



Individual Executive Decision Notice

Report title	Average Speed Enforcement – Collaborative agreement	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans Cabinet member for City Environment	
Wards affected	All wards	
Accountable director	Ross Cook, Director of City Environment	
Originating service	City Transportation	
Accountable employee	John Roseblade Tel Email	Head of City Transport 01902 555755 john.roseblade@wolverhampton.gov.uk
Report to be/has been considered by	Cabinet	21 November 2018

Summary

This report seeks approval to enter into collaboration agreements with Walsall, Sandwell and Dudley Council (“the Black Country authorities”), West Midlands Police and the Police and Crime Commissioner to implement, manage and operate the Average Speed Enforcement System.

Recommendation for decision:

That the Cabinet Member for City Environment, in consultation with the Director of Governance:

1. Approve the sign off of the collaborative agreement covering the Black Country Average Speed Enforcement system

Signature
Date:

Signature
Date:

1.0 Background

- 1.1 Approval was granted by Cabinet on 21 November 2018 to continue with the implementation of the Average Speed Enforcement (ASE) system and to commence negotiation with West Midlands Police on a collaboration agreement.

2.0 Report Detail

- 2.1 CWC led on the procurement of a contractor to supply and install the ASE system on behalf of the Black Country authorities.
- 2.2 The process followed the Crown Commercial Services framework RM1089 Traffic Management Technology 2 Lot 2 Traffic Monitoring and Traffic Enforcement Cameras and was a direct call off as there was only one suitable supplier.
- 2.3 A four-year contract was awarded to Jenoptiks Traffic Solutions UK Ltd and this was approved by Cabinet (Resources) Panel on the 15 January 2019.
- 2.4 In parallel negotiations commenced with West Midlands Police to develop a collaboration agreement to operate and manage the ASE system on behalf of the Black Country authorities.
- 2.5 Negotiations have been ongoing, and despite some delays, we have now finalised an agreement that is acceptable to all partners.
- 2.6 Sandwell, Dudley and Walsall have already signed off the agreement and we are currently in the process of attaining the sign off from West Midlands Police and the Police Crime Commissioner.

3.0 Evaluation of alternative options

- 3.1 Consideration of not introducing average speed enforcement should take into account that all other West Midland authorities are either introducing ASE or already have it in place. The West Midland Combined Authority have an aspiration for ASE to be present in each constituent Authority.
- 3.2 In respect of implementing ASE as opposed to Spot speed (Fixed Gatso housings) – Following the successful trial in Birmingham, Solihull and Coventry have recently commenced rolling out ASE across their network. This approach to enforcement is fully endorsed by WMP as it improves the traffic speeds along the route and enables the future introduction of enforcing red light running and ensures a consistent approach to the delivery of speed enforcement across the West Midlands area. Furthermore, the Regional Road Safety Strategy has identified the continued introduction and roll out of ASE across the West Midlands as a key enforcement tool. From national trials reductions in excess of 70% in Killed and Serious Injury collisions have been recorded and significant reductions in traffic speeds and compliance have been observed along installed routes.
- 3.3 Once the locations of fixed spot speed cameras were well known many drivers simply

slowed just in their location.

- 3.4 The selection of locations for ASE is rigorously scrutinised and will be subject to the process outlined in paragraph 3.3 above. This is a legislative process determined by the council and underpinned by the Highways Act 1980, therefore there is no alternative option to deliver this service.

4.0 Reasons for decision

- 4.1 This decision is required to provide the appropriate authority for City of Wolverhampton Council (CWC) to enter into the collaborative agreement with the other Black Country authorities, West Midlands Police and Police Crime Commissioner.

5.0 Financial implications

- 5.1 Detailed financial information was set out in the Cabinet Report dated 21 November 2018 Agenda Item No. 8. The cost of implementing and operating the ASE was shared across the four Black Country Authorities, it was anticipated that revenue generated would cover the costs of borrowing to implement the scheme and ongoing revenue costs of enforcement, any shortfall would be offset through the Highways Management reserve.
- 5.2 During negotiations the financial implications have not changed and remain consistent with what was approved at the above Cabinet meeting, therefore there are no further financial implications to be considered from this report.

[HM/30032020/J]

6.0 Legal implications

- 6.1 The Head of City Transportation along with CWC legal team have led on the negotiation of the collaboration agreement with West Midlands Police, on behalf of the Black Country authorities.
- 6.2 The current agreement, which was based around an existing agreement between Birmingham, Solihull and West Midlands Police, has now been developed and agreed between all partner organisations and sign off has commenced.
- 6.3 The Director of Governance has delegated authority to sign off the agreement on behalf of CWC.

[RR/27032020/ASE]

7.0 Equalities implications

- 7.1 There are no equalities implications arising from the implementation of this scheme.

8.0 Climate Change and Environmental implications

- 8.1 The introduction of ASE as set out in this report will contribute towards improved

environmental benefits. Through controlling traffic speeds congestion can be more easily managed resulting in an improvement in air quality. Further benefits include improving the environmental safety for highway users.

9.0 Human resources implications

- 9.1 The delivery of the project as proposed will fully commit the existing employee resources available to support the introduction of ASE.
- 9.2 Staffing issues relating to the partnering organisations are covered in detail within the collaboration agreement.

10.0 Corporate landlord implications

- 10.1 There are no corporate landlord implications.

11.0 Health and Wellbeing implications

- 11.1 The introduction of ASE and subsequent control and reduction of traffic collisions will have a significant, positive and direct impact on people's health and wellbeing and injuries.

12.0 Schedule of background papers

- 12.1 Cabinet, 21 November 2018 – Agenda item 8 – Average Speed Enforcement across the Black Country.
- 12.2 Cabinet (Resources) Panel 15 January 2019, – Agenda Item 11 – Procurement – Awards of Contracts for Works, Goods and Services

13.0 Appendices

- 13.1 Appendix A – Collaborative Agreement.