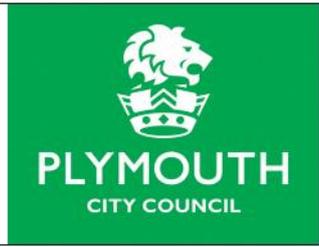


CONTRACT AWARD REPORT - SUMMARY

Crownhill Road: Pre-Construction



PART I Report

I. INTRODUCTION

- 1.1. This contract award report is in relation to the procurement of a contract for Pre-Construction Services and Design for the Crownhill Road Transforming Cities Fund (TCF) scheme. The works under this contract involve detailed design of a range of civil engineering activities including alterations to kerbs, central reservations and traffic islands; drainage works, traffic signal installations; and carriageway reconstruction and surfacing.
- 1.2. Delegated Authority for the procurement was authorised by the Council Leader through [Executive Decision L43 19/20](#) in July 2020. The procurement approach to utilise the SCAPE Procure Civil Engineering & Infrastructure Framework was chosen due to the funding programme constraints and to ensure value for money through the use of the Framework assessment of time, cost and quality criteria.
- 1.3. This Contract Award procures the Pre-Construction works using two forms of contract under the SCAPE procurement process:
 - Pre-Construction NEC Professional Services Contract for Design Services
 - Pre-Construction Scape Project Order

2. BACKGROUND

- 2.1. Crownhill Road is a dual carriageway with a single lane in each direction. The corridor is wide, accommodating non-mandatory cycle lanes and wide hatched areas. There remains a central reserve along most of its length. The existing corridor allows for the provision of bus and cycle lanes in each direction and single lanes for general traffic, without the requirement for significant widening
- 2.2. The proposals under this design package would create nearside bus lanes in each direction, with two lanes of general traffic in the offside lanes. The bus lanes would be shared with cyclists in the nearside lanes, providing full segregation between cyclists and the general traffic.
- 2.3. The revised road layout will improve bus journey times and reliability. This offers social and economic benefit to public transport users, especially to commuters with shortened journey times, and residents with reduced air pollution. The improvements to road surfacing, traffic islands, signage, and road markings will increase safety for all users, and improvements to cycle, and bus provision will increase the attractiveness and efficiency of sustainable transport options locally and more widely within Plymouth.
- 2.4. The key objectives of the scheme are:
 - Improved bus and cycle infrastructure provision, connecting transport links throughout Plymouth, and creating more attractive and improved sustainable transport options.
 - Improved vehicle and pedestrian movement at existing junctions
- 2.5. The main construction of the scheme is anticipated to start in late summer 2022 and the initial phase covered by TCF funding is expected to be completed by spring 2023.

3. PROCUREMENT PROCESS

- 3.1. The Council's Procurement team have undertaken a thorough review of the procurement options available for this scheme. This review concluded that the best option is to utilise the SCAPE Procure Civil Engineering & Infrastructure Framework and not to run an Above

GPA Threshold procurement process. This was agreed through delegated authority of [Executive Decision L43 19/20](#).

- 3.2. The Head of Legal Services is satisfied that the Framework has been lawfully procured and that PCC may use (“call off”) under it.
- 3.3. This procurement path will ensure value for money as the SCAPE Framework is an OJEU compliant and OJEU procured framework. It was subject to EU wide competition when it was set up to ensure/maximise value for money and quality.
- 3.4. The contract is set up as a two-stage design and build, with the option to reduce the scope of the construction works, if required due to budget and/or programme pressures. It is the intention for the second (construction) stage to be awarded to Balfour Beatty.
- 3.5. Balfour Beatty were awarded the contract as a sole supplier based on their competitive tender and is able to further demonstrate value for money by competitively tendering the sub-contracted work packages through its extensive supply chain. This means that all of the project spend under this framework will have been subject to competition. Even though Balfour Beatty is the sole supplier under this framework this does not result in a monopolistic situation as Balfour Beatty were subject to EU wide competition to win the framework opportunity in the first place and the construction work for the project will be competitively tendered by Balfour Beatty. PCC can have input into that sub-contracting process.

4. FINANCIAL IMPLICATIONS

- 4.1. This contract award is for the Pre-Construction activities for the Crownhill Road TCF scheme.
- 4.2. The total value under this award is £518,896.66. This is to be delivered by two forms of contract under the SCAPE procurement process made up of:
 - £375,035.61 Pre-Construction NEC Professional Services Contract for Design Services
 - £143,951.05 Pre-Construction SCAPE Project Order
- 4.3. Procurement of further stages of the SCAPE Framework Procurement Pathway will be the subject of subsequent Contract Award reports.
- 4.4. The funding for this award has already been accounted for through the business case and [Executive Decision L43 19/20](#) in July 2020. This decision released £51,263,677 of for Transforming Cities Fund projects expenditure, including the pre-construction services for Crownhill Road TCF scheme.
- 4.5. There are therefore no new financial implications resulting from this contract award.

5. RECOMMENDATIONS

- 5.1. It is recommended that a contract award for the Crownhill Road Pre-Construction works be awarded to Balfour Beatty Ltd through the SCAPE Framework.