

Finance and Resources Committee

10am, Tuesday, 2 February 2016

Approval for the Appointment of Consultants to Design Cycling and Walking Schemes

Item number	7.13
Report number	
Executive/routine	
Wards	

Executive summary

The Council's Active Travel Action Plan (ATAP) includes a programme of cycling and walking improvements. The cycling improvements typically attract substantial external funding (usually on a 50/50 match basis) from the Scottish Government via the Sustrans 'Community Links' programme.

This report deals with the appointment of consultants to take forward design of package 1 of a tranche of sixteen cycling and eight walking schemes for which there is no internal design resource currently available.

Tenders were sought for three work packages, work package 1 and work package 2 covering cycle scheme design and work package 3 covering walking scheme design. Only one organisation, AECOM, bid for work package 1, with no bids received for work package 2 and work package 3. The report recommends approval of the award of tender for work package 1 to AECOM at a fixed price of £317,357.

Links

Coalition pledges	P45 and P50
Council outcomes	CO22 , CO24 and CO26
Single Outcome Agreement	SO2 and SO4

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Recommendations

- 1.1 It is recommended that Committee approves the award of Cycle Design Schemes Work Package 1 to AECOM for a value of £317,357.

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 both cycling and walking, with cycling investment currently focussed on the creation of a citywide 'QuietRoutes' network.
- 2.2 A significant amount of Scottish Government funding is being regularly allocated to the Council via the Sustrans 'Community Links' programme, in order to support the implementation of cycle and pedestrian facilities in the city. Typically this is offered on a matched (1:1) basis and has been in the region of £400-500K per annum. In addition, around £300-400K per annum is allocated towards cycle projects from the Scottish Government's 'Cycling, Walking and Safer Streets' fund.

Main report

Requirement for Consultants

- 3.1 In order to maintain the ATAP programme of cycling and walking improvements, there is a need to design a new tranche of schemes. The cycle schemes, in particular, have, and are expected to continue to attract external funding.
- 3.2 Sixteen cycling and eight walking schemes have been identified, for which there is no internal design resource currently available (see Appendix 2 for a detailed list of schemes). The Council therefore requires to procure consultancy support to undertake this design work.

- 3.3 £105,000 of 'Community Links' external funding is available to fund design work on this design programme. This funding has a spend deadline of 31 May 2016. Making use of this time-limited external funding, together with the lack of internal design resource available to take forward the design programme, is the reason for the need to procure the external design resource.
- 3.4 The procurement has been undertaken through the Scotland Excel Engineering and Technical Consultancy Services Framework Contract.

Procurement Approach

- 3.5 The design schemes were divided into three work packages within one mini competition. This permitted Tenderers to bid for one or more work packages depending on their capacity. This approach was intended to ensure that:
- a) the Tenderers did not try to take on more design work than was feasible; and
 - b) potential Tenderers were not put off by the overall volume of work required with the timescales set.
- 3.6 Work packages 1 and 2 comprised a total of sixteen cycle schemes and were divided so that there was approximately equal value in each. Work package 3 comprised the walking schemes.
- 3.7 On 16 December 2015, the competition was published utilising the quick quote facility within the Public Contracts Scotland portal inviting applicants through the Scotland Excel Engineering and Technical Consultancy Services Lot 1 to deliver the contracts.
- 3.8 Work package 1 received a bid from one tenderer by the closing date of 7 January 2016. No bids were received for work packages 2 and 3.
- 3.9 The basis for tender evaluation had been agreed as assessment of the most economically advantageous bid, with weightings of Quality 70% and Price 30%.
- 3.10 The tender was independently scored in relation to quality and price. The tender return was checked for compliance and was deemed compliant by the evaluation panel.
- 3.11 The quality analysis was based on weighted Award Criteria questions, which were scored using a 0 to 10 matrix. Following completion of the quality analysis, the tender passed the minimum threshold score for quality and was subject to a cost analysis.
- 3.12 The cost element was assessed on the prices submitted for a lump sum fee to carry out all services detailed in the specification. The tender was independently evaluated and the results of the evaluation processes are shown below.

Cycle Design Scheme Work Package 1

Bidder	Quality Score 70%	Price Score 30%	Combined Total 100%
AECOM	49	30	79

- 3.13 Given that only one bid was submitted, a supplementary evaluation was conducted in order to determine value for money. This used a detailed cost and quality comparison with other similar cycling design projects. The comparison assessed:
- the number and type (eg senior engineer or technician) of person hours allocated to each scheme;
 - the overall cost of each scheme; and
 - the specific activity costs, such as project management and design.
- 3.14 The outcome of the tender evaluation and the supplementary evaluation is that AECOM submitted an economically advantageous tender at a cost of £317,357 and is the Preferred Bidder. AECOM's bid includes spending the £105,000 of Scottish Government, Community Links Funding before the 31 May 2016 deadline, with the remainder being of the project being delivered by 31 March 2017.
- 3.15 Tenderers who formally declined stated the reason that the three weeks to respond was too short to complete a tender due to the Christmas vacation period, the lack of resource and the scale and complexity of the work packages.
- 3.16 Work Packages 2 and 3 will be re-published with a longer submission period to ensure a competitive bidding process.

Management and Staffing Arrangements

- 3.17 To ensure effective co-ordination and accountability, the design work covered by this report will be overseen by the Council's Active Travel team within the Transport Service.

Measures of success

- 4.1 Success will be measured on whether the design projects are delivered on time, to specification and on budget.

- 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 will be reported to the January 2016 Transport and Environment Committee.

Financial impact

- 5.1 The total value of the Cycle Design Work Package 1 is £317,357. This comprises £105,000 from the Community Links grant funding (Scottish Government administered by Sustrans); this funding requires to be spent by 31 May 2016. The remaining £221,109 match funding is available from the Council's cycling capital budget. However it is planned to apply for further Community Links funding such that overall a 50/50 grant funding/ Council budget split is achieved.
- 5.2 The costs associated with procuring this contract are estimated at up to £10,000. This sum has been allocated from the cycle capital budget.

Risk, policy, compliance and governance impact

- 6.1 Implementation of this project will provide a positive impact in delivering the Local Transport Strategy and ATAP.

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 positive benefits 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.

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 ATAP 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.

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).

Background reading/external references

[Active Travel Action Plan](#)

[Community Links 2015/16 Application Guidance, November 2015](#)

[8% Budget Commitment to Cycling – report to 17 March 2015 Transport and Environment Committee](#)

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Links

Coalition pledges	P43 - Invest in healthy living and fitness advice for those most in need. P45 - Spend 5% of the transport budget on provision for cyclists P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.
Council outcomes	CO5 – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities. CO7 – Edinburgh draws new investment in development and regeneration. CO8 – Edinburgh’s economy creates and sustains job opportunities. CO9 – Edinburgh residents are able to access job opportunities. CO18 – Green - We reduce the local environmental impact of our consumption and production. CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all. SO2 - Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health. SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	1. Summary of tendering and evaluation process 2. Detailed list of schemes for design

Appendix 1

Summary of Tendering and Tender Evaluation Processes

Procurement of Consultant to design Cycle and Walking Schemes Design

Contract period	Work package 1 - Section 1 to a minimum value of £105,000 to be completed by 31 May 2016 Section 2 to completion by 31 May 2017
Estimated contract value	Work package 1 - £317,357
Standing Orders observed	2.4
Governing UK Regulation	Public Contracts (Scotland) regulations 2012
Invitations to tender issued	Work package 1 – 16 December 2015 Work package 2 - 16 December 2015 Work package 3 - 16 December 2015
Tenders returned	Work package 1 - 07 January 2016
Tenders fully compliant	Work package 1 - 11 January 2016
Recommended suppliers	Work package 1 - AECOM
Primary criterion	Most economically advantageous tender 70% Quality 30% Price

Detailed list of the schemes for design

Work Package 1 – Cycle Schemes 1

1. QuietRoute 6
 - Cycle and pedestrian crossing of Grange Road at Lauder Road (or alternative route alignments).
 - Route development from the Meadows to Castle Terrace.
2. QuietRoute 20
 - Design of segregated or semi-segregated cycle infrastructure along Carrington Road.
 - Design of segregated, semi-segregated or traffic calmed cycle infrastructure along Inverleith Terrace.
 - Design of a cycle link from Inverleith Row to Warriston Crescent involving widening of a footway to shared use, a Toucan crossing and potential parking/loading restrictions. Design of an improved ramp and path from Warriston Path to Warriston Crescent.
 - Re-design the junction of McDonald Road and Broughton Road by the St Mark's Park path. Provision for cyclists upon entry and exit of the Toucan crossing on McDonald Road via footway widening, removal of car parking and footway redetermination.
 - Design of a cycle link along Easter Road from Brunswick Road to Bothwell Street. Including; a crossing upgrade to a Toucan, widening and redetermination of a footway and restriction/removal of loading bays on Easter Road.
 - Design the implementation of cycle lanes or a shared use path on Groathill Avenue to Craighleith Path junction and the potential restriction of on-street parking.
3. QuietRoute 61
 - Design of segregated, semi-segregated or shared use path cycle infrastructure and a Toucan crossing at Gilmerton Road. This will provide a missing link along Gilmerton Road between the shared-use path on south-eastern boundary of the Morrison's supermarket and 'the pillars' path situated approximately 60m to the south-east.
 - Footway widening or segregated cycleways and Toucan crossings of Old Dalkeith Road.

- Design, including TRO, a contra-flow cycle lane at the entrance to Niddrie House Avenue (cycle lane will cut through an existing build-out).
 - Redetermination of the 'Pillar's path' in Gilmerton and the eastern side footway at Hay Avenue in Niddrie. Upgrade of the railway underpass to Bingham.
4. Improved integration of cycling infrastructure with the Edinburgh tram.
 5. QuietRoutes 11-15 North Edinburgh Path Network
 - Feasibility study of upgrades to accesses, drainage, lighting, surfacing and seating.
 6. Middle Meadow Walk to George Street
 - Feasibility study for a new cycle route.
 7. QuietRoute 30, Holyrood Park to Radcliffe Terrace
 - Design of a cycle route from Holyrood Park to Pollock Halls and on to Radcliffe Terrace.
 8. Cycle link on National Cycle Route 1 at Devon Gardens.

Work Package 2 – Cycle Schemes 2

1. QuietRoute 8
 - Re-design of the junction of South Gyle Access and Bankhead Drive (to link the route to Edinburgh College and Edinburgh Napier University).
 - Upgrading and re-determining link paths to Edinburgh Park from South Gyle Access.
 - Design a crossing over Russell Road to link two shared use footways.
 - Upgrade the existing pelican crossing on Balgreen Road to a Toucan crossing.
 - Relocate lighting columns to side of path between North Saughton Road and Saughton Mains Street.
2. QuietRoute 9
 - Design of a cycle link from Route 9 to Corstorphine Hill Nature Reserve, involving segregated cycle lanes or a shared use footway and a Toucan crossing on Corstorphine Road. Upgrades to pedestrian and cycle crossings on Balgreen Road.
 - Drop kerbs at Pinkhill, Ladywell Avenue and integration of the cycle route with Ladywell path.
 - Design of a raised table junction and tightening of corner radii at the junction of South Gyle Road and South Gyle Gardens.

- Design of a cycle link from Route 9 to Edinburgh Zoo. This would involve a 75m long ramp and path surfacing, a Toucan crossing and widening of a footway into a shared use path or the provision of segregated cycling facilities. Cycle links from Route 9 to Clermiston.
3. QuietRoute 10
 - Upgrades to the cycle route from Sandport Place to Seafield Street.
 4. QuietRoute 13 - Lower Granton Road
 - New shared use path.
 5. Calton Road to St Leonards, via Canongate and Holyrood Drive
 - New cycle route and upgrade to existing crossings.
 6. QuietRoute 5 - Holyrood Drive to Portobello
 - Feasibility study for a cycle route.
 7. Telford Path to the Western General Hospital
 - Cycle and pedestrian link, including upgraded paths, accesses and crossings.
 8. Cultins Road
 - New shared use footway, accesses and crossings.

Work Package 3 – Walking Schemes

1. Arboretum Place and the entrance to the Royal Botanic Garden Edinburgh
 - Complete design of the crossing area.
2. Deanhaugh Street and Leslie Place
 - Upgrade to the traffic signals and crossing points.
3. Broughton Street and London Street junction
 - Feasibility study and re-design.
4. Royal Mile (Canongate)
 - Design as per the Royal Mile Action Plan to improve the pedestrian environment.
5. Holyrood Park
 - Audit of walking and cycling use and design improvements.
6. Morrison Street
 - Design to improve the pedestrian environment.
7. Dean Park Crescent, Oxford Terrace and Queensferry Road – re-design.
 - Design to improve the pedestrian and cycling environment.
8. Calton Road to Leith Street – re-design
 - Design to improve the pedestrian and cycling environment