

Divisions Affected – All

CABINET MEMBER FOR HIGHWAYS MANAGEMENT

12 October 2023

Procurement of a replacement

Real Time Passenger Information (RTPI) Contract

Report by Corporate Director of Environment and Place

RECOMMENDATION

1. The Cabinet Member is **RECOMMENDED** to:
 - a) Authorise officers to procure a replacement Real Time Passenger Information System
 - b) Delegate the award of the contract to the Corporate Director of Environment and Place.
 - c) Delegate approval for any contract extension to the Corporate Director of Environment and Place

Executive Summary

2. Oxfordshire County Council has provided a Real Time Passenger Information (RTPI) service since 2005. The current Real Time Passenger Information systems are provided under contract to the County Council by two suppliers. Both contracts come to an end on 29th November 2023.
3. The value of new contract/s is expected to be £1,380,000 over a maximum 5-year period (3 years for the initial term and optional extensions of 2 years in aggregate). The preferred procurement strategy assumes a single contract on the grounds of efficiency.

Background

4. The existing Real Time Passenger Information contracts are due to come to an end on 29th November 2023. The expected value of the new contract over a maximum 5-year term is expected to be £1,380,000.

5. Real Time Passenger Information provides live updates to public transport users on the status of bus services, including bus stop departure and network disruption information.
6. In addition, the system provides data used by Urban Traffic Management Control (Network Management) to provide clear and accurate information to the public, and to support the delivery of traffic signal priority measures. Data is displayed on bus stop signs, the www.oxontime.com website and third-party mobile phone applications, via a series of data links. Supplying live data provides greater confidence to those using buses on service availability and departure times.
7. The existing contracts currently have in scope the following aspects of functionality and the proposal is to procure the same scope as existing:

Core Requirements

- a) A web Based Solution with servers and back-office systems hosted by the Service Provider, with no dependency on OCC ICT services.
- b) Central Real Time Passenger Information System – including Real Time Data Broker and Prediction Engine System (Real Time Passenger Information) user data feeds.
- c) OCC User Interface (including all functionality and sub-systems)
- d) Data Import & Management Tools
- e) Disruption & Information Messaging
- f) System Output Configuration (including all required functionality and tools)
- g) Display Estate hardware maintenance
- h) Traffic Signal Priority data platform (1-20 junctions) including configuration tools
- i) Application Programming Interface (API) Layers for third party Open Data applications – e.g. Westgate Shopping Centre.
- j) Oxontime Website (www.oxontime.com)
- k) Monthly System Monitoring and KPI Reports
- l) SIRI incoming feeds (7 bus operators)
- m) SIRI outgoing feeds (Traveline NextBuses & Display Estate)

Optional Requirements

- n) New Display Equipment
 - o) Additional data Links
 - p) Inclusion of new Bus Operators within system scope
 - q) Expanded Traffic Signal Priority data platform – up to 150 junctions
 - r) Additional Application Programming Interfaces (API's)
8. The existing contract terms were aligned for 4 years and were extended by an additional 4 years in aggregate, with both contracts ending on 29th November 2023. The new contract is proposed for an initial 3-year term with rights to extend by another 2 years in aggregate, to accommodate future changes in technology, meet increased bus passenger expectations, and to facilitate improvements in data supply linked to the roll-out of the Department for Transport sponsored Bus Open Data Service (BODS).

9. In August 2022, the Department for Transport (DfT) confirmed capital funding of £8.743 million to enable the County Council to implement its proposed Bus Service Improvement Plan (BSIP) by 31st March 2025. This contains specific funding allocations for Real Time Passenger Information and County Wide Traffic Signal Upgrade schemes.
10. The Oxfordshire Bus Service Improvement Plan seeks to achieve a number of key outcomes:
 - an enhanced bus network
 - more attractive fares and ticketing
 - better vehicles
 - improved information
 - a more reliable main road network; and
 - improved bus stop infrastructure.
11. The delivery of the Bus Service Improvement Plan programme, as agreed as part of the development of the Enhanced Bus Partnership, is one of the key areas against which the success of the Partnership will be assessed. Targets for passenger numbers, passenger satisfaction, and improvements in reliability and journey times are tied to the delivery of this programme.
12. By dovetailing with planned investment as part of the wider Bus Service Improvement Plan delivery programme, as well as other significant investment in improving bus services across Oxfordshire, the Real Time Passenger Information and County-Wide Traffic Signal Upgrades schemes represent a significant investment in infrastructure promoting local buses across Oxfordshire.
13. The Bus Service Improvement Plan is closely linked to the new Local Transport and Connectivity Plan (LTCP), as adopted by the Council in July 2022. The summary of the LTCP articulates how the BSIP and buses more generally have priority in the delivery of transport improvements in Oxfordshire.
14. The new contract will facilitate the delivery of the Council's agreed Bus Service Improvement Plan, meeting the following objectives:
 - To deliver a programme of improvements to both at-stop real time information infrastructure and the background software and hardware capabilities, with the purpose of improving the passenger experience through providing information on local buses that can be trusted.
 - To deliver a programme of improvements to traffic signals at key junctions across Oxfordshire that will prioritise the movement of buses. This will primarily, but not solely, focus on improvements along corridors served by commercial bus operations.
15. Section 138 of the Transport Act 2000 allows for a local authority to enter into an Enhanced Bus Partnership with operators, and the County Council has

done so. The Enhanced Partnership arrangements include for enhanced provision of services by the local authority, and a legal commitment to provide them, of which enhanced Real Time Passenger Information is a key commitment.

Corporate Policies and Priorities

Strategic Plan

16. Investing in Real Time Passenger Information supports the strategic priorities for Oxfordshire:
- Priority 1 – Put action to address the climate emergency at the heart of our work – supplying Real Time Passenger Information to existing and potential bus passengers enhances the offering provided by bus companies, reduces the reliance on private vehicles, avoids unnecessary journeys by private vehicles, and decreases congestion and subsequent pollution.
 - Priority 2 – Tackle inequalities in Oxfordshire – providing accurate information in real time promotes greater confidence in bus services, as well as facilitating existing and potential passengers' employment and leisure opportunities within the County.
 - Priority 5 – Invest in an inclusive, integrated and sustainable transport network – by investing in existing and enhanced Real Time Passenger Information facilities which improve the quality of the public transport offer and therefore benefit the travelling public.
 - Priority 9 – Work with local businesses and partners for environmental, economic and social benefit – providing Real Time Passenger Information services that support the work of the bus companies operating in Oxfordshire, contributing to improved bus patronage and a more sustainable commercial bus network.

Local Transport and Connectivity Plan (LTCP)

17. Delivering Real Time Passenger Information to existing and potential users of shared transport supports the vision and aims of LTCP in that:
- Supports the reduction of 1 in 4 car trips by 2030
 - Deliver a net zero transport network by 2040

Network Management Plan

18. The delivery of Real Time Passenger Information also supports the overall ambitions of the Network Management Plan.

Financial Implications

19. The Bus Services Improvement Plan has an allocation of £1.8m for Real Time Passenger information. This capital investment in additional RTPI sites will require additional revenue funding for ongoing support and maintenance past the warranty period.
20. The current service budget of £30k per annum falls short of current needs to maintain and operate and is supplemented by £150k of income from Network Coordination. It is anticipated that the additional capital investment from BSIP is expected to require revenue funding of £150k per annum, this pressure is planned to be funded through unallocated/uncommitted income due to over achievement from network co-ordination charges.
21. The value of the future contracts, separate or combined, exceeds the £500k revenue limit and/or the £1m Capital threshold, which requires reporting to Cabinet.

Comments checked by:

Prem Salhan, Interim Finance Business Partner –
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Legal Implications

22. The Council has a statutory power to provide real time passenger information services as detailed in paragraph 15 of the report.
23. Provided the procurement is conducted in accordance with the Council's Contract Procedure Rules there are no direct legal implications in the proposed procurement of the provision of Real Time Passenger Information services. Officers across services are engaged with the procurement process to ensure such compliance.

Comments checked by: Jonathan Pool, Solicitor (Contracts), Legal Services
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Procurement Implications

24. Procurement of the replacement contract will be via a compliant procurement process, with associated contract and terms and conditions.

Comments checked by:
Becky Saunders, Head of Category – Environment and Place (Procurement)

Staff Implications

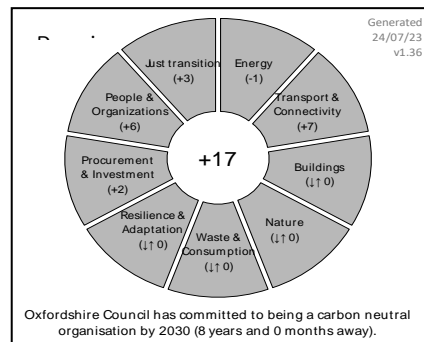
25. There are no additional staffing requirements as a result of decisions within this report. The procurement process and management of the service procured will be managed by existing staff within Network Management.

Equality & Inclusion Implications

26. The proposals have a positive impact on equality and diversity by enhancing existing bus services through reliable and accessible data. The EIA is shown at Annex 1.

Sustainability Implications

27. The proposal has a positive impact (+17) on Climate Action as detailed in the Climate Impact Assessment. Annex 2.



IT Implications

28. The RTPI proposal has been submitted to the ITID Board and been approved.

Consultations

29. As a procurement exercise, no public consultation is required.

Bill Cotton – Corporate Director Environment and Place

- Annex:
1. Equalities Impact Assessment.
 2. Climate Impact Assessment.

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