

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	11 July 2017
<b>Title:</b>	Bus Stop Infrastructure Tender
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Adam Craig

**Tel:** 07557 562420

**Email:** adam.craig@hants.gov.uk

### 1. Executive Summary

- 1.1. The purpose of this paper is to seek approval to procure and spend for a contract to provide Bus Stop Infrastructure.
- 1.2. The current Bus Stop Infrastructure framework with Externiture expires on 30 November 2017 and therefore a new procurement exercise is required to continue with the ongoing deployment of bus stop infrastructure as identified through transport and development related schemes, and to position the County Council in both its bids and subsequent delivery with the Local Enterprise Partnerships (LEPs) and the Department for Transport (DfT).
- 1.3. The Framework Agreement will be for up to 4 years allowing for the placing of orders (call off contracts) as and when required, subject to available funding. The Framework also allows for call-off contracts for the maintenance of procured equipment for a period of up to 6 years from the expiry of the Framework commencement date. The existing Framework Agreement has had a positive impact upon the County Council's ability to address specialised bus stop repairs, improve waiting areas, and ensure existing bus stop arrangements are kept in a state of repair.
- 1.4. As part of this procurement, other local authorities have been invited to be included within the Framework Agreement to enable them to procure bus stop infrastructure as and when required. The Framework Agreement will enable the neighbouring authorities of Bournemouth Borough Council, Dorset County Council, Poole Borough Council, Surrey County Council, and West Sussex County Council to access the services.

### 2. Contextual information

- 2.1. Since the award of the previous Framework Agreement the County Council has been able to improve bus stop waiting facilities at many hundreds of the 8,500 stops across the county. Feedback from the public, Members and bus operating companies has been positive regarding these works.
- 2.2. The framework covers repairs and maintenance to the award winning Eclipse bus route linking Fareham and Gosport, which has seen extensive passenger growth since its launch in 2012.

### **3. Finance**

- 3.1. This is a Framework Agreement through which spend is subject to funding. For all funding secured, not only will purchase costs be met but also provision to meet any ongoing maintenance costs.
- 3.2. Based on previous success in bidding for Government grants it has been determined that £2.14 million of the total £2.5 million that could be spent through the new arrangements will relate to Hampshire County Council. £360,000 will be the allocated combined spend of Bournemouth Borough Council, Dorset County Council, Poole Borough Council, Surrey County Council, and West Sussex County Council, all of which have requested to be named as part of the framework arrangement.

### **4. Performance**

- 4.1. Feedback from the public, members, and bus operators was positive about delivery under previous arrangements. Providing for similar arrangements in the future should help the County Council continue to maintain and improve access to the bus network and show a positive image of public transport to encourage new users.
- 4.2. The services provided under the Framework Agreement will be monitored and assessed by the Passenger Transport Group Project Officer and the County Bus Inspector. There is a mechanism in the contract to address faults where identified.

### **5. Future direction**

- 5.1. With the growing use of smart phones, the emphasis of Near Field Communication and Quick Response code tags, as commonly used in shopping choices, will be rolled out to more bus stops subject to funding. This should assist passengers to access bus stop information, route information, and destinations.

### **6. Recommendations**

- 6.1. That approval is given to procure and spend for the provision and maintenance of Bus Stop Infrastructure by way of a new Framework Agreement for the supply, installation and maintenance of the same, for a period of up to four years duration with an estimated value of £2.5 million of which £2.14 million relates to Hampshire County Council.
- 6.2. That a ratio of 40% for price and 60% for quality is applied in tender evaluation of the items approved.
- 6.3. That the Director of Economy, Transport and Environment be given delegated authority to agree any variations to the items approved referred to at paragraph 6.1 above, in consultation with the Executive Member for Environment and Transport.

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	yes
<b>Maximising well-being:</b>	yes
<b>Enhancing our quality of place:</b>	yes

**Section 100 D - Local Government Act 1972 - background documents**

**The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)**

DocumentLocation

None

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- (a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- (b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- (c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **1.2. Equalities Impact Assessment:**

This report relates to approval to procure and spend for the provision and maintenance of Bus Stop Infrastructure by way of a new Framework Agreement so will have a low impact on groups with protected characteristics.

The provision of improved bus stop infrastructure increases accessibility to the public transport network so there is a possibility of a positive impact on groups with protected characteristics.

### **2. Impact on Crime and Disorder:**

2.1. High quality bus stop infrastructure provides an enhanced sense of space, and a better and safer travelling experience.

### **3. Climate Change:**

a) How what does is being proposed impact on our carbon footprint / energy consumption?

High quality bus stop infrastructure gives a viable alternative to journeys by car and therefore helps to encourage greater use of public transport.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Providing better bus stop infrastructure can lead to greater public transport use which can reduce air pollution and traffic congestion. Replacement of car journeys by bus journeys will also reduce carbon emissions.