

**SURREY COUNTY COUNCIL**

**CABINET MEMBER MEETING**

**DATE: 3 FEBRUARY 2016**

**REPORT OF: MR RICHARD WALSH – CABINET MEMBER FOR LOCALITIES AND COMMUNITY WELLBEING**

**LEAD OFFICER: TREVOR PUGH STRATEGIC DIRECTOR ENVIRONMENT AND INFRASTRUCTURE**

**SUBJECT: SAFETY CAMERA DIGITAL UPGRADE – AWARD OF CONTRACTS**



**SUMMARY OF ISSUE:**

This report seeks approval to award 11 fixed price contracts to three suppliers for the upgrade/replacement of existing wet film safety cameras to digital technology at 11 specific sites across Surrey. The cost of this will be recovered from part of the fees charged to offenders for attending diversionary courses (such as speed awareness courses) and from a grant from the C2C Local Enterprise Partnership. Two further sites on roads managed by Highways England will be paid for by Highways England.

**RECOMMENDATIONS:**

It is recommended that 11 fixed term one-off contracts for the installation and connection of the digital safety cameras be awarded to the three successful suppliers: Redspeed Ltd, Vysionics and 3M Ltd based on the open tender conducted listed in Annex 1.

**REASON FOR RECOMMENDATIONS:**

The upgrade/replacement of obsolete wet film safety cameras will maintain and enhance the level of enforcement deterrent and casualty reduction at each site. The investment will also ensure that safety camera enforcement and the Drive SMART Partnership remains financially sustainable at no cost to the county council or police.

**DETAILS:**

**Business Case**

1. International, national and local data shows that safety cameras (speed and red light cameras) are very successful at reducing road collisions where speeding and red light jumping have previously been a problem. For example, data for Surrey shows that there has been a 46 percent reduction in collisions resulting in death and serious injury and a 39 per cent reduction in the total number of collisions resulting in injury at fixed camera sites (comparing the number of collisions in the three years prior to each camera with the number of collisions in the three years to the end of 2014).
2. There are a total of 43 existing camera housings in Surrey. Of these, 37 are "Gatso" brand and use old fashioned wet film (the other six have been implemented more recently and use digital technology). The old wet film technology is becoming obsolete and so needs replacing with new digital

technology. Cubic Transportation Systems Ltd, the sole licence holders for supplying and maintaining Gatso wet film equipment in the UK have informed all users that they can no longer guarantee the supply of spare parts. As well as maintaining the existing reduction in casualties at each site, the advent of new improved digital camera technology offers the opportunity for enhancing the level of enforcement deterrent and further reducing casualties at each site.

3. Following Surrey County Council's (SCC) Road Safety Public Value Review in 2010 the provision of safety camera enforcement is fully self funding at no cost to the County Council or the police. This is because all costs are recovered from part of the fees charged to offenders detected by cameras for attending diversionary courses (such as speed awareness courses costing £95) instead of paying the usual £100 fine and 3 penalty points. Any surplus is reinvested in road safety initiatives (e.g. Safe Drive Stay Alive) through the Drive SMART Partnership.
4. The replacement of the old, obsolete equipment is imperative to maintain the casualty reductions at each site. It will also ensure that the County Council and police will be able to continue to recover their safety camera related costs and for any surplus to be reinvested in other road safety initiatives. Therefore the investment will ensure that safety camera enforcement and the Drive SMART Partnership remains financially sustainable at no cost to the County Council or police.
5. For this procurement exercise, money has been allocated from the Drive SMART partnership from diversionary course fees to pay for the upgrade/ replacement of eight specific camera sites on roads maintained by SCC . The C2C Local Enterprise Partnership has also provided the County Council with a grant (with match funding from the Drive SMART Partnership) for replacement of three Gatso cameras on the A217 Brighton Road with average speed cameras. Highways England has also allocated money for the upgrade/ replacement of two other camera sites on Highways England roads. Further details of the funding for the upgrade of the camera technology and the 11 different tender lots (containing 13 wet film cameras) is provided in the Part 2 Annex to this report. It is anticipated that the other remaining 24 wet film camera sites will be upgraded in future years.
6. Mobile safety camera vehicles provide an effective supplement to fixed cameras along longer stretches of road and can be deployed at a variety of locations at short notice in response to public concern. However, mobile enforcement vehicles are not an alternative to fixed speed cameras because they do not provide a continuous permanent deterrent; cannot operate very easily in poor light conditions and need room to be positioned at the roadside safely (which is not always available).
7. In preparation for the tender exercise each site was assessed by police and County Council road safety specialists. This included site visits and analysis of collision, speed and offence data to confirm that enforcement was still necessary. This assisted in developing site specific tender specifications that required the provision of equipment that provides at least the same or an enhanced level of enforcement.
8. The project will include the removal of the old obsolete camera equipment and replacement with new digital camera technology that has been type approved by the Home Office. This will include ensuring that the new equipment is connected

safely to power and remotely communicates with the police back office processing system. Police colleagues have been consulted and involved in the tender scoring system.

### **Procurement Strategy and Options Considered**

9. A full tender process, compliant with the Public Contracts Regulations 2015 and the Council's Procurement Standing Orders, has been carried out using the Council e-Procurement systems which included advertising the contract opportunity in the Official Journal of the European Union (OJEU) in July 2015. This was done in conjunction with the Safety Camera Partnership and in consultation with Highways England.
10. Several procurement options were considered when completing the Strategic Procurement Plan (SPP) prior to commencing the procurement activity. These included the following options:
  - a) Tendering the lots and awarding to one supplier;
  - b) utilising an external organisation's framework agreement to award one or more contracts;
  - c) undertaking a full EU compliant tender exercise to establish a Surrey County Council Digital Safety Camera framework agreement.
  - d) undertaking a full EU compliant tender exercise to establish a Dynamic Purchasing System for safety cameras.
  - e) undertake a full EU compliant tender exercise and award contracts to more than one supplier based on the best safety solution and price combination offered.
11. After a full and detailed options analysis, the tender process described (in point e) above was chosen. This option reduces the risk to the Partnership should any one organisation cease trading or have unforeseen problems with fulfilling the contract requirement.
12. A workshop was held with interested suppliers of type approved technology to ensure they fully understood the requirements of the Partnership. They were all then invited to tender via the SCC Intend electronic procurement system. Five submissions were received for all or a portion of the 11 lots tendered.
13. The tender was launched via the Procurement eTendering portal and suppliers were given two months in which to submit bids (owing to the complexity of some of the sites included in the tender).
14. All safety camera quality solutions proposed were scored by a panel of eight individuals from Surrey County Council, Surrey Police and Highways England. Pricing submissions were then applied by SCC Procurement to determine the winning bid for each of the 11 lots. The total scores were apportioned as follows: 60% Quality, 40% Price.
15. The contracts proposed for award were determined using the above criteria (full details of the results are given in Part 2). A table of the recommended contract awards has been attached as Annex 1.

## Competitive Tendering Process

16. The contracts have been tendered following a competitive tendering exercise. Seven suppliers who currently hold the essential Home Office Type Approval for the use of their equipment to enforce speed or red light offences were briefed in advance (in a workshop) as to the objectives and requirements of the tender. They were then invited to bid for each or bundles of the 11 lots put out to market.
17. Initially, 35 days were allocated for tender responses and this was then extended to two months at the request of several suppliers. Five suppliers submitted compliant bids for evaluation. One supplier confirmed via the tender that they did not wish to submit a bid and one supplier neither bid nor confirmed their intention not to do so. All Quality submissions were scored independently of the pricing submissions to maintain objectivity in the overall process. The tender was evaluated on the following split of price and Quality based criteria: Quality 60%, Price 40%.

### **CONSULTATION:**

18. Police colleagues working within the Safety Camera Partnership, police road safety specialists and Highways England have been consulted at key stages of the commissioning and procurement process; at the workshop for suppliers pre-tender and with the evaluation of the submitted bids. Colleagues in Surrey County Council's area highways teams were consulted when assessing the need for continued enforcement at each site. Reigate and Banstead Local Committee has been informed of the proposals for average speed cameras on the A217 Brighton Road.
19. On approval of contract award, the local committees and communities in the affected areas will be informed of the proposals. This will be supported by the successful suppliers. It is expected that this could include direct engagement with residents' associations, large employers and information being provided via media releases and websites.

### **RISK MANAGEMENT AND IMPLICATIONS:**

<b>Risk</b>	<b>Implications</b>	<b>Mitigation Strategy</b>
Supplier Failure	Work begun/to begin is unable to be completed to the standard set out in the tender specification.	Via the tender suppliers bidding for each lot will be ranked and works not undertaken or completed will be awarded to subsequent suppliers as fits best with each lot.

### **Financial and Value for Money Implications**

20. The tender process has been able to deliver the digital upgrade of safety cameras in all 11 sites tendered across Surrey within the budget initially outlined. Full details of the contract values, scoring and financial implications are set out in the Part 2 report.
21. There will be significant economic savings to society through maintaining and enhancing the reduction in road casualties resulting from the enhanced level of enforcement at each of the sites.

### **Section 151 Officer Commentary**

22. The proposed contracts result in a saving for the Safety Camera Partnership which is set out in Part 2 of this report. Contracts have been tendered competitively to ensure value for money is obtained. Costs will be met from a number of sources including Local Growth Deal grant, the Safety Camera Partnership and Highways England.

### **Legal Implications – Monitoring Officer**

23. The Council has a duty to secure best value and to comply with relevant statutory provisions in the way in which it procures goods and services. The procurement exercise undertaken to procure the safety cameras as outlined in this report complies with these requirements.

### **Equalities and Diversity**

24. The need for an Equality Impact Assessment (EIA) was considered, however it was concluded that there were no implications for any public sector equalities duties due to the nature of the services being procured and therefore EIA was not required. By their very nature safety camera enforcement is indiscriminate and their deployment is based on casualty and speed data. Nonetheless, the preferred supplier will be required to comply with the Equalities Act 2010 and any relevant codes issued by the Equality and Human Rights Commission.

### **Other Implications:**

25. As part of the tender, suppliers were asked to state if they were willing to work with apprentices in Surrey and to provide further details on how they would undertake Social Value in the area if they were successful at tender.
26. All five suppliers expressed the desire to undertake working with apprentices if successful at tender. They also put forward some options for undertaking activities to support social value including:
- Donating hand held speed detection devices for use with schools and local community groups
  - Supporting the Council and the partnership with organising and conducting public seminars, advertising and consultation meetings
27. Other implications were considered and where the impact is potentially significant a summary of the issue is set out in detail below.

Area assessed:	Direct Implications:
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	Set out below.
Climate change	Set out below.
Carbon emissions	Set out below.

28. The upgrade/replacement of obsolete wet film safety cameras will maintain and enhance the level of enforcement deterrent and road casualty reduction at each site. Therefore, this will have a direct benefit to public health by reducing the amount of deaths and injuries on Surrey's roads at those specific sites. It will also contribute to improved safety elsewhere on Surrey's roads because of the overall deterrent effect of drivers being issued with penalty points or attending driver diversion courses (which have been shown to reduce reoffending).
29. Successful management of vehicle speeds will contribute to reduced fuel consumption, exhaust emissions, and carbon emissions, all of which will reduce the negative effect of motorised transport on the climate. There will also be less waste and carbon emission from the scrapping of damaged vehicles and parts through the reduction in vehicle collisions.

#### **WHAT HAPPENS NEXT:**

30. Following the approval of Cabinet for the award of contracts and the call in period, formal contracts will be issued to suppliers and the project implementation plan executed.

#### **Contact Officer:**

Duncan Knox, Road Safety Team Manager, 020 8541 7443

#### **Consulted:**

Cllr John Furey – Cabinet Member for Highways, Transport and Flooding

Cllr Kay Hammond - Cabinet Associate for Community Safety Services

John Craigen – Highways England

Chris Cannon – Surrey Police

Duncan Brown - Surrey Police

Elizabeth Cook – Surrey Police

#### **Annexes:**

A: Contract Lot Awards and Scoring

#### **Sources/background papers:**

N/A

---