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Tender

## **NEX24/05 Technical Consultancy Services for the Washington Metro Loop**

Nexus

F05: Contract notice – utilities

Notice identifier: 2024/S 000-019306

Procurement identifier (OCID): ocds-h6vhtk-04461d

Published 24 June 2024, 2:01pm

### **Section I: Contracting entity**

#### **I.1) Name and addresses**

Nexus

33 St James' Blvd

Newcastle upon Tyne

NE14AX

#### **Contact**

Julie Warnett

#### **Email**

[tenders@nexus.org.uk](mailto:tenders@nexus.org.uk)

#### **Telephone**

+44 7879667318

**Country**

United Kingdom

**Region code**

UKC22 - Tyneside

**Justification for not providing organisation identifier**

Not on any register

**Internet address(es)**

Main address

<https://www.nexus.org.uk>

**I.3) Communication**

The procurement documents are available for unrestricted and full direct access, free of charge, at

<https://www.nepo.org>

Additional information can be obtained from the above-mentioned address

Tenders or requests to participate must be submitted electronically via

<https://www.nepo.org>

**I.6) Main activity**

Urban railway, tramway, trolleybus or bus services

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## **Section II: Object**

### **II.1) Scope of the procurement**

#### **II.1.1) Title**

NEX24/05 Technical Consultancy Services for the Washington Metro Loop

#### **II.1.2) Main CPV code**

- 71000000 - Architectural, construction, engineering and inspection services

#### **II.1.3) Type of contract**

Services

#### **II.1.4) Short description**

Nexus requires suitably qualified and experienced technical consultants, who will be appointed to a five year zero-value framework, as a single supplier, to support Nexus on the technical development for a new extension to the Tyne and Wear Metro network: the Washington Metro Loop (WML).

Under this framework, Nexus will tender a series of successive packages of work, including:

- Feasibility study
- Topographical surveys and site investigation
- Design in principle

The aim of the feasibility study, which will be awarded at the point of framework award, is to build on and further develop the findings and ideas to date to produce an efficient and effective design and programme for delivery.

Subject to approval of the Outline Business Case (OBC) by Government in due course, and the main contracting strategy, Nexus may also tender the detailed design as part of this framework let.

#### **II.1.6) Information about lots**

This contract is divided into lots: No

## **II.2) Description**

### **II.2.3) Place of performance**

NUTS codes

- UKC2 - Northumberland and Tyne and Wear

### **II.2.4) Description of the procurement**

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#### **The WML Project**

The WML is currently funded by the North East Combined Authority (NECA) but the aspiration is it will become a flagship project of the North East Mayoral Combined Authority (NEMCA) following the election of a North East mayor in May 2024. The WML aims to enhance connectivity and accessibility across the South of Tyne and Wear side area through the restoration of former railway alignments including the Leamside Line. Closed to passenger services in 1964 before becoming entirely disused approximately 30 years later, the Leamside Line connects with the East Coast Mainline and Durham Coast Line at Tursdale and Pelaw respectively. However, it is important to note that the Washington Metro Loop would only require reinstatement of part of the Leamside Line, from Pelaw to north of Penshaw, and not its full opening. Any involvement of the Washington Metro Loop in the

further reinstatement of the Leamside Line is likely to be limited to inclusion of passive provision for heavy rail traffic and management of project interfaces where necessary, and that is reflected in the scope of this framework let.

The Strategic Outline Business Case (SOBC) for the project states constructing the WML would bring economic, societal, and environmental benefits to the area by:

- Creating nearly 8 million additional passenger journeys per year;
- Giving Washington - the fourth largest town without access to a rail service - new connections across Tyne and Wear;
- Reducing carbon emissions by nearly 87,000 tonnes per year;
- Providing reliable and resilient travel;
- Focusing on places in need of 'levelling up'; and
- Increasing the feeling of 'pride in place' and putting locations 'back on the map'.

The WML will link existing stations at Pelaw and South Hylton via Washington. The project will require track works, new stations, additional services, signalling and traction power. Three station locations have been earmarked on the WML: Follingsby, Washington North and Washington South. However, the number and location are subject to change as the project progresses through development. Furthermore, demand modelling and timetabling constraints, amongst other factors considered in the planning of the project, will dictate how the service will operate.

Timescales and funding Nexus has been asked by Transport North East (TNE), who provide strategy, planning and delivery services on behalf of the North East Joint Transport Committee (NEJTC), to assist with the development of the OBC given its record in delivering major infrastructure projects and programmes. As such Nexus will be the client for the framework services and is viewed as the obvious delivery agent for the project post-OBC. The OBC is anticipated to take the next two to three years to develop; funding has been provided to Nexus to commence the OBC but the ultimate progress of the project to OBC submission and delivery phases will remain subject to funding in due course.

Indicative timescales and milestones:

Up to 2026

Scheme development to funding in principle, option selection, preparation of land, planning and consents strategy.

2026-2030

Execution of land, planning and consents strategy, procurement of design and build contractor/s, procurement of additional fleet, scheme preparation and consultation.

From 2030

Construction and delivery, handover of assets.

### **II.2.5) Award criteria**

Price is not the only award criterion and all criteria are stated only in the procurement documents

### **II.2.7) Duration of the contract, framework agreement or dynamic purchasing system**

Duration in months

60

This contract is subject to renewal

No

### **II.2.10) Information about variants**

Variants will be accepted: No

### **II.2.11) Information about options**

Options: No

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## **Section IV. Procedure**

### **IV.1) Description**

#### **IV.1.1) Type of procedure**

Restricted procedure

#### **IV.1.8) Information about the Government Procurement Agreement (GPA)**

The procurement is covered by the Government Procurement Agreement: No

### **IV.2) Administrative information**

#### **IV.2.1) Previous publication concerning this procedure**

Notice number: [2024/S 000-007225](#)

#### **IV.2.2) Time limit for receipt of tenders or requests to participate**

Date

26 July 2024

Local time

12:00pm

#### **IV.2.3) Estimated date of dispatch of invitations to tender or to participate to selected candidates**

26 September 2024

#### **IV.2.4) Languages in which tenders or requests to participate may be submitted**

English

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## **Section VI. Complementary information**

### **VI.1) Information about recurrence**

This is a recurrent procurement: No

### **VI.4) Procedures for review**

#### **VI.4.1) Review body**

Tyne and Wear Passenger Transport Authority T/A Nexus

Newcastle Upon Tyne

Country

United Kingdom