



Leicester
City Council

WARDS AFFECTED: All

CABINET

30 JULY 2001

Expansion of *star trak* real-time bus passenger information system: Request for exemption from Standing Order 84 (Competition Requirements: large contracts)

Report of the Director of Environment, Development and Commercial Services

1. Purpose of Report

To request the exemption from standing order 84 (competition requirements: large contracts) in order to be able to place orders for equipment and services in connection with the expansion of the *star trak* real-time bus passenger information and intelligent bus priority system.

2. Summary

The *star trak* real-time bus information and intelligent traffic signal priority system was launched in November 2000. Since then, it has operated with a high degree of reliability, and has been well received by the bus operating companies and the public.

Using previously approved monies from the LTP Capital Programmes of both the City and County Councils, along with funding from the bus operators, the system is to be expanded to further routes in the City and County.

The system as supplied can only be expanded with equipment from the original suppliers. This is currently the case with all such systems and was taken into account in the original evaluation of tenders for the systems.

Exemption from standing order 84 is allowed under standing orders 82.1(c) (obtainable from one supplier) and 82.1(d) (can only be adequately provided by one supplier).

3. Recommendations

It is recommended that exemption from standing order 84 be granted for the expansion of the *star trak* system, and that the Director of Environment, Development

and Commercial Services be delegated powers to authorise such expenditures on any expansions as are previously approved by Cabinet, phase 1 of which is detailed in the supporting information.

4. Financial Implications

The total cost of the *star trak* system is estimated to be £739,000. The City Council and County Council will fund the variable message signs and traffic priority units. The City Council's share of this cost is expected to be about £246,000 to be funded from £545,000 contained in the LTP 2001/02 settlement. The County Council and the bus companies will fund other costs.

All equipment is procured by the City Council on behalf of the project partners.

5. Legal Implications

The contract value is above the EU procurement threshold and is therefore subject to the common advertising rules. However, given that this transaction is effectively an extension to an existing contract and then the "negotiated procedure" may apply and the common advertising process can be avoided. Subject to the Director being satisfied that the negotiated procedure can be justified I can support the proposal in this report.

6. Report Author/Officer to contact

David Wright, Team manager, Area Traffic Control.



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SUPPORTING INFORMATION

Report

The *star trak* real-time bus information and intelligent traffic signal priority system was launched in November 2000. Since then, it has operated with a high degree of reliability, and has been well received by the bus operating companies and the public.

City Council funding for the expansion of *star trak* has already been approved through the Local Transport Plan. Expansion will take place through the QBP agreement whereby the Bus Operators co-fund the joint development to an approximately equal level. Funding for the County routes has also been approved by the County Council, again co-funded by the Bus Operators. Additionally, some routes will be wholly funded by Rural Challenge money from the County Council.

The *star trak* system as supplied can only be expanded with equipment from the original suppliers. This is currently the case with all such systems and was taken into account in the original evaluation of tenders for the system.

The on-bus equipment and traffic signal priority units are supplied by Init GmbH, using electronic signs supplied by Poltech AB. Supply of electronic signs directly from Poltech has now been negotiated at a substantial discount to the original contract price. Additionally, bulk discounts have been negotiated with both suppliers.

It is required now to place orders with these two companies for equipment for the expansion of *star trak*. It should be noted that all equipment for the expansions is procured by Leicester City Council on behalf of Leicestershire County Council and the bus operators.

Exemption from Standing Order 84 (Competition Requirements: large contracts) is sought, using authority vested in 82.1(c) (equipment only obtainable from one supplier) and 82.1(d) (equipment can only be adequately provided by a single

provider), in order to place orders with Init GmbH (for on-bus equipment and traffic signal priority units) and Poltech AB (for the supply of variable message signs) to the approximate values given below.

FINANCIAL, LEGAL AND OTHER IMPLICATIONS

1. Financial Implications

Current plans for *star trak* include the expansion to 12 new routes.

It has been agreed through the Quality Bus Partnership that expansion will be joint funded to an approximately equal level; the bus companies fund the on-bus equipment and the City and County Councils fund the variable message signs and traffic signal priority units.

Funding for the City Council's share of the variable message signs is available and approved as part of the LTP settlement. Orders for the bus companies equipment and the County Council's share of funding would be placed through the City Council to achieve the level of control necessary to ensure that the correct equipment is ordered and distributed to the three bus companies involved.

Details and funding arrangements for the Init and Poltech equipment are shown below:

Routes:	Operator:	Operational Date:	Approximate total cost (£k):	Approximate City Council Contribution: (£k)	Other funding from:
12 or 14, 16, 26, 38, 54, 74	First Leicester	Late 2001	470	240	First Leicester
126/7	Arriva	Spring 2002	125	6	County, Arriva
4	Kinch	Spring 2002	36	Nil	County, Kinch
5, ALS	Kinch	Spring 2002	40	Nil	County, Kinch
118	Arriva	Oct 2002	34	Nil	Rural Bus Challenge
747	Arriva	Oct 2002	34	Nil	Rural Bus Challenge

2. Legal Implications

There are no specific legal implications arising from the recommendation contained in the report.

3. Other Implications

OTHER IMPLICATIONS	YES/NO	DETAILS
Equal Opportunities Policy	NO	
	YES	The <i>star trak</i> system is in line with Central and Local Government Policies to promote the use of public transport
Sustainable and Environmental	YES	Increasing bus usage will decrease car usage and contribute to less pollution and a better quality of life
Human Rights Act	NO	

4. Background Papers

Report: 'Local Transport Plan':

Leader's Briefing, 19/2/01

Highways and Transportation Scrutiny Committee, 14/3/01

Cabinet, 19/3/01.

5. Consultations

None