



Department for Transport: Horizon Scanning on “Novel materials, such as self healing materials, for road surfaces”

Tender Specification

Introduction

The Department for Transport (DfT) works with its agencies and partners to support the transport network that helps the UK’s businesses, and gets people and goods travelling around the country. They plan and invest in transport infrastructure to support the economy and keep the UK on the move.

DfT is in the process of building its horizon scanning capability. As part of this they have commissioned SAMI Consulting to undertake a regular Horizon Scanning and Technology Watch function to help decision-makers understand how technology development could influence the strategies, policies and delivery approaches that they are creating.

The review process has highlighted key issues that would benefit from further research – ‘deep dive’ projects – to better understand the possible implications for transport. SAMI Consulting has been commissioned to manage these ‘deep dive’ research projects.

This ‘deep dives’ contract is open to both public and private sector bidders. The procurement procedures will conform to Government standards. All data provide as part of these procurements will be “ring fenced” to ensure commercial confidentiality is maintained.

This ‘deep dive’ is on novel materials, such as self healing materials, for road surfaces. The report will be an internal resource for dissemination around DfT and its partners. The specification and bidding arranged are in the following sections.

Procurement Timescale

Description	Date
Issue tender specification	17 December 2014
Receipt of Proposals by	23 January 2015
Award of Contract	2 February 2015

Scope

This deep dive is to review novel materials for road surfaces, including self healing materials, which bring increased performance over the traditional asphalt and concrete surfaces. The scope includes areas of significant improvements in traditional performance areas, such as durability, grip, noise and water clearance; and new characteristics such as smart surfaces, electricity generation, dynamic road marking, and reductions in snow and ice. Technologies for charging vehicles are outside the scope of this project.

There is particular interest in the potential technologies for self healing road surface that can bring both operational and financial benefits. The recycling of road repair materials and the links between surface materials and road construction are also of interest.

The research should take into account the recently announced Road Investment Strategy <https://www.gov.uk/government/collections/road-investment-strategy>

The main focus should be on technologies that will start to have implications for Government between 2020 and 2030. This included material that can be trialed in the period up to 2020. The scanning should also consider longer term technology developments that could have impacts over the timescale 2030 to about 2050. It is important that disruptive technologies and potential 'game changers' are considered.

The scanning should note any available economic data associated with novel materials for road surfaces but it is not expected that additional economic analysis will be conducted as part of the project.

The main intended audience for the report is government officials engaged in policy work. The objective is to identify the technologies that they need to take into account when assessing future policies and research priorities. Brief descriptions of the technologies should be included in the report.

It is estimated that to complete this review should cost no more than £10,000, excluding vat.

Implementation and Deliverables

Milestones

The proposed key milestones for the project are in the table below:

Mile stone	Date
Project initiation meeting	On or before 13 February 2015
Draft report	27 March 2015
Final report	30 April 2015

Project Initiation

At the project initiation meeting the following will be agreed:

1. Scope of the research
2. Project plan and project management arrangements
3. Structure of the report

Report

The deliverable will be a report for DfT. This should be around 20 pages and include the following:

1. Executive summary of approximately two pages. This should be suitable for use as a briefing paper for circulation within DfT.
2. The methodology used for the project
3. Description of the novel materials for road surfaces, including:
 - a. Potential timescales for development and exploitation
 - b. Opportunities and challenges
 - c. Policy implication; principally for DfT but also taking into account other government departments
4. Conclusions
5. Appendices for more detailed information and list of scanning sources

Data and quotes in the report should be referenced.

Tenders and Evaluation

The tendering and the management of the contract will be conducted by John Reynolds, who is a Director of SAMI Consulting and a former senior civil servant. All information supplied as part of the tendering process and under the contract will be strictly 'ring fenced' and only be available to John Reynolds and to relevant officials in DfT. The following dedicated e-mail address has been established for this procurement road.tender@samiconsulting.co.uk

This procurement is an open tender and will be conducted following public procurement guidelines.

Tenders

Tenders must be submitted electronically to road.tender@samiconsulting.co.uk by 12.00 on Friday 23 January 2015. Tenders sent after this time will not be accepted.

Tenders can be submitted in word or pdf formats. They should be around 5 pages and include the following:

1. Your understanding of the requirement
2. Proposed methodology for scanning and analysis
3. Proposed deliverables
4. The experience of those engaged on the project, including short c.v.
5. Two reference projects
6. Resources, including a breakdown of the proposed days and costs.

Additional information can be provided as appendices but this may not be included in the scoring.

Evaluation

Tenders will be evaluated by John Reynolds and DfT officials. Selection will be based on the evaluation criteria encompassing the most economically advantageous tender, which demonstrates a high degree of overall value for money, competence, credibility and ability to deliver.

This tender will be evaluated using the following weightings to obtain the optimal balance of quality and value for money:

Evaluation Criteria	Weighting
Methodology	30%
Experience	30%
Financial/price factors	40%

For both the methodology and experience the evaluation will use the following scoring methodology:

Evaluation	Score
The tender demonstrates fully that they can meet the requirement as detailed in the specification	5
Meets all critical requirements but with minor issues	4
Meets some requirements but with a few major gaps or issues	3
Meets some requirements; major concerns	2
Meets few requirements; serious concerns	1
The method of fulfilling the stated requirement is inadequate / not addressed	0

For price, the lowest tender price will be given a score of 5. All other tenders will be base lined against this score; so a tender that is 20% more expensive will be scored at 5 times 80%, giving a score of 4.

The weighted methodology, experience and price scores will be added together to calculate a total evaluation score for each tender.

Points of Contact

All correspondence on this tender should be with:

- John Reynolds (SAMI Consulting)
- e-mail road.tender@samiconsulting.co.uk
- Tel: 07764 391284