

Officer Non Key Executive Decision

Relevant Chief Officer (Decision Maker):	Alan Cavill, Director of Place
Relevant Cabinet Member (for consultation purposes):	Councillor Gillian Campbell, Deputy Leader of the Council
Report Author (Officer name and title):	Jeremy Walker, Transport Policy Manager
Implementation Date of Decision:	10 October 2017

APPOINTMENT OF PREFERRED BIDDER – TRAMWAY EXTENSION NORTH PIER TO NORTH STATION

1.0 Purpose of the report:

- 1.1 To seek approval to appoint J. Sisk and Son (Holdings) Limited as preferred bidder to construct the Tramway Extension between North Pier and North Station.

2.0 Recommendation(s):

- 2.1 To appoint J. Sisk and Son (Holdings) Limited as preferred bidder to construct the Tramway Extension between North Pier and North Station.

3.0 Reasons for recommendation(s):

- 3.1 A formal tendering exercise has been undertaken between February 2017 and September 2017 to select a single supplier to construct the Tramway Extension. 2017. The Council tendered through the electronic portal (The Chest) using the Competitive Procedure with Negotiation under OJEU regulations.

The OJEU advert attracted 5 bidders:

- Eric Wright Group Limited – Preston
- John Graham Construction Limited – Hillsborough, County Down, Northern Ireland
- John Sisk and Son (Holdings) Limited – Manchester (Head Office Dublin, ROI)
- J. Murphy and Sons Limited – London
- Morgan Sindall - Rugby

All five bidders pre-qualified and were invited to submit Initial Tenders. Morgan Sindall withdrew their interest at this stage. Four initial bids were submitted and all

four were invited to submit final tenders following negotiation meetings. John Sisk and Son (Holdings) Limited provided the most economically advantageous tender and it is the intention to appoint them as Preferred Bidder. The Council cannot enter into a formal contract until the Final Business Case for the scheme is approved by the Lancashire Enterprise Partnership (LEP) and a Transport and Works Act Order is issued by the Department for Transport. Once these approvals are in place the formal award of contract will be subject to Executive approval.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

None.

4.0 Council Priority:

4.1 The relevant Council Priority is

"The economy: Maximising growth and opportunity across Blackpool"

5.0 Background Information

5.1 Following on from the recent successful upgrade of the Blackpool to Fleetwood tramway, Blackpool Council is now proposing to extend the existing tramway from North Pier to Blackpool North railway station. The proposals will re-establish the link to North Station, which ceased operation in 1936 and will provide direct services from North Station to the north and south of the town.

5.2 The proposed extension to North Station will:

- Improve public transport in the Blackpool area
- Provide connectivity and integration between the existing tramway and the national rail services at North Station
- Provide benefits to commuters and visitors travelling to and from the town
- Support regeneration and economic growth by improving accessibility to jobs and services and improving the connectivity between the economically important seafront and the redeveloping town centre
- Complement and support the continued development and regeneration of

the Talbot Gateway area

- Facilitate urban realm enhancements in the town centre and provide improvements to the Talbot Road area
- Provide on street parking and servicing along Talbot Road

5.3 The scheme has previously been approved by the Council's Executive - EX30/2014

5.4 Does the information submitted include any exempt information? No

6.0 Legal considerations:

6.1 The procurement exercise has been carried out in line with Contract Procedure Rules and Public Contract Regulations 2015 and authority has been sought from the Head of Procurement.

6.2 NEC form of terms and conditions for construction and works will be used for this contract.

7.0 Human Resources considerations:

7.1 None.

8.0 Equalities considerations:

8.1 Equalities considerations for highway and tram users will be taken into account in the design element of the scheme.

9.0 Financial considerations:

9.1 Funding for the scheme is subject to LEP approval. Until funding is awarded and contract is entered into no financial commitment to the preferred bidder exists.

10.0 Risk management considerations:

10.1 The contract for the works is an NEC Option A. This is a fixed price design and construct contract, whereby the Contractor takes on the risk of design, weather, utilities and ground conditions. On the understanding that the Council does not change the scope of works, which has already been subject to consultation and agreement, and there are no delays or consequences from the Wilko store and development, the opportunity for the Contractor to make claims is very limited. Notwithstanding this, the preferred bidder costs are within budget and the Full Approval Business Case will consider and apply financial risk to the project as a

whole.

11.0 Ethical considerations:

11.1 The Contractor has accepted Blackpool Council's Supplier Charter which includes a commitment to consider how they can help achieve Blackpool Council's priorities.

12.0 Internal/ External Consultation undertaken:

12.1 The evaluation panel consisted of representatives from the Tramway Project, Transport Policy, Corporate Finance and the Corporate Procurement and Projects Team.

The Head of Procurement has remained informed throughout the process.

13.0 Decision of Chief Officer

13.1 To appoint John Sisk and Son (Holdings) Limited as Preferred Bidder to undertake the construction of the Tramway Extension.

14.0 Reasons for the Decision of the Chief Officer

14.1 John Sisk and Son (Holdings) Limited provided the most economically advantageous tender that fully met the requirements of the service.