

Cashless parking solution procurement

To: Highways and Transport Committee

Meeting Date: 13th September 2022

From: Steve Cox - Executive Director, Place and Sustainability

Electoral division(s): Cambridge City

Key decision: Yes

Forward Plan ref: 2022/077

Outcome: To consider authorising to procure a cashless parking solution and delegate the authority to award the contract following a full procurement process.

Recommendation: The Highways and Transport Committee is recommended to

a) Authorise Cambridgeshire County Council (CCC) to commence the procurement for the cashless parking solution for a term of two years from April 2023 with an option to extend for up to two years, and

b) Delegate the authority to the Director of Highways and Transport, in consultation with the Chair and Vice Chair of the Highways and Transport Committee, to appoint contractors following a competitive process and complete all necessary contractual documents in accordance with Council Procedures.

Officer contact:

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Member contacts:

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1. Background

- 1.1 The current Cashless Parking Solution contract was awarded to Cobalt Telephone Technologies Limited (RingGo), Justpark Parking Limited, and Sagoss Limited (Mobon) in 2019 and runs out in 2023. This facilitates the ability for pay and display parking users to book, pay for and extend their parking session via mobile phone (calling or texting to a dedicated number), and via an application interface available on all platforms and devices that include the functionality for app-based software.
- 1.2 This paper is being brought before the Committee due to the value of the contract. Although there will be no costs to the Council it is estimated that potential value to contractors will exceed the £500,000 threshold during the lifetime of the contract which requires Members' approval. Based on reports for Q4 21/22 this is estimated to be worth £470,000, however if current market trends continue as they have been over the current contract period this number is likely to rise and cross the threshold over the four-year period.
- 1.3 All costs involved with this contract will be met by the service providers with no costs to the Authority. The costs of providing the collection services will be funded from the income collected and charges from services to the public provided by the successful tenderers.
- 1.4 Since the introduction of multi-vendor cashless parking in 2019 the market usage has increased significantly, now making up ~70% of the market value based on Q1 2022.
- 1.5 This fits in with the roll out of the digitalisation of parking on which we are working with the Greater Cambridge Partnership (GCP) and districts.
- 1.6 Cambridgeshire County Council first adopted the multi-vendor approach to cashless parking in April 2019 as the first council to do so. Since then, several other councils around the country have also adopted this approach. Examples of other authorities where this happened include Camden London Borough Council and Bournemouth, Christchurch and Poole Council.
- 1.7 In addition to other Councils adopting the multivendor approach, there has also been development of a wider ranging DFT sponsored solution known as the National Parking Platform (NPP). The goals of the NPP are much the same as that of multivendor approach, bringing the advantages of a competitive market to the Council and end-users. This is however still in its trial phase. By having a short initial contract duration this presents the Council the flexibility to apply to the NPP if it is deemed to be advantageous at that point.
- 1.8 The procurement will take the form of a further competition of the Eastern Shires Purchasing Organisation (ESPO) framework 509 Lot 3. It is intended that the associated documentation will be published before the end of year allowing relevant suppliers to submit their responses. The evaluation will then take place in the new year along with the awarding of the contract to enable all relevant provisions to be made before the new contract begins in April 2023

2. Main Issues

- 2.1 The service provides the enforcement of on street and off-street parking regulations. A significant element of this parking availability comes in the form of pay and display parking.

2.2 There are also other costs involved in providing parking services such as in-house staff, client costs and infrastructure costs. These costs are covered from the income generated by the Council's parking services. The way in which this income can be used as in outlined in the Road Traffic Regulations Act 1984, Section 55.

2.3 The objectives of procuring a cashless parking solution are the following:

- Ensure the most effective and efficient way of receiving monies for paid for parking.
- To give the users of pay and display parking alternative methods of making payment.
- It provides a good source of data that can be used for traffic management purposes
- This procurement will help to reduce cash transactions, reducing the need for cash collection and maintenance of on street machines.

2.4 Through the use of providing multiple vendors there are the following potential benefits:

- Offering a wider choice to the motorist, meaning they could already have a compatible app and not need to download additional apps
- In addition to the above by providing multiple vendors this increases the market share availability within Cambridgeshire helping increase usage of this form of transaction and moving away from cash.
- This can drive up digital usage, which can deliver a saving to the Council through a reduction in necessary cash collection and pay and display machine maintenance, additionally through having less money within a machine it reduces the likelihood of theft and consequent machine damage.
- Through having multiple bidders this provides competition for the local market share, can lead to competitive pricing and charging through the life of the contract resulting in potential savings for the public and the Authority.

2.5 Through the duration of the procurement and contract we will continue to work with the GCP on the digitisation of parking data. This will enable both parties' access to high quality information about the usage of our highways and how to better tackle issues when planning future projects.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

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

- The cashless parking solution forms part of parking management. Management of parking is essential in order to reduce congestion and keep the County moving which contribute towards a growing economy.
- By providing an alternative to the commonly used paper pay and display tickets this cuts down on paper usage and waste.

3.2 Health and Care

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

- Through providing an alternative to the usage of pay and display machines this allows users of assistive technology through their mobile phone and certain other platforms the ability to access the service in a form that suits them.

3.3 Places and Communities

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

- Monies raised through pay and display form part of the wider parking account. As outlined in section 55 of the Road Traffic Regulation act 1984 any surplus must be spent for specific purposes as found in subsection 4, this includes for “the purposes of environmental improvement in the local authority’s area”.

3.4 Children and Young People

There are no significant implications for this priority.

3.5 Transport

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

- Monies raised through pay and display form part of the wider parking account. As outlined in section 55 of the Road Traffic Regulation act 1984 any surplus must be spent for specific purposes as found in subsection 4, this includes but is not limited to maintenance of the highway.

4. Significant Implications

4.1 Resource Implications

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

- All works to be completed by Council Parking officers with support of legal and procurement officers.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

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

- All works to be completed by Council Parking officers with support of legal and procurement officers.

4.3 Statutory, Legal and Risk 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 renew could cause a substantial loss of income to the authority

- 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.

4.4 Equality and Diversity Implications

There are no significant implications within this category. An equality impact assessment has been completed.

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

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

- The proposed system will help and support the effective parking management and impact on reducing congestion and improving air quality.

4.8 Environment and Climate Change Implications on Priority Areas (

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: **Neutral**

Explanation:

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: **Neutral**

Explanation:

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

Positive/neutral/negative Status: **Neutral**

Explanation:

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: **Neutral**

Explanation:

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: **Neutral**

Explanation:

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: **Positive**

Explanation: Through forming part of Civil Parking Enforcement local authorities effectively manage and enforce on and off-street parking areas to prevent inconsiderate and obstructive parking which helps to keep traffic moving and reduces vehicle missions.

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

Positive/neutral/negative Status: **Neutral**

Explanation:

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

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

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes

Name of Legal Officer: Amy Brown

Have the equality and diversity implications been cleared by your EqIA Super User? Yes

Name of Officer: Elsa Evans

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 Environment and Climate Change implications been cleared by the Climate Change Officer? Yes

Yes

Name of Officer: Emily Bolton

5. Source documents guidance

5.1 Source documents

- Road Traffic Regulation Act 1984, section 55.

5.2 Location

<https://www.legislation.gov.uk/ukpga/1984/27/section/55>