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## Economy & Place Scrutiny Committee

**17 January 2018**

Report of the AD Director of Transport, Highways & Environment

### Park & Ride Operator Procurement Update

#### Summary

1. This report provides an update concerning the successful procurement of a new Park & Ride contract for 2018 - 2026. The report provides detail of changes to the current Park & Ride service and associated timescales for implementation of these changes.

#### Procurement Exercise

2. The following summarises the procurement exercise undertaken from February to April 2017. For further information, please refer to the report considered by the Council's Executive in May 2017.
3. Contracts for the Park & Ride operation were previously tendered in 1995, 2000 and 2007. The current operation commenced in February 2009. A procurement exercise undertaken in 2016 did not deliver any bids which could be accommodated within the Council's financial envelope. Following this, a twelve month extension was agreed with the present provider to enable continuity of service until a revised procurement could be completed.
4. Following the 2016 procurement exercise, the Executive gave approval for the undertaking of a comprehensive supplier engagement exercise to establish why the suppliers felt unable to bid for the contract.
5. Following the completion of this exercise, options for a revised procurement of the Park & Ride service were presented to the Council's Executive in December 2016. The Executive agreed that a fully compliant Open procedure would be employed with a Most Economically Advantageous Tender (MEAT) evaluation methodology used to allow cost and quality elements to be assessed. A 50:50 quality/cost split was used to evaluate the tenders.
6. Following completion of this process, the Executive approved the award of the Park & Ride contract to First York with a start date of 1 February 2018.

## Key Features of First York's proposals

7. First York's proposals included the provision of new buses, additional capacity, and improved emissions standards. The key features of the new service are identified at Table 1 below.

**Table 1**

<b>Licence Fee</b>	£50,000 per annum indexed with inflation	
<b>Number of Vehicles</b>	<b>Proposed</b>	<b>Current</b>
	<u>Articulated</u> , Euro VI 6 new buses (for use on the Rawcliffe Bar service due to low bridges)	<u>Articulated</u> , Euro EEV 15 buses
	<u>Double deck</u> , Euro VI 18 new buses (replacing single deck & articulated buses)	<u>Double deck</u> None currently in use on Park & Ride
	<u>Single deck diesel</u> None proposed	<u>Single deck diesel</u> , Euro EEV 11 buses
	<u>Single deck</u> , fully electric 11 buses	<u>Single deck</u> , fully electric 11 buses
	<u>Double deck</u> , fully electric 3 new buses	<u>Double deck</u> , fully electric None currently in use on Park & Ride
	<u>Others</u> 4 additional Double deck diesel-electric hybrids for peak Saturdays (from city fleet)	<u>Others</u> Diesel buses from the city fleet are currently used for peak Saturdays
<b>Type of Vehicle</b>	Mercedes Benz Citaro G articulated Alexander Dennis Enviro 400MMC Optare Versa EV Optare MetroDecker EV	Mercedes Benz Citaro G articulated Wright-Volvo B7RLE Optare Versa EV
The new contract introduces 3 fully electric double deck buses to the York Park & Ride network. All diesel buses used on the Park & Ride network will be Euro VI. Additionally, by replacing 9 articulated buses with double-deck vehicles, significant improvements to fuel efficiency will be achieved.		

<b>Service capacity</b>	Greater capacity on Askham Bar, Designer Outlet, Monks Cross & Rawcliffe Bar. Similar capacity to current service on the Grimston Bar and Poppleton Bar routes.
<b>Service Management</b>	Dedicated manager for service + single supervisor at each site – two sites with full time supervision, four sites with AM only supervision but with a PM mobile supervisor to address issues arising at any sites.
<b>Service frequency</b>	Services throughout the day at a 10 minute frequency or better, dropping to every 15 minutes in the evening.
<b>Fare</b>	The adult P&R return fare will increase from £2.90 to £3.10 in year 1, increasing within prescribed limits at the operator's discretion.
<b>Branding</b>	Dedicated Park & Ride brand – Indicative designs presented in the bid. Final designs to be agreed.
<b>Ticketing</b>	In addition to the existing cash, mobile phone app and smart ticket options, contactless bank card ticketing to be introduced
<b>Marketing</b>	An annual budget committed for marketing & promotion of the service for the life of the contract of at least £75k per annum.

8. The following section of the report reviews several elements of the Park & Ride service requiring a more detailed explanation.

### **Vehicles - Low Emission Bus Scheme**

9. In September 2017, the Council was awarded £3.3m for the delivery of fully electric buses on the Park & Ride network through the Government's Low Emission Bus Scheme (LEBS). £2.8m of this funding was awarded to cover the majority of the difference in cost between fully electric buses and their cheaper diesel equivalents. The remaining £600k of this funding was awarded to fund the cost of bus charging infrastructure.
10. Working with the Council, First York has agreed to use its best endeavours to deliver additional electric buses on the Park & Ride network through the LEBS funding. It is anticipated that the new buses entering service by February 2019.
11. Given the additional injection of funding, the Council has agreed that First York be permitted to continue operation of the existing Park & Ride fleet with existing capacity levels until the end of January 2019.

12. The Council and First York are now working together to identify appropriate buses and associated charging equipment which will meet the needs of this high frequency service.

### **Fares and Ticketing**

13. Contactless (bank card) ticketing will be introduced on the Park & Ride network by February 2018. At a similar time, the adult Park & Ride return fare will increase from £2.90 to £3.10, as per First York's tender submission.

### **Overnight parking provision at Askham Bar & Monks Cross**

14. The Council has taken up First York's proposal to enable Park & Ride users to park overnight in a secure parking environment. It is envisaged that the sites will only be opened during bus operating hours and will enable a maximum 3 day parking duration.
15. To facilitate the delivery of this arrangement entrance barrier systems for both sites are currently being procured and are budgeted for within the Council's Capital Programme. It is anticipated that overnight parking will become available at both sites during 2018/19.

### **Contact Details**

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### **Background Paper:**

Park and Ride Reports to Executive 18 May 2017