

# PROCUREMENT GATEWAY 3 - CONTRACT AWARD REPORT - PART I

24747 Derriford Community Park – Seaton Valley Path additional works



## I. INTRODUCTION

This contract award report is in relation to the procurement of Avon Construction Ltd. to the value of £82,644.03 for the delivery of additional works to complete Derriford Community Park – Seaton Valley Path project. The estimated contract duration is 12 months.

This will enable work towards fulfilling the DCP Masterplan and provide a valuable community asset.

Access network and play facility - The Council has a requirement to deliver this phase of the access networks to ensure that the new housing development connects effectively to the park and works alongside the developer to maximise their contribution to delivering a high quality path network that connects the new housing and existing neighbourhoods. The recently completed construction of the Seaton Valley path in 2021 has provided 2.4 km of new public access to the Park for healthy activity in a natural space, supports the delivery of the Plymouth strategic cycle network and provides 5 new entrance ways into the Community Park site. The additional works comprise phase 2 of the project and bring the project to completion.

These additional works will utilise Section 106 funding to provide repairs to damaged areas of the path caused by flooding, link up the SVP with a new path created by Persimmon from the Palmerston Heights estate to the north and improve the eastern entrance to the path. Linking livestock drinking troughs to the mains supply will enable cattle to graze in the valley after the SVP removed access for livestock to the river for drinking.

## 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 emissions<sup>1</sup>, 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.

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

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<sup>1</sup> <http://naei.beis.gov.uk/>

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**

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

## **4. TENDER EVALUATION CRITERIA**

Following on from the original procurement and assessment that was undertaken, back in 2021, a re-assessment has been carried out where necessary. This included the following evaluation criteria:

The assessment criteria is as follows:

- Supplier Details

- Financial information
- Insurances
- Health and safety
- Environmental Management
- Quality Management
- Modern Slavery
- Technical Ability
- Acceptance of a set of mutually agreed Terms and Conditions
- 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 have been reviewed by Procurement, Council Officers and an external consultant, all of whom have the appropriate skills and experience.

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 contract pricing is £82,644.03 which will be funded outside of PCC budgets by using Section 106 monies.

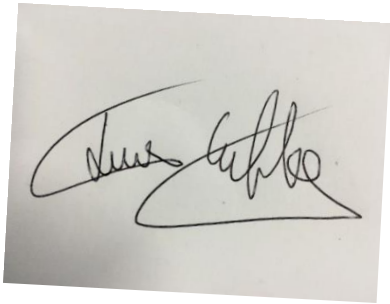
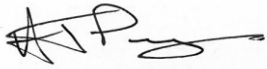
## 7. RECOMMENDATIONS

It is recommended that a contract be awarded to Avon Construction on Plymouth City Council Low Value Works Terms and Conditions.

## 8. APPROVAL

### Authorisation of Contract Award Report

Author (Responsible Officer / Project Lead)	
<b>Name:</b>	Jerry Griffiths
<b>Job Title:</b>	Natural Infrastructure Officer
<b>Additional Comments (Optional):</b>	

Signature:		Date:	25 <sup>th</sup> April 23
Service Director [Signature provides authorisation to this award report and award of Contract]			
Name:	Anthony Payne		
Job Title:	Strategic Director for Place		
Additional Comments (Optional):			
Signature:		Date:	27.4.23