

**Procurement Title**

Agreement for the Supply, Installation, Maintenance and Repair of Bus Shelters

**Procurement Option**

Open Tender Procedure compliant with the Public Contract Regulations 2015

**New or Existing Provision**

Existing Provision

**Estimated Annual Contract Value and Funding Arrangements**

Estimated contract value between £500,000 and £625,000 per annum.

In January 2018 capital funding of £3.5m was agreed at Cabinet, the existing contract has used approximately £2m of this funding. The new contract will be funded (whilst the funds, which may be time limited, are available) by the remaining balance of the capital funding and through a number of Bus Service Improvement Plans & Levelling Up Funding schemes.

**Contract Duration**

Initial contract period of two years from the 16<sup>th</sup> March 2024 with the option to extend the contract by any number of further periods, provided that the total contract period does not exceed four years.

**Lotting**

Lotting has been considered and determined unsuitable for this agreement. A single supplier will provide a more effective and consistent service, in addition, a single supplier agreement will also remove any potential for conflict which could arise by having two or more suppliers providing the goods and services.

**Evaluation**

<b>Quality Criteria 60%</b>	<b>Financial Criteria 40%</b>
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Social value will form 5% of the quality criteria.

**Contract Detail**

Public and Integrated Transport service has a strategic objective to increase the number of passenger journeys made by bus. To assist in meeting this objective, a single-supplier framework agreement is required to supply and install replacement bus shelters, as well as repair and maintain existing bus shelters within Lancashire to improve the appearance, comfort and safety for passengers using bus services.

The Council has 730 bus shelters (this figure is subject to change over the life of the contract) that come under its direct ownership and responsibility. Bus shelters are spread over both urban and rural settings covering all 12 districts of Lancashire.

There is a programme of works to maintain repair and replace bus shelters. The bus shelters are required to meet set design criteria stipulated by the Public and Integrated Transport service this may include anti-vandal measures such as hammer-glass or additional metal mesh panels.

As well as installation of new bus shelters, the supplier will be required to provide maintenance of bus shelters on a reactive basis as and when the Council requires. Reactive maintenance includes call-outs to replace side or roof panels, make safe broken glass or structural damage, fix lighting, or undertake cleaning as required.

The contracted supplier will need to be adaptable in order to maintain and repair the number of different designs and styles of bus shelter which are located throughout the county.

**Procurement Title**

The Provision of Traffic Management Services

**Procurement Option**

Open Tender Procedure compliant with the Public Contract Regulations 2015.

**New or Existing Provision**

New Framework Agreement for a continuing requirement for traffic management services across Lancashire.

**Estimated Annual Contract Value and Funding Arrangements**

The total estimated value of traffic management services in Lancashire is £3,125,000 per annum. £12,500,000 over 4 years.

Funding is to be made available from the revenue and capital budgets for Highways depending on the scheme. Contract value will be determined by the funds available.

**Framework Duration**

Up to 8 service providers will be appointed onto the Framework Agreement, which will be awarded for a 4-year period commencing in March 2024.

**Lotting**

The framework will comprise of 2 Lots.

**Lot 1****Traffic management for individual works under £7500**

A maximum of 8 service providers will be appointed to Lot 1 as a ranked Lot based on the most economically advantageous tender returns.

Individual traffic management requirements for a value of less than £7,500 will be offered to the first ranked service provider by the Highways Managers in each district. If the first ranked service provider is unable to accept all or some of the work, the second ranked service provider will be offered the work. Highways will contact the service providers in ranked order until the work is appointed.

**Lot 2****Traffic management for individual works over £7,500 and/or Category NHSS 12C Services (tendered by mini competition.)**

Service providers appointed to Lot 1 will be automatically appointed to Lot 2 and will be eligible to tender for mini competitions.

The council will issue a mini competition for services for planned traffic management schemes, with an estimated value over £7,500 and/or for Category NHSS 12C Services (Mobile lane closure traffic management on motorways and other dual carriageways.)

As some smaller traffic management companies may not hold the NHSS qualifications for 12C, this is not a standard requirement for those wishing to tender for Lot 1, therefore allowing more competition for the framework as a whole.

## **Evaluation**

### **Selection Stage (Pass/Fail):**

Bids will be evaluated using the Crown Commercial Services' (CCS) standard Selection Questionnaire, which is compliant with the Public Contract Regulations 2015.

The Selection Questionnaire will evaluate suppliers against the following criteria: mandatory and discretionary exclusion grounds, economic and financial standing, technical and professional capability questions, relevant experience, Health and Safety and Quality Assurance. Each tenderer must pass this stage in order to proceed to the award stage.

### **Award Stage:**

The evaluation will be based on 30% Quality Criteria and 70% Price.

The Quality criteria will consist of a technical questionnaire which will cover the areas of collaborative working and quality of service, and social value.

The Price evaluation will be of submitted rates for the services required as part of the framework (based on estimated quantities.)

## **Background**

The Highways Service have an ongoing requirement for the provision of traffic management services including implementing, installing and maintaining traffic management control systems such as traffic lights, lane closures, diversions and 'stop & go' boards. The service is required across Lancashire.

The successful service providers will be required to provide equipment and experienced labour for any services awarded via Lot 1 or Lot 2. As part of the tender procedure, service providers will be required to demonstrate their experience to operate in compliance with the National Highways Sector Schemes for traffic management services and provide evidence for operative's qualifications.

### **Framework Detail**

The Highways Service are to appoint a maximum of up to 8 service providers to the framework to provide traffic management services. The service providers will be required to meet the LCC Specification which will be prepared for the tender. The Specification will outline the standards which service providers are expected to work to and the equipment required. The Specification will include the relevant sections from the Manual of Contract Documents for Highways Works.

The Framework will state that service providers shall be permitted to submit revised pricing to the council on an annual basis and this shall determine the rankings for Lot 1.

**Procurement Title**

Provision of Dynamic Purchasing System (DPS) – Cleaning & Facilities Services

**Procurement Option**

Open Procedure compliant with the Public Contract Regulations 2015

**New or Existing Provision**

Existing provision.

**Estimated Annual Contract Value and Funding Arrangements**

The estimated annual value is £5,200,000. The estimated total value of the DPS over its maximum ten-year term is £52,200,000.

The DPS will be primarily used by the council's Design & Construction Service to procure cleaning service contracts. As part of their traded service, the Design and Construction Service source and manage a number of cleaning service contracts on behalf of their clients, which mainly consists of schools within Lancashire.

Whilst there may be occasional procurement projects for a corporate council site, the vast majority of procurement activity under this DPS will not be drawn from the council's budget. The DPS may be accessed by educational and other establishments as part of a traded service, therefore these customers in each case will pay for the delivery of the services. The council receives a net income overall for providing this traded service, as customers pay a fee to the Council in order to access the contracts and contract management by the Design and Construction Service.

There is no commitment or guarantee of the value of work and/or number of call-offs to be placed with the suppliers appointed to the DPS.

**Contract Duration**

The proposed length of the DPS is ten years, to commence in 2024.

**Lots**

This DPS will be divided into 3 categories, suppliers may choose to join 1,2 or all 3 categories. Contracts let from the DPS will be by mini-competition and will typically be five years in length with a three-month non-fault termination clause. The categorisation strategy is as follows:

Category 1: Primary Schools / Nurseries with the inclusion of a Site Supervisor provision.

Category 2: High Schools / Primary Schools / Nurseries without a Site Supervisor provision.

Category 3: Any other building cleaning without a Site Supervisor provision.

**Evaluation**

Suppliers wishing to join the DPS will be required to complete the Crown Commercial Services standard Selection Questionnaire which is compliant with the Public Contract Regulations 2015. They will also have to complete, and be bound by, the LCC "Safer Recruitment and Selection Checklist".

Stage 1: The Selection Questionnaire will evaluate suppliers against the following criteria: mandatory and discretionary grounds to ascertain the supplier's economic and financial standing, technical capability questions, experience, and references, with particular reference to their ability to demonstrate their experience in operating in compliance with industry standards. Additionally, the supplier will need to confirm their commitment to provide the service outlined in the specifications for each lot for each lot for which they wish to join.

Stage 2: LCC's Safer Recruitment and Selection Checklist must be completed and signed by a Senior Officer of the supplier.

Each tenderer must pass these stages in order to be accepted onto the DPS. Once suppliers have been accepted onto the DPS they will be invited to bid in mini competitions for each lot for which they have applied.

**Contract Detail**

The council's Design and Construction Service provides a service to many educational establishments and Fire & Rescue Services throughout Lancashire. This may expand to Lancashire Constabulary in the future. The service includes conducting procurement activity for these clients, putting in place contracts for services, and then managing these contracts on the client's behalf.

The intention will be to conduct cleaning tenders via mini competitions through this Dynamic Purchasing System (DPS).

**Procurement Title**

Fleet Vehicle Replacement Programme – 2023/2024

**Procurement Option**

The procurement options being used for the vehicle replacement programme are:  
1/ Open Tender procedure for one specialist vehicle in accordance with the Public Contract Regulations 2015.

2/ Tender competition using the Crown Commercial Services Framework and the Procurement Partnership (known as TPPL) Framework for remaining vehicle purchases.

**New or Existing Provision**

New contracts for 20 types of vehicles which is part of the Fleet Services vehicle replacement programme.

**Estimated Annual Contract Value and Funding Arrangements**

The total value of the vehicles to be purchased is £5,460,000 for the purchase of the vehicles listed below.

**Contract Duration**

Individual contracts to be let for 20 types of vehicles by 31 March 2024.

**Lots**

The vehicles to be tendered using the Crown Commercial Services Framework and the TPPL Framework will be split into the appropriate vehicle Lots within each of the Framework Agreements.

**Evaluation**

<b>Quality Criteria: 40%</b>
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<b>Financial Criteria: 60%</b>
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The bids will be evaluated using the Crown Commercial Services standard Selection Questionnaire which is compliant with the Public Contract Regulations 2015.

Stage 1: The Selection Questionnaire will evaluate suppliers against the following criteria: mandatory and discretionary exclusion grounds to ascertain suppliers' financial status, technical capability questions, experience, and references, with particular reference to meeting the requirements included in the specifications. Each tenderer must pass this stage in order to proceed to Stage 2.

Stage 2: The evaluation will be based on 40% Quality Criteria, 60% Price. The Quality Criteria will include social value at 10% of the overall weighting.

**Contract Detail**

Fleet Services are responsible for the specification, management and maintenance of all vehicles and plant to allow the council to carry out its functions in a cost effective and efficient manner.

In order to ensure that the services provided by Fleet are maintained regular purchase of vehicles are required in order to replace current vehicles which are

coming to the end of their operational life. Additionally new vehicles need to be procured in order to provide for the growth of the services required in Lancashire as the population increases.

Fleet Services have identified 20 different types of vehicles they require to be ordered before the end of the financial year. A full breakdown can be found in the estimated contract value section of this document.

### **Review of Third-Party Frameworks**

Third Party Frameworks are being used for the purchase of all but one of the vehicles. Due to the specialist nature of the vehicle, none of the current third party Frameworks are able to supply this vehicle and as such the Authority will have to run an open tender to procure this vehicle.

### **Vehicles to Be Purchased**

Description	Total Approximate Vehicle Cost	Reason
1 x 9 Seater WAV Minibus	£55,000.00	Replacements & Growth
6 to 9 x 9 seater Minibus	£450,000.00	Replacements & Growth
6 to 10 Electric 15 seat Minibuses	£650,000.00	Replacements & Growth
4 x 4x4 Gritters Low cab	£440,000.00	Replacements
1 x Daf Tractor unit	£140,000.00	Replacements
2 x LWB Electric 5 seat Minibuses	£40,000.00	Growth
15 x 17 seat Coach built Buses	£1,650,000.00	Replacements
2 x 65C18 Hoist Cherry picker	£160,000.00	Replacements
1 x Daf 18t Tipper c/w Crane	£150,000.00	Replacements
1 x Daf 18t Flat bed c/w Crane	£115,000.00	Replacements
1 x Ford Transit End tipper	£30,000.00	Replacements
1 x 3.5t Hoist Cherry picker	£70,000.00	Replacements
16 x Iveco 3.5t tippers	£480,000.00	Replacements
9 x Small vans	£180,000.00	Replacements
3 x 4x4 pickups	£120,000.00	Replacements
2 x Daf 7.5t tippers	£150,000.00	Replacements
3 x Ford transit custom vans	£90,000.00	Replacements
5 x cars	£100,000.00	Growth
1 x VW electric van	£40,000.00	Replacements



10 x Electric vans	£350,000.00	Replacements
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**Procurement Title**

Improvements for Accrington Railway Station Access

**Procurement Option**

Direct Award to Network Rail

**New or Existing Provision**

New contract to be placed with Network Rail for development of access which will improve connections between platforms and the main station building.

**Estimated Annual Contract Value and Funding Arrangements**

The total estimated value of the works is £4.965m.

Funding for the project package has been approved in principle by Central Government, from the wider £50m East Lancashire Levelling Up project.

Development funding for the wider Levelling Up Fund project has been approved, and this will be used to develop the design element of this project package.

**Framework Duration**

The works are anticipated to start in November 2023 and complete in May 2026.

**Lotting**

No Lots

**Evaluation**

Given the interaction and close proximity of the project to the operational railway of the works at Accrington Railway Station, it is proposed to award the contract to Network Rail to design, project manage and deliver the project.

**Background**

Accrington railway station is Hyndburn's principal rail hub and provides direct regional train services to Colne, Manchester Victoria, Bradford, Leeds, Blackpool North, Preston and York.

Over the last decade the station has undergone a major rebuild, as part of a wider project to create an "Eco Station" where sustainable energy is used to power the facility. The £2m redevelopment, funded by Lancashire County Council and the European Union's Interreg IVB programme, saw the construction of a new ticket office, waiting hall and car parking facilities. The building, opened in 2011, uses a rainwater harvesting system, electricity produced via photovoltaic cells and hot water generation via solar thermal panels.

A direct rail service to Manchester Victoria via the Todmorden Curve was added in 2015, and the station is now used by just under half a million passengers per year according to published figures from the Office of Rail and Road.

In 2022 a new ramp was delivered which improved access on the Colne bound platform and improvements were also made to the car park including resurfacing work and the addition of two new disabled spaces.

However, platform to platform access does not currently meet the standards of a modern-day station. The stairs-only footbridge does not provide a viable option for mobility impaired users who are forced to use a 600 metre walk route via steep gradients and local highways which takes approximately 9 minutes. The stairs-only arrangement does not suit rail passengers with luggage, small children or for those who are less physically able.

The project package, funded through Central Government's "Levelling Up" programme and wider East Lancashire project will deliver a new footbridge facility with lifts giving closer links to the core station facilities, increasing accessibility to existing and future passengers, thereby opening-up the station to a wider range of potential travellers with different needs and aspirations.

The project package will:

- Complete the transformation of Accrington railway station
- Deliver a new footbridge facility with lifts which will remove a 600 metre pedestrian route via local highways benefitting passengers with mobility issues
- Deliver a contemporary station fit for the modern passenger

The project package, within the wider East Lancashire Levelling Up Project entitled "Levelling Up East Lancashire: Creating opportunities through greener, safer and healthier travel", will contribute to the public transport service improvement theme, upgrading a key public transport facility, reducing journey times to work training and education.

## **Consultations**

An Option Selection Report was originally completed in November 2018 by Seed Architects in conjunction with Northern Trains Limited and Community Rail Lancashire which recommended several potential options to improve access arrangements.

The principal objective within the report was to introduce within the Network Rail controlled infrastructure an unobstructed "accessible route" from at least one station entrance and all drop-off points associated with that entrance, to each platform and between platforms served by passenger trains at Accrington Station.

Following confirmation from Central Government of the East Lancashire Levelling Up Fund bid in January 2023, the Option Selection Report has been updated following consultations with Seed Architects, Network Rail and Northern Trains.

The Report, updated in August 2023, has identified a preferred option:

- Option B: Replacement footbridge with stairs and lifts (to new location)

The preferred option:

- Retains the existing stepped footbridge during the works
- Provides a technically compliant step free access route
- Provides a highly accessible, very easy to use and short track crossing route
- Requires no additional lease land take

Agreement in relation to the outline design has been reached with Network Rail and Northern Trains. There is wide-ranging support for the scheme from stakeholders including Network Rail, Northern Trains, Community Rail Lancashire and the MP for Hyndburn. Consultation has also been undertaken within the wider Levelling Up East Lancashire project which has demonstrated support for the proposed improvements.

No planning permission is required as the scheme falls within the General Permitted Development Order and rights relating to the operational railway and original Railway Acts.

### **Procurement**

It is proposed that the project be delivered by Network Rail under a standard Direct Services Agreement and under Network Rail's Project Acceleration in a Controlled Environment (PACE) process.

The preferred method of delivery is for Network Rail to design, project manage and deliver the project given the interaction and close proximity of the project to the operational railway. This follows the approach taken by the county council on the South Lancaster Growth Catalyst Project in which a direct contract award was made to Network Rail to deliver a railway structure within a wider highway infrastructure project.

As with South Lancaster, constructing a bridge structure of this kind during delivery will have a direct impact on the railway network, in both physical and operational terms, and presents very significant risks which warrant special consideration.

The value of the proposed contract award to Network Rail falls below the current procurement threshold for works and as such the county council is not obliged under the Public Contracts Regulations 2015 (the PCR) to conduct a competitive procurement exercise for this type and value of contract.

Network Rail's framework contractors will be used to deliver the project package with detailed design completed and then subject to a mini competition for pricing. Network Rail's frameworks have been competitively tendered to comply with procurement legislation and assessed on value for money with mandatory 'gateway' standards pertaining to safety and engineering. The project will be delivered on an emerging cost basis with Lancashire County Council with value engineering requirements and estimated outturn costs subject to regular reporting.

The completed project will be transferred to Network Rail for ownership, operations and maintenance following completion, which is a normal procedure for this type of railway structure.

## **Risk management**

In terms of main project risks, these will be managed within the overall Project Management and Governance of the East Lancashire Levelling Up project, with updated design information being inputted into the Full Business Case stage in Spring / Summer 2024.

The main risks to the project have been quantified within the project risk register and can be summarised as follows:

- **Cost escalation:** the council's design consultants have undertaken a cost / inflation review (July 2023) and the updated Option Selection Report (August 2023) has updated costs with recent inflation figures. Progression of design and delivery will be via project gateway reviews at key milestones.
- **Programme:** Ability to deliver during the levelling-up period. This is dependant on Network Rail's supply chain but there is considerable expertise and resource within the industry to deliver the project by the end of May 2026. The design solutions are modular and have been delivered at other stations on the national network.

Lancashire County Council Officers will actively work with Network Rail to agree detailed design specifications to enable the completion of detailed design and the early ordering of materials, with close monitoring and reporting of any subsequent financial and programme implications.

Regular reporting on project progress will be made via the wider Levelling Up project's governance arrangements.