

Subject:	Tender for Transport Professional Services and Modelling Term Contract		
Date of Meeting:	21 March 2013		
Report of:	Strategic Director of Place		
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Ward(s) affected:	All		

FOR GENERAL RELEASE

1. SUMMARY 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 contract in accordance with EU procurement regulations.
- 1.2 The new Transport Professional Services and Modelling Term Contract (TPSMTC) will run for 5 years at a potential value of £2m to £5 m. 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 Committee grants delegated authority to the Strategic Director of Place to award a framework contract for a 5-year term to successful suppliers following the OJEU tendering process.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The Council transport network has been valued at approximately £1.4 billion and under the Highways Act 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 TPSMTC 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 term 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.
- 3.4 The Council has been successful in bidding for and securing additional funding for transport projects from central government and the European Union. CIVITAS (2008), Cycle Town (2005 and 2009), Community Infrastructure Funding (2010) and more recently the Local Sustainable Transport Fund and the Better Bus Area fund, have all brought in significant additional financial resources to improve the city's transport network and further contributed to securing national as well as international recognition and awards.
- 3.5 External funding from central government often comes with high expectations in terms of innovation and timescales for delivery. The TPSMTC 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 and maintain a good reputation with central government as an exemplar council that can deliver. It is important that the Council maintains its good reputation with government as this will improve the Council's chances of securing future funding.
- 3.6 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 four 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.
- 3.7 Brighton & Hove City Council is a member of the South East Seven (SE7) Highways Group which is made up of the seven highways authorities in the region – Surrey, Kent, Hampshire, West Sussex, East Sussex, and Medway. The SE7 is currently looking at ways to share contracts and services where possible to save money. The SE7 members have agreed that all future professional services contracts will be available to all members to access and will therefore be named on the B&HCC contract.
- 3.8 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.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

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

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 It is difficult to accurately predict the value of the expenditure against this framework contract as it will be influenced by factors such as the size of the capital programme and the level of external funding secured. However the current best estimate is that it is likely to be between £2m and £5m over the five year period.
- 5.2 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 five year period.

Finance Officer Consulted: Jeff Coates Date: 01/02/13

Legal Implications:

- 5.2 The new TPSMTC will run for 5 years at a value of £2m to £5m cover a wide range of technical highways-related services and include the management, maintenance and application of the Council's transport model.

Lawyer Consulted: Elizabeth Culbert Date: 01/02/13

Equalities Implications:

- 5.3 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:

- 5.4 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:

- 5.5 There are no implications for crime and disorder.

Risk and Opportunity Management Implications:

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

Public Health Implications:

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

Corporate / Citywide Implications:

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

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The alternative option would be not to proceed tendering for a framework contract, which would impact upon the Council's ability to implement transport schemes and perform its statutory duties.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The reason for the recommendation is that the Council needs to be able to draw in skills and resources to assist in the development and implementation of transport-related projects. The report needs to be considered by the Policy & Resources Committee as it is expected to exceed the value of £500k over the 5 year period of the contract.

SUPPORTING DOCUMENTATION

Appendices:

1. None

Documents in Members' Rooms

1. None

Background Documents

1. Brighton & Hove City Council's Local Transport Plan 2011