HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member – Environment and Transport
Date:	11 September 2012
Title:	Procurement Approval: Real Time Passenger Information and Associated Systems
Reference:	4173
Report From:	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 for Real Time Passenger Information and Associated Systems (RTPI) framework agreement with a value over £1 million.

1.2. The continued deployment of the County Council's Real Time Passenger Information System supports the County Council's corporate priority of 'Maximising Wellbeing' by improving the county's public transport network and making it easier for people to access employment, healthcare and education. An improved public transport system can support economic growth by providing a more efficient transport network, reducing traffic congestion and enabling sustainable development.

1.3. The County Council's current RTPI system is successfully providing high quality live bus arrival information in several areas of the county, most recently on the Eclipse BRT corridor. This decision will permit the system to be extended extensively across south Hampshire as part of the LSTF programme as well as into other areas of Hampshire, in particular as part of major development areas.

1.4. Whilst the existing Framework agreement does not expire until 2014 the financial limit of the framework agreement will be reached by March 2013. It is therefore required to start the procurement process for the continued deployment of RTPI following the recent successful LSTF announcements. Other local authorities will be invited to be included within the Framework to enable partnering authorities to procure, as an option, RTPI from the one framework agreement.

1.5. The framework agreement to procure will be for up to 4 years allowing for the placing of orders as and when required and subject to available funding. This 'call-off' agreement will achieve cost savings, economies of scale and avoid repetitive procurement processes and in turn provide for more efficient and consistent standards across the county in line with the Corporate Procurement Strategy.

1.6. The framework agreement will underline the County Council's commitment to moving and shaping a prospering Hampshire by supporting local bus services (keeping Hampshire moving), improving facilities for passengers (shaping Hampshire's future) and promoting sustainable transport options (A Prospering Hampshire).

2. Contextual information

2.1. RTPI has successfully been deployed in several areas of Hampshire and disseminates live bus arrival information to passengers at bus stops via electronic displays, the internet and mobile phone text messaging. RTPI is operational on the Eclipse BRT services, the A3 ZIP corridor, and on the Winchester Basingstoke local bus networks.

2.2. The County Council's existing RTPI system has been provided by VIX Technology since 2010. The financial limits of this framework agreement will be reached by March 2013. Therefore, a new procurement exercise is required to enable the continued deployment of RTPI and associated systems.

2.3. With the County Council's successful funding bids from the Local Sustainable Transport Fund (Hampshire Sustainable Travel Towns, Transport for South Hampshire and National Parks), significant additional funding is available for the continued purchase and maintenance of RTPI systems.

2.4. As part of this procurement, other local authorities will be invited to be included within the Framework agreement to enable partnering authorities to procure RTPI from the framework agreement. This is of particular relevance to Portsmouth City Council because several bus services (and future BRT services) operate across the local authority border between Portsmouth and Hampshire and the deployment of a common system would deliver economies of scale, cost savings and apply consistent standards to passengers.

2.5. The Framework agreement will be for up to four years allowing for the placing of orders as and when required, subject to available funding. The Framework will allow for continued maintenance of RTPI systems for up to six years.

2.6. The County Council's Contract Standing Orders (CSO 3) requires that '*The commencement of a procurement process for a Contract is subject to the prior approval of the relevant decision maker who has the authority to give such approval under the Constitution.*' Approval to procure for a framework

agreement is required by the Executive Member where they have a value, or estimated value, in excess of £1 million.

2.7 Framework agreements are not linked to specific one-off purchases or projects but provide for the ongoing routine goods and services requirements of a large number of individual budget holders, through direct call-offs or mini competitions as required by each framework agreement. Therefore, the framework agreement values are only estimates and actual expenditure will be determined by the actual commitments made by budget holders. Framework agreements therefore only require approval to procure and not approval to spend. However approval to procure and spend will be required in relation to each separate works instruction called-off under the framework agreement given that those works instructions will include contractual obligations in relation to payment for services/goods/works. Approval for these individual 'call-offs' will be sought from the Executive Member where the value, or estimated value, exceeds £1 million.

2.8 Approval is obtained prior to advertising a framework agreement since the advert, at which point tender documentation is published, is the point of commitment to the process and visibility to the supply market. The tender documentation sets out the specification of the service and evaluation scoring scheme and the evaluation must be conducted strictly in accordance with the published scoring scheme. There is therefore no discretion at the award stage as to how to award the framework agreement or any scope to change the service specification. The approval encompasses all aspects of the procurement process including the award stage.

2.9 If there are variations to the items approved then decisions on these will be taken by the Director of Economy, Transport and Environment in consultation with the Executive Member. Revised approvals may be required due to amendment of the estimated values, new partners joining framework agreements, or a more appropriate procurement approach being developed as the requirements for operation of, and participation in, the framework agreement have been clarified.

3. Overview of procurement item

3.1. In October 2010 a framework agreement for RTPI provision commenced and has seen the successful roll out of RTPI in Hampshire. By March 2013 the financial limit of this framework will have been reached.

3.2. The proposed start date of the framework agreement is March 2013 for an initial four year term. There is the option to call off against the framework for up to six years maintenance.

3.3. The anticipated County Council spend over the term is £3.5 million.

3.4. The anticipated total spend over the term is £4.5 million potentially including spend by collaboration partners including Portsmouth City Council, Southampton City Council, Isle of Wight Council and Surrey County Council.

4. Finance

4.1. The TfSH LSTF funding will contribute approximately £1.5 million towards RTPI and associated systems and the same fund will provide Portsmouth City Council with approximately £800,000. Allowances have been made in the overall framework limit for other local authorities e.g. Southampton City Council to purchase through the framework. Funding is also likely to come through the LSTF National Parks project. Other sources of funding include developer funding (especially at Major Development Areas and other Section 106 agreements).

4.2. The LSTF funding, as well as covering the cost of purchase of the capital equipment, includes a revenue component to meet the ongoing maintenance costs of all new equipment. Existing equipment will be maintained as at present through Passenger Transport revenue budgets.

4.3. In the short to medium term, technological advances will reduce maintenance costs of RTPI systems and therefore existing revenue budgets will be able to assimilate the cost of maintaining the greater number of RTPI screens in the county.

5. Performance

5.1. 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.

5.2. RTPI has been a core component of the Eclipse BRT services in Gosport and Fareham. As future phases of BRT are implemented across South East Hampshire, RTPI will continue to play a major role in providing live travel information to the travelling public. Over recent years bus passenger numbers in Hampshire have increased, particularly on main urban corridors and RTPI will continue to contribute this upward trend by helping to provide easier access to employment and facilitating growth in housing and jobs.

5.3. There are a number of other significant benefits provided by the RTPI system. Bus operators (for a fee) can access live real time data to enable better planning and reaction to traffic congestion and incidents. The system also creates a wealth of bus service punctuality and reliability data that can be used to identify congestion spots and help operators to plan efficient and reliable bus networks.

5.4. The performance of the RTPI system itself is in effect self-monitoring and operational statistics are readily available to allow corrective action to be taken against the RTPI system suppliers. Regular site inspections are also carried out to monitor performance.

6. Other key issues

6.1. The new framework agreement can be managed within existing staff resources.

6.2. There may be the opportunity to manage (at the appropriate cost) the implementation of the County Council's RTPI system in Portsmouth, should Portsmouth City Council choose to make use of this framework. This would ensure delivery of a consistent system across local authority boundaries that do not have any particular relevance to bus passengers. Opportunities are being discussed with Portsmouth City Council.

7. Future direction

7.1. 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.

8. Recommendations

8.1 That approval to procure be given for the following framework agreement, valued at over £1 million:

Real Time Passenger Information and Associated Systems of up to 4 years' duration with an estimated value of £4.5 million, of which approximately £3.5 million relates to Hampshire County Council.

8.2 That a ratio of 30% for price and 70% for quality is applied in tender evaluation of the items approved.

8.3 That, if variations to the items approved are required, these decisions will be taken by the Director of Economy, Transport and Environment in consultation with the Executive Member for Environment and Transport.

Rpt/4173/TMcC

CORPORATE OR LEGAL INFORMATION:

Links to the Corporate Strategy

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

Document	Location
None	

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. An assessment of the impacts in this service area can be found at:

Safe and efficient transport systems in Hampshire

1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

1.3 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.

1.4 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. The provision of RTPI can improve feelings of personal security, particularly for lone travellers in hours of darkness.

3. Climate Change:

a) 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 phone devices as efficient delivery channels for information

b) 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.