

Lots; Lot 1 relates to BSI and Lot 2 incorporates the supply, installation and maintenance of Bus Shelters resulting in a comprehensive high-quality bus shelter and bus infrastructure offering.

7. The award of the new framework agreement would both support Hampshire County Council's commitment to local bus networks whilst positioning the County Council at the forefront in its delivery of major projects such as the Transforming Cities Fund and other government initiatives.
8. It is proposed that the framework agreement be for a period of four years and will commence on 1 May 2021. The framework agreement will allow for call-off contracts for the maintenance of procured equipment for a period of up to six years from the framework agreement commencement date.
9. It is proposed that the new framework agreement commence prior to the existing framework agreement expiring on 30 November 2021 to enable maximum flexibility in terms of what infrastructure the County Council can procure.

Contextual information

10. There are approximately 8,000 bus stops in Hampshire, all of which are owned by the County Council.
11. Since the award of the existing framework agreement in 2017, the County Council has been able to improve bus stop waiting facilities and mobile phone messaging options at many of the County Council's stops, providing passengers with up-to-date information. This has proved particularly important since March 2020 when Hampshire's bus services have seen a large number of changes thus emphasising how vital access to up-to-date information is for passengers.
12. With a few specific exceptions, the County Council does not own bus shelters in Hampshire. Generally, these are owned by district, borough or parish councils with agreements in place to reflect this ownership.
13. Ownership over a minority of shelters is less clear, predominately these are located in rural areas and have been in place for many years. To resolve this, a full bus shelter audit is currently being undertaken by the County Council.
14. There are 2,158 shelters in Hampshire and the ownership of around 150 has yet to be ascertained. Once the audit has been completed, the County Council will consider the position with regards to the shelters which are considered "un-owned". At this time, a revised policy, with an accompanying project appraisal, will be presented to the Executive Member for Economy, Transport and Environment for consideration.
15. Any expenditure on the supply, installation and maintenance of bus shelters will be dependent on the outcome of the Executive Member's consideration of the project appraisal and the availability of suitable funding streams.

Other Local Authorities

16. As part of the procurement of the new framework agreement, other local authorities were invited to be included to enable them to procure bus stop infrastructure and shelters through the framework. The proposed framework agreement would enable the Participating Authorities of Oxfordshire County Council; Bournemouth, Christchurch & Poole Council; Dorset Council; Southampton City Council; Portsmouth City Council and Isle of Wight Council to access the services.
17. In contrast to previous iterations of this framework agreement, it is proposed that Hampshire County Council charges a fee of 2% on the Participating Authorities spend.
18. It is proposed that the income generated by this charge contributes to the development and maintenance of bus related infrastructure on the highway and to make overall improvements to the public bus “shop window”. This will aid the recovery of public bus services from the COVID-19 pandemic by ensuring that County Council owned infrastructure is fit for purpose and acts as an enabler for passengers to access local bus services.

Finance

19. Spend is subject to funding for this proposed framework agreement. For all funding secured, not only will purchase and installation costs be met, but also the provision to meet any ongoing maintenance costs.
20. Subject to the framework agreement being approved, the County Council will charge a fee of 2% of the participating authorities spend on a quarterly basis. The maximum annual combined participating authority spend will be in the region of £627,500 resulting in a maximum income of approximately £12,550 per annum for Hampshire County Council.
21. The upper estimated value for the Framework agreement is £7million over the 4-year life of the framework agreement. Based on previous success in bidding for Government grants, it has been determined that £4.49million of the total £7million will relate to Hampshire County Council. £2.51million will be the allocated combined spend of Oxfordshire County Council; Bournemouth, Christchurch & Poole Council; Dorset Council; Southampton City Council; Portsmouth City Council and Isle of Wight Council.
22. The £4.49million spend relating to Hampshire County Council is based on a combination of allocated ongoing revenue funding from within the Local Bus Budget, appropriate developer contributions where improvements to public transport has been identified within the relevant Section 106 agreement and spend on innovative projects such as Transforming Cities Fund. Further reports seeking approval for Transforming Cities Fund spend will be brought to the Executive Member at a later date.

Performance

23. The services provided under the proposed framework agreement would be monitored and assessed by the Passenger Transport Group Project Officer and Infrastructure Inspector. Mechanisms are built in to the proposed framework agreement to address faults where identified.
24. Feedback from the public, elected Members, and bus operators has largely been positive about delivery under existing arrangements. During the initial Covid-19 lockdown and recovery periods, the County Council has been able to flexibly respond to changing public transport requirements and implement social distancing signage on bus posts, pavements and shelters providing reassurance for passengers and supporting passengers' safety. Providing for similar arrangements in the future will aid the County Council in promoting local bus services, supporting the return of former passengers and advocating bus travel as sustainable transport post-Covid.

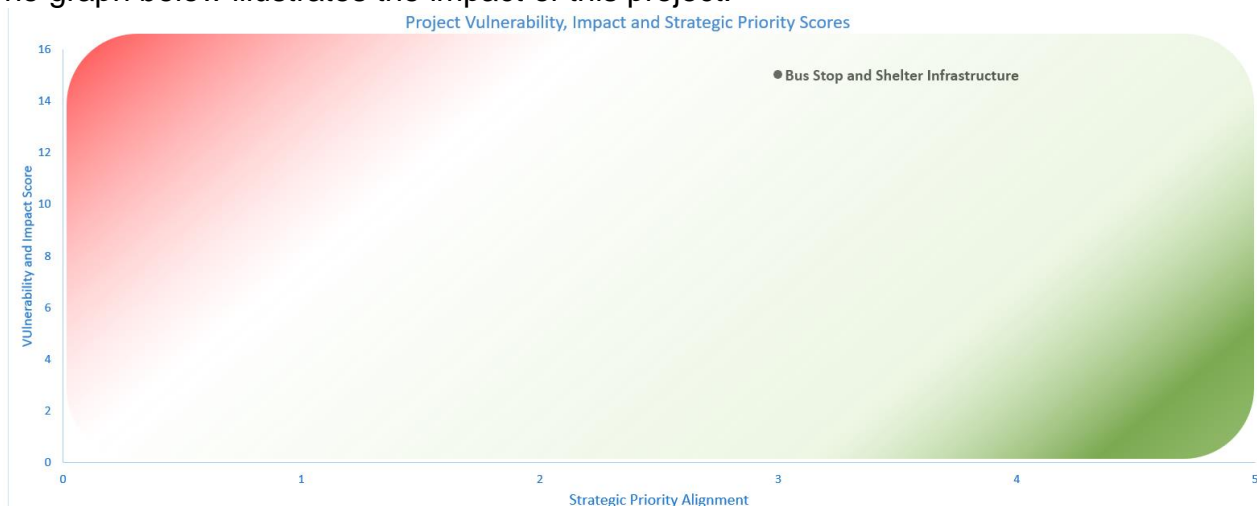
Consultation and Equalities

25. An equalities impact assessment has been completed in respect of this framework agreement. The award of the new framework agreement would not have an impact on people with protected characteristics as it maintains the authority's existing ability to procure the supply, installation and maintenance of bus stop infrastructure and improves the County Council's ability to procure the supply, installation and maintenance of bus shelter infrastructure.

Climate Change Impact Assessments

26. The climate change adaptation project screening tool has been used for this project and has identified;
 - a) Key vulnerabilities are exposure of infrastructure to extreme weather events. Continuity of service through emergency maintenance is provided for within the framework agreement resulting in a low impact to users of public transport services. In addition, careful consideration is given to the positioning of new infrastructure which minimises the potential impact of extreme weather events.
 - b) This decision links to the following Hampshire County Council strategic priorities:
 - i. Green Economic Growth and Prosperity;
 - ii. Improved Wellbeing and Health; and
 - iii. Community Inclusivity.

27. The graph below illustrates the impact of this project.



28. The climate change mitigation tool was not completed because the decision tree indicated that it does not calculate the emissions of this type of project.

Conclusions

29. That approval of the Framework Agreements detailed in this report will enable Hampshire County Council to continue to provide high quality infrastructure, supporting both the commercial and supported public bus network in Hampshire.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	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.)

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

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 by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

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

- The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- 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.

2. Equalities Impact Assessment:

The award of the new framework agreement would not have an impact on people with protected characteristics as it maintains the authority's existing ability to procure the supply, installation and maintenance of bus stop infrastructure and improves the County Council's ability to procure the supply, installation and maintenance of bus shelter infrastructure.