

North Somerset Council Decision

DECISION OF: EXECUTIVE MEMBER FOR TRANSPORT AND HIGHWAYS



WITH ADVICE FROM: ASSISTANT DIRECTOR NEIGHBOURHOODS AND TRANSPORT AND HEAD OF STRATEGIC PROCUREMENT

DECISION NO: DP 22/23 DP 311

SUBJECT: PROCUREMENT PLAN FOR BUS SERVICE IMPROVEMENT PLAN (BSIP) BUS PRIORITY SCHEMES DESIGN AND BUILD

KEY DECISION: No

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

BACKGROUND:

On 4 May 2022 the DfT awarded North Somerset Council an indicative grant of £47.8million in capital funding, to spend entirely on bus priority schemes within North Somerset over the next 3 years. This award, once confirmed, will enable the council to rapidly transform the efficiency and effectiveness of bus services across the North Somerset area, by delivering;

- Bus traffic signal priority along all the key bus routes or delay hotspots;
- 18 bus priority schemes;
- 3 new interchanges and one upgraded bus interchange in our key towns;
- Investment in circa 500 new modern bus shelters;
- Rapid charging facilities; and
- Integration of cycling facilities at key bus stops.

The indicative funding is currently subject to a final DfT outline review of the proposed schemes which concluded in June 2022 and is expected to result in the release of the funding in late 2022. As part of this review the DfT are asking us to expedite the delivery of some of the simpler schemes in the current financial year.

DECISION: It is requested that the Procurement Plan be approved to proceed.

REASONS:

Introduction

The BSIP capital schemes are focused on providing bus priority schemes on three key corridors in North Somerset, consisting of the A38, A369 and A370, with Weston-super-Mare and Clevedon also having bus priority schemes. There are 18 schemes in total.

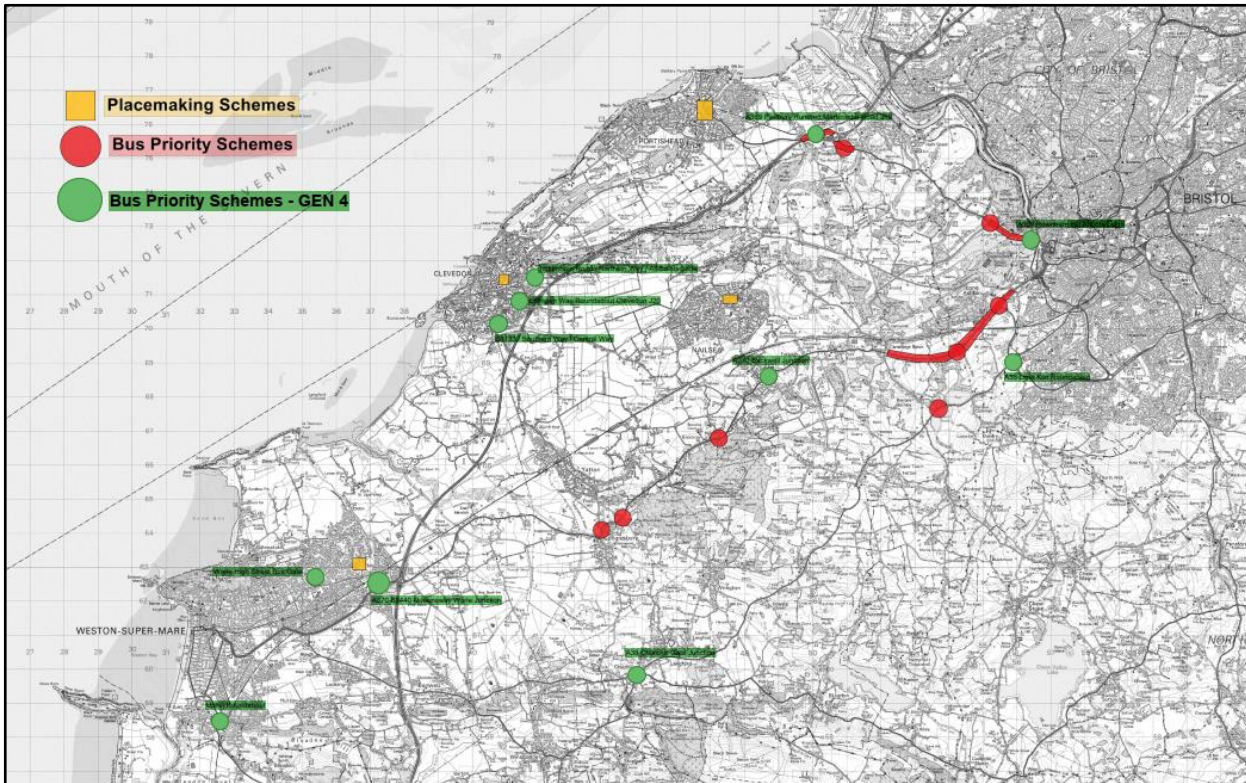
This delivery of these schemes is split into two approaches:

1. The construction of 7 schemes to be delivered by Milestone Infrastructure Ltd, the council's Highways Term Maintenance and Schemes Contractor.
2. The design and build of the remaining 11 schemes to be delivered by a Design and Build Contractor.

The breakdown of which schemes fall under which approach are shown below:

Location	Delivery
1. A38 Barrow Gurney Traffic Signals	Highways Term Maintenance & Schemes Contract
2. A370 Brockley Combe	Highways Term Maintenance & Schemes Contract
3. A370 Long Ashton Bypass / Gurney Roundabout	Highways Term Maintenance & Schemes Contract
4. A370 Smallway Congresbury Traffic Signals	Highways Term Maintenance & Schemes Contract
5. A370 Wood Hill Wroughton Road	Highways Term Maintenance & Schemes Contract
6. A369 Martcombe Road / Junction 19	Highways Term Maintenance & Schemes Contract
7. A369 Beggar Bush Lane	Highways Term Maintenance & Schemes Contract
8. Queenways Worle / A370 B3440;	Design & Build Contract
9. A370 Backwell Signals;	Design & Build Contract
10. Worle High Street Bus Gate;	Design & Build Contract
11. Uphill Roundabout;	Design & Build Contract
12. A369 Portbury Hundred;	Design & Build Contract
13. A369 Rownham Hill;	Design & Build Contract
14. B3133 / Southern Way / Central Way Roundabout;	Design & Build Contract
15. Ettlingen Way Roundabout / M5 Junction 20;	Design & Build Contract
16. Tickenham Road / Northern Way / All Saints Lane;	Design & Build Contract
17. A38 Churchill Signals;	Design & Build Contract
18. A38 Lime Kiln Roundabout;	Design & Build Contract

The location of the bus priority schemes are shown in the map below:



Commissioning Plan

The Commissioning Plan was approved at the Full Council meeting on 12 July 2022.

Lessons Learned from previous projects

There are similarities between the BSIP Bus Priority Schemes and other recent projects, for example the A38 Major Road Network (MRN) Design and Build contract. Recent feedback from the market on the A38 MRN project has been used to inform the procurement of the BSIP schemes, for example on potential framework agreements, contract clauses and pricing mechanisms to use.

Requirement

As previously mentioned, the 18 schemes will be delivered by two different approaches outlined within this procurement plan. The reason for identifying 7 schemes to be delivered by the council's current Highways Terms Maintenance Contractor is to enable the early delivery of some of the simpler schemes, as required by the DfT. However, as the existing Highways Term Maintenance contract expires in March 2024, it would not be suitable to deliver all 18 schemes. A separate contractor is therefore required to design and build the larger schemes.

The two approaches are as follows:

1. The construction of 7 schemes to be delivered by Milestone, the council's Highways Term Maintenance and Schemes Contractor (HTMC).

The current HTMC allows for schemes such as the BSIP bus priority schemes to be delivered through it. The DfT's grant requires the council to have some schemes start on site by March 2023 and using Milestone to deliver these schemes will enable this. The council has procured

a consultant to produce detailed designs for 7 schemes (1 to 7 above). Once these have been produced, Milestone will be able to proceed at pace with the construction of the 7 simpler schemes. Using the existing HTMC is not an option for the design and build of the remaining 11 schemes as this contract expires in March 2024. The 7 simpler schemes will be delivered prior to March 2024.

Milestone will price the 7 schemes on the basis of NEC4 ECC Option C. To ensure value for money, scheme costs will initially be monitored by the BSIP team. There will be a separate commission for an Employer's Agent, which will include a Quantity Surveyor, to evaluate the Milestone prices.

The estimated total contract value through the HTMC is £6,850,000.

2. The design and build of 11 schemes to be delivered by a Design and Build Contractor.

A single NEC4 Engineering Construction Contract will be used to deliver the package of 11 design and build projects (8 to 18 above). The contract will deliver:

- Preliminary design
- Detailed Design stage, with the target construction cost built up in parallel and
- Construction, of each scheme.

Sectional Completion will be used with this contract to prioritise the development and delivery of schemes, either as individual schemes or packages of schemes. The Design and Build contract will consist of a number of Sectional Completions to enable a phased delivery approach. The project team will consider the cost, geography, priority and complexity of the schemes to determine what the Sectional Completions will be and how many.

Sectional Completion allows different sections of the works to have different completion dates. This enables multiple schemes, that may have different timescales for design and build, to be delivered under one contract. As such, unlike a two-stage contract, this single-stage contract will not have a break clause between the design and build stages. This will allow, for example, construction to commence on one scheme/group of schemes while another is still at the design stage.

The contract duration is anticipated to be 22 months from June 2023 to April 2025. The estimated total contract value for the design and build contract is £21.6 million.

Route to market

1. Construction of 7 schemes, delivered by Milestone

The construction of 7 of the simpler schemes is to be delivered by Milestone, through the council's existing Highways Term Maintenance and Schemes contract.

2. Design and Build of 11 schemes

Due to programme constraints, it is recommended that Framework Agreements are used to procure the design and build contractor instead of lengthy tender processes.

We propose to use the Hampshire Generation 4 – Civil Engineering, Highways and Transportation Collaborative Framework (Lot 3). As a back-up, we will use the Pagabo Civils and Infrastructure Framework (Lot 3 – South West Road Transport), for example if there is insufficient interest from Gen4 suppliers.

Indicative Timescales

An indicative timetable of the procurement process for the Design and Build contractor:

Activity	Date
Executive Member Approval of DfT Grant	November 2022
Supplier Engagement (D&B)	October and follow up in December 2022
Procure Design and Build Contractor (11 schemes)	January 2023 to March 2023
Evaluation	March / April 2023
Internal Governance (falls in Pre-Election Period)	April 2023
Award of Design and Build Contract	May / June 2023
Contract Delivery	June 2023 to April 2025

Governance

This Procurement Plan will be subject to approval by the Executive Member for Transport and Highways, with advice from the Director of Place (delegated) and Head of Strategic Procurement, before the procurement is undertaken.

Previously a Commissioning Plan was approved by Full Council on 12 July 2022.

The value of the Design and Build contract requires the Contract Award to be approved by the Executive. However, the internal governance and award stages (see above timeline) for this contract will coincide with the May 2023 council elections. No Executive meetings will take place in the Pre-Election Period (21 March to 4 May 2023) and there are also currently no scheduled Executive meetings beyond the May 2023 elections.

This uncertainty around when the Contract Award will be approved therefore requires an alternative approach to reduce the risk of a delay impacting on both the BSIP programme and project funding. As such, a report will be taken to the Executive meeting on 8 February 2023 requesting the Contract Award decision is delegated to the Director of Place, advised by the Section 151 Officer and Head of Strategic Procurement. This approach is supported by the Chair of the Place Policy and Scrutiny Panel.

The Contract Award will be a Key Decision and will therefore be advertised on the council's Forward Plan and be subject to call-in periods, in line with the council's Contract Standing Orders.

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

- Director of Place / Assistant Director of Neighbourhoods and Transport
- BSIP Programme Lead (SRO)

- Head of Service Infrastructure (BSIP)
- Infrastructure Delivery Manager (BSIP)
- Finance Business Partner
- Employer's Agent
- Procurement Manager

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

- Head of Service Passenger Transport
- Public Transport Manager
- Highway and Parking Operations
- Highway Technical Services

Market / Suppliers

1. Construction of 7 schemes, delivered by Milestone

As outlined above, Milestone Infrastructure Ltd is the council's existing Highways Term Maintenance Contractor who will deliver 7 of the simpler schemes.

2. Design and Build of 11 schemes

The Hampshire Generation 4 – Civil Engineering, Highways and Transportation Collaborative Framework (Lot 3) has the following 4 contractors:

- Hochtief
- Milestone Infrastructure
- Volker Fitzpatrick
- Tarmac (A CHC Company)

An engagement session was held with framework suppliers from the Gen4 framework on 12 October 2022. Following this session, a questionnaire was sent to all suppliers to gauge interest in the opportunity and seek opinions on aspects of the tender, for example tender periods and price/quality weightings. Feedback was positive and so the Gen4 Framework is the preferred route to market for the BSIP Design and Build contract.

A further engagement session will be scheduled for December 2022 to share more information about the opportunity, such as concept designs, ahead of the mini competition.

However, the Pagabo Civils and Infrastructure Framework (Lot 3 – South West Road Transport) has been identified as the second choice framework should this be required. This framework has the following contractors:

- Milestone Infrastructure Ltd
- John Graham Construction Ltd
- Sir Robert McAlpine Ltd
- Octavius Infrastructure Ltd
- Colas Ltd
- Kier Infrastructure & Overseas Ltd

Reserves:

- Galliford Try Construction Ltd
- VolkerFitzpatrick Ltd
- John Sisk and Son (Holdings) Limited

Social Value

In accordance with the Council's Social Value Policy, 10% of the overall 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 BSIP bus priority schemes Design and Build contract, 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 (capped at £7,500 per year) and will be paid by the winning bidder direct to the Social Value Portal.

Evaluation (Design and Build only)

For the Design and Build procurement, bids will be evaluated on the basis of 30% Price, 60% Quality and 10% Social Value, however this is subject to minor changes subject to market engagement. The rationale being that the contractor will have only been provided with concept designs for the schemes and therefore pricing may be challenging. Quality will be important to ensure we meet timescales which is critical to receiving the grant funding.

Price Evaluation:

Price will have a weighted score of 30% which will be broken down into the design and construction phases. Furthermore, each of the stages will have a combination of parts to include the activity schedules and fee percentages.

An indication of how this may look is as follows, subject to minor change following market engagement.

<u>ECC – Option C – Target Cost</u>	30%
• Design Stage (Activity Schedule 80%, Fee 20%)	60%
• Construction Stage (Activity Schedule 50%, Fee 50%)	40%

The scoring matrix that will be used is shown below:

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.

Bidders will be required to answer five quality questions, which will be scored. The assessment will cover the following topics:

Quality Sub-Criteria	Weighting
Project Delivery Approach and Management	30%
Programme and Phasing	15%
Risk Management Approach	20%
Sustainability, Carbon Reduction and Biodiversity including Traffic Management	20%
Stakeholder Management	15%
	100%

Evaluation Panel

The evaluation panel for both the design and build procurements will likely consist of:

- Head of Infrastructure (BSIP)
- Infrastructure Delivery Manager (BSIP)
- Procurement Support Consultants
- Climate Emergency Project Manager (or delegate)

The Strategic Procurement Service will moderate the evaluation.

The evaluation panel may wish to hold clarification interviews if it assists in their decision making.

Contract Management

Day to day contract management will be undertaken by the Head of Infrastructure (BSIP) 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 Contractor to monitor their progress against the key criteria in addition to the measurement requirements that form part of the NEC contract. The monthly highlight report will detail various areas including the following:

- Progress against Programme
- Change (Cost, Time and Scope)
- Forecast (Cost and Programme/Time)
- Risks and Issues
- Performance – SV and KPIs
- Stakeholder
- Opportunities and Decisions Required
- Social Value commitments

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 BSIP project management and board protocols and processes.

OPTIONS CONSIDERED:

The following routes to market were considered:

1. **Open Procedure** – This was not considered a suitable option for the project, due to time constraints and a large supplier base, which could generate a large number of submissions and would be time consuming to administer and evaluate the tender. Also, suppliers may be discouraged from bidding if the likelihood of success does not justify the costs associated with preparing and submitting a bid.
2. **Restricted Procedure** – Shortlisting suppliers after an initial selection process enables the project team to focus on the evaluation of a more limited number of suppliers. As the chances of success are increased for those shortlisted suppliers, there may be more interest in the opportunity from the market as suppliers have more

confidence in their chances of success. However, it is a more time-intensive procurement route and unfortunately there is insufficient time in the programme to undertake a restricted tender.

3. **Single-Supplier Framework** – Whilst single-supplier frameworks have previously been used for this type of project and it can be a time-efficient process, it is not the preferred route to market, due to a lack of competition between suppliers and concerns about achieving value for money.
4. **Multi-Supplier Framework** – This provides the benefits of a quicker route to market with pre-qualified suppliers and will still ensure competition between suppliers to achieve better value for money for the Council.

Option 4 is therefore the recommended option.

The Procurement Team reviewed the following available Framework Agreements:

Design and Build of 11 schemes

Purchasing Authority	Framework Details	Levy	No of Contractors
Crown Commercial Services (CCS)	Construction Works and Associated Services – RM6088 Lot 3.2: Construction Works and Associated Services – South England	0.2% payable by the contractor	18
North East Purchasing Organisation (NEPO)	NEPO211 Civil Engineering and Infrastructure Framework Lot 11: National – Over £10million	0.25% payable by the contractor	4+4 reserves
NHS Shared Business Services	PS Works: Public Sector Construction Works LOT 4 - Public Sector: £15M - £35M	0.5%, capped at £140k	8
Queen Elizabeth Hospital, Gateshead	Pagabo Civils and Infrastructure Framework Lot 3- South West Road Transport	0.5% payable by the contractor	6+3 reserves
Scape	Civil Engineering	0.6% payable by the contractor	1

Hampshire County Council	Generation 4- Civil Engineering, Highways and Transportation Collaborative Framework Lot 3	Work order £25m-£50m=£40k (0.16% - 0.08%)	4
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A workshop was held which was facilitated by the Procurement Team and attended by the Infrastructure Delivery Manager (BSIP) and the Head of Highway & Parking Operations.

The group discussed the pros and cons of each framework and, for the Design and Build contract, decided on the Hampshire County Council Generation 4 – Civil Engineering, Highways and Transportation Collaborative Framework (Lot 3), with a backup of using the Pagabo Civils and Infrastructure Framework (Lot 3 – South West Road Transport) should we get insufficient interest for the same reasons as those stated above.

This is because the Gen4 frameworks have several benefits including known contractors, some of whom have contracts in the South West, and a lower contractor levy fee. The benefit of contractors having a presence in the South West is that they will hopefully find the opportunity attractive as it will not be prohibitively expensive for them to mobilise in our area, and that mobilisation costs should not be so high as to make their bid uncompetitive.

The reason for having the Pagabo framework as a backup is to provide the project team with another option should this be required. The Pagabo framework also includes suppliers who are based in the South West, however the framework fees are higher.

FINANCIAL IMPLICATIONS:

Costs:

Estimated NSC costs for the 2 sets of schemes are shown below:

Construction only 7 schemes (Milestone)	£6,850,000
Design of D&B contract of 11 schemes	£600,000
Construction of D&B contract of 11 schemes	£21,000,000
Total	£28,450,000

The contracts will only be awarded following acceptance of the DfT grant.

Funding:

On 12 July 2022, Full Council approved an increase to the Capital Programme of £47,983,473 in recognition of the outline DfT funding award. The BSIP Bus Priority Schemes delivered by the Highways Term Maintenance contract and the Design and Build contract will be funded by the BSIP grant funding when this is received.

LEGAL POWERS AND IMPLICATIONS:

The Gen4 and Pagabo Frameworks were compliantly procured in accordance with the Public Contracts Regulations 2015 and NSC is eligible to use them.

The contract used will be the NEC4 Engineering Construction Contract (ECC) Option C for the Design and Build contract.

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 existing Framework Agreements, our influence at this stage is limited as the suppliers are pre-qualified.

2. Specification

The BSIP bus priority schemes will contribute to the reliability and attractiveness of the public transport network, with the aim of reducing car journeys within North Somerset and beyond. The design and construction of these bus priority schemes will be key to delivering these outcomes, as well as identifying opportunities for Biodiversity Net Gain during construction.

The specification will include the requirement for an assessment of climate change resilience where impacts, mitigation and management with opportunities for enhancement and biodiversity net gain are clearly identified.

The appointed contractor will be expected to deliver the contract in accordance with PAS2080:2016 Carbon Management in Infrastructure. The PAS framework provides guidance for all sectors and value chain members on how to manage whole life carbon when delivering infrastructure assets.

3. Tender Evaluation

A quality question covering sustainability, carbon reduction and biodiversity will form part of the quality evaluation, which will have a total quality weighting of 20% to reflect the importance of these aspects. Bidders will be invited to present their ideas for innovation in the design and build of the bus priority schemes, such as the re-use of materials or use of recyclable materials and/or components.

Bidders will be asked to understand the total emissions for the project in delivery and maintenance and to identify carbon emissions will be mitigated and monitored.

The PAS2080 Specification will be considered when determining the quality questions and scoring of the submitted bids, to ensure carbon reduction is a key consideration in design and construction of the Programme.

The procurement process will also challenge the suppliers on their carbon footprint and how infrastructure can be delivered in the most sustainable way including project specific requirements around communications, meetings and also at an organisational level with their corporate approach and initiatives to sustainability, including the use of energy, transport, purchasing and staff. It is proposed to appoint a carbon advocate to help the project team realise its carbon reduction ambition and provide a framework for future projects.

4. Social Value

A Social Value question will form part of the evaluation. This question will be worth 10% of the overall evaluation score, which is in line with the council's Social Value policy. Suppliers will be encouraged to provide social value commitments relating to the outcome of reducing negative and promoting positive environmental impacts. This will be evaluated by Social Value Portal using the TOMS approach.

5. Contract Management

The contract will be managed by the Head of Infrastructure (BSIP), who will ensure adherence with the Specification, including carbon management, sustainability, mitigation of environment impacts and Biodiversity Net Gain. 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.

A Construction Environmental Management Plan will be required of the contractor for this scheme and will reflect the requirements in terms of sustainability and carbon reduction. There will also be specific KPIs to measure performance around sustainability aspects, such as the re-use of materials on site and minimising waste going to landfill.

CONSULTATION:

NSC stakeholders who have been consulted to date include:

- Leader of the Council
- Executive Member for Transport and Highways

- Place Director and Directorate senior colleagues
- Internal Place Directorate teams

There has also been ongoing engagement with Department for Transport to determine the requirements of the schemes and funding.

Early engagement with the Gen4.3 Framework suppliers took place on 12 October to ascertain suppliers' capacity and appetite to bid for this contract. A further supplier engagement session will be held in December 2022, prior to publishing the opportunity in January 2023.

RISK MANAGEMENT:

Risk	Mitigation
Insufficient time for procurement	Use of the Gen4 Framework, rather than open/restricted tender to provide a shorter timescale for procurement, whilst still ensuring competition between suppliers with the necessary skills and experience to deliver the contract.
The procurement timeframes (outlined above) are delayed or unachievable, which impacts the ability to meet the grant funding requirements, including construction start and end dates.	Discussions with DfT to negotiate flexibility. Use of the HTMC to enable early delivery of some of the simpler schemes in the 2022/23 financial year. Consultant support to provide additional resource to the procurement process.
Insufficient interest from contractors.	Early engagement with framework suppliers prior to procurement in order to gauge their appetite for bidding and stimulate interest in the opportunity. Back up framework suggested.
Staff resource is inadequate to support process.	Recruitment drive is underway. Professional services to be procured to support staff.
Inflation is a significant area of risk and uncertainty for contractors at the moment, who could price higher than inflation to reflect this.	Recommendation that NSC take on the inflation risk, which has been factored into the scheme budgets. This mitigates against paying higher than inflation due to uncertainty.
Design and build costs are higher than anticipated because only concept designs are being provided in tender pack.	The contract contains a mechanism to control cost increases.
A single stage design and build contract does not have a break clause between the design and build stages.	Phasing is an important factor for this contract and a break clause would make the contract less flexible. Sectional completion will be utilised instead. Costs to be managed through a clear activity schedule and change control approach in the Scope.

<p>No Executive meetings will be held during the Pre-Election Period and currently no Executive meetings are scheduled for after the May 2023 elections. The D&B contract award approval could therefore be delayed, impacting on the programme and risking project funding.</p>	<p>A paper will be taken to the February 2023 Executive meeting requesting that the Contract Award decision for the D&B contract is delegated to the Director of Place, advised by the Section 151 Officer and Head of Strategic Procurement. This will ensure that this contract can be awarded promptly.</p>
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EQUALITY IMPLICATIONS:

Have you undertaken an Equality Impact Assessment? Yes

An initial Equality Impact Assessment is currently being drafted and will then be sent to the Inclusion and Corporate Development Manager for review.

CORPORATE IMPLICATIONS:

The provision of key enabling infrastructure and improvements to the transport network widely supports the Corporate Plan objectives and priorities, most specifically within the priority of a Thriving and Sustainable Place.

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

APPENDICES:


Climate Emergency Risk Assessment

BACKGROUND PAPERS:

- Commissioning Plan for BSIP Project: [09 Bus Service Improvement Plan Enhanced Partnership adoption Executive.pdf \(modern.gov.co.uk\)](#)
- West of England Bus Service Improvement Plan
- DfT Confirmation of funding for North Somerset and WECA
- Executive Council Decisions


Signatories:

Decision Maker(s):


Signed:  Executive Member for Transport and Highways

Date: 6 December 2022

With Advice From:

Signed:  Assistant Director Neighbourhoods and Transport

Date: 6 December 2022

Signed:  Head of Strategic Procurement

Date: 6 December 2022