

<b>Procurement Title</b>	
Contract for the Supply of a Reablement Service in East Lancashire	
<b>Procurement Option</b>	
Open Tender	
<b>New or Existing Provision</b>	
Existing – the current contract will expire on 6 July 2021.	
<b>Estimated Annual Contract Value and Funding Arrangements</b>	
Estimated to be £1,600,000 – £2,000,000, dependent upon demand levels. This will however need to be contained within the Adult Social Care budget.	
<b>Contract Duration</b>	
The contract term is 57 weeks in order to align the conclusion of this contract with the contract end dates of the north and south Reablement services.	
<b>Lotting</b>	
There is no lotting proposed within the East area. There is a requirement to ensure referral pathways and management of the services remain focussed, responsive and cohesive. Fragmenting services further could risk undermining this.	
<b>Evaluation</b>	
Quality Criteria 60%	Financial Criteria 40%
Of which Social Value will form 10% of the quality criteria, the objective will be focused on promoting training and employment opportunities for the people of Lancashire.	
<b>Contract Detail</b>	
<p>The Reablement Service forms part of the intermediate care service supporting the promotion of independence and faster recovery from illness. The service aims to prevent unnecessary acute hospital admission, premature admission to residential care, support timely discharge from hospital, to minimise, delay or avoid the need for long term domiciliary supports and to maximise independent living.</p> <p>The Service will adopt an approach that presumes an individual can be supported to improve their skills regardless of their age or disability. The primary aims of the service are to:</p> <ul style="list-style-type: none"> <li>• Assess the needs of individuals;</li> <li>• Reablement support where appropriate;</li> <li>• Support individuals to accommodate their change in circumstances by learning or re-learning the skills necessary for daily living;</li> <li>• Provide assistance that enables the individual to develop an outcome-focused Reablement plan and to coordinate the delivery of that plan;</li> <li>• Enable the individual to complete an outcome focused support plan detailing how they will meet their long term support needs, through the use of a personal budget where appropriate.</li> <li>• Reduce the degree of ongoing support so far as is possible given the needs of the individual service user.</li> </ul>	

Following repeated and significant poor provider performance the Authority terminated the longstanding East Lancashire Reablement Contract to take effect from 2 February 2021.

In order to ensure continuity of service, following a short procurement exercise Cherish UK Ltd were appointed on an interim basis to deliver the East Lancashire Reablement Service from 3 February 2021 until 6 July 2021.

This new Procurement is for delivery of the services in East Lancashire from 7 July 2021 until 9 August 2022, to be coterminous with the Central and North Lancashire Reablement contracts.

The contract will be let on a block purchase arrangement, with a minimum guaranteed payment. The commissioning intentions focus on:

- Reablement will be commissioned per service user, rather than in a number of hours.
- A guaranteed minimum number of service users will allow the providers to staff up to an appropriate level of capacity, and paying per referral incentivises providers to increase capacity as and when required.
- Service providers will be accountable for quality of Reablement of service users. Providers will be required to achieve a minimum average improvement through Reablement.

As per the previous Reablement tender this procurement will include a price weighting, tenderers will submit an hourly rate for the service.

**Procurement Title**

Vehicle Restraint System Framework Agreement

**Procurement Option**

Open Procedure

**New or Existing Provision**

A new provision

**Estimated Annual Contract Value and Funding Arrangements**

Estimated value in the first year of the framework agreement is £875,000 (includes £500,000 spend for the Safer Road project) and an annual estimated spend of £375,000 thereafter. The total estimated spend over the four year term of the Framework Agreement is £2.0m.

Budget for the Vehicle Restraint Systems (£1.5m) is allocated from Department of Transport (DfT) maintenance grant for the purposes of asset improvements and upgrades.

The budget for the vehicle restraint system works for the Safer Road project (£500,000) is funded by the DfT Safer Roads Fund monies held in the Highways Capital Programme.

The value of the works called off under this framework agreement may fluctuate over the four-year term. There is no commitment, or guarantee of the value of work and/or number of orders to be placed with the successful tenderers.

**Contract Duration**

The framework agreement will be let for an initial period of two years from April 2021, with an option to extend for a further period, or periods, up to a maximum of 24 months.

**Lots**

This framework agreement is divided into two lots;

Lot 1 – General Vehicle Restraint Systems Repair, Replacement, Maintenance & Inspection with an anticipated value of up to £20,000. Suppliers ranked with services being offered to the highest ranked supplier capable of meeting requirements

Lot 2 – General Vehicle Restraint Systems Repair, Replacement, Maintenance & Inspection with an anticipated value of over £20,000. All services will be subject to a mini competition.

At least two Contractors will be awarded to the framework agreement for both lots.

**Evaluation**

The agreement will be established by evaluating Contractors against the following criteria:

Stage 1: mandatory and discretionary grounds to ascertain suppliers' financial, technical capability and ability to demonstrate their experience in operating in compliance with Industry standards. Each tenderer must pass this stage in order to proceed to stage 2.

Stage 2: the tender bids will be evaluated on;

- 30% technical and quality, including social value
- 70% work order contract pricing and schedule of rates

**Contract Detail**

The framework agreement will be used, when required, by the Design & Construction and Highways teams in collaboration with Asset Management for the supply, installation and inspection of vehicle restraint systems (VRS).

VRS are system(s) installed on the road to provide a level of containment for an errant vehicle. The Authority has a responsibility for the regular inspection of VRS barriers to make certain they continue to be fit for purpose and perform to BS EN 1317 standard and Lancashire County Council's own standards. Following an inspection by the Authority or an approved contractor under this framework, works may be called for preventative and reactive maintenance of systems or, if required, total replacement. Scope of this framework will also extend to new VRS barrier installations.

The framework will cover the following road restraint products that can be typical categorised as;

- Terminals
- Vehicle Attenuators
- Transitions
- Miscellaneous

The framework will also be used for the installation of VRS for the Safer Road Funded works on the A683 Lancaster to Kirkby Lonsdale, included as a separate procurement exercise below.

**Procurement Title**

Safer Roads Fund Programme

**Procurement Option**

Cabinet approval to proceed with a single supplier contract for this scheme was given in February 2020. Following a competitive process it was determined there was insufficient interest in the market for this approach. A new revised procurement strategy has been agreed with the operational service area. The Safer Roads project will now be split into separate contracts, including :

**Contract 1** Design, installation and maintenance of average speed cameras : the contract will be awarded by a tender process conducted through the Crown Commercial Service (Framework Agreement) – Traffic Management Technology 2.

**Contract 2.** Supply and installation of solar powered LED road studs and high visibility white lining : the contract will be awarded through an open tender procedure compliant with the Public Contracts Regulations 2015.

**New or Existing Provision**

New project.

**Estimated Contract Value and Funding Arrangements**

The total value of the scheme is £6m that will be funded by DfT Safer Roads Fund monies in the Highways Capital Programme.

**Contract Duration**

The duration of each of the Contracts will be:

**Contract 1** (Average speed cameras). Contract duration of five years plus options to extend by a maximum of two years. (in one year periods (5+1+1))

**Contract 2** (Studs and white lining). Contract duration of six months

**Evaluation**

**Contract 1(Speed Cameras):** Competitive process using the Crown Commercial Services Framework Agreement. Crown Commercial Services (in compliance with EU Regulations) have evaluated suppliers on the Framework Agreement. Evaluation included technical capability and financial standing.

The weighting evaluation for the further competition under the framework for the Safer Road Scheme will be:

- 60% technical and quality, including social value
- 40% work order contract pricing and schedule of rates

**Contract 2 (Road studs and white lining):** Competitive open tender.

Stage 1: mandatory and discretionary grounds to ascertain suppliers' financial, technical capability and ability to demonstrate their experience in operating in compliance with Industry standards. Each tenderer must pass this stage in order to proceed to stage 2.

Stage 2: the tender bids will be evaluated on;

- 20% technical and quality, including social value
- 80% work order contract pricing and schedule of rates

### **Contract Detail**

The Council has been successful in securing funding for five route lengths from the Safer Road Fund. The schemes will reduce the risk of fatal and serious collisions that will increase the International Road Assessment Programme Star Rating for each of the identified routes.

The contract covers the funding awarded by the DfT for:

A6 from Lancaster to M6 Junction 33  
A581 Rufford to Euxton  
A588 Lancaster to Skippool  
A682 Barrowford to Long Preston  
A683 Lancaster to Kirby Lonsdale

The scope of the works for each of these routes includes:

- Design, installation and maintenance of a system of average speed cameras,
- Supply, installation and maintenance of solar powered LED road studs,
- Supply and installation of high visibility white lining, and
- Supply and installation of vehicle restraint barriers.

The target start date is 1<sup>st</sup> June 2020 and will include for installations (completed 30 June 2022) and maintenance (through to 30th June 2027).

<b>Procurement Title</b>
South Lancaster Housing Infrastructure Fund (HIF)
<b>Procurement Option</b>
Open Procedure
<b>New or Existing Provision</b>
A new provision
<b>Estimated Annual Contract Value and Funding Arrangements</b>
The total estimated spend of the contract is £106m.
Lancashire County Council has been successful in obtaining funds from the Government's Housing Infrastructure Fund (HIF) Forward Fund.
<b>Contract Duration</b>
The agreement will be let for a period of 6 years.
<b>Lots</b>
This agreement will not be divided into lots.
<b>Evaluation</b>
The agreement will be established by evaluating Contractors against the following criteria:
Stage 1: mandatory and discretionary grounds to ascertain suppliers' financial, technical capability and ability to demonstrate their experience in operating in compliance with Industry standards. Each tenderer must pass this stage in order to proceed to stage 2.
Stage 2: the tender bids will be evaluated on a weighted questionnaire covering technical and quality (including social value) and a weighted contract price and schedule of rates.
The expected weighting for this project will be:
<b>90% Quality and Technical:</b> The weighting reflects the importance of appointing a quality supplier that has the knowledge and expertise to undertake the construction phase of the project. The early appointment will enable the contractor to provide advice during the design phase utilising their experience and knowledge of the latest construction methods to ensure that the construction phase can be completed at the optimum price.
<b>10% Price:</b> At this early stage with design not completed the contractor would not be able to present a verifiable estimate of the works cost. For the purpose of the contract, the contractor will provide target costings.

## **Background**

Following the submission of a Housing Infrastructure Fund application for the £261m South Lancaster Growth Catalyst (the Catalyst Programme) in March 2019, £140m has been provisionally allocated by Government in the 2020 Budget

An integral part of the background to the application is to provide significant infrastructure and transport interventions to support the growth in South Lancaster including a large number of new homes in the South Lancaster Growth area including Bailrigg Garden Village and the development of Lancaster University.

A construction project of this scale, in excess of £100m, is recognised as best addressed by Early Supply Chain Involvement (ECI) as identified in the recent Government Guidance for sourcing and contracting public works programmes, The Construction Playbook published in December 2020.

Recent Lancashire County Council experience on major infrastructure projects supports this view

As the guidance recognises the earlier in the design process this involvement is introduced, the greater benefits of cost, quality, innovation and constructability are achieved. Additionally the credibility and support through the Statutory Processes is considerably useful.

## **Contract Detail**

A single contractor will be appointed to undertake the infrastructure interventions in the connectivity to Bailrigg Garden Village from the existing principal and strategic road network the A6 and the M6. This will take the form of :-

- a) Reconfiguration of M6 Junction 33 and a new highway connection to proposed housing areas, reducing traffic on the A6 and in Galgate – a 2.5km connection running parallel to the M6 from junction 33, northwards to connect South Lancaster directly to the strategic road network, bypassing the village of Galgate. The new connection will link into an improved Hazelrigg Lane, immediately to the south of Lancaster University;
- b) New 2km spine road and strategic utilities opening up greenfield land for the development of Bailrigg Garden Village including a new road underpass of the West Coast Main Line;

The contractor will be responsible for the construction phase only. The design phase will be managed by LCC. Through early appointment of the contractor, the contractor will during the design phase use their experience and links within the industry supply chain and best practice in construction methodology to assist LCC in the design of the project.

The contract will be awarded on a New Engineering Contract (NEC).