

HAMPSHIRE COUNTY COUNCIL**Decision Report**

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| Decision Maker: | Executive Member for Economy, Transport and Environment |
| Date: | 5 November 2013 |
| Title: | Procurement of Fleet Area Bus Contract |
| Reference: | 5205 |
| Report From: | Director of Economy, Transport and Environment |

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1. Executive Summary

- 1.1. This report sets out proposals to procure a bus service under the Dynamic Purchasing System. The resulting contract will be of up to 1 year 10 months duration with an estimated value of £220,000, all of which will be funded from developer contributions attached to the Queens Acre Development in Fleet
- 1.2. The report proposes a plan of action to ensure that a bus service between the Queens Acre development, Fleet Town Centre, Fleet Railway Station and Calthorpe Park, Calthorpe Park School and Pondtail continues to support access to work, education, retail, leisure and health for the widest section of the community, thereby supporting quality of life as well as achieving value for money. This service will reflect the current financial situation and will be supported by the developer's contribution associated with the Queens Acre development.

2. Contextual information

- 2.1. The current 77 service was put in place for an emergency six months cover whilst discussions could take place with the local Transport Contribution Steering Group to establish their requirements.
- 2.2. The Queens Acre development on the former QEII Barracks in Fleet includes funding for a new bus service or changes to the local bus network which it is intended to use through this proposal.
- 2.3. A full tender for the revised service was issued to comply with current procurement legislation.
- 2.4. The service proposals were put to the local Transport Contribution Steering Group which confirmed its support. The local Member, Cllr Wheale, is also supportive of the proposal. Details of the proposal were also provided to

Fleet Town Council but, by the time of finalising this report, no formal response had been received.

3. Finance

- 3.1. The cost for the current service 77 is £93,121 per annum and was for an initial 6 month period. In order to establish a cost for the revised service it was tendered through the Dynamic Purchasing System and it was noted that the cost had increased by approximately 25%. The current service 77 is to be extended until January 2014 when the proposed new service 78/79 will be put in place. The cost of the required bus service is £120,000 per annum which can be met from the developer contributions that are available.

4. Performance

- 4.1. The proposed bus service will continue to provide a bus service between the Queens Acre development, Fleet Town Centre, Fleet Railway Station and Calthorpe Park, Calthorpe Park School and Pondtail, thereby continuing to support access to work, education, retail, leisure and health for the widest section of the community, thereby supporting quality of life as well as achieving value for money. This service will reflect the current financial situation and will use the developer's contribution associated with the Queens Acre development to financially support it.

5. Recommendations

- 5.1. That approval to procure and spend be given for the provision of a public bus service in the Queens Acre, Fleet, Calthorpe Park, and Pondtail areas, by way of a contract of up to 1 year 10 months duration, with an estimated value of £220,000, all of which will be funded from developer contributions attached to the Queens Acre Development in Fleet.
- 5.2 That the Director of Economy, Transport and Environment be given delegated authority to agree any variations to the items approved referred to at paragraph 5.1 above, in consultation with the Executive Member for Economy, Transport and Environment.

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

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| Hampshire safer and more secure for all: | no |
| Corporate Improvement plan link number (if appropriate): | |
| Maximising well-being: | yes |
| Corporate Improvement plan link number (if appropriate): | |
| Enhancing our quality of place: | no |
| Corporate Improvement plan link number (if appropriate): | |

Other Significant Links

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| Links to previous Member decisions: | | |
| <u>Title</u> Procurement of Local Bus Service following Commercial Deregistration in Fleet Area – Service 71 Fleet, Calthorpe Park and Pondtail | <u>Reference</u> 4694 | <u>Date</u> 5 th March 2013 |
| Direct links to specific legislation or Government Directives | | |
| <u>Title</u> | <u>Date</u> | |

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.)

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| <u>Document</u> | <u>Location</u> |
| None | |

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. An assessment of the impacts in this service area can be found at <http://www3.hants.gov.uk/equality/equality-impact-assessments/cx-pu-eqimpact-envi.htm> under 'Safe and Efficient Transport Systems in Hampshire'

It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1. It is considered that the decision will have no impact on crime and disorder.

3. Climate Change:

- 3.1. How what does is being proposed impact on our carbon footprint / energy consumption?

Delivering an effective public transport system within available funding levels provides an alternative to the use of the private car.

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

An effective public transport alternative matches provision to need and minimise carbon emissions.