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Planning

Mobility Hubs, West of England Combined Authority

West of England Combined Authority

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F01: Prior information notice

Prior information only

Notice identifier: 2022/S 000-016337

Procurement identifier (OCID): ocids-h6vhtk-034676

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Section I: Contracting authority

I.1) Name and addresses

West of England Combined Authority

3 Rivergate, Temple Quay

Bristol

BS1 6ER

Contact

Mr Emil Cirica

Email

Emil.cirica@westofengland-ca.gov.uk

Telephone

+44 7971754610

Country

United Kingdom

NUTS code

UK - United Kingdom

Internet address(es)

Main address

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

Buyer's address

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

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West of England Combined Authority

Bristol

Email

emil.cirica@westofengland-ca.gov.uk

Country

United Kingdom

NUTS code

UK - United Kingdom

Internet address(es)

Main address

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

I.2) Information about joint procurement

The contract involves joint procurement

In the case of joint procurement involving different countries, state applicable national procurement law

UK's PCR 2015

I.3) Communication

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

Section II: Object

II.1) Scope of the procurement

II.1.1) Title

Mobility Hubs, West of England Combined Authority

Reference number

DN616744

II.1.2) Main CPV code

- 60100000 - Road transport services

II.1.3) Type of contract

Services

II.1.4) Short description

The West of England Combined Authority (WECA) Future Transport Zone (FTZ) is a £28m innovation programme funded by the Department for Transport which aims to improve the integration of public transport across the West of England and is one of only four local authority areas in the country to receive such funding. This notice specifically

focusses on the Mobility Hubs project, which is part of the FTZ programme.

Mobility Hubs are modern multi-modal, multi-functional, flexible, and inclusive interchanges and destinations. They are places that integrate established and new forms of travel (personal and freight) with infrastructure, traveller facilities and information, urban realm, and community and commercial activities. Operating as a network, hubs have a consistent and recognisable design and appearance but are individually tailored in scale, form, and delivery to meet local community and business needs.

More details on the project can be found at <https://www.westofengland-ca.gov.uk/what-we-do/transport/future-transport-zone/mobility-hubs/> including a link to a short video explaining the concept. https://youtu.be/UxLQtZ4t_HI

Mobility Hubs are a relatively new concept which are rapidly gaining traction in the transport and urban planning sectors because they help to:

- raise the profile of and access to shared and sustainable mobility services,
- reduce reliance on private car use and ownership, and
- provide opportunities to improve the public realm

CoMoUK is one of the leading organisations developing guidance and best practice on Mobility Hubs and further information about mobility hubs can be accessed via their dedicated webpages: <https://como.org.uk/shared-mobility/mobility-hubs/what/>

Project scope

The Combined Authority aims to deliver the Mobility Hubs project in early 2023 and monitor and evaluate the usage of the mobility hubs throughout the following 12 months.

The project will deliver 13 mobility hub sites across Bristol and South Gloucestershire's Northern Arc. The intended locations are mapped on Google maps at: <https://tinyurl.com/k5s634zw>

Since the Mobility Hubs market is relatively immature, there is currently no standard approach to delivering a package of common mobility hub components. The Combined Authority believes that the procurement process for mobility hubs provides a unique and exciting opportunity to stimulate the market to formulate integrated mobility hub solutions to local authority and potentially private sector mobility hub commissioners.

Through this procurement process, we are testing whether a range of mobility hub component suppliers and supporting specialist services can work together in partnerships or consortia to provide integrated mobility hub solutions. This could then be replicated and

delivered elsewhere across the UK, thereby helping to shape the blueprint for the wider roll out of mobility hubs and stimulate the market as they become more established nationwide.

It is our intention to procure a lead partner of a consortium or partnership of organisations with whom we will collaboratively deliver a high-quality, recognisable, and replicable bespoke mobility hubs solution for the region.

Services to be procured

The West of England Combined Authority is seeking to procure a supplier, designer, contractor, or a consortium or partnership of those organisations who can:

- Develop a Mobility Hub design
- Project manage the overall supply of mobility hub components, and carry out their installation and maintenance
- Collect and share data around the use of mobility hub components where this can be collected digitally via the component itself (for example: mobile device charging; solar generation; use of any bookable features)

II.1.5) Estimated total value

Value excluding VAT: £1,500,000

II.1.6) Information about lots

This contract is divided into lots: No

II.2) Description

II.2.2) Additional CPV code(s)

- 30199500 - Box files, letter trays, storage boxes and similar articles
- 32423000 - Network hubs
- 33182100 - Defibrillator
- 34430000 - Bicycles
- 34928440 - Bus-stop posts
- 34928472 - Sign posts

- 34928500 - Street-lighting equipment
- 39113600 - Benches
- 44212321 - Bus shelters
- 45223320 - Park-and-ride facility construction work
- 60100000 - Road transport services
- 63712000 - Support services for road transport
- 71220000 - Architectural design services
- 71240000 - Architectural, engineering and planning services
- 71322500 - Engineering-design services for traffic installations
- 71541000 - Construction project management services

II.2.3) Place of performance

NUTS codes

- UK - United Kingdom

Main site or place of performance

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II.2.4) Description of the procurement

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The West of England Combined Authority is considering its preferred procurement approach, and supplier responses to the Questions for Applicants, alongside the provider collaboration event will help us inform which approach is most suitable.

Our preferred options are currently Open Procedure, and Competitive dialogue, but we are not bound to either of these approaches.

To help us in the development of a full specification, please answer the following questions:

1. What type of organisation do you see leading a consortium?
2. Are you interested in leading a consortium?
3. What type of organisation do you see acting as a supplier as part of a consortium?
4. Are you interested in being a supplier as part of a consortium?
5. Do you anticipate any issues with lead times for components, considering the project's timescales (delivery in the first quarter of 2023)?
6. Do you have the capacity to maintain the components over the course of the trial?
7. Do you believe that this procurement strategy to stimulate the market to provide integrated mobility hub solutions will be effective?
8. What do you think are the strengths, weaknesses, opportunities and threats in adopting

this procurement strategy?

a. Strengths:

b. Weaknesses:

c. Opportunities:

d. Threats:

9. What benefits do you see this procurement strategy presenting to mobility hub commissioners?

10. What benefits can the strategy offer to suppliers of mobility hub components?

11. What are the opportunities for income generation from the operation of the hub and its components?

12. Are there any components that you think you will have difficulty procuring?

Response to this PIN

Note that suppliers are not required to participate in this market engagement stage to be eligible to respond to subsequent procurement stages. The West of England Combined Authority encourages participation so that we can learn what the market is able to offer, which will help shape the subsequent procurement stage, and that you can be best informed about our intentions regarding Mobility Hubs.

Provider collaboration event

Given our ambition to stimulate the creation partnerships or consortia of providers who can supply a complete mobility hub, we plan to host an in-person provider collaboration event at the Bristol and Bath Science Park Bristol on Thursday 23 June 10am – 2pm. This event will provide a facilitated environment for potential bidders to learn about the capabilities of other organisations and identify how they might be able to work together to develop a partnership or consortium which could deliver the mobility hubs project.

Providers interested in receiving more details regarding the specification, and in participating in the in-person provider event, should register their interest here by emailing Amanda Edmondson, Mobility Hubs Project Manager on:

amanda.edmondson@westofengland-ca.gov.uk

Design principles

A comprehensive set of design principles has been developed for the mobility hubs and suppliers are suspected to consider these in developing their offer. Only those design principles relevant to the components, rather than the wider development of hub sites, have been provided below.

The appearance of the components is important, and they should complement each other so that hub design is integrated, distinctive and recognizable.

The hub has been designed to cater to the needs of all, including the most vulnerable

- The hub supports all users including those with visible and hidden disabilities.
- The hub has step-free, level access throughout.
- The hub is safe and secure by design

The hub is distinctive, attractive and recognisable whilst complementing local character

- The hub forms part of a unified network
- The hub exploits a modern, unified and recognisable network-wide identity that is adaptable to individual sites.
- The hub identity reflects the place it serves to create a sense of local ownership (local variation of design elements).
- The hub enhances placemaking, is a pleasant place to spend time, reflects local character, whilst retaining its network unity.

The hub is modular, compact, flexible and adaptable

- The hub comprises of a set of modular components, standardised where possible across the network, to provide consistency of provision and enhance hubs as recognisable places, with modules applied depending on local needs.
- The hub has a compact form centred around key core components.
- The hub is a combination of fixed and moveable modular components; the latter can be interchanged and reused across the network as the mobility ecosystem and local demand changes.

Travel through the mobility hub is logical and legible

- Travel information and wayfinding is relevant, clear, concise and communicated

intuitively through easy-to-use user interfaces.

The hub is located in an easily accessible location

- The hub provides digital connectivity so that users can work, plan their journeys and stay in touch with others as they travel.

Hubs are designed with the community in mind

- The offering at the hub has been shaped by community input, engagement and ownership.

II.2.6) Estimated value

Value excluding VAT: £1,500,000

II.3) Estimated date of publication of contract notice

14 June 2022

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

Section VI. Complementary information

VI.3) Additional information

The project objectives are:

- trial the development and operation of a network of hubs covering a range of scales and formats
- provide the exemplar and blueprint for the development of a consistent mobility hub network across the West of England and beyond while enabling hubs to be tailored to local needs
- develop a commercially, financially, and operationally sustainable model for the delivery of hubs
- demonstrate the benefits of mobility hubs across different places and scales and share learning widely
- generate an increase in the use of publicly available and decarbonised transport and a reduction in private car use, embedding behaviour change for the long term
- provide stronger links between places, to benefit communities and the economy, and increase the quality of the public realm
- provide integration between established and new mobility modes and services and wider opportunities to provide locally important community and commercial functions
- provide inclusive, convenient, enjoyable, safe, and high-quality customer experiences
- engage with communities and stakeholders, enhancing wider policies, programmes, and projects