

Finance and Resources Committee

10.00am, Tuesday, 5 September 2017

Extension of contract for consultancy services for Roseburn to Union Canal Cycle Route

Item number	7.18
Report number	
Executive/routine	Executive
Wards	6 - Corstorphine/Murrayfield 7 - Sighthill/Gorgie 9 - Fountainbridge/Craiglockhart

Executive Summary

This report seeks Committee approval to extend the existing contract for the consultancy services required for the design of the Roseburn to Union Canal Cycle Route. The current consultants in place are WSP.

Extension of contract for consultancy services for Roseburn to Union Canal Cycle Route

1. Recommendations

- 1.1 It is recommended that the Finance and Resources Committee:
 - 1.1.1 approves the extension of the WSP contract for consultancy services required for the Roseburn to Union Canal Cycle Route; and
 - 1.1.2 approves the increased costs to the Council of £121,491 to be met from the Council's 2017/18 Capital budget for cycling improvements.

2. Background

- 2.1 The Roseburn to Union Canal project involves the creation of an almost totally traffic-free connection in Edinburgh's cycle network between the North Edinburgh Path Network and the Union Canal, currently separated by an area of busy streets. A link will also be created along the north side of the West Approach Road as far as Morrison Crescent to allow safer and more convenient access to the Morrison Street area avoiding the busy Haymarket junction.
- 2.2 This cycle route is a key part of the Council's city-wide 'QuietRoutes' network as planned within the Active Travel Action Plan (ATAP), and will contribute significantly towards achieving the walking and cycling targets set out within the ATAP.

3. Main report

- 3.1 At the Transport and Environment Committee meeting on [3 June 2014](#), members approved the appointment of consultancy services for the development of two flagship cycling projects, one of which is the Roseburn to Union Canal Cycle Route. The design work to date has been undertaken by external consultants WSP.
- 3.2 The original cost of the project (Stages 1, 2 and 3) was £495,883. This can be broken down as follows:
Stages 1 and 2
- 3.3 These stages included a preliminary project justification appraisal, investigation works and surveys, preliminary design work, planning application, stakeholder engagement and public consultation tasks.

- 3.4 The tendered value for these works was £287,321, however to date approximately £395,000 has been spent on these tasks. The increase in cost mainly relates to increases in the scope of the works that have been instructed by the Council. Further details are provided in paragraph 3.8 below.

Stage 3

- 3.5 This stage involves completion of the detailed design, and preparation of contract documentation to allow the project to be tendered for construction.
- 3.6 The tendered value for the Stage 3 works was £208,562, however this will increase due to the changes to the scope of the Stage 1 and 2 works.
- 3.7 It is expected that work will commence on Stage 3 later this financial year.

Required Contract Extension

- 3.8 The scope of the Stage 1 and 2 works has increased due to the following:
- the requirement for a Major Planning Application, which was unforeseen at tender stage. The need for a Major level application rather than a Local application required significantly more work, including a further period of pre-application consultation and the submission of additional planning reports and documentation, prepared by WSP;
 - a number of design changes, which have been instructed in order to improve the scheme proposal and to reduce the costs of both construction and future Council maintenance. Such changes have included the form of bridge structure, elevated cycleway structure scheme materials and addition of a new access ramp from the Duff Street area;
 - additional feasibility work for improvements to the Telfer Subway section of the route;
 - additional work on public consultation materials; and
 - WSP assistance with preparation of an application for external funding.
- 3.9 The Stage 2 tasks are nearing completion and it is anticipated that the Major Planning Application will be submitted later this year. However, due to the changes to the scope of the works, the cost for Stages 1 and 2 has increased beyond the original tendered contract value. The original cost for these stages was £287,321, however to date approximately £395,000 has been spent and it is envisaged that the final cost at the end of the stage will be in the region of £440,000.
- 3.10 This cost increase has reduced the budget available for Stage 3 activities to £55,883 from the budget previously approved by Committee. In addition, as a result of the changes to the contract scope, the cost of the future Stage 3 tasks will also be subject to a cost increase.

- 3.11 It is now expected that the total value of the Stage 3 works will be approximately £295,000. As a result, approval is being sought to increase the overall contract value from £495,883 to £738,865, which represents a 49% increase. This would cover all remaining project detailed design and contract document development work, and take the project to a tender ready stage.
- 3.12 The Council have been successful in obtaining 50/50 match-funding from Sustrans through their annual Community Links Funding programme, and the project has been awarded funding for the 2017/18 financial year. As such, the total potential additional cost to the Council resulting from the contract extension would be £121,491.
- 3.13 It is considered in the best interests of the Council to approve this contract extension to enable WSP to complete the package of works through to completion of the Stage 3 tasks. The consultant has undertaken the vast majority of work on this large and complex project to date, and the extension to meet the increased costs and timeline would allow the Council to continue progress in delivering this key link, and minimise further disruption.
- 3.14 It is not considered the best use of Council resources to retender, particularly as the increased costs are mainly due to the need for a Major Planning Application and scope changes which have been requested by the Council. Originally tenders were invited on a Quality 70%/Price 30% basis due to the project scale which resulted in WSP winning the tender competition. The consultant has since provided work of a very high quality and have appropriately skilled and experienced staff working to deliver the project.
- 3.15 It is therefore recommended that the Committee approves the extension of the WSP contract for consultancy services required for the Roseburn to Union Canal Cycle Route.
- 3.16 Further approval will be sought from the Finance and Resources Committee prior to commencing Stage 3 of the contract. It is currently expected that this will take place in early 2018 following determination of the planning application for the project.

4. Measures of success

- 4.1 The scheme has significant potential to increase levels of walking and cycling in the catchment areas of the route. The scheme will significantly increase the attractiveness of the route and is expected to substantially increase the numbers of both leisure and utility cyclists.

5. Financial impact

- 5.1 This extension would represent an increase of £242,982 in the value of the existing contract. Taking into account external funding contributions, the total potential additional cost to the Council resulting from the contract extension would be approximately £121,491. This will be met from the Council's 2017/18 Capital budget for cycling improvements.
- 5.2 As indicated earlier in the report, it is considered in the best interests of the Council to extend the existing contract.

6. Risk, policy, compliance and governance impact

- 6.1 Without the approval of the extension to the existing contract with WSP, there is a risk of significant delay to the completion of the project.
- 6.2 The Council's procurement and legal section have been consulted and confirm that the contract extension adheres to the Public Contracts (Scotland) Regulations 2015 and Council Standing Orders.
- 6.3 Implementation of this project will provide a positive impact in delivering the Local Transport Strategy and Active Travel Action Plan.
- 6.4 There are no significant governance, health and safety, compliance or regulatory implications expected as a result of the recommendations in this report.

7. Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) for the Roseburn to Union Canal Cycle Route commenced during Stage 1 of the project and will be in effect throughout its delivery.
- 7.2 It is likely that the introduction of new cycle and pedestrian facilities will have a positive impact on the safety, freedom of movement and access for all who use the path and all who live in or use the surrounding areas. This takes into account many people whose characteristics are protected under the Equalities Act 2010.

8. Sustainability impact

- 8.1 The impacts of the Roseburn to Union Canal Cycle Route 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.
- 8.2 The proposals included in the project will reduce carbon emissions by contributing towards the core objectives of the Council's Active Travel Action Plan to increase the number of people walking and cycling in Edinburgh.

- 8.3 The proposals included in the project will increase the city's resilience to climate change impacts by providing more opportunities for sustainable travel through improvements to walking and cycling infrastructure.
- 8.4 The proposals included in the project will help achieve a sustainable Edinburgh by delivering environmental improvements which will benefit all users of the proposed path and surrounding areas.

9. Consultation and engagement

- 9.1 A full and inclusive public consultation exercise was undertaken between November 2015 and February 2016. This consultation was extremely positive with over 95% of respondents indicating that they supported or strongly supported the scheme proposals.
- 9.2 Further public consultation will be carried out later this year as part of the Major Planning Application which is required in order to deliver the improvements.

10. Background reading/external references

- 10.1 Report to the Transport and Environment Committee on 3 June 2014, '[Development of Major Cycling and Walking Projects](#)' (Item 7.8).
- 10.2 Report to the Finance and Resources Committee on 4 June 2015, '[Roseburn to Union Canal - Approval of Stage 2 Consultancy Contract](#)'.

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11. Appendices

- 11.1 None.