

REPORT TO: Executive Board

DATE: 15 June 2017

REPORTING OFFICER: Strategic Director – Enterprise, Community & Resources

PORTFOLIO: Transportation

SUBJECT: Joint Intelligent Transport Systems Contract for the Liverpool City Region

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

- 1.1 With the formation of the Combined Authority (CA) for the Liverpool City Region (LCR), there has been a common desire to achieve efficiencies in the delivery of certain highways and traffic services throughout the region. One of the first opportunities identified for achieving such efficiencies is through the pursuit of a Joint Contract for the supply, installation and maintenance of Intelligent Transport Systems (ITS), which includes traffic signals and variable message signs (VMS). The purpose of this report is to seek approval to continue Halton's involvement in a joint contract with CA partner authorities for the procurement of defined ITS services, subject to a satisfactory procurement exercise.
- 1.2 A report was considered in January 2016 recommending that we continue discussions and subject to a satisfactory tendering process become part of a Joint ITS Contract from 1st April 2017. Unfortunately, delays have been experienced in receiving agreement from all parties and there have also been some changes to the proposals.

2.0 RECOMMENDATION: That

- 1) the Board approves the continuation of current officer discussions to develop a Joint ITS Contract for the Liverpool City Region and that subject to a satisfactory conclusion to these discussions, Halton be party to the tendering process for the award of a new contract, with it leading on the procurement exercise;**
- 2) subject to a satisfactory tendering process, Halton becomes part of the Joint ITS Contract from 1st April 2018; and**

3) it be recorded that the expenditure is anticipated to be in excess of £1.0M over 10 years, if the contract utilises all the possible extensions.

3.0 SUPPORTING INFORMATION

3.1 In order to achieve savings and efficiencies in operation of highways and traffic functions within the LCR, investigations are taking place to identify opportunities for joint working. One of the first transport related opportunities that has been identified is a Joint Contract for the supply, installation and maintenance of Intelligent Transport Systems (ITS). This will provide an opportunity for a consistent approach to ITS maintenance across the LCR. Due to the size of the contract, it is anticipated that savings will be made, although at present these are difficult to quantify. This proposal was supported at the Transport Advisory Group (TAG) meeting for the LCR held on 11th August 2015 and considered by Executive Board on 16th January 2016.

3.2 A Joint contract would cover the provision of the following items:

- Traffic signals including Outstation Monitoring Units (OMUs) and Outstation Transmission Units (OTUs)
- Bulk traffic signal lamp changes
- Variable Message Signs (VMS)
- Car Park Guidance signs
- Automatic Number Plate Recognition (ANPR) Cameras
- Bluetooth Journey Time detectors
- Journey Time Monitoring Systems (JTMS)
- Vehicle Activated Signs (VAS)(Optional)
- Wide Area Network (WAN) communications systems(Optional)
- Over Height Vehicle Detection Systems (Optional)
- Slot Cutting (Optional)

It would not include:

- CCTV
- Rising Bollards

3.4 The contract would also include an option for the provision of new installations and refurbishment of existing installations, where the work is more substantial than routine maintenance.

3.5 It is proposed that Halton will lead on procurement of the new contract, with support from Sefton. The Tender/Contract documents will be written by Halton and circulated to all participating Authorities for amendments/additions, etc. so this would be a shared responsibility. Halton will manage the tender process in accordance with Halton's Standing Orders (1.3.1, 1.6.1, 2.3.1); however the evaluation and award decision will be based on an agreed set of evaluation scores from an evaluation panel made up of representatives from the participating

Authorities. The Contract will be initially for 6 years with options for up to four 1 year extensions, subject to the contractor meeting the Key Performance Indicators (KPI). There are two options regarding the format of The Contract currently being investigated. The first option is to have Contracts between each Authority and the successful Contractor, so contractual liabilities/responsibilities will be between the Contractor and each participating Authority directly. The second option would be one Contract between Halton and the successful Contractor on behalf of Halton and all participating Authorities. With the second option, Participation agreements would be signed between Halton and each participating Authority to confirm responsibilities and liabilities. It is recommended that the Board support a) the continuation of discussions to determine the option that is agreeable to all parties and b) that once these conclusions have been reached, Halton be part of the relevant tendering process.

- 3.6 It is proposed that the Contract would have a start date of 1st April 2018, as this date fits in with the current end dates for most existing contracts within the LCR. It also allows sufficient time for the EU procurement process and to deal with TUPE issues.

4.0 POLICY IMPLICATIONS

- 4.1 None

5.0 FINANCIAL IMPLICATIONS

- 5.1 The work to be covered by this contract will mainly be funded from the existing revenue budget that is for the maintenance of ITS equipment. It is hoped that a saving will be achieved by being part of a larger contract, although the full benefits will not be known until the tender exercise is complete. The contract will also be used to procure new installations using capital funds, when these are available.
- 5.2 Due to the potential duration of the Contract expenditure for Halton is anticipated to be in excess £1.0M over 10 years. The full Contract is anticipated to have a value of about £12.0M over 10 years, when the expenditure by all participating authorities is included.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

6.2 Employment, Learning and Skills in Halton

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority

6.3 A Healthy Halton

There are no direct implications on the Council's 'A Healthy Halton' priority

6.4 A Safer Halton

There are no direct implications on the Council's 'A Safer Halton' priority.

6.5 Halton's Urban Renewal

There are no direct implications on the Council's 'Urban Renewal' priority

7.0 RISK ANALYSIS

7.1 The proposed changes do not require a full risk assessment, as the method of delivery of the function will be similar to current arrangements.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 There are no direct equality and diversity issues associated with this report.

9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

9.1 Report to Executive Board on 16th January 2016.