

Written statement of a key decision
Cabinet member transport and infrastructure

Title	Passenger Transport Open Framework
Decision maker	Cabinet member transport and infrastructure Information about cabinet, including the names and contact details of the cabinet members, can be found here: http://councillors.herefordshire.gov.uk/mgCommitteeDetails.aspx?ID=251
Date of decision	24 September 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. This is a key decision because it is likely to be significant having regard to: the strategic nature of the decision; and / or whether the outcome will have an impact, for better or worse, on the amenity of the community or quality of service provided by the authority to a significant number of people living or working in the locality (two or more wards) affected.
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	That the cabinet member transport and infrastructure approves the establishment and implementation of a new Open Framework for Passenger Transport Services.
Decision	a) To approve the implementation of a new Open Framework for Passenger Transport Services; and b) To delegate authority to Chief Operating Officer – Resident Services, in consultation with Cabinet Member for Transport and Infrastructure to take all necessary operational decisions, including but not limited to entering into contracts or other legal agreements, as required to implement this

	decision by December 2027.
Reason for the decision	As set out in the report. Documents relating to this decision are available at http://councillors.herefordshire.gov.uk/mglIssueHistoryHome.aspx?Id=50055698
Options considered	Option 1 - Dynamic Markets (not recommended) 1. 2. 3. 4. A dynamic market is a list of qualified suppliers (i.e. suppliers who have met the 'conditions for membership' of the dynamic market) who are eligible to participate in future procurements. A dynamic market may be split into categories with suppliers only eligible to participate in the parts for which they have qualified. Dynamic markets are dynamic insofar as they must remain open to new suppliers to join at any time. They can be used for all types of purchases of goods, services or works. However, they do not allow as much flexibility as a DPS as they cannot be used to procure below UK threshold contracts which are service contracts with a value of below £173,100 (net). The requirements for the service are to procure a wide range of passenger services which will include contracts with values that are both, below and above the UK services threshold. A dynamic market is therefore not a suitable option for the Council's transport requirements. Option 2 – Framework (also known as a closed framework) (not recommended) 5. A framework is a contract between the Council and one or more suppliers that establishes the terms for awarding future contracts to the supplier or suppliers, known as "call-offs". The framework sets out the provisions under which future contracts for the supply of services are to be awarded. 6. 7. 8. This mechanism allows the Council to make regular purchases of services efficiently over a period without needing to run repetitive, full-scale tender processes each time. The maximum duration of a framework is 4 years. There is no minimum or maximum number of suppliers that must be appointed to a framework. However, the suppliers remain fixed on the framework for the duration and there is no ability to add suppliers during the term of the framework. A framework is therefore not a suitable option for the Council's transport requirements.
Declarations of interest (see below)	
Call-in expiry date (decisions are not subject to call-in where special urgency provisions apply)	30 September 2026

Councillor:	Date 24 September 2026
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Cabinet member transport and infrastructure (Councillor Philip Price)
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- 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.