

CENTRAL PARK PONDS PROJECT – COMMITMENT TO CONTRACTOR PROCUREMENT ROUTE

Executive Decision briefing note



1. PROJECT SUMMARY

The Central Park Ponds Project is a key part of the approved investment for the Central Park Improvements Programme (currently in Phase 3). The project will resolve localised drainage issues in the area of the park near Barn Park Road and deliver a betterment to the wider flood risk catchment and also benefit people and nature through improvements to access, amenity, recreation space and enhancing biodiversity.

This project will further develop the park to meet the aspirations set out in the Central Park Masterplan (adopted by the Council in March 2013 and approved by Cabinet on 12th March 2013) to build a 'premier park for the people of Plymouth and outstanding venue of regional and national significance for active recreation and formal sport, culture, art and the natural environment.' The Council has already announced the plans to deliver this project and secured planning permission.

This briefing report is to confirm the Council's commitment to appoint South West Highways (SWH) via the Term Maintenance Contract (TMC) to deliver the project and demonstrate a commitment to spending the allocated funding and complete the project within the timeline of the Central Park Improvements Programme Phase 3 (finishing July 2023).

2. SCHEME OBJECTIVES

- Implement a sustainable drainage system to reduce flooding, reduce the risk of pollution and CSO incidents and increase the capacity of highway drainage and combined sewers
- Improve access for park users and a section of the Plymouth Cycle Network
- Contribute to improved air quality, heat reduction and carbon sequestration
- Ensure Central Park meets the aspirations as the city's Flagship Park, bringing an increased audience to the park and supporting active lifestyles
- Increase biodiversity in the park to support connection to nature for health and wellbeing
- Create an exemplar nature-based solution, which could be replicated in other areas of the city

3. TARGET COST AND FINANCE

The target cost for the scheme is £1.9m and will be constructed in the 2022/23 and 2023/24 financial years. The scheme will be funded by a combination of corporate borrowing, S106 and external funding. The project team will continue to seek additional funding to reduce corporate borrowing.

4. DELIVERY TIMESCALES

The main works for the scheme is planned to start in August 2022, with construction programmed to take 1 year.

5. MEMBER AND STAKEHOLDER SUPPORT

This project is part of a masterplan that was created as a response to the need identified in the Central Park Area Action Plan (AAP) for a comprehensive strategy of improvement to ensure the park achieves its potential as a key public space for the City. Throughout the process of developing the AAP the Council followed the statutory process of consultation that enabled the adoption of the AAP.

Consultation has continued throughout subsequent phases of the project. In phases 1 and 2 of the Central Park Improvements Programme, the Cabinet Members for Planning and Environment and Street Scene were consulted process and supported the project. Public and local stakeholders (including ward Councillors) were consulted regarding new infrastructure and improvements (engaging over 8000 people on Facebook and over 500 completed questionnaires). Regular newsletters are also sent out and there is a Central Park webpage and Facebook page.

7. PROCUREMENT APPROACH

A robust analysis of procurement options available to the Council has been undertaken, with the recommended route being to appoint SWH via the TMC, with the following benefits:

- Benefit of quicker route, engaging with contractor quickly meaning project is on target to be delivered within tight timeframes
- Capitalise on the collaborative working arrangements that the contractor has established with the Council's Highways department and other key stakeholders and partners
- Access to the competitive price list that was secured through the vigorous and robust tendering assessment that the Council carried out to award the TMC
- Local knowledge
- Co-ordination with other planned works on the local and strategic road networks
- Early contractor involvement to progress the design and identify value savings and reduce risks in both the design and construction stages
- Supports continuity of working between the Council and the contractor to help deliver improvements in performance over the term of the TMC
- Gives confidence to and supports the local economy, helping to safeguard existing jobs and create new ones

SWH will be expected to apply their pre-tendered rates where relevant; anything that falls outside of scope must demonstrate value for money by following a process of seeking multiple quotes where possible and procuring those who demonstrate best value for money on a 50:50 price-quality ratio. They will also complete a social value assessment as part of the procurement

8. ALTERNATIVES CONSIDERED

The alternative options to employing the TMC would be to either carry out a formal (request for quotation) tendering exercise or use an appropriate framework. The Request For Quotation route was rejected due to no option for early contractor involvement and the process takes several months, so there is a high risk a contractor would not be appointed in time for the target project start date. The use of a framework was rejected because there were no suitable

contractors to deliver the project. Both alternative options do not have all of the benefits use of the TMC offers.