**ADVERT FOR OXFORDSHIRE FUTURE STRATEGIC TRAFFIC MODEL CPU1977**

**Deadline for expressions of interest: 12pm (noon) on 19th November 2018**

The existing Oxfordshire Strategic Model (OSM) was developed in 2013. It was one of the first models to exploit Mobile Network Data (MND). Whilst this has been used to great effect over the last 4 years, the data within the model is now reaching the end of its useable life.

The existing model been used to underpin successful bids for Growth Deal and Large Local Major Schemes, it is also a fundamental requirement to make informed decisions that boost economic productivity and deliver new infrastructure. We now require an update.

Since 2013 the state of the art in modelling & simulation has evolved significantly, underpinned by the explosion of IoT, big data and new technical capabilities. Historically, the existing model has only been used to support strategic transport related investment decisions. Technical advancements across the industry now open up the possibilities to evolve towards combining the strategic elements with real time operational scenarios. This could include, but is not limited to, providing decision support for new mobility services and managing congestion.

Following the expressions of interest stage, an SSQ will be published. This SSQ document is designed to, amongst other things, demonstrate the ability of the supplier/consortia to develop a software platform that fully meets our needs. In our view the ability to develop successful R&D projects stems from understanding the needs, challenges and opportunities of the customer(s). With this in mind we expect the supplier/consortia to use the time before the SSQ submission to be proactive in uncovering our needs and this will form part of the judging criteria. In addition to the current transport modelling capabilities the final solution (FS) should include, but not be limited to:

1) Data sources required to support the FS

2) Support robust, evidence based decision making for infrastructure requirements

3) Be easy to use by non-specialist in-house operators

4) Provide dissemination assets for stakeholders

5) Support strategic and operational scenarios

6) Be input agnostic and persistent

7) Be dynamic and evolving without requiring rebuilds or refreshes

8) Deliver insight across multiple timeframes, ( past, present and future)

9) Allow scenario testing and policy development in a zero risk environment

10) Allow developers, mobility providers and other stakeholders to access the model and run scenarios

11) Ingest current or legacy modelling assets

12) Provide UTMC capabilities

12) Provide recurring revenues for the consortium, including Oxfordshire County Council.

As a forward looking authority Oxfordshire County Council (OCC) are using this procurement process to invest into a final solution that does not currently exist, in its entirety, in the open market. OCC will join the winning consortium as a value add investment partner, and collaborate with other consortium members to enhance the long term success of the project. A key criteria is that the eventual solution is not only cost neutral for OCC but also provides long term revenue opportunities. These models should be outlined by supplier/consortia and discussed with OCC during the SSQ phase.

To develop the final solution (FS) suppliers who can provide one, or more, element(s) should come together to form consortiums. Individual entities are not limited to joining a single consortium. However if collusion is suspected then this may result in suppliers being excluded from the procurement process. In certain circumstances and without prejudice, OCC reserve the right to suggest that individual entities form consortiums that, in our view, will best meet our needs.

This SSQ is the first part of the selection process. During this period OCC will operate an open dialogue with potential suppliers and either directly, or through our appointed agents (im23) endeavour to answer queries, facilitate introductions to other potential suppliers and assist you in understanding our needs. To aid this process we’ll be running three events (in additional to direct communications and questions asked via the portal). These will be:

 1) Supplier ‘speed learning’ event where potential suppliers can meet and discuss capabilities and look to form consortia.

2) Meet the team - Town Hall style events (x2). Potential suppliers will be presented an overview of our needs and be invited to ask direct questions to a panel that represents key customer groups.

By submitting the SSQ the supplier/consortia are agreeing in that their proposed solution can be delivered within the budget and that OCC's commercial terms are acceptable. At this stage we will select a suppliers/consortias that have clearly demonstrated their ability to:

1) Successfully deliver complex R&D projects.

2) Successfully collaborate with other entities

3) Understand our needs

4) Accept OCC as an investor into the FS

5) Accept commercial terms relating to revenue generating opportunities

6) Develop a sustainable, self financing model post R&D investment

Successful suppliers/consortias will be invited to submit a formal invitation to R&D (iRAD). We expect to take forward a maximum of six to this stage. The iRAD will be a detailed document that outlines your full project plan, how you will address IPR, commercial model, the final project budget and how you propose to work with OCC. A single entity will be selected from the iRAD applications and taken forward to the first part of the project development: the R&D sprint. In collaboration with OCC the milestones for the sprint will be negotiated and agreed in advance along with payment schedules. The Council reserves the rights to invite more than 1 supplier the sprint stage.  At each iteration the Council will extend for a further iteration, award a contract or cease the project. Upon completion of the pre-agreed milestones being delivered on, or ahead of, schedule and within budget the FS can be developed. We anticipate the launch of the FS by February 2020.

The services are being carried out in partnership with Oxfordshire County Council. Any final solution will be made available under licence to all organisations who require the model / platform across the UK and abroad. This includes all local authorities (<https://www.gov.uk/find-local-council>), LEPs (Local Enterprise Partnership, <https://www.lepnetwork.net/about-leps/the-38-leps/>) and SNTBs. (Sub National Transport Bodies). An option to extend of 48 months in aggregate will apply to this contract