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Planning

## **Regional Strategic Model**

West Midlands Combined Authority

F01: Prior information notice

Prior information only

Notice identifier: 2022/S 000-034090

Procurement identifier (OCID): ocds-h6vhtk-0389ec

Published 1 December 2022, 3:11pm

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

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

West Midlands Combined Authority

16 Summer Lane

Birmingham

B19 3SD

#### **Email**

[Victoria.Taylor@wmca.org.uk](mailto:Victoria.Taylor@wmca.org.uk)

#### **Telephone**

+44 3453036760

#### **Country**

United Kingdom

**Region code**

UK - United Kingdom

**Internet address(es)**

Main address

[www.wmca.org.uk](http://www.wmca.org.uk)

**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

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**Section II: Object****II.1) Scope of the procurement****II.1.1) Title**

Regional Strategic Model

**II.1.2) Main CPV code**

- 48000000 - Software package and information systems

**II.1.3) Type of contract**

Supplies

**II.1.4) Short description**

The aim of this project is to provide a step-change improvement in transport planning across

the West Midlands, allowing Transport for West Midlands (TfWM) and its partner Highway Authorities to accurately consider comprehensive information and insights about the likely impacts of schemes and policies in the region. It should also provide valuable insight into existing travel behaviours and patterns that can be readily abstracted from basic observations of the transport system. This project also aims to provide additional insight which can support the targeted promotion of new mobility services to end users.

The expectation is that the RSM will utilise a mixture of existing market platforms and bespoke services, which may be licensed from the supplier or third parties.

As well as the WMCA, the RSM may be utilised by other public bodies and the wider supply chain of suppliers to the WMCA and the other public bodies.

It is envisaged that the term of contract will be up to 2 years in duration, with an option for WMCA to extend for a total renewal term of up to 4 years in increments of 1 to 2 year extension terms. This is subject to change and will be confirmed at the time of tender publication.

To express an interest in this PIN and receive further information regarding our supplier engagement event, please see section VI.3 (additional Information)

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

Value excluding VAT: £2,500,000

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

This contract is divided into lots: No

## **II.2) Description**

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

- 48000000 - Software package and information systems

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

NUTS codes

- UK - United Kingdom

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

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

28 April 2023

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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**

WMCA defines the Regional Strategic Model (RSM) as an IT based data synthesis, analysis and scenario simulation tool for transport. Part of its critical functionality will include, but not

be limited to, the ability to support traditional WebTAG compliant four-stage transport modelling, including variable demand responses. The toolset encompassed by the RSM will include capabilities for supporting the collation and organisation of data for consumption by a variety of modelling platforms, transport network building, and improvements to or replacement of the region's existing demand modelling functionality. The ability for multiple types of potential users to readily extract and use relevant information from the digital assets created (in order to inform problem identification and optioneering and development of solutions) is a critical outcome that the RSM will support and enable.

The RSM will cover the TfWM area with a wide buffer area and support an adequate representation of the transport network in the area. Uses of the outputs of the model will include, but not be limited to, feeding into DfT appraisal tools to allow for the development of business cases following WebTAG. This model will also report the impacts of changes at a person centric level, which may require multiple views of impact across differently segmented populations to be considered.

A key output of the commission will be a well-documented process for the rapid and cost effective updating of the model (as networks and travel patterns change increasingly rapidly to new technologies, economic climate and a post-COVID lock-down transport system).

A critical capability will be the ease of linking the model to more detailed models or to additional future features if these are required for the final detailed development and appraisal of a policy, programme or project.

The ability to cost effectively run, maintain and develop the model for an extended period of time is a key consideration. Whole life asset costs of the RSM are an important consideration. The RSM will tackle a balance between affordability and the need and ability to produce a progressively more representative view of a base year scenario which reflects the relevant current year/relevant period or base scenario.

This tool is anticipated to progressively replace the region's current reliance on the PRISM modelling tool (which has served the region well for approximately 15 years and been the primary tool to support business cases for £bns of capital investment).

The investment in the development of the RSM should represent added value to the utility that the region continues to extract from the existing PRISM model. The transition to the RSM is anticipated to be managed as a progressive ramp down of use of the PRISM tool, as opposed to the equivalent of an overnight switch-over. As part of this, consideration of the operational pressures and costs for the whole of the client team/user base is an important consideration.