

**HAMPSHIRE COUNTY COUNCIL****Decision Report**

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	19 January 2017
<b>Title:</b>	Tender for Real Time Passenger Information and Associated Systems
<b>Reference:</b>	7968
<b>Report From:</b>	Director of Economy, Transport and Environment

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### **1. Executive Summary**

- 1.1. The purpose of this paper is to seek approval to procure and spend for a contract to provide Real Time Passenger Information (RTPI).
- 1.2. The current RTPI Framework with VIX Technology expires on 31 May 2017 and therefore a new procurement exercise is required to continue with the ongoing deployment of RTPI, as identified through transport and development related schemes, and to position the County Council in both its bids and subsequent delivery with Local Enterprise Partnerships (LEPs) and Department for Transport (DfT).
- 1.3. The Framework Agreement will be for up to four years allowing for the placing of orders (call-off contracts) as and when required, subject to available funding. The Framework will allow for a call off contract for the maintenance of procured equipment for a period of up to ten years from the start of the Framework.
- 1.4. As part of this procurement, other local authorities have been invited to be included within the Framework agreement to enable partnering authorities to procure RTPI from the framework agreement. The Framework Agreement will incorporate attributes that will enable the partnering authorities (Portsmouth City Council, Southampton City Council, Isle of Wight Council, Dorset County Council, Surrey County Council, West Sussex County Council, Bournemouth and Poole Borough Councils) to access the services. If a partnering authority opts to utilise the Framework Agreement an access agreement will need to be agreed.
- 1.5. Under these arrangements, the Partnering Authorities may access the County Councils technical expertise in the delivery and project management of RTPI.

## **2. Contextual information**

- 2.1. Since the award of the RTPI Framework in June 2013 and continuing on from previous RTPI deployments in Hampshire, RTPI has successfully been deployed in several areas of Hampshire. The system disseminates live bus arrival information to circa 350 electronic display screens at bus stops, bus stations and public transport interchanges.
- 2.2. The system now handles direct links from bus operator tracking systems. These direct links provide the tracking data for the Central RTPI system to calculate and relay bus arrival times to electronic display screens. The system also integrates with other multi modal transport information including live train departure information and service disruption information. RTPI also provides an output to Traveline and other public transport journey planning websites and apps.
- 2.3. The Framework will place particular emphasis on sustainable technology to minimise environmental impact and enable the green digitalisation of services. This includes energy efficient and solar powered electronic display screens. In addition, a move to mobile communication technology will remove the cost for fixed communication lines. The Framework will also include an appropriate mechanism to add new equipment, either as a result of technological innovation or through broadening the scope of services.
- 2.4. It is anticipated that the system will provide an Application Process Interface (API) output to make the data available to the broader community through an open data approach which will enable the exploitation of data by others. This could stimulate activity in the commercial sector as app developers and other third parties develop new services. Opening up the API layer will make public transport information more accessible across multiple platforms enabling the digitalisation of services.
- 2.5. RTPI will continue to play a major role in providing live travel information to the travelling public both through public transport infrastructure improvements and the digitalisation of services. Over recent years there has been unprecedented growth in passenger numbers and bus use in Hampshire is close to record levels. RTPI will continue to contribute towards this upward trend by helping to provide easier access to transport and facilitating movement and growth in the county. Timely and accessible public transport information is seen as key to making public transport services commercially sustainable and so reducing the need for bus subsidy payment.

## **3. Finance**

- 3.1. This is a Framework Agreement through which spend is subject to funding. For all funding secured, not only will the purchase cost be covered but also provision to meet the ongoing maintenance costs.

## **4. Performance**

- 4.1. The real indicator of success will be the number of people using public transport on the corridors where the RTPI improvements have been implemented. Success will also be measured by the increased coverage provided by RTPI and by the number of people accessing RTPI online and through mobile phone devices. In this context it is important to secure the

right blend of cost and functionality, and a 40:60 weighting is proposed for the price and quality elements of the tenders.

- 4.2. The performance of the RTPI system itself is in effect self-monitoring and operational statistics are readily available to identify where improvements are needed and to facilitate corrective action to be taken against the RTPI system suppliers. Regular site inspections are also carried out to monitor performance.
- 4.3. The system creates a wealth of bus service punctuality, reliability and road network journey time data that can be utilised in the planning, feasibility and design stage of schemes and to support business case studies for funding opportunities. In addition operators can interrogate the data to plan efficient and reliable bus networks.

## **5. Future direction**

- 5.1. Technological advances are making RTPI systems cheaper to deliver and maintain. It is anticipated that RTPI can be rolled out to wider audiences via on-street displays, internet, mobile applications (apps) and text messaging without incurring additional maintenance expenditure into the future.

## **6. Recommendations**

- 6.1 That approval to procure and spend be given in respect of the 4 year Framework Agreement for Real Time Passenger Information (RTPI) and to include any call off contract for maintenance placed under these arrangements - up to 10 years duration with an estimated value of £6m of which £1m relates to Hampshire County Council
- 6.2 That a ratio of 40% for price and 60% for quality be applied for the purposes of tender evaluation of the items approved.
- 6.3 That the Director of Economy, Transport and Environment be given delegated authority to agree any variations to the items approved referred to at paragraphs 6.1 and 6.2 above, in consultation with the Executive Member for Environment and Transport.

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes
Corporate Improvement plan link number (if appropriate):	

**Section 100 D - Local Government Act 1972 - background documents**

**The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)**

DocumentLocation

None

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- (a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- (b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- (c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **1.2. Equalities Impact Assessment:**

The provision of improved public transport information increases the level of accessibility to the public transport network. This can help to provide easier access to key services and employment opportunities.

RTPI provision improves access to bus service information for all users particularly visually impaired customers who can receive audio announcements of bus times and departures at bus stops using RNIB approved key fob devices.

### **2. Impact on Crime and Disorder:**

2.1. With RTPI being available on both mobile devices and the internet, a user can plan their journey in advance to avoid lengthy waiting times at bus stops, especially for lone travellers.

### **3. Climate Change:**

3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

Whilst RTPI provision requires the use of powered electronic displays at bus stops only energy efficient displays will be deployed. Hardware advances including solar energy offer additional benefits in energy consumption that will be utilised during the course of the framework. In addition RTPI enables a

greater emphasis on the use of internet and mobile devices as efficient delivery channels for information

- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Providing better public transport service information will lead to increased use of public transport which can reduce air pollution and traffic congestion. Replacement of car journeys by bus will also reduce carbon emissions