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Planning

## **Dynamic Demanding Responsive Transport (DDRT) Market Engagement**

West of England Combined Authority

F01: Prior information notice

Prior information only

Notice identifier: 2022/S 000-005389

Procurement identifier (OCID): ocids-h6vhtk-031ba9

Published 28 February 2022, 11:35am

### **Section I: Contracting authority**

#### **I.1) Name and addresses**

West of England Combined Authority

3 Rivergate, Temple Quay

Bristol

BS1 6ER

#### **Contact**

Mr Andrew Brentley

#### **Email**

[andrew.brentley@westofengland-ca.gov.uk](mailto:andrew.brentley@westofengland-ca.gov.uk)

#### **Telephone**

+44 1173321510

**Country**

United Kingdom

**NUTS code**

UKK11 - Bristol, City of

**Internet address(es)**

Main address

<https://www.westofengland-ca.org.uk/>

Buyer's address

<https://www.westofengland-ca.org.uk/>

**I.3) Communication**

The procurement documents are available for unrestricted and full direct access, free of charge, at

<https://www.supplyingthesouthwest.org.uk/>

Additional information can be obtained from the above-mentioned address

**I.4) Type of the contracting authority**

Regional or local authority

**I.5) Main activity**

General public services

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## **Section II: Object**

### **II.1) Scope of the procurement**

#### **II.1.1) Title**

Dynamic Demanding Responsive Transport (DDRT) Market Engagement

Reference number

DN599875

#### **II.1.2) Main CPV code**

- 34000000 - Transport equipment and auxiliary products to transportation

#### **II.1.3) Type of contract**

Supplies

#### **II.1.4) Short description**

The West of England Combined Authority (WECA) Future Transport Zone (FTZ) is a £28m innovation programme aiming to improve the integration of public transport across the West of England. This notice specifically focusses on the Dynamic, Demand Responsive Transport (DDRT) project.

Our vision for DDRT is to offer an alternative additional public transport mode, especially in areas where traditional modes do not currently present as a viable option or service. It is our intention to procure a partner to deliver a complete bespoke DDRT solution and trial within our region. The trial is expected to operate within the Northern Arc, Avonmouth or Southmead areas, with the potential of adding other zones across the course of the trial.

For Completion by 1400 on 14/03/2022

To support our understanding prior to the procurement exercise please complete our short PIN survey - <https://forms.office.com/r/33mBXbRmER>

Note that suppliers are not required to participate in the market engagement in order to respond to the tender. WECA would encourage participation such that we can learn what the market is able to offer, and that you can be best informed about our intentions regarding DDRT.

#### **II.1.5) Estimated total value**

Value excluding VAT: £750,000

### **II.1.6) Information about lots**

This contract is divided into lots: No

## **II.2) Description**

### **II.2.2) Additional CPV code(s)**

- 60000000 - Transport services (excl. Waste transport)
- 34121000 - Buses and coaches
- 34121100 - Public-service buses

### **II.2.3) Place of performance**

NUTS codes

- UKK11 - Bristol, City of
- UKK12 - Bath and North East Somerset, North Somerset and South Gloucestershire

### **II.2.4) Description of the procurement**

The West of England Combined Authority (WECA) Future Transport Zone (FTZ) is a £28m innovation programme aiming to improve the integration of public transport across the West of England. This notice specifically focusses on the Dynamic, Demand Responsive Transport (DDRT) project.

Our vision for DDRT is to offer an alternative additional public transport mode, especially in areas where traditional modes do not currently present as a viable option or service. It is our intention to procure a partner to deliver a complete bespoke DDRT solution and trial within our region. The trial is expected to operate within the Northern Arc, Avonmouth or Southmead areas, with the potential of adding other zones across the course of the trial.

What we expect from our DDRT Service:

A single supplier to run our DDRT trial – likely made up of a partnership between a vehicle operator and technology provider

A small to medium sized fleet which can operate within one of the specified areas

Fleet to be electric or carbon neutral

An innovative DDRT technology platform with a proven track record

An inclusive service offering which allows our residents and visitors to travel with ease

An app-based offering which allows for pre-booked and on-demand journeys

Allows customers to book via an app/ website/ call centre

Clear and simple platform for both customers and drivers

Connection to train stations, bus services and our Mobility Hubs

Integration with our MaaS platform

Integration with our Data Hub project

Co-development, collaboration and data sharing throughout the trial.

Potential to expand to a second trial zone as part of the commission.

The main objectives are:

to provide efficient public transport alternatives where conventional bus and rail services cannot offer viable solutions.?

to connect areas of low skill, high unemployment, and low car ownership, with areas of high employment.?

to maximise the value of regional transport investments by increasing the catchment area of public transport through first/last mile connectivity.?

to improve congestion and air quality by reducing the reliance on single-occupancy car journeys and producing a modal shift, particularly in areas where public transport is not an option.?

to improve access directly to places of employment and therefore accelerate economic growth and productivity, particularly in areas of deprivation.?

Technical Expectations

A DDRT routing and booking system which has a user platform, driver platform, and back office with customer support. Should include:

Journey planner

Booking and payment functions

Digital ticketing and ticket validation

User profile and driver accounts

Safety and security features

Accessibility, family and luggage features

Loyalty and rewards

Push notifications/ live updates

Hardware compatibility

Integrate with MaaS, traditional bus services and rail timetables

The DDRT technology should involve:

Routing algorithms

Compliant with bus operating guidelines

Live updates and on demand booking

Vehicle Expectations

The DDRT fleet should be:

Medium sized (6-10 vehicles)

Electric or carbon neutral

Wheelchair accessible

Compliant with bus and vehicle regulations and standards

Consistently branded

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#### **II.2.6) Estimated value**

Value excluding VAT: £750,000

#### **II.2.14) Additional information**

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#### **II.3) Estimated date of publication of contract notice**

4 April 2022

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## **Section IV. Procedure**

### **IV.1) Description**

#### **IV.1.8) Information about the Government Procurement Agreement (GPA)**

The procurement is covered by the Government Procurement Agreement: Yes

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## **Section VI. Complementary information**

### **VI.3) Additional information**

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