

DERBYSHIRE COUNTY COUNCIL

CABINET

14 January 2021

Report of the Director – Economy, Transport and Environment

**USE OF PROFESSIONAL CONSULTANCY AND CONSTRUCTION
FRAMEWORKS FOR HIGHWAY, TRANSPORT AND ENVIRONMENTAL
SERVICES AND PROJECTS (HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE)**

(1) **Purpose of Report** To seek Cabinet approval to utilise non DCC frameworks, following Protocol 2(a) of the Council's Financial Regulations to commission professional consultancy and construction providers to support the delivery of a wide variety and volume of highway, transport and other works in the current and future capital programme.

(2) **Information and Analysis** Since the late 1990's, Derbyshire County Council has adopted a mixed economy of in-house and partner consultants and contractors in the delivery of highway capital projects. This model has provided operational flexibility, at the same time as providing a wide range of services to address peaks and to provide specialist services and capabilities, some of which are not available in-house.

The Council's in-house team currently has the maximum capacity to deliver about £13m of capital works in addition to about £5m of revenue services. External contractors currently support the in-house service in delivering approximately a further £13m of capital works using a number of Derbyshire specific contracts.

The in-house design service currently has the capacity to deliver approximately £2m of designs per year. Since 2011, top-up consultancy services have predominantly been provided through a framework contract procured by the Midlands Highways Alliance, (MHA), of which the county council is a founder member.

Over the past few years, the Council has seen a significant increase in government funding for the highways capital programme. At the same time, the Council has experienced shortages in staff which has led to a backlog in delivery of the increased capital programme. The Council has initiated a new recruitment drive to address these shortages and engaged with a wide variety

of alternative providers to identify the options available in supporting the in-house service. The Council has trialled and made limited use of the Eastern Shires Purchasing Organisation (ESPO) framework contract for consultancy services and the SCAPE framework for construction services.

The impact of COVID-19 on the Council has further impacted the existing capacity of the service to deliver its highways' capital programme. This has resulted in a further delay to the current 2020-21 programme of work. As a result, a large number of projects and schemes will be carried forward into 2021-22.

It is likely that Derbyshire will receive circa £30M from Government for 2021-22 for highways maintenance, as a result of the recent budget. This, in addition to the carry forward from 2020-21, will give an overall programme of some £60M+, possibly more, dependent upon this year's outturn.

This greatly exceeds the capacity of the in-house service to either deliver or provide oversight for external providers to deliver. Realistically it will take 2-3 years to bring the annual capital programme into balance. The Council's aim next year is to programme a spend of circa £40M+. In order to do this, urgent action is underway to identify current undelivered and future schemes that can be packaged up and put out to the market to deliver, these will include schemes for resurfacing, surface dressing, drainage and major patching. Procurement of these will be needed by the Spring if a major delivery programme is to be attained next year.

In the short term, there is a need to source sufficient professional consultancy and design services and construction services to accelerate the delivery of the highways' capital programme. This is unlikely to be possible through the current routes used by the authority due to the scale of these packages. The Highways service also lacks sufficient internal commercial expertise to manage these new arrangements and short term resource will be required to manage the programme next year, ahead of longer term establishment of an effective commercial team.

In the medium term, the service is looking at a professional services partnership arrangement that better integrates external resources in supporting the in-house service. This is a major undertaking and will require a commissioning and procurement exercise that is likely to take approximately 18-24 months to procure and commission.

In developing this approach, it is of note that the Local Authority highways sector is still an attractive market for the private sector but, within the next five years, twenty-four local highways authorities will be coming to the end of their current highways delivery arrangements with their providers, be they construction, design or both. Soft market testing, and experience with the

MHA suggests, that merely having available work is not sufficient to attract business. Most providers intend to continue to offer their services to local authorities, but providers are increasingly selective about bidding. Therefore, in order to make the possible professional services procurement exercise successful, it is essential that the County Council makes itself as an attractive potential partner as possible (ways of working, types of work, location/ accommodation, facilities, systems, etc) to the private sector market.

The optional use of a broader range of national and local frameworks will enable the Council to increase the delivery of its capital programme, whilst future mechanisms are developed and put in place. Different professional consultancies and contractors are members of different national and regional frameworks and, depending upon the specific services the Council needs for each project, the choice of which framework and provider to use will be determined to enable best value to the Authority in either the short or long term.

Frameworks are responsive to changing needs and short timescales, offering both design and/or delivery services for specific schemes or programmes of works, plus the opportunity to take on seconded staff for limited periods of time. To procure these services on an individual basis through separate specifications and tendering procedures would be specialist resource dependant, time consuming and costly. Use of the MHA PSP and MHF frameworks together with the ESPO and SCAPE contracts have enabled the Council to deliver projects that the Council wouldn't have been able to do alone. Multiple frameworks will enable the Council to commission more projects to the right provider to support the Council's in-house service under the right terms and conditions for the Council.

The Council will seek the option to commission services through different Frameworks which could include;

- Midlands Highway Alliance Professional Services Partnership (MHA PSP)
- Midlands Highway Alliance Medium Schemes Framework (MHA MSF)
- Eastern Shires Purchasing Organisation (ESPO)
- Yorkshire Purchasing Organisation (YPO)
- North East Procurement Organisation (NEPO)
- Highways England Specialist Professional and Technical Services Framework (SPaTS)
- Homes England Technical Framework
- Crown Commercial Services (CCS) Frameworks
- Scape
- Bloom
- Pagabo
- Stoke-on-Trent Professional Services in the Built Environment Framework

- **Midlands Connect Specialist Technical Framework**

It is proposed that dedicated Highway's contracts officer/s are recruited initially on a temporary basis, to manage this requirement, as well as any subsequent ongoing monitoring or contract management of contracts. The contracts officer/s will integrate with the Highways service to help determine the optimum use of the various frameworks. For every project requirement, consideration for using further mini competitions or direct award call-offs shall be required. The contracts officer/s will work closely with Council's Procurement team to validate the preferred framework option and its appropriate use, ensuring compliance with financial and procurement regulations. It will be vital to continuously assess and benchmark these arrangements to assure value for money.

With an extant and future capital budget of approximately £60+M, the use of national and local frameworks will support the Council's mixed economy model to deliver more than the current capacity that the in-house design and construction services can currently deliver.

(3) **Financial Considerations** The costs of using and managing the performance of the frameworks and professional consultants will be wholly funded by the Capital programme and the projects themselves. In accordance with protocol 2a of the Council's Financial Regulations, a business case for the use of the non DCC frameworks as detailed in the report has been approved by the Director of Finance and ICT and the Director of Legal Services.

(4) **Legal Considerations** The Director of Legal Services will advise in relation to the approval of framework documents and the approval of call off terms in relation to the use of non DCC frameworks to support the delivery of the ETE Highways capital programme. The Director of Legal Services is satisfied that on the basis of the information contained in the report it is appropriate to use non DCC frameworks as proposed.

(5) **Other Considerations**

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, social value and transport considerations.

(6) **Key Decision** Yes.

(7) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(8) **Background Papers** Business Case: Use of Professional Consultancy and Construction Frameworks for Highway, Transport and Environmental Services and Projects, attached as Appendix 1.

(9) **OFFICER'S RECOMMENDATIONS** That Cabinet:

- 9.1 Approves the optional use of national and local frameworks to commission professional consultancy and construction providers as and when required, to support the Council's mixed economy model in delivering a wide variety and volume of Highway, Transport and Environmental works in the current and future capital programme.
- 9.2 Approves the appointment of dedicated Highway's contracts officers to manage this requirement and the ongoing monitoring and contract management of subsequent contracts.
- 9.3 Cabinet notes that the award of contracts under Protocol 2B of the Council's Financial Regulations, to support the delivery of the Council Highway's capital programme is delegated to the Executive Director of the Economy Transport and the Environment Department.

Tim Gregory
Director – Economy, Transport and Environment



**Procurement Business Case
Protocols 2a, 8, 9 and 10
(Over £50,000)**

**Use of Professional Consultancy
and Construction Frameworks
for Highway, Transport &
Environmental Services &
Projects**

Version Control

Version	Name	Date	Comments
1.0	Tom Blackburne-Maze	07/12/2020	Revised template
2.0	Tom Blackburne-Maze	08/12/2020	Updated to include Construction Services
3.0	Tom Blackburne-Maze	14/12/2020	Updated with comments from Procurement and Exec Director
4.0	Tom Blackburne-Maze	22/12/2020	Updated with comments from Procurement and Legal

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Annexes

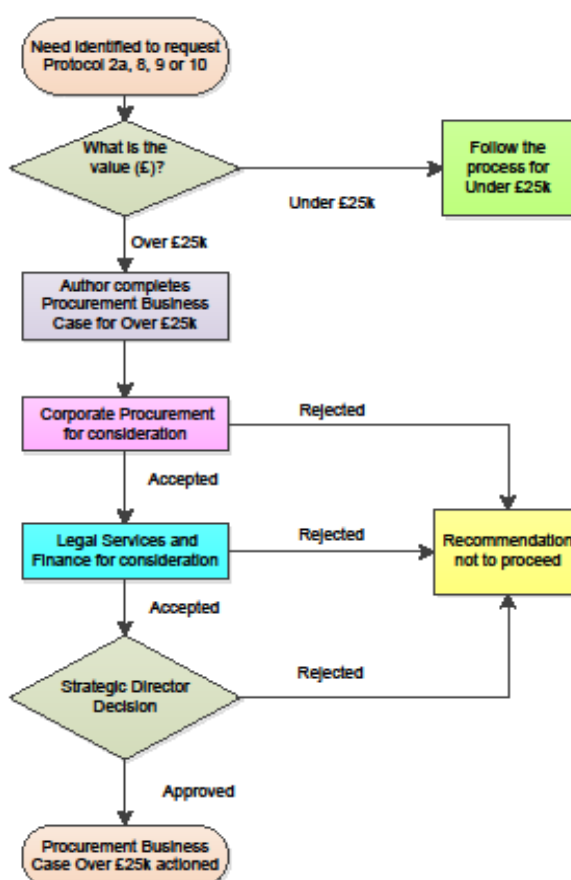
Annex A – List of Frameworks

Annex B – Draft Framework Evaluation Process

Annex C – Draft Framework Evaluation Template

Approval Process

- 1.1. Author completes section 1 to 9 and emails the document to Corporate Procurement (e.g. contract manager).
- 1.2. Corporate Procurement complete section 10 if supporting the recommendation(s) and email the document to the Director of Legal Services and Director of Finance & ICT (or their representatives under the Scheme of Delegation) for approval.
- 1.3. Legal Services complete section 11 if they support the recommendation(s) and email the document back to Corporate Procurement and the author.
- 1.4. Corporate Finance complete section 12 if they support the recommendation(s) and email the document back to Corporate Procurement and the author.
- 1.5. If approved by Legal Services and Corporate Finance, the author liaises with their Strategic Director for approval.
- 1.6. The Strategic Director (or their representative under the Scheme of Delegation) completes section 13 if they support the recommendation(s).
- 1.7. The author emails the fully approved copy to Corporate Procurement and appends it to the relevant Cabinet or Cabinet Member report if the value of the award exceeds £100,000.
- 1.8. If the document is not approved at any stage in this process, it will be returned with an explanation and proposals for resolution.



1 Background & Business Need

Since the late 1990's, Derbyshire County Council has adopted a mixed economy of in-house and partner consultants and contractors in the delivery of highway capital projects. This model has provided operational flexibility, at the same time as providing a wide range of services to address peaks and to provide specialist services and capabilities, some of which are not available in-house.

It is of critical importance that the Council implements its Highway Capital programmes and projects effectively and efficiently to meet strict funding windows and deliver Value for Money services for its residents. High performance provides good customer satisfaction and helps with future bids for other projects vital for the county's economic well-being. It also assists the Authority secure performance-related funds from Central Government that make up the majority of the Council's maintenance funding settlements.

The Council's in-house team has the maximum capacity to deliver about £13m of capital works in addition to about £5m of revenue services. External contractors currently support the in-house service in delivering approximately a further £13m of capital works using a number of Derbyshire specific contracts to top-up it's in-house construction service. These external services are procured via a number of established DCC contracts. This includes a bespoke £1.5m resurfacing framework. The framework includes 8 contractors who tender via a mini competition process for each project. Currently 6 of the contractors are returning tenders and the projects are spread evenly between them. The current framework expires at the end of March 2021 and work to develop a new framework has not been commenced.

The in-house design service currently has the capacity to deliver approximately £2m of designs per year. Since 2011, top-up consultancy services have predominantly been provided through a framework contract procured by the Midlands Highways Alliance, (MHA), of which the county council is a founder member. Currently, the Council commissions between £3-4m of design services through the framework.

Over the past few years, the Council has seen a significant increase in government funding for the highways capital programme. At the same time, the Council has experienced shortages in staff which has led to a backlog in delivery of the increased capital programme. The Council has initiated a new recruitment drive to address these shortages and engaged with a wide variety of alternative providers to identify the options available in supporting the in-house service. The Council has trialled and made limited use of the Eastern Shires Purchasing Organisation (ESPO) framework contract for consultancy services and the SCAPE framework for construction services.

The impact of COVID-19 on the Council has further impacted the existing capacity of the service to deliver its highways capital programme. This, together with staff

shortages and other factors, has resulted in a delay to the 2020-21 programme of work. As a result, a large number of projects and schemes will be carried forward into 2021-22.

It is likely that Derbyshire will receive circa £30m from Government for 2021-22 for highways maintenance, as a result of the recent budget. This, in addition to the carry forward from 2020-21, will give an overall programme of some £60m+, possibly more, dependent upon this year's outturn.

This greatly exceeds the capacity of the in-house service to either deliver or provide oversight for external providers to deliver. Realistically it will take 2-3 years to bring the annual capital programme into balance. The aim is that next year the Council programme spend of circa £40m+. In order to do this, urgent action is underway to identify current undelivered and future schemes that can be packaged up and put out to the market to deliver, these will include schemes for resurfacing, surface dressing, drainage and major patching. Procurement of these will be needed by the Spring 2021 if a major delivery programme is to be attained next year.

In the short term, there is a need to source sufficient professional consultancy and design services and construction services to accelerate the delivery of the highways capital programme. This is unlikely to be possible through the current routes used by the authority due to the scale of these packages. The Highways service also lacks sufficient internal commercial expertise to manage these arrangements and short term resource will be required to manage the programme next year, ahead of longer term establishment of an effective commercial team.

In the medium term, the service is looking at a long-term partnership arrangement that better integrates external resources in supporting the in-house service. This is a major undertaking and will require a commissioning and procurement exercise that is likely to take approximately 18-24 months to procure and commission.

In developing this approach, it is of note that the Local Authority highways sector is still an attractive market for the private sector but, within the next five years, twenty-four local highways authorities will be coming to the end of their current highways delivery arrangements with their providers, be they construction, design or both. Soft market testing, and experience with the MHA suggests, that merely having available work is not sufficient to attract business. Most providers intend to continue to offer their services to local authorities, but providers are increasingly selective about bidding. Therefore, in order to make the possible professional services procurement exercise successful, it is essential that the County Council makes itself as an attractive potential partner as possible (ways of working, types of work, location/accommodation, facilities, systems, etc) to the private sector market.

The optional use of a broader range of national and local frameworks will enable the Council to increase the delivery of its capital programme, whilst future

mechanisms are developed and put in place, different professional consultancies and contractors are members of different national and regional frameworks and, depending upon the specific services the Council needs for each project, the choice of which framework and provider to use will be determined to enable best value to the Authority in either the short or long term.

The Council will seek the option to commission services through a number of different Frameworks, some of which the Council is already using. Frameworks are responsive to changing needs and short timescales, offering both design and/or delivery services for specific schemes or programmes of works, plus the opportunity to take on seconded staff for limited periods of time. To procure these services on an individual basis through separate specifications and tendering procedures would be specialist resource dependant, time consuming and costly. Use of frameworks such as the MHA, PSP, MHF, ESPO and SCAPE arrangements have enabled the Council to deliver projects that the Council wouldn't have been able to do alone. Multiple frameworks will enable the Council to commission more projects to the right provider to support the Council's in-house service under the right terms and conditions for the Council.

It is proposed that dedicated Highway's contracts officer/officers are recruited initially on a temporary basis, to manage this requirement, as well as any subsequent ongoing contract monitoring or contract management. The contracts officer/s will integrate with the Highways service to help determine the optimum use of the various frameworks and will work closely with Council's Procurement team to validate the preferred framework option, ensuring compliance with Financial Regulations and the Standing Orders Relating to Contracts. It will be vital to continuously assess and benchmark these arrangements to assure value for money.

With an extant and future capital budget of approximately £60+m, the use of national and local frameworks will support the Council's mixed economy model to deliver more than the current capacity that the in-house design and construction services can currently deliver.

2 Objectives

To gain approval to the use of national and local frameworks identified in Annex A in commissioning professional consultancy and construction providers to support the delivery of a wide variety and volume of Highway, Transport and Environmental works in the current and future capital programme during 2021/22 and 2022/23.

3 Scope

The Council will seek the option to commission services through a number of different Frameworks, some of which the Council is already using, which could include:

- Midlands Highway Alliance Professional Services Partnership (MHA PSP)
- Midlands Highway Alliance Medium Schemes Framework (MHA MSF)
- Eastern Shires Purchasing Organisation (ESPO)
- Yorkshire Purchasing Organisation (YPO)
- North East Procurement Organisation (NEPO)
- Highways England Specialist Professional and Technical Services Framework (SPaTS)
- Homes England Technical Framework
- Crown Commercial Services (CCS) Frameworks
- Scape
- Bloom
- Pagabo
- Stoke-on-Trent Professional Services in the Built Environment Framework
- Midlands Connect Specialist Technical Framework

Annex A provides a more detailed analysis of each of these frameworks.

4 Benefits

The use of frameworks enables the Council to award individual contracts without going through a fully compliant procurement process each time. This means that frameworks can be responsive to changing needs and short timescales, offering both design and/or delivery services for specific schemes or programmes of works, plus the opportunity to take on seconded staff for limited periods of time.

To procure these services on an individual basis through separate specifications and tendering procedures would be specialist resource dependant, time consuming and costly. Use of the existing MHA, ESPO and SCAPE frameworks have enabled the Council to deliver projects that it wouldn't have been able to do alone.

The Council is presently looking at new options to successfully deliver design and professional services in the long term. However, this is likely to take approximately 18-24 months to develop the best solution for the Council to procure, commission and mobilise. In order to make the long-term solution successful the Council will be able to use multiple frameworks to assess different providers and make itself attractive to consultants who, themselves, are keen to support the Council in the period up to a longer-term solution.

With an extant and future capital budget of approximately £60+m, the use of

national and local frameworks will support the Council's mixed economy model to deliver more than the current capacity that the in-house design and construction services can currently deliver.

5 Options Appraisal

Do Nothing Option

It is likely that Derbyshire will receive circa £30m from Government for 2021-22 for highways maintenance, as a result of the recent budget. This, in addition to the likely carry forward of circa £40m from 2020-21, giving an overall programme of some £60m+, possibly more, dependent upon this year's outturn.

This greatly exceeds the capacity of the existing in-house resources and arrangements to either deliver or provide oversight for external providers to deliver. This will mean the Council will be unable to deliver all of its current and future capital highways programmes within the required timescales. This could lead to visible and structural deterioration of the network, reputational damage with residents and stakeholders, the possible loss of external funding and the raising of highway safety issues.

Do Something Option

- DCC establish their own Framework Agreement –
To procure these services on an individual basis or via a DCC internally procured framework would be resource intensive to provide separate specifications and tendering procedures. It should be specialist resource dependant, time consuming and costly and would not meet the Council's timescales.
- Optional use of Multiple Frameworks – Under this option, the Council will be able to commission multiple professional consultants and construction providers to support the design and delivery of highway projects over the next 18-24 months as a medium to longer-term solution is developed and implemented.

The second bullet point of the do-something option also enables the Council to maximise the success opportunities of a possible medium-term professional services solution by engaging with prospective partners during the development of the option. This will enable the Council to increase its attractiveness to professional consultants whilst assessing the performance of prospective partners. Realistically it will take 2-3 years to bring the annual capital programme into balance but the aim is that next year we programme a spend of circa £40m+. In order to do this, urgent action is underway to identify current undelivered and future schemes that can be packaged up and put out to the market to deliver, these will include schemes for resurfacing, surface dressing, drainage and major

patching. Procurement of these schemes will be undertaken via the frameworks in Spring 2021 in order that the major delivery programme is to be attained next year.

6 Timescales

As the alternative national and local frameworks are already in place, the Council will be able to formally apply to the appropriate contracting authority by completing an access agreement to use the frameworks it is not currently using following this business case successful approval. This will then allow Consultants and Contractors to be commissioned in January/February/March 2021 in accordance with the framework conditions to undertake the highways capital programme supporting the in-house services.

7 Costs

It is expected that up to £60m of design and construction services could be procured via the external frameworks identified in Annex A over the next 24 months. Usage costs are generally applied to the amount of work put through the frameworks and these costs are identified. Some frameworks charge separate usage costs, some are built into the rates. These costs vary between 0.25% and 5%.

The value of the additional professional consultancy and design services needed to support the in-house service over the next 18-24 months to deliver the capital programme is expected to be in the region of £10m. Costs could therefore be in the order of £25k to £500k.

The value of external construction works needed to support the in-house delivery team over the next 18-24 months is expected to be in the region of £40-50m over the current capacity. Costs could therefore be in the order of £125k to £2.5m depending upon the choice of framework.

The management of the frameworks will require additional resource in issuing briefs for packages of works and projects, managing consultants, coordination, performance monitoring and approving payments. The specialist contract management officers resource costs to manage the frameworks over the 24 months are expected to be approximately £100-200k per year.

These costs will all be met from the capital funded projects themselves.

8 Risks & Issues

It is recognised that a process of validation will need to be implemented to ensure a robust options analysis is undertaken again each new project, prior to entering into a procurement exercise. This process will establish which of the approved frameworks will deliver the best value and meet project requirements, either by

conducting a further mini competition or making a direct awarding from the preferred framework. It is proposed that a dedicated Highway's contracts officer/officers are recruited to manage this requirement as well as any subsequent ongoing monitoring or contract management of contracts. The contracts officer/s will use an evaluation matrix to undertake the options analysis and will work closely with Council's Procurement team to validate the preferred framework option, ensuring compliance with financial and procurement regulations. An example of what will be developed after approval is contained in Annex B. The officers will ensure that accurate records are maintained within the Council's Contracts Register (ProContract). An annual report will be prepared on the use of different professional consultancy frameworks and providers.

The benefits of using the chosen framework and provider will be clearly identified and recorded in the template shown. An example is contained in Annex C and, upon approval of the business case, will be developed jointly with colleagues in the Council's procurement team. An annual report of each framework and consultant/contractor use will be prepared.

9 Recommendation

I confirm that following reasonable enquiries, the facts stated in this business case are true to the best of my knowledge. On the basis of this business case it is recommended that the Director of Legal Services and the Director of Finance & ICT approve the use of national and local frameworks to commission professional consultancies and contractors to support the delivery of a wide variety and volume of Highway, Transport and Environmental works in the current and future capital programme.

Name:	Tom Blackburne-Maze		
Job Title:	Highways Programme Director		
Department:	ETE	Date:	22/12/2020

10 Corporate Procurement

To be completed by a nominated representative of Corporate Procurement.

Corporate Procurement comments:			
Name			
Job Title:		Date:	Click here to enter a date.

11 Director of Legal Services Approval

To be completed by the Director of Legal Services, or their nominated representative under the Scheme of Delegation.

Legal Services comments:			
Name:			
Job Title:		Date:	Click here to enter a date.

12 Director of Finance & ICT Approval

To be completed by the Director of Finance & ICT, or their nominated representative under the Scheme of Delegation.









Corporate Finance comments:			
Name:			
Job Title:		Date:	Click here to enter a date.

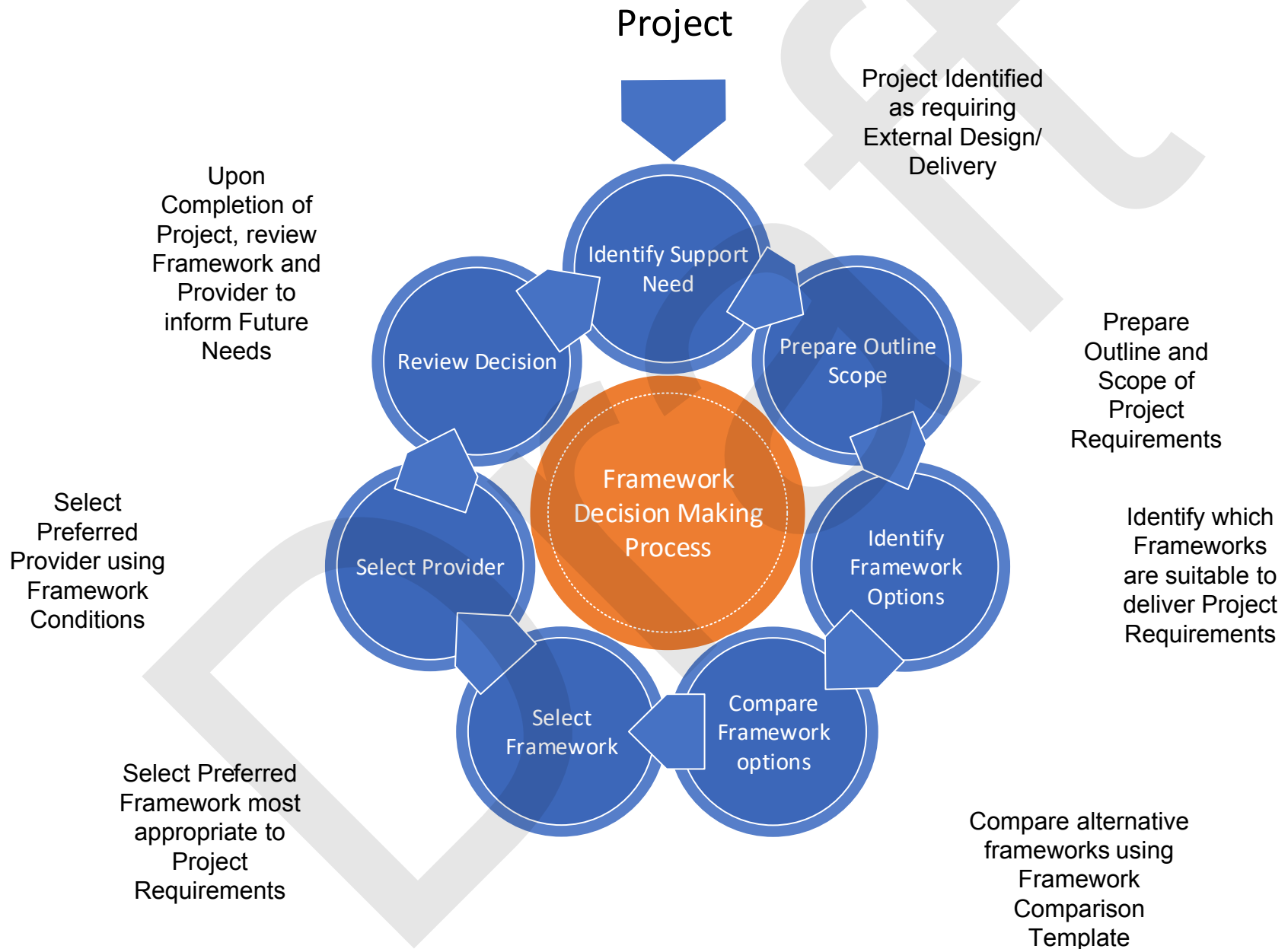
13 Strategic Director Approval

To be completed by the departmental Strategic Director, or their nominated representative under the Scheme of Delegation.

Name:			
Department:		Date:	Click here to enter a date.

Framework	Description	Contracting Authority	EU/UK Compliant	Number of Specialist Lots	Number of Providers	Access Fee	Direct Award	Defined Rates	Mini-Competitions	Social Value captured	Sustainability Captured	Expiry	Supporting Framework / Call off documents where required
Midlands Highway Alliance Professional Services Partnership, (MHA PSP)	<p>The PSP3 Framework superseded PSP2 in April 2019. 35 Authorities named on the framework. There are 2 Lots on the Framework</p> <p>Lot 1 provides access to 2 suppliers of design services, AECOM and Amey. The framework can be used to directly commission services to either consultant or to have a mini-competition between both suppliers. Derbyshire have had a longstanding relationship with AECOM over the previous years and have currently commissioned £2.03m design fees directly to them via PSP3 since 29 April 2019. The projects have covered a number of different Derbyshire Services, including transport planning and environment areas as well as Highways. Highways and Structures equates for about half the portfolio. Derbyshire has only recently commissioned work from Amey but is unable to compare offers between AECOM and Amey at the moment.</p> <p>Lot 2 provides access to secondment opportunities and the 2 suppliers are Waterman Aspen and Matchtech. Derbyshire currently has 15 staff from Matchtech across all services, although not all are in Highways.</p>	Leicestershire County Council	✓ <input type="checkbox"/>	1	2	£3,750 + 1% of turnover	✓ <input type="checkbox"/>	✓ <input type="checkbox"/>	✓ <input type="checkbox"/>	X		4-year contract and is due to finish in March 2023	Framework Agreement already widely used by Derbyshire County Council
Midlands Highway Alliance Medium Schemes Framework, (MHA MSF)	<p>The scope of the Framework is for the execution of highway, civil and municipal engineering.</p> <p>The framework operates under the NEC4 framework contract with work packages awarded under NEC4 engineering and construction contract option C.</p> <p>The framework also enables the Council to commission contractors early on in the development and delivery of projects when a design and build, D&B, or early contractor involvement, ECI, solution is preferred. In these circumstances the contractor provides professional services support to the Council.</p> <p>There are four contractors under the framework; Balfour Beatty, Eurovia, Galliford Try and Morgan Sindall. Eurovia are the primary contractor for the area of MHA that includes Derbyshire, and this allows the Council to direct award to the company. Eurovia commission Jacobs, as their preferred consultant, for projects that require design input.</p>	Leicestershire County Council	✓ <input type="checkbox"/>	1	4	0.25% of turnover	✓ <input type="checkbox"/>	✓ <input type="checkbox"/>	✓ <input type="checkbox"/>	X		The current Framework is from 14 August 2018 – 14 August 2022	Framework Agreement already widely used by Derbyshire County Council
Eastern Shires Purchasing Organisation, (ESPO)	<p>Can be used by all UK public bodies by application to ESPO and the Council have used this a number of times, including mini-tender.</p> <p>It is a non-profit making body owned and operated jointly by six local authorities. ESPO's key objective is to help its member authorities achieve optimum value for money when buying goods and services.</p> <p>The core ESPO Member authorities are Cambridgeshire County Council, Leicestershire County Council, Lincolnshire County Council, Norfolk County Council, Peterborough City Council, and Warwickshire County Council. Derbyshire County Council was an original member and benefits from a 0.5% discount off the management fee.</p> <p>Lot 5 is for Highways, Transport and Logistics; there are 25 suppliers on Lot 5. The framework provides for further competition or direct award. It also provides for individual Call-Off Contracts awarded under the Framework, which may be of any reasonable duration regardless of when they commenced (i.e., an individual Call-Off Contract may expire beyond the Framework expiry date). There is no maximum value. The Framework is currently being retendered.</p>	ESPO Trading Limited	✓ <input type="checkbox"/>	27	130	1% of turnover	✓ <input type="checkbox"/>	✓ <input type="checkbox"/>	✓ <input type="checkbox"/>	X		The Framework has been established for a total of 4 years taking the contract term to a maximum of 4 years to 18th April 2021.	Framework Agreement already widely used by Derbyshire County Council
Yorkshire Purchasing Organisation, (YPO)	<p>Its Consultancy Services Framework can be used by all UK public bodies by application to YPO. This framework offers a range of consultancy services specific to local government and the wider public sector and is intended to make procuring consultancy services quick, simple and cost effective.</p> <p>The framework provides for further competition or direct award. It also provides for individual Call-Off Contracts awarded under the Framework, which may be of any reasonable duration regardless of when they commenced (i.e., an individual Call-Off Contract may expire beyond the Framework expiry date). There is no maximum value.</p>	Yorkshire Purchasing Organisation Limited	✓ <input type="checkbox"/>	27	130	1% of turnover	✓ <input type="checkbox"/>	✓ <input type="checkbox"/>	✓ <input type="checkbox"/>	X		18th April 2021 currently being retendered.	Framework Agreements from YPO already widely used by Derbyshire County Council
North East Procurement Organisation, (NEPO)	<p>member authorities comprise 12 North East Local Authorities. Associate Membership is available to other local authority councils. Currently, NEPO is available to over 360 associate member bodies. Derbyshire County Council is already using this framework in a number of other services through NEPRO3 which utilises Bloom.</p> <p>There are a total of 20 lots of which two could be used for construction and professional services.</p> <p>Call off under the framework can be by either Direct Award – where the scope of services are clearly defined, or by Mini Competitions – when supplementary specifications can be provided by the Authority with award criteria of Quality and Price defined depending on the nature of the work.</p>	The Borough Council of Gateshead	✓ <input type="checkbox"/>	14	To be confirmed	5% included within rates	✓ <input type="checkbox"/>	✓ <input type="checkbox"/>	✓ <input type="checkbox"/>	X			Framework Agreements already widely used by Derbyshire County Council

Highways England Specialist Professional and Technical Services Framework, (SPaTS2)	<p>Framework which Local Authorities can use with agreement via Highways England, (HE). Local Authorities can appoint directly for work up to £100k, and in some instances up to £250k. The approach followed is:</p> <p>(a) The Local Authority approaches Highways England to act as a procurement agent for them. (b) HE and the Authority sign a collaboration agreement. (c) The Council produces a spec for the work using a template provided by HE. (d) HE invites/tenders the work as normal and goes through the normal evaluation procedure with the Council involved. (e) If the Council is satisfied, HE confirm it is okay to award (f)The Council issues award letter but the contract is direct with HE.</p> <p>Lot 1 is for Technical Consultancy, Engineering Advice, Research and Innovation. Lot 2 is for Commercial Services. Lot 1 would be most appropriate for Highways and Transport related design commissions.</p>	Highways England	<div><div></div><div></div></div>	2	12	To be confirmed	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	X			Framework Agreement has not been used previously. Documents have been requested from brad.benson@highwaysengland.co.uk
Homes England Technical Framework	<p>available to local Authorities to use through a Panel to enable the quick and efficient procurement of construction and development related technical services.</p> <p>Homes England makes these Panels available to other public sector bodies as part of its role in supporting the Government's land agenda, which aims to increase economic activity through release of surplus public sector land for development. Technical and Property related services can also be procured by public sector bodies to support their other property, construction and development related activities.</p> <p>Currently, over 200 public sector partners access technical services through this framework. A number of wide-ranging supply chain of specialist consultants are accessible through this framework</p>	Homes England	<div><div></div><div></div></div>	1	20	To be confirmed	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	X			Previously, Derbyshire County Council has made use of the Homes England DPP3 framework agreement for Residential and extra care accomodation. Homes England also provide a Multidisciplinary Technical Services Framework available for call off contracts placed between 2019-2023.Framework and Call off agreement documents have been requested
Crown Commercial Services, (CCS), Management Consultancy Framework	<p>The CCS Framework enables Local Authorities to place orders with Suppliers for the Services via Call-Off Agreements and Direct Award. The Framework is available for use by Local Authorities throughout the whole of the UK, including Northern Ireland, Scotland and Wales. This includes Central Government and Wider Public Sector organisations.</p> <p>Over forty suppliers are appointed to the framework. A percentage of fees generated from the framework is repaid to CCS</p>	Crown Commercial Services	<div><div></div><div></div></div>	4	276	To be confirmed	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	X			CCS Framework Agreement agreements alrady widely used by Derbyshire County Council. The link to the relevent documents can be found at: https://www.crowncommercial.gov.uk/agreements/RM3745
Scape	Services are commissioned via a joint venture of Pick Everard, Gleeds and AECOM through the framework and include a wide range of Highway, Transport and environmental Services. The Council has used this framework on a number of occasions.	Perfect Circle	<div><div></div><div></div></div>	10	19	Included within rates	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>		The current framework expires in January 2024 but	Framework Agreement alrady used by Derbyshire County Council
Bloom	an alternative public sector framework for specialist professional services, consultancy and construction works. It can be used most effectively for engaging with smaller niche consultancies that are not contained within larger Frameworks. For example, this might include specialist local consultancies or local contractors based in Derbyshire boosting local employment opportunities.	Bloom Procurement Services	<div><div></div><div></div></div>	20	6500	5% included within rates	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>			<div><div>NEPO Framework Agreement</div><div>Bloom Call Off Contract</div><div>Service Supply Agreement (SSA) - Supplier Terms</div><div>Bloom Client Requirement Form V3.docx</div></div>
Pagabo	provide access to over 75 different providers across 19 different lots and 7 regional areas.	The Education Alliance Trust	<div><div></div><div></div></div>	19	74	3% included within rates	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>		01 April 2024	<div><div>F:\Emma Hesbrook Why Pagabo.pdf</div><div>F:\Framework Compliance - Client Checklist\11.docx</div><div>F:\Midlands 191120.pdf</div></div>
Stoke-on-Trent Professional Services in the Built Environment Framework	<p>Derbyshire County Council is a named Authority permitted to use the Stoke-on-Trent Professional Services in the Built Environment Framework contract.</p> <p>There are two lots for Highway and Civil Engineering projects. One is for projects up to a value of £1m and one for those over £1m. There are 4 Consultants appointed to each of the frameworks.</p> <p>A mini competition between consultants can be undertaken or a consultant can be appointed through direct award</p>	Stoke-on-Trent Council	<div><div></div><div></div></div>	17	47	3% included within rates	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	X			Framework Agreement has not been used previously. The OJEU Contract notice states usage can be by all local authorities within the boundaries of Staffordshire, Cheshire, Shropshire and Derbys. However, the total value of the framework is estimated as (excluding VAT) 41 500 000.00 GBP. Documents have been requested from Jonathan.phipps@stoke.gov.uk
Midlands Connect Specialist Technical Framework	<p>Midlands Connect have recently issued a Prior Information Notice, (PIN), seeking to establish a procurement framework for its technical work going forward. The framework will consist of a number of specialist lots targeting different aspects of their future technical programme. They also intend to have a lot for small, advisory commissions for key specialisms.</p> <p>It is envisaged that the duration of the Framework will be 4 years and will be open for other Public Sector organisations to access. This could be subject to change however and will be confirmed at the time of tender publication.</p>	Midlands Connect	<div><div></div><div></div></div>	6	TBA	TBA	TBA	TBA	TBA	TBA			<div><div>F:\Midlands Connect Specialist Technical</div><div>The framework agreement has not been used previously by the Council. Documents and further information requested from Darren.robertson@wmca.org.uk</div></div>



Draft Framework Evaluation Template

Factor	Description	Framework A	Framework B	Framework C	Framework E	Framework F
Relevance	Relevance of Framework to deliver Project requirements					
Appropriateness of Providers	Suitability of Providers within the Framework to deliver Project requirements					
Cost	Costs of using the Framework and Providers within the Framework					
Time	Time to appoint Provider and to deliver project requirements					
Quality	Quality guarantees of Framework and Provider including previous experience					
Ease of Use	Ease of appointing provider on Framework and in use					
Confidence	Confidence that framework and provider can deliver project requirements					
Social Value	Added social value from using Framework and Provider					
Sustainability	Added sustainability value from using Framework and Provider					
Total						

Rating Scale

- 1 Doesn't meet Requirements
- 2 Somewhat meets Requirements
- 3 Meets Requirements
- 4 Slightly exceeds Requirements
- 5 Significantly exceeds Requirements