

AGENDA ITEM NO: 6

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

AT A MEETING OF THE TENDERED SERVICES WORKING GROUP HELD IN WELLINGTON HOUSE ON THURSDAY 24 AUGUST 2006

PRESENT: Councillor C Townsley (Chair)

Councillors D Congreve, B Hyde, M Slater and G Wainwright

12. APOLOGIES

An apology for absence was received from Councillor G Phelps.

13. DECLARATIONS OF INTEREST

Councillor Hyde declared a personal interest in Agenda Item No. 4 Service 737 Bradford – Leeds Bradford International Airport and took no part in the discussions or voting thereon.

14. MINUTES

RESOLVED - That the minutes of the meeting held on 18 July 2006 be approved.

15. SERVICE 737 BRADFORD – LEEDS BRADFORD INTERNATIONAL AIRPORT

The Working Group considered a report of the Passenger Transport Executive on the award of a deminimis contract for the operation of bus services between Bradford and Leeds Bradford International Airport.

It was reported that PET trading as Pegasus, who currently run the service until October 2007 had given notice to terminate their contract following driver shortages resulting in reliability and punctuality problems which had led to a significant number of complaints and reduced patronage.

The Working Group were advised that as a result of detailed discussions between Metro, Leeds and Bradford Airport (LBIA) and local operators, agreement had been reached to introduce improvements to the 737 bus service between Bradford and Leeds Bradford International Airport in two stages. From Sunday 27 August 2006 the service would be operated by First to a slightly revised timetable and then from 29 October 2006 a new timetable

would be implemented on a 3 year contract for the route providing a faster half hourly service via Apperley Bridge and Yeadon and an hourly service via Shipley and Guiseley.

The Working Group noted that although there was a small increase in cost to run the service the revised network provided an integrated network of services in the Apperley Bridge and Guiseley area. 50% of the annual cost increase would be funded by LBIA.

Comment was also made that the vehicles used on the service had been funded by Metro and that an agreement regarding the operation of the vehicles would be made with First in line with similar arrangements on other MetroConnect services.

RESOLVED -

- (a) That the award of contracts to First for the operation of Services 747 and 651 together with the adjustment of contracts for Services 97, 647 and 654 from 30 October 2006 be noted as being consistent for the provision of local bus services.
- (b) That the award of an emergency contract to First for the operation of Service 737 between 27 August and 29 October 2006 be noted.

16. RURAL BUS SERVICE CONTRACTS

The Working Group considered a report of the Passenger Transport Executive on the extension or renewal of various contracts in respect of the following services funded through the Rural Bus Grant:

- Renewal of tenders Service 900 Hebden Bridge – Ripponden – Huddersfield
- Renewal of tenders Service 923 Wetherby – Otley
- Award of deminimis contracts Service 933 Meltham minibus
- Renewal of deminimis contract Service 241 Huddersfield – Lepton – Houses Hill
- Contribution towards cost of cross boundary - Service 781 Wetherby to Tadcaster

With regard to the relatively poor usage on Service 923, the Working Group suggested that publicity should be organised to encourage future patronage growth.

RESOLVED –

- (a) That tenders be sought for Services 900 and 923 as detailed in the submitted report, as being consistent with the Authority's policy for the provision of local bus services.
- (b) That the award of a 5 year deminimis contract to K Line for the operation of Service 933 be noted as being consistent with the Authority's policy for the provision of local bus services.

- (c) That the award of a deminimis contract to K Line for the operation of Service 241 be noted as detailed in the submitted report.
- (d) That the contribution made to North Yorkshire County Council towards the cost of operating cross boundary Service 781 be noted as being consistent with the provision of local tendered bus services.

17. METROCONNECT AIRE VALLEY LEEDS SERVICE

The Working Group considered a report of the Passenger Transport Executive on the extension of the contract for the MetroConnect Aire Valley Leeds service from October 2006 to April 2007.

It was reported that the current service carried an average of 230 passenger trips each day which resulted in an average loading of 5 passengers per trip which was less than the Authority's criteria for tendered support.

The Working Group were advised that although continuation of the service in its current form was unsustainable it was important to retain a service which provided important orbital links to adjacent socially deprived communities. An interim solution had therefore been devised, funded through SRB monies, using one vehicle instead of two at peak times. This safeguarded and maintained a service for the majority of existing passengers pending the development of longer term initiatives for the area. Metro and Leeds City Council were developing a strategy to integrate public transport into the long term development plan for the area to bring employees into the area from communities to the east and west. In this respect it was commented that further opportunities for developer funding of enhanced bus links would become available as development of the area proceeds.

RESOLVED -

- (a) That the extension of the contract to TLC Travel for the operation of the MetroConnect Aire Valley Leeds service be noted as being consistent with the policies for tendered local bus services.
- (b) That a report be submitted to a future meeting of the Working Group outlining options for maintaining the service until 2008.

18. AWARD OF CONTRACT – HUDDERSFIELD FREE TOWN BUS

The Working Group considered a report of the Passenger Transport Executive on the award of a contract to operate the free town bus in Huddersfield on a trial basis from October 2006 to July 2007.

It was reported that following PTA approval expressions of interest were sought and tender bids were subsequently received from First and Teamdeck trading as K Line to run the trial service until July 2007. The service would be monitored in early Spring 2007 against the criteria previously agreed between Metro and Kirklees MC. Quantitative information on journey purpose would be used to evaluate the success of the service in terms of patronage modal shift and accessibility.

It was proposed to award the contract to Teamdeck for the initial trial period and that should the service prove successful the contract could be extended to July 2012 on the same cost basis, subject to further funding being made available. The Working Group noted that discussions had been held with Teamdeck and the vehicle manufacturer Optare who had confirmed that they could deliver 2 Solo vehicles to the agreed specification for the 30 October 2006 commencement date. Metro would then provide a grant to K Line under Section 56 of the Transport Act 1968 subject to conditions to safeguard Metro's interest.

RESOLVED - That, in accordance with the Authority's policies for the provision of tendered local bus services, the award of a contract for the operation of the Huddersfield Free Town Bus as detailed in the report be noted.

19. EDUCATION TRANSPORT DEMINIMIS/EMERGENCY AWARDS AND CONTRACT VARIATIONS – SPRING AND SUMMER 2006

The Working Group considered a report of the Passenger Transport Executive on the award of deminimis/emergency contracts together with contract variations to ongoing contracts for the period 3 January to 28 July 2006.

RESOLVED - That the award of deminimis contracts, as detailed in the submitted report be noted as being consistent with the Authority's policy for education transport provision.

20. BATCH 403 – TENDERED SCHOOL BUS SERVICES – BRADFORD, LEEDS AND WAKEFIELD DISTRICTS

The Working Group considered a report of the Passenger Transport Executive on tenders received in Batch 403 for the provision of schools services in the Bradford, Leeds and Wakefield districts including those services administered by Metro on behalf of the LEAs.

Members were informed that many of the Wakefield recreational contracts had been withdrawn from the batch and that these services would be secured on a private hire basis using MyBus vehicles. This would secure benefits to Metro and Wakefield LEA especially with regard to quality, safety, efficiency and cost.

RESOLVED -

- (a) That the awards as detailed in the submitted report be noted as being consistent with the Authority's policy for Education Transport provision.
- (b) That the withdrawal of tenders for swimming pool contracts in the Wakefield District and Metro's intention to secure these services on a private hire basis utilising MyBus yellow bus vehicles, be noted.

- (c) That the withdrawal of the tender for Service M80 and Metro's intention to secure this service on a deminimis contract basis be noted.
- (d) That a report detailing the schools transport deminimis contract awards for the 2006/7 academic year be submitted to a future meeting of the Working Group.

21. BATCH 405 TENDERED SCHOOL TAXI AND MINIBUS SERVICES – BRADFORD DISTRICT

The Working Group considered a report of the Passenger Transport Executive on the results of tenders received in Batch 405 for the provision of school taxi and minibus services in the Bradford district including those administered by Metro on behalf of Bradford Education Authority as part of the Education Transport Agreement.

It was reported that the awards had been progressed on a minimum cost basis to secure the lowest cost for the batch as a whole and were awarded to licensed PCV minibus and licensed taxi and private hire operators. The awards included 4 new operators who would be subject to an inspection by Metro officers and/or the Freight Transport Association.

RESOLVED - That the awards as detailed in Appendix 1 of the submitted report be noted as being consistent with the Authority's policies for the provision of schools transport services.

22. MYBUS BATCH 401 TENDER EVALUATION

The Working Group considered a report of the Passenger Transport Executive on the results of tenders received for Batch 401, the second tranche of Phase 3 services.

It was reported that the batch comprised of 25 services within the Leeds district together with a single service to the Ravenscliffe Special School in Calderdale.

The Working Group were informed that many of the bids which had been submitted were very similar in value and interviews were therefore held with all tenderers to evaluate each bid against the MyBus Quality Standards. The evaluation had particular regard to cost, technical merit, delivery date, quality/standards, experience and risk.

In this regard First and CT Plus had performed the strongest across the evaluation criteria and provided the lowest overall cost. On that basis it was proposed to award contracts to:

- 25 vehicle operation to CT Plus
- First to provide a service to Ravenscliffe Special School, Halifax

RESOLVED - That the award of option 1 as detailed in the submitted report be noted as being consistent with the Authority's policies for education transport provision.

23. DATE OF NEXT MEETING

RESOLVED - That a joint meeting with the Bus Working Group to discuss the development of the AccessBus service be held on Thursday 14 September 2006 at 10.30 am.