKING GROUP  
HELD AT WELLINGTON HOUSE, LEEDS ON  
WEDNESDAY 3 JUNE 2009**

**PRESENT:** Councillor P McBride (Chair)

Councillors C Greaves, A Pinnock and K Watson

**Observer:** Julie Talbot, District Audit

**92. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors E Firth and G Phelps.

**93. DECLARATIONS OF INTEREST**

There were no personal or prejudicial interests declared by members.

**94. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 13 May 2009 be approved.

**95. BUS SERVICE 530**

The Working Group considered a report of the Passenger Transport Executive on the hourly 530 bus service, which was introduced in April 2008 on a trial 'use it or lose it' basis funded through the Supplementary Tendered Bus Services budget.

It was reported that the role of the 530 service was to secure local bus service provision to the Bell Hall area whilst also providing links to Calderdale College and Calderdale Royal Infirmary. With the exception of parts of Bell Hall, all of the areas served had alternative bus services to Halifax town centre.

The Working Group was advised that the usage of the service had not met expectations, carrying only 5 passengers per trip. Members expressed their disappointment that the service had clearly failed to meet the targets set and that the continuation of the service could not be justified beyond July 2009 to coincide with the end of the term at Calderdale College.

**RESOLVED** - That in view of the failure to achieve the prescribed patronage target criteria for supplementary bus services, the contract of Service 530 be terminated.

## **96. DAY TRIPPER BUS SERVICES**

The Working Group considered a report of the Passenger Transport Executive on the award of contracts for the operation of Day Tripper services during the school summer holiday period.

It was reported that patronage in 2008 was adversely affected by poor weather conditions with an average of 23 passengers using Services 950 and 956 each day. Service 957 was less well used with only 17 passengers using the service per day. It was, therefore, proposed that this service be discontinued and replaced with a new service linking Huddersfield and the Holme Valley with the Peak District, which had been requested by the general public and Kirklees Council.

The Working Group expressed their disappointment regarding the withdrawal of service 957 and asked that the provision of the service be reviewed in 2010.

A £900 contribution was also recommended for the operation of Sunday Service 812, which enabled access to the Bronte themed attractions in the Worth Valley. The Working Group was advised that Metro had supported the service in previous years through the Rural Transport Partnership. The grant for the operation of the service would be subject to a report to the ITA regarding the use of wellbeing powers.

### **RESOLVED –**

- (a)** That the award of contracts to Godsons and the Huddersfield Bus Company for the operation of Day Tripper services, as detailed in the submitted report, be noted as being consistent with the Authority's policy for the provision of local transport services.
- (b)** That a contribution of £900 to the Worth Valley Joint Transport Committee for the operation of the seasonal Sunday service 812 be recommended to the ITA.

## **97. KICKSTART 2009**

The Working Group considered a report of the Passenger Transport Executive on the progress of bids being developed in respect of the Department for Transport's Kickstart 2009 scheme.

It was reported that the Department for Transport had announced a further round of the Kickstart initiative, which encouraged transport authorities to

prepare joint bids with bus operators for schemes, which made use of the new bus powers in the Local Transport Act. The DfT had indicated that they required all submissions by 3 July 2009 and that all the successful bids would be announced in Autumn 2009. Bids were being developed for the following schemes:

### **Wakefield Bus Partnerships**

It was reported that Arriva had indicated their willingness to enter into a partnership with Metro for the introduction of an enhanced rationalised network with simple non-operator specific fares and branding. The Working Group was also advised of Wakefield Council's proposals for a 'park and ride' in North Wakefield which would complement the proposed network review.

### **Brighouse Community Transport - MetroLocal**

The Working Group was advised that it was proposed to develop a bid for the operation of an off-peak Community Transport MetroLocal service in the Brighouse and Raistrick area. Comment was made that a number of issues had arisen in the area following the withdrawal of commercial services. In welcoming this initiative the Working Group highlighted the success of the MetroLocal services in the Cleckheaton and Heckmondwike areas, which had addressed similar issues. Members were advised that support in the preparation of the bid would be provided by the Community Transport Association through their existing Communities on the Move commission.

### **Other Schemes**

It was reported that following the withdrawal of services in the North Kirklees area, which caused significant public concern. Metro had been approached by Kirklees District Council to develop a bid to enhance transport links between Huddersfield and Leeds. A meeting was planned with Kirklees Council and Arriva to progress the matter.

The Working Group was also advised that Metro was seeking operator partners to develop a bid to secure the operation of additional night bus services.

Full details of the bids submitted would be provided to a future meeting of the Working Group.

**RESOLVED** - That the bids to the Department for Transport for the Kickstart 2009 funding be developed, as detailed in the submitted report.

## **98. TENDERED SCHOOL BUS SERVICES - BATCH 473**

The Working Group considered a report of the Passenger Transport Executive on the results of tenders received in Batch 473 for the provision of non-Mybus schools services in Bradford, Calderdale, Leeds and Wakefield

District, including those services administered by Metro on behalf of the LEA's, as part of the Education Transport Agency Agreement.

It was reported that the batch, which comprised 73 tenders for the procurement of 40 home to school services had attracted a high level of competition with a total of 16 operators bidding for contracts, including bids submitted by 3 new operators.

**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.

**99. EDUCATION TRANSPORT DE MINIMIS / EMERGENCY AWARDS AND CONTRACT VARIATIONS - AUTUMN 2008 AND SPRING TERM 2009**

The Working Group considered a report of the Passenger Transport Executive on the award of de minimis/emergency contracts, together with variations to ongoing contracts, from the period 1 September 2008 to 3 April 2009.

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

**100. REVIEW OF MYBUS PRIMARY SERVICES**

The Working Group considered a report of the Passenger Transport Executive on the review of Mybus primary school services.

It was reported that at a previous meeting the Group had endorsed the review of Mybus services to ensure value for money and to consider the withdrawal of poor performing services at the end of either the spring or summer terms.

The Working Group was advised that, whilst ongoing monitoring exercises had demonstrated that the majority of services were performing well, in terms of CO<sup>2</sup> reduction, modal shift and cost, a small number of services were still failing to meet Metro's criteria for Mybus services.

Members were informed that, as part of the agreed evaluation process an extensive marketing initiative had been carried out to try to promote greater use of the services at the schools which were performing badly in terms of patronage. However, despite extensive work by Metro and the respective schools, usage still remained below the threshold.

The Working Group was reassured that parents would be given sufficient notice prior to their withdrawal.

**RESOLVED** - That the schools, parents and pupils be advised of Metro's intention to withdraw services, as outlined in the submitted report from the end of the 2009 summer term.

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

The Working Group considered a recommendation to exclude the press and public from Agenda Items 11, 12 and 13, which contained exempt information as defined in paragraph 3 of Schedule 12A to the Local Government Act 1972 (information relating to the financial or business affairs of any particular person (including the authority holding that information)).

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 Items 11, 12 and 13.

## **102. JULY BUS SERVICE REDUCTIONS**

The Working Group considered a report of the Passenger Transport Executive advising members of changes to commercial local bus services registered by operators in the District.

It was noted that whilst the changes to Arriva, Centrebus and Stagecoach services would have some local impacts, those proposed by First were more significant and wide ranging. It was stressed that Metro would be unable to financially support all the deregistered services and they had made strong representations to the operators seeking to address some of the issues which had arisen.

The Working Group was advised that Metro had continued to make strong representations to First and as a result they had agreed to the following:

- Reinststate services 44/44a to enable a review of services in the area aimed at maintaining links to Pudsey and the Owlcoates Centre.
- The review of services along the A660 corridor in order to ensure adequate capacity was provided.
- Provision of additional afternoon peak trips on service X55 trips from Leeds to the Morley area.

Members were extremely concerned at the proposed scale of cuts to commercial services and the significant inconvenience and local controversy arising from the proposals. Members reiterated their concern at the short

notice that had been given which did not give sufficient time to allow proper and meaningful consultation with the affected areas. Special meetings of the Passenger Consultative Committees had been arranged to allow PCC member views and issues to be articulated.

**RESOLVED -**

- (a) That the service changes proposed and the actions to be taken be noted.
- (b) That the award of emergency contracts to reinstate services threatened with withdrawal, as detailed in the submitted report, be noted.
- (c) That, in respect of the Service 78, the variation of contract to reflect the two additional operational hours per day, as detailed in the submitted report, be noted as being consistent with the Authority's policy for local bus services.

**103. WAKEFIELD CITY SERVICES : AWARD OF CONTRACT**

The Working Group considered a report of the Passenger Transport Executive on the award of a de minimis contract for the operation of a network of local services in Wakefield.

It was reported that the Wakefield City local services were currently operated by an ageing fleet which offered a poor quality service. The network had been subject to a gradual reduction in service levels over recent years to reflect the decline in levels.

Following Arriva's intention to withdraw their remaining commercial services in the area due to continued decline in patronage and the postponement of the city centre retail development scheme, the Working Group was advised that in an attempt to stop further erosion of the local network, Metro had met with Arriva. A package of measures had been agreed to maintain and enhance the network which also provided for the procurement of 14 low floor buses, route/network branding and fare offers to encourage local bus travel.

In order to facilitate the proposals, it was reported that a revised de minimis contract would be awarded to Arriva and a number of contracts which were due to expire in April 2010 would be terminated.

**RESOLVED -** That the award of a de minimis contract to Arriva for the operation of Wakefield City services be noted as being consistent with the Authority's policy for local bus services.

#### **104. ACCESSBUS OPERATING CONTRACTS**

The Working Group considered a report of the Passenger Transport Executive on the award of contracts for the operation of the AccessBus service across West Yorkshire from October 2009.

It was reported that the current AccessBus contracts were due to expire in September 2009. Tenders were invited on the basis of revised contract provisions which had previously been approved by this Group and the Bus Working Group.

The Working Group was advised that tenders had been issued in one batch comprising 5 separate contracts in respect of the 5 districts and that each contract was for the operation of the current number of vehicles operating in the respective District areas. Bidders were also invited to bid for any complete District or a combination of Districts.

The Working Group was advised that 10 companies had submitted bids and that they had been assessed in accordance with the published evaluation criteria.

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