

# HAMPSHIRE COUNTY COUNCIL

## Executive Decision Record

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	8 October 2020
<b>Title:</b>	Procurement Approach for Highways Transportation Development, Engineering and Management Services post Summer 2022
<b>Report From:</b>	Director of Economy, Transport and Environment

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### 1. The decision:

- 1.1. That approval be given to procure a four year multi-supplier framework consisting of specialist technical transportation, engineering and development management companies commencing in June 2022 to replace the services currently supplied through the Strategic Partnership Contract (Lot 3) when that contract expires on 22 June 2022.
- 1.2. That approval be given to widen the scope of services contained in the current Strategic Partnership Contract (Lot 3) to include elements within the frameworks for digital infrastructure allied to highways and transportation development, connectivity and network integration.
- 1.3. That further development and investigations be undertaken to explore bringing the Fourth Industrial (Digital) Revolution to the County's existing infrastructure assets by engagement with leading industry partners, where appropriate.
- 1.4. That commercial arrangements are explored during the framework to provide an agile and effective delivery model to engage significant resources prior to the completion of other contracts which will occur from 2024.
- 1.5. 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.

### 2. Reasons for the decision:

- 2.1. The current resource (Strategic Partnership Contract Lot 3) expires on 22 June 2022 and similar resources will be required upon expiry of that contract. These services are used to assist with transportation and development functions and the design and management of capital and revenue projects.
- 2.2. The nature of infrastructure is changing following recent world events (Covid-19) and travelling and transportation movement. Future predictions from

national and international studies point toward digital integration of transport systems requiring changes to existing infrastructure and integration of intelligent systems to new developments. Engagement through a framework of 'industry leading' specialist transportation and engineering suppliers will assist the Council with its future strategic decisions.

- 2.3. Widening the scope and geographical area of the services will place the Council as an influencing authority over the region and ensure suitable resources are secured for future arrangements.

### **3. Other options considered and rejected:**

- 3.1. Two alternatives have been considered instead of procurement of a framework:

#### **Option 1**

*'In house' delivery of transportation and engineering services.*

The Council could choose to increase its 'in house' capability to directly provide transportation and engineering services, but this would require significant capital investment, substantial resources, and expertise to provide such services. It is unlikely that this could be achieved within the required timescales and would also commit the Authority to expenditure for many years. In the current volatile economic climate, there may not be sufficient regular income to generate a return on investment employed. Engagement of external resources through a framework allows a reactive service without the liability of future committed workload. Option 1 has therefore been rejected.

#### **Option 2**

*A single source supplier.*

The current single source arrangements have worked extremely well, as they were designed to provide traditional transportation and engineering services. The proposed arrangements seek to expand beyond traditional services and current geographical boundaries. Furthermore, the framework intends to establish a cohort of suppliers which may be used to investigate further future arrangements. Examination of the current market concludes that, because of the wide variety of competencies required, it may not be possible for one supplier to be able to deliver all of the services without recourse to sub-contracting and consequential additional supply chain costs. Option 2 has therefore been rejected.

### **4. Conflicts of interest:**

- 4.1. Conflicts of interest declared by the decision-maker:
- 4.2. Conflicts of interest declared by other Executive Members consulted:

### **5. Dispensation granted by the Conduct Advisory Panel: none.**

### **6. Reason(s) for the matter being dealt with if urgent: not applicable.**

**7. Statement from the Decision Maker:**

**Approved by:**

**Date:**

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**8 October 2020**

**Executive Member for Economy, Transport and  
Environment  
Councillor Rob Humby**