

Mini-competition Task 112: Temple Bridge

INSTRUCTIONS TO TENDERERS

Contact

The TfL procurement lead allocated to this mini-competition is David Furse

Any contact with other TfL personnel relating to this mini-competition may invalidate your tender submission. All contact must be via the e-tendering portal. Only technical issues relating to the e-tendering portal allow for contact outside of the e-tendering portal. In the first instance, tenderers should contact the European Dynamics help desk. If unresolved, contact the procurement lead:

davidfurse@tfl.gov.uk

020 3054 7352

The Services

The Services to be provided under this appointment are any or all of the Services detailed in this mini-competition, Appendix A. Appendix B contains images of the proposed design of the bridge. Bidders are required to submit a proposal for all four elements of the requirement. Proposals not covering all four disciplines will not be considered.

Timetable for the Services

Milestone	Indicative date
Consultant to commence work	May 2013
Consultant to seek screening opinion from local planning authorities on need for an EIA	June 2013
Commencement of public consultation (likely to be for a minimum period of six weeks)	September 2013
Submission of planning applications to local planning authorities	February 2014
Receive decisions on planning applications from local planning authorities	July 2014

The commencement and completion dates should be deemed material to the contract. If you are unable to meet these dates, please provide details of alternatives which may be acceptable but only at the discretion of TfL.

Price

Day Rates (Option E)

Tender queries

Tender queries must be submitted via the e-tendering portal, by **12:00 noon on the 19th April 2013**. The queries and responses will be circulated to all tenderers via the e-tendering portal by midday 24TH April.

Tender submissions

In the tender submission the Commercial proposal must be separated from the Technical proposal. Prices **must not** be included in the Technical proposal. The documents must be clearly marked „Commercial Proposal“ and „Technical Proposal“. A zip file should be used for the purpose of single document upload in the e-tendering portal. Submissions must be Microsoft Word or Adobe Portable Document Format (pdf) documents.

Return of tender

All documents must be correctly uploaded to our e-tendering portal, by **12:00 noon on the 1st May 2013**.

Clarifications

During the course of our evaluation of tender submissions, you may be asked to answer questions about your submissions and other matters related to the Services. You must respond to such questions as quickly as possible but, in any event, within 2 working days or, if a deadline is specified, responses must be submitted by that deadline. Failure to respond may result in us rejecting the tender submission. Any amendments to the tender submission arising from these discussions with you will be taken into account in the final evaluation.

Proposals must be exclusive of assumptions/qualifications. Any proposal containing assumptions/qualifications may be rejected. If clarity or further information is required, Tenderers should use the clarification process in the e-tendering portal.

Tender clarification meeting

To enable moderation of the tender evaluation process, TfL may request a meeting from all, some or one of the bidders. Failure to attend may result in us rejecting the tender submission. **Provisional dates for clarification meetings are 13th and 14th May, where possible, please keep these dates free.**

Tender evaluation

Evaluation of submissions will be on the basis of most economically advantageous tender. Technical, bidders will be scored against the maximum score as per the details in the Table below.

Commercial, bidder's proposed Day Rates for each Grade will be categorised as 1, 2 or 3. The average Day Rate for each of these Groups will then be subject to evaluation with the lowest Day Rate scoring the maximum available weighting and all others bids scoring a proportional percentage.

Compliance

All tenders returned should comply in every respect with the requirements of this mini-competition. However, TfL reserves the right to consider non-compliant submissions.

Failure to disclose all material information (facts that we regard as likely to affect our evaluation process), or disclosure of false information at any stage of this procurement process may result in ineligibility for award. You must provide all information requested and not assume that we have prior knowledge of any of your information.

Tenders are prepared and submitted at your own risk. Although this is a bona fide tender process, we may reject any or all tenders and provide no guarantee that any contract will be awarded. We will not reimburse any costs incurred during the mini-competition process or any subsequent discussions or negotiations, howsoever arising.

Validity

Tenders must remain open for acceptance for 6 (six) months from the mini-competition closing date.

Confidentiality

The contents of this mini-competition are confidential and must be used only for the purpose of submitting a tender. Tenderers must not communicate to any person other than TfL the applicable variable or blended rates or any other details of proposed fees. The rates must not be determined or adjusted by arrangement or in collusion with any third party. The tenderer must not make any such communication or enter into any collusive arrangement with any third party whether in relation to this tender or a tender submitted or to be submitted by such third party.

Acknowledgement of receipt of this mini-competition

Please acknowledge receipt of this mini-competition via “Clarifications” in the e-tendering portal and whether you intend to submit a tender. Failure to do so may lead to you not receiving any changes or amendments to bid documentation.

Submissions & Evaluation

A proposal, illustrating your approach to delivering the socio-economic work and outline business case outlined above is required, on **no more than 15 pages in total**.

Technical Proposal (Evaluation: 70% and Pass/Fail)	
Information Required	Sub-weighting
<p><u>Understanding and Methodology</u> - Detail your understanding of this requirement with your proposed approach and methodology to carry out the Services, to include:</p> <ul style="list-style-type: none"> ▪ Your approach to the delivery of each of the four disciplines ▪ Your understanding of the requirements from the Brief. ▪ Details of previous similar projects for bridge work across the four disciplines ▪ Approach to problem solving and resolution of conflicts ▪ Mode of update reporting, frequency and detail ▪ Management of sub-consultants where applicable and intergration project team with TfL. 	25%
<p><u>Programme</u> - Provide a programme to deliver the services to include:</p> <ul style="list-style-type: none"> ▪ Activity ▪ Grade of Resource ▪ Effort Days ▪ Timescales ▪ Total Indicative Cost to RIBA Stage D (formal Planning application as detailed in brief) for each of the four disciplines 	20%
<p><u>Quality of Resource</u> - For each proposed consultant, supply:</p> <ul style="list-style-type: none"> ▪ CV (max 2 pages per person with relevant experience) ▪ Confirmation of the consultant’s availability for the duration of the contract 	25%
<p><u>Conflicts of Interest</u> - Provide details of actual or potential Conflicts of Interests that would arise were you to be appointed, and details of how these conflicts would be mitigated.</p>	Discretionary Pass/Fail
TfL will not appoint a bidder that scores less than 50 out of the available 70	

Commercial Proposal (Evaluation: 30% and Pass/Fail)	
Information Required	Evaluation
Price – Day Rates (further break down by Grade Classification, see Pricing Schedule)	30%
Acceptance to TfL 90001 framework agreement and contract data terms and conditions including limitations of liability	Discretionary Pass/Fail

Important Notes

- Bidders are required to provide full contact details of the Bid Manager within the Commercial submission only for the purposes of clarification.
- Please be aware that failure to accept TfL 90001 terms and conditions will equate to a failure, unless in the opinion of TfL, any issues raised are genuine and done so in a timely manner, i.e. at clarification stage.
- Insurance - Limitations of liability are detailed within Schedule 6a, failure to accept or counter propose limitations at tender receipt stage may lead to your proposal being rejected. Any proposals relating to insurance liabilities must be submitted within the formal clarification process.
- All Bidders are reminded of the maximum framework rates upon which the framework operates. Proposals containing rates for personnel who exceed these predefined amounts may lead to your proposal being rejected.
- TfL reserve the right to accept all or any part of an offer and, if necessary, establish trading arrangements with more than one supplier.
- X18 – Limitation of liability is £2 million.

Temple bridge
Technical brief for consultancy services
April 2013

1. Overview

A new pedestrian bridge over the River Thames in central London has been proposed between Temple station and the South Bank.

A high quality design concept has already been developed and some initial engineering input has fed into this. Further development and refinement of the design is planned and TfL Planning & Strategy requires a multi-disciplinary consultant (herein referred to as 'The Consultant') to undertake additional work to inform the design and progress the project.

The purpose of this work is to:

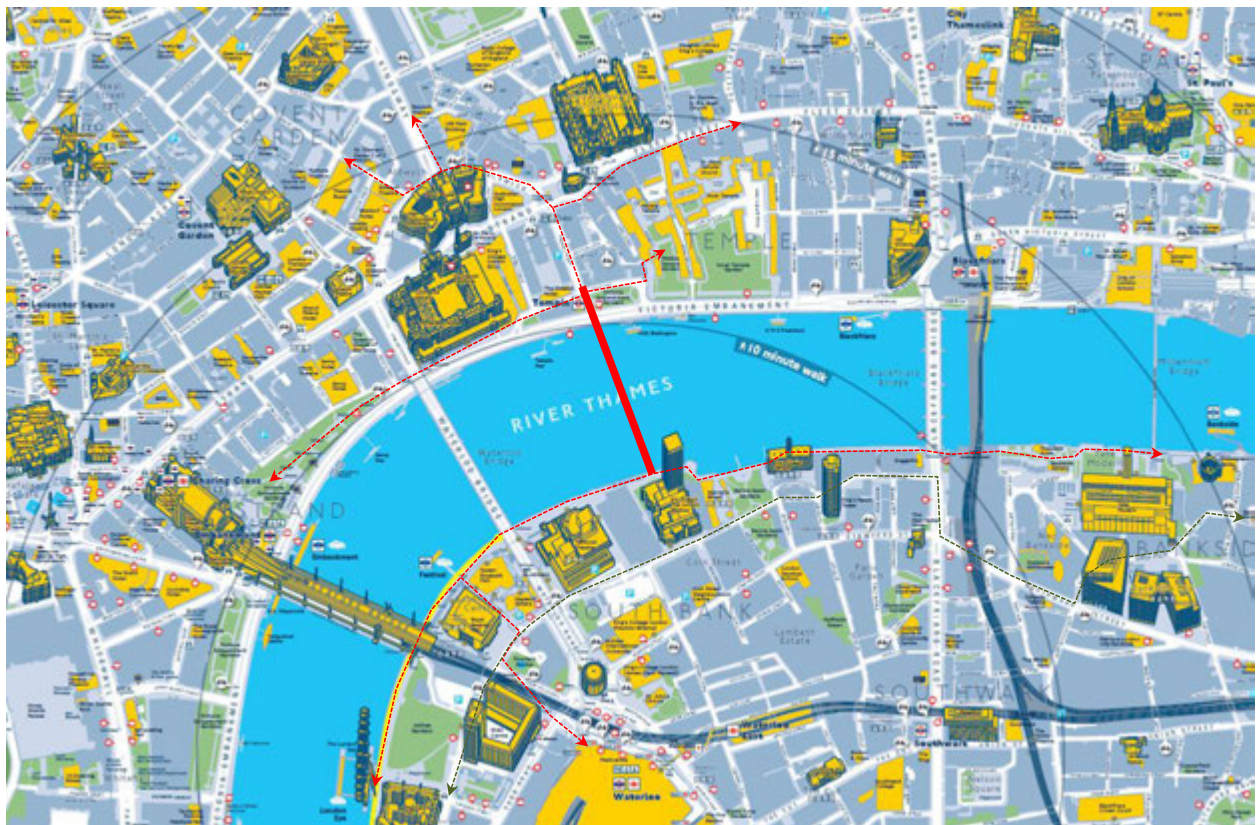
- (a) Ensure the design of the bridge is developed in parallel with sound **engineering** input, ensuring that it is both buildable and affordable
- (b) Provide **environmental** consultancy services to support the development of the design and the consents application
- (c) Undertake the **transport planning** necessary to develop the case for a bridge in this location, including completion of robust demand analysis
- (d) **Project manage** the various work-streams and overall programme to drive forward delivery up to consents stage and potentially beyond

TfL are seeking a single primary contractor to deliver all four elements of the project as one service. Bids are sought from suppliers on either the Civil & Structural or Environmental categories of the Engineering & Project Management Framework, with the expectation that Project Management and Transport Planning resources can either be provided in house or resourced via sub contractors.

2. Background

The concept behind a new pedestrian bridge between Temple station and the South Bank has been identified as a means of improving pedestrian connectivity and providing a striking addition to the built environment in this part of central London. It is also intended to provide a high quality journey experience for users and become a destination in its own right.

The indicative location of the bridge is shown in the map below.



- Approx bridge location
- - - Key walking routes
- - - National Cycle Network

A design concept and some initial design work has already been undertaken by Heatherwick Studio Limited, copies of which are included with this tender. Bidders are not permitted to contact Heatherwick Studio Limited in connection with this work.

Development and refinement of this design work will be completed outside of this tender and this will be shared with the Consultant as it is progressed, however once complete further, more detailed design work may be included within this appointment and become the responsibility of the Consultant. TfL anticipates that bidders may not have sufficient design capability in-house and has no objection to appropriately qualified designers being engaged by the Consultant as sub-contractors. This should be noted for the purpose of this tender.

The current concept includes an element of greenery on the bridge deck as an integral part of the design, as a means of providing a unique and pleasant user experience. The nature and extent of this greenery has yet to be confirmed and the Consultant will be expected to take a proactive approach to facilitating this element

of the design. Careful consideration should also be given to options for ongoing maintenance of the greenery once the bridge is opened to the public.

Options for funding the construction and maintenance of the bridge including potential sponsorship opportunities are currently being explored by TfL. It is expected that the funding package will be confirmed prior to the application for consents and the Consultant will need to provide information to support this.

3. Requirement

The project will require full planning permission, and the Consultant is therefore required to progress the project up to RIBA stage D. For the purpose of this development two planning applications will need to be submitted, one to the London Borough of Lambeth and one to the City of Westminster. Providing TfL with the inputs and information required to submit two detailed planning applications and obtain all necessary consents for the project will be a key part of the Consultant's remit.

Four main strands of work are required. The focus of the work is envisaged to be **engineering** and **environmental** consultancy support to enable the further development of the design. Additional **transport planning** work is also required to develop the case for a new bridge and strong **project management** is necessary to drive forward the overall programme, including work being done by other consultants, on behalf of TfL.

The appointed Consultant will have extensive experience of working on large projects that require a multi-disciplinary approach, and will be expected to work alongside TfL project staff and other consultants working on different elements of feasibility work for a period upwards of 9 months, starting in May 2013.

The consultancy support required will ultimately depend on how the project progresses and any decisions that may be made by TfL or the Mayor on whether to proceed to implementation. It is possible that the Consultant will be retained to undertake further work beyond RIBA stage D subject to acquisition of the necessary consents, including detailed design and production information. However at this stage the consultancy support is broadly expected to include the following:

(a) Engineering consultancy support

The Consultant will provide the required engineering work to support the development of the design concept to ensure that it is structurally sound, practical to construct and maintain, and to determine the construction and whole life costs. A thorough review of previous initial engineering work will be required to understand engineering input to date.

The main package should include the work outlined below however bidders should identify the activities and deliverables required in their tender submission and suggest a programme for all engineering works based on the requirements in this brief.

Data collection and consultation

All relevant statutory and non-statutory codes that need to be taken into account in the design of the bridge (including the DMRB, relevant British Standards and guidance on accessibility and inclusivity) should be identified. The current design should be reviewed in terms of adherence to these standards.

The Consultant should identify the vertical and horizontal navigational clearances that are required, in agreement with the Port of London Authority (PLA). Possible options for protecting the structure from ship impact loads should be considered and the Consultant should confirm that the current initial design does not impinge on the Authorised Channel.

The following surveys/assessments should be undertaken to determine site constraints at an early stage:

- Utilities survey – particularly in relation to bridge landing structures
- Topographical survey – to give an understanding of levels, physical constraints and space availability
- Geotechnical survey – including site surveys, and the potential for contaminated land

Bridge design development

Close working will be required with the designers to further develop the design and ensure it is underpinned by sound engineering input. The development of the design should include, but not necessarily be limited to, the following:

- Confirmation of foundation solutions and substructures required to support the proposed structure, including bridge landings. Where necessary surveys of existing structures may be required to determine feasibility of adaption.
- Identification of suitable materials for all elements of the structure to facilitate the design, taking into account the implications for construction and ensuring that special maintenance requirements are avoided.
- Confirmation of all dimensions of the structure including spans, clearances, gradients, widths and steps. Demonstration of how this meets anticipated pedestrian demand (to be determined as part of the Consultant's transport

planning remit) if applicable or, if not, how demand will be managed to ensure safe and comfortable use.

- Load bearing properties and structural stability (including bridge strike tolerances and anti-terrorism measures), in accordance with relevant standards.
- Lighting strategy including specification for all lighting that will be installed. Impact of lighting on heritage and views to be fully considered.
- Measures to assist safe and comfortable pedestrian use including handrails, tactile information and signage.
- Completion of engineering focused assessments as required to determine potential design and construction issues, and any mitigation required. This is likely to include a Hydrology Assessment and Navigational Risk Assessment.
- Full costing for construction, including land acquisition costs (to be advised by TfL), ensuring appropriate allowances for contingency and risk. This should be developed with input from a specialist and independent pricing contractor.

The Consultant will be required to produce all of the technical plans and drawings necessary for consents applications. This will include various location plans, site plans, general arrangement plans and elevation plans.

Construction

The Consultant will need to confirm the construction methodology (including any options that may be available), to be developed in conjunction with potential contractors. This should include the identification of opportunities for pre-fabrication and off-site construction, worksite availability (including location, dimensions, access and constraints), opportunities for use of the river for construction and confirmation of the strategy for site waste management.

Maintenance

The Consultant will be required to confirm outline maintenance regimes, including the key maintenance tasks likely to be required. This should include an identification of safe access for inspection and maintenance and indicative maintenance costs over the whole life of the project.

(b) Environmental consultancy support

The Consultant will provide the required environmental work to support the submissions for all necessary consents. A screening opinion will be required initially to establish if an Environmental Impact Assessment (EIA) is required. However for the purposes of this tender it should be assumed that an EIA is required.

The main package should include the work outlined below however bidders should identify the activities and deliverables required in their tender submission and suggest a programme for all environmental works based on the requirements in this brief.

Bidders are specifically required to identify the activities that need to be carried out, particularly in relation to terrestrial and marine ecology given seasonal constraints.

EIA

The Consultant should undertake the EIA process in compliance with relevant legislation and guidance. This constitutes a number of tasks and a brief overview is provided below. However this should only be used as a guide and bidders should identify the activities and deliverables required to undertake an EIA to support the planning applications.

Screening – the Consultant is to undertake all necessary work as part of the screening process to determine whether an EIA is required for the bridge. It is assumed that a screening request will be submitted at an early stage to both local planning authorities. If an EIA is required then works associated with Scoping and completion of Environmental Statement will be undertaken.

Scoping – the Consultant will be responsible for drafting all necessary material to submit to the local planning authorities for a formal written opinion on the information to be included in the Environmental Statement. The information that will need to be drafted to support the scoping request should be in conformity with relevant legislation and guidance.

Environment Statement (ES) – the Consultant will be required to undertake all necessary surveys and associated activities to produce technical reports for each environmental topic that has not been ‘scoped out’. An ES will need to be produced accompanied by a Non-Technical Summary which will be submitted in support of the planning applications. The ES should be in conformity with relevant legislation and guidance. Bidders are invited to suggest the likely topics that will require assessment in their tender submission.

Additional environmental deliverables to support the planning applications

The Consultant will need to provide documents for any environmental work outside of the EIA. This is likely to include an Energy Statement, Flood Risk Assessment, Health Impact Assessment, Sustainability Appraisal and Code of Construction Practice. Bidders are invited to suggest the likely assessments and statements that may be required – in addition to the ES – to support the planning applications.

Planning application submission/post- submission support

The Consultant will assist with support during the planning application process. For example, providing rebuttals to relevant objections or updates to documents to reflect changing requirements.

Post submission support will include discharge of conditions, supplementary environmental consents and licences (from the Environment Agency (EA), PLA and Marine Management Organisations (MMOs)) as necessary and resolving Section 106 obligations or other obligations that are required as they relate to the environmental workstream.

(c) Transport planning consultancy support

The bridge will require a strong transport case, including assessment of demand and transport benefits. The Consultant will provide transport planning services related to the development of a robust transport assessment for the project. This is likely to include, but is not limited to:

- Various pedestrian and cycling surveys, including on adjacent crossings
- Analysis of trip origins and destinations on adjacent crossings and in the surrounding area
- Demand forecasting, including the diversion of existing trips and new trip generation
- Production of a business case for the project, which takes into the socio-economic and other non-transport benefits that will be derived from a new bridge
- Consideration of how the bridge will be integrated with existing pedestrian and wider transport networks
- Identification of complementary transport measures to support the successful integration of the bridge with the existing transport networks, including signage and improvements to existing walking routes connecting with the bridge

Bidders are invited to identify the activities and deliverables likely to be required, and suggest a programme of work, based on the requirements in this brief.

(d) Project management consultancy support

Strong project management is considered to be essential for the successful delivery of the project and in order to meet the timescales envisaged (as set out in the section 4 of this brief). The Consultant will be responsible for co-ordinating the completion of the various workstreams being undertaken, including those being completed by other consultants, and reporting regularly to TfL.

The Consultant will be expected to undertake the following project management tasks and bidders are invited to suggest in their tender submission any additional tasks deemed necessary:

- Production and maintenance of a comprehensive project programme in conjunction with TfL
- Production and maintenance of a comprehensive risk register
- Production and maintenance of a comprehensive stakeholder database, outlining engagement and outstanding issues with each key stakeholder
- Arrangement, attendance and minuteing of regular progress meetings with TfL (frequency of meetings to be suggested by the Consultant)
- Appointment of a single day-to-day point of contact for each of the four strands of work (engineering, environment, transport planning and project management). TfL will do likewise.

A public consultation exercise is planned for late Summer 2013 in order to raise awareness of the project and gauge opinion. The Consultant will need to work closely with TfL staff to ensure that sufficient, accurate information is available for the consultation. The Consultant will also be expected to provide sufficient staff resources to take part in any roadshows, meetings or other events that will be held as part of the consultation exercise.

4. Project Timescales

The timescales for completing the feasibility work required for the project are ambitious, and the Consultant will be expected to resource the work accordingly in order to meet these timescales.

Indicative key milestones are as set out below. Note that these milestones are subject to change and bidders are invited to provide their view on this. If bidders consider that these milestones are not achievable they should set out what they consider to be achievable milestones in their tender submissions.

Milestone	Indicative date
Consultant to commence work	May 2013
Consultant to seek screening opinion from local planning authorities on need for an EIA	June 2013
Commencement of public consultation (likely to be for a	September 2013

minimum period of six weeks)	
Submission of planning applications to local planning authorities	February 2014
Receive decisions on planning applications from local planning authorities	July 2014

Subject to the outcome of the work specified in this tender and the programme for detailed design and appointment of contractors (to be further developed), it is anticipated that construction could commence in February 2015.



















