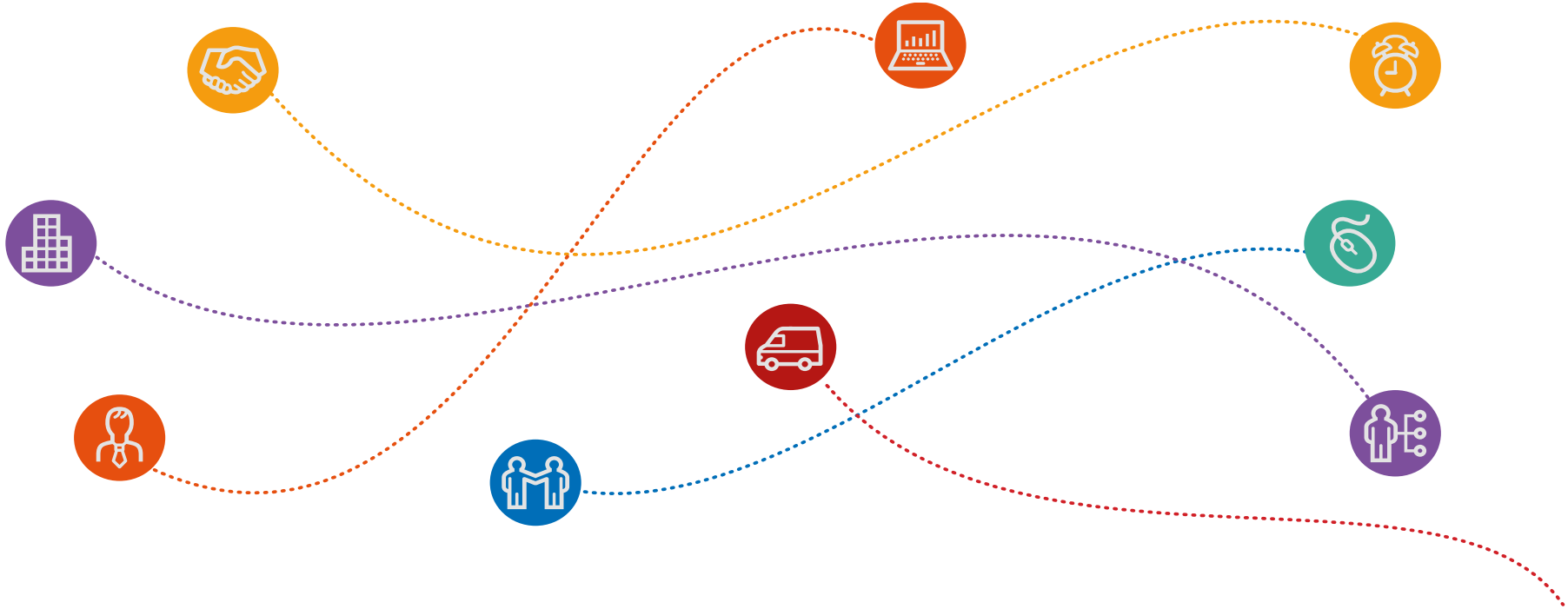




Crown  
Commercial  
Service

Smart Cities –

# Transport Technology Infrastructure Survey and Workshop Outputs





# Defining Smart Cities



# Question 1 What is a Smart City - Sample Responses

Connected city with 'smart' technology.

A city operating more efficiently through the use of device communication, AI and other technologies.

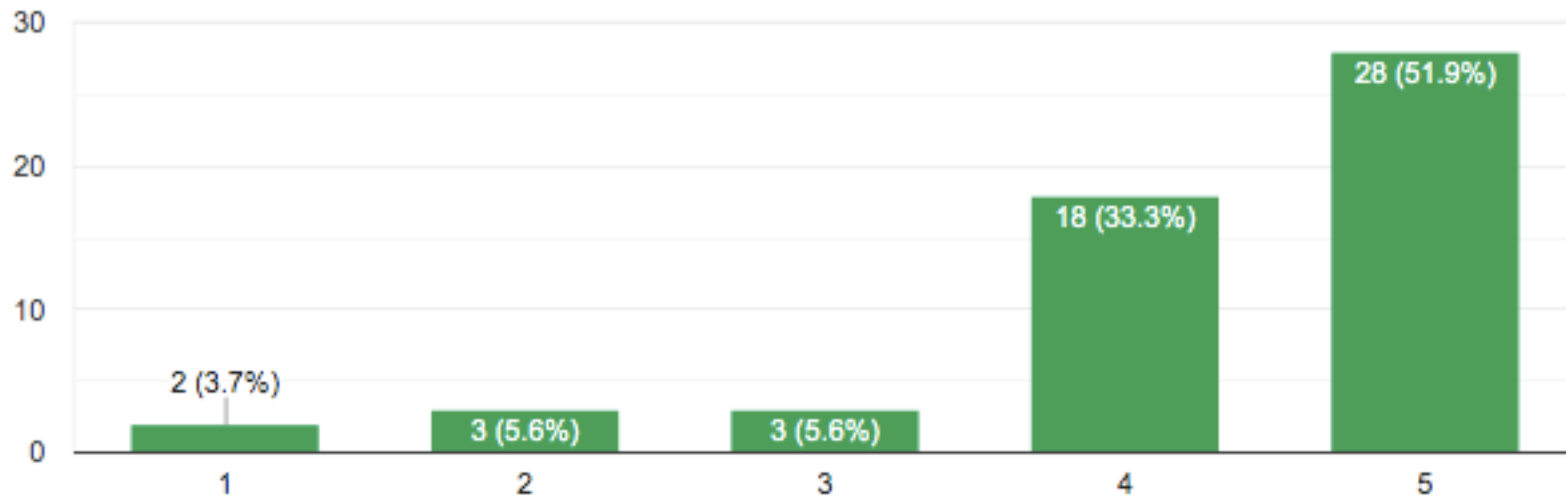
An urban environment with connected infrastructure, transport & traffic.

A smart city uses digital technology to connect, protect, and enhance the lives of citizens. IoT sensors, video cameras, social media, and other inputs act as a nervous system, providing the city operator and citizens with constant feedback so they can make informed decisions.

A citizen-centric city where ICT helps deliver improved quality of life.

# In the next 5 years, how likely do you think it is that you will be deploying or supplying technology for a smart city?

54 responses



# What do you consider NOT to be smart city technology ?

Current traffic systems infra. In future all technology will be inside the vehicle of choice. We need to consider this infrastructure such as traffic signals and signs on the side of the road.

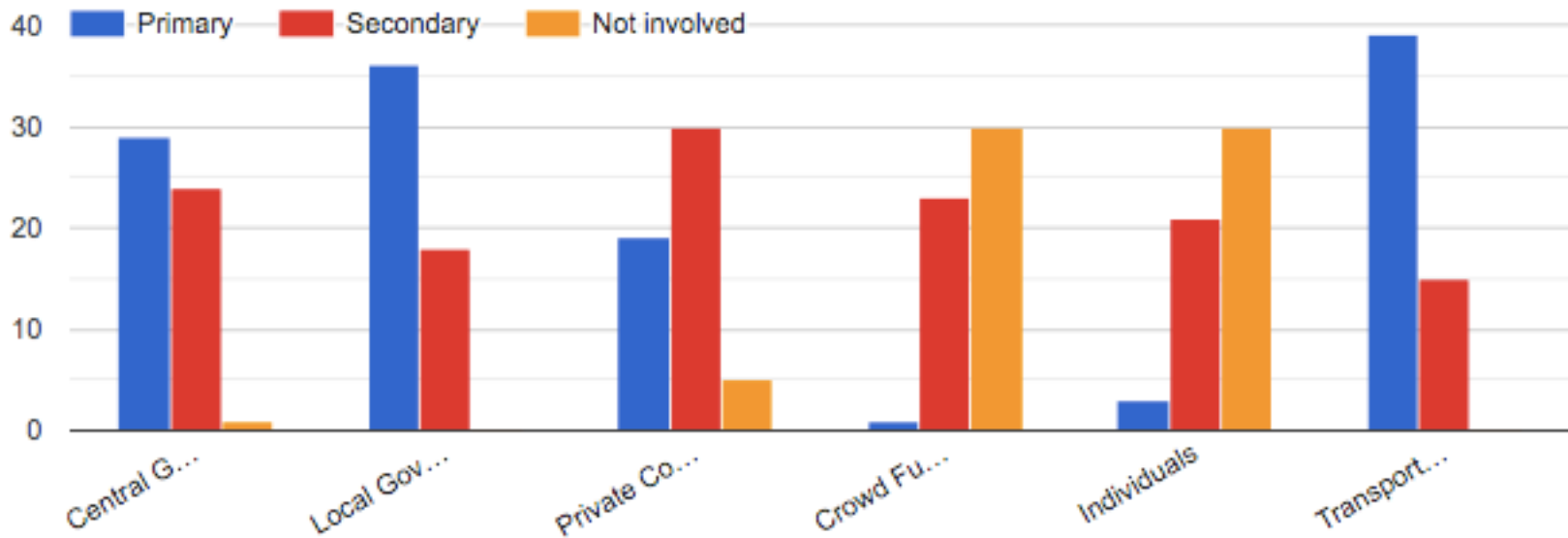
Any stand alone system.      Siloed domain specific solutions.      Any isolated hardware.

Multiple stand alone systems that work individually - No links.

Technology that is not engineered for the Internet of Things.

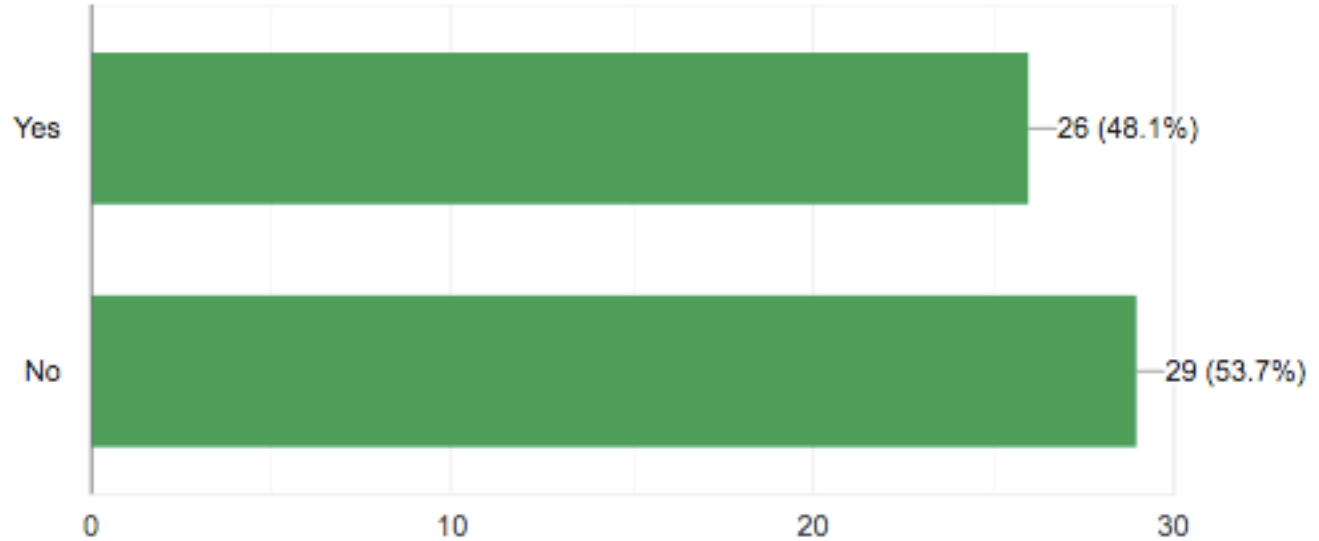
Any element which is non-reactive, stand-alone elements that work independently or which require manual human intervention.

# Who do you think will be the main funders of smart cities? i.e. who's going to pay for them



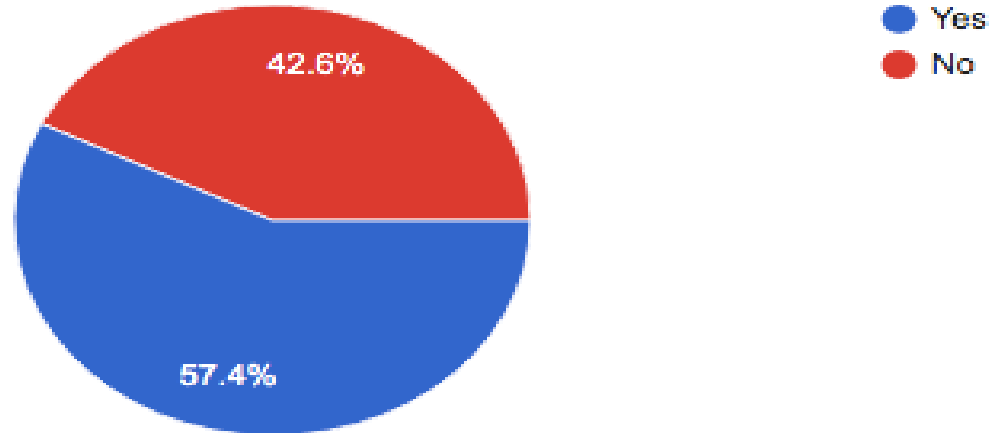
# Is “smart technology” used instead of the word “innovation” when describing a good or service?

54 responses



# Is "smart" just a new marketing term?

54 responses





## Any other detail in relationship to Smart Cities you would like to share.

What might be smart in a rural community might be "old hat" in London! It doesn't mean it not important though!

For a smart city deployment to succeed it requires effort in identifying synergies and interoperability between municipal institutions and systems (e.g. transportation, energy, education, health etc). This seems to be often overlooked.

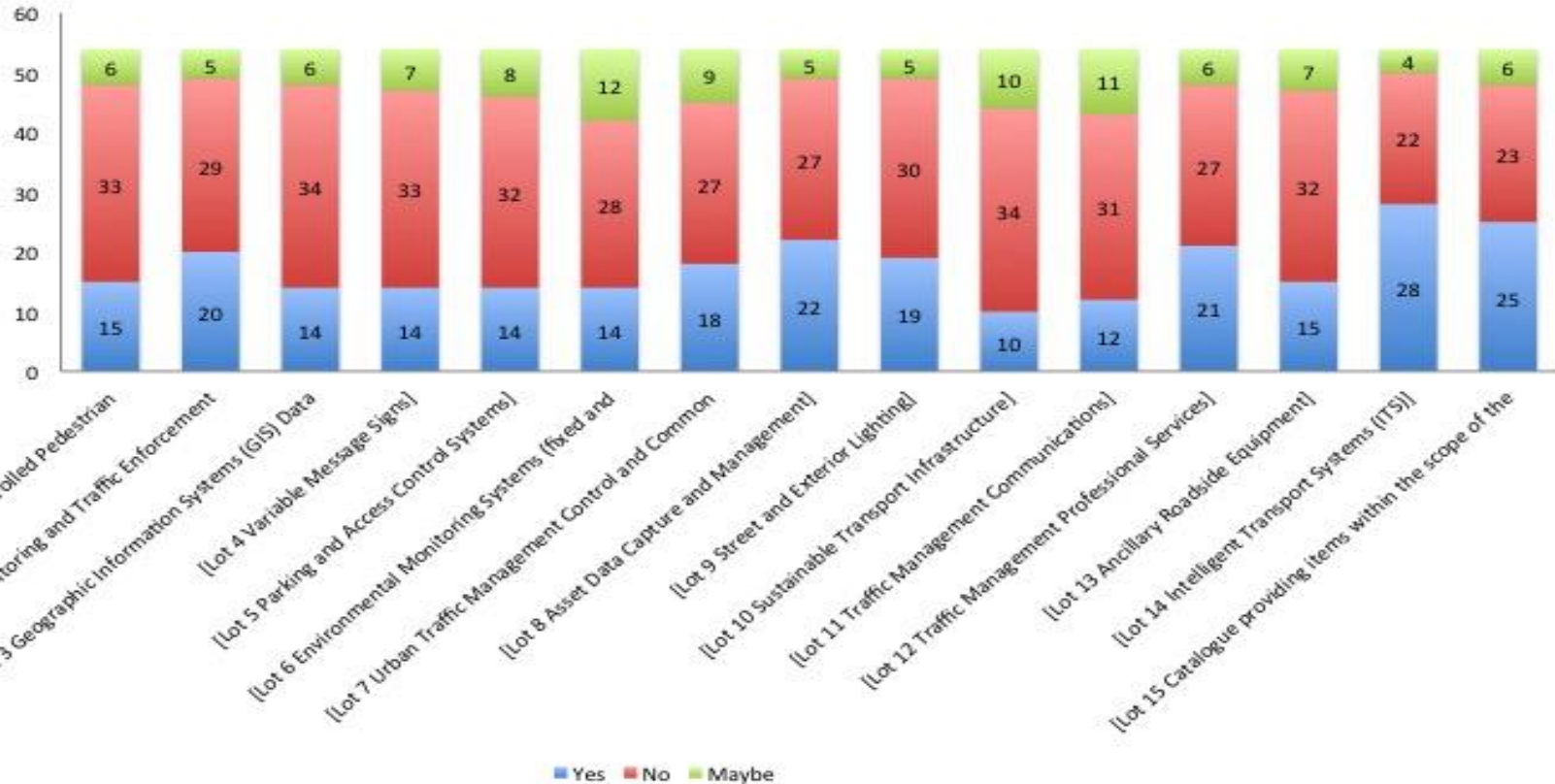
Smart cities include citizen service, transport, health and care solutions, education, utilities and many other aspects as well as domain specific solutions e.g. Waste, Parking, Air Quality Monitoring, Lighting, Safety and Security etc.

Solutions need to take into account multiple modes of movement (foot, cycle, motor vehicle, rail, plane,) and that people use more than one on a journey from A to B.



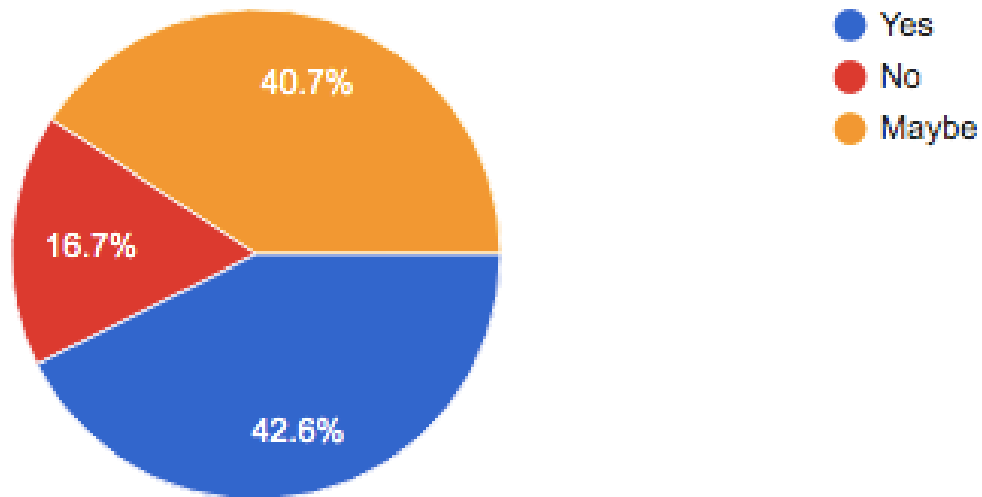
# Responses on TMT2

# As an organisation, do you use or supply on any of the following Lots on Traffic Management Technology 2?



# Does the above Lot structure work for you?

54 responses



## What would you like to change about the above Lot Structure ?

TMT2 has not served the Clients and Stakeholders well at all. The mechanism and use has provided little or no innovation so in the current context many organisations has seen no innovation brought about in TMT2. Some of lots should have been grouped to give a wider service.

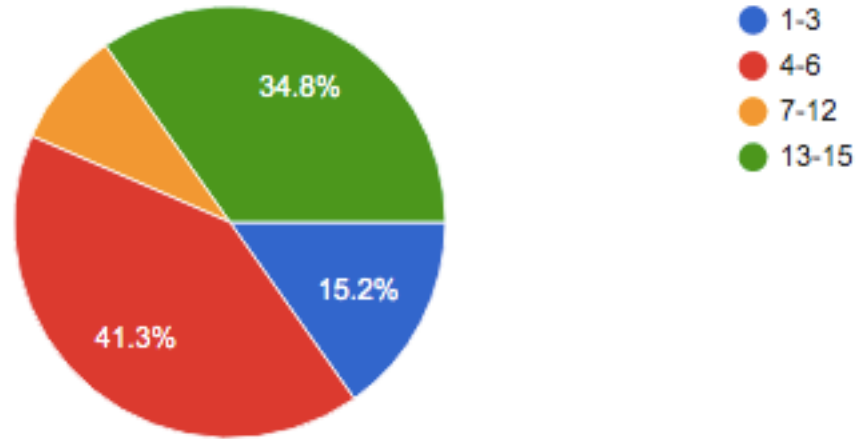
This lot structure needs to be extended beyond infrastructure.

Simplify and combine with other ICT services to enable broader reach to authorities.  
Professional services added to allow Local Authorities to procure expertise implement the changes needed.

Ensuring that SMEs are easily able to join lots. Make it a dynamic purchasing system so organisations can join at any time rather only having one chance to join.

# If we were to group products and services available into a smaller number of Lots, what would be the optimum number for you?

46 responses



Yellow is 8.7 %

# How would you group the Lots structure ? (Please give the titles and refer to old number of each lot.)

Lot A - Lot 1 Traffic signal junctions, Lot 2 Traffic Monitoring and Traffic enforcement cameras, Lot 7 Urban Traffic Management Control, Lot 11 Traffic Management, Lot 12 Traffic Management Professional Services, Lot 14 Intelligent Transport Services

Lot B - Lot 3 GIS data systems, Lot 5 Parking Access Control Systems, Lot 8 Asset Data Capture and Management

Lot C - Lot 4 Variable Message Signs, Lot 13 Ancillary Roadside Equipment

Lot D - Lot 6 Environmental Monitoring Systems, Lot 10 Sustainable Transport Infrastructure

Lot E - Lot 15 Catalogue

Lot F - Lot 9 Street and Exterior Lighting

Traffic Management: 1,2,5,7,11

Infrastructure: 4,6,9,10,13

ITS: 3,8,14

Transport Management Professional Services: 12

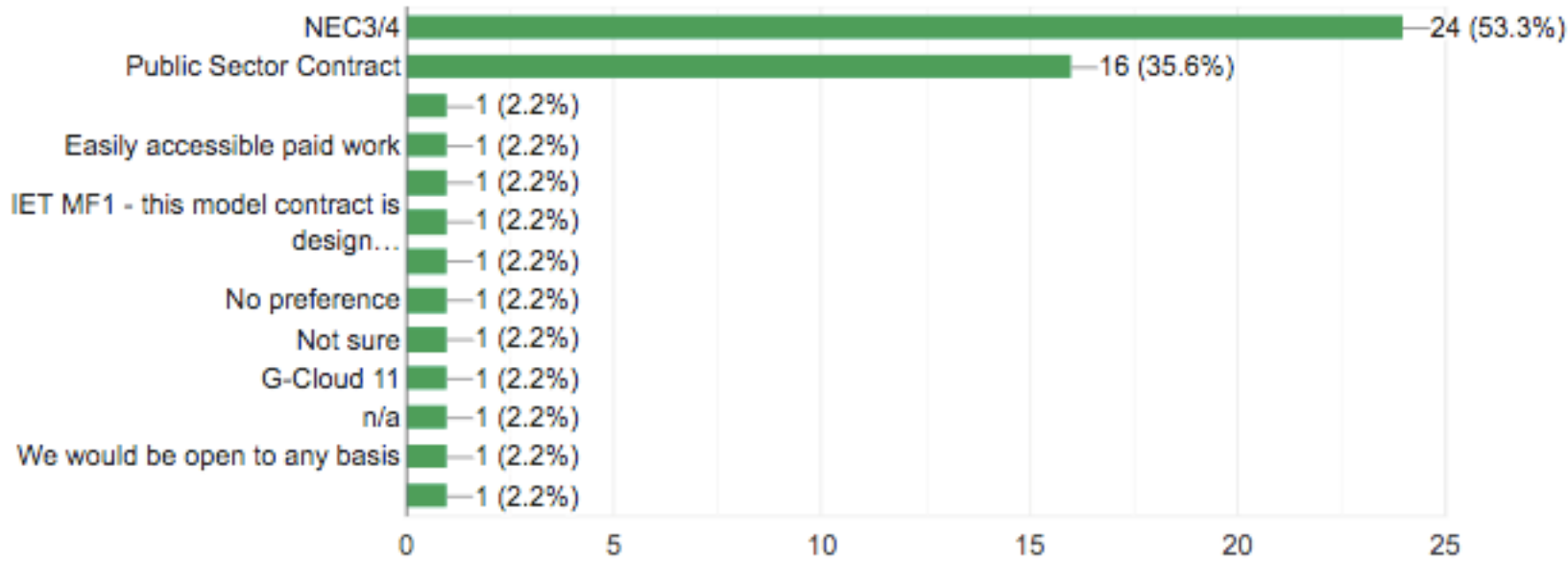
Perhaps we should have grouped them based on the service requirement.

Happy with how it is currently

Parking Guidance and Monitoring  
 Parking Enforcement & Money Collection  
 Road Safety Improvements  
 Environmental & Traffic Monitoring/Communication  
 Environmental Traffic Control/Enforcement  
 Major Infrastructure Design  
 Major Infrastructure Construction  
 Infrastructure Onsite Service, Maintenance & Replacement

# What terms and conditions is your preference for the future, i.e. TMT3?

45 responses





Lot 15 was not set up in the most efficient way and doesn't really work look like a catalogue.

Has been generally positive, but not sure has provided local authorities a great route to market.

The websites are terrible and dissuade customers from using it. We know of several LAs who have looked at TMT2 and decided to find alternative ways of procuring.

## What transport technology service would you like to see in TMT3 (examples could include professional services, support and maintenance, asset surveys etc.)

- Professional services x 7
- MaaS x3
- Loop cutting for traffic counting
- Asset surveys
- UAV/Drones
- ITS
- Public Transport
- professional services for Both energy efficiency programs and also Smart environments services
- Applied data provision – e.g. traffic data analytics, accident data etc.
- Rail travel on demand
- Asset Management Solutions
- EV Charging
- Parking solutions and enforcement
- Transport Data - Capture, provision, analysis, and brokerage
- Route Safety
- Vulnerable Transport Users (Pedestrian/Cycles)
- Renewable Energy
- Traffic Management
- Geospatial and transport modeling software services.

What highway related services would you like to have included (examples could include civil engagement works, laying of tarmac, inspection of highway services etc.)

- Inspection
- Field maintenance services
- Signs and signals integration services, fault finding
- Have to buy product to get services. (Associated to operation of framework)
- Design
- Safety related services
- Parking Guidance and Monitoring
- Major Infrastructure Design
- Major Infrastructure Construction
- Infrastructure Onsite Service, Maintenance & Replacement
- Potentially a complementary category management framework would be beneficial

## What Products and Service should be included under MAAS ? (examples could include ITS / CAV / Urban Transport technology etc...)

- Drone UAV Operations (Aerial CAV)
- MaaS.(Try to keep this area very open and non-specific as no-one really knows what MaaS is yet. )
- IT, Connectivity, Cyber Security - all necessary for smart transport / city solutions,
- CAV, EV, ITS and lots more
- Rail travel on demand
- Data Aggregation, Automatic Fare Collection
- Back office integration and payment clearing
- Adaptive road markings
- Communications systems
- Consultancy opportunities around these services

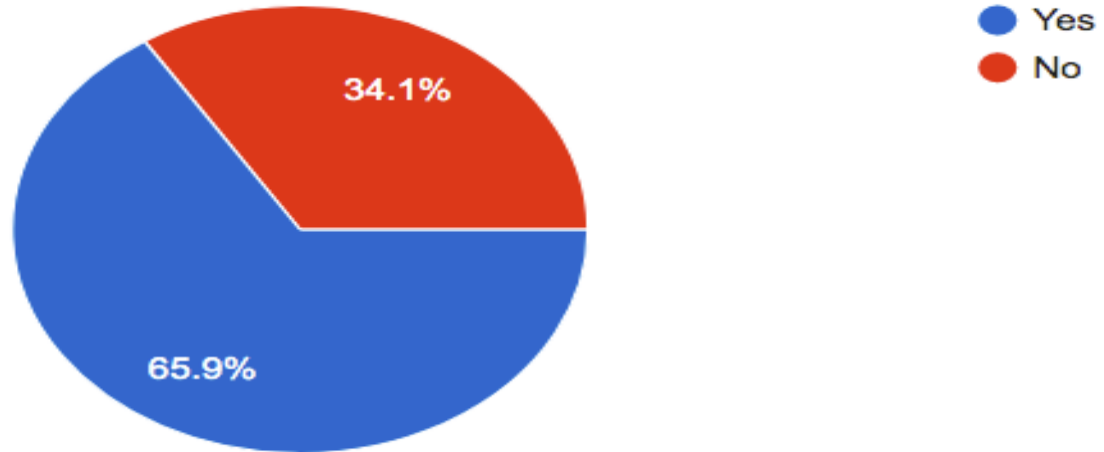
- Operation of TMT2 and access to Public Contact Bodies is good.
- CCS resources to support both the buyer and supplier to ensure adoption of framework.
- Procurement process around innovational frameworks to Local Authorities
- Dilution of on Transport Infrastructure element to focus on on Smart Cities.
- Bid Costs to higher for TMT2 / Cost to bid TMT2 was significantly less than the costs for TMT1.
- Onboard of new suppliers into framework during life of framework.



# Supplier questions

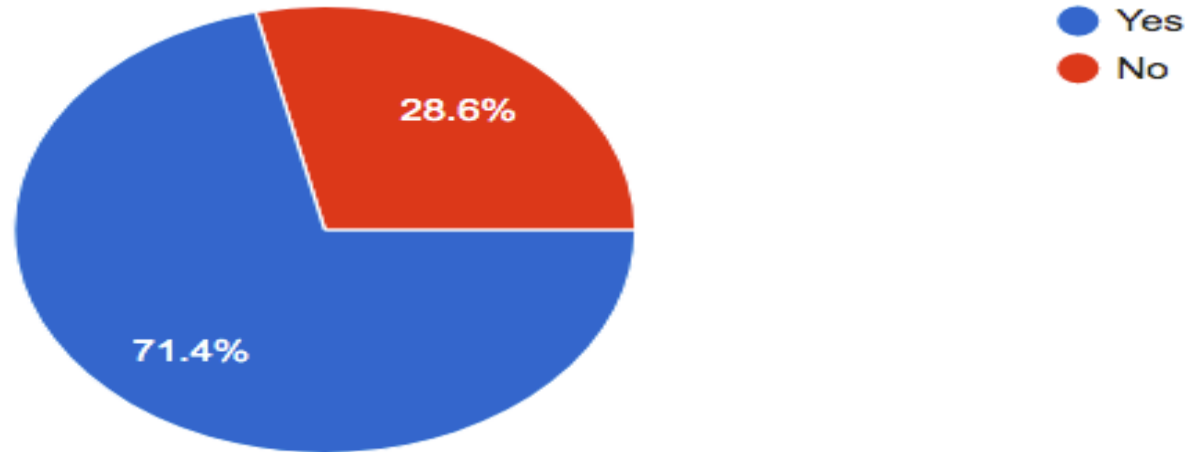
# Are you currently on any Framework award by an OJEU process?

44 responses



# Have you won more business once you are on a framework?

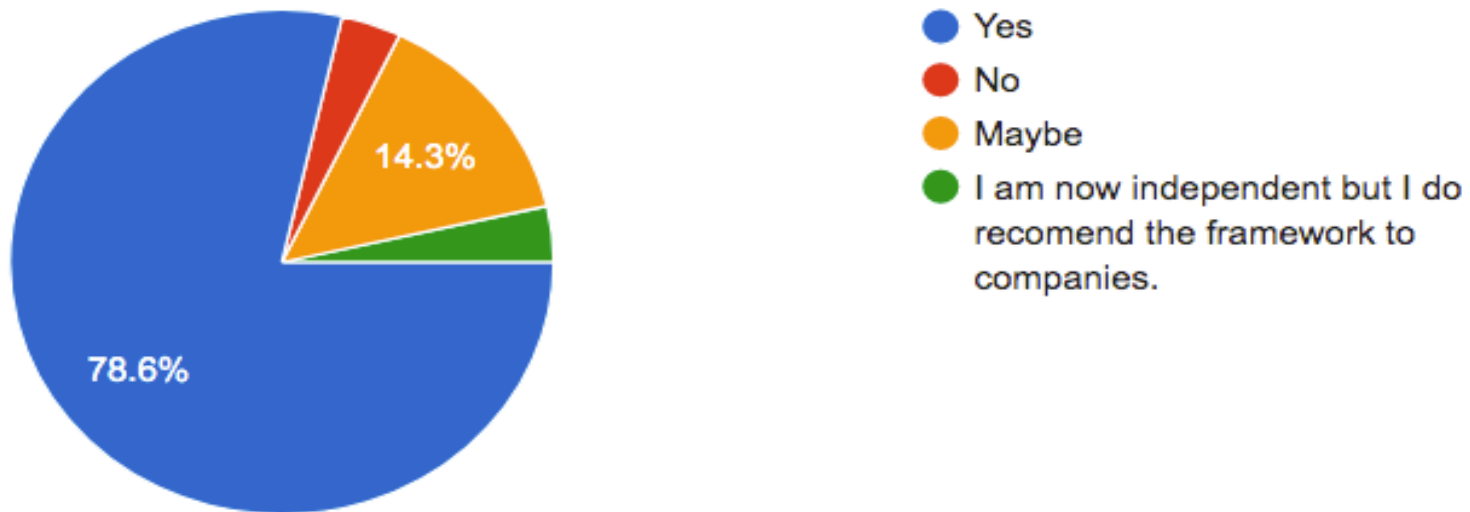
28 responses





# Will you bid again to win a place on a framework?

28 responses



Red and Green are 3.6% each i.e. 1 Response

# Approximately, what is the bid cost to get onto a framework?

28 responses



Purple and Cyan are 3.6% each i.e. 1 Response

# What is your approach to marketing a framework once awarded a place on one and what help do you want from CCS ?

## CCS to Support

- Direct to clients
- Press Release
- Social Media
- Blogs
- Marketing of Framework
- Promotion
- List of products, constant updates on the Framework
- Pipeline information

Level Playing field i.e. All opportunities are published through the framework

CCS Branding on Suppliers marketing materials

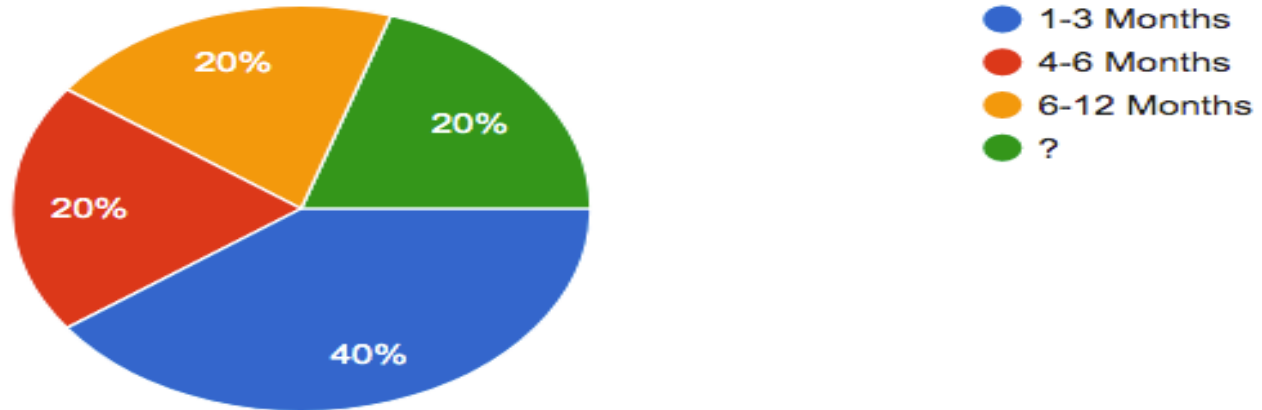
Sign posting Public Bodies to CCS TMT2 Framework



# Public sector buyers questions

## Q C2 - How long is your internal procurement governance cycle ?

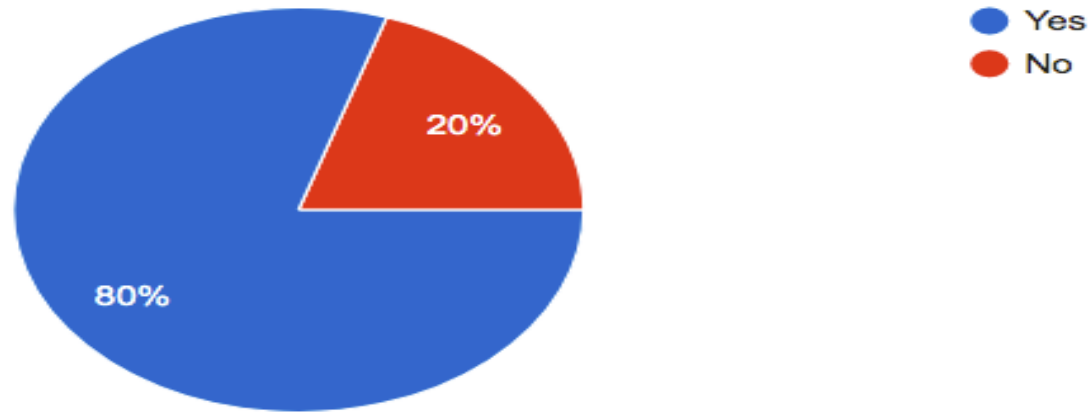
5 responses



# Public contracting bodies input on procurement cycle

**Q C3 - Is there a difference between internal procurement cycle to internal financial cycle ?**

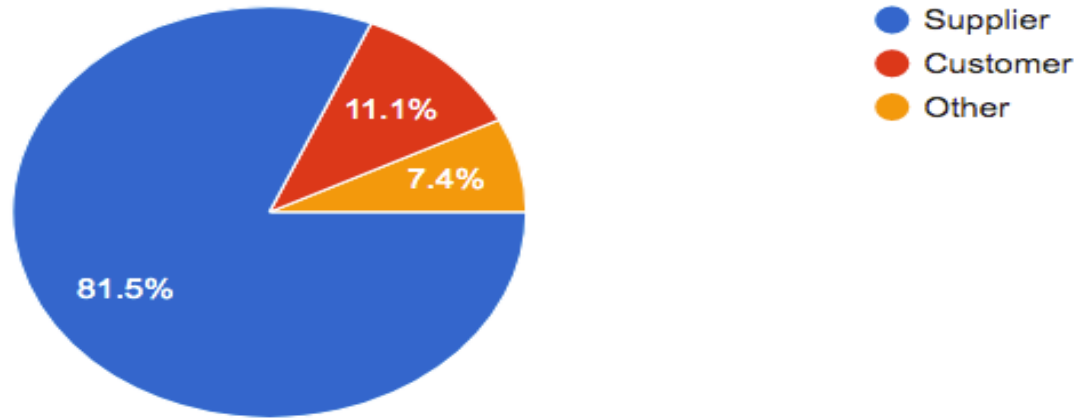
5 responses



- NEC3 makes the framework more difficult to use as certain skills are required when drafting requirements in that format.
- Framework first, OJEU only if there is an issue with the framework route or the requirement doesn't 'fit' with an available framework
- We follow GDS guidance which is to use common sourcing routes.
- Open tender is preference as it drives value
- Suitability, price, complexity of procedure

## What type of Organisation are you ?

54 responses



Other = Companies whom did not identify themselves on TMT2.





# Keeping in touch



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