

Subject:	Tender for Transport Professional Services		
Date of Meeting:	29th March 2018		
Report of:	Director Economy Environment and Culture		
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Ward(s) affected:	All		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 To enable the Transport Division to deliver a number of critical projects for the City that fulfil requirements of the Local Transport Plan and the Councils Corporate Plan, it needs access to a range of diverse and specialist services. The Council procures these services under a tendered framework agreement which it can draw upon as and when required. The Council needs to retender the existing framework contract in accordance with EU procurement regulations.
- 1.2 The current framework contract for Transport Professional Services and Modelling is ending this September (2018) and the three current suppliers on the framework are Peter Brett Associates, Project Centre and Mott McDonald. The framework provides essential consultancy services in highways, such as bridge inspections, structures, highways design, road safety audits, transport modelling and surface water management. The current framework is designed to complement and support the Councils own 'in-house' highways teams. The benefits of this arrangement allow the Council to draw on additional technical support as and when required.
- 1.3 The framework has been instrumental in helping to deliver our Local Transport Plan capital and revenue spending programme. The framework provides the facility to create a mini-competition between 3 experienced consultants with a wide range of expertise driving quality and value for money for the City Council. Projects that have been delivered using services from the framework include Seven Dials Improvements Scheme, Valley Gardens Phases 1 and 2, Traffic Modelling Review and the Lewes Road Corridors transport improvements.
- 1.4 The new framework contract for Transport Professional Services and Modelling will run for 4 years at a potential value of £2m to £5m. It will cover a wide range of technical and professional highways and transport related services and

includes the management, maintenance and application of the Council's transport model.

2. RECOMMENDATIONS:

2.1 That the Policy, Resources & Growth Committee:

2.1.1 approves the procurement of a new transport professional services and modelling framework contract;

2.1.2 grants delegated authority to the Executive Director of Economy, Environment & Culture to:

2.1.2.1 carry out the procurement of the framework contract referred to in 2.1.1 above;

2.1.2.2 agree the term of the framework contract;

2.1.2.3 award and let the framework contract; and

2.1.2.4 award and let call-off contracts under the framework contract.

3. CONTEXT/ BACKGROUND INFORMATION

3.1 The Council transport network has been valued at approximately £1.4 billion and under the Highways Act 1980 the Council has a duty to manage and maintain the network. The Council also needs to improve and maximise the efficiency of the network in accordance with the vision and objectives established under the Council's Local Transport Plan so that the city is able to provide sustainable transport solutions to accommodate future growth and enable the City to reach its full potential.

3.2 The Council currently has a core in-house team of transport planners and highways engineers to manage, maintain and improve the highway network. The Council also manages a framework contract for transport professional services and modelling to assist and support the existing in-house team, allowing the Council to draw in additional resources and skills as and when required.

3.3 The adoption of a transport professional services and modelling framework contract is standard industry practice that provides local authorities greater flexibility in delivering transport schemes and services that often require specific technical skills which the Council may not have available within its in-house teams. The skills that the Council needs to draw on can cover a range of disciplines within the highways sector such as highways design, bridges, asset management, transport modelling, safety audits, transport policy and planning advice. There are also some professional services that the Council only draws upon from time to time, such as traffic modelling, given the infrequent nature of this kind of work, an 'in-house' traffic modelling team could not be justified.

3.4 External funding from central government and the Local Enterprise Partnership (LEP) often comes with high expectations in terms of Innovation and timescales for delivery. The services called off from the framework contract can be used to

support the in-house team in successfully delivering externally-funded schemes on time and to budget. In order to meet expectations, it is important that the Council maintains its good reputation with central government as an exemplar council that can deliver as this will improve the Council's chances of securing future funding.

- 3.5 In order to provide even greater flexibility and value for money a framework contract will be adopted. This means that the Council will appoint a maximum of three external providers over the contract period to maintain a degree of competitive tendering for individual pieces of work whilst continuing to benefit from the consistency a longer-term professional services partnership approach offers.
- 3.6 Engagement of external providers does not preclude appointment of directly employed staff where appropriate. It allows partnership working and complementary skills to improve delivery of complex and multi-faceted projects. It also provides a suitable platform for long term relationships and an opportunity to learn to drive performance. A number of schemes have been recognised nationally and also worldwide to improve social, local and also economic values. Two of the best latest examples are the LSTF Bus and Cycle Corridor along Lewes Road and the reconfiguration of the Seven Dials roundabout. Both of these schemes are now promoted by the Department for Transport and Sustrans, national charity for Walking and Cycling as examples of best practice. Some of the recorded benefits generated by these two schemes already: encourage greater use of more sustainable forms of travel, improve bus journey time and general traffic during peak hours, reduce the speed and volume of traffic, reduce the severity and number of accidents, provide additional safe crossing places for pedestrians and cyclists, reduce queue length and pollution or improve the public realm and business turnover.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Instead of procuring a framework contract, the alternative option would be to procure separate contracts for professional services as and when needed. Each such separate procurement would take time and resources and, would impact upon the Council's ability to develop and implement transport schemes and perform its statutory duties. The proposed framework is not considered to be part of the Orbis remit as this moment in time. Officers will have discussions with Orbis partners on sharing and accessing professional service contracts in the future.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Community consultation is not required for this project. Internal consultation has been undertaken with Legal, Finance and Procurement.

6. CONCLUSION

The Council needs to draw on external professional services and expertise in order to deliver its transport projects and programmes. A professional service framework, in which the three suppliers tender for work, provides the best mechanism to achieve best value.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The value of the expenditure against this framework contract will be influenced by factors such as the size of the capital programme and the level of external and Government funding secured. However the current best estimate is that it is likely to be between £2m and £5m over the 4 year period.
- 7.2 Entering into the proposed framework contract will not commit the Council to funding external support. Each individual project will need to be costed and a budget identified from the relevant revenue or capital scheme before commissioning takes place. The value of commissions against successful contractors will be monitored over the life of the contract. All respective spend associated with revenue and capital budgets will be monitored and reported through the Targeted Budget Monitoring process.

Finance Officer Consulted: Rob Allen

Date: 19/03/18

Legal Implications:

- 7.3 Orbis Public Law lawyers will advise on the proposed framework contract and call-off contracts for transport professional services and modelling services during the procurement process to ensure that they comply with all relevant public procurement legislation as well as the Council's Contract Standing Orders (CSOs).

Lawyer Consulted:

David Fairfield

Date: 19/03/18

Equalities Implications:

- 7.4 Throughout the tender process prospective bidders will have to demonstrate compliance with the Equalities Act 2010 and supply information on policies relating to equal opportunities and discrimination.

Sustainability Implications:

- 7.5 Sustainability will play a key role in a decision on which external providers will be invited to join the framework. They will be asked to provide a detailed statement of their sustainability credentials, including examples of innovative ways in which truly sustainable solutions have been implemented into their working practices and solutions

Crime & Disorder Implications:

- 7.6 There are no implications for crime and disorder.

Risk and Opportunity Management Implications:

- 7.7 The contract will be designed to minimise risk to the Council.

Public Health Implications:

- 7.8 The main nature of the work will be promoting sustainable transport use which assists in promoting physical activity and active lifestyles.

Corporate / Citywide Implications:

- 7.9 Improving the transport network assists in improving access to employment and services.

SUPPORTING DOCUMENTATION

Appendices:

None

Documents in Members' Rooms

None

Background Documents

1. Brighton & Hove City Council's Local Transport Plan 2014

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