

**WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY**  
**AT A MEETING OF THE TENDERED SERVICES WORKING GROUP**  
**HELD AT WELLINGTON HOUSE, LEEDS ON**  
**WEDNESDAY 8 APRIL 2009**

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

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

**76. DECLARATIONS OF INTEREST**

There were no personal or prejudicial interests declared by members.

**77. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 4 March 2009 be approved.

**78. BRADFORD FREECITYBUS**

The Working Group considered a report of the Passenger Transport Executive giving an update on the performance of the Bradford FreeCityBus and proposals for the extension of the service until September 2013.

It was reported that the service had exceeded expectations with current average weekly loadings of over 15000 passengers, which continued to increase. The service had achieved all the targets previously agreed for modal shift, reductions in car traffic and improvements to accessibility for the mobility impaired. Bradford Council had agreed to fund the continued operation of the service. Sponsorship had been secured from the University of Bradford, Sovereign Health Care and Bradford College.

The Working Group was advised in December 2008 that First had indicated that if the service continued, an increase in costs would be necessary. Discussions had now taken place and a revised price had been agreed, which compared favourably with other FreeCity/TownBuses.

**RESOLVED** - That the extension of Bradford FreeCityBus until 2013 as detailed in the submitted report be noted as being consistent with the Authority's policy for local bus services.

## **79. BUS SERVICES TO LEEDS BRADFORD INTERNATIONAL AIRPORT**

The Working Group considered a report of the Passenger Transport Executive detailing the current position regarding the provision and funding of bus services to Leeds Bradford International Airport (LBIA).

It was reported that Metro and LBIA also currently funded a number of services to the airport, some of which performed a vital role in providing essential local links to neighbouring villages.

In view of the change of ownership at the airport and the uncertainty over future funding of the services, lengthy discussions had been held with the Airport company. Members were advised that some progress had been made and that officers were confident that an agreed network of services could be developed for consideration at a future meeting of the Working Group.

Members recognised that although Metro was keen to advance the future development of tram train as the long term mode of transport to the airport, there was an immediate need to develop a network of local bus services, which provided a sustainable and attractive mode of access to the airport.

It was also reported that the current contract for the operation of Service 757 Leeds - Leeds Bradford Airport - Otley was due to expire in April 2009 and, therefore, it would be necessary to extend the contract until discussions with the airport had concluded.

### **RESOLVED -**

- (i)** That the current position regarding services to LBIA be noted and that the outcome of discussions on future bus services be reported to a future meeting of the Working Group.
- (ii)** That the operation of Service 757 Leeds - Leeds Bradford International Airport - Otley be extended until the ongoing discussions with the airport had been concluded.

## **80. OFT MARKET STUDY INTO LOCAL BUS SERVICES**

The Working Group considered a report of the Passenger Transport Executive on a study being carried out by the Office of Fair Trading into the supply of local bus services.

It was reported that the market study would focus on gathering and analysing data to help build a picture of how competition in the local bus sector worked. The OFT was seeking to work with local authorities and bus operators, together with central and devolved government, to collect information on the different models of competition operating in local areas. The final duration and scope of the study would depend on the results of that initial phase.

Members were informed that Metro had initially been consulted by way of a conference call and that further work on more detailed local issues would be carried out by the Bus Service Manager on Metro's behalf.

## **RESOLVED**

- (i) That the Office of Fair Trading investigation in Bus Service Competition be noted.
- (ii) That further reports on Metro's input to the investigation be submitted to future meetings of the Working Group.

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

The Working Group 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.

## **82. BUS SERVICES CALDERDALE DISTRICT**

The Working Group considered a report of the Passenger Transport Executive on the award of de minimis contracts and the extension of tenders in the Calderdale District.

Members were reminded that Metro had been advised of a number of significant service changes in the area by First which included the withdrawal of the following services:

Service 577/578	Halifax - Hubberton/Boulderclough - all trips
Service 531	Halifax - Copley - all trips
Service 539	Halifax - Stainland - reduced to hourly
Service 573/574	Luddendenfoot - Halifax

It was reported that these services served rural communities without any other alternative public transport provision. Members were very mindful of the need to reappraise the overall bus network in the area and develop an affordable and sustainable solution. To permit the work to proceed, Metro had now

agreed with First to further extend the current contracts until the service change date in January 2010.

#### **RESOLVED**

- (i) That the extension of contracts in Batch 465 as detailed in the submitted report be noted as being consistent with the Authority's policy for the provision of local bus services.
- (ii) That the award of a de minimis contract to First to maintain the deregistered services be noted as being consistent with the Authority's policy for the provision of local bus services.

### **83. AWARD OF BUS SERVICE TENDERS – KIRKLEES DISTRICT**

The Working Group considered a report of the Passenger Transport Executive on the results of tenders received in Batches 466 and 479 which comprised of services in the Holme Valley, early morning, evening and Sunday services in the Huddersfield area.

It was reported that since the last meeting further discussions had been held with First and, as a result, a revised solution had been achieved.

The Working Group were informed that following the award of the contract in batch 481 to Centrebus, First had advised Metro of their intention to withdraw their commercial peak trips on the Scapegoat Hill 303/338 services. Patronage did not justify the commercial operation with an average of only 12 passengers per trip. Members were advised that Centrebus had offered to replace those trips in order to maintain the peak service operation.

#### **RESOLVED**

- (i) 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.
- (ii) That the award of a de minimis contract to Centrebus for the continuation of peak time journeys to Scapegoat Hill be noted as being consistent with the Authority's policy for local bus services.