

**STREET LIGHTING CENTRAL MANAGEMENT SYSTEM  
CONTRACT AWARD BRIEFING PAPER- PART I**



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## 1. INTRODUCTION

This officer executive decision contract award briefing paper is in relation to the procurement of a street lighting central management system.

The scope of the requirement includes the design, supply and installation of a Central Management System to control the Council's street lighting infrastructure to deliver the Council's Variable Profiling lighting strategy.

## 2. BACKGROUND

Creating a Variable Profiling lighting strategy offers Plymouth City Council an opportunity to save a significant amount of energy and carbon emissions, BMJ have carried out detailed survey across the UK to study the effects of adoption on strategy, comparing Traffic Collision and Crime Data sourced from police data across 62 local authorities.

The data indicates an overall reduction on traffic collisions, interestingly, a reduction of Burglary, Robbery, Vehicle and Violence is evidenced when such profiling is adopted.

The argument is so pressing, especially if reduction of energy usage, CO<sup>2</sup> emission and Light Pollution is augmented into the reasoning, that many Local Authorities have already adopted or are moving towards such an arrangement, this includes our immediate neighbours (Cornwall, Devon and Exeter) as well as scalable city comparisons – (Bristol & Milton Keynes) it is reported that 85% of all local authorities now dim their street lighting installations.

This strategy must however be based upon consideration of many variables which detailed below, these considerations are laid out in BS5489, ILP:TR27, as well as DFT Transport Analysis Guidance (TAG)

There are four types of lighting requirements for street lighting within this consideration:- residential, commercial, retail and Main Road Networks.

The purpose of carrying out an assessment is to support the proposed dimming profiles that are to be applied and endorse the regime that is then selected for the variable lighting levels. It is recommended in TR25 that the profile regime is reflected across all classifications of roads, to this end, a review of ADT has been averaged across all road types to generate a picture of traffic movement without turning our street lighting installation 'off'

This approach has been benchmarked against industry standards and has been reviewed by an industry expert, Matthew Lugg OBE- Head of Profession at WSP (President of the Chartered Institute of Highways and Transportation CIHT (2018-2019)). And supported by Devon & Cornwall Police The system is based on 'Open Protocol' communication arrangement which enables other applications to the CMS system, including Emergency Services adaptation during emergencies, Monitoring of Air Quality, Road Temperature Sensors for Gritting optimisation, Traffic Data Capture, V2X communication for semi-autonomous future proofing to be added at a future date and this is linked to our TCF2 initiative

### 3. PROCUREMENT PROCESS

The Council chose to use its Highways Terms Maintenance Contract (TMC) with South West Highways as the procurement route for both the purchase of the central management system and the associated design and installation as approved by the Service Director for Street Services on 25<sup>th</sup> September 2023 in accordance with the options set out the TMC and the Council's Contract Standing Orders.

### 4. EVALUATION CRITERIA

#### Design and Installation

It was proposed that the design and installation of the system be directly delivered by South West Highways in accordance with the existing TMC. Supplier selection and award criteria was assessed when the contract was originally awarded and remains sufficient for this contract.

#### Central Management System (IT)

It was proposed that the IT system be purchased by South West Highways via the TMC from 'Telensa' following a competitive two stage procurement process.

The procurement process in question was undertaken by Ringwood (part of the SWH group) on behalf of Milton Keynes City Council which concluded in Telensa being awarded the contract as the supplier offering the most economically advantageous tender.

The Council proposed to award off the back of this process, subject to undertaking the necessary due diligence required to ensure the supplier is suitable to deliver the Council contract and will deliver the contract to the required standard.

The criteria set to undertake this due diligence was as follows:

#### Suitability Criteria

- Experience of working on projects of a similar nature and size
- Holding the necessary policies and certifications - ISO 9001 and ISO 27001 certified
- Demonstrating a sufficient level of competence in relation to health and safety – To include Health & Safety Officers, a Health & Safety Committee, a Health & Safety policy, Fire Marshalls, First Aiders, comprehensive safety training for all permanent building users and adequate safety guidelines for temporary building users
- Demonstrating a sufficient level of competence in relation to quality management - to ISO 9001 certification for the production of tele-cells and base stations

#### Award Criteria

- Competitive pricing
- Agreement to proposed Terms and Conditions
- The ability to perform all supplies, services and works requirements
- The capability to deliver the specification to the required standard
- The capacity to fulfil the contract within the required timescales

## 5. SUMMARY OF EVALUATION

### Design and Installation

Supplier selection and award criteria was assessed when the TMC contract was originally awarded and remains sufficient for this contract.

### Central Management System (IT)

Copies of the Milton Keynes tender documentation, including Telensa's winning tender, was requested as well as an up-to-date proposal from Telensa addressing any Plymouth-specific elements of the requirement.

The documentation was evaluated by Council Officers and South West Highways' & Linc technical support team, all of whom have the appropriate skills and experience, in order to ensure transparency and robustness in the process.

The outcome of this due diligence is contained within the part 2 paper.

## 6. FINANCIAL IMPLICATIONS

Financial provision has been made for this contract within the project budget.

The total cost of the Contract and roll out: £2.5M


## 7. RECOMMENDATIONS

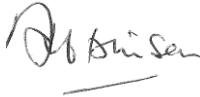
It is recommended that a contract for the design, supply and installation of a street lighting central management system be awarded to South West Highways through the existing TMC for a value of

**£2,500,000.00**

## 8. APPROVAL

### Authorisation of Contract Award

Author (Responsible Officer / Project Lead)	
<b>Name:</b>	Philip Bellamy
<b>Job Title:</b>	Act Head of Highways
<b>Additional Comments (Optional):</b>	
<b>Signature:</b>	
<b>Date:</b>	29/9/2023
<b>Head of Service / Service Director</b>	

[Signature provides authorisation to this award report and award of Contract]			
<b>Name:</b>	Philip Robinson		
<b>Job Title:</b>	Director – Street Services		
<b>Additional Comments (Optional):</b>			
<b>Signature:</b>		<b>Date:</b>	30/10/2023