

Brighton & Hove City Council

Policy and Resources Committee

Agenda Item 110

Subject: Provision, installation and maintenance of CCTV Traffic Enforcement Cameras and associated enforcement support system

Date of meeting: 19 January 2023

Report of: Executive Director Economy, Environment & Culture

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Ward(s) affected: All

For general release

1. Purpose of the report and policy context

1.1 This report sets out the details for the procurement of CCTV Traffic Enforcement Cameras and associated enforcement support system. The estimated total contract value is £4m and the contract will replace an existing contract that is coming to end.

1.2 On 27th June 2017 the Environment, Transport and Sustainability Committee agreed for a tender exercise to be undertaken for the current contract. This contract commenced on 7 February 2018 for a term of three years. This contract has been extended and will end on 6 February 2023. The current contract will be extended by a further 6-months to 5 August 2023 to allow the council sufficient time to procure a new contract.

1.3 On 17th October 2022 a report to the Procurement Advisory Board outlined the procurement proposals. The board agreed with the proposals put forward in the report and recommended a report is taken to this committee for agreement.

2. Recommendations

2.1 That Committee delegates authority to the Executive Director of Economy Environment & Culture to take all steps necessary to procure the contract for CCTV Traffic Enforcement Cameras and associated enforcement support system.

- 2.2 That Committee delegates authority to the Executive Director of Economy Environment & Culture to award the contract to the successful bidder for an initial term of three years with the option to extend the contract for a further period of up to two years, subject to satisfactory performance.

3. Context and background information

- 3.1 The council's Corporate Plan commits to being a sustainable city and to become a carbon neutral city by 2030 and to develop an active and sustainable travel network. One of our directorate objectives of supporting low carbon economic growth and maintaining an attractive, connected, and well-run city for residents, businesses and visitors.
- 3.2 Brighton & Hove City Council as a local traffic authority is responsible for managing the traffic using the road network as defined in the Traffic Management Act 2004 ('TMA 2004'). On 29th November 2011 the Environment, Transport and Sustainability Committee agreed to approve the use of these powers and regulations made under the 2004 Act. This allowed for enforcement by the City Council by issuing Penalty Charge Notices based on CCTV evidence from April 2014.
- 3.3 This function is conducted and managed by the council's Transport Control Centre. A contractor is appointed to supply, install, and maintain the network of cameras and associated enforcement system with council officers carrying out enforcement and issuing penalty charge notices. The current contract is ending, so we need to go out to tender to ensure this function can continue and that we obtain the latest equipment at the best value and to increase the scope of enforcement.
- 3.4 On 27th June 2017 the Environment, Transport and Sustainability Committee agreed for a tender exercise to be undertaken for the current contract. This contract commenced on 7 February 2018 for a term of three years. This contract has been extended and will end on 6 February 2023. The current contract will be extended by a further 6-months to 5 August 2023 to allow the council sufficient time to procure a new contract.
- 3.5 On 17th October 2022 a report to the Procurement Advisory Board outlined the procurement proposals. The board agreed with the proposals put forward in the report and recommended a report is taken to this committee for agreement.
- 3.6 The proposed new contract will include the provision for the supply, installation, and maintenance of up to 100 cameras. 41 initially to replace the current stock in the current locations and a further 59 for potential additional enforcement sites and schemes over the next 3 to 5 years. These include the introduction of new bus priority (linked to the Bus Service Improvement Plan), Red Routes and traffic management powers which all focus on traffic management

3.7 The general locations and details of these initiatives have been included in previous reports to the relevant ETS committee e.g Red Routes will initially be Lewes / London Road. Specific detailed locations of CCTV is not known at this early stage of the projects across the Transport department.

4. Analysis and consideration of alternative options

4.1 Without this contracted service in place, it will not be possible to enforce the road network in the city, including bus lanes. Income would not be received from enforcement of Penalty Charge Notices.

4.2 The supply and maintenance of Department for Transport certified Traffic Enforcement cameras is specialist and not available in-house. However, the reviewing of evidence packs that are produced by the cameras is conducted by a team of Transport Enforcement Officers who are directly employed by the council and work within the Transport Control Centre. Additionally, any appeals received are processed by the appeals team within the Parking Services team at the council.

5. Community engagement and consultation

5.1 Public transport providers such as the local bus companies support enforcement in the interest of improved and more consistent bus journey times.

5.2 Consultation is not required for the existing locations, and they are not new locations but replacing current operation. New schemes introduced as part of our local transport plan allow for consultation as part of the scheme design.

6. Conclusion

6.1 Without this contract in place enforcement of the road network could not be achieved meaning the council would not be fulfilling its' duty under the TMA 2004 and income from Penalty charge Notices would not be received. The recommendation is that committee agrees to the procurement of this service and delegates authority to Executive Director of Economy, Environment & Culture as detailed in paragraph 2 above.

7. Financial implications

7.1 Parking services have ongoing revenue budgets of £0.163m for the licenses and maintenance of cameras and £0.083m budget to repay capital borrowings. PCN Income has been overachieving compared to budget which would fund any costs greater than the ongoing budgets.

7.2 The Service has recently undergone a restructure funded from new PCN income streams. New cameras over and above the 41 base cameras will support the income generation required to fund the structure as well as the costs of the additional cameras.

7.3 Once more information is available for each option, these will be costed out to determine the best value for money option. Costs may be mitigated to parking services after any contract is agreed as transport capital schemes funded from other transport grants may include the installation of cameras reducing the size of the contract and increasing the surplus generated from PCN income streams.

7.4 Name of finance officer consulted: John Lack Date consulted (30/12/22:

8. Legal implications

8.1 The Council is required to comply with the Public Contracts Regulations 2015 in relation to the procurement and award of contracts above the relevant financial thresholds for services, supplies and works. The Council's Contract Standing Orders (CSOs) will also apply.

8.2 The Public Service (Social Value) Act 2012 and the general duty of best value in the Local Government Act 1999 require the council to consider the economic, social and environmental well-being of their area in carrying out a procurement process. In addition, The Public Contracts Regulations 2015 provide that contracting authorities must base their award on the most economically advantageous tender. This shall be assessed on the basis of price and may be assessed on the basis of the best price-quality ratio, including criteria such as qualitative environmental and/or social aspects

8.3 Name of lawyer consulted: Wendy McRae-Smith Date consulted:
16/12/22

9. Equalities implications

9.1 Enforcement of restrictions on the road network minimises the negative impact on public transport ensuring services are reliable and available.

10. Sustainability implications

10.1 Enforcement of traffic regulations supports the wider goals of the city's Carbon Neutral 2030 commitment. By improving compliance, the benefits in terms of improved public journey times, less congestion and improved air quality are achieved. Allowing the movement of traffic on the network and providing priority for pedestrians, cyclists, and public transport users.

10.2 Circular Economy, we shall adopt a circular procurement model. Procuring a Product as a Service (PaaS). The cameras' units require minimal energy consumption, are of modular design and can be re-used by the supplier minimising waste.

10.3 Virtual upgrades and reconfiguration meaning minimal travel emissions to camera sites across the 5-year term.

10.4 In addition, bidders will be required to submit a scored sustainability method statement with their bid submission detailing how it will deliver sustainability outputs over the course of the contract. During the contract term, the council's Contract Manager will monitor progress and actual deliverables against targets detailed in the method statement.

11. Other Implications [delete any or all that are not applicable]

Social Value and procurement implications

11.1 A scored Social Value Quality Question shall be included in the tender pack. Bidders will be required to submit a scored Social Value and Community Wealth Building method statement with their bid submission detailing how it will deliver Social Value and Community Wealth Building outputs over the course of the contract.

11.2 During the contract term, the council's Contract Manager will monitor progress and actual deliverables against targets detailed in the method statement

Public health implications:

11.3 Enforcement of restrictions encourages the use of active travel modes, reduces congestion in the city and thereby reducing carbon and particulate emissions, which can be harmful to health.

Supporting Documentation

1. Appendices

1. Appendix 1 - PAB report 17.10.22
2. Appendix 2 – Extract from PAB held on 17 October 2022

