

Procurement Title

Street Lighting Electrical Connection Services

Procurement Option

To procure the services via the framework agreement let by the Greater Manchester Combined Authorities (GMCA), formerly the Association of Greater Manchester Authorities (AGMA), following the completion of a tender process conducted in accordance with the Public Contracts Regulations 2015 using the OJEU Open procedure for services.

New or Existing Provision

To replace the existing framework let by AGMA, from which LCC has been procuring since 2016 and which is due to expire on 30th September 2020.

Estimated Annual Contract Value and Funding Arrangements

The estimated annual value is £672,000, with a total value over four years of £2.7m. Funded by capital and revenue budgets.

Contract Duration

Two years, commencing 1st October 2020, with an option to extend for two further years.

Lotting

The framework comprises five lots:

Lot 1 – Electricity North West (ENW) Distribution Network Operator Geographical Region

Lot 2 – Scottish Power Distribution Network Operator Geographical Region

Lot 3 – Energetics Independent Distribution Network Operator Sites

Lot 4 – IPNL (Independent Power Networks) Independent Distribution Network Operator Sites

Lot 5 – ESP Electricity Ltd Independent Distribution Network Operator Sites

Evaluation

The award criteria used by GMCA in awarding the Framework Agreement was 40% Quality / 60% Price. The combined quality and price scores determined the ranking of the contactors.

Contract Detail

The multi-supplier framework agreement will provide continued access to specialist contractors who provide electrical connections to street lighting columns.

Services are currently purchased through the AGMA Framework Agreement which is due to expire on 30th September 2020.

There is no commitment to the framework and it provides no guarantee of spend to the appointed suppliers. Purchases can be made on a call-off basis as and when there is a requirement from the ranked list of suppliers.

Procurement Title

M55 Heyhouses Link Road (Earthworks and Structures).

Procurement Option

OJEU Open Procedure compliant with the Public Contracts Regulations 2015.

New or Existing Provision

New requirement for the M55 Link Road.

Estimated Contract Value and Funding Arrangements

The construction of the unconstrained link road is approximately £25.5m (excluding land and design costs) including risks, of which the estimated contract value of the earthworks element (which includes surcharging the ground) and the structures is £11m.

Funding agreed (in principle) to date is £25.55m consisting of:

- Kensington Developments Limited - £2.5m
- National Productivity Investment fund - £5m
- Highways England Growth and Housing Fund - £4.78m
- Shovel Ready Funding via the LEP - £5.79m
- Fylde BC and Blackpool EZ - £2m
- LCC - £5.48m

Legal agreements yet to be signed for the following:

- Highways England (HE)
- Kensington Developments Limited
- Shovel Ready Funding

Approval is sought to commence the tender procedure for Earthworks and Structures element of the project on the basis that no contractual commitment will be entered into until all the funding has been secured and is available for this project.

Contract Duration

The Contract for Earthworks and Structures will commence on 01/04/2021 and completes on 01/10/2022 (up to 18months). The total duration for entire link road construction is 30 months.

Lotting

N/A

Evaluation

Quality Criteria: 30%	Financial Criteria: 70%
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The tender will be evaluated using the industry standard supplier questionnaire which is compliant with the Public Contracts Regulations 2015.

Stage 1: The Supplier Questionnaire will evaluate suppliers against the following criteria: mandatory and discretionary grounds to ascertain suppliers' financial status, technical capability questions, experience, and references. Each tenderer must pass this stage in order to proceed to Stage 2.

Stage 2: The evaluation will be based on 30% Quality Criteria, 70% Financial Criteria. The Quality Criteria will include social value in the overall weighting.

The highest scoring tenderer will be awarded the contract.

Background

A previous procurement report concerning the M55 project was considered by Cabinet on 13/07/2017. This procurement exercise was not completed due to funding issues and changes to the scope of the project. This report has been prepared in order to reflect the revised scope and request permission to commence a new procurement exercise.

Local Plan expectations of Fylde Council highlight circa 1400 dwellings in the strategic location of Lytham. Having regard to the influence of Covid-19, Fylde expect that 903 dwellings will be built by 2034. The Kensington Developments site can accommodate circa 950 dwellings. The Blackpool Airport Enterprise Zone and other employment opportunities are likely to result in 4989 new jobs, as well as safeguarding 1639 jobs. However, due to Covid-19 a proportion of these new jobs will be created at a date beyond Fylde's Local Plan.

The existing highway network is unable to accommodate the likely traffic that this scale of development will generate. To directly support this growth (and potentially to exceed it), as well as underpin access to the resort towns, the construction of the link road will improve access from the M55 at Peel Hill (Junction 4) and St Annes.

Contract Detail

Access to the M55 is currently via the Queensway and Common Edge Road corridor which is a congested route. Wild Lane was used as an alternative route with commuters travelling from Lytham St Annes to access the strategic network at M55 junction 4 or the eastern sector of Blackpool or to the Blackpool & Fylde Industrial Estate. The Wild Lane Route has been closed since 2013 for safety reasons (structural failure). This has resulted in vehicles being re-routed to existing congested routes with increased junction queuing and corridor delay.

The Wild Lane corridor needs to reopen to satisfy current and future needs of highway transport for the area including supporting economic development.

It is intended to build a link road to run parallel to the existing Wild Lane commencing at the Whitehills roundabout in the north and tie in to the road delivered as part of the Cypress Point Development in the south.

The unconstrained link road (rural) will be 7.3m wide and include a new roundabout mid-length to support a further new road for east-west movements, its delivery being at a later date

The existing Wild Lane will be used as a sustainable route for pedestrians, cyclists, and equestrians.

The link road scheme can be divided into three parts of which part 2 forms the basis of this report and the proposed procurement:

Part 1: Pre-commencement works, service diversions and their protection (considered and supported through other reports, these works are ongoing). Of which most works are being progressed by the utility companies and their contractors.

Part 2: Works to stabilise the ground and also forming the road foundation (surcharging the ground/preloading). Design, deliver and construct structural elements i.e. structural culverts. Preloading involves bringing in many cubic tonnes of material on to the site to create a stable base on which the road can be constructed.

Part 3: Construct the road with sustainable provision delivered to the existing Wild Lane (this is to be progressed by the County Council's Highways Service).

Significant positive impacts of the scheme

- To satisfy current and future needs of highway transport
- Supporting economic development

Significant negative impacts of the scheme

- Disruption to surrounding routes during construction

Impact of not progressing the Scheme

- Continued congestion of existing routes
- Prohibit housing and economic development