

Finance and Resources Committee

10.00am, Thursday, 23 February 2017

Approval to Extend the Contract for Cycle Design Schemes

Item number	7.16
Report number	
Executive/routine	Executive
Wards	All

Executive Summary

At Finance and Resources Committee on [2 February 2016](#) it was agreed to award the contract for designing cycling schemes to the consultancy AECOM for the value of £317,357.

In order to complete the preliminary design of the schemes it has been necessary to carry out surveys, modelling, consultation and design that were additional to the original contract. Furthermore, to take advantage of an external funding opportunity, one scheme is being designed and built this year. These factors have increased the initial cost of the contract that was detailed by AECOM.

Due to the above factors, and to complete the entire design process so that the schemes are ready to build in 2017/18, it is necessary to extend the contract by £158,678. This covers all additional costs that are currently possible to identify. It also provides a contingency fund for potential future costs.

The number, complexity and scale of the schemes means that a contract extension of this size is justifiable and comparable to other similar schemes.

Links

Coalition Pledges	P42 , P43 , P45 , P50
Council Priorities	CP1 , CP2 , CP4 , CP5 , CP7 , CP8 , CP9 , CP11 , CP12
Single Outcome Agreement	SO1 , SO2 , SO3 , SO4

Approval to Extend the Contract for Cycle Design Schemes

1. Recommendations

- 1.1 It is recommended that Committee approves the award of the contract extension for Cycle Design Schemes to AECOM for up to a value of £158,678.

2. Background

- 2.1 In 2010, the Council approved its [Active Travel Action Plan](#) (ATAP). This seeks to build on the high level of walking in Edinburgh and the growing role of cycling. A key element of the ATAP is investment in infrastructure for cycling, with cycling investment currently focussed on the creation of a citywide 'QuietRoutes' network.
- 2.2 AECOM have been contracted by the Council to design eight cycling schemes in 2016/17. Though predominately cycling schemes, these projects shall also have significant benefits for pedestrians. Preliminary design and consultation of these schemes has been completed during the past financial year. Detailed design has commenced with the aim to complete the design process this financial year, ready for potential construction in 2017/18. To complete the detailed and construction design stages a contract extension is required.
- 2.3 The original contract value was £317,357, this comprised £158,678 of external Scottish Government funding and £158,679 from the Council's Cycling Block Capital Budget.
- 2.4 Sustrans, who administer the Scottish Government funding via the 'Community Links' programme, have agreed to award funding for the contract extension. This additional funding for the contract extension is granted on a 1:1 match basis, representing an additional £79,339 for the Council. The remaining £79,339 has been allocated from the Council's Cycling Block Capital Budget.

3. Main report

Requirement for Contract Extension

- 3.1 A contract extension is required in order to complete the design of schemes. This will permit the schemes to be carried through to construction in 2017/18.

- 3.2 It was not possible to fully quantify all the projected costs at the inception of the schemes. This was due to the following key factors:
- The opportunity arose to access £276,500 of additional Scottish Government funding to construct one of the schemes in this financial year. This change in timescale incurred additional design costs to complete the works in a reduced timeframe.
 - Public and stakeholder consultation has been completed on the preliminary designs. This identified previously unknown issues and considerations, which required design alterations and additions.
 - The complexities and amount of the surveys and modelling that have been required were not costed in the original contract. This is because they could not be accurately scoped before preliminary design was undertaken.
- 3.3 Appendix 1 lists the design schemes included in this contract and the key changes to them which have increased the projected costs.

Benefits of the Contract Extension

- 3.4 Extending the contract will facilitate construction of one of the schemes this year, which is a year ahead of schedule. This will lever in an additional £276,500 of external Scottish Government funding. The £276,500 shall be used in the construction of the scheme and hence is not included in the contract extension detailed here.
- 3.5 Extending the contract will attract an additional £79,339 of external Scottish Government funding for the design work.
- 3.6 Completion of the schemes' detailed design in this financial year will present the option to construct them in 2017/18. The Council has a very strong record of attracting Scottish Government external funding and it is very likely that these schemes will receive 1:1 match funding for construction in 2017/18. Thus completion of design, ready for construction in 2017/18, will give the Council a further opportunity to gain significant grant funding in 2017/18.

4. Measures of success

- 4.1 Success will be measured on whether the design projects are delivered on time and to specification.
- 4.2 At a strategic level the ATAP includes a number of targets to track increases in cycling/walking. These are being monitored over the duration of the plan (2010-2020). The latest figures are contained within the 'Active Travel Action Plan – Two Year Review', which was reported to the Transport and Environment Committee on [17 January 2017](#).

5. Financial impact

- 5.1 The total value of the extension is £158,678, which is a 50% increase to the original contract value of £317,357. The extension constitutes a contribution of £79,339 from the Council and £79,339 of external Scottish Government match funding. The additional cost to the Council can be met from the capital budget for road safety and active travel.
- 5.2 Awarding the extension will also lever in an additional £276,500 of Scottish Government funding to deliver the construction of a cycle scheme this year.

6. Risk, policy, compliance and governance impact

- 6.1 Council's legal and procurement teams have been consulted and have confirmed that the extension adheres to the Public Contracts (Scotland) Regulations 2015 and Council Standing Orders.
- 6.2 Implementation of this project will provide a positive impact in delivering the Local Transport Strategy and Active Travel Action Plan.

7. Equalities impact

- 7.1 The proposed spend on cycling and walking projects, summarised in this report, will be undertaken according to the priorities set out in the ATAP. An Equalities Impact Assessment (EqIA) pre-assessment was undertaken in 2010 for the ATAP, which concluded that a full EqIA was not required.
- 7.2 An Equalities and Rights Impact Assessment (ERIA) was performed on these design schemes. The implementation of the cycling projects will have significant positive benefits for pedestrians and for people with mobility issues, such as wheelchair users and parents with prams and buggies. The cycling projects will particularly benefit younger, vulnerable and less confident cyclists. Increases in cycling are expected to result in improvements in the health of those cycling more often.

8. Sustainability impact

- 8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account.

- 8.2 The project will help deliver the outcomes of the Active Travel Action Plan and Sustainable Energy Action Plan. In so doing the proposals in this report will reduce carbon emissions, increase the city's resilience to climate change impacts, and help achieve a more sustainable Edinburgh.

9. Consultation and engagement

- 9.1 The selection and prioritisation of the schemes to design has been informed by consultation with the Active Travel Forum, Spokes Cycling advocacy group and input from some Community Councils. Further consultation will be undertaken on the more significant scheme designs through neighbourhood partnerships, Spokes, Sustrans, Living Streets and other scheme specific local stakeholders (such as businesses and residents).

10. Background reading/external references

- 10.1 [Active Travel Action Plan](#)
- 10.2 [Community Links 2015/16 Application Guidance, November 2015](#)
- 10.3 [8% Budget Commitment to Cycling – report to 17 March 2015 Transport and Environment Committee](#)

Paul Lawrence

Executive Director of Place

Contact: Martyn Lings, Project Officer, ATAP

E-mail: martyn.lings@edinburgh.gov.uk | Tel: 0131 469 3776

11. Links

Coalition Pledges	<p>P42 - Continue to support and invest in our sporting infrastructure.</p> <p>P43 - Invest in healthy living and fitness advice for those most in need.</p> <p>P45 - Spend 5% of the transport budget on provision for cyclists.</p> <p>P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.</p>
Council Priorities	<p>CP1 - Children and young people fulfil their potential.</p> <p>CP2 - Improved health and wellbeing: reduced inequalities.</p> <p>CP4 - Safe and empowered communities.</p> <p>CP5 - Business growth and investment.</p> <p>CP7 - Access to work and learning.</p> <p>CP8 - Edinburgh's economy creates and sustains job opportunities.</p> <p>CP9 - An attractive city.</p> <p>CP11 - An accessible connected city.</p> <p>CP12 - A built environment to match our ambition.</p>
Single Outcome Agreement	<p>SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.</p> <p>SO2 - Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.</p> <p>SO3 - Edinburgh's children and young people enjoy their childhood and fulfil their potential.</p> <p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<p>Appendix 1: Key changes to design schemes which have increased project costs.</p>

Appendix 1 Details of key factors which increased the projected costs for each scheme

1. QuietRoute 6

- Grange Road. Consultation identified stakeholder and public demand for, and benefit from, two additional crossings and path improvements. Topographic and junction surveys were required.
- Meadows to Castle Terrace. Traffic surveys and consultation identified the need to alter designs to include more infrastructure for cyclists and pedestrians than was originally scoped. In particular junction reconfigurations, segregated cycleways and continuous footways. Topographic and junction surveys and modelling were required.

2. QuietRoute 20

- Carrington Road. Topographic, traffic and parking surveys were required. These highlighted the requirement to alter designs and re-configure parking on neighbouring roads
- McDonald Road. Consultation identified stakeholder and public demand for, and benefit from, additional crossings, footway improvements and signalisation of a junction. Topographic and junction surveys were required.
- Easter Road. Topographic and junction surveys were required.
- Inverleith Place to Warriston Gardens. Through consultation and surveys it was identified that key aspects of the initial design proposal was not achievable (due to cost, land permissions and parking pressures). An alternative route therefore had to be designed. Topographic, junction, ecology and parking surveys were required.

3. QuietRoute 61. Topographic and junction surveys were required.

4. Improvements to cycle infrastructure along the Tram route. No significant cost changes.

5. QuietRoutes 11-15, 'The North Edinburgh Path Network'. The opportunity arose to access £276,500 of additional Scottish Government funding to construct a significant proportion of this scheme in this financial year. This change in timescale incurred additional design costs to complete the works in the reduced timeframe.

6. National Cycle Network 1, the Meadows to George Street. Traffic Surveying and extensive modelling was required.

7. QuietRoute 30, Ratcliffe Terrace to Holyrood Park. Consultation with landowners identified that the scheme would have to take an alternative alignment which would require additional design. In negotiating consent for the route with Historic Environment Scotland, various design alterations and additions had to be accommodated. Traffic and topographic surveying and junction modelling was required.

8. National Cycle Network 1, Devon Gardens. No significant cost changes.