

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Basingstoke Dial a Ride Vehicle Replacement

Contact name: Peter King

Tel: 01962 845728

Email: peter.king@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Basingstoke Dial a Ride Vehicle Replacement, as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to purchase one accessible minibus, at a total estimated cost of £60,000, to be funded from the Dial a Ride Vehicle Reserve Account which contains contributions from the County Council and Basingstoke & Deane Borough Council as joint funders of the Basingstoke Dial a Ride service.

2. Reason(s) for the decision:

- 2.1. To replace one of the existing fleet of four HCC-owned Dial a Ride vehicles, which has reached the end of its economic life.
- 2.2. To maintain the provision of the Dial a Ride service to people with disabilities and/or mobility difficulties in the Basingstoke & Deane Borough.
- 2.3. To improve enhance the quality and reliability of the Dial a Ride service by replacing an old, unreliable vehicle with one that is new and incorporates the latest adaptations for transporting people with disabilities.
- 2.4. To maximise well-being, ensuring that people with disabilities or mobility difficulties have appropriate transport to enable them to access the services they need.

3. Other options considered and rejected:

- 3.1. Not purchasing a replacement vehicle. The existing vehicle provided by the County Council has covered over 200,000 miles and has become increasingly unreliable and expensive for the contractor to maintain. If it is allowed to continue in service, costs may escalate further and the contractor may either surrender the contract or seek to renegotiate the contract to recover some of

the excess costs. The vehicle is also likely to reach a stage where it is no longer cost-effective to repair and has to be taken out of service.

3.2. Leasing or contract hire: these are a little more expensive than outright purchase over the life of the vehicle. They are also less flexible; should the service be reduced and the vehicle become surplus to requirements, there would be a significant financial penalty to terminate a lease early. In contrast, a vehicle purchased and owned outright can be sold if need be.

4. Conflicts of interest:

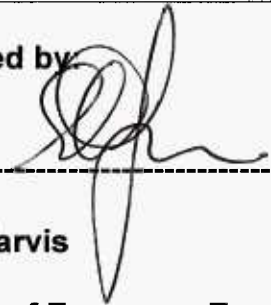
4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None.

5. Dispensation granted by the Head of Paid Service:

5.1. None.

6. Supporting Information:

6.1. None.

Approved by:  -----	Date: <u>1/10/15</u>
Stuart Jarvis Director of Economy, Transport and Environment	

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Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	Basingstoke Dial a Ride Vehicle Replacement

Contact name: Peter King

Tel: 01962 845728 **Email:** peter.king@hants.gov.uk

1. Executive Summary

1.1. The purpose of this paper is to obtain approval to procure, spend and enter into necessary contractual arrangements to purchase one new accessible minibus for the Basingstoke Dial a Ride service, at an estimated cost of £60,000. Funds for this are held in a Vehicle Reserve Account which contains contributions from the County Council and Basingstoke & Deane Borough Council as joint funders of the Basingstoke Dial a Ride service.

1.2. Scheme Outline

The Basingstoke Dial a Ride service provides door-to door transport for passengers with disabilities or mobility problems, who find it difficult or impossible to use local bus services. The service is tendered and the County Council provides vehicles to the contractor to operate the service. The oldest vehicle is overdue for replacement and is increasingly unreliable and expensive to maintain, being 12 years old and having covered in excess of 200,000 miles.

The proposal is to replace this with a new vehicle, which would be procured by Hampshire Transport Management (HTM) using regional framework agreements to secure best value. The estimated cost of a new vehicle is £60,000. The vehicle is expected to have a life of 7 years and 150,000 miles and, subject to being fit for continued service, may be redeployed to a community transport scheme for a further one or two years.

1.3. Alternative Options Considered and Rejected

Two other options were considered:

- i) Not purchasing a replacement vehicle. The existing vehicle provided by the County Council has covered over 200,000 miles and has become increasingly unreliable and expensive for the contractor to maintain. If it is allowed to continue in service, costs may escalate further and the contractor may either surrender the contract or seek to renegotiate the contract to recover some of the excess costs. The vehicle is also likely to reach a stage where it is no longer cost-effective to repair and has to be

taken out of service. The contractor would then have difficulty in delivering the level of service that they are contracted to provide.

- ii) Leasing or contract hire: these are slightly more expensive than outright purchase over the life of the vehicle. They are also less flexible; should the service be reduced and the vehicle become surplus to requirements, there would be a significant financial penalty to terminating a lease early. In contrast, a vehicle purchased and owned outright can be sold if need be.

Outright vehicle purchase is therefore recommended.

1.4. Measures of Success

Success will be measured by:

- Reduced number of days when vehicles are off the road for maintenance and repairs.
- User surveys which should show improvements in passenger satisfaction in terms of reliability, vehicle quality and the overall journey experience.

2. Background

2.1. The Basingstoke Dial a Ride service provides door-to door transport for passengers with disabilities or mobility problems, who find it difficult or impossible to use local bus services. The service is tendered and the County Council provides vehicles to the contractor to operate the service. This ensures that all tenderers have access to suitable vehicles to operate the service. Four vehicles are provided and these are generally replaced at around 150,000 miles. The oldest vehicle is overdue for replacement and has covered in excess of 200,000 miles.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	0	0	Developer contributions	0
	Client Fee Supervision	0 0	0 0	HCC/BDBC vehicle reserve account (held by HCC)	60
	Construction Land	0 0	0 0		
	Purchase of accessible minibus	60	100		

Total	60	100	Total	60
3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>	
	Net increase in maintenance expenditure	0	0.000%	
	Capital Charges (Depreciation and notional interest charges)	9	0.005%	

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	08/15	09/15	03/16	

5. Scheme Details

5.1. The vehicle proposed for purchase incorporates the following design features:

- Flexible layout with 12 passenger seats, six of which remove or fold against the vehicle sides to make space for wheelchair users.
- Space for up to three wheelchairs (manual or powered).
- Passenger lift with extra large platform to accommodate larger/bariatric wheelchairs, which are becoming more common.
- Latest design of wheelchair and passenger restraints.
- Low steps at side entrance with high visibility handrails.
- Full compliance with Type Approval regulations.

5.2. The vehicle will incorporate current best practice for the transport of wheelchair-seated passengers and should therefore be relatively future-proof.

6. Departures from Standards

6.1. None.

7. Community Engagement

- 7.1. The specification for the passenger-friendly aspects of the vehicle design has been developed and improved over the years by the Basingstoke Dial a Ride contractor, in consultation with the user representatives on its management board.

8. Statutory Procedures

- 8.1. None.

9. Land Requirements

- 9.1. None

10. Maintenance Implications

- 10.1. No maintenance implications for the County Council. The contractor is responsible for the maintenance of the minibuses provided by the County Council.

11. Recommendation(s)

- 11.1. That the Director approves the details of the Basingstoke Dial a Ride Vehicle Replacement, as set out in this paper.
- 11.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to purchase one accessible minibus, at a total estimated cost of £60,000, to be funded from the Dial a Ride Vehicle Reserve Account which contains contributions from the County Council and Basingstoke & Deane Borough Council as joint funders of the Basingstoke Dial a Ride service.

LTP3 Priorities and Policy Objectives

3 Priorities

To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire

Provide a safe, well maintained and more resilient road network in Hampshire

Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

Improve road safety (through delivery of casualty reduction and speed management)

Efficient management of parking provision (on and off street, including servicing)

Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)

Work with operators to grow bus travel and remove barriers to access

Support community transport provision to maintain 'safety net' of basic access to services

Improve access to rail stations, and improve parking and station facilities

Provide a home to school transport service that meets changing curriculum needs

Improve co-ordination and integration between travel modes through interchange improvements

Apply 'Manual for Streets' design principles to support a better balance between traffic and community life

Improve air quality

Reduce the need to travel, through technology and Smarter Choices measures

Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school

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

Hampshire safer and more secure for all:	Yes
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

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
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.)

<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. The website contains a summary [assessment of the impacts](#) on developing Hampshire's highway network and transport systems.

1.2. Statutory considerations:

Impact	
Age	Low
Disability	Low
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	None
Other policy considerations	
Poverty	None
Rurality	Low
Other factors	N/A
Geographical impact	Basingstoke & Deane Borough

Low but positive impact on age, disability and rurality as the new Dial a Ride vehicle will improve the quality of service provide to Basingstoke Dial a Ride users, many of whom are older and have disabilities or mobility difficulties and some of whom live in the rural areas of Basingstoke & Deane Borough.

2. Impact on Crime and Disorder:

The proposal is not expected to have an impact on crime and disorder.

3. Climate Change:

The proposal is to purchase a new vehicle which will be more fuel-efficient than the older vehicle it replaces and meets more recent, more stringent emissions standards. It will therefore have a positive impact on climate change through reduced energy consumption and a smaller carbon footprint. It will also have beneficial impact on air quality in comparison with the vehicle it replaces.