

Appendix D – Specification Options

Table 1 – Core requirements

Proposed	Same as existing (Yes/ No)	Nature of alteration / risk
i) Opening hours, minimum bus frequency, capacity	Yes	
ii) The Operator shall be free to choose capacity of vehicle (with minimum seating capacity) No double deck buses.	Yes	
iii) The operator shall provide buses which must not be more than 8 years old at any point during the contract.	No	The current contract requires Diesel EEV standard buses which must not be more than 5 years old. This has been altered to match the proposed contract length.
iv) The operator shall equip all buses with electronic audio-visual 'next stop' displays and shall ensure that the buses are equipped to export Real Time Passenger and bus monitoring information	No	The previous Invitation to Tender did not specify on-board next stop displays.
v) The operator shall be responsible for routine maintenance, cleaning, business rates and utility costs	Yes	
vi) The operator shall provide a dedicated Park and Ride manager and supervisors at all sites as per the current arrangements	No	The provision of supervision at the Designer Outlet shall be increased from part to full time. All other arrangements shall remain unchanged.
vii) The operator shall provide customer care training for the drivers and supervisors and undertake regular customer satisfaction surveys.	Yes	

viii)	The operator shall provide a detailed monthly performance report.	Yes	
ix)	The contract shall include penalties for failure to achieve the performance standards.	Yes	
x)	The number of intermediate stops on the Designer Outlet route shall be limited to three stops (proposed at Main Street, Fulford, Imphal Barracks and Fishergate Gyratory) only to ensure the express nature of the service is improved.	No	The Designer Outlet Park and Ride service currently stops at every stop along the Fulford Road en-route. Alternative, commercially services combine to provide at least six buses per hour along all of the route and four buses per hour serving the Designer Outlet.
xi)	Park and Ride fares shall be fixed at the start of the contract at £2.80 for a return journey (varying with the transport price index).	Yes	
xii)	Boxing Day services	No	During the course of the current contract, Boxing Day services have been introduced.
xiii)	The operator shall participate in multi-operator ticketing arrangements	No	The multi operator (All York) ticket was launched in July 2012 and all York operators currently sell the products.
xiv)	The operator shall sell smart tickets from sites utilising the at counter and automatic ticket machines which it shall pay any licence / maintenance / commission fees for.	No	Automatic ticket machines will be installed at the Park and Ride sites during Autumn 2015.

Table 2 - Optional Requirements

It is proposed to include the following optional items within the tender and progress if affordable and practical after further investigation.

Proposed	Same as existing (Yes / No)	Nature of alteration / risk
i) The operator shall provide full day site supervision at Designer Outlet.	No	Supervision is only currently provided to 1330.
ii) The operator shall provide buses which meet ultra-low emission vehicle standards.	No	<p>The Invitation to Tender will invite operators to offer prices for a range of vehicle technologies. This will give the Council the opportunity to consider its policy objectives against the available budget</p> <p>Affordability of Ultra low emission vehicles is likely to be subject to a successful bid to the Government's Low Emission Bus Scheme (bids to be submitted by 31/10/15). The Council will bid to the Scheme and pass any grant on to the preferred P&R supplier.</p>
iii) The operator shall provide options for extended evening Park and Ride operation and / or overnight parking at one or more sites.	No	<p>Late evening services are provided for special events. This would enable operators to specify a range of options which the Council can consider against the available budget.</p> <p>In the case of overnight parking, consideration must be given to any infrastructural improvements to ensure the required security standards and charging infrastructure are provided.</p>

iv) The operator shall be given the opportunity to indicate commercial possibilities from the site.	No	Any suggestions from operators will have to be approved in light of the planning conditions and permissions relating to each P&R site.
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