

HAMPSHIRE COUNTY COUNCIL**Decision Report**

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

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1. Executive Summary

- 1.1. The purpose of this paper is to seek approval to procure for a framework agreement of Bus Stop Infrastructure works and equipment.
- 1.2. The items included in this framework include the supply and installation of bus stop poles, timetable cases, raised boarding kerbs at bus stops to assist the mobility-impaired to board buses, site surveys, bus shelter cleaning and maintenance, new footways and surfacing works at bus stops. This framework does not include the supply of real time passenger information systems, which are managed under a separate contract.
- 1.3. The continued deployment of the County Council's Bus Stop Infrastructure 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. An improved public transport system can support economic growth by providing a more efficient transport network, reducing traffic congestion and enabling sustainable development.
- 1.4. The County Council's current Bus Stop Infrastructure framework agreement is successfully providing high quality bus stop infrastructure across all areas of the county, most recently on the Eclipse BRT corridor. This decision will permit high quality infrastructure to be extended extensively across south Hampshire as part of the Local Sustainable Transport Fund (LSTF) programme, as well as into other areas of Hampshire, in particular as part of major development areas. The LSTF programme will deliver improvements to bus stop infrastructure, real time passenger 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.

- 1.5. Whilst the existing framework agreement does not expire until 2015 the financial limit of the framework will be reached by October 2013. Therefore the County Council is required to start the procurement process for the continued maintenance and improvement of bus stop infrastructure, particularly following the recent successful LSTF announcements.
- 1.6. The framework agreement will be for 4 years allowing for the placing of orders as and when required and subject to available funding. This 'call-off' agreement will achieve cost savings and economies of scale, and it will help avoid repetitive procurement processes, in turn providing for more efficient and consistent standards across the county in line with the Corporate Procurement Strategy.
- 1.7. The framework agreement 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).
- 1.8. 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.

2. Contextual information

- 2.1. Bus stop infrastructure maintenance and improvements are carried out across Hampshire, generally consisting of replacement bus stop poles and flags, improvements to surfacing at waiting areas, installation of raised boarding kerbs to assist the elderly and mobility-impaired, provision of bus timetable information, and mobile phone text messaging services. Typically on urban routes, improved bus stop facilities and information provision has contributed to strong passenger growth.
- 2.2. The County Council's existing bus stop infrastructure works have been provided by Externiture since 2011. The financial limits of this framework agreement will be reached by October 2013. This is due to the impact of budgets associated with major schemes (e.g. BRT) and the funding from LSTF budgets, which combined have accounted for 50% of the current £400,000 spend against the original £600,00 bus stop infrastructure framework which started in November 2011. These projects were in development at the time of the existing framework contract being set, and as such the bus stop infrastructure budgets associated with them were not set.

Therefore, a new procurement exercise is required to enable the continued maintenance and improvements to bus stop facilities.

- 2.3. With the County Council's successful funding bids from the LSTF, additional funding is available for the continued purchase and maintenance of bus stop infrastructure.
- 2.4. The framework agreement will be for four years allowing for the placing of orders as and when required, subject to available funding.

3. Overview of Procurement Item

- 3.1. In November 2011 a framework agreement for Bus Stop Infrastructure provision commenced, which has seen the successful roll out of Bus Stop Infrastructure in Hampshire. The scope and scale of the original framework agreement which commenced in November 2011 will be exceeded before the end of the 4 year term. The reason for this is the impact of budgets associated with major schemes (e.g. BRT) and the funding from LSTF budgets. These funding sources have accounted for 50% of the current £400,000 spend against the original 4 year - £600,000 bus stop infrastructure framework agreement which commenced in November 2011.
- 3.2. The proposed start date of the framework agreement is November 2013 for a four year term.
- 3.3. The anticipated County Council spend over the term is £1.4 million.
- 3.4. It is recommended that the Invitation to Tender be judged on a criteria of 60/40 Quality/Price on the basis that the work needs to incorporate response times to work instructions, and the work will need to be of a high quality, meeting Hampshire County Council design standards and those of the New Roads Street Act (1991) and the Disability Discrimination Act (2005). Tenderers would therefore be required not only to meet but exceed the quality requirements as detailed in these Standards - hence the quality mark of 60% to ensure that a contractor meets more than the minimum standard.

4. Finance

- 4.1. The LSTF funding will contribute approximately £200,000 towards new bus infrastructure. Other funding sources will be annual revenue budgets of approximately £45,000, and developer funding. There will also be funds from capital funded projects, such as any future BRT developments.
- 4.2. Existing equipment will be maintained as at present through Passenger Transport revenue budgets.
- 4.3. In the short to medium term, the installation of modern and updated bus stop infrastructure will reduce maintenance costs, and therefore existing revenue

budgets will be able to assimilate the cost of maintaining the bus infrastructure network in the county.

5. Performance

- 5.1. The real indicator of success will be the number of people using public transport on the corridors where the bus infrastructure improvements have been implemented. Success will also be measured by the increased use of the bus network by all sections of the community.
- 5.2. Improved bus stop facilities in the form of modern shelters, modern poles and improved passenger environment has been a core component of the Eclipse BRT services in Gosport and Fareham. As future phases of BRT are implemented across South East Hampshire, bus stop infrastructure will continue to play a major role in providing accessibility to bus networks. Over recent years bus passenger numbers in Hampshire have increased, particularly on main urban corridors, and improved infrastructure will continue to contribute to this growth by helping to provide easier access to employment, and facilitating growth in housing and jobs.

6. Other key issues

- 6.1. The new framework agreement can be managed within existing staff resources.

7. Future direction

- 7.1. Technological advances are making bus infrastructure works cheaper to deliver and maintain. Therefore this framework agreement will continue to provide good value for money through the life of the agreement.

8. Recommendations

- 8.1 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.
- 8.2 That a ratio of 40% for price and 60% for quality be applied in tender evaluation of the items approved.
- 8.3 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.

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:	yes
Corporate Improvement plan link number (if appropriate):	

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. 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 *Safe and Efficient Transport Systems in Hampshire*.
- 1.2 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.
- 1.3 The provision of improved public transport information increases the level of accessibility to the public transport network. This can help to provide easier access to key services and employment opportunities.
- 1.4 Bus stop infrastructure provision improves access to bus services for all users particularly those with mobility issues who will particularly benefit from measures such as raised boarding kerbs to assist access on/off buses.

2. Impact on Crime and Disorder:

- 2.1. The provision of improved bus stop infrastructure can improve feelings of personal security, particularly for lone travellers.

3. Climate Change:

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

Improved bus infrastructure provision requires the use of energy consumption to improve or replace the existing facilities at bus stops. However in the materials used a great majority are recycled – the components of modern bus stop poles are for example 90% recycled. The replaced equipment – old poles etc are recycled by contractors and there is a minimum use of land fill for disposal of spoil from works. Hardware advances including solar energy offer additional benefits in energy consumption that will be utilised during the course of the framework, for instance in solar lit timetable cases and bus stop flag units.

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

Providing well-maintained and improved bus stop infrastructure will lead to increased use of public transport which can reduce air pollution and traffic congestion. Replacement of car journeys by bus will also reduce carbon emissions.