

Request for Expressions of Interest

for a study of the implementation of a Derwent Valley Multi-User Cycleway

Introduction

The Derwent Valley Trust is soliciting Expressions of Interest in providing a study to assess the potential of building a multi-user off road cycling route from Derby to Matlock following the course of the River Derwent as closely as possible.

The Derbyshire Cycling Plan has the ambition that “By 2030, Derbyshire will be the most connected and integrated county for cycling in England, recognised as a world class cycling destination for all. More people of all ages and abilities will be cycling regularly for leisure, active travel, commuting and sport.” The development of the Derwent Valley route is a key factor in achieving this aim.

The Local Enterprise partnership, D2N2, see the Derwent Valley, in the context of jobs in the region’s economy, in particular in “Growing the wider Derby area”, as follows;

‘Derwent Corridor (from Matlock, through Derby City to Shardlow) – programme includes Our City Our River, the strategic flood defence project that facilitates the unlocking of housing and employment sites and makes a significant contribution to the future competitiveness and long term resilience of the whole city, complemented by sustainable connectivity interventions and growth of the visitor economy through the Super Connected Cycling project along the Derwent Valley World Heritage site.’

The route offers the potential for cyclists to access other cycle routes in the Peak District such as the White Peak loop that incorporates the Monsal Trail, building on previous improvements and extensions to the leisure cycling network in Derbyshire. There is good potential for commuter cycling for access to employment in the growth areas of Derby along the sections between Belper, Derby and Shardlow.

The Derwent Valley Trust is a charitable organisation (number 1058609) and has been in existence since 1996. It was responsible for the designation of the Derwent Valley as a World Heritage site in 2001 and for the creation of the Derwent Valley Heritage Way – a walking route from Ladybower to Shardlow. The focus of the Trust is now on providing a complementary multi-user cycle route following the course of the river valley.

The Trust wishes to engage suitable organisations to produce a study to analyse the feasibility of creating a multi-user route along the valley.

The aim of the project is to provide a safe family friendly route accessing the attractions and facilities of The Derwent Valley Mills World Heritage Site whilst also:

- providing a cycle commuting route linking the communities along the river valley

- providing a tourism destination for leisure cycling and multi-day touring holidays
- enabling accessibility to the planned route from a wide range of users including those with disabilities.

The key objectives of the project are to address:

- existing traffic congestion in local urban areas and the main A6 corridor
- road safety and air quality and noise pollution issues
- and to provide employment and entrepreneurial opportunities for businesses catering for increased cycle related activity along the Derwent Valley, particularly with the creation of new SMEs.

Commission

The project will be commissioned and managed by the Derwent Valley Trust, with funding from local authority partners and other sources. A steering group comprising officers and other key stakeholders will be set up to manage the consultancy commissions.

A two-stage procurement will be undertaken. Stage 1 is an invitation for consultants to submit an expression of interest (as detailed in this document). This is to sound out those who have the necessary skills/resources to deliver the project, and to understand their approach. Bids from consortia are welcomed.

For stage 2, a maximum of six consultants / consultant teams will be asked to submit a fixed price tender to fulfil a more specific brief that addresses the 'deliverables' outlined below and as amended through the feedback from stage 1.

It is expected that the costs of undertaking the study will be in the range of £70,000-£90,000.

To ensure project continuity, the lead consultant /consultant team may be invited to contribute to later phases of the project.

Context

A phased approach to delivering the route is envisaged with 4 main phases identified:

1. Derby to Belper. Essentially commuting benefits will accrue from implementation of this phase with the emphasis expected to be on commuting within the Derby travel-to-work area, between Belper, Duffield and Derby.
2. Cromford to Matlock. (Essential to complete the White Peak Loop.)
3. Belper to Cromford, essentially a tourism route at the heart of the World Heritage Site.
4. Shardlow to Derby. This section is generally already in place making use of little trafficked side roads and the Derby Riverside path and will be considered in a future study. For the purposes of this Expression of Interest, this phase should not be considered.

Discussion has taken place with key stakeholders and there is general support for the concept of the route.

A draft route has been identified for use as a starting point for the feasibility study and which can be accessed at the online map link below. Where issues have been identified possible alternative routes have been defined that may be used to avoid the issues.

Much of the proposed route requires upgrades and access to existing tracks and paths. There are a number of important places (including the World Heritage Site) where more significant infrastructure measures are likely to be required.

Some discussion with property owners and tenants has taken place.

Deliverables

The outcomes from delivery of the implementation study are to include:

- Evaluation of the proposed route. Prepare a **route implementation** study with suggested design parameters and alignment options for each part of the route including road crossings (and explain the rationale for the recommended approach where there is a choice)
- Review proposed route and evaluate **alternative alignments**. Demonstrate the rationale for preferred alignments. Identify issues and make proposals for overcoming the issues. This may include adopting one of the possible alternative alignments as an interim or permanent route
- Identify ecological and heritage designations/boundaries and **recommend measures to accommodate their environmental requirements**
- High level **review of any civil engineering and structural issues**. There is likelihood of flooding of some parts of the route and the requirement is for the construction method to be able to cope with periods of the route being under water
- Establish land ownership along all parts of the route. Initial low-key consultations with any landowners not already contacted by the Trust to sound-out level of support/opposition and, with the help of the Trust, produce a **spreadsheet/map with detailed breakdown of all landowner** contacts and their level of support. Suggest options and make recommendations on how to develop the route across private land. (Some property owners and tenants on the proposed route may be implacable in their objection to the route and suitable alternative routes or other solutions should be documented and costed.)
- Certain parts of the route may require special gates, or other **controls**, to prevent access by motor traffic and these requirements should be identified and costed
- Define appropriate **specifications for construction** of the route with particular regard to maximising accessibility for all whilst respecting the landscape context

- A **stakeholder engagement plan** documenting historical engagement and plans for future engagement with interested bodies. Consultation and engagement with relevant stakeholders and communities will be a key aspect in every stage of this project. Consultation events will need to be organised in accordance with a stakeholder engagement plan set out by the consultants and agreed by the Trust. Communication materials will need to be prepared by the consultants. Attendance of the consultant team with members of the Trust will be required for the proposed consultation events
- Advice on **management and maintenance** of the route with related costs set out in a preliminary Management and Maintenance Plan together with recommendations for sources of appropriate funding
- An **outline business case** developed from an economic justification study commissioned by Derby City Council in partnership with the Trust, based upon a review of national and local policies and plans to demonstrate how the route will help deliver political, health, tourism, and employment objectives
- Create a **phasing plan** identifying within each major phase:
 - A baseline record of the route that is already in place and available for use.
 - what could be used or quickly upgraded with minor works to deliver early phases.
 - a likely time-scale for each phase.
- **Estimate construction costs** (based on typical unit costs for surfacing, bridges, construction, crossings, signage, etc.) to enable the Trust to apply for further funding. These estimates are to be split into suitable phases.
- Prepare an **application(s) for outline planning permission** for the route from the relevant planning authorities.
- Identify potential future **sources of funding** for the project
- Identify, document and recommend **mitigation of potential risks**
- Working **files of all documents** will be required at the end of the project

The delivered report must be suitable for use in grant applications for the build of all or a phase of the cycleway.

Stakeholders

Key stakeholders include:

- Little Eaton, Duffield, Alderwasley, Crich, Cromford, Matlock Bath Parish Councils
- Belper and Matlock Town Councils
- Milford and Makeney Community Group

- Transition Belper
- Derbyshire and Derby City Councils
- Amber Valley and Erewash Borough Councils and Derbyshire Dales District Council
- Derwentwise
- Derwent Valley Mills World Heritage Site
- Environment Agency
- Severn Trent
- Local Enterprise Partnership (LEP), D2N2

The route would help achieve Derbyshire's stated ambition to become the Cycling Capital of the UK (Derbyshire Cycling Plan, 2016) which is supported by the D2N2 Local Enterprise Partnership (LEP).

Timescales

Organisations are asked to respond with their expressions of interest within 6 weeks (**noon on FRIDAY 17th March 2017**). Valid responses will be considered and six organisations will be short-listed who will be asked to provide tenders to deliver the study after a further 6 weeks from the request for tender.

The tenders will be assessed and it is expected that a preferred bidder will be selected within a month of the tender submission deadline.

Subsequent to the selection of a preferred bidder, applications will be made to appropriate grant awarding bodies to obtain funds to allow for delivery of the implementation study. This phase may take up to 12 months and all costs included in the submission should be valid for 12 months from submission date.

Assessment Process

Assessment panel will consist of Trustees of the Derwent Valley Trust, and key Stakeholder members of the Trust.

Each application will be assessed and 6 applicants will be invited to submit a response to a Request for Tender.

Selection of organisations invited to submit tenders will be by considering cost (30%) and quality (70%) criteria. The quality criteria will be as follows:

- 35%- Experience and innovation (experience of delivering similar projects elsewhere + experience of collaborative working + demonstration of innovative approach in similar projects + experience of delivering within time and budget)
- 40%- Method and approach (relevance to the context + innovative approach + programme + approach to consultation)

- 25%- Project team (experience of key staff + allocation of resources + completeness of services offered + ability to deliver as a team + communication)

Submission

The Expression of Interest response should consist of a maximum of 2000 words (typically 4 x A4 pages of text) plus relevant supporting information in appendices.

The submission to include:

- A description of the principal activities of your company, including examples of relevant projects recently undertaken, underlining the role played by your company
- A statement of the approach you will adopt to achieve the delivery of an effective implementation study
- Details of the professional team to be dedicated to this project, clearly identifying who will be the manager and lead contact
- Day rates for each proposed team member
- Details of the expected programme time-scale for delivery based on similar project experience
- A sample of a tender submission provided for a similar project can be included in an appendix. Any confidentiality requirements should be made clear
- Details of additional information that the applicant will need to allow them to provide a response to an Invitation to Tender can also be included in an appendix if required

Any questions can be sent to eoi@derwentvalleycycleway.org.uk and must be submitted within 3 weeks of the issue of expression of interest (by 24th February 2017). Responses will be documented in a document that can be found at http://derwentvalleycycleway.org.uk/documents/DVC_EOI_questions.pdf at least two weeks before the submission deadline.

Please note that additional supporting information can be submitted as appendices.

An electronic copy of expression of interest documents should be emailed to eoi@derwentvalleycycleway.org.uk by no later than **noon, 17th March 2017**.

Supporting documentation

Various information is available to assist organisations preparing their Expressions of Interest. This includes:

- This document.
http://derwentvalleycycleway.org.uk/documents/DVC_Expression_of_Interest.pdf

- A map showing the draft route together with possible alternative routes to avoid possible problems. The map also identifies possible issues and provides some details of ownerships and tenancies of properties en route. This map can be found at http://qgiscloud.com/smoky/DVC_cloud
- A document detailing the questions raised by interested parties and the responses supplied. http://derwentvalleycycleway.org.uk/documents/DVC_EOI_questions.pdf
- The Derwent Valley Trust website - <http://www.nationalheritagecorridor.org.uk/>
- The Derwent Valley Cycleway website - <http://derwentvalleycycleway.org.uk/>
- The Derbyshire Cycling Plan, 2016 to 2030 - <http://www.derbyshiresport.co.uk/derbyshirecyclingplan>
- The Value for Money Case, general economic and active travel case, being prepared separately by Derby City Council

Subsequent Tender

If selected to be invited to respond to the Invitation to Tender, the following information, in addition to the Deliverables set out above, should be submitted in the response to the Invitation to Tender.

- A clear programme stating clear start and end dates of proposed stages, client approvals, client meetings and consultation events.
- References demonstrating competent delivery of similar projects.
- Fixed price fee quotation, including input from various team members, their daily/hourly rates and time allocation to the project.
- A separate all inclusive hourly rate for a lead designer during provide consultancy during the implementation stages of the project.