



Request for Single Tender Contract Procurement

Report by Executive Head for Planning, Regeneration and Wellbeing

1.0 Summary

- 1.1 Consultants Peter Bretts Associates (PBA) were commissioned to undertake transport work for both the joint Area Action Plan (JAAP) for Shoreham Harbour as well as the Adur Core Strategy. This work was commissioned and funded by SEEDA. Due to a lack of detail in SEEDA's brief along with unrealistic timescales for completion of the work, much of this work requires further revisions and re-working to ensure that it provides robust evidence in taking Core Strategies and the JAAP forward. A new brief has been prepared by West Sussex County Council and Adur District Council and Growth Point funding will be used to finance the work.
- 1.2 For the reasons detailed in this report, your officers consider that there is a justifiable case to recommend that this element of work should be procured on a single tender basis. Given the nature of the work, it would be difficult for another consultant team to pick this up and fully understand it. Also, the length of time that it would take for another consultant to 'get up to speed' and undertake this work would considerably delay the Core Strategy and the joint Area Action Plan for Shoreham Harbour.

2.0 Background

- 2.1 As part of the Shoreham Harbour Regeneration project, transport consultants PBA were commissioned by SEEDA to undertake to the following key elements of transport work:
- 1) Develop a Transport Model for the area (SHSM)
 - 2) Undertake transport studies to support Adur DC's Core Strategy and the JAAP
 - 3) Develop a Sustainable Transport Strategy

This work was commissioned and funded by SEEDA. Following a £50million budget cut, SEEDA has had to review their operations and as a result is no longer able to continue their financial support to the Shoreham Harbour Project. Outstanding transport work needed to continue to progress the JAAP is to be funded via Growth Point funding secured as Capital.

- 2.2 Due to a lack of detail in SEEDA's brief and a failure to involve Adur District Council, West Sussex County Council, the Highways Agency and Brighton & Hove City Council at the inception stage, along with unrealistic timescales for completion of the work, much of this work requires further revisions and re-working to ensure that it provides robust evidence in taking the Core Strategies and the JAAP forward.

- 2.3 PBA are continuing the development of the SHSM under their work on the Major Scheme Business Case submission for the Coastal Transport System that was commissioned by Brighton and Hove City Council.
- 2.4 It is crucial the Adur District Council continues to move forward with the Core Strategy and as such there is a need to commission a revised Transport Study that provides a more comprehensive assessment of the impact of the Core Strategy sites and the potential development in Shoreham Harbour.
- 2.5 The Project Delivery Group for Shoreham Harbour Regeneration Project have asked that West Sussex County Council lead on future transport work, aside of the Coastal Transport System which is being led by Brighton and Hove City Council.

3.0 Proposals

- 3.1 On the basis set out below, it is proposed that there is a justifiable case to recommend that this transport work should be procured on a single tender basis. The case to approach PBA on a single tender basis for the work is:
- The Shoreham Harbour Model has been developed specifically for the purpose of assessment of the Shoreham Harbour JAAP in conjunction with the Core Strategy strategic development in Adur and in the context of the strategic development for Brighton & Hove.
 - The model is hosted at PBA and is still being developed by the transport modelling team there.
 - It consists of a highway model using the software package SATURN and a public transport and mode choice model using the software package OMNITRANS
 - The Councils have had previous positive experience of PBA's transport modelling team using some of the same key personnel and the same combination of software platforms at East Grinstead.
 - The model is the most detailed model available of the study area in terms of density of network coverage, numbers of traffic junctions fully simulated and the density of zoning of travel demand.
 - It is also the most sophisticated model available of the study area in terms of its functionality. It is the only model available of the area, which provides a fully iterative mode choice and public transport assignment function based on a fully modelled public transport route network.
 - It is the same public transport model that is being used for assessment of the Major Schemes Business Case for the Coastal Transport System public transport scheme through that corridor, which is also being led through PBA.
 - PBA will be able to draw on their ongoing work for the Coastal Transport System project to inform the Core Strategy model study, which is expected to have benefits in terms of quality, consistency and timescale.
 - Although the SATURN highway simulation package is widely used in the UK transport planning industry each individual model has its own methodology, characteristics and quirks that may not be obvious to any third party consultant asked to operate it. The OMNITRANS public transport software used is not so widely used across the UK transport modelling industry despite its technical merits, as it is Dutch in origin. It is our understanding that Peter Brett Associates are a leading consultancy for OMNITRANS modelling within the UK, as they have experience from the time of the software's introduction into the UK market.

- In particular, this is a large and sophisticated model, which would be difficult for another consultant team to pick up and fully understand in order to provide the same degree of quality in correct specification of scenario tests, error identification and rectification and accurate in-depth interpretation of model results. The length of time that it would take for another consultant to pick up this model and undertake this work would considerably delay the Core Strategy and the joint Area Action Plan for Shoreham Harbour.

4.0 Legal

- 4.1 The Core Strategy and the joint Area Action Plan for Shoreham Harbour are being progressed in accordance with Government regulations and advice on Local Development Frameworks (LDFs).
- 4.2 Given the work that has been undertaken to date on transport by the consultants PBA and the complex nature of this work which would be difficult for another consultant to easily pick up and to undertake in line with the LDF timetable, a single tender approach is recommended.

5.0 Financial implications

- 5.1 The cost of the transport work is to be funded through Growth Point funding.

6.0 Recommendation

- 6.1 It is recommended that on the basis of the information provided in this report that an approach be made to PBA on a single tender basis to price the work to be undertaken to provide transport work for the Adur Core Strategy. It is estimated that the cost of the this work will total £38,000

Local Government Act 1972

Background Papers:

Adur District Council Constitution

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Schedule of Other Matters

1.0 Council Priority

- 1.1 To provide a high quality, efficient, cost effective, customer-focused and accessible service. A single tender for the transport work for the core Strategy is more cost effective and efficient.

2.0 Specific Action Plans

- 2.1 (A) A reduction in costs whilst improving the service.
- (B) The government wishes to see the timely delivery of Local Development Frameworks and a single tender for the transport work will help to ensure that the timetable is not delayed.

3.0 Sustainability Issues

- 3.1 Matter considered and no issues identified.

4.0 Equality Issues

- 4.1 Matter considered and no issues identified.

5.0 Community Safety Issues (Section 17)

- 5.1 Matter considered and no issues identified.

6.0 Human Rights Issues

- 6.1 Matter considered and no issues identified.

7.0 Reputation

- 7.1 Matter considered and no issues identified.

8.0 Consultations

- 8.1 (A) Consultation with West Sussex County Council who is assisting with the transport work.

(B) West Sussex County Council has advised on the use of the original consultants for the transport work for the reasons outlined in this report.

9.0 Risk Assessment

- 9.1 Matter considered and no issues identified.

10.0 Health & Safety Issues

- 10.1 Matter considered and no issues identified.

11.0 Procurement Strategy

11.1 A single tender is recommended as an exception to the Procurement Strategy for the reasons outlined in the report.

12.0 Partnership Working

12.1 West Sussex County Council is invoiced in the transport work on the Core Strategy and for Shoreham Harbour.