

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	11 June 2013
<b>Title:</b>	Procurement Approval: Bus Stop Infrastructure
<b>Reference:</b>	4854
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Adam Craig

**Tel:** 01962 845883

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

#### 1. The decision:

- (a) That approval be given to procure a framework of four year's duration with an estimated spend of £1.4million to deliver bus stop infrastructure works and equipment.
- (b) That a ratio of 40% for price and 60% for quality be applied in tender evaluation of the items approved.
- (c) That the Director of Economy, Transport and Environment be given delegated authority to agree any variations to the items approved, in consultation with the Executive Member for Economy, Transport and Environment.

#### 2. Reasons for the decision:

- 2.1 The deployment of the framework agreement supports the County Council's corporate priority of 'Maximising Wellbeing' by improving the county's public transport network and making it easier for people to access employment, healthcare and education. Improved bus stop facilities can support economic growth by providing a more efficient transport network.
- 2.2 The scope and scale of the original framework agreement, which commenced in November 2011, will be exceeded before the end of its 4 year term. This is due to the increased budget available for bus stop improvements from significant projects including BRT and the Local Sustainable Transport Fund (LSTF), which is a Central Government initiative to which Hampshire County Council submitted a successful bid for funding. The LSTF programme in Hampshire will deliver improvements to bus stop infrastructure, real time information, interchange improvements and personalised journey planning to nine major bus corridors across South Hampshire, Southampton and

Portsmouth. The overall LSTF project is detailed elsewhere and this report deals only with the bus stop infrastructure projects.

- 2.3 These projects were in development at the time that the existing framework contract was agreed, and as such the bus stop infrastructure budgets associated with them were not set. These funding sources have accounted for approximately 50% of the current £400,000 spend made against the total £600,000 sum agreed for the 4 years of the existing framework agreement.
- 2.4 The County Council's current bus stop infrastructure framework provides good quality bus stop infrastructure in all areas of the county. This decision will permit improved bus stop infrastructure to be extended, particularly across south Hampshire as part of the LSTF programme and at Hampshire's major development areas.
- 2.5 The Framework agreement will be for 4 years allowing for the placing of orders as and when required and which will be subject to available funding. This 'call-off' agreement will achieve cost savings, economies of scale and avoid repetitive procurement processes and in turn provide for more efficient and consistent standards across the county in line with the Corporate Procurement Strategy.
- 2.6 The framework will underline the County Council's commitment to moving and shaping a prospering Hampshire by supporting local bus services (keeping Hampshire moving), improving facilities for passengers (shaping Hampshire's future) and promoting sustainable transport options (A Prospering Hampshire).
- 2.7 The County Council's Contract Standing Orders (CSO 3 ) requires that *'The commencement of a procurement process for a Contract is subject to the prior approval of the relevant decision maker who has the authority to give such approval under the Constitution'*. Approval to procure for a framework agreement is required by the Executive Member where they have a value, or estimated value, in excess of £1 million.

### **3. Other options considered and rejected:**

- 3.1. Extend the current framework, however this would exceed the advertised OJEU value and would be non-compliant.
- 3.2. Procure via collaboration with other authorities. This is not suitable because other authorities use different types of bus infrastructure from those employed by the county council, so the engineering design standards, infrastructure on street (poles, flags, kerbs etc) are all different and therefore a single contractor could not repair, maintain, or supply infrastructure to the standard/spec of the other authorities.
- 3.3 Procure via the South East 7 (SE7) works framework. The SE7 group of County and Unitary authorities in South East England works collaboratively to deliver savings and improve services. This option is currently unsuitable due

to the fact that the contractors on this framework (SE7) will need to use subcontracted specialised contractors which will incur delays to response times.

3.4 Procure via AMEY Term Highways Contract (THC). This option was rejected due to the specialist nature of the work that is not well suited to delivery through the THC.

3.5. There are no suitable National frameworks available.

3.6. A single supplier framework is preferred due to need for continuity of standards and a combination of speed and specialist knowledge in responding to work demands.

**4. Conflicts of interest:**

4.1. Conflicts of interest declared by the decision-maker: None.

4.2. Conflicts of interest declared by other Executive Members consulted: None.

**5. Dispensation granted by the Conduct Advisory Panel: none.**

**6. Reason(s) for the matter being dealt with if urgent: not applicable.**

**7. Statement from the Decision Maker:**

<b>Approved by:</b>	<b>Date:</b>
-----	<b>11 June 2013</b>
<b>Executive Member for Economy, Transport and Environment</b>	
<b>Councillor Seán D T Woodward</b>	