

<b>DECISION-MAKER:</b>	CABINET
<b>SUBJECT:</b>	APPROVAL TO SPEND SITE SPECIFIC SECTION 106 FUNDS FOR REAL TIME INFORMATION ('RTI')
<b>DATE OF DECISION:</b>	21 AUGUST 2012
<b>REPORT OF:</b>	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT
<b>STATEMENT OF CONFIDENTIALITY:</b>	
Not Applicable	

**BRIEF SUMMARY:**

To spend the outstanding Section 106 (S106) commitments for Real Time Bus Information on the new Real Time Information (RTI) Refresh contract. This will greatly enhance the delivery of real time bus information to public transport users in areas previously poorly served. Information is to be provided via:

- In shelter display units;
- RTI enabled bus stop flags;
- The web;
- Smartphone applications; and
- On bus announcements.

In addition the RTI project will deliver bus priority at signal junctions allowing for shorter and more reliable end to end journey times

**RECOMMENDATIONS:**

- (i) To approve, in accordance with Financial Procedure Rules, a variation of capital expenditure, an increase of £0.484m in the "Real Time Information Upgrade" capital scheme contained within the Environment and Transport Capital Programme, fully funded by Section 106 developer contributions.
- (ii) To approve, in accordance with Financial Procedure Rules, capital expenditure of £0.484m, phased £0.15m in 2012/13, £0.334m in 2013/14 for the "Real Time Information Upgrade" capital scheme contained within the Environment and Transport Capital Programme, fully funded by Section 106 developer contributions.

**REASONS FOR REPORT RECOMMENDATIONS:**

1. Following the award of a new Real Time Information ('RTI') contract, the Council is now in a position to deliver outstanding S106 commitments. This will include delivering RTI equipment to various sites throughout the City as per the attached document (Phase II installations).

**ALTERNATIVE OPTIONS CONSIDERED AND REJECTED:**

2. Developers have already made payments to the Council as part of their S106 funding for Real Time Bus Information. Should the Council not spend this funding it would need to be returned to the developer(s). The option to deliver 'piecemeal' through single contracts did not exist due to the nature of RTI

architecture. The provision of RTI depends upon a co-ordinated central system which sends information to compatible on-street displays. It is this element that required a refresh before new equipment could be installed on-street.

**DETAIL (Including consultation carried out):**

3. As part of the planning process the Council has secured S106 funding from various developments across the City towards the provision of Real Time Bus Information.
4. This report requests agreement to transfer and spend this funding as part of the new Contract. Real Time Bus Information is the provision of 'live' bus data to the travelling public.
5. The bus is tracked via GPS and its position allows the central system to determine how far from an individual stop it is (in minutes). A secondary function of RTI in Southampton is to provide buses with priority through signalled junctions via a link to the Urban Traffic Control network.

Key benefits of RTI:

- Enables the user to plan their journey with real time information
  - Greatly improves reliability and shortens end-to-end journey times
  - 'Open Data' policy encourages web and mobile applications
  - Allows operators to have a fleet management and schedule adherence system.
6. All areas of the City will benefit from the improvements to the RTI system. Directly via the installation of new displays and indirectly via the bus priority development. The site specific locations identified in the attached 'Phase II installations' document have been chosen due to their proximity to well served bus routes and in cases where RTI already exists because equipment is deemed to be end-of-life.
  7. Delivery of the S106 commitments is now available due to the procurement of a new RTI contract, now in place with JMW Systems Ltd. The details for this re-tendering are outlined in the attached documents (G3 RTI Refresh v.2 Final) and (G2 Business Case RTI).

**RESOURCE IMPLICATIONS:**

**Capital/Revenue:**

8. The Council has received funds of £484,000 from S106 payments identified for Real Time Bus Information. This funding will be used to finance phase 2 of the Real Time Information Upgrade project. Phase 1 of the project is estimated to cost £0.5m and is contained within the approved Environment and Transport Capital Programme (currently phased £0.066m in 2011/12 and £0.434m in 2012/13).

The procurement of the asset will include life-time maintenance of the equipment.

**Property/Other:**

9. Not Applicable

**LEGAL IMPLICATIONS:**

**Statutory power to undertake proposals in the report:**

- 10. The Council has the power to do anything an individual may do (even if unlike something a local authority would normally do) by virtue of s.1 of the Localism Act 2011. The power is subject to pre and post commencement prohibitions however it is not considered that any such prohibitions apply in this matter. The provision of RTI facilities is ancillary to and supportive of the Council's primary transport management functions.

**Other Legal Implications:**

- 11. In selecting RTI sites and spending allocations, the Council is required to comply with the requirements of any specific S106 Agreements under which the funding was obtained for improvements to the public realm related to / calculated to facilitate the delivery of new developments within the City.
- 12. In delivering services in accordance with the proposals set out in this report the Council must have regard to its duties under the Equalities Act 2010 and section 17 Crime & Disorder Act 1998.

**POLICY FRAMEWORK IMPLICATIONS:**

- 13. This delivery mechanism is wholly in accordance with the approved Local Transport Plan 3.
- 14. The Proposals are supported by the aims and objectives of the Community Strategy, in particular towards the achievement of improved transport infrastructure and transport systems.

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**KEY DECISION?** Yes

<b>WARDS/COMMUNITIES AFFECTED:</b>	All Wards
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**SUPPORTING DOCUMENTATION**

**Non-confidential appendices are in the Members' Rooms and can be accessed on-line**

**Appendices:**

1.	Phase II installations – Section 106 funded
2.	G3 RTI Refresh v.2 Final
3.	G3 Business Case RTI

**Documents In Members' Rooms:**

1.	None
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**Integrated Impact Assessment**

Does the implications/subject of the report require an Integrated Impact Assessment (IIA) to be carried out?	No
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**Other Background Documents**

**Integrated Impact Assessment and Other Background documents available for inspection at:**

Title of Background Paper(s)

Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

1.	Local Transport Plan 3	
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