

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

**AT A MEETING OF THE TENDERED SERVICES WORKING GROUP
HELD IN WELLINGTON HOUSE ON
MONDAY 10 SEPTEMBER 2007**

PRESENT: Councillor C Campbell (Chair)

Councillors T Brice (from Minute 35), D Congreve, C Greaves and
P McBride

29. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors G Phelps and
G Wainwright.

30. CHAIR

RESOLVED - That Councillor Campbell be elected to chair the meeting in the
absence of Councillor Brice.

31. DECLARATIONS OF INTEREST

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

32. MINUTES

RESOLVED - That the minutes of the meeting held on 6 August 2007 be
approved.

33. RENEWAL OF BUS SERVICE TENDERS - LEEDS

The Working Group considered a report of the Passenger Transport
Executive on the renewal of local bus service tenders in the Leeds District
tendered under Batch 444.

It was reported that the current contract for services operated by First expired
at the end of October 2007. The Batch comprised service 66 (Tyersal-
Pudsey-Troydale-Armley-Leeds), service 67 (Bramley-Old Farnley-
Leysholme-Armley-Leeds) and service 80 (Tyersal-Farsley-Pudsey), all of
which served residential areas not otherwise served by the commercial
network. Members noted the results of an assessment of passenger use and
accessibility of these services. Results showed that services 66 and 67 met

the Authority's passenger usage criteria. Whilst service 80 did not, it provided the only direct links into local shopping facilities at Pudsey for a number of communities. It was proposed that tenders for services 66 and 67 be renewed based upon their current operation and that the role of service 80 be amended to better serve the wider Pudsey area. Tenders would, therefore, be invited for an off peak hourly circular service operating from Pudsey bus station via Thorpe Road, Farsley, Ring Road (to incorporate New Pudsey rail station) terminating at the Owlcoates Centre. It was noted that the revised route would provide off peak links between Pudsey and New Pudsey rail station, which had been requested by local residents.

Members were informed that the service could be further extended in the future from Pudsey to the Pollard Lane residential development at Bramley via Bramley rail station and the shopping centre using developer contributions. This revision was dependent on resolution of access and turning arrangements at the site by Leeds City Council.

RESOLVED - That, in keeping with the Authority's policies for the provision of tendered local bus services, tenders be sought in accordance with the proposals, as detailed in the submitted report.

34. BUS SERVICE 757 - LEEDS TO BRADFORD INTERNATIONAL AIRPORT

The Working Group considered a report of the Passenger Transport Executive on the extension of the current contract for the operation of MetroConnect service 757 between Leeds and Leeds Bradford International Airport (LBIA).

Members were advised that the contract to operate the service was due to expire in October and that discussions had been ongoing with LBIA's new owners regarding the service's future. It was reported that whilst the new owners were satisfied with the current operation of the 757 service they wanted to discuss long term arrangements for bus access and to review their contribution to the service. The Group noted the recommendation to retain the current operation of the service until a longer term view could be developed. Members emphasised the important role that public transport initiatives needed to play in the future development plans of the airport and requested that Metro stress this point to the new owners.

RESOLVED - That the extension of the contract for the operation of MetroConnect service 757 between Leeds and Leeds Bradford Airport, as detailed in the submitted report, be noted.

35. METROCONNECT AIRE VALLEY LEEDS

The Working Group considered a report of the Passenger Transport Executive on the operation of the MetroConnect Aire Valley Leeds Service.

Members were reminded that the service had been designed to link socially deprived/high unemployment areas to the developing employment opportunities in the Aire Valley. The Group was advised that the current contract was due to expire at the October service change date and that efforts to secure additional funding had proven unsuccessful. It was reported that although the service did not meet the Authority's criteria for support, withdrawal would disadvantage passengers currently using the service and would be a retrograde step in the future development of public transport links into the Aire Valley employment area. Members agreed to extend the current contract until April 2008 to allow more time to determine future developer led funding packages.

RESOLVED - That the extension of the contract for the operation of the MetroConnect Aire Valley Leeds service until April 2008, as detailed in the submitted report, be noted.

36. EMERGENCY TENDERED BUS SERVICE CONTRACTS

The Working Group considered a progress report of the Passenger Transport Executive on emergency contracts issued to provide temporary services to maintain access to communities affected by highway works and of arrangements made to maintain bus services during major roadworks at Wetherby and Menston.

Short Term Emergency Contracts

Members noted Appendix 1 of the submitted report, which detailed instances in 2007 to date where temporary bus services had been secured on an emergency contract basis to maintain access for communities, which would otherwise be isolated due to highway works. It was noted that wherever possible Metro took necessary steps to recover/share costs with the agency undertaking the work and that to-date only British Telecom had refused to meet these costs.

Linton Bridge, Wetherby

It was reported that Linton Bridge, linking Linton village and Wetherby, would be closed by Leeds City Council for 12 weeks from mid September 2007. A free shuttle bus service operated by Utopia Coaches would operate between Linton village and Wetherby and would be funded by the Council.

Bradford Road, Menston

Members were also advised of the Bradford Road (A6038) closure between Otley and Menston, which was effective from 23 July 2007 for up to 16 weeks to enable the construction of a watercourse culvert. A temporary bus service pattern operated by First had been implemented and was outlined to Members for their information. Metro officers confirmed that Bradford Council had been made aware of the expected costs incurred as a result of the

revised service pattern. However, the Council had yet to confirm whether these costs would be met from their highways scheme budget.

Members were very concerned at Bradford Council's position on this matter and requested that a letter be sent to their Leader expressing the Group's grave dissatisfaction at their reluctance to contribute funds. In this respect, it was confirmed that Metro had written to the heads of service for each District Council's Highways Department stressing the need to include the cost of bus service diversion when planning major road closure schemes. The Group also requested that this issue be referred to the Authority's Local Transport Plan Steering Group to formally adopt the principle that all highway authorities should fund diversionary bus services where required. The Group also requested that Metro seek the support of SIG to petition the Department for Transport to establish whether a duty could be placed upon highway authorities/utility companies to meet the costs of diversionary bus services.

RESOLVED -

- (a) That the award of contracts, as detailed in the submitted report, be approved as consistent with the Authority's policies for the provision of local bus services.
- (b) That the issue of highway authorities funding diversionary bus services where required be referred to the Authority's Local Transport Plan Steering Group for discussion.
- (c) That Metro seek the support of SIG to petition the Department for Transport to establish whether a duty could be placed upon highway authorities/utility companies to facilitate the costs of diversionary bus services.

37. FAIR RIDER BUS COMPANY

The Working Group considered a report of the Passenger Transport Executive on the revocation of the PSV Operator's Licence for Fair Rider Bus Company and action taken in respect of the contracts held by the company.

Members were informed that the Traffic Commissioner had revoked Fair Rider's operator's licence and those of its associated companies with effect from 19 September 2007. Fair Rider operated contracts for services 368, 384, 385 and schools service K70, which had been transferred to the following operators from the end of August 2007:

368 (Huddersfield-Lindley-Milnsbridge-Almondbury) and school journey **K70** have been novated to Teamdeck Ltd trading as K-Line.

384/385 (Huddersfield-Birkby-Brighouse) have been novated to Loonat Coaches of Batley.

The remainder of the company's services were operated on a commercial basis and, with the exception of service 356A/357 (Longwood/Quarmby areas), duplicated routes of other operators. First had stated their intention to operate commercially on services 356A/357 to Longwood/Quarmby from 20 September 2007, which obviated the need for any additional tendered services arising from the loss of Fair Rider.

It was reported that Fair Rider had stated their intention to appeal against the revocation of the licences, although Metro had yet to receive confirmation that the appeal had been submitted.

RESOLVED - That the novation of contracts, as detailed in the submitted report, be noted.

38. FORTHCOMING BUS SERVICE CHANGES

The Working Group considered a report of the Passenger Transport Executive on the implications upon tendered services of anticipated changes to local bus services.

Holme Valley

It was reported that First had proposed major service revisions between Holmfirth and Huddersfield from the end of October. The revisions largely affected operation of the commercial daytime service with consequential changes to the tendered early morning, evening and Sunday trips. The new service would provide a 15 minute frequency between Holmfirth and Huddersfield with all buses operating from Holmfirth bus station and an additional peak period half hourly limited stop Express service. Members were advised that, as a result of these changes, Holme, Holmbridge and Thongsbridge would receive improved frequencies, Netherthong would experience a reduction in service and the journey time between Huddersfield from Hepworth would be longer.

Metro had undertaken discussions with Ward/Parish members and carried out detailed assessments concerning the implications for passengers. It was agreed that the scheme represented an overall benefit to Holme Valley.

Bradford - Saltaire

Members noted that First Bradford had undertaken a risk assessment of reversing manoeuvres at route terminii points in Bradford. One area of concern was Hirst Wood Road, Saltaire, which was a residential cul de sac often obstructed by parked cars. First, who operate services 679 and 810 on an hourly basis to this area, had requested that the route be altered to remove the turning manoeuvre and instead terminate the service 600 metres away at Dallam Avenue. Local Ward members had been consulted on the issue and understood the reasons for the revised route.

Bradford - Gain Lane

It was reported that in order to alleviate the concerns of local residents and improve traffic congestion, a review of usage for the Kickstart service 636/637 to Morrison's headquarter building on Gain Lane, Bradford, had been undertaken. In this respect, a new timetable would be introduced from October 2007, which would reduce the frequency of early morning, off peak and evening services on Woodhall Avenue, whilst maintaining a frequent service for Morrison's employees.

Bradford - Ravenscliffe

The Group was advised that First was seeking to revise their commercial service, which terminated at Ravenscliffe via a loop system around the estate every 20 minutes. In order to improve service frequency First intended to change service operation through the estate to every 10 minutes in a one way loop. Evening and Sunday services would follow the same pattern.

Leeds - South Leeds Stadium

Members were informed that a new Monday to Saturday hourly service operated by First would commence in September 2007 and operate from the City Centre to Belle Isle via the new South Leeds Stadium in Beeston. Arriva had also proposed to amend the route of their hourly 481 service to accommodate the stadium and Hunslet Carr.

Brighouse and Rastrick

It was stated that First would present their proposed January 2008 service changes in the Brighouse and Rastrick areas to local Ward members and to the next meeting of the Calderdale Passenger Consultative Committee. It was agreed that a progress report concerning this issue would be submitted to a future meeting of the Group.

RESOLVED - That the amendment to tendered bus services, as detailed in the submitted report, be noted.

39. TENDERED SCHOOL SERVICES - BATCHES 419 & 420 - CALDERDALE & WAKEFIELD DISTRICTS

The Working Group considered a report of the Passenger Transport Executive on the withdrawal of Batch 419 school bus services in the Calderdale District and the results of tenders received in Batch 420 for the provision of school services in the Calderdale and Wakefield Districts.

Members were advised of the tender awards for Batch 420 and details were attached as Appendix 1 to the submitted report. It was noted that the level of competition had been good with 14 operators bidding for work and a total of 113 bids being received for the 53 available tenders. In addition to submitting

bids for the specified services, operators were encouraged to submit 'alternative bids' offering to supply 'Mybus' style quality and safety features in accordance with Metro's Vision for Schools Transport and its aspiration to further expand improvements in the quality and safety of transport for children beyond the 150 Mybus services. It was reported that although the award to First Calderline had not been the cheapest option, it was considered to offer the best value for money as it included the conversion of 13 services to the Mybus specification. Calderdale LEA had agreed to meet their share of the additional costs.

It was reported that the tenders for within-school hours services in the Wakefield District were withdrawn following an exercise to assess the comparative cost of Batch 420 tenders and a Mybus Yellow Bus 'private hire' arrangement, which demonstrated that lower costs could be achieved if services were secured utilising the Mybus vehicles.

RESOLVED -

- (a) That the withdrawal of Batch 419 be noted.
- (b) That the awards, as detailed in Appendix 1, be noted as being consistent with the Authority's policies for the provision of the schools transport services.
- (c) That the withdrawal of tenders for within-school-hours services in the Wakefield District be noted.

40. EXCLUSION OF THE PRESS AND PUBLIC

The Tendered Services Working Group considered a recommendation to exclude the press and public from Agenda Item 12, which contained exempt information defined in Paragraph 3 of Schedule 12a Local Government Act 1972.

RESOLVED - It was agreed that because disclosure of the reports 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, the press and public be now excluded.

***41. AWARD OF CONTRACT - BATCH 433 - METROLOCAL**

The Working Group considered a report of the Passenger Transport Executive on the award of contracts for Batch 433 MyLittleBus/MetroLocal in the Kirklees area and the appointment of preferred bidders for the Bradford and Wakefield areas.

RESOLVED - That the report be noted.