

PROCUREMENT GATEWAY 3 - CONTRACT AWARD REPORT - PART I

20729 – Derriford Community Park Improvement Scheme



I. INTRODUCTION

This contract award report is in relation to the procurement of Derriford Community Park Strategic Cycling Network – Phase I.

The Derriford Community Park Strategic Walking and Cycling Scheme identifies 5.6 km of new off-road strategic cycle network within the Bircham, Forder and Seaton Valleys. The scheme forms delivery of the next phase of the Derriford Community Park project which realises a long term aspiration to build a public park, Local Nature Partnership Enterprise Hub and community farm on 147 hectares of greenspace in the north of city creating a north/south off-road cycling and walking route between Marsh Mills and Derriford Hospital/Plymouth Science Park with east/west links between the Forder Valley Link Road and Crownhill and Derriford Hospital/Plymouth Science Park and the Tavistock Road Northern Corridor. The benefits of the delivery of this scheme include increasing transport choice, permeability, access to greenspace, supporting carbon neutrality and linking communities to sources of employment in the Northern corridor growth area.

This contract award is for the first phase of the scheme which will deliver the first phase of the network connecting the Crownhill neighbourhood with the new Forder Valley Link Road and Poole Farm.

The main works for the first phase of the scheme is programmed to start on 17 February 2021 with enabling works and tree clearance. The work is programmed to take 20 weeks.

2. BACKGROUND

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

¹ <http://naei.beis.gov.uk/>

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.

The scheme will also realise a long held corporate aspiration which was initially developed by the Derriford and Southway Area Planning Framework in 2005, which was then embedded in the Plymouth Core Strategy, Derriford and Seaton Area Action Plan and finally began to become a reality as a result of the Seaton Neighbourhood Planning Application. The Derriford Community Park Masterplan produced in 2012 set out the vision for the Park and was agreed in wide consultation with the public.

Successful delivery of a new park is an important part of the Joint Local Plan as the site is one of 6 Strategic Green Spaces. Significant steps have already been made towards achieving many of the social and environmental outcomes of the project as well as beginning to ensure that the capital investment on the project is developing a sustainable financial future for the Park. The project aligns with the delivery of many national objectives including the government's 25 year Plan for the Environment and Children in Nature programme.

STAKEHOLDER SUPPORT

Initial project scoping discussions identified the existing primary and secondary access points to the Community Park site and were, along with the management plan for the Local Nature Reserves (LNRs), used to form the basis for stakeholder engagement and public consultation on how the existing provision could be expanded upon to improve the permeability and enjoyment of the site in a manner compatible with the sensitive nature of the land as designated LNR.

Public consultation events were undertaken in January 2018 in the communities which surrounded the Derriford Community Park site as below:-

- Thursday 11 January – Widey Court Primary School,
- Monday 15 January – St Matthews Primary School
- Wednesday 17 January – Crownhill Methodist Church
- Saturday 20 January – Poole Farm
- Thursday 25 January – Estover Community College

Posters and flyers were erected in community hubs in the target areas along with press coverage and the public were able to view the plans online where they could also comment on the Limehouse consultation portal which was available between the 8th to the 29th January 2018. A Paper copy of the online survey was also available and used at events and distributed to key stakeholders of Poole Farm.

A total of 52 responses were received and these were carefully considered to sense check initial proposals and identify opportunities to inform scheme development to an outline design phase.

This scheme forms part of the TCF tranche one Northern Corridor Sustainable Transport Corridor programme, which delivers the following benefits:

Climate emergency

Plymouth City Council declared a Climate Emergency in March 2019, pledging the city to become carbon neutral by 2030. Transport represents 28% of the city's carbon footprint, a proportion that is set to increase to 48% of the residual emissions under the net zero scenario even with an 80% reduction in emissions from transport. Encouraging more trips to be made by walking and cycling is essential if the Council's commitments are to be met.

Growing Plymouth

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. These growth areas include major employers Derriford Hospital, Plymouth Science Park, the International Medical and Technology Park, Marjons University and high-profile businesses, as well as some of the most deprived neighbourhoods in the south-west, that suffer from poor health and low levels of physical activity.

Support housing delivery

There are also 9,350 new houses planned on the corridor by 2034. 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 growth by dramatically increasing the use of healthy, low carbon, sustainable modes of transport and improving journey reliability.

A Caring Council

Two air quality management areas located on this corridor are expected to benefit.

The benefits set out below can be expected to disproportionately benefit lower income groups:

- 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.

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.

3. PROCUREMENT PROCESS

The Council's Contract Standing Orders have been followed in order to procure a contractor to undertake the works required.

4. TENDER EVALUATION CRITERIA

Evaluation was undertaken in accordance with the overall evaluation strategy for the project.

The Council evaluated the supplier's submission as a two stage process. The first stage is known as the suitability assessment stage and the second as the award stage.

The first stage consists of an assessment of the Supplier's suitability to deliver the works and checking that all required documents are completed and submitted. Only if the Supplier passes this first stage will they have their submission evaluated at the second stage.

The award stage considers the merits of the quotation and only technical, pricing and social value criteria that are linked to the subject matter of the contract are used.

Stage 1- Suitability Assessment

The suitability assessment criteria is as follows:

- Section 1: Supplier Details
- Section 2: Financial information
- Section 3: Insurance
- Section 4: Health and safety
- Section 5: Equalities and diversity
- Section 6: Environmental Management
- Section 7: Quality Management
- Section 8: Technical Ability
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The scoring methodology used was as follows:

Response	Resulting action
Meets minimum expectations	PASS -proceed with procurement
Some minor concerns	CLARIFY- concerns discussed and response resubmitted
Major/unacceptable concerns	FAIL- end procurement process

Stage 2- Award

The award criteria is as follows:

- Section 1: National Skills Academy
- Section 2: Project Delivery and Risks
- Section 3: Programming
- Section 4: Project Team
- Acceptance of a set of mutually agreed Terms and Conditions
- Commitment to deliver Social Value outcomes
- Price (within Budget)

The scoring methodology used was as follows:

Response	Resulting action
Meets minimum expectations	PASS -proceed with procurement
Some minor concerns	CLARIFY- concerns discussed and response resubmitted
Major/unacceptable concerns	FAIL- end procurement process

5. SUMMARY OF EVALUATION

Responses were independently evaluated by Council Officers and external consultant, all of whom have the appropriate skills and experience, in order to ensure transparency and robustness in the process.

The outcome of this review is contained within the confidential Part II paper.

6. FINANCIAL IMPLICATIONS



Financial provision has been made for this contract within the project budget. The first phase of this scheme, that is the subject of this decision, is entirely funded from Transforming Cities Fund tranche 1 funding award.

7. RECOMMENDATIONS

It is recommended that a contract be awarded to the successful supplier on NEC4 Engineering Construction Contract – Option A Terms & Conditions.

8. APPROVAL

Authorisation of Contract Award Report

Author (Responsible Officer / Project Lead)			
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Signature:		Date:	11.02.2021
Head of Service / Service Director [Signature provides authorisation to this award report and award of Contract]			
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