

BRIEFING PAPER

SUBJECT: ANPR Camera Enforcement Contract
DATE:
RECIPIENT: Cabinet Member for Environment and Transport

THIS IS NOT A DECISION PAPER

SUMMARY:

1. This paper intends to provide detailed information regarding current maintenance & repair provisions of ANPR camera enforcement assets, and current procurement provisions for new ANPR assets to support decision-making in relation to the approval of the recommendation.
2. The overall value of the recommended 5-year contract is £1,204,448. This paper does not seek approval to spend or commit to spend such sum. However, as such contract value requires a Cabinet decision, this paper does seek approval to add the proposal to Forward Plan as a “Plan Item” to be discussed at the Cabinet’s meeting in February. During the process, a formal consultation will be carried out with all decision makers.

RECOMMENDATION:

3. Direct award Marston Holdings with a 5-year ANPR camera enforcement contract starting from 12/02/2024, using Crown Commercial Service Framework agreement RM6099 to deliver installation, maintenance, and repair activities.

OBJECTIVES:

4. The principal objectives of the recommendation are as follows:
 - i. To achieve a saving of £448k during a 5-year contract period.
 - ii. The recommended provision enables the Council to deliver accurate and reliable enforcement through an expert partner.
 - iii. The recommended provision enables the Council to deliver more efficient operations by reducing manpower and equipment costs, maintaining more effective compliance, and ensuring best value.
 - iv. The use of a Crown Commercial Service Framework is free of charge, enables the Council to shorten the procurement timelines by using a government approved supplier, as certain new contract procurement exercises are already delivered and the potential suppliers have demonstrated their fulfilment of service specifications.

BACKGROUND and BRIEFING DETAILS:

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5. The Government has given local authorities moving traffic enforcement powers under Part 6 of the Traffic Management Act 2004. Earlier this year, new powers were granted to Local Authorities to enforce laws against Moving Traffic Contraventions. These enforcement powers enable the Council to better manage locations where motorists perform dangerous and/or illegal moves, commonly referred to as moving traffic contraventions.

POLICY

6. The Council’s Local Transport Plan Connected Southampton 2040 Policy I1: Smart City Infrastructure refers to invest in innovative Smart City solutions and technologies. Policy S1 Improving road safety refers to working towards no casualties by making Southampton a safer place for people to travel around, particularly by walking, cycling and public transport – enforcement of school zig zags will assist in making areas around schools safer

7. The Council’s Bus Service Improvement Plan (BSIP) has Ambition 2 – Buses are an attractive alternative – fast, reliable and attractive. The introduction of bus gates . bus lanes that are backed by enforcement will help realise this Ambition.

8. The objectives of the ANPR camera enforcement are as follows:

- To reduce congestion and idling traffic contributing to poor air quality.
- To improve road safety.
- To make way for more people to walk, cycle, and scoot throughout the city.
- To keep traffic moving, making journey times more reliable.
- To reduce public transport service delays.

9. Currently there are nine ANPR live camera enforcement sites across the city, including a mobile enforcement vehicle. There are three new locations proposed at Portland Terrace, Above Bar South and Above Bar North for 2024 :

Location	Enforcement
Shirley Rd	Bus Lane
Northam Rd	Bus Lane
New Rd	Bus Lane
Vincent's Walk	Bus Gate
St Monica Primary School,	Zigzag
Ludlow Infants & Junior School	Zigzag
Foundry Lane Primary School	Zigzag
Cantell - Violet Rd East	Zigzag
Cantell - Violet Rd West	Zigzag
Mobile Enforcement Vehicle (MEV)	Parking restriction
Portland Terrace	Bus Gate
Above Bar South (2024)	Pedestrian Zone with time restriction
Above Bar North (2024)	Pedestrian zone with time restriction

10. All ANPR camera enforcement assets have been procured via BBLP under the Highway Services Partnership (HSP) contract. All construction and maintenance & repair activities are delivered by their sub-contractor, Marston Holdings. The arrangement requires the

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Council to pay for the ANPR maintenance as Additional Services and is not covered by the HSP Lump Sum.

The table below shows the annual maintenance costs for the existing ANPR camera assets. Overall, £82,146.97 has been paid or is committed to pay to BBLP. This excludes a 11.6% contractual subcontracted work fee as specified in the HSP agreement, and other contractual fees incurred, such as direct work fees. The total amount paid or committed to pay for the above-mentioned fees amounts to £16.4k p/a.

Location	Annual Maintenance and Repair Costs
Shirley Rd	£8,559.71
Northam Rd	£8,559.71
New Rd	£8,559.71
Vincent's Walk	£8,559.71
St Monica Primary School,	£9,553.99
Ludlow Infants & Junior School	£9,553.99
Foundary Lane Primary School	£9,553.99
Cantell - Violet Rd East	£6,290.00
Cantell - Violet Rd West	£6,290.00
Mobile Enforcement Vehicle (MEV)	£6,666.16
Potland Terrace (paid separately)	live from 13/11/2023
Above Bar South (no payment made)	2024
Above Bar North (no payment made)	2024

11. With three additional sites, based on the current maintenance & repair provision for 2023/24 financial year, the Council will pay £150,636.38 p/a. Of this, **£25,106.06** will correspond to contractual fees. Maintenance costs are expected to increase annually with inflation.

OPTIONS:

12. The following three options have been identified.

A. Implement no changes - **Not recommended:**

This would mean that the Council continues to procure ANPR camera enforcement services through HSP as Additional Services. By doing so, the Council would fail to achieve the recommendation's objectives. The table below shows an estimated cost for a 5-year contract period. The forecast includes the installation of new ANPR assets, hence the capital investment figures.

Values without a new contract using BBLP via HSP		£1,653,091					
Funding Source	Total commitment	Year 1	Year 2	Year 3	Year 4	Year 5	
AT9010 for maintenance	£1,313,091	£150,636.38	£158,168.20	£166,076.61	£174,380.44	£183,099.46	£832,361
AT9010 for admin costs		£87,000	£91,350.00	£95,917.50	£100,713.38	£105,749.04	£480,730
CG0008 capital invest	£340,000	£48,000	£58,000	£68,000	£78,000	£88,000	£340,000

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B. Direct award of a 5-year contract to Marston Holdings – **Recommended:**

This option would enable the Council to meet the objectives and achieve “Best Value”, including savings of £448k (£328k revenue and £120k capital) over a 5-year contract period. The forecast includes the installation of new ANPR assets, hence the capital investment figures.

		Contract Value		£1,204,448				
Funding Source	Total commitment	Year 1	Year 2	Year 3	Year 4	Year 5		
AT9010 for maintenance	£984,448	£125,530	£131,806.83	£138,397.18	£145,317.03	£152,582.89	£693,634	
AT9010 for admin costs*		£52,630	£55,261.50	£58,024.58	£60,925.80	£63,972.09	£290,814	
CG0008 capital invest	£220,000	£40,000	£42,000	£44,000	£46,000	£48,000	£220,000	

C. To carry out a new tendering competition - **Not recommended:**

By doing so, the Council would have to commit very high system merging costs, which are estimated to be around £250k. In addition, the benefits of the recommended option would be missed.

FINANCIAL:

13. There is no immediate direct cost linked to approving the procurement of a new contract.

A budget of **£1,204,448** is available across between cost centres:

Funding Source	Total commitment
AT9010 for maintenance	£984,448
AT9010 for admin costs	
CG0008 capital invest	£220,000

LEGAL IMPLICATIONS:

14. In line with Procurement Regulations, the Local Authority can consider and implement a new contract using Crown Commercial Services Framework Agreements.

15. Contract Procedure Rules (CPRs); The recommended options enables the Council to achieve “Best Value”.

16. Section 55 of the Road Traffic Regulation Act 1984; *“If there is any surplus income as a result of receiving Penalty Notice Charge (PCN) revenue, this will need to cover all costs related to ANPR camera enforcement. This includes the administration staff involved in collecting the fines, maintenance of cameras and the associated signs and markings, data and software costs. Money will also need to be set aside for the eventual replacement of equipment once it becomes unserviceable. Any surplus remaining after deduction of costs may go towards: (i) further enforcement sites, (ii) measures to improve public transport or (iii) other highway associated improvements.”*

TIMESCALES:

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17. Key milestone dates for this project:

Informal officer approval	15/12/2023
Informal CMB	19/12/2023
Publication in forward plan	20/12/2023
Formal approvals & Final Report	17/01/2024
Cabinet Meeting	06/02/2024
Estimated new contract start	12/02/2024

RISK MANAGEMENT IMPLICATIONS

18. The recommendation allows shortening long procurement timelines whilst fulfilling the expected “Cost vs Service Quality” balance.

19. Council budget constraints - During the term of the recommended contract, there will be a revenue stream as a result of issuing Penalty Notice Charge (PCN) for contraventions. As laid out in paragraph 14, such revenue **must** be utilised to cover ANPR camera enforcement cost. As such, the recommended option enables the Council to adopt a self-sufficient approach with regards to the ANPR camera enforcement.

Appendices/Supporting Information:

Text

Further Information Available From:	Name:	
	Tel:	
	E-mail:	