



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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Delegated Decisions

Officer Decisions

Delegated Executive and Officer decisions are published every Wednesday and are available at the following link - <https://tinyurl.com/ms6umor>

Cabinet decisions subject to call-in are published at the following link - <http://tinyurl.com/yddrql6>

Notice of call-in for non-urgent decisions must be given to the Democratic Support Unit by 4.30 pm on Friday 15 April 2022. Please note – urgent decisions and non-key Council Officer decisions cannot be called in. Copies of the decisions together with background reports are available for viewing as follows:

- on the Council's Intranet Site at <https://modgov/mgDelegatedDecisions.aspx>
- on the Council's website at <https://tinyurl.com/jhnax4e>

The non-key Council Officer decisions detailed below may be implemented immediately.

Delegated Decisions

1. Council Officer Decision - Paul Barnard (Service Director for Strategic Planning and Infrastructure)

1.1 Southway to Plymbridge Road Walking and Cycling Improvements Scheme - Phase 2 Scope Increase **(Pages 1 - 14)**

2. Council Officer Decision - Anthony Payne, Strategic Director for Place

2.1 Procurement of technical support contract to help deliver structural inspections, technical support and provide other specialist/expert advice **(Pages 15 - 20)**

2.2. Procurement authorisation for replacement of the six Torpoint Ferry chain gantries between 2023 and 2025 **(Pages 21 - 28)**

EXECUTIVE DECISION

made by a Council Officer



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL COUNCIL OFFICER


Executive Decision Reference Number – COD23 21/22

Decision	
1	Title of decision: Southway to Plymbridge Road Walking and Cycling Improvements Scheme - Phase 2 Scope Increase
2	Decision maker: Paul Barnard, Service Director Strategic Planning and Infrastructure
3	Report author and contact details: Jim Woffenden, Transport Planning Officer 01752 307712 jim.woffenden@Plymouth.gov.uk
4a	Decision to be taken: To issue a compensation event to South West Highways to increase the scope of phase 2 of the Southway to Plymbridge road walking and cycling improvement scheme within the currently available budget for the project.
4b	Reference number of original executive decision or date of original committee meeting where delegation was made: T27 21/22
5	Reasons for decision: <p>Executive Decision T27 21/22 provided authority to award a contract for the delivery of a reduced scope phase 2 scheme. The scope had been reduced in order to hold sufficient funds in reserve as local match for a funding bid that would have enabled delivery of Phase 3 of the Southway to Plymbridge Road walking and cycling scheme. Funding has not been awarded and therefore phase 3 is not affordable. This means that the local match funding that had been allocated to phase 3 can now be reallocated to increase the scope of the Phase 2 works through a compensation event, maximising the scale of improvements.</p> <p>This decision will enable delivery of as much of the scheme as possible with the funds available within a single contract in order to maximise benefits and value for money and minimise overall disruption on the network.</p>
6	Alternative options considered and rejected: <p>The alternative option is to proceed with the reduced scope scheme but this would reduce the extent of the benefits achieved. To then deliver the additional elements at a later point would be substantially</p>

	more costly, and cause additional disruption.		
7	Financial implications and risks: The additional scope is entirely funded through the Northern Corridor Strategic Cycle Network programme.		
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No
			X
		X	
			Per the Constitution, a key decision is one which: in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
8b	If yes, date of publication of the notice in the Forward Plan of Key Decisions		
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget: This scheme forms part of the TCF tranche one Northern Corridor programme, which delivers the following benefits:		
	<u>'Growing Plymouth</u> Support the local economy and facilitate economic development The very strong BCR set out in the economic appraisal for the TCF tranche 1 programme of walking and cycling improvements indicates a substantial benefit to the economy. There are 13, 000 new jobs planned on the northern corridor by 2034 via major employment sites, including nationally significant medical and education facilities, the Science Park, Becton Dickinson and Plessey. This bid improves access to these employment sites, enterprise zones and development sites offering employment opportunities. <i>Support housing delivery</i> There are also 9,350 new houses planned on the corridor by 2034. <i>Reduce carbon emissions by increasing the volume and proportion of journeys made by low carbon sustainable modes</i> The whole corridor already experiences significant congestion with most junctions at or near to capacity at peak times. This will inevitably worsen, further impacting on reliability and attractiveness for all modes unless action is taken to improve the alternatives to the private car. This level of growth presents an opportunity to support that		

		<p>growth by dramatically increasing the use of healthy, low carbon, sustainable modes of transport and improving journey reliability.</p> <p><u>A Caring Council</u></p> <p>Two air quality management areas located on this corridor are expected to benefit.</p> <p>The benefits set out below can be expected to disproportionately benefit lower income groups:</p> <ul style="list-style-type: none"> • Improved access to services, training and employment. • Encouraging modal shift away from the private car, thereby reducing congestion and accidents. • Reduced community severance • Reduced vehicle noise; several noise important areas are identified on the corridor. <p>This scheme will also help address physical inactivity which is a major problem in Plymouth with just 18.6% of the adult population exercising for 30 minutes three times a week. Physical inactivity is estimated to cost the NHS £4.1 million pa with far greater costs to the wider economy.</p> <p><u>Climate emergency</u></p> <p>Plymouth City Council declared a Climate Emergency in March 2019, pledging the city to become carbon neutral by 2030. Road transport represents 28% of the city's carbon footprint, a proportion that is set to increase. Encouraging more trips to be made by walking and cycling is essential if the Council's commitments are to be met.</p>	
10	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>	<p>The construction of the additional elements of the scheme will directly lead to carbon emissions like any other construction project. However, because the additional elements help make walking and cycling more attractive compared to travel by private car, it will encourage and enable people to travel more sustainably. With road transport representing 28% of carbon emissions, a proportion that is expected to increase, improving the attractiveness of sustainable transport options compared to driving is necessary if the council is to meet its commitments around Climate Emergency.</p>	
Urgent decisions			
11	<p>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</p>	<p>Yes</p> <p>No</p>	<p>(If yes, please contact Democratic Support for advice)</p> <p>X</p> <p>(If no, go to section 13a)</p>

I2a	Reason for urgency:		
I2b	Scrutiny Chair signature:		Date
	Scrutiny Committee name:		
	Print Name:		
Consultation			
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes	
		No	X (If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?	None	
I3c	Date Cabinet member consulted	N/A	
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	If yes, please discuss with the Monitoring Officer
		No	X
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne
		Job title	Strategic Director for Place
		Date consulted	4/04/2022
Sign-off			
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS137 21/22
		Finance (mandatory)	pl.22.23.02.
		Legal (mandatory)	LS/38395/JP/050422.
		Human Resources (if applicable)	NA
		Corporate property (if applicable)	NA
		Procurement (if applicable)	NA
Appendices			
I7	Ref.	Title of appendix	
	A	Briefing report for publication	

	B	Equalities Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below.				
		No	X					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Council Officer Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							
Signature					Date of decision		06.04.22	
Print Name		Paul Barnard						

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SOUTHWAY TO PLYMBRIDGE WALKING AND CYCLING IMPROVEMENTS – PHASE 2 SCOPE INCREASE

Executive Decision briefing note

**PROJECT SUMMARY**

The complete Southway to Plymbridge scheme, part of the Transforming Cities Fund programme, will provide 4.7 km of off-road strategic cycle network, connecting Southway, an area of deprivation to the Northern corridor and Eastern corridor growth areas along with leisure opportunities on the Plym Valley Trail. The route also connects the eastern corridor to employment opportunities on the northern corridor via the Plym Valley Trail. The first phase, completed in June 2021 consisted of walking and cycling improvements in Southway as well as substantial improvements to two shared use paths connecting Plymbridge Road to Miller Way.

Phase 2 and phase 3 of the project delivers walking and cycling improvements alongside Plymbridge Road and other roads that connect to Plymbridge Road.

DECISION TO BE TAKEN

To issue a compensation event to South West Highways to increase the scope of phase 2 of the Southway to Plymbridge road walking and cycling improvement scheme within the currently available budget for the project.

REASONS FOR DECISION

Executive Decision T27 21/22 provided authority to award a contract for the delivery of a reduced scope phase 2 scheme with a contract value of £850,480. The scope had been reduced in order to hold sufficient funds in reserve as local match for a funding bid that would have enabled delivery of Phase 3 of the Southway to Plymbridge Road walking and cycling scheme. Funding has not been awarded and therefore phase 3 is not affordable. This means that the local match funding that had been allocated to phase 3 can now be reallocated to increase the scope of the Phase 2 works through a compensation event, maximising the scale of improvements.

This decision will enable delivery of as much of the scheme as possible with the funds available within a single contract in order to maximise benefits and value for money and minimise overall disruption on the network.

These additional improvements that will be delivered through these additional funds have already been consulted on. They include:

- An additional length of traffic free walking and cycling route along the south side of Plymbridge Road.
- Traffic free walking and cycling route connecting the recently improved path to Miller Way via Yardley Gardens.
- Additional off-road improvements and crossings providing connections onto Estover Road.

The council will continue to seek funding opportunities to deliver phase 3 of this project.

SCHEME OBJECTIVES

Plymouth's population is forecast to reach 300,000 by 2034, an increase of 17%, with an accompanying increase in economic opportunity. Modelling forecasts show that by 2034, even with currently committed transport schemes and modal shift away from private car to sustainable transport of between 5 and 10%, congestion will worsen. Specifically, congestion is impacting on public transport reliability on the Northern corridor.

28% of Plymouth households do not have access to a vehicle, with this increasing to 45% in some neighbourhoods served by the northern corridor. An expanding and improving walking and cycling network, linking to new jobs in key growth areas will help create inclusive, low carbon growth, improve productivity and

address unemployment which is currently 4.7% –1.4% higher than the regional average, and 0.3% higher than the national average.

To address this sustainably, and help make Plymouth an attractive place in which to live, work and invest, the Joint Local Plan identifies that major infrastructure investments are needed. With 67% of Plymouth commuters working in the city, and with 38% of car journeys less than 2km, walking and cycling have a key role to play.

With transport representing around 28% of carbon emissions¹, a proportion that is set to increase substantially, investment in walking and cycling to reduce overall car trips through a substantial transfer from private car is essential if we are to meet the Council's pledge to make Plymouth carbon neutral by 2030. This scheme will also help address physical inactivity which is a major problem in Plymouth with just 18.6% of the adult population exercising for 30 minutes three times a week. Physical inactivity is estimated to cost the NHS £4.1 million pa with far greater costs to the wider economy.

TARGET COST AND FINANCE

The planned compensation event that is the subject of this decision, is entirely funded from the Northern Corridor SCN Growth Deal funding award.

COMPENSATION EVENT COST

This decision increases the expected value of the target cost by £591,000. This will increase the overall value of the contract with SWH to a total of £1,441,480.

DELIVERY TIMESCALES

The main works for the 2nd phase of the scheme is planned to start in April, 2022, with construction planned to finish in September with the additional scope.

MEMBER AND STAKEHOLDER SUPPORT

The delegated decision to approve the orders to enable the scheme to be implemented was made by the Cabinet member for Transport and Highways on 17th of November, 2021, details of which are available [here](#). This decision included the elements that are included in this increase in scope.

The Cabinet Member for Strategic Planning and Infrastructure was consulted on the proposal to increase the scope of this contract on 30 March 2022.

ALTERNATIVES CONSIDERED

The alternative option is to proceed with the reduced scope scheme but this would reduce the extent of the benefits achieved. To then deliver the additional elements at a later point would be substantially more costly.

¹ <http://naei.beis.gov.uk/>

TRANSFORMING CITIES FUND – TRANCHE I

Creating a world class sustainable transport system.



<p>STAGE 1: What is being assessed and by whom?</p>	
<p>What is being assessed - including a brief description of aims and objectives?</p>	<p>Transforming Cities Fund – Tranche I</p> <p><u>Aims:</u></p> <ul style="list-style-type: none"> • Improvements to walking and cycling, improving both the main north/south and east/west corridors and access to these corridors, thereby increasing the catchment area for access to the main cycle routes. • An extension of real time information provision to encourage bus patronage and an improved journey experience, through new or upgraded Real Time Passenger Information screens, new bus shelters and web departure boards in key employment locations. • A significant increase in Electric Vehicle chargepoints removing one of the barriers to drivers switching to EV and ensuring the city has the infrastructure to encourage and grow EV use. • Improvements for the passenger experience at Plymouth Stations. <ul style="list-style-type: none"> ○ Plymouth Station Tranche I bid will provide improvements to the concourse, including a new, wider Gateline which is currently a source of passenger delay and congestion.

STAGE 1: What is being assessed and by whom?	
	<p>Objectives:</p> <ul style="list-style-type: none"> • Support the local economy and facilitate economic development, for example by improving access to centres of employment, Enterprise Zones, and development sites that have the potential to create additional jobs, reducing congestion, or improving the reliability and predictability of journey times. • Reduce carbon emissions. • Support housing delivery. • Bring about improvements to air quality, particularly to support compliance with legal limits in those areas where NO2 exceedances have been identified and are in the process of developing plans.
Responsible Officer	Sally Farley
Department and Service	Strategic Planning and Infrastructure
Date of Assessment	21/12/2018

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Age	50+ Plymouth - 34.1% (nationally - 33.3%) • 75+ Plymouth -	The scheme is not anticipated to have any adverse impact on specific age groups.	N/A	N/A


STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	<p>7.6% (nationally - 7.5%)</p> <ul style="list-style-type: none"> • 0-15 Plymouth - 17.5% <p>(nationally - 20.2%)</p> <ul style="list-style-type: none"> • Over 75's predicted to rise faster than any other group (19k in 2011 to 24k in 2021). 			
Disability	<p>31,164 people declared themselves having long term health problem or disability.</p>	<p>The scheme is not anticipated to have any adverse impact on specific disability groups.</p>	<p>Crossings and other facilities will be provided to support the visually and mobility impaired.</p>	
Faith, Religion or Belief	<p>Christian 148,917 people (58.1%).</p> <p>Islam</p>	<p>The scheme is not anticipated to have any adverse impact on specific faiths, religions</p>	<p>N/A</p>	

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	<p>2,078 people (0.8%).</p> <p>Buddhism 881 people (0.3%).</p> <p>Hinduism 567 people (0.2%) described their religion as Hindu.</p> <p>Judaism 168 people (0.1%)</p> <p>Sikhism 89 people (<0.1%)</p>	<p>or beliefs.</p>		
<p>Gender - including marriage, pregnancy and maternity</p>	<p>50.6% of population are women.</p> <p>Of those aged 16 and over 90,765 (42.9%) people are married. 5,190 (2.5%) are separated and still legally married or legally in a same-sex civil partnership. 7</p> <p>34 Civil Partnership Formations in Plymouth in 2013</p>	<p>The scheme is not anticipated to have any adverse impact on specific faiths, religions or beliefs.</p>	<p>N/A</p>	

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Gender Reassignment	0 Teenage conceptions in Derriford West & Crownhill in 2012. 26 referrals from Plymouth were made to the Newton Abbot clinic, in 2013/14 to February 6.	The scheme is not anticipated to have any adverse impact on specific gender reassignment.	N/A	
Race	92.9% of Plymouth's population identify themselves as White British. 7.1% identify themselves as Black and Minority Ethnic (BME) with White Other (2.7%), Chinese (0.5%) and Other Asian (0.5%) the most common ethnic groups.	The scheme is not anticipated to have any adverse impact on specific race.	N/A	
Sexual Orientation -including Civil Partnership	It estimated that there are 12,500 – 17,500 Lesbian, gay or bi-sexual people aged over 16.	The scheme is not anticipated to have any adverse impact on specific sexual	N/A	

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
		orientation group.		

STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken				
Local Priorities	Implications		Timescale and who is responsible?	
Reduce the inequality gap, particularly in health between communities.	It is not anticipated to have an impact on the inequality gap, particularly in health between communities.		2019/2020 Head of Transport, Infrastructure & Investment.	
Good relations between different communities (community cohesion).	It is not anticipated to have an impact on good relations between communities.		2019/2020 Head of Transport, Infrastructure & Investment.	
Human Rights	It is not anticipated that people's human rights will be impacted upon by the scheme.		2019/2020 Head of Transport, Infrastructure & Investment.	

STAGE 4: Publication				
Director, Assistant Director/Head of Service approving EIA.		Date		
			22/05/2019	

EXECUTIVE DECISION

made by a Council Officer



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL COUNCIL OFFICER

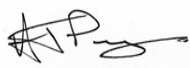
Executive Decision Reference Number – COD24 21/22

Decision	
1	Procurement of technical support contract to help deliver structural inspections, technical support and provide other specialist/expert advice
2	Decision maker (Council Officer name and job title): Anthony Payne, Strategic Director for Place
3	Report author and contact details: Adrian Trim – 307729 adrian.trim@plymouth.gov.uk
4	Decision to be taken: Authorisation for the procurement of a technical support contract that contributes to Tamar Crossings delivering a critical service.
4b	Reference number of original executive decision or date of original committee meeting where delegation was made:
	L50 21/22
5	<p>Reasons for decision:</p> <p>The Tamar Bridge Act 1957 and subsequent revised Acts require the Joint Authorities to operate, maintain and improve the crossings.</p> <p>Following an approval at full Council in January 2022 of the Tamar Bridge and Torpoint Ferry Budget and Business Plan this procurement is required to deliver the business plan.</p> <p>The preferred option is to appoint a suitably experienced consultant to provide the required technical support. The consultant will be managed by the current engineering team based at the Tamar Bridge and Torpoint Ferry.</p> <p>Procuring this support contract will enable the continued safe operation of the Tamar Bridge for the next 4 + 2 years, funding the maintenance and operation of the undertaking.</p>
6	<p>Alternative options considered and rejected:</p> <p>Option 1 – Do nothing</p> <p>This is not considered a viable option. The technical support contract is required and Tamar Crossings require a specialist/expert consultant to support the organisation to deliver its mission and organisational goals and assisting in fulfilment of the joint authorities' Statutory obligations to maintain and improve the crossing under the Tamar Bridge Act 1957 and subsequent revised Acts.</p>

	<p>Option 2 – Do minimum</p> <p>This is not a viable option. Whilst it has been considered along with alternative options, the undertaking requires the support of a specialist consultant and there is not an option to reduce the scope of the contract or to reduce the duration of the contract. The current scope has been refined over many years and the requirements cover the minimum scope for the organisation to still meet its mission and organisational goal</p> <p>Option 3 – Procure ad-hoc technical services on an ‘as and when required’ basis</p> <p>This is not considered a viable option. The scope of the contract requires ongoing support as described above in section 1.1 and 1.2. The procurement rules and processes currently in place, along with the protracted timeframes involved means it would be very inefficient to obtain services on an ‘as and when required’ basis. Additionally, from a Clients perspective it would be very difficult to develop open and collaborative relationships which generally provides a significant overall benefit for all parties.</p>		
7	<p>Financial implications: Tamar Bridge is funded on a ‘user pays’ basis, where the tolls are used for both operational, support and maintenance requirements. There are limited impacts on the Council MTFP regarding funding, other than financing Member and Officer involvement.</p>		
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	<p>No</p>	<p>Per the Constitution, a key decision is one which:</p> <p>X in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</p> <p>X in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million</p> <p>X is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.</p>
	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>		
9	<p>Please specify how this decision is linked to the Council’s corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p>	<p>As a regional centre, Plymouth plays a major role economically, culturally and industrially, providing a focus for the innovation, technology and for the quality of life that it offer. The Tamar Bridge crossing is a vital strategic and local link that plays a key role in the City’s ambitions to become a world class City.</p>	

10	Please specify any direct environmental implications of the decision (carbon impact)	No Direct Environmental Impact.		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?			(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No		(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
				(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Jonathan Drean, Cabinet Member for Transport		
13c	Date Cabinet member consulted	March 30 th 2022		
14	Has any Cabinet member declared a conflict of interest in relation to the decision?			If yes, please discuss with the Monitoring Officer
		No		
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director – Place	
		Date consulted	March 30th 2022	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS137 21/22	
		Finance (mandatory)	LS/38428/AC/8422	
		Legal (mandatory)	djn.22.23.03	

		Human Resources (if applicable)						
		Corporate property (if applicable)						
		Procurement (if applicable)						
Appendices								
17	Ref.	Title of appendix						
	A	Briefing report for publication (<i>mandatory</i>)						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?							
		No	<p>If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below.</p> <p>(Keep as much information as possible in the briefing report that will be in the public domain)</p>					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7

Cabinet Member Signature			
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached (where required).		
Signature		Date of decision	08/04/2022
Print Name	Anthony Payne		

Appendix A

Briefing Report

1.0 Introduction

- 1.1 The Tamar Bridge crossing forms part of a 'joint undertaking' provided by Plymouth City Council and Cornwall Council, operating under statute since 1953.
- 1.2 The bridge was opened in 1961 and is owned by the joint Authorities of Cornwall Council and Plymouth City Council and is operated and maintained by the Tamar Bridge & Torpoint Ferry Joint Committee (TBTF) formed by the two Authorities. The TBTF mission is to provide safe, reliable and efficient crossings of the Tamar, now and into the future.
- 1.3 The bridge carries approximately fifty thousand vehicles per day and has seen significant capital investment over the last 20 years. Ongoing investment is required to ensure that the bridge continues to be inspected, maintained and improved in line with contemporary standards in order that it can continue to meet the key strategic objectives of the organisations.
- 1.4 The crossing is operated on a 'user pays' basis, with the tolls covering operational and maintenance costs, (hence no cost to the Council for this procurement) delivering public crossings at the Bridge 24/7 365.
- 1.5 The procurement of specialist services are a regular occurrence, as would be expected, as the bridge and ferries is a bespoke structure that provides a key road link on the Devon / Cornwall border, crossing the river Tamar, with the A38 forming part of the Strategic Road Network (SRN) nationally.
- 1.6 The Tamar Bridge and Torpoint Ferry Technical Support Contract is an essential requirement providing support with annual structural inspections and other special inspections at the Tamar Road Bridge, expert advice on particularly specialist aspects of

the bridge structure and fulfilling the role of Principal Designer under the Construction (Design and Management) Regulations 2015 regulations. Additionally, the contract provides inspection support and advice on key elements of the Torpoint Ferries shoreside infrastructure.

- 1.7 The current contract with Aecom, awarded at the end of 2015, ran from 2016-2021. For a range of reasons, including a lack of market appetite to tender for the contract due to unprecedented levels of work, the existing contract was modified in December 2021 and extended for a further 12 months under the Public Procurement Regulations 2015 – Regulation 72.
- 1.8 This procurement is for the re-tender of the Technical Support Contract to run from January 2023 – December 2029.
- 1.9 In recent years there has been significant investment in the bridge, infrastructure and operations to ensure that the organisation can meet its key strategic aims and objectives. Continual investment is necessary to ensure that the bridge is operated, maintained and improved according to contemporary standards and to meet future service demands.
- 1.10 The current Technical Support Contract remains in line with the requirements of Tamar Crossings, and it provides the essential technical support that enables Tamar Crossings to deliver its organisational goals to safely operate, maintain and improve the crossings.
- 1.11 This contract will also assist the joint authorities in fulfilling their Statutory obligations under The Tamar Bridge Act 1957 and subsequent revised Acts to maintain and improve the crossing.

2.0 Improving resilience and efficiency in procurement and Contract Award

2.1 Currently the process to procure and award a contract is the responsibility of both Councils, however the policy and process of both Councils differ, giving rise to anomalies and additional administration regarding timing, procurement decisions, application and contract award. Work is currently underway to simplify the procurement and contract award process in respect of the Tamar Bridge and Torpoint Ferry.

EXECUTIVE DECISION

made by a Council Officer



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL COUNCIL OFFICER

Executive Decision Reference Number – *COD25 21/22*

Decision	
1	Title of decision: Procurement authorisation for replacement of the six Torpoint Ferry chain gantries between 2023 and 2025
2	Decision maker (Council Officer name and job title): Anthony Payne, Strategic Director for Place
3	Report author and contact details: Adrian Trim, Adrian.trim@plymouth.gov.uk EXT 7729
4a	Decision to be taken: Authorisation for Cornwall Council to procure a design and build contract to replace the six Torpoint Ferry Gantries, term of contract 3 years, cost £.973 M.
4b	Reference number of original executive decision or date of original committee meeting where delegation was made: L50 21/22
5	Reasons for decision: The Tamar Bridge Act 1957 and subsequent revised Acts require the Joint Authorities to operate, maintain and improve the crossings. Following an approval at full Council in January 2022 of the Tamar Bridge and Torpoint Ferry Budget and Business Plan this procurement is required to deliver the business plan. An options study concluded that a phased replacement with gantries utilising the same suspended weight principal as the current gantries built to modern engineering and safety standards is the best solution.
6	Alternative options considered and rejected: Not to proceed with procurement and contract award – Rejected on the basis that the gantries are required to ensure that the ferries are able to operate and operate safely, maintenance and periodic replacement of these structures are an integral requirement of the ferry operation.
7	Financial implications and risks: Tamar Bridge and Torpoint Ferry are funded on a 'user pays' basis, where the tolls are used for both operational and maintenance requirements. There are limited impacts on the Council MTFP regarding funding, other than financing Member and Officer involvement.

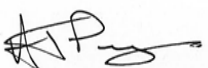
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)		No	Per the Constitution, a key decision is one which:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
			x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
8b	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	As a regional centre, Plymouth plays a major role economically, culturally and industrially, providing a focus for the innovation, technology and for the quality of life that it offer. The Tamar Bridge crossing is a vital strategic and local link that plays a key role in the City's ambitions to become a world class City.		
10	Please specify any direct environmental implications of the decision (carbon impact)	No Direct Environmental Impact		

Urgent decisions

11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?			(If yes, please contact Democratic Support for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair signature:		Date	
	Scrutiny Committee name:			
	Print Name:			

Consultation

13a	Are any other Cabinet members' portfolios affected by the decision?	Yes	<input checked="" type="checkbox"/>	
				(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Jonathon Drean, Cabinet member for Transport		
13c	Date Cabinet member consulted	30/03/21		
14	Has any Cabinet member declared a conflict of interest in relation to the decision?			If yes, please discuss with the Monitoring Officer
		No	<input checked="" type="checkbox"/>	
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	30/03/22	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS138 21/22	
		Finance (mandatory)	LS/38427/AC/8422	
		Legal (mandatory)	djn.22.23.04	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	N/A	
Appendices				
17	Ref.	Title of appendix		
	A	Briefing report for publication		
Confidential/exempt information				
18a	Do you need to include any confidential/exempt information?			If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below.
		No	<input checked="" type="checkbox"/>	
		Exemption Paragraph Number		

		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Council Officer Signature								
20	<p>I agree the decision and confirm that it is not contrary to the Council’s policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council’s duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.</p>							
Signature				Date of decision	08/04/2022			
Print Name	Anthony Payne							

Appendix A

Briefing Report

1.0 Introduction

1.1 The Torpoint Ferries Crossing forms part of a 'joint undertaking' with Tamar Bridge that is provided by Plymouth City Council and Cornwall Council, operating under statute since 1953.

1.2 The crossings are operated on a 'user pays' basis, with the tolls covering operational and maintenance costs, (hence no cost to the Council for this procurement) delivering public crossings at the Bridge 24/7 365.

1.3 The procurement of specialist services are a regular occurrence, as would be expected, as the both Ferry and Bridge are bespoke structures that provide key road links on the Devon / Cornwall border, crossing the river Tamar, with the A38 forming part of the Strategic Road Network (SRN) nationally.

1.4 The Torpoint Ferry service, joining the A374, consists of three chain ferries that form a vital link across the Tamar estuary between the town of Torpoint in Cornwall and the city of Plymouth in Devon. The service is jointly owned by Cornwall Council and Plymouth City Council. And is important for the movement of both people and goods. The ferries came into service in 2004 and 2005 and their expected service life is over 25 years

1.5 The service operates 24 hours a day, 365 days a year, with service provision varying from a three ferry service at peak times to a single ferry overnight. Current 2-way traffic volume is approximately 2.4 million vehicles and 800k pedestrians and cyclists per annum. This is a mix of routine commuter traffic and recreational users, commercial vehicles, and all 'blue light' emergency service vehicles that provide cover to the Rame Peninsula.

1.6 With no means of steering each of the three chain ferries are guided across the Tamar Estuary between slipways sited at Torpoint and Devonport by a pair of 650m long parallel chains positioned 20 metres apart attached at either end to the slipways. Each ferry is propelled by two electrically driven chainwheels that draw chain into and through the vessel, the ferry being pulled through the water by the tension created in the chains.

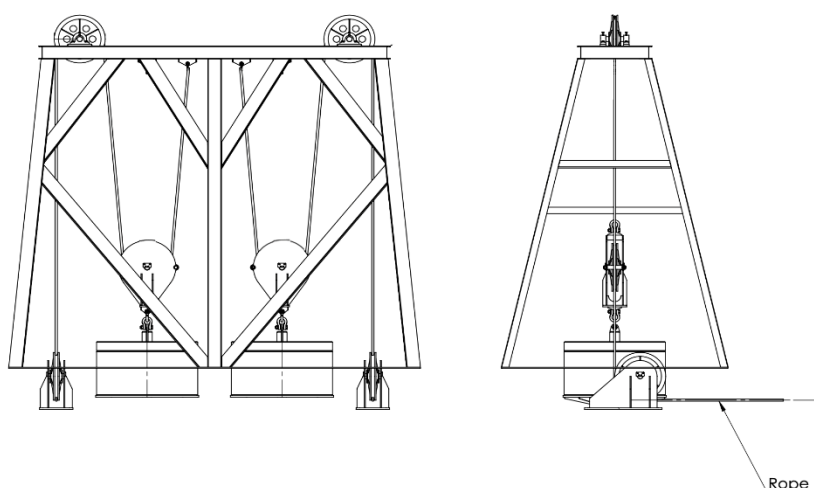
1.7 As a ferry approaches the berthing position on a slipway the speed of the chainwheels is gradually reduced to zero and the vessel uses its own momentum to safely coast at low speed into position on the slipway. Under these conditions with the transfer of chain through the vessel stopped and the ferry still moving forward under its own momentum, the chain at the front of the vessel becomes slack and the tension to pull and guide the vessel into position is reduced.

1.8 Under these conditions a vessel cannot be allowed to drift, it must be pulled and guided into position at right angles to the slipway into a relatively constrained berth. The reduction in chain tension to guide, pull in and hold a ferry in position becomes critical in ensuring that a ferry can berth safely.

1.9 To compensate for the reduced tension a suspended weight of approximately 12 tonnes is attached to the end of each chain by a wire rope through a moving pulley block and sheave system. If the tension in a chain falls below the 6 tonnes produced by the suspended weight at any time the weight moves downwards to take up slack in the chain and restore the tension.

1.10 The tension produced by the suspended weights is sufficient to keep the chains tight enough to both pull and guide a ferry on to the slipway under all tidal and weather conditions. The equal tension in each chain also acts to pull a ferry squarely onto a slipway without the vessel slewing around to enable safe loading and unloading of vehicles. In addition, the tension acts as to anchor a ferry to the slipway during loading and unloading of vehicles, this is critical especially under adverse wind and tidal conditions. If this system was not in place and the ends of the chains were simply secured to the slipway there would be the risk that under certain tide and wind conditions a vessel would slew around and not be able to safely berth square onto the slipway for loading and unloading of vehicles, and once berthed not be held tight against the slipway.

1.11 The two suspended weights and associated pulley block and sheave systems associated with the end of each pair of parallel chains are attached to a steel framework. The framework, weights, sheaves and pulley systems are collectively known as a gantry. In total there are six gantries, three sited at Devonport and three at Torpoint. Of the six, four were constructed in the 1920s and the remaining two in the 1970s. An illustrative drawing of a gantry is shown below.



1.12 In guiding and anchoring the ferries the six gantries are essential to the safe operation of the ferry service and without the function they provide only a limited ferry service would be possible. The service would have to be suspended under certain tidal and adverse wind conditions when it became unsafe to bring a ferry on to a slipway. Based on observation that

the additional tension provided by the gantries is required for berthing in the top quarter of the slipway when the tidal level is over 4.5m, it is estimated that the ferry service would have to be suspended for 30% of the current 24 hour 365 day a year service. The timing and length of each of the out of service periods varying to follow the tidal cycle. This would impose a significant operating constraint and put the viability of the ferry service in doubt.

2.0 Improving resilience and efficiency in procurement and Contract Award

2.1 Currently the process to procure and award a contract is the responsibility of both Councils, however the policy and process of both Councils differ, giving rise to anomalies and additional administration regarding timing, procurement decisions, application and contract award. Work is currently underway to simplify the procurement and contract award process in respect of the Tamar Bridge and Torpoint Ferry.

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