

North Somerset Council Decision

DECISION OF: EXECUTIVE MEMBER FOR ASSETS AND CAPITAL DELIVERY

WITH ADVICE FROM: ASSISTANT DIRECTOR FOR PLACEMAKING & GROWTH. IN ACCORDANCE WITH DELEGATED AUTHORITY 22/23 DP 53 & HEAD OF STRATEGIC PROCUREMENT



DECISION NO: DP 22/23 DP 108

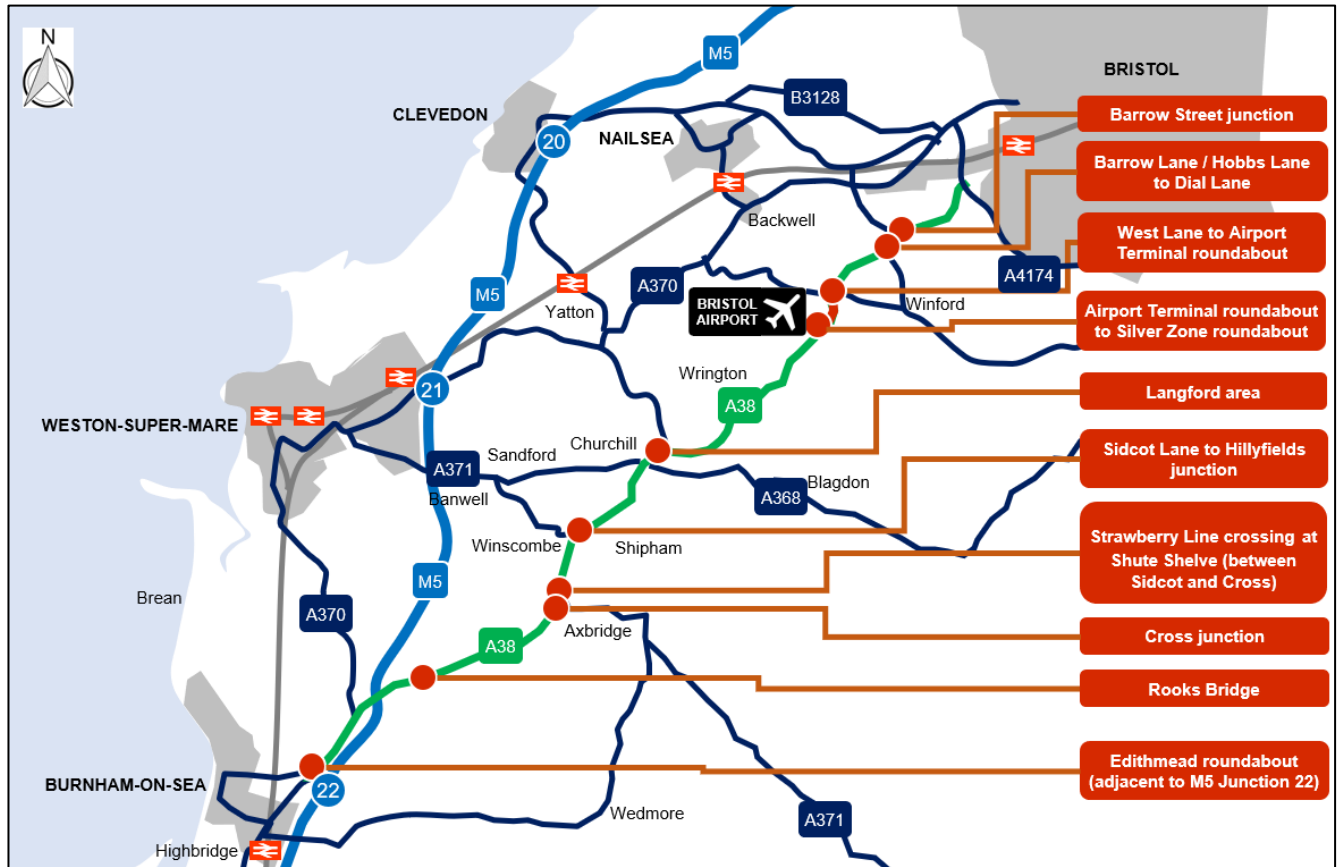
SUBJECT: Procurement Plan for consultants to undertake the Full Business Case (FBC) for the A38 Major Road Network (MRN) scheme and act as Employer's Agent for the design and construction phases

KEY DECISION: No

REASON: The Commissioning Plan, which was a key decision, approved the project. This Procurement Plan sets out the way in which the approved commission will be delivered.

BACKGROUND:

The A38 MRN scheme extends over 32km (20 miles) along the A38 through North Somerset and Somerset between the A4174 Colliters Way (South Bristol Link) and Edithmead Roundabout (M5 J22). The scheme proposes a series of improvements on the A38 across the North Somerset Council (NSC) and Somerset County Council (SCC) areas, as shown in the plan below. These improvements will contribute towards providing additional capacity, improving journey reliability and enhanced resilience across all modes on the major highway corridor between Bristol and the Southwest, addressing existing issues and providing capacity for economic growth. Additionally, the A38 forms a key strategic function as a diversion route for the M5 so its improvement would enable wider network resilience. The scheme should also be seen in the context of post COVID-19 economic regeneration and enabler, removing constraints on the existing network.



To align with both Council priorities and Department for Transport (DfT) MRN objectives, the various schemes proposed along the A38 have ensured that active travel, public transport, road safety and congestion alleviation with improved capacity would be secured through implementing the scheme proposals. The A38 MRN scheme has a strong base in providing active travel improvements and in improving journey reliability times on the A38 and for each scheme element there are infrastructure improvements for cyclists, pedestrians and other non-motorised road users to better connect local communities. In removing pinch-points at certain locations on the A38, traffic congestion will be reduced benefiting all road users, including public transport, with more reliable journey times, complementing the infrastructure improvements included for public transport, for example bus lane provision and bus stop lay-by accessibility.

NSC and SCC jointly submitted a Strategic Outline Business Case (SOBC) to the DfT in July 2019 for the A38 MRN scheme, which was successful. The Outline Business Case (OBC) for the scheme was submitted in March 2022 and a decision is anticipated from the DfT in June 2022.

DECISION:

- It is requested that the Procurement Plan be approved to proceed.
- That the changes to funding are approved.

REASONS:

Introduction

To secure the DfT MRN grant, the Council needs to submit its Final Business Case (FBC) and will only be able commence construction of the A38 MRN scheme elements when funding has been confirmed. As such, professional services will be commissioned in two stages:

- Stage 1 will include the development and submission of the FBC, oversight of the detailed design and development of the target cost by the design and build contractor.
- Stage 2 will see the consultant act as Employer's Agent for the Council during the construction phase of the A38 MRN infrastructure.

Award of Stage 2 will be dependent on confirmation of the DfT grant.

Lessons Learned from previous projects

Professional services have been procured to support several major projects including the Housing Infrastructure Fund, Winterstoke Road Bridge and Weston Business Quarter projects; and the lessons learned from those projects will be utilised in this procurement. For example, the Weston Business Quarter commission consisted of a 2-stage contract with Stage 1 covering the development and submission of the Full Business Case and Stage 2 covering the role of Employer's Agent to oversee the construction phase, to ensure continuity for the project.

As on previous projects, to prevent any conflicts of interest, the design & build (D&B) and professional services tenders will be undertaken to similar timescales to ensure the design partner for the D&B contract is not the same consultant as for the professional services contract.

Requirement

Development of the FBC and support during the construction phase will require the appointment of an external supplier to undertake the following core duties:

- Co-ordinate and develop the FBC
- Submit the FBC to DfT
- Stage 1 Project Management duties including oversight of the detailed design and target cost development
- Stage 2 Employer's Agent duties to encompass Project Management and Quantity Surveying roles to proactively control the works, including:
 - regular site visits;
 - compiling progress reports and giving updates such as changes to price, defects, and compensation events;
 - approving programmes;
 - monitoring progress (to include design change, costs & programme including key dates in Land Agreement);
 - chairing weekly on site progress meetings and managing actions;
 - reviewing and accepting the Design;
 - accepting Subcontractors;
 - issuing Early Warnings;
 - assessing Compensation Events and Compensation Events Quotations;
 - issuing Project Manager Instructions;
 - maintaining the Risk Register;
 - obtain, assess and verify actual costs;

- o assessing amounts due for payment.

This will be a two-stage appointment, linked to and dependent upon phasing and funding. It is recommended that a single consultant is procured to deliver the FBC and oversight of the detailed design and target cost development (Stage 1) and Employer’s Agent role (Stage 2) to ensure continuity and transfer of knowledge into the construction phase. There will be a break clause in the contract between the two stages as Stage 2 will be subject to FBC approval to secure funding.

The contract duration is anticipated to be 10 months for Stage 1 and 14 months for Stage 2. The value of the above Professional Services and EA works for Stage 1 is estimated at £143,000 and Stage 2 estimated at £420,000.

Route to market

The WECA Professional Services Framework has been identified as the preferred route to market, which has three pre-approved consultants, ensuring an element of competition between suppliers. The consultants have a wide range of expertise to call upon which is essential for this project.

Indicative Timescales

An indicative timetable of the procurement process is given below. It also reflects the Design & Build procurement and the points at which the Council should hear from the DfT regarding the grant as these are integral to the Professional Services contract.

Activity	Date
Commissioning Plan to Full Council	9 November 2021
OBC Submission to DfT	9 March 2022
Procurement Plan Approval (Executive Member)	April/May 2022
DfT FBC Funding Announcement*	June 2022
Executive Member Approval of DfT FBC Grant	June/July 2022
Supplier Engagement	June/July 2022
Procure Design & Build Contractor	July to September 2022
Procure Professional Services (FBC & EA)	July to August 2022
CPO Assessment**	September to November 2022
Award of Stage 1 Contracts	October to November 2022
Contractor Undertakes Detailed Design	November 2022 to July 2023
FBC Development	November 2022 to August 2023
Highway licences under Section 106	January 2023 to August 2023
Stage 2 Pricing Developed	March 2023 to August 2023
FBC Submission to DfT	August 2023
DfT Approves FBC*	November 2023
Full Council Approval of DfT Grant	December 2023
Award of Stage 2 Contract	December 2023
Mobilisation	January 2024 to February 2024
Construction	February 2024 to end March 2025
* Indicative timings shown above are based upon an estimated three-month turnaround from DfT.	

Governance

This Procurement Plan will be subject to approval by the Executive Member for Assets and Capital Delivery, with advice from the Director of Place and Head of Strategic Procurement, before the procurement is undertaken.

The Commissioning Plan was approved at the 9 November 2021 Executive meeting.

Both the Stage 1 and 2 Contract Award Reports will be a Director's Key Decision, advised by the Section 151 Officer and Head of Strategic Procurement and will be on the Forward Plan.

The A38 MRN Project Board will steer, direct, co-ordinate and oversee the delivery of the programme in line with the Council's approved Major Projects delivery team structure and delivery framework. The Project Board membership is as follows:

- NSC Head of Major Infrastructure Projects (SRO)
- Somerset County Council Strategic Commissioner for Highways and Transport Services (Senior Stakeholder)
- A38 MRN Senior Project Manager
- A38 MRN Project Officer
- Employer's Agent

Further attendance from specialist officers and technical leads on an ad-hoc basis as required will also be arranged, including:

- Finance Officers
- Highway Network Managers
- Legal Officers; and
- Procurement Managers.

A Members Task & Finish Group will also engage with the project team to provide input on:

- development of detail on the relevant Works Information sections (specification appendices);
- development of tender questions plus any associated KPIs; and
- review of the scheme elements during the scheme's detailed design stage within the scope of the DfT grant.

The group will work with particular focus on the following areas:

- Active Travel
- Carbon reduction
- Bio-diversity

Whilst the focus of this group will be on the procurement of the design and build contractor, members will also be briefed on the professional services contract.

Market / Suppliers

The WECA Professional Services Framework has the following three contractors:

- AECOM
- Atkins
- WSP

In advance of publishing the opportunity, the framework suppliers will be contacted to provide information about the A38 MRN project, including scope and timescales for any procurement activity, and to gauge their interest in bidding for the opportunity.

Social Value

In accordance with the Council's Social Value Policy, 10% of the quality weighting will be for bidders to propose their tangible social value commitments.

During the tender process, bidders will be asked to enter their social value commitments on the Social Value Portal using a unique registration link included in the mini competition documents. Social Value Portal utilises the National Themes, Outcomes and Measures (TOMs) to calculate social value contributions, which enables NSC to gain a greater understanding of the value of bidders' commitments and to evaluate social value tender responses quantitatively as well as qualitatively. The Main/Full list of TOMs will be used for this commission.

For the A38 MRN Professional Services commission the project team are proposing the use Social Value Portal to undertake both the evaluation of the social value responses and ongoing contract management of the social value commitments provided by the appointed supplier. This service will cost 0.20% of the contract value and will be paid by the winning bidder direct to the Social Value Portal.

Evaluation

All bids will be evaluated on the basis of:

- 50% Price
- 40% Quality
- 10% Social Value

The WECA Professional Services Framework consists of pre-qualified bidders who have gone through a testing process to get onto the framework, so will have the technical, commercial and project management skills required. Therefore, a weighting of 50% price and 40% quality will ensure the correct and appropriate balance of quality versus price.

The project team will provide a clear specification with set deliverables and bidders will have to demonstrate their skills and methodology to achieve the requirements within the specified timeframe.

Price and quality assessment will score the following:

Price: Price will have a weighted score of 50% and will be based on the submission of a pricing schedule. The lowest total price will receive the maximum score of 100% and the prices of all other tenders will be expressed as a percentage of the maximum score

Quality: Quality will be assessed against the project outputs, behaviours and project management including assessment on the following topics:

Quality Sub-Criteria	Weighting
Business capability, resource and project team	20%
Professional Expertise	25%
Commercial Offering	20%
Track Record	15%
Carbon management, sustainability and environmental impact	20%
	100%

Quality will have a weighted score of 40% and will be evaluated in accordance with the following scoring guidelines:

Score	Classification	Award Criteria
5	Excellent	A response that inspires confidence; specification is fully met and is robustly and clearly demonstrated and evidenced. Full evidence as to how the contract will be fulfilled either by demonstrating past experience or through a clear process of implementation.
4	Good	A response supported by good evidence/examples of the Bidders' relevant ability and/or gives the Council a good level of confidence in the Bidders' ability. All requirements are met and evidence is provided to support the answers demonstrating sufficiency, compliance and either actual experience or a process of implementation.
3	Satisfactory	A response that is acceptable and meets the minimum requirement but remains limited and could have been expanded upon.
2	Weak	A response only partially satisfying the requirement with deficiencies apparent. Not supported by sufficient breadth or sufficient quality of evidence/examples and provides the Council a limited level of confidence in the Bidders' ability to deliver the specification.
1	Inadequate	A response that has material omissions not supported by sufficient breadth and sufficient quality of evidence/examples. Overall, the response provides the Council with a very low level of confidence in the Bidders' ability to deliver the specification.
0	Unsatisfactory	No response or response does not provide any relevant information and does not answer the question.

Social Value:

Social Value will have a weighted score of 10% and will be based both a quantitative offer (TOMs social value calculator) and a qualitative response, including evidence of delivery and a delivery plan.

The evaluation panel will consist of:

- Head of Major Infrastructure Projects
- A38 MRN Senior Project Manager
- A38 MRN Project Officer
- Active & Sustainable Travel Manager (or delegate)
- Climate Emergency Project Manager (or delegate)

The moderation will be facilitated by the Strategic Procurement Team.

Contract Management

Day to day contract management will be undertaken by the Senior Project Manager for the A38 MRN project.

The use of Key Performance Indicators (KPIs) will be used as a tool to measure performance of the supplier. These will be based around the core principles of time, cost and quality but will also link back to the quality element of the original submission.

Monthly bespoke reports will be produced by the supplier to monitor their progress against the key criteria in addition to the measurement requirements that form part of the NEC contract. The monthly progress report will list hours worked on a week-by-week basis and fees (monitoring actual days/fees against initial target days/fees in a tabular and graphical format). The monthly highlight report will detail various areas including the following:

- Change in construction costs (compensation events);
- Construction cost out-turn predictability;
- Change in programme (including Utilities);
- Programme predictability;
- Obtaining and monitoring KPI data;
- Contractor's compliance to Social Value commitments; and
- Communications (including stakeholders) that have taken place and those planned in the next month.

Formal monthly meetings will be held to monitor progress and review risks and issues to the project. The progress of the project will be summarised in a highlight report and presented to the Project Board. The project and contract management approach will be formalised through the project delivery manual and the governance model used on other major projects for reliability and consistency in approach.

The project and Board structure will be undertaken in accordance with the agreed Major Projects and Technical Services project management and board protocols and processes.

OPTIONS CONSIDERED:

Framework agreements provide a timely, cost and resource efficient process for securing the services required; it will be quicker and less resource intensive than carrying out a competitive tender and contains enough resourced, competent and experienced suppliers to help de-risk delivery and ensure compliance.

The team will carry out a mini competition, so all the pre-qualified suppliers will have the opportunity to bid, and their fees cannot exceed the fees they quoted to get on the original framework agreement. The suppliers have signed up to the framework agreement terms and conditions and call-off contract, so the Council will only have to populate the standard NEC4 Professional Services Short Form (PSSC) contract and will not have to write a separate contract for this procurement which will also save time and resource.

As this is a two-stage contract, the contract term will be for 10 months for Stage 1, with a possible extension of 14 months for Stage 2. This will ensure the Council has continuity of service throughout the pre-construction, construction and post-construction phases.

The project team researched a variety of Framework Agreements, which are shown below:

Framework	WECA Professional Services Framework	RM6187 CCS Management Consultancy Framework 3	Pagabo Professional Services Framework	ESPO Consultancy Services Framework
Lot	N/A	Lot 8 Infrastructure including Transport	Lot 1 Complete Service Solutions (F&G) or Lot 4 / Lot 11	Lot 10 Strategic Projects
Suppliers	AECOM Atkins WSP	44 suppliers on Lot 8	EdgePS Faithful &Gould Pick Everard RPS Consulting Service Turner & Townsend WH Stephens WT Partnership	39 suppliers on Lot 10
T&Cs	NEC PSSC	CCS call-off order form	Our T&Cs	ESPO Framework T&Cs
Weightings	Quality 10% - 90% Price 10% - 90%	Quality 50% - 90% Price 10% - 50%	Unknown	Weightings could be tailored to our requirements
Advantages	NSC's preferred framework. Project team and suppliers familiar with process, documentation & contract type,	Nationally recognised framework with range of suppliers. Option to direct award or run a mini competition.	Option to direct award to F&G or run a mini competition. Straightforward process. Can use NSC T&Cs.	Mini competition for Lot 10. Range of suppliers, with 15 suppliers identified as Highways, Traffic and

	so likely to be the quickest and most straight forward option. Good track record of all suppliers on WECA framework	Expressions of interest process to potentially reduce number of suppliers.		Transport specialists.
Dis-advantages	Limited to 3 suppliers. Some suppliers may wish to bid for design and build contract, which could reduce number of responses.	A larger number of suppliers, so time needed for down selection. CCS have a strict process to follow which could also add time and reduce flexibility.	Track record of suppliers unknown to NSC. May need to prepare new T&Cs, adding time to process.	A larger number of suppliers, which could add time to the process. Unable to use NSC T&Cs.

Following discussion with the project team, it was agreed that using the WECA Professional Services would be the most appropriate option.

The main risk around suppliers also wanting to partner with a contractor to bid for the design and build contract can be mitigated by procuring the professional services at the same time the design and build. By doing this, suppliers can bid for both contracts, though they will only be awarded one to avoid any conflicts of interest. In the event of one supplier being the highest scoring bidder for both contracts, they will be awarded the design and build contract and the professional services will be awarded to the second-highest scoring bidder.

Other options considered include:

- A competitive tender – this was discounted due to being more a resource intensive and time-consuming process, when there are several suitable frameworks available for professional services (as described above).
- In-house resource – there is a lack of capacity and specialist skills in the project team to undertake the development of the FBC, oversight of the detailed design and the role of Employers Agent without the support of a consultant.

FINANCIAL IMPLICATIONS:

Costs:

Estimated NSC costs post-OBC for the Professional services for Stage 1 and Stage 2 of the scheme are shown below. Please note that Somerset scheme element costs will be handled separately by SCC through their own contract awards.

Stage 1 (FY 2022/23)

Project Management including overseeing detailed design and target cost development	£80,000
FBC Preparation	£63,000
Stage 1 Total	£143,000

Stage 2 (FY 2023/24 – FY 2024/25)	
External PM, QS & Supervisor Support Costs	£420,000
Stage 2 Total	£420,000

Stage 2 of the Professional Services contract will only be awarded following approval of the FBC by DfT to proceed to the construction phase of the project.

An NEC4 Option A contract with a fixed price will be used for this commission to provide some budget certainty. The appointed consultant will also be asked to commit to day rates should any change events be required during the life of the contract.

Funding:

All MRN proposals will require a local or third-party contribution towards the final cost of the scheme. As a general guideline, DfT indicates that MRN schemes should aim for the local or third-party contribution to be at least 15% of the total scheme costs. The remaining 85% of scheme funding is supplied by the DfT. A decision note has been approved by the Executive Member to agree to the NSC local contribution costs (see Background Papers).

The estimated total scheme cost, including SOBC and OBC preparation, of £25,148,000 with associated funding sources is profiled in the table immediately below. The estimated total scheme cost post-OBC is estimated to be £24,557,000. It should be noted that these costs are subject to change as the scheme moves into the FBC stage and further detailed design and survey work are carried out.

	<i>Spend funded 2019/20 - 2021/22</i>	Approved Funding 19/20- 22/23	Changes to Funding	Future Funding Requirement	Total Funding
DfT Contribution	£257,000	£1,939,000		£19,347,000	£21,286,000
SCC Local Contribution	£32,855	£231,000		£1,132,215	£1,363,215
NSC - S106 (Bristol Airport XCH113)	£114,556	£0	£114,556	£0	£114,556
NSC – LTP	£65,581	£75,000		£0	£75,000
NSC - D&E Driving Growth Board		£25,000		£0	£25,000
NSC Local Contribution	£139,120	£465,000	-£114,556	£1,933,785	£2,284,229
Total Scheme Cost	£609,111	£2,735,000	£0	£22,413,000	£25,148,000

**Please note that contributions received have funded OBC work in the 2020/21 and 2021/22 financial years.*

For the NSC Local Contribution funding sought, the following potential sources have been identified:

- DfT City Deal Transport Grant
- Bus Service Improvement Plan (BSIP)
- Local Transport Plan (LTP) Integrated Block
- Local Transport Plan (LTP) Maintenance Block
- Section 106
- Directorate Reserves

Borrowing may be used to bridge the gap in the Local Contribution funding, considered as part of the Capital programme borrowing and built into the Capital Strategy. This will need to be considered by the S151 Officer to understand the overall impact on the Council's resource envelope. The above funding options would need to be reviewed in the event of the Bristol Airport Section 106 obligations coming into force.

LEGAL POWERS AND IMPLICATIONS:

The WECA Professional Services Framework Agreement has been procured in line with Public Contract Regulations 2015. The Contract will use NEC4 Professional Services Short Form Contract Option A.

The procurement process will be compliant with the Public Services (Social Value Act) 2012 by ensuring it seeks additional social value during the tender process.

CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS:

1. Pre-Qualification

Due to using an existing Framework Agreement, our influence at this stage is limited as the suppliers are pre-qualified. However, all three suppliers on the WECA framework have previously demonstrated knowledge and experience of carbon management, sustainability and mitigating environmental impact through their quality submissions for other similar projects, such as the Banwell Bypass Employer's Agent.

2. Specification

The scheme improvements will focus on active travel provision, reducing traffic congestion, and improving journey reliability times which will contribute towards carbon reduction in the local area. There will also be improved bus stop infrastructure enabling better access to bus services and expanding travel choices. The scheme will also look to deliver biodiversity net gain.

The A38 MRN scheme aims to:

- Better connect local communities by active travel modes;
- Improve vehicle journey times and congestion on the A38 corridor thereby reducing carbon emissions from queuing traffic
- Minimise environmental impacts, including carbon, and help secure positive environmental enhancements

Knowledge and experience of carbon management, sustainability and mitigating environmental impacts will be a requirement of the appointed consultant. This will be written into the Specification.

3. Tender Evaluation

A quality question about carbon management, sustainability, the mitigation of environmental impacts and monitoring the contractor's Biodiversity Net Gain, worth 20% of the overall quality weighting, will form part of the evaluation.

The procurement process will also challenge the suppliers on their own carbon footprint as well as how they will monitor the appointed contractor during the design and construction of the infrastructure ensuring it is delivered in the most sustainable way. This professional service contract will include project specific requirements around communications and meetings, and also at an organisational level with their corporate approach and initiatives to sustainability, including the use of energy, transport, purchasing and staff.

The consultant will act as a carbon advocate to help the project team realise its carbon reduction ambition and provide a framework for future projects.

The Climate Emergency Project Manager and the Active & Sustainable Travel Manager will be included as members of the evaluation panel.

4. Social Value

A Social Value question worth 10% of the overall weighting will form part of the evaluation. Suppliers will be encouraged to provide social value commitments relating to the outcome of reducing negative and promoting positive environmental impacts.

5. Contract Management

The contract will be managed by the Senior Project Manager for the A38 MRN project, who will ensure adherence with the Specification, including carbon management, sustainability, and mitigation of environment impacts. Social Value Portal will monitor the supplier's progress on their Social Value commitments.

As part of the aim to encourage innovative solutions to carbon reduction, it is proposed that a sustainability toolkit be developed to identify sustainability outcomes to be achieved. This is to be developed in collaboration with the Contractor and Employers Agent and the purpose specified to put tangible metrics against sustainability into the project as goals.

All supply chain partners will play an active and key role in ensuring that the Council's ambition of carbon reduction and biodiversity net gain is secured and achieved through both being an active member of the project team and through necessary application of statutory and non-statutory legislation in the design, development and delivery of the proposed infrastructure. The outcomes that can be secured from all parties working collaboratively towards a common goal of carbon reduction are:

- Reduced carbon and reduced cost of infrastructure,
- Promotion of innovation delivering wider society and community benefits,
- Contribution to tackling climate change,

- More sustainable solutions providing a blueprint for future projects, and
- Identification of carbon offsetting to mitigate capital carbon created.

The proposal is to undertake the design, development and delivery of the programme to align with the principals within the PAS2080 framework. Suppliers may detail their own specific carbon management and measurement systems, including demonstrating how their design proposals will build in Biodiversity Net Gain.

CONSULTATION:

Early engagement with the WECA Framework suppliers will take place prior to publishing the opportunity to ascertain suppliers’ capacity and appetite to bid for this contract. Suppliers will also be notified once the mini competition is live on the Supplying the South West portal to encourage participation.

As mentioned above, a Members Task & Finish Group will engage with the project team to provide input on:

- Active Travel
- Carbon reduction
- Bio-diversity

RISK MANAGEMENT:

Description	Impact	Mitigation
Lack of market appetite	Limited returns and reduced value for money	The WECA Professional Services Framework has a range of potential suppliers, offer is favourable to the market, the use of a mini-competition will be providing greater assurance of success.
Lack of market capacity	Limited returns or of poor quality.	Use of the WECA Professional Services Framework provides assurance of a depth and breadth of qualified, experienced suppliers. The early market engagement has confirmed that capacity is available for this offer.
DfT not agreeing to funding	The project not proceeding	The contract will be split into two stages. Stage 1 is forward funded by the Council; however, Stage 2 will only be awarded once DfT approve FBC and funding secured.
The actual spend exceeds the contract value	The project budget is impacted by overspends on professional services.	Early engagement with suppliers to validate requirements & budget. Use of Option A to have a commitment to the baseline tasks. Risk pot and regular check point reviews to ensure spend against budget.

EQUALITY IMPLICATIONS:

Have you undertaken an Equality Impact Assessment? Yes.

An initial screening exercise has been carried out to identify protected characteristics that the Equality Act 2010 requires us to consider in relation to the highway proposals. An Equality Impact Assessment has been undertaken as part of the scheme's OBC.

CORPORATE IMPLICATIONS:

The provision of key enabling infrastructure and improvement of the transport network widely supports the Corporate Plan objectives and priorities, most specifically within the priority of a Thriving and Sustainable Place. Such provisions also contribute to strategic recovery post COVID-19 and supports Core Strategy policies including CS10 Transportation and Movement.

The resourcing of the procurement of professional services and delivery of Scheme will be led by the Major Projects Team, with support from Procurement.

APPENDICES:


Climate Emergency Risk Assessment

BACKGROUND PAPERS:

- [21/22 Commissioning Plan for Design & Build of A38 MRN schemes and associated Professional Services](#)
- 21/22 DP 270 Approval to submit the MRN OBC and local contribution funding
- [19/20 DE 295 MRN OBC Commissioning and Procurement Plan](#)
- 18/19 DE 410 A38 MRN Outline Business Case
- Consultant report – Framework Agreements
- A38 MRN Outline Business Case

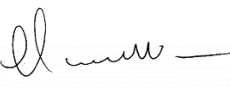
Signatories:

Decision Maker(s):

Signed:  .Executive Member for Assets and Capital Delivery
Date: 1 July 2022

With Advice From:

Signed:  Assistant Director Placemaking and Growth
Date: 23 June 2022

Signed:  Head of Strategic Procurement
Date: 23 June 2022