

EXECUTIVE DECISION

made by a Cabinet Member



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – L37 21/22

Decision	
1	Title of decision: Plymouth City Council 2022 Subsidised Bus Network Tender
2	Decision maker: Councillor Nick Kelly, Leader of Plymouth City Council
3	Report author and contact details: James Quintrell-Harris Tel: : 01752 307597 Email: james.quintrell-harris@plymouth.gov.uk
4	Decision to be taken: It is recommended that the following decisions taken are; <ul style="list-style-type: none"> • Approval of the Business Case • Authorisation of the procurement process • Delegation of the cancellation of the procurement process to the Service Director for Strategic Planning and Infrastructure. • Delegation of the award of the contract(s) and subsequent management of the contract(s) to the Service Director for Strategic Planning and Infrastructure.
5	Reasons for decision: In Plymouth, due to the ongoing impact of the Covid-19 pandemic on the number of passengers travelling, bus operators are struggling to break even. Should Covid-19 related funding, which has been provided to bus operators since the start of the pandemic in March 2020, not be provided in 2022/23 there is a significant risk of reductions to the commercial bus network, with the associated detrimental impact on access to services, health and well-being and Plymouth's climate emergency efforts. Therefore, the key objective of this Decision is to ensure that the City Council is able to respond quickly to changes in the commercial network, should they occur, through a tender for the operation of subsidised bus services. This will ensure that public transport continues to be available to local residents and visitors for access to employment, education, healthcare, leisure and shopping facilities, whilst ensuring best value for the Council

6	<p>Alternative options considered and rejected:</p> <p>The following options have been considered and rejected:</p> <p>Option: Do Nothing</p> <p>Should there be changes to the commercial bus network, and a tender for operating subsidised buses, not take place it is expected that some residents would be left isolated and without any bus service to access essential services, impacting on their wellbeing. In addition the loss of bus services is likely to result in increased congestion, and associated air quality and environmental impacts, such as carbon emissions, from those trips which are replaced by private car use.</p> <p>Option: Delay the decision to commence a tender until after changes to the commercial network are confirmed</p> <p>This option has been rejected in order to ensure that the Council can respond quickly to any commercial changes to the bus network, thereby minimising the impact of any such changes to the public.</p>			
7	<p>Financial implications and risks:</p> <p>Contracts, should they be awarded, will be funded by the Council's non-commercial routes budget. Additional funding is also available from grant funding and developer contributions, as set out below.</p> <p>It is anticipated that the non-commercial routes budget for 2022/2023 will be £466,200.</p> <p>In addition to the non-commercial routes budget the Council will draw down Section 106 funding to support a number of these routes totalling £2,289,363.62. These funds will be used to support the services for as long as possible or until such a time they become commercially viable.</p> <p>There is also the possibility of using funding from the 2022/23 concessionary fares budget, on the basis that concessionary patronage remains suppressed because of the ongoing impact of the pandemic on travel habits, amongst concession pass holders.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	<p>Yes</p>	<p>No</p>	<p>Per the Constitution, a key decision is one which:</p> <p>in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</p> <p>in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million</p> <p>is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.</p>
	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>	<p>3 February 2022</p>		
9	<p>Please specify how this decision is</p>			<p>The provision of a subsidised bus services network</p>

	<p>linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p>	<p>supports the sustainable growth of Plymouth by providing residents with sustainable transport options to access employment, education, healthcare, leisure and retail opportunities.</p> <p>Links to the Corporate Plan:-</p> <p>Growing Plymouth:- The current tendered network supports the city's commercial network by providing additional links to employment opportunities and medical facilities in the Derriford and Northern Corridor Growth Area as well as the City Centre and Waterfront Growth Area.</p> <p>Caring Plymouth:- The subsidised services network provides valuable links to shops, healthcare, employment, education and leisure for those citizens who do not have access to a commercial bus service. Without these services these residents would face an increased risk of isolation, due to a need to rely on the use of higher cost taxis or relying on the charity and goodwill of friends or family, thereby constraining their independence and impacting on their wellbeing</p> <p>As the commercial network adjusts to meet changing circumstances the subsidised services network provides a safety net; maximising the accessibility of Plymouth's bus network for all.</p> <p>Links to the Plymouth Plan:-</p> <p>Through the provision of subsidised bus services the Council supports the use of sustainable transport modes as set out in the Plymouth Plan specifically policies SPT9 (5)5, where it states that the local Planning and Highway Authorities with key stakeholders will deliver: "realistic sustainable transport choices and increasing the integration of transport modes so that people have genuine alternative ways to travel.," SPT9 (6), which seeks to get the most out of our existing network and encourage behavioural change, SPT9(9) (delivering transport projects which provide a safe and effective transport system) and SPT (10) of the Plymouth and South West Devon Joint Local Plan and policies HEA6 (Delivering a safe, accessible, sustainable and health enabling transport system), GRO4 (Using transport investment to drive growth) and GRO7(Reducing carbon emissions and adapting to climate change) of the Plymouth Plan.</p>
10	<p>Please specify any direct environmental implications of the</p>	<p>On 8 March 2019 the Council declared a Climate Emergency and produced a number of key actions to achieve net zero carbon by 2030.</p>

	decision (carbon impact)	<p>Plymouth City Council's supported bus network supports the Council's efforts to reduce carbon emissions by providing an alternative sustainable transport option to the private car, and hence enabling behavioural change. As a minimum the contracts will allow PCC to stipulate the maximum age of vehicles operating on the routes thereby reducing the environmental impact of the services, compared with an unregulated environment.</p> <p>Bidders, should the tender be run, will be asked to explain how their organisation can help Plymouth achieve net zero carbon by 2030 in delivery of this contract through allocation of vehicles, alternative fuels, cleaning materials and any further enhancements they think will be possible to deliver over the lifetime of the contract</p>		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes	X	
		No		(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Jonathan Drean, Cabinet Member for Transport		
13c	Date Cabinet member consulted	14 February 2022		
14	Has any Cabinet member declared a	Yes		If yes, please discuss with the Monitoring

	conflict of interest in relation to the decision?	No	<input checked="" type="checkbox"/>	Officer				
15	Which Corporate Management Team member has been consulted?	Name		Anthony Payne				
		Job title		Strategic Director for Place				
		Date consulted		28 February 2022				
Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)			DS123 21/22			
		Finance (mandatory)			djn.21.22.287			
		Legal (mandatory)			MS/38186.			
		Human Resources (if applicable)			N/A			
		Corporate property (if applicable)			N/A			
		Procurement (if applicable)			PW/PS/624/ED/0322			
Appendices								
17	Ref.	Title of appendix						
	A	Plymouth City Council 2022 Subsidised Bus Network Tender Cabinet Executive Delegated Decision Briefing Note Part I						
	B	Plymouth City Council 2022 Subsidised Bus Network Tender Cabinet Executive Delegated Decision Briefing Note Part II						
	C	Plymouth City Council 2022 Subsidised Bus Network Tender Equalities Impact Assessment						
	D	Plymouth City Council 2022 Subsidised Bus Network Tender Business Case (Part II)						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes	<input checked="" type="checkbox"/>	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	<input type="checkbox"/>					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Plymouth City Council 2022 Subsidised Bus Network Tender Cabinet Executive Delegated Decision Briefing Note Part II			<input checked="" type="checkbox"/>				

	Plymouth City Council 2022 Subsidised Bus Network Tender Business Case (Part II)			✓						
Background Papers										
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.									
Title of background paper(s)				Exemption Paragraph Number						
				1	2	3	4	5	6	7
Cabinet Member Signature										
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.									
Signature				Date of decision	7 March 2022					
Print Name	Councillor Nick Kelly, Leader of Plymouth City Council									