

Intelligent Transport Systems maintenance supply and install – 2023

To: Highways and Transport Committee

Meeting Date: 5th December 2023

From: Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2023/060

Outcome: To seek authorisation to commence procurement of Intelligent Transport System services and delegate the authority to award a contract following a full procurement process.

Recommendation: The Committee is asked to:

a) Authorise the procurement of Intelligent Transport Services as part of a joint procurement process and as outlined in the report.

b) Delegate authority to the Executive Director of Place and Sustainability in consultation with the Chair and Vice Chair of the Highways and Transport Committee to award a call-off contract for the provision of Intelligent Transport System Services and any extension periods as outlined at paragraph 2.2.

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1. Background

- 1.1 Intelligent Transport Systems (ITS) describe technologies to assist, inform and control users of our highway network. These systems include signal-controlled junctions, pedestrian crossings and vehicle activated speed signs.
- 1.2 In June 2016 the Highways and Community Infrastructure Committee approved the award of a £10.5m joint framework and the currently running call-off contract to maintain and provide new ITS.
- 1.3 To deliver the framework contract Cambridgeshire took on the role as lead procurement authority for a consortium, including the neighbouring authorities listed below. Following our award of the framework to a single supplier each consortium member then awarded in-turn a call-off contract for their own authority.

Bedford Borough Council
Luton Borough Council

Central Bedfordshire Council
Peterborough City Council

- 1.4 Each local authority call-off contract was initially for a 5-year period and in 2021 all were extended using a 3-year contract extension to September 2024. This arrangement cannot be extended further, requiring all authorities to re-procure the service.

2. Main Issues

- 2.1 As a local highway authority we have a 'Duty of Care' under Section 41 of the Highways Act 1980 to maintain our ITS asset to protect the safety of the public. There is also a need to have a supplier in place to provide and install new ITS equipment for site refurbishments or where new services are required.
- 2.2 To seek a supplier to deliver the service from 2024 all existing consortium members have indicated a preference to jointly procure via a similar framework arrangement. Each consortium member authority will have their own call-off contract for an initial 5-year period with an option to extend for a further 3 years if this is at the time beneficial for the authority. Luton Borough Council have agreed to take on the lead procurement and legal roles with other consortium members involving their own procurement and legal teams where required. The estimated contract price for the total framework across the consortium is £25m. With a call-off contract for Cambridgeshire being over £500,000, committee approval is needed to proceed.
- 2.3 Many of our older traffic signal installations use now obsolete technology. To retain their reliability and keep the public safe these require support from maintenance engineers with specialist knowledge and access to large quantities of different and increasingly rare spare parts. With no such access or experience ourselves to these resources, an option to run an in-house delivery was dismissed.
- 2.4 An existing joint arrangement with Peterborough City Council expanded to the current 5 authorities in 2016. All parties see benefit in a joint delivery of the service and for this reason breaking Cambridgeshire away into a single procurement approach was not

progressed. Some of the benefits in procuring jointly, compared to an individual arrangement include.

- Reduced costs and officer time spent in each authority on the procurement process.
- Reduced costs to deliver the service through economy of scale.
- Reduced contract overhead costs as these are shared equally between authorities.
- Consortium members to mutually benefit from the sharing of knowledge and experience.
- Being connected geographically the supplier's resources can be easily shared across authorities, reducing costs and supporting service resilience.

2.5 The proposed joint procurement will follow the timeline shown below:

- 18 December 23 - Tender documents published by lead authority.
- 25 January 2024 – Bidder documents received.
- 29 January 2024 – Start joint evaluation of received bids.
- 25 March 2024 – Complete Quality moderation and pricing review.
- 2 May 2024 – Deadline to receive approval to award contract from all authorities.
- 7 May 2024 – Notify successful/unsuccessful bidders.
- 22 May 2024 – Award Contract following standstill period.
- 23 May 2024 – Start of Contract Mobilisation (if applicable).
- 03 September 2024 – Contract Start Date.

3. Alignment with ambitions

3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.

An ITS contract will ensure traffic signals and other ITS assets are maintained and kept running in an efficient manner which in turn keeps traffic moving, reducing vehicle carbon emissions. The contract will support our current work to move from traditional 'high carbon' halogen signal lamps to 'low carbon' LED optics.

3.2 Travel across the county is safer and more environmentally sustainable

Well maintained traffic signals and crossings will retain safety at locations where they have been installed to reduce road casualties. The contract will be used to supply new equipment where safety has become a concern or to support active travel within our communities.

3.3 Health inequalities are reduced

Ensuring traffic signals and crossings are supplied and maintained provides safe and healthy active travel routes to those who do not have access to a motor vehicle.

3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs

Maintaining and refurbishing traffic signals supports vulnerable groups in our communities

to move more freely and safely on our roads, supporting them to live independently.

3.5 Helping people out of poverty and income inequality

Well maintained traffic signals and crossing support safe walking and cycling routes, providing a low-cost travel option within our communities and removing the financial burden for some of purchasing and maintaining a motor vehicle.

3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised

There are no significant implications within this category.

3.7 Children and young people have opportunities to thrive

There are no significant implications within this category.

4. Significant Implications

4.1 Resource Implications

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

- Funding to provide the general maintenance service will continue to be sourced from the existing maintenance revenue budget within the Traffic Signals Team and some is recharged to other revenue budgets – total annual revenue spend is likely to be in the region of £350K to £400K pa. Programmed signal refurbishments and new projects will be generally funded from capital funding including major projects undertaken by the County Council and the Greater Cambridge Partnership.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

All procurement activity is being undertaken in compliance with the Council's Contract Procedure Rules by the Traffic Signals Team, supported by internal Procurement Team officers and following the legal advice of Pathfinder Legal.

4.3 Statutory, Legal and Risk Implications

A 'Duty of Care' under Section 41 of the Highways Act 1980 requires us to maintain our ITS asset to protect the safety of the public.

4.4 Equality and Diversity Implications

There are no significant implications within this category. Over the length of the contract existing assets will be refurbished. At this time the equipment will be replaced to improve access to those within in vulnerable groups of our communities.

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

There are no significant implications within this category.

4.7 Public Health Implications

There are no significant implications within this category.

4.8 Climate Change and Environment Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive Status:

Explanation: The contract will be used to refurbish existing traffic signals where LED optics will be used in place of the existing halogen lamps. All new signals installations will be designed to be 'low carbon'.

4.8.2 Implication 2: Low carbon transport.

Neutral Status:

Explanation: The contract will support active travel through the maintenance of quality signalled crossings. Working within other projects, our equipment and designs will where possible encourage walking, cycling and public transport use.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Neutral Status:

Explanation: N/A

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status:

Explanation: The supplier is required within the contract to respect the environment, reduce waste and recycle.

4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation: N/A

4.8.6 Implication 6: Air Pollution.

Neutral Status:

Explanation: The contract will support the good maintenance of traffic signals. This will allow the signals to operate efficiently, reducing congestion and improving general air quality.

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Neutral Status:

Explanation: During the heatwaves over recent years we have identified an increase in signal failures due to the equipment cabinets overheating. We will continue during the life of the contract to develop strategies to reduce this risk to improve resilience from global warming.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Haywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement and Commercial? Yes

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Legal? Yes
Name of Legal Officer: Emma Duncan

Have the equality and diversity implications been cleared by your EqIA Super User? Yes
Name of Officer: David Allatt

Have any engagement and communication implications been cleared by Communications?
Yes
Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes
Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health? Yes
Name of Officer: Iain Green

If a Key decision, have any Climate Change and Environment implications been cleared by the Climate Change Officer? Yes
Name of Officer: Emily Bolton

5. Source documents guidance

5.1 Source documents

Highways Act 1980, Section 41

5.2 Location

[Highways Act 1980 \(legislation.gov.uk\)](https://www.legislation.gov.uk)