

DECISION MAKING REPORT PART A

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Map Based Traffic Order Software Platform

Report authorised by: Ann Cunningham, Head of Operations. *A Cunningham*

Signed: **Date:** 23/1/2020

Lead Officer: Ben Jackson, Project Engineer Operations.

Ward(s) affected: All Wards

**Report for Key/
Non-Key Decision:** Non key decision

1. Purpose

The Council have agreed the introduction of Map Based Traffic Management Orders for all static and moving restrictions across the borough to modernise the traffic Order portfolio and provide the basis for more robust enforcement to ensure that the Councils duties as the Highway Authority are fulfilled.

2. Background

The Council have been making enquiries with identified software suppliers to ascertain what system best suits the needs of Haringey in its objective to introduce map base TMOs (MBTMOs) in line with the Councils digital agenda.

Following on from the commissioning of the MBTMO software platform an open tender will be processed to record the distribution of and condition of all the traffic restrictions in the borough. This data will then be uploaded to the software platform and new processes carried out to introduce and manage new MBTMOs:

The Council have approached 2 companies through the G Cloud 11 portal recognised in the field of providing digital services in relation to TMOs and MBTMOs namely (in no order):

Each potential supplier has either been visited or attended at the Councils office to demonstrate the effectiveness of their product to allow the Council to review the strengths and weaknesses of each system and evaluate what is best for the Council in its aims.

The process has been carried out using the G-Cloud 11 facility on the Governments Digital Market place, with actions overseen and advised by the Council's Procurement Services

The objectives are specified below.

3. Objectives

- 3.1 The priority for the Council is to identify the best suited GIS platform for producing, reviewing and managing its traffic management Orders through a map based format, in line with the parking transformation goals. Officers have been looking in detail at potential suppliers and will by the next Board meeting have resolved the preferred supplier. Appointment may be possible using the Government G-Cloud 11 system. Further details on this will be made available as decisions are made.
- 3.2 The decision is made where the following issues are essential within any MBTMO platform
- a. Producing map tiles that are compliant with MBTMOs with dates and titles to match the associated Order or amendment
 - b. Maintain Order references
 - c. Provide an effective and straight forward means of managing and updating the Orders within the abilities of existing staff is desired
 - d. Be able to cover the Council static and moving traffic Orders as MBTMOs
 - e. Be able to attach appropriate TMO Articles within the system so that all relevant information and documentation can be accessed with minimal referral to TMO Co-ordinator.
 - f. Be able to display proposed schemes as part of the consultation agenda, enabling comments and objections to be legitimately submitted as part of the consultation process.
 - g. Be able to display full documentation and maps on an external viewing site within the Councils website.
 - h. Be able to provide interface with Council services provider (WSP)
 - i. Do all of this to the highest levels of accuracy
- 3.3 If the scope of the MBTMO is expanded, then this would look to the system being able to interface with the Council's PMIS to allow the Council to deliver services in line with the following functional requirements:
- a. The system would aim to interface with the Council's PMIS to provide a graphical representation of bay and street furniture. The styling, zoom, layering and data to be displayed must be configurable by the Council's system administrators.
 - b. The system would aim to interface with the Council's PMIS to support parking & environmental enforcement and support the smooth processing of skip, scaffolding licensing etc. providing a "joined up" solution with visibility of all stages within the PMIS solution.
 - c. The system would aim to include or interface with the Council's PMIS to provide a module and/or functionality to allow for the management of, but not limited to suspensions, Temporary Traffic Management Orders, and all Highways Licensing and street works. The Council will continue to use its existing works ordering system, Confirm.
 - d. The system would aim to interface with the Council's PMIS in order for the Council to process all the suspension, Spurs Match Day (sign flipping), suspension works information etc. in a form and manner that is readily available to Notice Processing staff involved in the investigation and resolution of PCN challenges and representations.
 - e. The system would aim to interface with the Council's PMIS for the Council to easily configurable and set up new CPZs and amend existing CPZs via a map-based GIS system that allows single or multi address selection.

- f. The system would aim to interface with the Council's PMIS for an account holder to manage suspension, highways licence, Temporary Traffic Order Applications and Concessionary travel applications (where possible) within the same account.
- g. The system would aim to include or interface with the Council's PMIS to allow the management of specified permits, including but not limited to permission to park (traders, weddings, funerals), dedicated disabled bays.
- h. The system would aim to interface with the Council's PMIS in order for a Service User to carry out the following stages of the suspensions process end-to-end online, inclusive of but not limited to, request, manage, amend, make payment and cancel a suspension(s). Each stage must be carried out automatically online without any manual back-office user interaction required.
- i. The system would aim to provide an online real-time display of suspended bays across the borough based on where notice or the suspension is currently active; this must be available to both non-account holders and account holders to view freely online via the Council's website.
- j. The system would aim to interface with the Council's PMIS for the service user to suspend one or more spaces within a parking bay using any available bay data. The service user must be able to select spaces based on a map of available spaces for the period specified by the service user, or from a textual pick list with reference to the map of available spaces.
- k. The system would aim to interface with the Council's PMIS in order to determine street furniture and calculate number of suspension signage required for suspension to be implemented on-street and the appropriate text for the signs. The PMIS must automatically generate the correct number of signs needed according to the number of bays/spaces suspended and the length of the street as defined by the Council's PMIS administrators.
- l. The system would aim to interface with the Council's PMIS as an evidence inclusive of but not limited to Traffic Management Orders. The PMIS must provide the functionality for users to consolidate evidence from all sources for formatting prior to incorporation into appeal evidence packs – this must include the functionality to allow the addition of extra evidence and image to be included.
- m. The system would aim to interface with the Council's PMIS ANPR vehicle solution to allow vehicle configuration and facilitate ANPR vehicle operations.
- n. The system would aim to interface with the Council's PMIS PCN challenge self-serve functionality:
 - The integrated solution would aim to be accessible by motorists online and through a mobile phone app.
 - The integrate solution would aim to give motorists instant answers to Penalty Charge Notice queries.

3.4 The evaluation of the potential suppliers revealed 2 likely suppliers Supplier A and Supplier B. Both were suitable for the Councils requirements in providing a platform the MBTMOs. It was identified that one of the suppliers was able to supply the needs of the Council at a considerably lower cost than the other.

4. Price

A selection process under the G-Cloud 11 rules was carried out for this procurement exercise. Following a review of the details and costs this returned a preferred supplier

5. IT Implications

There are no specific IT issues in relation to either of the primary platforms as they both operate on the Cloud and do not directly interact with the Councils IT systems. As listed below there are desires that the preferred platform will be able to interface with the Councils other platform suppliers, namely WSP.

6. Chief Finance Officer Comments

There are no specific finance implications arising from this report.

7. Legal implications

The provision of MBTMOs will be subject to the powers in the Road traffic Regulation Act and confirmation of the final format for these documents and processes are currently being reviewed by Legal Services. The outcome will not influence the outcome of the adoption of the MBTMO process.

8. Equality

The Council has a statutory duty to provide disabled parking bays to residents with severe mobility restrictions. The policy is now being revised to provide dedicated bays, which reserves a space close to an applicant's home or workplace. Disabled parking bays that may be used by any Disabled Badge Holder will still be installed in Town Centres and at other places of interest.

9. Recommendations

It is recommended that following a review of the options available to the Council and the longer term delivery targets identified as needs for the Council that the contract for a map based traffic Order platform be awarded to Supplier B, and that the Council acquire the Supplier B product software to facilitate this.

It is recommended that the Supplier B product be purchased over a 4 year period based on a 2 +1 +1 basis through G-Cloud 11.

A further tender will be issued to obtain rates for the delivery of the necessary surveys and data processing in order that the map based traffic Orders can be completed in a timely fashion.

Ongoing management of the system will be subject to further scrutiny to ensure that the best option is available to the Council. This facility will not be required until the full system is operational, estimated to be in the Summer 2020.