



Oversight and Governance

Chief Executive's Department

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Delegated Decisions

Delegated Executive/Officer Decisions

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

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 decisions detailed below may be implemented immediately.

Delegated Decisions

I. Officer Decision - Karime Hassan (Interim Strategic Director for Growth):

Ia. COD04 24/25 - Tamar Bridge and Torpoint Ferry Fabrication and Support Services Contract **(Pages 1 - 42)**

EXECUTIVE DECISION

made by a Council Officer



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


Executive Decision Reference Number – COD04 24/25

Decision	
1	Title of decision: Tamar Bridge and Torpoint Ferry Fabrication and Support Services Contract
2	Decision maker (Council Officer name and job title): Karime Hassan (Interim Strategic Director for Growth)
3	Report author and contact details: Adrian Trim (Lead Officer for Tamar Crossings) 01752 307729 adrian.trim@plymouth.gov.uk
4a	<p>Decision to be taken:</p> <p>To approve the award of contract following the successful procurement tender process administered and led by Cornwall Council of a Fabrication and Support contract for Tamar Crossings.</p> <p>The Tamar Bridge Act 1957 and subsequent revised Acts require the Joint Authorities to operate, maintain and improve the crossings.</p> <p>There are a wide range of essential and routine fabrication, welding repairs and maintenance requirements across both operations and these services have been provided by a local contractor under contract since 2020. That contract expires in 2025.</p> <p>A re-contract for the service for Fabrication, Structural Repairs & Maintenance Support, circa £3m, (PCC and CC are equally liable 50% each of the associated financial risk) over a 10 year contract life, a 4 year contract with a 4 year and then 2 year extension option.</p>
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 current Fabrication 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. Tamar Bridge operates on a 'User pays' basis, procuring this support contract will enable the continued safe operation of the Tamar Bridge for the next 4 + 4 + 2 years, funding the maintenance and operation of the undertaking.</p>
6	Alternative options considered and rejected:

	<p>OPTION 1 – Do Nothing – let the current contract lapse</p> <p>This option is not considered realistic or viable. The organisation requires the services set out above.</p> <p>OPTION 2 – Develop an in-house maintenance team to cover both sites</p> <p>This option has been considered on several occasions. However, it is currently not considered desirable or practical. The ferry already utilise an in-house team of mechanics, electricians and fitters who perform key routine maintenance roles specifically on the ferries. There is no crossover of skills that could be utilised at the bridge and bolstered with a team of fabricators/welders working across both sites. Additionally, the two sites do not have sufficient workshop/fabrication facilities or space to develop such facilities.</p>			
7	<p>Financial implications and risks:</p> <p>The value of the contract is £0 - £3.73m over a 10 year period based on a spend of upto £300k per annum as approved in the TBTF annual plan approved by City Council. This is a call off contract with no guarantee of spend.</p> <p>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 the risk associated with insufficient income to cover operating costs.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	<p>Yes</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 £1million</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>
8b	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>	N/A		
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 offers. Tamar Crossings crossings are vital strategic and local links that play a key role in the City’s ambitions to become ‘One of Europe’s most vibrant waterfront cities, where an outstanding quality of life is enjoyed by everyone’.</p>		

10	Please specify any direct environmental implications of the decision (carbon impact)	No direct environmental impacts.		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(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	Which Cabinet Member's portfolio does this decision relate to?	Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)		
13b	Date Cabinet Member consulted	1 November 2024		
13c	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section 14)
13d	Which other Cabinet member's portfolio is affected by the decision?			
13e	Date other Cabinet member(s) consulted			
14	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	
15	Which Corporate Management Team member has been consulted?	Name	Philip Robinson	
		Job title	Service Director Street Services - Philip Robinson (Acting CMT Member)	
		Date consulted	22 October 2024	
Sign-off				
16		Democratic Support (mandatory)	JS77 24/25	

	Sign off codes from the relevant departments consulted:		Finance (mandatory)		DJN.24.25.138				
			Legal (mandatory)		LS/2960(30)/JP/021224				
			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							
	B	Equalities Impact Assessment							
	C	Climate Impact Assessment							
	D	Part 2 Briefing Report							
	E	Reg84 – Fabrication Support Contract							
	F	CC Procurement Business Case							
Confidential/exempt information									
18a	Do you need to include any confidential/exempt information?		Yes	x	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						
			Exemption Paragraph Number						
			1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:								
	Appendix D Briefing Report				x				
	Appendix E Reg84 – Fabrication Support Contract Report				x				
	Appendix F CC - Procurement Business Case CC				x				
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	09/12/24
Print Name	Karime Hassan (Interim Strategic Director Growth)		

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.
- 1.5 The procurement of Fabrication and Support services are a regular occurrence, as would be expected, as the bridge and ferries are bespoke structures that provides key road links on the Devon / Cornwall border, crossing the river Tamar, with the A38 forming part of the Strategic Road Network (SRN) nationally.
- 1.6 Significant investment in maintenance to the bridge, ferry infrastructure and operations have continued over recent years to ensure that the organisation can meet its key strategic aims and objectives. As well as the larger capital projects there are many routine and ad-hoc maintenance requirements. These routine maintenance and support tasks are equally as important on a day to day or week to week basis, as the larger, long-term projects.
- 1.7 Compromising some of the routine maintenance activities or lack of availability of operatives may have a more immediate impact on users of the crossings, particularly where a quick response or reaction time is required – i.e. mechanical defect on the ferry requiring an immediate resolution or other intervention.
- 1.8 This procurement is for the re-tender of the Fabrication and Support Contract to run from January 2025 – December 2035, subject to meeting extension criteria.
- 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 Fabrication and Support Contract remains in line with the requirements of Tamar Crossings, and it provides the essential 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 Procurement and Contract Award

2.1 Currently the process to procure and award a contract is the responsibility of both Councils.

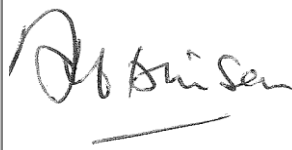
2.2 To improve efficiency it has been agreed that Cornwall Council take the lead for the procurement process and inform PCC when the process is near completion and requires PCC approval for the award of the successful tenderer.

2.3 PCC has been informed that a successful tender process has now concluded requiring sign off by an appropriate PCC Officer before the Award can be formally announced by CC.

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EQUALITY IMPACT ASSESSMENT – PERMISSION FOR CORNWALL COUNCIL TO AWARD FABRICATION AND SUPPORT SERVICES FOR TAMAR BRIDGE AND TORPOINT FERRY

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): The person completing the EIA template.	Adrian Trim	Department and service:	TBTF	Date of assessment:	5/11/24
Lead Officer: Head of Service, Service Director, or Strategic Director.	Philip Robinson	Signature:		Approval date:	5.11.24
Overview:	The current Fabrication 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. Tamar Bridge operates on a 'User pays' basis, procuring this support contract will enable the continued safe operation of the Tamar Bridge for the next 4 + 4 + 2 years, funding the maintenance and operation of the undertaking.				
Decision required:	To approve the award of contract following the successful procurement tender process administered and led by Cornwall Council of a Fabrication and Support contract for Tamar Crossings.				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	x
Potential internal impacts:	Yes		No	x

Does the proposal have the potential to negatively impact Plymouth City Council employees?				
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	Yes		No	x
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	This Executive Decision has no impact on Equalities and regards an award of contract decision for the procurement of a Fabrication and Support Services, supporting operations for Tamar Bridge and Torpoint Ferry. The procurement, led by Cornwall Council, requires that PCC, as Joint Parent Authority, to sanction the award of contract to the successful tenderer.			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department

Age	<p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>			
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<p>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>			
<p>Disability</p>	<p>9.4 per cent of residents in Plymouth have their activities limited ‘a lot’ because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited ‘a little’ because of a physical or mental health problem (2021 Census)</p>			

<p>Gender reassignment</p>	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>			
<p>Marriage and civil partnership</p>	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>			
<p>Pregnancy and maternity</p>	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>			

<p>Race</p>	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>			
<p>Religion or belief</p>	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>			
<p>Sex</p>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>			
<p>Sexual orientation</p>	<p>88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).</p>			

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

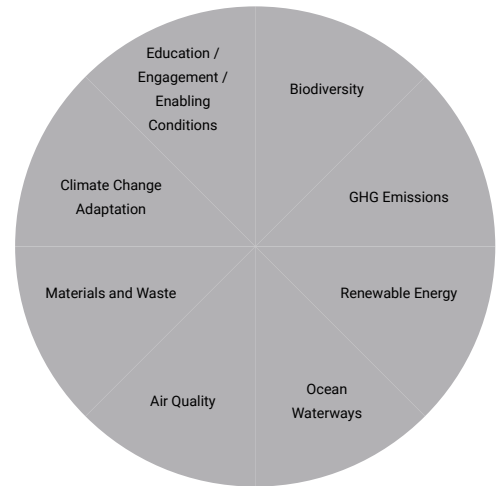
Human Rights	Implications	Mitigation Actions	Timescale and responsible department

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<p>Work together in partnership to:</p> <ul style="list-style-type: none"> ▪ promote equality, diversity and inclusion ▪ facilitate community cohesion ▪ support people with different backgrounds and lived experiences to get on well together 			
<p>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</p>			
<p>Build and develop a diverse workforce that represents the community and citizens it serves.</p>			
<p>Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome.</p>			

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Fabrication and Support Services Contract Tamar Bridge and Torpoint Ferry FINAL



Assessment ID: FAB889

Assessment Author: Adrian Trim

Project Summary:

The current Fabrication 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. Tamar Bridge operates on a 'User pays' basis, procuring this support contract will enable the continued safe operation of the Tamar Bridge for the next 4 + 4 + 2 years, funding the maintenance and operation of the undertaking.

Summary of Assessment:

This is a call off contract replacing an existing contract, any requirements impacting climate change will have been dealt with by Cornwall Council who have procured the contract.

Biodiversity Score: 3

Biodiversity Score Justification: These services are factory based in existing buildings

Biodiversity Score Mitigate: No

GHG Emissions Score: 3

GHG Emissions Score Justification: Neutral impact as this contract is a renewal of an existing provision

GHG Emissions Score Mitigate: No

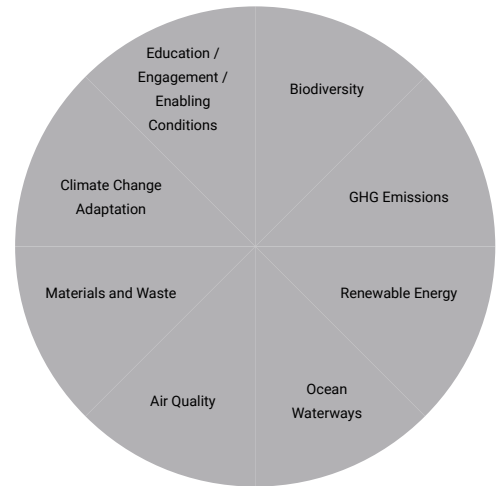
Renewable Energy Score: 3

Renewable Energy Score Justification: There are no policy changes associated with the implementation of this contract.

Renewable Energy Score Mitigate: No

Ocean and Waterways Score: 3

Fabrication and Support Services Contract Tamar Bridge and Torpoint Ferry FINAL



Ocean and Waterways Score Justification: This contract will not have any direct impact on waterways or Oceans -

Ocean and Waterways Score Mitigate: No

Air Quality Score: 3

Air Quality Score Justification: As a continuation of a current provision there is no specific additional impact on air quality

Air Quality Score Mitigate: No

Materials and Waste Score: 3

Materials and Waste Score Justification: Materials and waste will be managed according to existing manufacturing controls and legislation.

Materials and Waste Score Mitigate: No

Climate Change Adaptation Score: 3

Climate Change Adaptation Score Justification: This contract will not place any additional impact on Climate Change

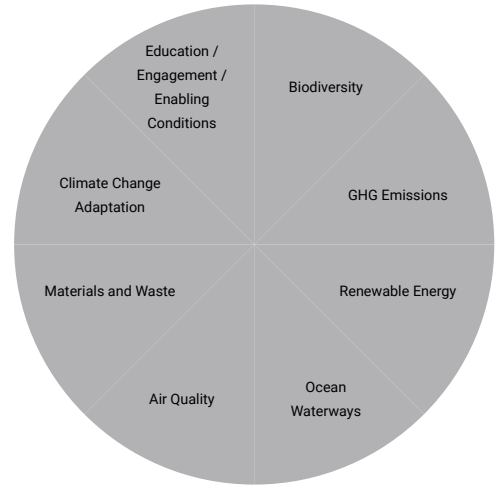
Climate Change Adaptation Score Mitigate: No

Education / Engagement / Enabling Conditions Score: 3

Education / Engagement / Enabling Conditions Score Justification: This contract is a continuation of BAU any additional asks will have been managed by Cornwall Council who procured the contract.

Education / Engagement / Enabling Conditions Score Mitigate: No

Fabrication and Support Services Contract Tamar Bridge and Torpoint Ferry FINAL



Wheel Key

- Long lasting or severe negative impact
- Short term or limited negative impact
- No impact or neutral impact
- Short term or limited positive impact
- Long lasting or extensive positive impact

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The following relates to exempt or confidential matters (Para(s) 3 of Part 1, Schedule 12A of the Local Govt Act 1972). Any breach of confidentiality could prejudice the Council/person/body concerned & might amount to a breach of the councillors /employees codes of conduct.

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