Aberdeenshire C O U N C I L   **A**   **Infrastructure Services**

POLICY AND RESOURCES COMMITTEE − **13 JUNE 2013**

REAL TIME PASSENGER INFORMATION SYSTEM - AWARD OF CONTRACT

1   Recommendations

The Committee is recommended to:

1.1   approve the award of a contract for the provision and maintenance of a Real Time Passenger Information System (Lot one, data management software) to Trapeze Group (UK) Ltd at an initial cost of £101,107 and thereafter £38,882 per annum;

1.2   approve the award of a contract for the provision and maintenance of a Real Time Passenger Information System (Lot two, associated on bus equipment for non-Stagecoach vehicles) to Trapeze Group (UK) Ltd at an initial cost of £55,535 and thereafter £16,950 per annum;

2   Background / Discussion

2.1   An Aberdeenshire Real Time Passenger Information (RTPI) system will allow bus users to have access to more accurate and reliable bus information. The system will inform bus users the actual time the bus is due at their bus stop rather than the time it is scheduled to arrive.

2.2   RTPI will be displayed on the Council's existing electronic departure information screens at on-street interchange sites in large settlements and at Peterhead Interchange, Fraserburgh Bus Station and Ellon Park and Ride as well as utilising the electronic displays in Union Square Bus Station.

2.3   The RTPI will also be made available through the internet, mobile internet and at all stops with a timetable case via smart phones utilising the existing Near Field Communication (NFC) tag or Quick Response (QR) code. The benefit of providing information in this manner is that the information can be provided to anyone, anywhere at their convenience without a reliance on being at a bus stop with an information screen to receive the information. There is also the added benefit of reduced revenue maintenance costs by limiting the number of high cost on-street electronic signs.

2.4   At its meeting on 20 August 2009, the Infrastructure Services Committee considered the outcome of a report on the potential options for the provision of RTPI across Aberdeen City and Shire, which recommended implementation of a new Aberdeenshire system which could link to and work with the existing Aberdeen City system. In turn, Committee authorised officers to undertake a detailed assessment of the specification and costs of an Aberdeenshire RTPI system (Item 13 refers).

2.5   A successful application for grant funding from the European Regional Development Fund to provide 40% funding toward the development and installation costs of a RTPI system was submitted in Autumn 2010.

2.6   Officers had delayed tendering for the RTPI system in order to benefit from recent advances in RTPI technology that have reduced the costs associated with the development and installation of such a system. This has allowed procurement of an RTPI system for all local bus services that operate to/from and within Aberdeenshire rather than only for a limited number of specific routes.

2.7   The tender was divided into two lots; lot one for the provision of the system that generates the RTPI data and manages that information and lot 2 for the on-bus vehicle tracking equipment that would communicate with the lot 1 system for operators other than Stagecoach Bluebird.

2.8   To enable the Stagecoach Bluebird fleet to communicate with the RTPI system, it is proposed that Aberdeenshire Council provide a financial contribution towards the upgrading of the existing electronic ticket machines that are equipped on Stagecoach vehicles. This will significantly reduce the installation cost of enabling the Stagecoach fleet when compared to fitting Council procured equipment. This option also eliminates any annual revenue cost liability to the Council with regard to the equipment on the Stagecoach fleet. The award of this financial contribution will be subject to a further report to Committee following the outcome of negotiations with Stagecoach Bluebird.

2.9   Nine organisations responded to the Pre-Qualifying Questionnaire issued in January 2013. Of these nine organisations, five organisations submitted compliant responses to the Invitation to Tender for lot one: IBI Group; JMW Systems Lt; Mentz Datenverarbeitung GmbH; Trapeze Group (UK) Ltd; and, VIX Technology (UK) Ltd. Three organisations submitted compliant responses to lot two: JMW Systems Ltd; Trapeze Group (UK) Ltd; and, VIX Technology (UK) Ltd.

2.10   The evaluation of the responses included the scoring of a quality questionnaire as well as cost. 70% of the scoring was allocated to the quality aspect and 30% to the cost aspect of the returns.

2.11   Results of the evaluation were as follows, ranked from highest score out of 100 to lowest:

Lot 1
Response A   78.75
Response B   74.14
Response C   72.74
Response D   52.11
Response E   49.15

Lot 2
Response A   91.77
Response B   88.25
Response C   72.14

2.12   The Head of Finance and Monitoring Officer within Corporate Services have been consulted in the preparation of this report and their comments have been incorporated into the report.

3   Equalities, Staffing and Financial Implications

3.1   An equality impact assessment is not required because the recommendation to award these contracts has no differential impact on any of the protected characteristics. If the Committee approves the recommendation, options to advance equality of opportunity will be considered as the project to deliver the system progresses. The potential for positive and negative equality impacts will be kept under review throughout the project's lifetime.

3.2   The cost of implementation of the RTPI system (both lot 1 and lot 2) will be met from within the approved Capital Budget (Jobs and the Economy, Public Transport line) along with 40% match funding provided through the ERDF. The total cost of both contracts is £156,642, £62,656.80 will be funded through the ERDF grant with the remaining £93,985.20 being funded from the Council's Capital Budget.

3.3   Annual maintenance and support costs for each lot will be met from the existing Publicity and Promotions line within the Transportation Service Revenue Budget (Page 94, line 4).

3.4   There are no direct staffing implications associated with the award of these contracts.

Stephen Archer
Director of Infrastructure Services

Report prepared by Martin Hall
Date 28th May 2013