

## **Written statement of a key decision**

### **Cabinet member transport and infrastructure**

<b>Title</b>	<b>Passenger Transport: Extension to the Dynamic Purchasing System (formerly known as Home to School and Public Transport: Extension to the Dynamic Purchasing System)</b>
Decision maker	Cabinet member transport and infrastructure  Information about cabinet, including the names and contact details of the cabinet members, can be found here: <a href="http://councillors.herefordshire.gov.uk/mgCommitteeDetails.aspx?ID=251">http://councillors.herefordshire.gov.uk/mgCommitteeDetails.aspx?ID=251</a>
Date of decision	3 February 2026
Report exemption class	Open
Reason for being a key decision	This is a key decision because it is likely to result in the council incurring expenditure which is, or the making of savings which are, significant having regard to the council's budget for the service or function concerned. A threshold of £500,000 is regarded as significant.
A notice was served in accordance with Part 3 (Key decisions) of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.	
General exception or special urgency (as defined in the constitution)	No
Purpose	To approve a extension to the Dynamic Purchasing System (DPS) for Home to School and Public Transport.
<b>Decision</b>	That: The Cabinet Member for Transport and Infrastructure agree to extend the current Passenger Transport Dynamic Purchasing System (DPS) for Home to School, SEND and commercial transport services from its current expiry of 10 June 2026 to 10 December 2027, with a view to developing a new procurement and contract under the new Procurement Act 2023 for transport services.
Reason for the decision	As set out in the report. Documents relating to this decision are available at <a href="http://councillors.herefordshire.gov.uk/mgIssueHistoryHome.aspx?Id=50053720">http://councillors.herefordshire.gov.uk/mgIssueHistoryHome.aspx?Id=50053720</a>

Options considered	<ol style="list-style-type: none"> <li>1. The option not to extend the DPS and end the arrangement in June 2026, was not considered an appropriate option. Establishing a new procurement process/framework of this scale requires significant time, and under the new Procurement Act legislation 2023 we must fully assess all options available to develop an effective model.</li> <li>2. Continuing with the current DPS is the most suitable interim option. It supports operating teams in meeting statutory transport requests quickly while ensuring passenger needs and best value. This short-term approach of extending the DPS provides the best value for money whilst strategic planning and development work is completed to tackle the growing demand and cost pressures of passenger transport. We will continue to use the DPS to drive a competitive marketplace, along with quality of service for passengers, delivering best value possible. With around 100 approved suppliers, the framework maintains market competition and broad operator coverage.</li> <li>3. We will collaborate with procurement and legal colleagues to review available options and their suitability for different contract types (regular, ad-hoc, above and below threshold). An options appraisal will inform the future business case, alongside supplier engagement. This will be taken through the relevant decision process to seek agreement.</li> </ol>
Declarations of interest (see ▪ below)	
Call-in expiry date (decisions are not subject to call-in where special urgency provisions apply)	9 February 2026

Councillor: .....	Date 3 February 2026

Cabinet member transport and infrastructure  
(Councillor Philip Price)

- a record of any conflict of interest declared by any executive member who is consulted by the member which relates to the decision;

and

- in respect of any declared conflict of interest, a note of dispensation granted.