

Department for Transport Approved Automatic Number Plate Recognition Traffic Enforcement Camera Procurement

To: Highways And Transport Committee

Meeting Date: 30 April 2024

From: Executive Director, Place and Sustainability

Electoral division(s): Cambridge City, South Cambridgeshire District

Key decision: Yes

Forward Plan ref: 2024/054

Executive Summary: This report seeks approval for the procurement of Department for Transport (DfT) approved Automatic Number Plate Recognition (ANPR) traffic enforcement cameras with associated software and maintenance.

Recommendation: The Highways and Transport Committee is recommended to:

- a) Authorise Cambridgeshire County Council (CCC) to commence the procurement of DfT approved ANPR traffic enforcement cameras for a term of up to 7 years, through the Crown Commercial Services Framework; and
- b) Delegate authority to the Executive Director of Place and Sustainability in consultation with the Chair and Vice Chair of the Committee to award and execute a contract for the provision of ANPR enforcement cameras starting in July 2024 and extension periods.

Officer contact:

Name: Sonia Hansen
Post: Traffic Manager
Email: Sonia.Hansen@cambridgeshire.gov.uk

1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 The usage of ANPR enforcement cameras is a key pillar in the Council's toolkit to enforce parking regulations in Cambridgeshire. The enforcement of parking regulations aligns with several of the Council's ambitions. Through the management of the highway and related assets this aligns with ambitions 1 through 3 and ambitions 6 and 7, this is to say it helps the council to proceed toward creating a sustainable travel network and reduce overall carbon emissions. Additionally, through management of the highway this helps boost the economy in Cambridge and raises the safety levels of all of those in Cambridgeshire.

2. Background

- 2.1 The current ANPR enforcement camera contract was awarded to Systems Engineering & Assessment Ltd (SEA) in 2018, with the framework for purchasing new devices and maintenance contracts coming to an end in late 2022. With some of the associated maintenance periods that were called off from the framework are now coming toward the end of their lifespan, however parking services is looking to procure a new service to continue the maintenance of the existing inventory, along with the ability to procure further devices to be deployed at new sites, or to replace current aging inventory which has come to the end of its lifespan. Some of the older inventory was originally purchased and installed in 2014 and as such is coming to the end of its lifecycle.
- 2.2 All costs will be met by income recovered from Penalty Charge Notices. These systems facilitate the Authority's objectives to keep Cambridge moving and support the use of public transport through the enforcement of restrictions.

3. Main Issues

- 3.1 The parking services department currently provides the enforcement of bus lane/gate enforcement via DfT approved ANPR cameras. A key aim of the procurement is to ensure we have an effective system which can manage the introduction of the Traffic Management Act 2004 (TMA), Part 6 (further powers to enforce moving traffic offences) and allows us to develop processes for the deployment of the associated hardware and software in order to allow us to achieve this aim, in addition to maintaining the enforcement of our currently developed bus lane/gate sites in the city of Cambridge.
- 3.2 As previously outlined one of the issues that we are facing is that our currently deployed assets are beginning to reach the end of their lifespan, due to this the devices will need replacing so that the council can continue to enforce contraventions at these sites.
- 3.3 The objectives of Civil Parking Enforcement and camera enforcement are to manage the road network to:
- reduce congestion, keep traffic flowing and keep Cambridgeshire moving
 - support the use and expansion of Park & Ride
 - ensure the priority of Public Transport by managing bus lanes and bus gates
 - reduces delays for emergency services
 - improve compliance with restrictions

- improves air quality, health, and the general environment
- 3.4 A primary benefit of the service is to support the management of the road traffic network and aid the efficient operation of the public transport network. Through the implementation of bus lanes and gates throughout the county this allows a free flow of public transport vehicles across the network in accordance with the road user hierarchy. Additionally, through the limiting of traffic in specific areas this has safety and environment benefits for pedestrians and cyclists.
- 3.5 As a secondary benefit to the enforcement of these restrictions a revenue stream for the Council is also generated. Any income surplus is ringfenced as laid out in the legislation of the Road Traffic Regulation Act 1984, Section 55, due to this the income recovered from the penalty charge notices directly funds the costs involved in providing parking enforcement. Any surplus generated is distributed in accordance with the legislation, details of previous surpluses can be found in the Council's parking services annual reports.
- 3.6 A competition will be undertaken using Crown Commercial Services (CCS) Framework RM6099 (Transport Technology & Associated Services, Lot 7). This framework is already compliant with all UK procurement legislation. Suppliers listed on the framework were assessed during the procurement process by CCS for their financial stability, track record, experience, and technical & professional ability, before being awarded a place on the framework. We will run a further competition based on this framework, placing a majority share on the quality aspect of the system to ensure a good product for the council, whilst keeping within the restraints of the Council's financial outlook. Questions on social value will also be included.

4. Alternative Options Considered

- 4.1 There are a few alternatives that could be undertaken instead of the recommendations above. This would include the following options:
- a) doing nothing
 - b) considering a different procurement route.
- 4.2 Alternative a) would not be recommended and would have a negative impact on the council. If we were not to undertake this procurement it would mean that overtime the assets that the council use for the purpose of traffic enforcement would fall into disrepair and would no longer function. This means that we would not be fulfilling our duty to manage the highways under Civil Parking Enforcement and would lead to financial deficit for the Council through a loss of income from recovered PCNs. In addition to this if restrictions were not to be enforced it would cause a loss of confidence from the public.
- 4.3 Alternative b) could be considered. Collaborative work has already been undertaken in conjunction with the Council's procurement team to establish that the recommended procurement path is suitable for this project, due to the terms of the CCS framework agreement, as opposed to other frameworks or procurement methods that have been investigated.

5. Conclusion and reasons for recommendations

- 5.1 As laid out in this document the recommendations have been proposed as they align with the strategic framework to further the Council's progress towards its aims. Collaborative work has already been undertaken with the procurement team to identify an effective route for procurement of the service so has been put forward as a recommendation.

6. Significant Implications

6.1 Finance Implications

A failure to renew the enforcement contract carries the risk that existing assets cease to function correctly, leading to the Council not being able to enforce traffic regulations and the resultant loss of income for the Council. As indicated in the report, all costs will be met by income recovered from Penalty Charge Notices.

6.2 Legal Implications

The following bullet points set out details of implications identified by officers:

A failure to renew the enforcement contract carries the following risks:

- Failure to adequately manage parking enforcement will increase congestion and undermine road safety.
- Failure to adequately manage parking enforcement will undermine demand management and modal shift strategies.

Procurement and legal will be consulted before the signing of any contracts to ensure they are suitable and achieve the required aims.

The CCS framework will be reviewed to ensure it provides a compliant route for the Council.

The CCS framework provides for further competition to select the most appropriate supplier to ensure the Council's requirements and the supplier's requirements are complied with.

6.3 Risk Implications

The following bullet point sets out details of implications identified by officers:

A failure to renew the enforcement contract carries the following risks:

- Failure to adequately manage parking enforcement will undermine road safety.

6.4 Equality and Diversity Implications

A failure to renew the enforcement contract carries several disbenefits that disproportionately affect those with protected characteristics related to disability and socio-economic background. The renewal of this contract will aid the authority in managing the road-traffic network which should lead to improved journey times and a better public transport offering alongside other public safety benefits.

For further details please see the attached EQIA assessment

6.5 Climate Change and Environment Implications (Key decisions only)

The following bullet points set out details of implications identified by officers:

A failure to renew the enforcement contract carries the following risks:

- Failure to adequately manage traffic enforcement will increase congestion and undermine road safety.
- Failure to adequately manage parking enforcement will undermine demand management and modal shift strategies.
- Due to the failure of the above two points this could cause a potential long term decrease in air quality in and around Cambridgeshire due to an increase in greenhouse gas emissions

7. Source Documents

7.1

1. Crown Commercial Services Transport Technology & Associated Services
2. Traffic Management Act 2004
3. Road Traffic Regulation Act 1984, section 55
4. Parking Services annual reports

7.2

- 1 <https://www.crowncommercial.gov.uk/agreements/RM6099>
- 2 <https://www.legislation.gov.uk/ukpga/2004/18/part/6>
- 3 <https://www.legislation.gov.uk/ukpga/1984/27/section/55>
- 4 <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/parking-services/parking-services-annual-reports>