

Decision ID:

PCCDJ

000632

2021

Decision title

Safer Roads Digital Camera Upgrade - Traffic Evidential Detection Equipment (TEDE)

Executive summary

Existing digital fixed cameras and mobile enforcement cameras are end of life and need replacing.

Current market engagement will afford alternative suppliers to demonstrate different camera technologies, which have HOTA (Home Office Type Approval) or awaiting HOTA. By conducting market engagement, this will provide better insight as to current markets but also offer procurement of the most suitable solution that meets the current demand problem profile.

By expanding the requirements, both Hampshire Constabulary (HC) and Thames Valley Police (TVP) can consider other speed enforcement technologies such as Average Speed Cameras, Red Light Speed on Green Cameras as well as current Fixed Spot Speed Cameras.

By taking this approach both Forces will not be stymied due to only having one camera type (fixed spot speed) which may not be the most suitable solution for the demand problem profile.

By investing in new technology, it will enable each Force to make best use of the most up to date equipment available, keep our roads safer, road users free from harm and bring to justice those who breach the signed speed limits.

Recommendation

It is recommended that funding in the sum of **£677,000** be allocated from the Hampshire Road Safety Reserve be approved to allow procurement of new enforcement technologies. This will afford the procurement of new mobile enforcement cameras, red light speed on green cameras. In particular, investment into Average Speed Cameras on the A32 and A272 within the Meon Valley, as significant time and resources have been deployed to focus on reducing speeding vehicles including noise from performance vehicles and motorbikes within this area. The above amount has been calculated using recent quotations from

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suppliers and engagement with other Forces that have recently upgraded their technology. The reserve will receive monies per annum agreed with Roads Policing Unit operational finance, through cost recovery of offences processed. These funds will allow continued funding and afford future end of life equipment to be replaced on a cyclical basis, as well as any interim or urgent purchases.

Statement on publication

This Decision Record and supporting Decision Request documentation is suitable for publication.

Police and Crime Commissioner approval

I hereby **approve** the recommendation above.

Signature:



Name:

Donna Jones

Police and Crime Commissioner for Hampshire

Date:

10-Nov-21

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Document version history:

Table 1 - Document version history

Version Number	Version date	Requester of change	Summary of changes
1.0	13-Sep-21	Not applicable – First issue	Not applicable – First issue
2.0	13-Oct-21	OPCC Programme Office	Minor changes to format only.
2.1	10-Nov-21	OPCC Programme Office	Addition of PCC’s signature following approval.

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Safer Roads Digital Camera Upgrade - Traffic Evidential Detection Equipment (TEDE)

Requester details:

Requester: Simon Gomer

Role title: Safer Roads Unit & Driver Awareness Training Manager

1 Summary

Existing digital fixed cameras and mobile enforcement cameras are end of life and need replacing.

Current market engagement will afford alternative suppliers to demonstrate different camera technologies that were not exploited in 2014. In doing so, will provide better insight as to current markets but also offer procurement of the most suitable solution that meets the current demand problem profile.

By expanding the requirements, HC (and TVP) can consider other speed enforcement technologies such as Average Speed Cameras, Red Light Speed on Green Cameras and current Fixed Spot Speed Cameras with Mobile Enforcement Cameras.

By taking the approach both Forces will not be stymied to only having one camera type (fixed spot speed), that may not be the most suitable solution for the demand problem profile.

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By investing in new technology, it will enable the Force to make best use of the most up to date equipment available, keep our roads safer, road users free from harm and bring to justice the most prolific offending.

HC will lead the procurement process for both Hampshire and TVP.

A new CCS (Crown Commercial Services) framework is due for imminent release, which will seek to advise best commercial value and route to market.

2 Recommendation

It is recommended that funding in the sum of £677,000 be allocated from the Hampshire Road Safety Reserve be approved to allow procurement of new enforcement technologies. This will afford the procurement of new mobile enforcement cameras, red light speed on green cameras. In particular, investment into Average Speed Cameras on the A32 and A272 within the Meon Valley, as significant time and resources have been deployed to focus on reducing speeding vehicles including noise from performance vehicles and motorbikes within this area. The above amount has been calculated using recent quotations from suppliers and engagement with other Forces that have recently upgraded their technology. The reserve will receive monies per annum agreed with Roads Policing Unit (RPU) operational finance, through cost recovery of offences processed. These funds will allow continued funding and afford future end of life equipment to be replaced on a cyclical basis, as well as any interim or urgent purchases.

3 Strategic context

The main objective of the Police and Crime Commissioner (PCC) is to make people in Hampshire, the Isle of Wight, Portsmouth and Southampton safer.

- Ensure HC adequately resources the RPU and it focusses on tackling the 'fatal four' (speeding, the use of mobile phones, drink/drug driving, and not wearing seatbelts).
- Invest in Automatic Number Plate Recognition (ANPR) technology to reduce serious crime across Hampshire and Isle of Wight.
- Create a stronger connection between community volunteer groups, such as Community Speedwatch and Hampshire Police Specials.

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4 Options appraisal

Data analysis has shown there is a requirement for new technology such as red light speed on green cameras and average speed schemes. Over several years, during May to September, RPU and the Safer Roads Unit have focused resources on the A32 and A272 to deliver enforcement directly at speeding motorcyclist and performance cars. Due to limited technology, capturing offending motorcycles is extremely difficult in respect of the placement of their rear number plate.

To highlight this issue further the 2020 Road Safety Foundation GB EuroRAP Crash Risk report places the A272 5th in Britain's top 10 of persistently highest risk rural routes (2013-2015 and 2016-2018), where incidents involving motorcycles accounted for 72% (2016-2018) of crashes. This being the highest percentage of those roads identified in the top 10. (See appendix 1).

There is an option not to invest; data confirms that motor cars are captured offending more frequently than motorcycles on these roads due to the lack of current enforcement capabilities. The current approach is very resource intensive, removing staff and officers from day to day-policing duties, from areas that require a police presence.

Investing in new average speed technology will make identification easier, cameras will be front and rear facing, so will capture offending motorcycles or any vehicle that is not displaying a front number plate.

Approving this request will provide a 24/7 365 permanent digital enforcement solution, thus removing physical attendance at these sites and capturing all offending vehicles.

5 Timescales

Hampshire Constabulary and (Thames Valley Police) have an expectation that current equipment is end of life, so would seek to replace within 2021/2022, and 2022/2023 financial years. Any new investment, such as average speed, would also be in this time period, to ensure that contracts are awarded and systems commissioned by the commencement of next year's motorcycle season (March/April 2022).

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6 Financial and resourcing implications

Total cost	£677,000
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Timeframe funding required for	October 2021 to October 2022
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Table 2 - Funding allocation in each financial year

	2021-22	2022-23	2023-24
Capital	£677,000		
Revenue		£107,000	£107,000

Table 3 - Funding source - Capital and Revenue

	Capital (insert 'Yes' if applicable)	Revenue (insert 'Yes' if applicable)
Transformation reserve		
Commissioner's reserve		
Commissioning budget		
Approved capital programme		
General fund		
Other - Safer Roads Reserve	YES	YES

7 Communications and engagement implications

Approval of this request would afford additional confidence for the public, especially for those residents who reside within rural aspects of the A32 and A272.

Appropriate external and internal communication plans from the PCC and HC would be required.

Communication teams at this stage have yet to be consulted. However, given the number of enquiries received, HC communications would be supportive.

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8 Legal implications

Procurement will be through Hampshire County Council and adhere to current legislation and practices to ensure full compliance of contract award. Thames Valley Police will use this framework to procure their own equipment with separate terms and conditions.

9 Risks and mitigation

Current enforcement cameras are end of life and need replacing.

Failure to change could lead to enforcement cameras breaking down or stop working altogether. If this happens, it will have a detrimental impact on the Safer Roads Unit, potentially reduce offence captures by 38%, and reduce the unit's capability to enforce within Hampshire and the Isle of Wight, placing road users at greater risk.

If offences decrease this will influence cost recovery of the unit, (Self-funding, self-financing), as well as affect the Driver Awareness Unit, where they also cost recover. Ultimately this could mean both units "Under recover" on their operational overheads.

10 Strategic policing requirement

The Joint Operations Unit (JOU) Roads Policing Unit remains committed to the reduction of collisions leading to road death and serious injury and to combatting organised crime and terrorism through flexible enforcement based upon intelligence, professional judgement and discretion.

Roads policing officers and staff will provide a visible and technological presence on our roads and will work with partners to enforce against and educate errant drivers to affect and influence the behaviour of all road users.

The Roads Policing Unit will concentrate its collective efforts on those threats and risks that impact disproportionately on the most vulnerable, including young drivers, cyclists, motorcyclists and pedestrians.

We will prioritise enforcement and education on the "Fatal 4" offences of drink and drug driving, the non-wearing of seatbelts, excessive speed and driving whilst distracted. Independent research shows this to be both effective as well as efficient.

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We accept that no one single agency can deliver the reductions in the numbers of persons killed and injured and therefore greater levels of effective partnership working are necessary to achieve these shared outcomes.

Work to tackle organised crime groups using the roads will be supported, encouraged, with the use of intelligence led patrols. Automatic Number Plate Recognition (ANPR) will continue as the method to disrupt activities and keep communities safe.

11 Equalities

The procurement process is an activity that will need to comply with the duties under the Equality Act 2010, as appropriate. The decision will have no impact on those with protected characteristics under the Equality Act 2010.

12 Data Protection implications

There are no Data Protection implications for the PCC concerning this decision request. The Office of the Police and Crime Commissioner (OPCC) will not hold any personal identifiable information captured with this technology.

HC's position is currently in consultation with Joint Information Management Unit and Information Governance (JIMU/ IG) to ensure compliance and process.

Unable to make any assessments at this stage until specifications of potential technology is known through the procurement exercise, which cannot take place until funding has been approved.

Once funding approved and supplier technology known a full assessment will occur.

13 Publication status

Suitable for publication.

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14 Personnel consulted

The following personnel were consulted on the Decision Request.

Table 4 - Personnel consulted

Role	Organisation	Confirmation of consultation (insert 'Yes' if applicable)
Chief Executive	OPCC	Not applicable
Acting Chief Executive / Criminal Justice Portfolio Lead	OPCC	Yes
Chief Finance Officer	OPCC (HCC)	Yes
Head of Strategic Commissioning and Partnerships	OPCC	Yes
Head of Communication and Engagement	OPCC	Yes
Head of Performance and Information	OPCC	Yes
Head of Standards and Compliance	OPCC	Yes
Head of Estate, Operations and Support	OPCC	Yes
Programme Office Manager	OPCC	Yes
Accountant	OPCC (HCC)	Yes
Deputy Monitoring Officer	OPCC (HCC)	Yes
Head of Strategic Procurement	HCC	Yes
Commissioning and Partnerships Officer	OPCC	Yes
JIMU/ IG	HC	Yes

OPCC- Office of the Police and Crime Commissioner
HCC – Hampshire County Council

15 Appendices

Appendix 1. Table of top 10, Britain's persistently highest risk rural routes (2013-2015 and 2016-2018)

16 Background papers

On request:

Road Safety Foundation - British EuroRAP Risk Mapping 2020

Digital Upgrade Proposal March 2020

P3299P A32 A272 Route Schemes.pdf Jenoptic