

REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE - 30 SEPTEMBER 2002

REPORT ON: CLAVERHOUSE AMBASSADOR ROUTE, FORFAR ROAD TO KINGSWAY SECTION

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 683-2002

1 PURPOSE OF REPORT

- 1.1 The report details an offer received for carrying out works on the Claverhouse Ambassador Route, Forfar Road to Kingsway section from BEAR Scotland Limited and requests a decision on the acceptance thereof.

2 RECOMMENDATIONS

- 2.1 The Committee is asked to:-
- a Approve the acceptance of the offer submitted by BEAR Scotland Limited of £277,965.70 and note the appointment of Tayside Contracts as sub contractor.
 - b Approve the overall expenditure of £348,000 which includes allowances of £37,034.30 for public utility divisions and contingencies and £33,000 professional fees.

3 FINANCIAL IMPLICATIONS

- 3.1 The Director of Finance advises that the overall expenditure of £348,000 can be met from allowances of £100,000 in the Planning and Transportation Capital Budget 2002/03 together with a contribution of £248,000 from Scottish Enterprise Tayside in 2002/03.
- 3.2 Adopting this method of procuring these works provides a direct financial benefit to the project of approximately £51,000.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 The upgrading of the major access corridors into the city centre will have considerable benefits for the visual elements of the environment and accessibility.
- In particular the works will improve safety for pedestrians and provide improved linkages to pedestrians and cyclists to the green circular route, Caird Park and the Kingsway.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 The proposed works include the provision of improved footways and road crossings.

6 BACKGROUND

- 6.1 Reference is made to Article 4 of the minute of this Committee on 27 May 2002 when the overall budget for this years programme was agreed.
- 6.2 Proposals for Claverhouse Route Phase 1 on Forfar Road the A90 Trunk Road have been developed as the primary project for this years work. Among the proposals are works that are within the trunk road boundary, works that are along the boundary and works which are outwith the trunk road curtailage. All of the works impact on the trunk road operations in terms of access and traffic management.
- 6.3 Early discussions between Council Officers, Scottish Enterprise Tayside staff and the trunk road operator BEAR Scotland, identified complexities of timing of the various work packages to meet the safe operation of the trunk road. These complexities would present more risk to a contractor appointed to undertake the works under a standard contract format and would therefore attract higher tender prices. The works would also attract higher traffic management costs than had previously been required on non trunk roads.

- 6.4 The discussions also identified that some of the proposals might be considered route improvements, which BEAR Scotland Ltd could bid for funding far within the conditions of its term maintenance contract with the Scottish Executive. If successful, this would be akin to additional funding for the project.
- 6.5 In view of the above, the Chief Executive authorised the Director of Planning and Transportation to negotiate an offer with BEAR Scotland Limited for the programme of works. The negotiation was based on a combination of rates contained within the Trunk Road Contract and competitive rates received for sub-contractor work.
- 6.6 The negotiated offer received from BEAR Scotland Limited amounts to £277,965.70. The rates have been checked and are considered to be favourable. In addition to the above, the following allowances should be made:-
- | | | | |
|--------------------------|---|-------------------|------------|
| Public Utility Divisions | - | £17,000.00 | |
| Contingencies | - | <u>£20,034.30</u> | £37,034.30 |
| Professional Fees | - | £31,500.00 | |
| Planning Supervisor Fees | - | <u>£1,500.00</u> | £33,000.00 |
- 6.7 BEAR Scotland Limited will act as a Management Contractor with the majority of works sub-contracted to Tayside Contracts.
- 6.8 Procuring the works in this manner offers several advantages including:
- Significant reduction in traffic management costs from a pre-tender estimate of £50,000 to an actual cost of £15,000;
 - Reduction in timescales and therefore minimisation of disruption to the travelling public;
 - Additional route improvement works which are complimentary to this scheme amounting to approximately £16,000 to be funded directly by the Scottish Executive; and
 - Avoidance of risk associated with co-ordinating the works within the trunk road operators programme.
- 6.9 Adopting this method of procuring these works provides a direct financial benefit to the project of approximately £51,000.

7 CONSULTATIONS

- 7.1 The Chief Executive, Director of Finance, Director of Support Services, Director of Corporate Planning, and , have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

- 8.1 None.

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19 September 2002

KL/EH

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