
Report to: Council

Date of Meeting: 10th August 2023

Subject: Public Transport Procurement

Report by: Strategic Director of Place

1.0 Purpose

The purpose of this paper is to update Council on the procurement of Public Transport Services, C2 Bus Route & Door to Door (D2D) and provide information on future sustainable service provisions.

2.0 Recommendations

It is recommended that Council notes:

- 2.1 The outcome of the recent tender exercise impacting the Dial a Journey and C2 services
- 2.2 That plans are being developed in consultation with Order of Malta/Dial a Journey to maintain an interim service for Door to Door services, within current budget. Appropriate governance will be secured for this, consistent with Contract Standing Orders.
- 2.3 That in parallel with the interim delivery model for Door to Door services, a stakeholder Group is being established to develop a longer term sustainable transport delivery model.
- 2.4 This work aims to deliver a transformational sustainable transport model that meets local need, integrates with the work of the Family Wellbeing Partnership and other key strategic workstreams including those being taken forward through the Alliance; the Connectivity Commission and the Regional Economic Strategy
- 2.5 That the work to develop a collaborative and sustainable model requires significant development, consequently the anticipated timeline for this work is around 18-24 Months. A firm timeline will be established once the project team and plans are in place.
- 2.6 A verbal update will be provided on initial discussions at the Council meeting.

3.0 Background

- 3.1 The Council has supported an accessible Door to Door (D2D) transport service through an Operating Management Agreement (OMA) with Order of Malta/Dial-a-Journey (DAJ) for many years.
- 3.2 DAJ receives an annual sum of £50,000 to support the ongoing provision of their services. In addition they also charge their customers fares for their services and specify passenger membership requirements. The Council currently does not manage or control the eligibility or running of the business operation.
- 3.3 Additionally in March 2023 the Council awarded a contract for the C1 bus service, however due to cost inflation it was not possible to award a replacement contract for the C2/C2A Glenochil to Tillicoultry bus service.
- 3.4 A short term extension to the existing C2/C2A contract was implemented to allow time for alternative delivery models to be sought. This extension will end on Friday 11th August 2023 and the operator is unable to extend beyond this date due to driver shortages.
- 3.5 An internal review of the D2D provision and the C2/C2A bus service suggested that a more affordable and sustainable delivery solution could be found.
- 3.6 The Strategic Director of Place authorised a tendering exercise under delegated powers on the 4th May 2023 for a Multi Use Vehicle service with the aim being to combine the C2 and D2D services. Unfortunately no tender was submitted that met the budgetary requirements.
- 3.7 Subsequently, whilst some elements of the previous C2 bus route have been incorporated in the newly contracted C1 Service, a number of communities will be left with no public transport from the 14th August. There are currently 31 daily users on the C2 service, of which around half of them from the communities of Glenochil, Devon Village, Benview and the Firpark area of Tillicoultry will be left with no access to any public transport. Other communities such as Cambus, Devonside, Ashley Terrace, Hillcrest Drive and Carseview may be able to access alternative bus services, but this will involve a walk. Muckhart and Forestmill also continue to have no access to any public transport services.
- 3.8 Under the 1985 Transport act, there is a legal duty to notify the Traffic Commissioner 42 days prior to the cancellation of a registered bus service. The current operator has submitted the notice and this has subsequently been accepted by the Traffic Commissioner that the C2 will terminate after the 11th August. Information will be placed on the Council's website and displayed on the C2 bus and affected bus stops leading up to the last day of operation. Members will also receive a bulletin detailing these changes.

4.0 Interim arrangements for Door to Door services

- 4.1 In order to safeguard continuity of service for vulnerable users, officers have been in discussion with DAJ to establish whether DAJ is able to continue to deliver a service to existing service users.
- 4.2 Initial engagement has been positive and work continues to reach an agreement for the provision of these interim service delivery arrangements. A verbal update on progress will be provided to Council at the meeting.
- 4.3 Subject to the successful completion of discussions and the signing of an SLA, it is proposed that services will be commissioned by the Council for an interim period of not more than two years. Appropriate governance will be secured for this, consistent with Contract Standing Orders.

5.0 Resource Implications

Financial Details

- 5.1 There are financial implications associated with this report, as follows:

The recent tender process to provide a C2 and D2D transport service failed to produce a compliant bid. Continued provision of Door to Door services will be within the current budget.

Council should note that transport is not a statutory duty on the Council. As a charity/community transport organisation DAJ can continue to provide a commercial service without Council grant funding.

6.0 Longer term Sustainable Options

- 6.1 It is clear that a longer term sustainable transport delivery model is required to provide a holistic transport model that encompasses the various demands of public transport users. This approach is in line with the Council's Be the Future aims and the Target Operating Model (TOM).
- 6.2 In order to achieve a model that supports wider transport demands, it is proposed that consultation will be required with stakeholders such as Clackmannanshire Alliance partners, Council services, Hawkhill Community Group, and other potential partners. A regional perspective can be supported by the inclusion of the Forth Valley Connectivity Commission, Regional Economic partners and the transportation teams of the three Forth Valley Councils.
- 6.3 The key objective of this engagement is to identify long term delivery partners that will assist in the design and development of transport provision on a local and regional basis. These solutions are likely to include the need for investment in digital technology to assist demand responsive transport.
- 6.4 A Stakeholder Group is being established to coordinate this work. The work will be carried out as part of the phase 1 TOM priorities and coordinated as part of the work of the Family Wellbeing Partnership discussions which have taken place in January and May 2023.

7.0 Sustainability Implications

7.1 In the interim period, there will be a negligible impact on sustainability. However, a key objective of any new service delivery model will be to reduce carbon emissions due to transport, Opportunities for this may arise from better utilisation of existing or new fleet and by incorporating the use of digital technology to better manage capacity and customer demand.

7.2 The council is asked to note current progress towards providing an alternative transport service and that there is a reasonable degree of confidence that an alternative co-designed transport service can be delivered using existing available budgets. This will be reported to council as part of the next update report.

Yes No

Staffing

No

8.0 Exempt Reports

Is this report exempt?

Yes (please detail the reasons for exemption below) No

9.0 Declarations

The recommendations contained within this report support or implement our Corporate Priorities and Council Policies.

(1) **Our Priorities** (Please double click on the check box)

The area has a positive image and attracts people and businesses	<input checked="" type="checkbox"/>
Our communities are more cohesive and inclusive	<input checked="" type="checkbox"/>
People are better skilled, trained and ready for learning and employment	<input type="checkbox"/>
Our communities are safer	<input checked="" type="checkbox"/>
Vulnerable people and families are supported	<input checked="" type="checkbox"/>
Substance misuse and its effects are reduced	<input type="checkbox"/>
Health is improving and health inequalities are reducing	<input checked="" type="checkbox"/>
The environment is protected and enhanced for all	<input checked="" type="checkbox"/>
The Council is effective, efficient and recognised for excellence	<input checked="" type="checkbox"/>

(2) **Council Policies** (Please detail)

10.0 Equalities Impact

Have you undertaken the required equalities impact assessment to ensure that no groups are adversely affected by the recommendations?

Yes No

- 10.1 As part of the procurement process, a Equality Impact Assessment was not required as the tendered proposal was for a fully accessible vehicle so would not directly impact any individuals or groups in any manner and therefore would not discriminate against any individual with a protected characteristic under the Equality Act.
- 10.2 Any new delivery models will require an Equality Impact Assessment at the appropriate stage of development.

11.0 Legality

It has been confirmed that in adopting the recommendations contained in this report, the Council is acting within its legal powers. Yes

12.0 Appendices

Please list any appendices attached to this report. If there are no appendices, please state "none".

None

13.0 Background Papers

Have you used other documents to compile your report? (All documents must be kept available by the author for public inspection for four years from the date of meeting at which the report is considered).

Yes (please list the documents below) No

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Approved by

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