

REPORT OF  
The Strategic Director for Place  
TO  
Procurement Board  
ON  
25<sup>th</sup> November 2020

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TITLE: Parrin Lane/Worsley Road Junction Improvements

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RECOMMENDATIONS:

The Procurement Board is asked to:

1. Approve the appointment of Eric Wright Civil Engineering Ltd at a cost of £236,808.27 to undertake the Parrin Lane/ Worsley Junction Improvement works.
  2. Approve the creation of a purchase order to the value of £236,808.27 to Eric Wright Civil Engineering Ltd to enable payments to be made to the contractor.
  3. Approve the creation of a purchase order to the value of £1,635.74 to Virgin Media Limited to enable payments to carry out utility alteration works.
  4. Approve the creation of a purchase order to the value of £54,490.80 to Transport for Greater Manchester (TfGM) for the supply and installation of new traffic signal equipment.
  5. Approve professional fees to the value of £14,777.59 for the supervision and management of the works on site.
  6. Approve the 10% risk allocation to the value of £30,771.24, 10% of the total works costs.
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**Detail required**

**Answers**

<b>Title/Description of Contracted Service/Supply/Project</b>	Parrin Lane/Worsley Road Junction Improvements	
<b>Name of Successful Contractor</b>	Eric Wright Civil Engineering Ltd	
<b>Supplier Registration Number</b> <i>(to be supplied by Corporate Procurement)</i>	2565379	
<b>Type of organisation</b> <i>(to be supplied by Corporate Procurement)</i>	Private Limited Company	
<b>Status of Organisation</b> <i>(to be supplied by Corporate Procurement)</i>	Non-SME	
<b>Tendered Works Value</b>	£236,808.27	Full Project
<b>Utility Diversions</b>	£1,635.74	
<b>Traffic Signal supply and installation Fees</b>	£54,490.80	
<b>Risk Allocation (10%)</b>	£14,777.59	
<b>Contract Duration</b>	£30,771.24	
<b>Contract Start Date</b>	3 months	
<b>Contract End Date</b>	04/01/2021	
<b>Optional Extension Period 1</b>	02/04/2021	
<b>Optional Extension Period 2</b>	N/A	
<b>Who will approve each Extension Period?</b>	N/A	
<b>Contact Officer (Name &amp; number)</b>	Procurement Board (extension > £150k)	
<b>Lead Service Group</b>	Nicola Smithies – 0161 779 6070	
<b>How the contract was procured?</b> <i>(to be supplied by procurement)</i>	Place	
<b>Framework Details (where applicable)</b> <i>(procurement body, framework reference &amp; title, start/ end date)</i>	Mini competition	
<b>Funding Source</b>	Salford City Council Minor Civils Framework Agreement (Lot 2)	
<b>Ethical Contractor</b>	Capital Programme	
	Mayor's Employment Charter Committed to sign up to charter	<input type="checkbox"/>
	Accredited Living Wage Employer	<input checked="" type="checkbox"/>

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**EXECUTIVE SUMMARY:**

Following the construction of the Lidl supermarket on Worsley Road the Parrin Lane/Worsley Road junction was foreseen as being subjected to an increase in vehicle numbers and pedestrian movements. The existing junction is sub-standard, does not

provide good links for pedestrians and presents pinch points and blind spots for all road users.

During the Planning Application process for the Lidl supermarket now constructed on the former Brown Cow Public House site, a S106 contribution of £150k was secured towards highway and footway improvements at the junction of Parrin Lane/Worsley Road.

The remaining funds required to undertake these works were allocated in the Block 3 Transport Capital Programme 2019/2020.

Proposed improvements to the junction include the upgrading of traffic signal equipment optimising vehicle capacity at the junction, enhancement of pedestrian facilities, carriageway and footway resurfacing and a minor re-alignment to the South East arm of the junction enabling the footway to be widened.

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#### BACKGROUND DOCUMENTS:

Report to Lead Member for Planning & Sustainable Development – 19<sup>th</sup> February 2019

Report to Lead Member for Planning & Sustainable Development – 23<sup>rd</sup> March 2020

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KEY DECISION: No

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#### DETAILS:

##### **1. Background**

1.1 Following the construction of the Lidl supermarket on Worsley Road the Parrin Lane/Worsley Road junction was foreseen as being subjected to an increase in vehicle numbers and pedestrian movements. The existing junction is sub-standard, does not provide good links for pedestrians and presents pinch points and blind spots for all road users.

1.2 In February 2019 The Department for Transport (DfT) announced the allocation of funding to Salford City Council for the 2019/20 Block 3 programme of work. £285,000 of this funding was allocated for schemes to assist cycling and pedestrians, £200,000 of which was approved to contribute to the Parrin Lane/Worsley Road Junction improvement scheme.

1.3 In line with the council's Planning Obligations Supplementary Planning Document (SPD), Section 106 contributions were required from a development at the former Brown Cow site (Section 106 Ref: 380 – planning application 18/72586/FUL).

1.4 A £150,000 Section 106 contribution was secured from Lidl as a condition of supporting the Planning Application for their new store at the nearby former Brown Cow public house site. The signed section 106 agreement requires that the contribution is directed solely towards highway and footpath improvement works at the junction between Worsley Road and Parrin Lane.

1.5 A General Arrangement plan showing the proposed improvements to the Parrin Lane/Worsley Road Junction is attached.

## 2. Detail

2.1 The proposals to upgrade the Parrin Lane/Worsley Road Junction includes the following improvements:

- Kerbing and footway improvement works including footway widenings on Parrin Lane to improve visibility.
- Improved junction capacity by relocating the traffic signal stop lines closer to the junction
- Upgrading of existing traffic signal equipment to be supplied and installed by Transport for Greater Manchester's Urban Traffic Control team.
- Improved pedestrian crossing facilities and crossing desire lines.
- Virgin Media alteration works required to facilitate new crossing positions. This requires Virgin Media's attendance on site to install a new footway recessed chamber cover.
- Footway and carriageway resurfacing along with associated drainage works

2.2 The scheme is to be supervised and managed by Salford City Council internally with the breakdown of fees as follows:

Fee	Value
Highway Design Supervision & Management	£11,840.41
CDM (Principal Designer)	£412.50
Completion of Road Safety Stage 3 & 4 Audit	£2,524.68
<b>Total</b>	<b>£14,777.59</b>

## 3. Procurement

3.1 The contract has been procured via Salford City Council's Lot 2 Minor Civils framework. All six contractors that were awarded a place under Lot 2 were invited to submit a tender to undertake the Parrin Lane/ Worsley Road Junction Improvement scheme.

3.2 All contractors have been approved for inclusion on the framework by providing information on their policies and procedures and demonstrating their experience within this area.

3.3 Invitations to tender under the Lot 2 Minor Civils Framework were conducted by issuing a mini competition to the six contractors. All six submitted a tender and based on the scoring criteria Eric Wright Civil Engineering Limited received the highest score and was the most economically advantageous tender based on the quality and pricing assessment, see tender summary table below:

Ranking	Tender Nr	Total Score Quality	Total Score Commercial	OVERALL SCORE
3	1	45.50%	32.03%	77.53%
5	2	36.00%	33.42%	69.42%
<b>1</b>	<b>3</b>	<b>42.50%</b>	<b>40.00%</b>	<b>82.50%</b>
4	4	40.00%	32.90%	72.90%
6	5	32.00%	37.24%	69.24%
2	6	52.00%	29.97%	81.97%

3.4 Approval is sought to appoint Eric Wright Civil Engineering Ltd at a cost of £236,808.27 to undertake the junction improvement works at the Parrin Lane/Worsley Road Junction.

3.5 TfGM Urban Traffic Control team will be required to carry out the supply and installation of the new traffic signals as part of the works. For this, they have provided a quotation of £54,490.80.

3.6 Virgin Media Ltd will be required to construct a new recessed cover in the footway at a cost of £1,635.74

#### 4. Funding

4.1 The scheme is to be funded by the following:

- Section 106 contribution - £150,000
- Block 3 Transport Capital Programme - £200,000
- Total - £350,000

#### 5. Maintenance

5.1 The works included all relate to existing highway assets which are dated and are approaching the end of their design lives. There will be significant betterment as a result and maintenance costs will be lower than would otherwise have been the case.

#### 6. Delivery Timetable

6.1 The start of construction is planned for January 2021 with works being completed on site by the end of April 2021.

#### 7. Social Value

7.1 The tender documentation for this project included a specific question relating to social value. The contractor was asked to explain how they would bring additional social, environmental and economic value to Salford through the delivery of this project, and how the achievement will be measured and evaluated.

7.2 Eric Wright Civil Engineering response to the question included the following:

*'We will provide 1 work placement opportunity during the contract for young person's considering a career in the civil engineering industry. These will be in the site office or health and safety roles given the site risk. Taster days are provided with students assigned a mentor and shown the work disciplines on site. We work with local Apprenticeship Training Agencies, such as the Skills Company and Calico to identify opportunities for apprenticeships. As this scheme is of a relatively short duration, we can offer places for shared apprentices.*

*EWCE currently and will continue to pay all of its employees more than the Salford Living Wage. EWCE will seek a similar commitment from its subcontractors.*

*Materials are sourced from suppliers-based Salford or adjacent boroughs: –*

- Aggregates & Disposal, Haslingden*
- Concrete, Bolton*
- General Civils Materials, Salford (local operatives)*

*Preferred subcontractors: -*

- UDP Ltd, Salford – Traffic Management*
- Manchester Road Surfacing Ltd, Worsley - Surfacing*
- L & R Roadlines, Ellesmere Port*
- Lanes Group, Eccles – CCTV*
- W T Jenkins – Liverpool – Traffic Signs*

*We upskill subcontractors with training opportunities and are accredited training providers for Chartered Institute of Environmental Health, providing mandatory environmental awareness training in addition to regular Toolbox Talks. As chair of the regional Working Well Together group we provided free H&S training for smaller contractors, as our H&S Manager did for small contractors in the aftermath of Storm Desmond. Recently our Group Finance Director gave a talk to construction contractors on the forthcoming changes on the VAT rules.*

*Volunteering is in the culture of EW and encouraged. Last year employees raised over £25k for charities including food-banks, home-starts, carers support etc. EWCT match funding employees' activities doubled this figure. We commit to 2 corporate volunteering days provided to local group(s) or schemes in the area, with provision of practical support for community schemes to include labour, tools or advice.*

*EWCE, CITB trained Construction Ambassadors, together with our Schools Liaison Officer, Catherine Ashcroft, would approach schools, (Westwood Park Community Primary School), to give STEM events and Safe Play At All Times (SPLATT)*

*presentations, COV-19 restrictions make this difficult but we are developing an on-line offer.*

*Useable surplus site materials are donated to community groups or to College construction faculties. On the Manchester Life Cutting Room Square contract, EW donated a substantial amount of inert material from site to a Men in Sheds charity in Manchester – This was used to create a gardening area on previously derelict land. They also donated topsoil to the nearby Abbott Primary School and a polytunnel to for growing their own vegetables year-round. The nearby Edinburgh Castle/Cotton Square site recently donated all their timber off-cuts to The Wildlife Trust.*

*The site will have a budget of £500 to donate to local causes. (This can be exceeded by a request funding to the Group or the Eric Wright Community Trust where appropriate). This money is spent on items like providing a Christmas tree, benches or put together with local Councillors budget, or donations towards items such as defibrillators, extra landscaping, youth clubs, scouts, etc.*

*EWCE commits to recycling of all materials used where possible. All hard materials will be segregated for recycling and any topsoil will also be re-used.*

*We have a site Green Travel Plan. We encourage employees to use EWG Cycle scheme Facilities for cycle storage will be on site.*

*Electric vehicles will be used on the project. 2019 20% of the 170 cars which the business leases were hybrid, plug-in hybrid or pure EV with a further 20 battery-electric vehicles on order. We are trialling electric commercial vehicles and excavators and by end of 2020, all vehicles will be Euro6 compliant allowing access to the clean air zones being considered by various cities across the UK.*

*Our Carbon Reduction Plan set a goal of year-on-year reduction in emissions and has been recognised by individual project awards and our company-wide Carbon Saver Gold accreditation, which we have held since 2012. We have a carbon reduction target of 5% year-on-year to achieve the Construction Strategy 2025 reduction of 50% in greenhouse emissions. We have achieved this for the past 11 years and we are on track to achieve the 2025 target.*

*This year we provide evidence for water usage and waste generation for the business. This evidence was used to certify our Waste Saver and Water Saver certification. We hold all three certificates for carbon, water and waste emphasising our green commitments.*

*We will report to Salford at monthly progress meetings on spend in Salford and vicinity, the fulfilment of commitments and delivery of social value derived from the contract.'*

## **8. Conclusion**

8.1 The proposed improvement works at the Parrin Lane/Worsley Lane Junction will significantly improve traffic movements and enhance the safety at the junction.

8.2 It is recommended that Procurement Board give their approval for the following works:

- Civil Engineering works, Eric Wright Civil Engineering - £236,808.27
- Traffic Signal supply and installation, Transport for Greater Manchester - £54,490.80
- Utility apparatus alterations, Virgin Media - £1,635.74
- Supervision and Management fees - £14,777.59
- 10% risk allocation on the above works - £30,771.24
- Total - £338,483.64

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**KEY COUNCIL POLICIES:**

- Salford 2025: A Modern Global City
  - Salford's Great Eight Priorities
  - Local Road Safety Strategy
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**EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS:**

The proposed project has been designed by Salford City Council Highway Engineers who are satisfied that the work complies with the Equality Act and highway safety standards.

**ASSESSMENT OF RISK: Low**

- Detailed designs have been drawn up for the project and the submitted tender price reflects this.
- There is funding allocated for this work in the Block 3 Transport Capital Programme.
- There is funding allocated for this work following a S106 agreement.

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**SOURCE OF FUNDING:**

Section 106 contribution of £150,000 has been accepted which will be incorporated into the schemes budget.

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**LEGAL IMPLICATIONS:** Supplied by: Tony Hatton, Principal Solicitor, tel. 219 6323

When commissioning contracts for the procurement of goods, services, or the execution of works, the Council must comply with the Public Contracts Regulations 2015 (PCR) and its own Contractual Standing Orders (CSO's), failing which a contract may be subject to legal challenge from an aggrieved provider. The proposed award of the contract to Eric Wright Civil Engineering Ltd follows a tender exercise in accordance with the Council's Minor Civils Framework Agreement, which was itself procured in accordance with the PCR and CSO's. CSO's also stipulate that where a suitable framework exists, this must be used unless there is an auditable reason not to do so.

The purpose of a framework agreement is to select through a procurement/ evaluation process a number of providers who can meet the service requirements of the Council, as and when those services are required. If they are required then the Council will undertake an exercise to call off the services from one or more of the providers who have been selected to be on the framework and this may be through any number of ways e.g. mini-competition, direct allocation etc. depending on the circumstances. A contract will then be formed between the Council and the chosen provider/s.

The Council will need to have followed the procedure set out in the framework agreement to ensure the procurement process is compliant. Six tenders were received from framework suppliers for this project, which have been evaluated on the most economically advantageous tender basis in line with procurement procedures resulting in the proposed award of the contract to Eric Wright Civil Engineering Ltd. The procurement procedures therefore appear robust and compliant with the requirements of the Council's CSO's and public procurement legislation.

The appointment of TfGM for the traffic signalling equipment works is made in accordance with the provisions in the GMCA constitution which delegates duties for managing traffic/traffic signals/ infrastructure etc. to TfGM on behalf of the districts. Also in view of TfGM's previous involvement in carrying out work and services for the Council such as installations, design, and feasibility studies, any risk of challenge would be extremely low, particularly bearing in mind the value of the appointment, the benefit to the Council, and value for money involved greatly outweighs any risk (which is minimal in any event).

Finally, the report refers to some of the funding for the works coming from s106 funds. The expenditure must be in accordance with the terms of the relevant planning obligations. Should the Council allocate S106 funding outside of the conditions within the agreements, or outside the timescales, or in breach of applicable Regulations, a developer may challenge that decision and claim back contributions.

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## FINANCIAL IMPLICATIONS:

Submitted by : Alison Woods, Finance Officer, (Capital)

Date: 9<sup>th</sup> November 2020

The projected scheme costs amounting to £338,484, which include a 10% risk allowance, will be met from a combination of the following approved funding sources:-

- S106 contributions of £150,000, which have been confirmed as received from developments at the former Brown Cow site (Section 106 Ref: 380 - 18/72586/FUL)
- £188,484 from Transport Block Capital Grant (DfT) carried forward from the 2019/20 financial year.

Expenditure code: D00346

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PROCUREMENT IMPLICATIONS: Supplied by: Heather Stanton, Category Manager ext. 6241

The above report seeks approval to award the contract to Eric Wright for the Parrin Lane junction improvement works. Upon evaluation of the tenders it has been identified that Eric Wright are the most economically advantageous tenderer. The procurement process undertaken was to utilise SCC's own PCR2015 compliant Minor Civils framework.

All 6 contractors that have a place on the framework were invited to complete a further competition submission, with all 6 submitting a bid.

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HR IMPLICATIONS: Supplied by: N/A

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CLIMATE CHANGE IMPLICATIONS: Supplied by:  
Nicola Smithies / Mike Hemingway  
09/11/2020

The Parrin Lane/Worsley Road Junction Improvement scheme would improve punctuality and journey times of buses and vehicles in the area. The improved pedestrian facilities could encourage short journeys to be taken on foot as an alternative to the private car.

Within their social value submission Eric Wright Civil Engineering Ltd will introduce a Green Travel Plan and propose to include cycle facilities on site along with the use of electric vehicles during construction of the scheme.

Eric Wright Civil Engineering have a Carbon Reduction Plan set, a goal of year-on-year reduction in emissions that has been recognised by individual project awards and their company-wide Carbon Saver Gold accreditation, which they have held since 2012. Eric Wright Civil Engineering Ltd have a carbon reduction target of 5% year-on-year to achieve the Construction Strategy 2025 reduction of 50% in greenhouse emissions. This has been achieved for the past 11 years.

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OTHER DIRECTORATES CONSULTED: None

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CONTACT OFFICERS:

Nicola Smithies, Principal Engineer, Salford City Council – Ext 6007  
Nathan Williams, Engineering Technician, Salford City Council – Ext 4916

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WARD(S) TO WHICH REPORT RELATE(S): Winton

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