

West of England Combined Authority

Professional Services Framework - DN415582

Work Package Brief – DN676844 Independent Review of Clevedon Public Realm Improvements Scheme in Clevedon Hill Road and Seafront/The Beach

Project Title: Independent Review of Clevedon Public Realm Improvements Scheme in Clevedon Hill Road and Seafront/The Beach

Project No: DN676844

Client Organisation: North Somerset Council

Project Manager contact details: All correspondence via the Supplying the South West procurement portal

Date of issue: 28 June 2023

Approximate Value range: Approximately £20,000

Project Summary:

North Somerset Council is seeking a consultant to undertake an independent review of Clevedon Public Realm Improvements Scheme in Clevedon Hill Road and Seafront/The Beach

Timescales/ Project Milestones:

Mini competition published	28 June 2023
Deadline for clarifications	5pm (17:00), 4 July 2023
Submission deadline	1pm, (13:00), 6 July 2023
Evaluation	7 July 2023
Contract Award	w/c 10 July 2023
Commencement of contract	17 July 2023
Estimated end of contract	6 October 2023

Provide estimate of fees and proposal by: 1pm (13:00), Thursday 6 July 2023

Contract documents: Appendix 1 – NEC4 PSSC Contract Data

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1. Detailed Description of Commission:

1.1 Background to the contract requirement

North Somerset Council (NSC) has a commitment to supporting sustainable travel routes across North Somerset to provide health and wellbeing benefits for residents and encourage more active travel. This is in line with national government policy and commitments to promote Active Travel opportunities.

The “Pier to Pier Way” is an ambitious project within North Somerset which has been two decades in the making and which commenced on site in 2021. This is a new 13-mile cycle route linking Weston-super-Mare and Clevedon. It is aimed at commuters, leisure users and tourists. Featuring quiet roads and traffic-free sections it will form the central section of the North Somerset coastal towns cycle route.

The Pier to Pier way project has many elements (see Appendix 3). One of the key elements was to make improvements for Active Travel in The Beach and Hill Road area of Clevedon. In 2020 the council was able to apply for Active Travel funding from the Department for Transport (DfT) to enable the Clevedon element of the project. The Active Travel Fund from the DfT can only be spent on walking and cycling improvements. This money was combined with other DfT funding to ensure that other elements of work such as surfacing and public realm improvements including planting and seating would also take place at the same time.

1.1.1 Overview of Clevedon Seafront/The Beach and Hill Road improvement scheme

In line with the Active Travel Fund, the objectives of the scheme as stated in the project brief were to:

- Create an environment that is safer for both walking and cycling (both, not one or the other).
- This will allow cycling, in particular, to replace journeys previously made by public transport, and will have an essential role to play in the short term in helping avoid overcrowding on public transport systems.
- Longer term, it will also help deliver significant health, environmental and congestion benefits.

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The specific Clevedon Seafront/The Beach and Hill Road Scheme objectives were:

- Reallocation of road space for walking and cycling – to include a design that is suitable for significant numbers of cycles and non-standard cycles.
- Provide a cycle route that is coherent, direct, safe, comfortable and attractive.
- Mitigate any negative impacts on disabled people or those with protected characteristics.
- Enable people to safely access local attractions and shops whilst maintaining social distancing.
- Support economic recovery by enabling more people to safely visit local shops and by making it a more attractive destination.
- Enhance the public realm through reallocation of road space, parklets and enhanced street furniture.
- Encourage active travel.
- Reduce dominance of the car.

Some of the intended outcomes of the scheme were:

- A 20mph zone/speed limit
- Pavement widening and better crossing facilities
- More seating and greenery
- More car parking overall through new spaces on Elton Road
- Dedicated loading bays for delivery drivers
- Cycle lanes and cycle parking on Hill Road and The Beach
- One-way roads on key streets to promote a simplified road layout, pedestrian priority and better road safety

1.1.2 Request for a review

The implementation of the scheme is in final snagging phase and due to be complete by mid-July. TROs are in place with formal enforcement coming online as soon as all of the TROs are sealed and the signage fully in place. The scheme has been extremely controversial, generated a local 'Save our Seafront' group, was the subject of a Parliamentary debate and featured in national and local media.

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A number of concerns about the impacts and perceived safety of the scheme have been raised by people living, working and visiting the area both during its implementation and more recently as the scheme has neared completion. These include those set out below – although this is not a fully comprehensive list. The review will need to consider and test these concerns, as well as others raised through the public engagement exercise, alongside the positive benefits of the scheme:

- Concerns that the design of the scheme has created some safety issues for people parking in the spaces along The Beach - particularly for those with mobility difficulties or children trying to get out of a parked vehicle with one side now adjacent to the cycle lane, the other to the roadway.
- Concerns that the three crossing points across the new cycle lane do not feel safe, particularly for those with more limited mobility.
- Concerns that because the disabled parking configuration has changed people with mobility vehicles and mobility aids are now having greater difficulty getting out of/into their vehicles independently.
- Concerns that drivers of vehicles do not seem to always understand the new one-way system along The Beach and signage may be inadequate.
- Concerns that because of the new layout some residents now have substantial difficulties or are blocked access from getting into or out of their driveways along the beach front.
- Concerns that the design of the roundabout at the Alexandra Road end of The Beach, and area around it, is not large enough to negotiate properly and traffic therefore enters Alexandra Road head-on to oncoming traffic.
- Concerns about the safety implications of a lot of different users in a relatively small space at and around this roundabout where there is also a nearby loading bay, disabled bay, bus stop, access to the cycle path and a pedestrian crossing.

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- Concerns around loss of the amenity to park on the seafront and look out to sea – particularly from older residents and those with limited mobility.
- Concerns expressed from some around the loss of parking on Hill Road.
- Concerns that the scheme has resulted in more people driving around the one-way system trying to find parking, and therefore increasing emissions.
- Concerns that the scheme has changed HGV movements in the area which is having an impact on some residents.
- Concerns from some businesses that the scheme has had a negative impact on their trade.
- There is an overall perception that the project involved a lack of consultation and where consultation did take place people felt they were not listened to and that changes were not made to the scheme as a result of the consultation.

In the context of the concerns raised about the scheme North Somerset Council would like to invite you to quote for an independent review to provide expert input into whether the scheme:

- has delivered the Active Travel Fund objectives and those of the specific Clevedon Seafront/The Beach and Hill Road Scheme;
- is safe for users;
- and/or disadvantages access to the area (including for people with access needs).

The review should consider the case for reversing or amending the scheme in part, the financial and other implications of so doing, and propose alternative options and costs for any specific elements requiring change identified through the process.

The review will engage with elected members, members of the public and other key stakeholders as well as provide a technical review of the scheme.

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Internally, within North Somerset Council, there are other processes also underway that will provide information to contribute to the independent review:

- Active Travel England will review the scheme for compliance (this was the outcome of the engagement of local MPs with the Department for Transport and Parliament).
- Stage 3 Post Implementation Safety Audit - North Somerset Council have commissioned (external contractor) engineers to review the safety of the scheme in line with the normal council process for any significant investment scheme. This is underway and is part of the council's normal approach and statutory process.
- An Internal Audit of the methodology of bringing the scheme forward and implementing it (including process, consultation and decision making). This is being undertaken by the council's internal auditors. This service is provided to the council by Audit West which is a shared service with Bath and North East Somerset Council.

1.2 Specification for independent review

The review will need to include the following elements:

1.2.1 Technical elements of the scheme

1. Establish whether the practical application of the scheme delivers against the relevant key policies for the local area. These include but are not limited to:
 - Joint Local Transport Plan 4
 - Active Travel Strategy
 - Highways Asset Management Strategy
 - Relevant health policies relating to clean air and active travel
 - Joint Health and Wellbeing Strategy
 - North Somerset Economic Plan
 - Clevedon Conservation Area policies
2. Review and provide independent feedback on the road safety implications of the scheme and any recommendations to improve the safety of the scheme. This needs to include safety of vehicle users, cyclists, pedestrians and users of wheelchairs and other mobility aids.

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3. Review and provide independent feedback on the accessibility implications for the scheme and any recommendations to improve access to the area. This needs to include affected residents, businesses and visitors (including bus-users and delivery drivers) and needs to pay particular attention to ensuring that those with specific access and mobility needs can access the area.
4. Review and provide independent feedback on any data evidencing the economic implications of the scheme.
5. Review and provide technical feedback on how the scheme delivered against the original aims and specifications, and how well the consulted elements were delivered.
6. Review and provide technical feedback on the more controversial elements of the scheme – the coloured surfacing, roundabout feature and road markings. Specific attention should be paid to whether these elements have technical merit, whether they were appropriate for use in this scheme, and what alternatives (if considered necessary through the findings of the review) could improve outcomes for both regular and infrequent users.
7. Establish at a high level whether there is a case for reversing or changing elements of the scheme to address issues and recommendations identified through the review; and what the potential costs of this might be (*this will need to be developed in dialogue with officers and members and may need to be an additional commission depending on the scale of changes proposed*).

1.3 Engagement

8. Engagement with stakeholders, through a clear engagement plan, to supplement the technical data obtained across the seven work areas above. The engagement plan needs to ensure opportunities will be created for open and frank engagement and facilitates stakeholders to express a range of views. This could include a mix of methods such as a public meeting to seek initial views; face-to-face sessions with individual, or groups of, stakeholders; and a presentation of the results of the review in public.

Given the wide range of users and groups affected by the scheme, analysis of public feedback will need to consider how to weight the feedback of those experiencing a direct, significant impact (such as residents with access to properties via the Beach, disabled users and other possible groups determined through the engagement process) with general users.

Stakeholder groups will include:

- Elected Members

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- Clevedon Town Council
- Directly affected residents
- Disabled people/representatives of disability groups
- Young people
- General public – local residents, residents of the wider town and visitors to the area
- Economic stakeholders (businesses, local companies based in the area including Clevedon Pier Trust)
- Voluntary and community sector

1.4 Timescales

It is anticipated that the review process including gathering and review of information and data; engagement with stakeholders; and preparation and presentation of final recommendations will be delivered within a maximum of 12 weeks.

1.5 Payment schedule

TBC

1.6 Reporting requirements

A report on the findings and conclusions will be required, initially presenting the report in draft within 6 weeks of having carried out the independent review and a final report 2 weeks after this.

1.7. Skills and competencies

Public engagement, technical competencies around highways design, road safety and urban design.

2. Tender Evaluation:

Your proposal will be evaluated using the following criteria and weightings:

Quality – See questions for Sub-weightings	60%
Price	40%

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3. Price Evaluation

Price will have a weighted score of 40% and will be based on submission of a Total Cost for the services required.

The bid with the lowest total cost will receive the maximum score of 100% and the prices of all other bids will be expressed as a percentage of the maximum score.

Please complete the Price Submission section within Appendix 2 Price and Quality Submission.

3. Quality Evaluation:

Quality will have a weighted score of 60% 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.

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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.

Please complete the Quality Submission section within Appendix 2 Price and Quality Submission.

4. Other Comments

Note to Framework Suppliers: if you accept the terms and conditions within the NEC4 Professional Services Contract Data but subsequently query them after award, the council reserves the right to treat this as a rejection of our offer to award the contract and will look to award to the second placed supplier.