

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member - Environment
Date:	1 March 2011
Title:	Countywide Intelligent Transport Systems – CCTV Contract
Reference:	2695
Report From:	Director of Environment

Contact name: Tony Brown

Tel: 01962 847955) **Email:** tony.brown@hants.gov.uk

1. Executive Summary

1.1. The purpose of this paper is to outline the award of a Four Year Framework Contract for provision of Traffic Monitoring CCTV, a part of the wider Intelligent Transport Systems (ITS) contract package for ITS service planning and delivery. The County Council remains at the forefront of the development and deployment of ITS and this new Framework Contract underlines its commitment to the efficient management of the transport network, and the provision of traffic and travel information services for all modes and users.

2. Contextual information

2.1. The County Council has a well established suite of ITS which are operated and coordinated from the Hampshire Traffic and Travel Information Centre in Winchester. CCTV for Traffic Network Monitoring is a core element.

2.2. The current framework agreement will expire at the end of February 2011. It is now appropriate to test the market to ensure value for money and provide the opportunity for the latest technical developments that may increase functionality or reduce costs to be assessed. The award of this Framework Agreement will establish a single supplier for the CCTV provision enabling a cost effective, coordinated and consistent approach to CCTV as part of the wider ITS deployment in Hampshire.

2.3. For financial and technical reasons it is impractical to engage with a range of suppliers for this system. The County Council has adopted a successful 'plug and play' approach to ITS deployment across many of its systems whereby central control systems are established for each application. Operational equipment is then installed where required and when funding permits, allowing the incremental expansion and growth in coverage of ITS systems.

CCTV for traffic monitoring and network is being developed in this manner. The new Framework Contract will be for the supply and installation of CCTV cameras which will be connected to the County Council's existing control system.

- 2.4. The Framework Contract will be awarded against 60% quality/40% cost criteria to establish a single system supplier for four years. The contract will enable the fulfilment of ITS requirements for CCTV for various projects and schemes where funding is allocated. The contracts will also contribute fully to the ITS Deployment Strategy and the requirements of the Traffic Management Act and the Local Transport Plan 3.

3. Finance

- 3.1. The contract award range for the four year period is between £nil and £1.6 million. The contract will be awarded as a framework call off agreement with no commitment to purchase. Individual orders will be placed on an as required basis with an anticipated unit price of approximately £20,000 – £25,000. This range should help ensure the appointment of a supplier of suitable financial standing and will enable the responsive placing of orders as required and as funding allows over the four year period.
- 3.2. The contract will achieve cost savings, economies of scale and avoid repetitive procurement processes, in turn providing for more efficient and consistent standards across the county in line with the Corporate Procurement Strategy.
- 3.3. It is expected that the majority of capital investment under the new contracts will be met from developer/external funding and project budgets as is the case with BRT for example. The district and borough councils are increasingly advocating the use of ITS and this can also offer funding channels.
- 3.4. ITS equipment is expected to operate satisfactorily for 10 to 15 years. Equipment deployed under the new Framework Contract will be added to annual maintenance contracts and the revenue implications for the ongoing maintenance and operation will need to be taken into account in the setting of the annual base budget.

4. Performance

- 4.1. Where appropriate the new Framework Contract will allow for the integration of new equipment onto the existing CCTV system. This is a cost effective solution for the ongoing maintenance of assets, avoids duplication and offers protection to existing investment.

5. Future direction

- 5.1. The continued use of a Framework Contract will enable the County Council to plan and deploy Traffic Monitoring CCTV as part of the wider ITS portfolio in a

consistent and integrated manner across Hampshire. A contract duration of four years provides sufficient time and scope for the County Council to work in collaboration with the equipment supplier and other partners to ensure high quality system operation and stability.

- 5.2. The County Council retains a close partnership with Portsmouth and Southampton City Councils in respect of CCTV traffic monitoring and other ITS. At present both city councils have separate contractual agreements for the procurement and operation of CCTV. The proposed new contract does not preclude the city councils from purchasing equipment through the County Council should a requirement arise.
- 5.3. Of more significance is ensuring that the CCTV traffic monitoring carried out by the three authorities can be integrated for operational requirements. This process is already well established particularly with the Southampton ROMANSE Traffic and Travel Information Centre. Appropriate images are shared through direct operational links. Further integration enhancements are also being explored by the three authorities with the Highways Agency through the Integrated Network Management Project.

6. Recommendation

- 6.1. That approval be given to proceed with a full tender to procure a Framework Contract with a single supplier, on the basis set out in the report, to ensure the continued efficient and cost-effective deployment of traffic monitoring CCTV as part of Countywide Intelligent Transport Systems in Hampshire.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u> County-wide Intelligent Transport Systems	<u>Reference</u> 1683	<u>Date</u> 29-06-2010
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1. An Equalities Impact Assessment concluded that there is no evidence of unlawful discrimination in the provision of ITS and traffic and travel information.

2. Impact on Crime and Disorder:

- 2.1. Not applicable.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

ITS provides accurate and credible public transport information which promotes sustainable travel options and reduces car dependency for local journeys thereby supporting carbon footprint reduction. The use of ITS to manage the road network also assists this process by reducing the impacts of congestion and emissions to improve local air quality.

Opportunities to reduce energy consumption will be utilised when appropriate during the course of the contract.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

ITS promote sustainable transport options and congestion and local air quality management. ITS are also crucial to the efficient operation of the existing network and assets. These elements demonstrate ITS compatibility with the broader strategic responses to climate change.