

**WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY**  
**AT A MEETING OF THE TENDERED SERVICES WORKING GROUP**  
**HELD IN WELLINGTON HOUSE ON**  
**MONDAY 4 DECEMBER 2006**

**PRESENT:** Councillor C Townsley (Chair)  
Councillors D Congreve, B Hyde and G Wainwright

**In Attendance:** Councillor J S King

**41. APOLOGIES FOR ABSENCE**

An apology for absence was received from Councillor G Phelps.

**42. DECLARATIONS OF INTEREST**

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

**43. MINUTES**

Members were provided with an update report which was circulated at the meeting on a number of concerns which were raised at the meeting held on 6 November 2006.

**Arriva Service Changes**

**Hunsworth to Leeds** – Agreement had now been reached to retain the hourly service between Cleckheaton and Leeds via Hunsworth and Birkenshaw.

**Heckmondwike to Wakefield** – Service 254 would be extended to Wakefield to maintain an hourly link to the Spen Valley area to compensate for the withdrawal of Service X33.

**Withdrawal of Service 226** – Members were reminded that the withdrawal of Service 226 from the A58 between Cleckheaton and Hipperholme would leave the village of Norwood Green unserved. In this respect comment was made that usage surveys had been carried out which revealed that approximately 9 passengers per day travelled from Norwood Green towards Halifax and 3 per day towards Cleckheaton which equated to an average of less than one passenger per trip. Therefore, the cost of a full replacement

service could not be justified by the very low demand. Following concerns expressed by villagers, a meeting had been arranged between the Chairman of the Authority, Metro officers and local community representatives and that the outcome would be reported back to the Working Group.

**Service 67** – In view of the very poor punctuality of this service, agreement had been made to amend the route to operate direct from Old Farnley to the Ring Road via The Beulah Inn. In this respect it was reported that most of the section of route omitted was not populated apart from an area of housing on Water Lane which would involve passengers having to walk up to 500m for a bus.

**RESOLVED** - That the minutes of the meeting held on 6 November 2006 be approved.

#### **44. BATCH 416 – AWARD OF TENDERS**

The Working Group considered a report of the Passenger Transport Executive on the award of contracts advertised in Batch 416 for the operation of tendered bus services in the South Kirklees area.

It was reported that although the batch had been split to encourage competition from smaller operators, only one tender had been received from the existing operator, Stagecoach Yorkshire which represented a 15.6% increase in current costs. The tender submission included a proposal to make changes to the current network including cross boundary services which would impact on the amount of tendered mileage and therefore the price.

It was proposed that the contracts be awarded on the basis of the tendered timetables, subject to further negotiations with Stagecoach on the price submitted and also on the proposed network changes which would also need to meet the needs of South Yorkshire PTE.

**RESOLVED** -

- (a) That the award of contracts to Stagecoach Yorkshire as detailed in the submitted report be noted as being consistent with the Authority's policy for the provision of local bus services.
- (b) That the outcome discussions with Stagecoach Yorkshire and South Yorkshire PTE be reported to a future meeting of the Group.

#### **45. AWARD OF CONTRACTS – SERVICE 900 – HUDDERSFIELD AND HEBDEN BRIDGE**

The Working Group considered a report of the Passenger Transport Executive on the award of contracts for Service 900 operating between Huddersfield and Hebden Bridge and arrangements for the redeployment of the Metro funded bus currently in use on Service 900. It was reported that

since the last meeting discussions had taken place with First and agreement had been reached to utilise the Metro funded vehicle on Service 554 over a 5 year period. In this respect it was commented that the proposal offered the following benefits:

- Secures a small cost saving over the next 5 years
- Secures a new low floor bus on Service 900
- One operator running all trips on Service 900 rather than the current situation where the service is split between K Line and First
- Provides low floor operation on tendered daytime services in Halifax
- Safeguards the cost of both Service 900 and 554 for 5 years
- Removes any risk that Metro may not realise the full return for its initial investment in a bus for Service 900.

**RESOLVED** - That the award of a contract to First for the operation of Service 554 at a reduced price to reflect the provision of the Metro funded vehicle be noted as being consistent with the Authority's policy for the provision of tendered local bus services.

#### **46. MISCELLANEOUS TENDERED BUS SERVICE CONTRACTS**

The Working Group considered a report of the Passenger Transport Executive on the award of emergency contracts to maintain access to communities affected by highways works listed below and for an amendment of the contract for the operation of the Huddersfield FreeTownBus to extend the service on Thursdays to coincide with late night shopping and the inclusion of bus station departure charges.

Thorp Arch River Bridge, Boston Spa  
Hawksworth, Main Street  
Norrithorpe Lane, Norrithorpe  
North Road, Ravensthorpe  
New Road, Kirkheaton  
Colden  
Thorpe Edge  
Keighley Road, Hebden Bridge  
Stainland and Outlane  
Triangle

It was reported that with the exception of works at Thorp Arch River Bridge, the costs of services had been met by third parties undertaking the work. In this respect the Working Group expressed their disappointment at Leeds City Council who were unable to confirm agreement to fund the service and urged that this matter be pursued with senior management at Leeds City Council. The Working Group also requested that no further emergency services be introduced in Leeds District until written confirmation of financial support had been received.

## **RESOLVED –**

- (a)** That action taken to secure services in accordance with the Authority's policies for the provision of tendered services and the arrangements to recover costs be noted.
- (b)** That officers be requested to hold further discussions with Leeds City Council with a view to recovering costs in respect of Thorp Arch River Bridge replacement bus services and that the outcome be reported to a future meeting of the Working Group.
- (c)** That the amendments to the Huddersfield FreeTownBus as detailed in the submitted report be noted.

## **47. NIGHT BUS SERVICES - LEEDS**

The Working Group considered a report of the Passenger Transport Executive on the award of contracts for the operation of a night bus in Leeds.

It was reported that the operation of night bus services in Leeds had been a longstanding aspiration of Metro and Leeds City Council. Following discussions with interested parties, Safer Leeds (Leeds City Council, West Yorkshire Police and Leeds City Centre Management) had secured funding to support the following services for a trial period leading up to Christmas and on New Year's Eve. Members noted that Metro was unable to provide funding as such services fell outside the PTA's policy for provision of tendered bus services.

- Service 2 – Roundhay Park via Moortown
- Service 12 – Middleton via Hunslet
- Service 16 – Bramley via Armley
- Service 50 – Seacroft via Harehills
- Service 51 – Morley via Churwell

**RESOLVED** - That the award of a contract to First for the operation of night buses in Leeds as detailed in the submitted report be noted as being consistent with the Authority's policy for local bus services.

## **48. TERMINATION OF CONTRACT – PEGASUS.COM**

The Working Group considered a report of the Passenger Transport Executive on the implications for Metro following the liquidation of Pegasus.com who operated tendered services in the Otley and Ilkley areas and the immediate action taken to maintain passenger services.

Members were advised of the interim action and cost arrangements which had been agreed with other operators to secure the continuation of services

by First Leeds (services 960, 961, 962, 963), First Bradford (service 967) and K Line (services 940, 941, 942, 943 and 946) on a short term basis. It was reported that whilst First were able to continue to operate the services indefinitely, K Line were unable to do so. Tenders had therefore been invited for the 940 group of services which had been awarded to TLC Travel, the lowest tenderer. Tenders for the 960, 961, 962 and 963 services had been sought and would be presented to the next meeting of the Working Group.

Members were informed that investigations were proceeding to integrate the operation of Service 967 into the wider local bus network. It was hoped that any solution would provide a sustainable network outcome to the travel needs of the nearby High Royds development.

**RESOLVED –**

- (a) That the emergency contract arrangements to maintain services in the Wharfe Valley as detailed in the submitted report be noted.
- (b) That the award of a contract to TLC Travel Ltd for the 940 group of services be noted as being consistent with the Authority's policy for the provision of local bus services.

**49. BUS SERVICE CHANGES – BRADFORD DISTRICT**

The Working Group considered a report of the Passenger Transport Executive on amendments to tendered services arising from changes to bus services in Bradford occasioned by the need to maintain the operation of local minibus Service 846.

It was reported that following discussions with First a solution had now been agreed which reduced the overall vehicle requirement of the operating cycle and minimised the resultant impact on passengers. Members were given a summary of the agreed changes which included the withdrawal of Service 679 which would be covered by other services. The current cost of this service would be transferred by issuing a deminimis contract to fund Service 846 at its current service level. It was reported that subject to the Group's advice on this matter the proposed network amendments would be reported to the Bradford Council Economic Scrutiny Committee.

**RESOLVED** - That the changes to tendered bus services to safeguard the continued operation of Service 846 be noted.