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Project Brief

Project Name: Transport

Contract Title: Air Quality Analysis of the
Olympic Route Network

Contract Number: 3672

Date: 15th June 2009



LONDON



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1 This Document

This document provides specific information relating to the Project.

If you are considering responding to this opportunity you should read this document.

Please be aware that you may be required to provide evidence to support your answers to key questions outlined in this Project Brief. The ODA reserves the right to exclude bidders who cannot provide evidence within 24 hours of the request.

Please be aware that your responses to certain questions will be verified. The ODA reserves the right to exclude bidders who have made false statements.

Created by
The Procurement Department of the
Olympic Delivery Authority

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2 The Project – in brief

2.1 Description of the Project

The Olympic Delivery Authority has a requirement to competitively source a supplier who can analyse and provide a report on the air quality along the Olympic Route Network (ORN) in London.

The analysis must look at the impact of a range of key pollutants on the ORN.

The reports must be written for a non-technical audience and use maps of the air pollution concentrations, where possible, to illustrate key findings.

2.2 Programme Timescales

This contract will commence at the end of June and will continue until the satisfactory completion of the work. The exact programme for Phases 2 and 3, if required, is to be agreed and the deliverables and deadlines will form part of this contract. In all regards time is of the essence and the ODA expect a timely completion of the services.

3 Objectives

3.1 Scope

3.1.1 Background

The Olympic Route Network (ORN) is a network of roads which will link Games Family accommodation areas with all competition venues and key non-competition venues, such as airports. A wide range of temporary traffic management measures, including dedicated lanes on some stretches of the network may be required. More information can be found in Chapter 5 of the Olympic Transport Plan, <http://www.london2012.com/documents/oda-transport/tp-first-edition/tp-ch-05-olympic-family-transport.pdf>.

The ORN has been designed for the London 2012 Games Family (Olympic and Paralympic) with specific journey time requirements (e.g. 21 minutes from Hyde Park Corner to the Olympic Park in Stratford). In order to achieve these time requirements the traffic along these routes will be significantly reduced. The ODA want to understand how this may benefit London's air quality.

The problems associated with air pollution in London relate to two pollutant types:

- Particles (PM₁₀ and PM_{2.5}); and
- Oxides of Nitrogen (NO_x and NO₂).

A number of strategies exist to deal with these pollutants. The strategies success is measured against achieving or progressing towards EU limit values (see Table 1).

Table 1:

Pollutant	Concentration	Measured As	Date to be
Nitrogen Dioxide	200 µg/m ³ not to be exceeded more than 18 times a year	1 hour mean	1 January 2010
	40µg m ⁻³	Annual mean	
PM ₁₀	40µg m ⁻³	Annual mean	1 January 2005
	50 µg m ⁻³ not to be exceeded more than 35 times a year	24 hour mean	
PM _{2.5}	25 µg m ⁻³ (EU limit value)	Annual Mean (3 years)	2015
	20 µg m ⁻³ (exposure value)		
	20% reduction based upon 2010		2020

The annual mean NO₂ is the most difficult pollutant in terms of compliance. This pollutant widely exceeds its limit value close to major roads and over large areas in central London.

Traffic is a major source of CO₂, and equivalent, in London along with gas combustion.

3.1.2 Task Requirement

ODA Transport requires external support to undertake analysis of the air quality along the ORN in London.

The requirement has been divided into three phases. The phases are:

- Phase 1:
 - In order to identify the problems associated with the ORN in London a report will need to identify the zones where EU limit values will be exceeded and forecast the emissions and air pollution in 2012.
 - Create maps of annual mean for NO₂ and PM₁₀ and the amount of days that the EU limit values for these pollutants were exceeded.
 - Analyse the results for areas of exposure.
 - Use existing measurement data around the ORN over a five year period, focussing on the Olympic period (summer months) to establish any patterns for when the pollutants were exceeded. Identify any recent trends.
 - The results of the Phase 1 study will be used to decide the best approach for Phase 2.

N.B. Phases 2 and 3 are dependent on the outputs of Phase 1.

- Phase 2:
 - The emission levels will need to be recalculated and reforecast using a set of scenarios which will incorporate modelled traffic changes on the ORN roads.
 - The impact of these changes must be presented in difference maps.
 - The analysis of these results should focus on identifying the location and magnitude of the road traffic change impacts.
 - The analysis should identify whether the areas close to the ORN have benefited from removing areas exceeding the EU limit values.

- Phase 3:
 - Assessment will need to take place on the impacts of diverting traffic from the ORN to local road.
 - A more detailed analysis using alternative emissions and air pollution may be considered, especially with regards to PM_{2.5}.

The aim of the analysis would be to show the impact of emissions and air pollution during the Olympic Games as well as demonstrate the benefits that a reduction in vehicle numbers could have on the ORN and the air quality in London.

The impact assessment must look at a range of key pollutants such as:

- NO_x;
- NO₂;
- CO;
- CO₂ equivalent;
- PM₁₀; and
- PM_{2.5}.

3.1.3 Timetable of Deliverables

Deliverable	Completion Date
Inception Meeting with the ODA	Beginning of July 2009
Produce a short report for Phase 1 outlining the areas on the ORN where the EU limit values are exceeded, analyse any issues, produce a work plan for Phase 2 (including total cost and specification).	Mid July 2009
Produce a report for Phase 2. Model the traffic changes on the ORN and calculate any change of PM ₁₀ , NO _x , NO ₂ , CO ₂ , CO ₂ equivalent and PM _{2.5} .	Autumn 2009
Produce a report for Phase 3. Model the combined impacts of changes to the ORN and traffic diverting onto local roads.	Beginning of 2011

The reports must be written for a non-technical audience and use maps of the air pollution concentrations, where possible, to illustrate key findings.

4 Key Information

4.1.1 Closing Deadline

The time and date by which you must publish your response to this opportunity on the CompeteFor portal is **19th June 2009 at 12:00 hrs.**

4.2 The Project

The title by which this procurement is known for the purpose of unique identification is:

Air Quality Analysis of the Olympic Route Network

4.3 Required Number of Applicants

The ODA intends to use this opportunity to select no less than the top three ranked Applicants to proceed to the next stage of the procurement process.

4.4 Indicative Timetable

The Contracting Authority currently intends to award the Contract in accordance with the following timeframe.

Activity	Target Date
Opportunity published	15.06.09
Latest date for submission of response	19.06.09
Contracting Authority approval of tender list and Applicants notified	w/c 22.06.09
Request for Quotation (RFQ) issued	w/c 22.06.09
Latest date for submission of quotes	w/c 29.06.09
Contract Award	w/c 29.06.09
Completion of Contract	Beginning of 2011

The Contracting Authority reserves the right to amend these timescales, and to introduce an additional stage or stages into the selection process.

5 Essential Questions

Applicants who answer any of the following questions incorrectly may be rejected, regardless of their score. These essential questions are:

Do you assure the quality of your services with an accredited quality assurance system?

Can you confirm that you have statutory insurances e.g. employers liability, public liability and will you be able to obtain £2m of professional indemnity insurance at the time of entering into contract?

Has any senior member of your organisation ever been in a state of bankruptcy, insolvency or been subjected to similar proceedings, been convicted of / committed a criminal offence, grave misconduct, serious misrepresentation, conspiracy, fraud, money laundering, or not paid social contributions or taxes in the course of the business?

If awarded the contract, would you sign the ODA's standard terms and conditions (attached to this opportunity)?

Will you be able to deliver the project within the timescales as defined in the project brief and can you provide all elements of the services scope?

Will you conduct Cabinet Office Baseline Security Standard checks on all staff engaged in this contract?

Do you already monitor air quality in London?

Could you produce the outputs in .shp format?

Do you have over 5 years historical data of air quality?

Please note that Applicants may be asked to provide supporting evidence for any of their answers to the questions, which will need to be submitted within 24 hours of request.

The ODA reserves the right to exclude bidders who cannot provide evidence within 24 hours of the request.

Please be aware that your responses to certain questions will be verified.

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statements.

