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Not applicable

Dynamic Demand Response Transport (DDRT) - Portsmouth

Portsmouth City Council

F14: Notice for changes or additional information

Notice identifier: 2025/S 000-002580

Procurement identifier (OCID): ocds-h6vhtk-04d52b

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Section I: Contracting authority/entity

I.1) Name and addresses

Portsmouth City Council

Civic Offices

PORTSMOUTH

PO1 2AL

Contact

Procurement Service

Email

procurement@portsmouthcc.gov.uk

Telephone

+44 2392688235

Country

United Kingdom

Region code

UKJ31 - Portsmouth

Justification for not providing organisation identifier

Not on any register

Internet address(es)

Main address

<https://www.portsmouth.gov.uk/ext/business.aspx>

Section II: Object

II.1) Scope of the procurement

II.1.1) Title

Dynamic Demand Response Transport (DDRT) - Portsmouth

II.1.2) Main CPV code

- 60000000 - Transport services (excl. Waste transport)

II.1.3) Type of contract

Services

II.1.4) Short description

Portsmouth City Council - the 'Council' - will be undertaking a procurement process at the beginning of February 2025 to pilot a Dynamic Demand Response Transport service (DDRT).

The Council is envisaging awarding the contract mid-March 2025 with a contract commencement no later than 2nd June 2025. The pilot service will initially operate until 31st

March 2026.

This service will be to only cover areas where there is currently no existing commercial services or contracted bus service. The additional service would be to benefit residents and businesses who otherwise would be unserved by public transport. The initial area identified to provide the DDRT service is within the Paulsgrove / Port Solent area in the north of the city.

The successful operator will be required to provide a flexible demand responsive service 6 days a week, Monday to Saturday (excluding Sundays and Bank Holidays) between the hours of 09:00 and 19:00.

The successful operator will need to provide a minimum of two vehicles and drivers. One of the vehicles will need to be wheelchair accessible, both vehicles will need to have the capacity to carry 4 or more passengers.

The operator will also need to have business continuity arrangements in place including for access to an additional vehicle and driver to cover any unavailability of the main vehicles, the additional vehicle must have the same accessibility as the unavailable vehicle. All vehicles must have the relevant operator licence or permit. Full details of vehicle requirements will be included in the specification.

The operator will need to provide a fixed cost for all elements other than fuel cost which will be paid for on a evidenced cost reimbursable basis.

Depending on any future funding availability, success of the pilot and demand, at the Councils option the service could be extended on a year-by-year basis to a maximum period of 7 years.

In addition to extending the term of the contract the council may also extend the service into additional areas of the city and number of dedicated vehicles allocated to the service.

The council will be using Bus Service Improvement Plan funding of approx. £350,000 to cover the initial approx. 10 month pilot period, although this will be confirmed when the procurement formally commences.

Whilst the council can provide no guarantees that it would extend the term, geographical coverage and number of vehicles as this will be subject to review of demand and availability of funding if all of these options were taken up spend via the contract could equate to approx. £1M per annum. This figure is based upon a position where the council expands the service to another area of the city and increase number of vehicles for both areas from 2 to 3.

Section VI. Complementary information

VI.6) Original notice reference

Notice number: [2025/S 000-002089](#)

Section VII. Changes

VII.1.2) Text to be corrected in the original notice

Section number

II.1.4

Read

Text

This is to supplement the details of the original notice.

Summary of Technology Equipment - Full details will be included in the specification.

The IT system required for electronic booking and management is already in place and interested suppliers would need to use the existing software and ensure it is compatible with their own system. Full training will be provided.

- Hardware kits will be provided for both main vehicles
- Tablets will be provided for both main vehicles - The operator would be responsible for providing the sim package
- A Ticket Machine will be provided for both main vehicles - The operator would be responsible for consumables