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Tender

Solent Transport - Future Transport Zone - Dynamic Purchasing System - Lot 6 (Transport Modelling)

PORTSMOUTH CITY COUNCIL

F02: Contract notice

Notice identifier: 2021/S 000-024850

Procurement identifier (OCID): ocids-h6vhtk-02e87f

Published 5 October 2021, 11:52pm

Section I: Contracting authority

I.1) Name and addresses

PORTSMOUTH CITY COUNCIL

City Council

Portsmouth

PO1 2AL

Contact

Procurement Service

Email

procurement@portsmouthcc.gov.uk

Telephone

+44 2392688235

Country

United Kingdom

NUTS code

UKJ31 - Portsmouth

Internet address(es)

Main address

<https://www.portsmouth.gov.uk/>

I.3) Communication

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

<https://in-tendhost.co.uk/portsmouthcc.aspx/Home>

Additional information can be obtained from the above-mentioned address

Tenders or requests to participate must be submitted electronically via

<https://in-tendhost.co.uk/portsmouthcc.aspx/Home>

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

Solent Transport - Future Transport Zone - Dynamic Purchasing System - Lot 6
(Transport Modelling)

II.1.2) Main CPV code

- 71311200 - Transport systems consultancy services

II.1.3) Type of contract

Services

II.1.4) Short description

Portsmouth City Council (the council) on behalf of Solent Transport has established a multi-Lot multi-supplier Dynamic Purchasing System (DPS) to support the delivery of a Future Transport Zone (FTZ) within the Solent area. The establishment of the DPS was detailed in contract notice 2021/S 000-004302.

As detailed within the contract notice, the DPS was initially established by inviting applications for 3 specific Lots, with expressions of interests invited a further 3 Lots. The purpose of this further notice is to announce the opening of DPS Lot 6 - Transport Modelling, for applications.

Lot 6 - Transport Modelling is principally concerned with the maintenance, operation and future re-development of Solent Transport's Sub-Regional Transport Model (SRTM), strategic transport model. Full details of the activities to be delivered via Lot 6 - Transport Modelling are captured in Section II.2.4.

The entirety of the call off processes, contracting options and access set out within the original DPS contract notice will apply to the operation of Lot 6.

For completeness a corrigenda notice 2021/S 000-004302 will also be published.

The target date for operational commencement of Lot 6 is 3rd December 2021. The initial term of Lot 6 will mirror the duration of the FTZ programme, which is due to end on 30th June 2024.

However, as per the operation of the overarching DPS, the operation of Lot 6 may be

extended beyond this term on a rolling basis in increments to be determined without limitation in respect of number and length of extension periods applied.

The total value of the services that could be let via Lot 6 of the DPS is estimated to be between £3.3million and £7million.

The lower value includes the estimated value of works likely let as part of the FTZ programme as well as the the operation and development of Solent Transport's Solent Sub-Regional Transport Model (SRTM) on a "do less" basis. The higher value takes into account of the operation and development of the SRTM on a "do more" basis.

Lot 6 will be established in accordance with the following programme:

- Issue of Supplemental FTS Contract Notice & Lot 6 Document Pack - 05.10.2021
- Deadline for Applications for Lots 6 - 16:00 on 05.11.2021
- Lot 6 Commencement - 03.12.2021

As well as establishing Lot 6, applications are being sought concurrently for inclusion onto a mini-competition shortlist which will be used to call-off services for the continued operation of the SRTM.

Further information regarding the scope of services, value, programme and procurement strategy in respect of this imminent call-off are included within Section II.2.4. of this notice.

Application is by way of completed Supplier Requirements Questionnaire (SRQ) and associated documents via the Council's e-sourcing solution Intend by the deadline stated above. The SRQ and associated documentation can be accessed via InTend.

II.1.5) Estimated total value

Value excluding VAT: £7,000,000

II.1.6) Information about lots

This contract is divided into lots: Yes

Tenders may be submitted for all lots

II.2) Description

II.2.1) Title

Lot 6 - Transport Modelling

Lot No

1

II.2.2) Additional CPV code(s)

- 30000000 - Office and computing machinery, equipment and supplies except furniture and software packages
- 48600000 - Database and operating software package
- 71311200 - Transport systems consultancy services
- 71311210 - Highways consultancy services
- 72211000 - Programming services of systems and user software
- 72212100 - Industry specific software development services
- 72212980 - Programming languages and tools development services
- 72224000 - Project management consultancy services
- 72260000 - Software-related services

II.2.3) Place of performance

NUTS codes

- UKJ3 - Hampshire and Isle of Wight

Main site or place of performance

Solent Transport maintains a strategic transport model to cover the whole of the Solent sub-region.

Commissions may be requested from Solent Transport on behalf of their client base that includes, the local transport authorities, the local planning authorities, private sector developers, strategic transport infrastructure providers, other public and private sector agencies, or the consultants of any of these clients. As a result, services may be required outside of the Solent sub-region.

II.2.4) Description of the procurement

The main purpose of this Lot is for the maintenance, operation and future re-development

of Solent Transport's SRTM strategic transport model. The key skills and activities to be delivered via this Lot are summarised below:

OPERATION OF THE SRTM

Operation and maintenance of the SRTM on behalf of Solent Transport, undertaking all studies and projects ("commissions") requested by Solent Transport on behalf of clients. The client base will include:

- Solent Transport
- Transport planning, major schemes and development planning teams at our Member LTAs (HCC, SCC, PCC, IWC), and their consultants
- Local Planning Authorities in the Solent area, and their consultants
- Strategic transport infrastructure providers such as Highways England, Network Rail, the Ports and Airport, and their consultants
- Private sector developers and their consultants
- Other public and private sector agencies, for example Universities, Connected Places Catapult, etc- for a variety of purposes including research, monitoring & evaluation and other data extraction

Suppliers will need significant expertise using the following specific tools and platforms used by the SRTM model suite:

- SATURN Highway assignment model (RTM)
- CUBE Voyager (PTM)
- CUBE Matrix software (GDM)
- Complex SQL databases and C++ programming language (utilised by Custom model for MDM)
- The LEIM and Land Use Model utilised by SRTM is a custom model ("DELTA") developed/ operated by David Simmonds Consultancy (DSC). The Consultant for operation of SRTM is likely to need to engage with / partner with DSC for operation of this element of SRTM.
- Linked standard tools which are used for processing of various SRTM inputs and outputs - including TUBA, COBALT, TEMPRO.

Suppliers will also need to have extensive skills, expertise and resources in the following fields:

- Use of spreadsheets, database tools, GIS, and other data visualisation methods for further analysis, presentation of outputs and preparation of written technical reports
- Conducting modelling and appraisal in line with DfT WebTAG guidance
- Experience of undertaking multi-modal, strategic transport modelling and appraisal to support a variety of types of project / purposes including strategy and scheme business case development; funding bids; policy interventions such as Clean Air Zones; and land use changes (eg local plans, planning applications).
- Provision of expert technical advice to inform /support clients (and potential clients) on commissions including of the above types. This may sometimes include provision of suitably qualified individuals to act as expert witnesses at Public Enquiries (Planning Applications) and Examinations in Public (Local Plans).
- Extensive skills in collection and analysis of primary data for the model, eg traffic surveys, journey time surveys, other transport user surveys eg PT passenger counts, land use data, economic data to support maintenance and updates
- Access to/experience of other transport models and tools in order to support activities required in some projects - particularly local junction models (eg ARCADY, PICADY, LINSIG) and traffic micro-simulation models (eg VISSIM, Paramics).
- Sector experience to support liaisons with DfT and other sector stakeholders and specialists as required
- Project management experience, and experience of managing large/complex programmes of work.

Many commissions generate follow up work in the form of further investigations, data extraction, answering of queries etc.

Operation of the model also includes undertaking any minor updates of the model (Reference Case updates etc.).

ADMINISTRATION OF MODEL OPERATION

The consultants will be required to support administration of the Model through regular reporting of progress on each commission, on a weekly basis via a central shared client managements spreadsheet, and on a regular basis (approximately four times per year), face to face with the client, with further project/issue specific meetings and discussions as

required.

Solent Transport at present is responsible for receiving purchase orders and raising invoices to/from end users, and pass-through of task orders and invoicing/payments to the Consultant operating the model. Solent Transport also provide information and publicity for the model via our website.

We are however open to the possibility of the Consultant taking on many of these activities on our behalf on an open-book basis (i.e. consultant directly receiving POs/ raising invoices to clients and undertaking day-to-day financial administration of the model), possibly for a small fee.

MAINTENANCE AND DEVELOPMENT OF THE MODEL

Activities in respect of maintaining and developing the model includes but is not limited to:

- Update of land use, highway schemes etc. in the model Reference cases on an approximately 12-24 monthly basis
- Validation of the model outputs against recorded data, often locally (e.g. area of interest for specific studies using model) but sometimes at a wider area (e.g. potential for occasional model-wide "present year validation" exercises)
- Calibration of the model to address/ameliorate any issues identified through validation
- Update of other model inputs and variables as required, e.g. WebTAG data book values, growth factors, software updates, development of new types of output if required etc.

FUTURE RE-DEVELOPMENT OF THE MODEL

The 2015/2019 base STRTM is approaching the end of its likely lifespan and future re-development of the model is expected to be required when circumstances (establishment of a stable post-Covid "new normal" for travel and transport, including international travel via the Solent's international "gateways") permit. At present this is anticipated this will be undertaken in 2023.

It is anticipated that future re-development of the SRTM will be commissioned through Lot 6 of the FTZ DPS during its lifetime via future mini-competition. It is expected that one of the following options will be utilised:

- A potential re-base of the existing model system, updating model base traffic, PT model etc. data to 2022 (a "do minimum" type upgrade, the scope of which will need to achieve best benefit against a limited budget)

- A major rebuild of the model incorporating base data collection as above and transition of the model to a new platform if this can offer potential improvements in quality of outputs and/or cost of operation (a "don more" type upgrade, the commissioning of which would depend on additional budget and/or cost savings in operation being found)

The task of carrying out a major update to the SRTM model, or potentially a complete rebuild/transition to a new platform will require additional skills, experience and capabilities. Skills and experience in, and/or the potential to develop improved capabilities in the following areas of interest could be advantageous:

- A "sandbox" mode (a reduced resolution and functionality version of the model hosted on a local PC or via a web interface, with a simple user interface) allowing much simpler quick/basic model tests
- New or different model time periods eg weekends
- Use of a multi-level model platform that can flex between micro-, meso- and macro-levels as appropriate
- Integrated air + noise modelling capabilities
- Improved modelling of freight transport, active modes, and new and emerging modes of travel such as connected & autonomous vehicles

OTHER POTENTIAL SERVICES/OPPORTUNITIES TO BE COMMISSIONED VIA THIS LOT:

There may additional opportunities that arise as a result of some of the Solent Future Transport Zone projects, opportunities for other specialist modelling support linked to SRTM projects (e.g. "follow on" or associated studies such as local modelling for scheme development), and/or other Solent area Local Authority requirements which could be procured via this Lot. Additional relevant skills & capabilities could include:

- Development/use of more localised or specialist models e.g. junction models, microsimulation models, and potentially specialist transport models such as public transport, pedestrian, cycle, or public space models, and study projects associated with these
- Environmental modelling, including air quality and noise
- Specialist freight modelling, for example modelling of consolidated delivery methods
- Other specialist transport modelling and forecasting activities

FIRST CALL-OFF FROM LOT 6

It is anticipated that the first call-off from this Lot will be a mini-competition to select a consultant for the continued operation of the 2015/2019 base SRTM for the remainder of its life.

To streamline this process, the council will simultaneously establish the Lot and run a sifting brief for this mini-competition.

Suppliers are invited to:

- Submit an application for a position on Lot 6, or
- Submit an application for a position on Lot 6 and supporting evidence demonstrating their relevant experience in order to be shortlisted to receive the invitation to mini-competition for the first call-off

It is anticipated that the value of this call-off will be in the region of £500,000 to £700,000 per annum.

The initial term of the contract will be for 12 months, with the option to extend, in increments to be agreed, to a maximum term of 4 years.

Applications for both Lot 6 and the sifting brief are due by the closing date - 16:00 on 5th November 2021.

II.2.5) Award criteria

Price is not the only award criterion and all criteria are stated only in the procurement documents

II.2.6) Estimated value

Value excluding VAT: £7,000,000

II.2.7) Duration of the contract, framework agreement or dynamic purchasing system

Duration in months

32

This contract is subject to renewal

Yes

Description of renewals

The Lot will run for an initial period of 32 months until 30th June 2024, in accordance with the FTZ programme. However, the duration of the Lot may be extended beyond this term on a rolling basis in increments to be determined without limitation in respect of number and length of extension periods applied

Extensions applied to this Lot may be different to those applied to other Lots. The Lot may be suspended or closed at any point should the Lot no longer be required.

The duration of call-off contracts will meet the requirements of each call-off. These agreements may include extension options in order to meet the needs of each call-off.

The initial call-off for the operation of the SRTM will be for a period of 12 months, with the option to extend, in increments to be agreed, to a maximum of 4 years.

II.2.10) Information about variants

Variants will be accepted: Yes

II.2.11) Information about options

Options: Yes

Description of options

See description of renewals above.

II.2.14) Additional information

Whilst not mandatory suppliers are encouraged to also submit additional commercial information covering prices, rates, CVs, operation models, terms, etc. when submitting applications. This will go towards developing the application of the DPS on an e-catalogue basis which will assist in streamlining call off contract processes.

Section III. Legal, economic, financial and technical information

III.1) Conditions for participation

III.1.2) Economic and financial standing

Selection criteria as stated in the procurement documents

III.1.3) Technical and professional ability

Selection criteria as stated in the procurement documents

Section IV. Procedure

IV.1) Description

IV.1.1) Type of procedure

Restricted procedure

IV.1.3) Information about a framework agreement or a dynamic purchasing system

The procurement involves the setting up of a dynamic purchasing system

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

The procurement is covered by the Government Procurement Agreement: Yes

IV.2) Administrative information

IV.2.2) Time limit for receipt of tenders or requests to participate

Date

5 November 2021

Local time

4:00pm

IV.2.3) Estimated date of dispatch of invitations to tender or to participate to selected candidates

6 December 2021

IV.2.4) Languages in which tenders or requests to participate may be submitted

English

Section VI. Complementary information

VI.1) Information about recurrence

This is a recurrent procurement: No

VI.3) Additional information

Solent Transport is a partnership comprising Hampshire County Council, Portsmouth City Council and Isle of Wight Council, working together to make sure everyone benefits from transport planning solution in the Solent area.

Solent Transport successfully bid for FTZ funding from the Department of Transport. The objective of the FTZ programme is to test and trial innovative, digitally enabled shared transport services, modes and business models at scale to establish risk and benefits.

The projects to be trialled as part of the FTZ programme are focused on 2 themes:

1. Personal mobility
2. Sustainable urban logistics

In addition, a behavioural change marketing and communications strategy will be implemented across the programme with monitoring and evaluation also undertaken to understand the impact and effectiveness of individual projects and collectively across the overall programme. Full details of the FTZ bid can be found at https://www.solent-transport.com/images/Bids/FMZ_EOI_form.pdf

DPS ACCESS

Whilst the establishment of the DPS is driven by the Solent FTZ programme, the agreement may also be used by Solent Transport as well as the Contracting Authorities located within the Solent region as listed below to source related requirements which fall outside of the FTZ programme.

- Portsmouth City Council
- Southampton City Council
- Hampshire County Council
- Isle of Wight Council

- Havant Borough Council
- Fareham Borough Council
- Gosport Borough Council
- Eastleigh Borough Council
- Test Valley Borough Council
- University of Portsmouth
- University of Southampton
- Solent University
- Solent NHS Trust

The DPS may also be extended - subject to issue of a Corrigendum Notice - to cover additional geographical areas and allow access to further Contracting Authorities.

DPS ACTIVE & FUTURE LOTS

The following Lots are open for applications:

- Lot 1 - Marketing and Communication Services
- Lot 2 - Consultancy Services
- Lot 3 - Bike Share Schemes
- Lot 6 - Transport Modelling

Suppliers may apply for entry onto the DPS in respect of any or all of the Lots listed above as well as the further future Lots will be activated in time summarised below.

In addition to the above Lots the following Lots will also form part of the DPS but at present are not open for applications, however interested suppliers are able to submit expressions of interest in respect of future submission of formal applications once the Lots are activated and participation in any pre-activation soft market testing exercises.

- Lot 4 - Freight
- Lot 5 - Data Collection

In addition to the 2 future Lots above further Lots that relate to personal mobility services are also likely to be added in the future. Due to the Covid-19 pandemic, the appeal of shared transport modes has decreased and therefore these elements of the FTZ programme have been put on hold pending further review. As these projects are re-started, further Lots for Lift Share, Mobility Credits and Direct Demand Responsive Transport (DDRT) are likely to be introduced to the DPS.

EXPANSION OF DPS

The value and scope of the DPS is likely to vary significantly over the term through expansion / suspension / termination of established Lots, launching of new Lots, extensions to the term of the agreement and expanding access to further contracting authorities.

As the DPS is expanded and extended the FTS Notice will be updated as required via publication of a Corrigendum Notice which may, dependent upon the nature of the additions, open additional further structured calls for competition subject to minimum time periods for submission of applications in accordance with Regulation 32 (9) of the Public Contracts Regulations (2015) (PCR 2015).

DPS OPERATION & ADMINISTRATION

Following operational commencement of the DPS suppliers may apply for entry onto active Lots, request update of company / product / commercial information or express interest in future Lots on an ongoing open basis. The Council will ensure that all applications and information update requests are processed and confirmed within 10 working days as per Regulation 34 (16) of PCR 2015.

Whilst not mandatory suppliers are encouraged to also submit additional commercial information covering prices, rates, CVs, operation models, terms, etc. when submitting applications and information update requests. This will go towards developing the application of the DPS on an e-catalogue basis which will assist in streamlining call off contract processes.

DPS CALL OFF CONTRACTING MODELS

The DPS will be used over time to source a wide range of services, supplies and to a lesser extent works utilising a broad range of contracting forms and financing arrangements which will allow for award via contracts, concessions and grants.

Call off contracts may be let using any form of contract as relevant to the requirements in question and may include, but are not limited to, the Council's standard terms for services, goods, consultancy, concessions, etc., NEC4, industry / market specific forms, supplier terms.

DPS CALL OFF PROCESS OPTIONS

A number of call-off mechanisms may be used to award contracts via the DPS once in operation.

MINI-COMPETITION

- Used where further testing of the market is required to ensure innovation, quality of service and cost competitiveness, and on high value schemes/commissions.
- All suppliers from a Lot to be invited to participate in a mini competition. Where the requirement is of a specialist nature, or where there are a large number of suppliers, a sifting brief may be used to reduce the number of participants and the cost of bidding for all parties. The sifting brief will be published to all Lot suppliers who will have the opportunity to participate.
- Mini-competitions will be open for a minimum of 10 calendar days in accordance with Regulation 32 (11) of PCR 2015, although this will be substantially longer for more complex and higher value schemes.
- The preferred bidder will be the most economically advantageous tender, evaluated in accordance with the published mini-competition criteria.
- No restrictions will be placed on quality/cost ratios and each contracting authority will be able to set these in accordance with their requirements.

MINI-COMPETITION - INVITATION ONLY QUOTATION

- Available for low and medium value projects that should not exceed a total value of £100,000, although this will be at the discretion of the Contracting Authority in question.
- To be used in accordance with the contracting authority's own constitutional guidelines and legal advice. For example, Portsmouth City Council may opt to use this process for below tender threshold (£100K) projects in accordance with its CPRs, however Southampton City Council may decide to use this for projects under £25K in accordance with their own procedural rules.
- Ideally a minimum of 3 and a maximum of 6 suppliers should be selected from the relevant Lot to participate in a quotation. Selected suppliers will be chosen based on information available to the contracting authority including supplier experience, indicated capabilities, known capacity and publicly available information.
- Once suppliers have been selected, the general mini-competition process as set out above will be used.

DIRECT AWARD

A direct award may be used on the following grounds and subject to risk assessment by the Contracting Authority which is undertaking the call off:

- Repeat Work Basis - This may apply where the supplier has undertaken a similar commission in terms of either technical scope, type of structure, nature of activities, etc. either via a contract let via the DPS or via alternative means of sourcing, and either in relation to a commission undertaken for the Contracting Authority undertaking the call off or for another UK Contracting Authority.
- Work Development Basis - This applies where the supplier has been commissioned to undertake an initial set of activities, which at completion subsequently lead to identification of a further set of activities required to develop the project in question. Or where it is identified that activities commissioned require expansion in terms of either scope, volume, value, etc. in order to effectively complete the commission.
- 'Catalogue' Draw Down Basis - This applies where the Contracting Authority is able to identify the supplier who is best placed to fulfil the requirements by review of commercial information regarding pricing, rates, resources, operating models, terms, etc. submitted by suppliers at DPS application or via information update request.

VI.4) Procedures for review

VI.4.1) Review body

The High Court of Justice

The Strand

London

WC2A 2LL

Country

United Kingdom

Internet address

<https://www.justice.gov.uk/>