

City Chambers  
DUNDEE  
DD1 3BY

9th August, 2024

Dear Colleague

You are requested to attend a MEETING of the **FAIR WORK, ECONOMIC GROWTH AND INFRASTRUCTURE COMMITTEE** to be held in the Council Chamber, City Chambers, City Square, Dundee on Monday, 19th August, 2024 following the meeting of the City Council called for 5.00pm.

The meeting will also be livestreamed to YouTube. Members of the Press or Public wishing to join the meeting as observers should follow this link [www.dundeecity.gov.uk/live](http://www.dundeecity.gov.uk/live) or alternatively they may attend in person.

Yours faithfully

GREGORY COLGAN

Chief Executive

## **AGENDA OF BUSINESS**

### **1 DECLARATION OF INTEREST**

Members are reminded that, in terms of The Councillors Code, it is their responsibility to make decisions about whether to declare an interest in any item on this agenda and whether to take part in any discussions or voting.

This will include all interests, whether or not entered on your Register of Interests, which would reasonably be regarded as so significant that they are likely to prejudice your discussion or decision-making.

### **2 CIVIC GOVERNMENT (SCOTLAND) ACT 1982 – STREET NAMES NEW RESIDENTIAL DEVELOPMENT AT WHITFIELD DRIVE (AN17-2024)**

A consultation was carried out between 7th March, 2024 and 5th April, 2024 for new street names at the above location.

The consultation correspondence was sent to Ward Councillors, Convener, City Archivist, Council Officers and the Developer.

No suggested names were put forward as part of the consultation.

In keeping with the naming strategy in the area, it is therefore proposed to name the new streets as:

- Gifford Avenue;
- Gifford Lane;

- Gifford Place; and
- Gifford Street.

There are potential further phases of this housing development where new street names will be required and it is proposed to use Gifford with appropriate suffixes as/when the proposal is advanced.

Committee is requested to approve the above street names.

**3 ANNUAL ROAD SAFETY REPORT AND 20MPH PROGRESS REPORT - Page 1**

(Report No 204-2024 by the Executive Director of City Development, copy attached).

**4 REVIEW OF PERMITTED DEVELOPMENT RIGHTS IN CONSERVATION AREAS - Page 25**

(Report No 201-2024 by Executive Director of City Development, copy attached).

**5 TRAFFIC SIGNAL MAINTENANCE REGIONAL PROCUREMENT - Page 27**

(Report No 205-2024 by Executive Director of City Development, copy attached).

**6 ENGINEERING CONSULTANCY – PROCUREMENT SOURCING STRATEGY - Page 29**

(Report No 215-2024 by Executive Director of City Development, copy attached).

**7 TENDERS RECEIVED BY HEAD OF DESIGN AND PROPERTY - Page 33**

(Report No 200-2024 by Executive Director of City Development, copy attached).

**8 TENDERS RECEIVED BY HEAD OF DESIGN AND PROPERTY - Page 39**

(Report No 182-2024 by Executive Director of City Development, copy attached).

**9 TENDERS RECEIVED BY HEAD OF DESIGN AND PROPERTY - Page 47**

(Report No 203-2024 by Executive Director of City Development, copy attached).

**10 TENDERS RECEIVED BY HEAD OF DESIGN AND PROPERTY - Page 55**

(Report No 208-2024 by Executive Director of City Development, copy attached).

**11 TENDERS RECEIVED BY HEAD OF DESIGN AND PROPERTY - Page 61**

(Report No 212-2024 by Executive Director of City Development, copy attached).

**The Committee may resolve under Section 50(A)(4) of the Local Government (Scotland) Act 1973 that the press and public be excluded from the meeting for the undernoted item of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraphs 6 and 9 of Part I of Schedule 7A of the Act.**

**12 COMMERCIAL LEASE**

**13 LETTING OF COMMERCIAL PROPERTY**

<b>ITEM No ...3.....</b>
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**REPORT TO:** FAIR WORK, ECONOMIC GROWTH AND INFRASTRUCTURE COMMITTEE – 19 AUGUST 2024

**REPORT ON:** ANNUAL ROAD SAFETY REPORT AND 20MPH PROGRESS REPORT

**REPORT BY:** EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 204-2024

## **1 PURPOSE OF REPORT**

1.1 The Annual Road Safety and 20mph progress report seeks to inform Committee of the progress made towards the national road casualty reduction targets to 2030 along with the ongoing 20mph progress and the Council's programme of road safety works for 2024-2026. The report also updates the Committee on the monitoring of the School Streets Zones.

## **2 RECOMMENDATION**

2.1 It is recommended that the Committee:

- a notes the road casualty statistics for the local road network, and the Scottish Government road safety targets to 2030 and 2050;
- b approves the conversion of areas identified in Appendix B to 20mph zones;
- c approves the programme of road safety works contained in Appendix D; and
- d notes the monitoring information of the School Street Zones.

## **3 FINANCIAL IMPLICATIONS**

3.1 The funding for the projects shown in Appendices B and D will be met from the Council's 2024/2025 Capital Plan allocation for:

- a Road Safety Measures - £98,000 in 2024/2025 and £90,000 in 2025/2026 funded from capital budgets;
- b Road Safety Improvement Fund 2024/2025 - £223,191; and
- c Tier 1 - Active Travel Infrastructure Fund 2024/25 (formerly known as Cycling Walking and Safer Routes) £1,083,683.

## **4 BACKGROUND**

4.1 The Road Traffic Act 1988 places a statutory duty on the Council as the Roads Authority to carry out a programme of measures to promote road safety and prevent road collisions. This applies to the existing road network and new roads.

4.2 In February 2021 the Scottish Government published its Road Safety Framework to 2030 which sets out the following strategic objectives:

a Safe Road Use

Achieved from road users who decide the most sustainable way to travel, know and comply with road rules and take responsibility for the safety of themselves and others, especially the vulnerable.

b Safe Vehicles

Well maintained vehicles reduce the risk of collisions and, in the event of a collision reduce the harm to road users, including pedestrians, cyclists, horse riders, motorcyclists and vehicles occupants.

c Safe Speeds

Road users understand and travel at appropriate speeds to the conditions and within the speed limits.

d Safe Roads and Roadsides

They are self-explaining in that their design encourages safe and sustainable travel so that they are predictable and forgiving of errors.

e Post-crash Response

Allows an effective and appropriate response to collisions. Road victims receive appropriate medical care and rehabilitation to minimise the severity and long-term impact of their injuries. Learnings from collisions are captured and acted upon. Families of those killed or seriously injured are appropriately supported.

4.3 The framework identifies the part every one of us must play to ensure the Government's long-term aspiration for Vision Zero (no death and no serious injuries on Scotland's roads by 2050) to become a reality. On this route to 2050 the road casualty reduction targets, for the year 2030, when compared with the average number of casualties for 2014-2018, are:

- 50% reduction in people killed;
- 50% reduction in people seriously injured;
- 60% reduction in children (aged<16) killed; and
- 60% reduction in children (aged<16) seriously injured.

4.4 The key organisations involved in road safety in Dundee are the Council's City Development and Children & Family Services Departments, Police Scotland, Scottish Fire and Rescue, NHS Tayside, and the Local Partnership Forum - North.

4.5 The multidisciplinary and integrated approach involves a number of engineering, enforcement, education, and encouragement initiatives:

a Engineering

A mixture of engineering measures and techniques are used to improve safety on our roads such as 20mph zones, collision investigation and prevention, and traffic management which includes the provision of pedestrian/cycle facilities alongside traffic signs and road markings. Each of these targets different accident types but combine to reduce overall casualties. In addition, development control procedures and road safety audits are pursued to ensure that new developments and road infrastructure are designed with safety in mind.

b Enforcement

Enforcement of traffic laws plays a crucial role in maintaining and improving road safety. Significant resources are devoted to enforcing speed limits, the drink and drug driving laws, wearing of seatbelts and other safety related legislation such as inappropriate parking. Another tool in the enforcement strategy is the targeted deployment of safety

cameras. There are currently two mobile safety camera sites on the local road network in Dundee. These cameras are operated by the North Safety Camera Unit and are a further tool that has helped to reduce road casualties.

c Education

In addition to initiatives such as the written theory examination in the National Driving Test and driver awareness training, much emphasis is also placed on the education of children. Safer Routes to School are encouraged and will be reinforced with engineering measures where appropriate including 20mph speed limits around schools and the ongoing deployment of the Safer School Streets programme.

d Encouragement

Promoting the use of child car seats and restraints, cycle helmets, lights, and bright clothing have a significant part to play in encouraging road users to adopt safe practices. These safety practices are promoted through national campaigns and also locally through programmes such as bike-ability, walking buses, and confidence building and cycle training for adults.

4.6 These road safety initiatives, combined with other schemes that are not directly aimed at casualty reduction, such as environmental improvements, all contribute to promoting and improving road safety in Dundee.

4.7 Dundee City Council, alongside the other key organisations will look to deliver a multidisciplinary and integrated approach through engineering, enforcement, education and encouragement initiatives to create safer road use, safer speeds, safer roads and safer roadsides.

## 5 ROAD CASUALTY REDUCTION PROGRESS - SCOTTISH GOVERNMENT TARGETS 2030

5.1 The Council's current casualty reduction progress to 2023 is detailed below and in Appendix A.

a Table 1 - Dundee City - Local Road Network - All Casualties - 2014-2018 Average To 2030

All Casualties	2014-2018 Average	2019	2020 <sup>x</sup>	2021	2022	2023	% Change*
Pedestrian	41.6	39	38	29	47	47	
Pedal Cycle	14.4	14	21	9	13	10	
Motorcycle	11	9	19	13	7	15	
Car/Taxi	67.4	70	86	57	82	66	
Bus/Goods/Other	6.8	12	6	9	10	9	
All	141.2	144	170	117	159	147	4%
* Percentage change as compared 2023 to 2014-2018 average							
<sup>x</sup> Car Passenger fatality in 2020 did not occur on the local road network							

The number of road casualties on the local road network in 2023 is an increase of 4% from the baseline average but a reduction of 8% when compared to the previous year. A breakdown of these 2023 casualties shows that 45% were car/taxi occupants, 32% were pedestrians, 10% were motorcycle rider/passenger, 7% pedal cyclists and 6% were bus/goods/other. The 5-year moving average, Graph 1-Appendix A, indicates a slight upward trend from the baseline years.

b Road Safety Framework to 2030 target: 50% Reduction in People KilledTable 2 - Dundee City - Local Road Network - Killed Casualties - 2014-2018 Average To 2030

Killed Casualties	2014-2018 Average	2019	2020*	2021	2022	2023	% Change*	Scottish Government	
								2030 Target	2050 Target
Pedestrian	1	1	1	0	0	0			
Pedal Cycle	0	0	1	0	0	0			
Motorcycle	0.2	0	0	0	0	0			
Car/Taxi	0	0	1*	1	0	1			
Bus/Goods/Other	0	0	0	0	0	0			
All	1.2	1	3	1	0	1	-17%	0.6	0

x Car Passenger fatality in 2020 did not occur on the local road network  
\* Percentage change as compared 2023 to 2014-2018 average

There was one reported fatality in 2023 on the local road network as a result of a collision between a car and a bus. The 5-year moving average Graph 2 – Appendix A indicates a slight downward trend from previous years.

Analysis of the casualties between 2019 and 2023 shows that 2 were pedestrians, 2 motor vehicle drivers, one motor vehicle passenger and one pedal cyclist. Cognisance of this will be taken when considering future road safety initiatives and measures.

c Road Safety Framework to 2030 target: 50% Reduction in People Seriously injuredTable 3 - Dundee City - Local Road Network - Serious Casualties - 2014-2018 Average To 2030

Serious Casualties	2014-2018 Average	2019	2020	2021	2022	2023	% Change*	Scottish Government	
								2030 Target	2050 Target
Pedestrian	10.8	15	19	16	20	16			
Pedal Cycle	3.2	4	10	2	2	5			
Motorcycle	6.2	5	13	6	3	8			
Car/Taxi	5.6	11	7	12	13	7			
Bus/Goods/Other	1	4	0	1	0	3			
All	26.8	39	49	37	38	39	46%	13.4	0

\*Percentage change as compared 2023 to 2014-2018 average

The 2023 casualty data represents a 46% increase when compared with the 2014-2018 average. The 5-year moving average Graph 3 – Appendix A shows a continuing increase from the 2014-2018 average.

Analysis of the casualties between 2019 and 2023 shows that 43% are pedestrians, 25% are car/taxi occupants, 17% are motorcyclists, 11% are pedal cyclists and 4% bus/goods/other.

As reported previously, 2020 showed an increase in the number of pedestrian, pedal cycle and motorcycle serious casualties and changes in travel choices, as a consequence of the pandemic, may have contributed to this rise. 2023 shows a slight rise in the number of pedal cycle and motorcycle serious casualties when compared with 2021 and 2023 and cognisance of this will be taken when considering future road safety initiatives and measures.

d Road Safety Framework to 2030 target: 60% Reduction in Children (Aged <16) Killed

Table 4 - Dundee City - Local Road Network – Child Killed Casualties - 2014-2018 Average To 2030

Child Killed Casualties	2014-2018 Average	2019	2020	2021	2022	2023	% Change*	Scottish Government	
								2030 Target	2050 Target
Pedestrian	0	0	0	0	0	0			
Pedal Cycle	0	0	1	0	0	0			
Motorcycle	0	0	0	0	0	0			
Car/Taxi	0	0	0	0	0	0			
Bus/Goods/Other	0	0	0	0	0	0			
All	0	0	1	0	0	0	0%	0	0

\*Percentage change as compared 2023 to 2014-2018 average

e Road Safety Framework to 2030 target: 60% Reduction in Children (Aged <16) Seriously Injured

Table 5 - Dundee City - Local Road Network – Child Serious Casualties - 2014-2018 Average To 2030

Child Serious Casualties	2014-2018 Average	2019	2020	2021	2022	2023	% Change*	Scottish Government	
								2030 Target	2050 Target
Pedestrian	4.4	2	3	5	7	4			
Pedal Cycle	0.4	2	1	0	0	0			
Motorcycle	0	0	1	0	0	0			
Car/Taxi	0.2	0	0	0	1	0			
Bus/Goods/Other	0	0	0	0	0	1			

All	5	4	5	5	8	5	0%	2	0
*Percentage change as compared 2023 to 2014-2018 average									

The 2023 casualty data shows a drop in the number of children seriously injured from the previous year but no change from the 2014-2108 average.

Analysis of these casualties between 2019 and 2023 shows that 78% are pedestrians, 11% are pedal cyclists, 4% are car/taxi occupants, 4% are bus/goods/other occupants and 3% are motorcyclists. Cognisance of this will be taken when considering future road safety initiatives and measures.

## 6 PROGRAMME OF ROAD SAFETY WORKS FOR 2024/2026

6.1 Appendix B details the roll out of 20mph speed limits and Appendix D the collision investigation sites programmed for the 2024-2026 financial years.

6.2 As part of the Committee agreed roll out of 20mph limits works will be programmed to start this financial year on the Craigiebank, Albany Terrace/The Law, Kirkton, St Marys, Mid Craigie, Gotterstone, Stobswell (Albert Street area) and the Willows/Ormiston Crescent areas. Camphill Road, Downie Park, Elmwood, Logie, Lawers Drive are progressing through the Traffic Regulation Order (TRO) process and are targeted for implementation in 2025/2026.

6.3 It is proposed to start the TRO process in 2025/2026 for the following areas to be converted to 20mph zones:

- Abercromby Street/Montague Street Area;
- Berwick Drive North Area;
- Berwick Drive South Area;
- Charleston Area;
- Lochee Area, north of South Road;
- Lochee Area, south of South Road;
- Peebles Drive Area;
- Whitfield Avenue/Murrayfield Drive Area;
- Glamis Road South Area;
- Dickson Avenue West End;
- Earn Crescent Area; and
- Charleston Drive North West Area.

6.4 At present 33% of the road network identified for 20mph in Dundee is now within a 20mph zone and this will increase to approximately 45% when the 2025/2026 areas are implemented. The remaining roads will be assessed and future 20mph zones will be brought forward in a phased approach as illustrated by the phasing plan shown in Appendix C. These areas can also be viewed online at the following weblink:



[www.dundeeecity.gov.uk/sites/default/files/publications/20mph\\_zones\\_2024.pdf](http://www.dundeeecity.gov.uk/sites/default/files/publications/20mph_zones_2024.pdf).

- 6.5 Detailed proposals for 20mph zones will be subject to statutory consultation, public notice and advertisement as part of the Traffic Regulation Order process.
- 6.6 These 20mph zones will support the progress towards the 2030 framework targets by reducing vehicle speed. The Royal Society for the Prevention of Accidents (ROSPA) report that a reduction of 1mph in average speed can reduce accident frequency by 6% on urban residential roads with low average speeds. The prioritisation of 20mph areas is based on a combination of factors which include accident data, existing speed/traffic data, road classification, number of requests, development type (residential, industrial etc) and overall function of road. The Council will develop zones in self-contained residential areas that will be easily understood by road users.
- 6.7 The Collision Investigation and Prevention sites are detailed in Appendix D and include schemes carried over from 2023/2024 alongside new sites identified from the review of local road accident cluster site information. Engineering measures are subject to detailed design and priority shall be given to those schemes with the greatest potential to reduce injury accidents.

## 7 PROGRAMME OF ADDITIONAL PEDESTRIAN CROSSING FACILITIES

- 7.1 As reported in last year's annual road safety report (Report 221-2023), five pedestrian crossing locations were identified to be taken forward to design assessment stage to determine the feasibility of installations at these locations.
- 7.2 The five pedestrian crossing locations have been assessed as feasible for installations and surveys undertaken to establish pedestrian crossing demand and desire lines in accordance with design standard guidance for the installation of pedestrian crossings. Table 6 below identifies the planned programme for the introduction of these facilities. The programme years are subject to annual review of funding resources and competing demands which may require reprioritisation within the overall road safety programme.

Table 6 – Pedestrian Crossing Programme

Location	Targeted Programme	
	Technical Design	Construction
Balgillo Road/Forthill Road	Complete	Complete
Kings Cross Road/Dunsinane Avenue	Complete	2024/25
Macalpine Road/St Leonards Place	2024/25	2025/26
Laird Street at Craigowl Primary School	2024/25	2025/26
Craigie Drive/Craigiebarn Road	2025/26	2026/27

- 7.3 Traffic surveys and pedestrian flow counts were commissioned at the following locations in 2023/2024 and the requirement for pedestrian crossing infrastructure was re-evaluated in accordance with the Council's approved pedestrian crossing assessment process (Report 269-2022 refers). All the sites surveyed were significantly below the Council's intervention level for pedestrian crossings to be installed:
- Dalmahoy Drive at Turnberry Avenue;
  - Baldovie Road at Barlow Avenue;
  - Baldovie Road at Mitchell Scotland Innovation Park;

- Baldovie Road at cycle path north of Balunie Drive;
- Buttars Loan at Donalds Lane;
- Old Glamis Road Kingsway to Downie Park Place;
- King Street, Broughty Ferry at Gray Street;
- Glamis Road at Ancrum Road/Charleston Drive;
- Glamis Road at Backhill Road;
- Hilltown at Rosebank Street/Ann Street;
- Balfield Road south of Harefield Road; and
- Strathmartine Road between Balgowan Avenue and Duncan Street.

## 8 MONITORING OF THE SCHOOL STREET ZONES

8.1 School Street zones have been established at 13 primary school locations in Dundee. Table 7 below notes the average driver non-compliance with traffic restrictions recorded from monitoring exercises, and the percentage of journeys made to school by active travel recorded in the bi-annual hands up survey.

Table 7 – School Streets Monitoring Summary

School Zones	Street	Year Established	Pupil Roll at School 2023	% of Pupils Outwith School Catchment	Vehicles Driving in Zone (Average)	Active Travel Journey Share		
						2019	2023	
Forthill PS		2013/2014	491	45.7%	6	50%	52%	↑ 2%
St Mary's PS		2013/2014	282	27.7%	13	48%	54%	↑ 6%
Fintry PS		2021/2022 (Sep)	368	47.6%	79	69%	62%	↓ 7%
Downfield PS		2022/2023 (Oct)	301	51.8%	97	49%	54%	↑ 5%
St Andrews PS		2022/2023 (Nov)	461	24.7%	94	41%	45%	↑ 4%
Craigiebarns PS		2022/2023 (Nov)	301	55.1%	50	42%	43%	↑ 1%
North East Campus		2022/2023 (Oct)	571	50.2%	65	62%	55%	↓ 7%
Coldside Campus		2022/2023 (Oct)	534	32.1%	105	59%	57%	↓ 2%
Clelington PS		2023/2024 (Sep)	404	30%	102	46%	47%	↑ 1%
Eastern PS		2023/2024 (Oct)	383	59%	75	39%	48%	↑ 9%
Mill O Mains PS		2023/2024 (Nov)	277	31.8%	75	69%	66%	↓ 3%
St Ninians PS		2023/2024 (Feb)	250	30.8%	54	59%	39%	↓ 20%

St Pius PS	2023/2024 (Nov)	156	19.9%	95	66%	58%	↓ 8%
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- 8.2 The Hands Up Scotland Survey 2023 was carried out in early September prior to the implementation of five School Street zones in 2023/2024. Due to this, the comparison with 2019 data for these five zones does not reflect modal change following the School Streets implementation. We will not see evidence of these implementations until future HUSS results are published in 2025.
- 8.3 Of the eight zones implemented since the 2019 hands up survey was conducted, journeys made to school by active travel have increased by 2% with corresponding decreases in pupils being driven to school. Additionally, park and stride numbers have increased by an average of 6%. Schools hosting a School Streets Zone on average have a 10% higher level of journeys made by active travel compared to a school that does not host a School Streets Zone.
- 8.4 Dundee City Council officers meet regularly with Police Scotland to review driver compliance with the traffic order restrictions and undertake a programme of enforcement throughout the year. Further work is planned in conjunction with Police Scotland and the schools including enforcement dates to educate drivers on pupil safety, and silent protests carried out by school pupils to show support for School Street Zones at their schools. Active travel groups have been established within schools to directly support this work and there are future plans to establish Junior Road Safety Officers at each Primary School across Dundee. Police Scotland have been supporting walking buses promoting active travel and Walk to School Week (May 2024) promoting walking to school through materials offered by Living Streets. Clean Air Day campaigns have also been delivered to schools as well as a city-wide banner competition allowing pupils to showcase their artistic talents in support of School Streets. Dundee City Council is currently working with Sustrans and BigDesigns to improve the visual and interactive aspects of School Streets Zones to promote compliance within the zones.

## 9 POLICY IMPLICATIONS

- 9.1 This report has been subject to the Pre-IIA Screening Tool and does not make any recommendations for change to strategy, policy, procedures, services or funding and so has not been subject to an Integrated Impact Assessment. An appropriate Senior Manager has reviewed and agreed with this assessment.

## 10 CONSULTATIONS

- 10.1 The Council Leadership Team have been consulted in the preparation of this report and are in agreement with its content.

## 11 BACKGROUND PAPERS

- 11.1 None.

Ewan Macnaughton  
Head of Sustainable Transport and Roads

Author: Fiona Reid

Robin Presswood  
Executive Director of City Development

Dundee City Council  
Dundee House  
Dundee

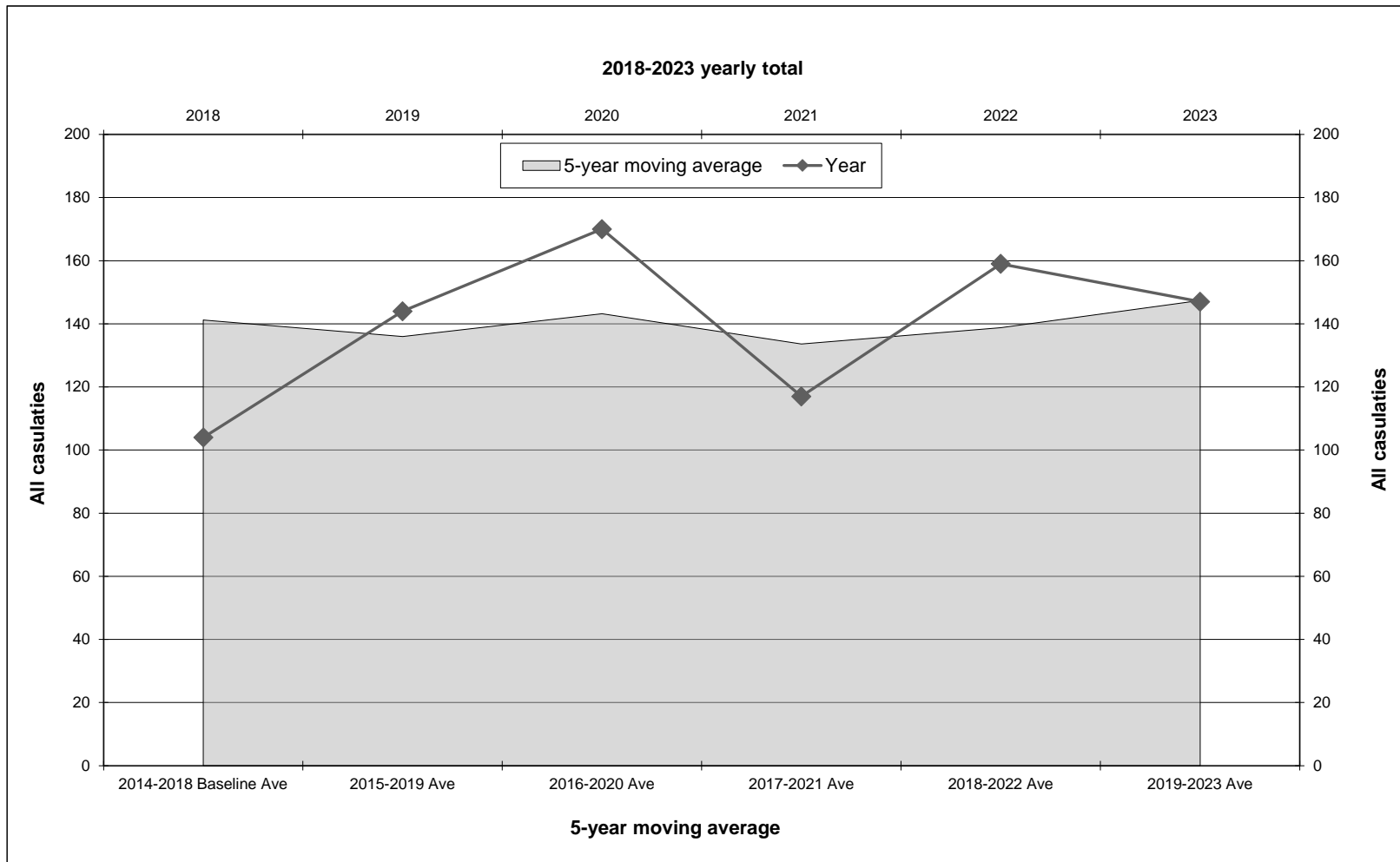
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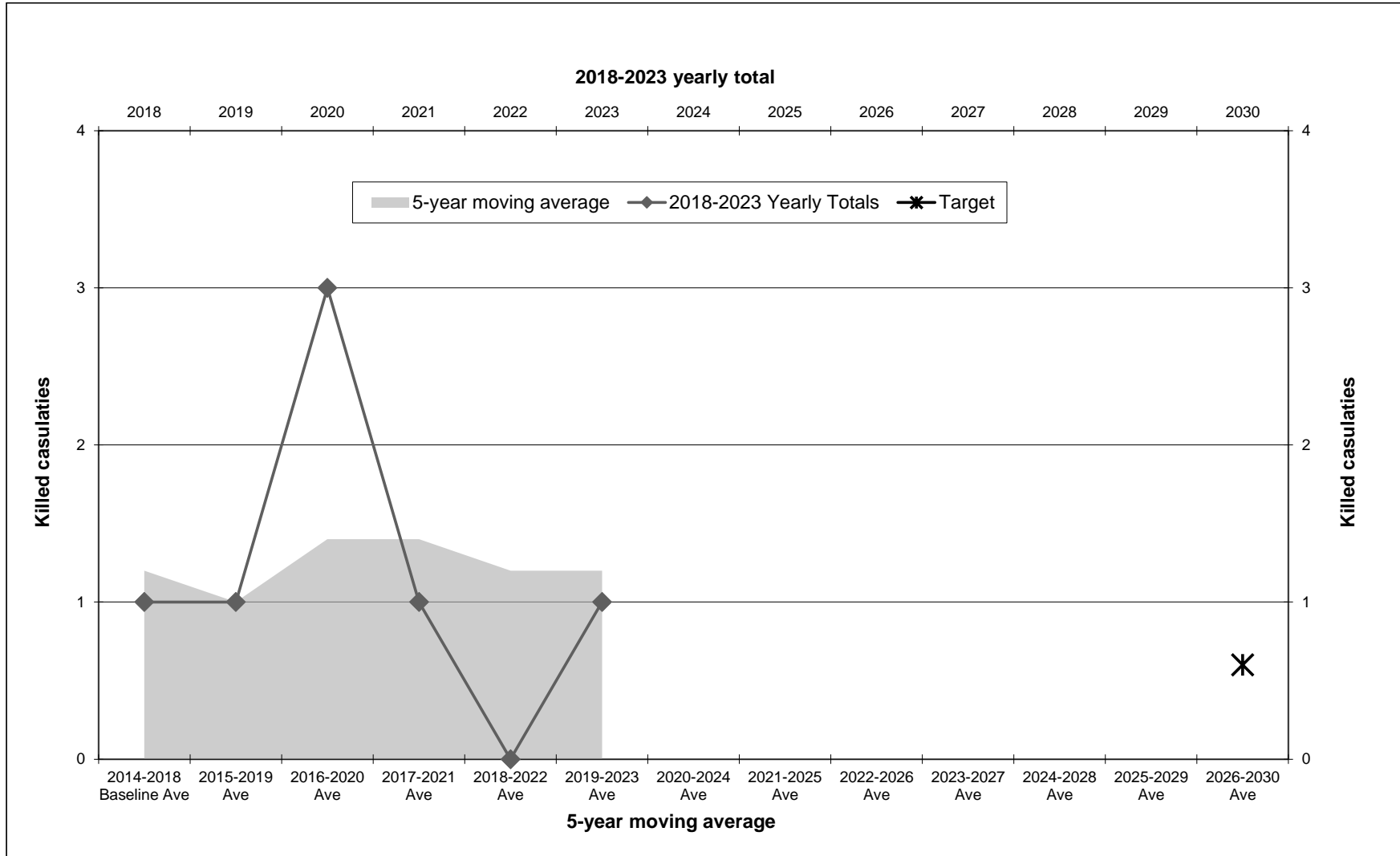
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APPENDIX A

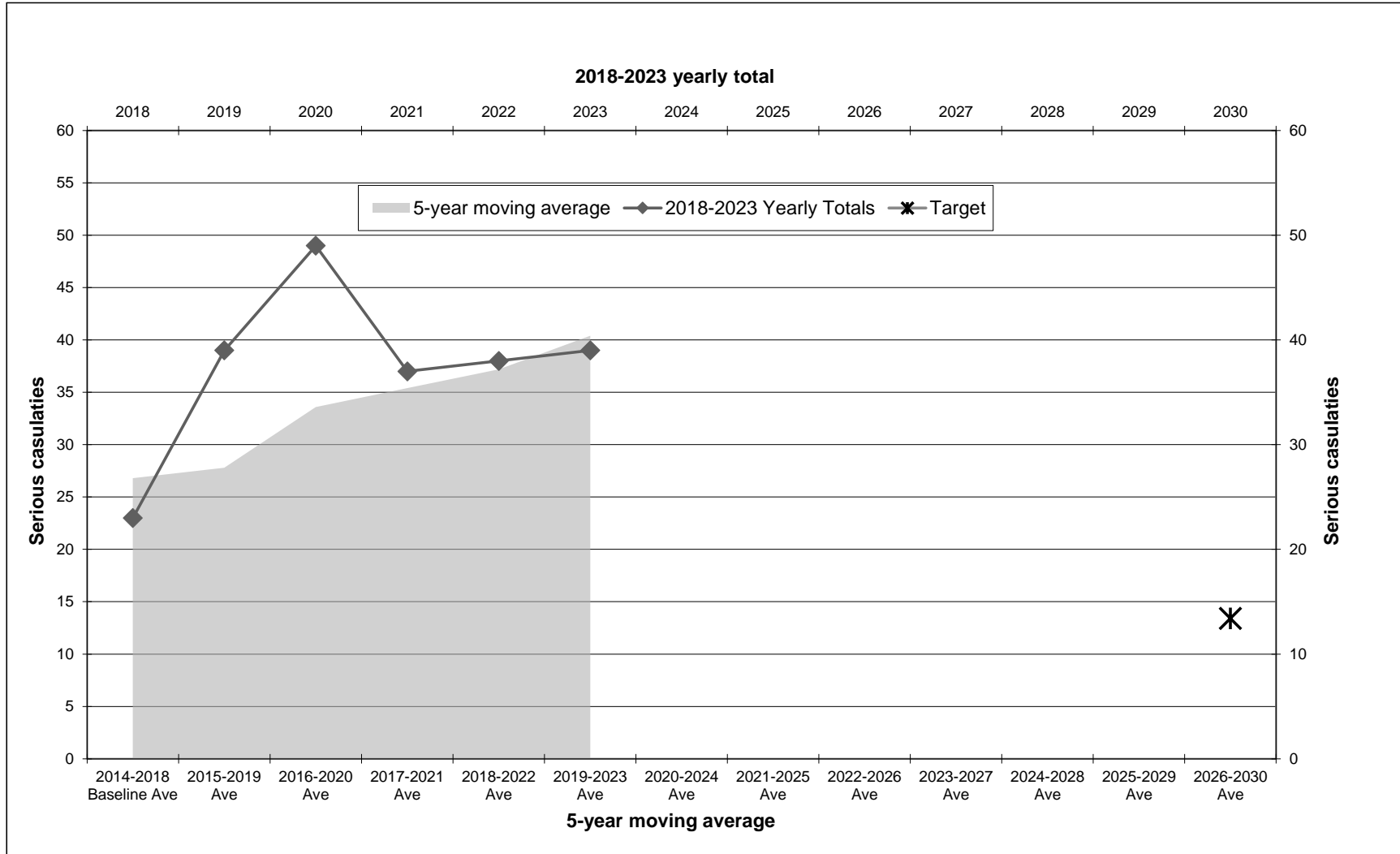
GRAPH 1: DUNDEE CITY - LOCAL ROAD NETWORK - ALL CASUALTIES - 5 YEAR MOVING AVERAGE AND YEARLY TOTAL



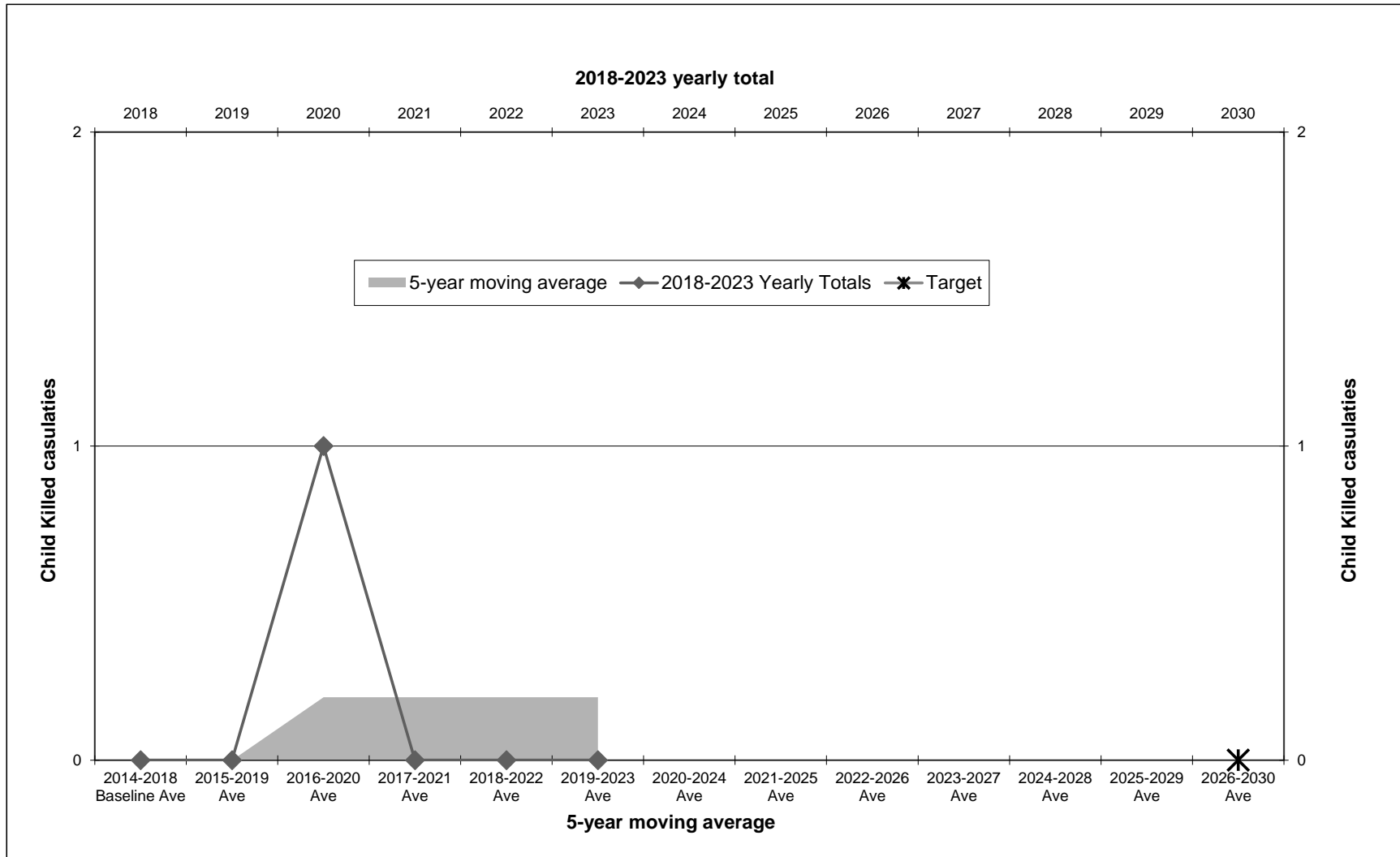
GRAPH 2: DUNDEE CITY - LOCAL ROAD NETWORK, KILLED CASUALTIES, 5 YEAR MOVING AVERAGE AND YEARLY TOTAL



GRAPH 3: DUNDEE CITY - LOCAL ROAD NETWORK, SERIOUS CASUALTIES, 5 YEAR MOVING AVERAGE AND YEARLY TOTAL

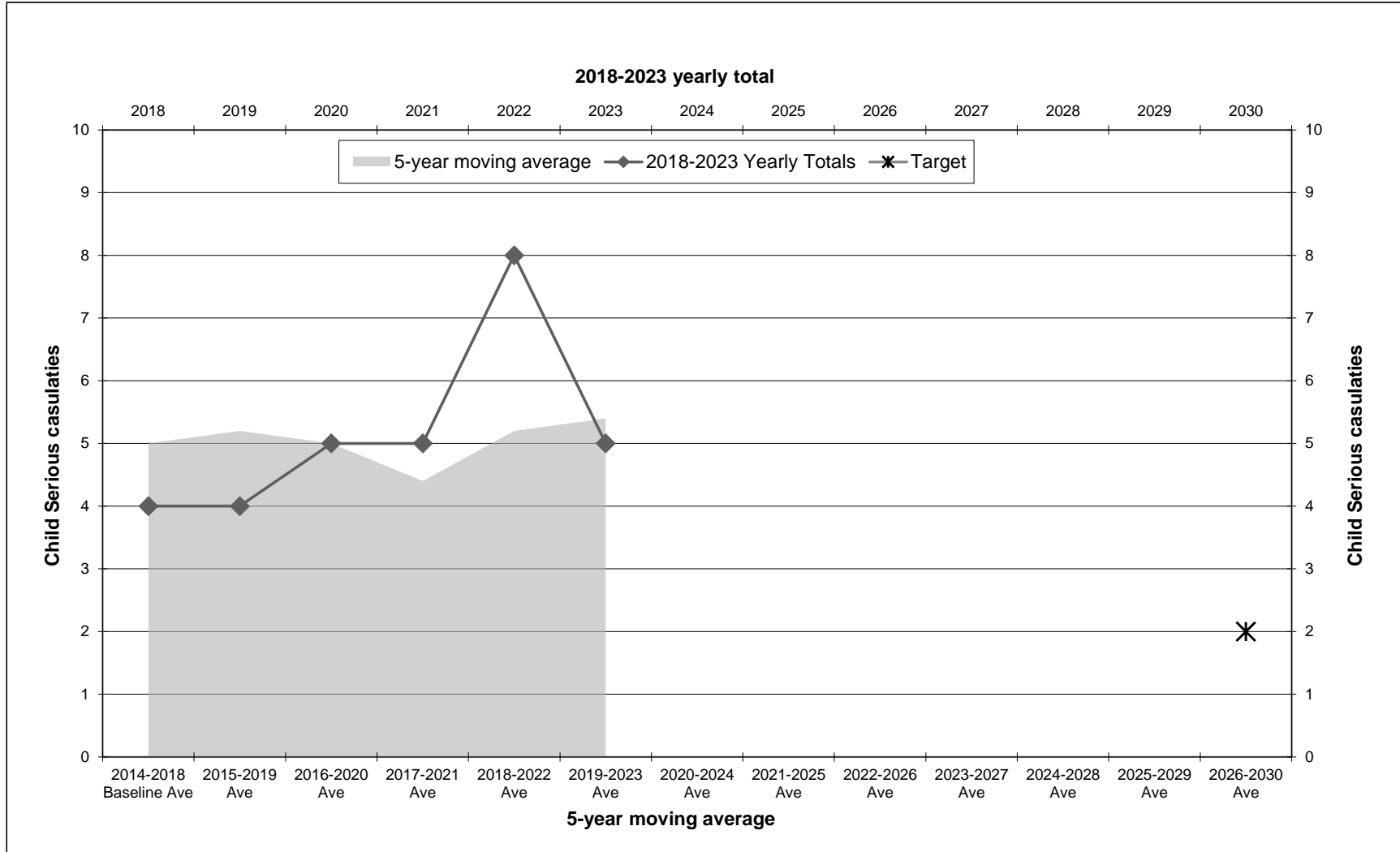


GRAPH 4: DUNDEE CITY - LOCAL ROAD NETWORK, CHILD KILLED CASUALTIES, 5 YEAR MOVING AVERAGE AND YEARLY TOTAL





GRAPH 5: DUNDEE CITY - LOCAL ROAD NETWORK, CHILD SERIOUS CASUALTIES, 5 YEAR MOVING AVERAGE AND YEARLY TOTAL



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## APPENDIX B – 20MPH PROGRAMME

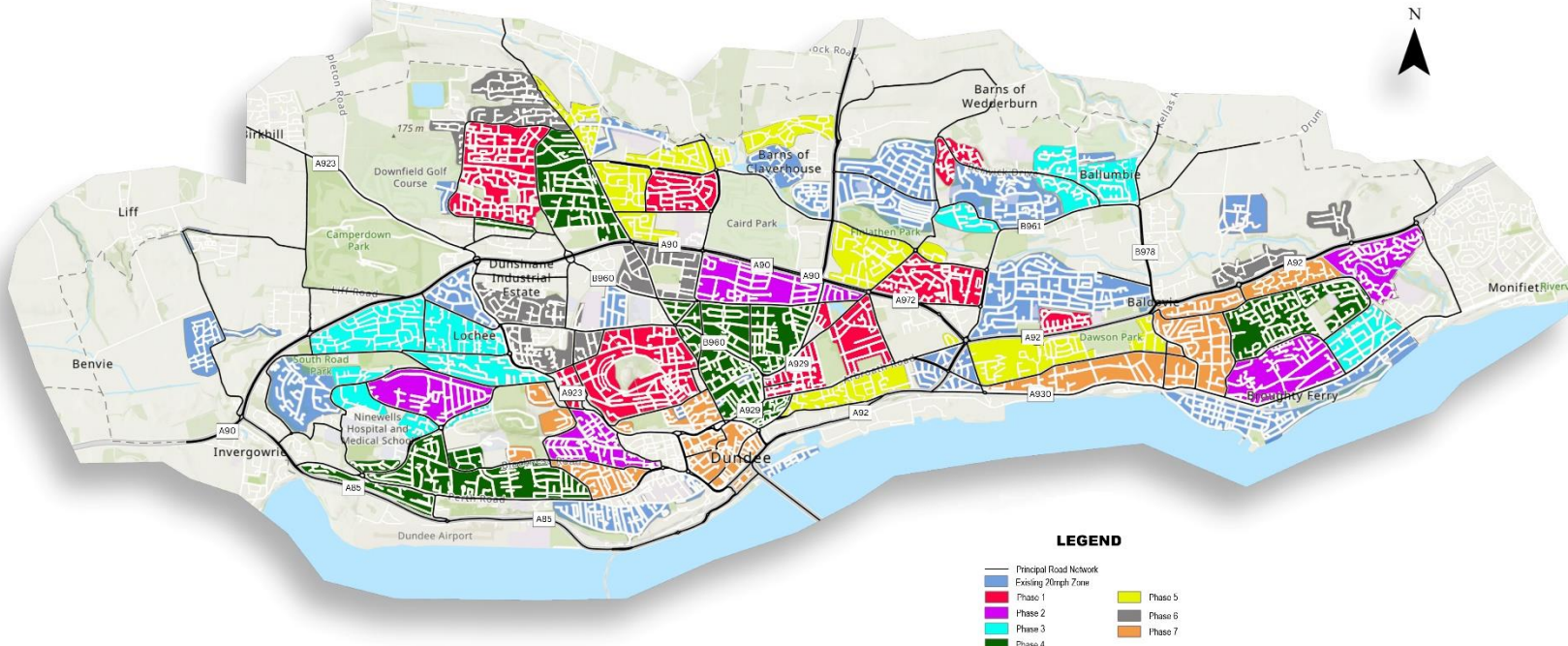
Phase	Targeted Programme	
	TRO Stage	Implementation
<b>Phase 1</b>		
Craigiebank	Complete	2024/2025
Albany Terrace/The Law	Complete	2024/2025
Kirkton	Complete	2024/2025
St Marys/Ardler	Complete	2024/2025
Mid Craigie	Complete	2024/2025
Gotterstone	Complete	2024/2025
Willows/Ormiston Crescent Areas	Complete	2024/2025
Stobswell (Albert Street area)	Complete	2024/2025
<b>Phase 2</b>		
Camphill Road	2024/2025	2025/2026
Downie Park	2024/2025	2025/2026
Elmwood	2024/2025	2025/2026
Logie	2024/2025	2025/2026
Lawers Drive	2024/2025	2025/2026
<b>Phase 3</b>		
Abercromby Street/Montague Street Area	Pending confirmation of resources	
Berwick Drive North Area		
Berwick Drive South Area		
Charleston Area		
Lochee Area, north of South Road		
Lochee Area, south of South Road		
Peebles Drive Area		
Whitfield Avenue/Murrayfield Drive Area		
Glamis Road South Area		
Dickson Avenue East End		
Earn Crescent Area		
Charleston Drive North West Area		

Phase	Targeted Programme	
	TRO Stage	Implementation
<b>Phase 4</b>		
Alexander Street South Section	Pending confirmation of resources	
Alexander Street North Section		
Barnhill Area		
Maryfield/Fleming Gardens Area		
Canning Street Area		
Coldside/Marryat Street Area		
St Leonards/Strathmartine Area		
Blackness Area		
Glamis Drive Area		
Elliot Road Area		
Clayhills Drive Area		
Perth Road South West Section		
<b>Phase 5</b>		
Downfield/Baldragon Area	Pending confirmation of resources	
Fairfield Road North Area		
Dalkeith Road Area		
Glenconnor Drive Area		
Happyhillock Road North West Section		
Sherbrook Gardens Area		
William Fitzgerald Way Area		
Harestane/Millburn Gardens Area		
Montgomerie Crescent/Avenue		
<b>Phase 6</b>		
Craigowl/Clattowoods Area	Pending confirmation of resources	
Brackens Area		
Muirfield/Lintrathen Area		
Fairmuir Park Area		
Harefield Avenue/Grove		
Clement Park/Foggyley/Beechwood Area		
Lochee Centre Area		
Strathayre Area		
Balmossie Area		
Alpin Road Area		

Phase	Targeted Programme	
	TRO Stage	Implementation
<b>Phase 7</b>		
Corso Street/Abbotsford Area	Pending confirmation of resources	
Kelso Place/Jedburgh Area		
Fairfield Road South Area		
Balgillo Road/Forthill Area		
City Centre Area		
Ancrum Drive/Pentland/Tullideph Area		
St Mary Place/Street		
Constitution Road South/Rosebank Area		
Infirmary Brae Area		

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APPENDIX C – 20MPH PHASED PROGRAMME



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**APPENDIX D****PROGRAMME OF ROAD SAFETY WORKS**Schemes To Be Progressed 2024-2026

A923 Coupar Angus Road at Liff Road – road markings  
Albert Street near Lyon Street – road markings and traffic signs  
Arbroath Road at Old Craigie Road – junction improvements  
Arbroath Road East of Balgavies Avenue – road markings  
Claverhouse Road at Barns of Claverhouse – junction improvements  
Coupar Angus Road at Templeton Road – junction improvements, traffic signs, and road markings  
Douglas Road south of Ballindean Road - pedestrian improvements  
Dura Street at Harriet Street – traffic signs and road markings  
East Marketgait at King Street – traffic signal junction improvements  
Fountainbleau Drive at Afton Way/Fintry Road – traffic signal junction improvements  
Logie Street at Ancrum Road – road markings  
Longtown Road east of Longtown Street - pedestrian and lighting improvements  
Loons Road at Gardner Street – vehicle activated junction signs refurbish  
North Marketgait at Ladywell roundabout – road markings and road surface improvements  
Pitkerro Road north of Kingsway – pedestrian improvements  
Princes Street at Arbroath Road - pedestrian improvements  
Riverside Avenue at Wright Avenue – junction improvements  
Strathmartine Road at Camperdown Road/Gillburn Road – vehicle activated junction signs  
Strathmartine Road at Clepington Road – traffic signal junction improvements  
Victoria Road at Hilltown – pedestrian and lighting Improvements  
Buttars Loan at South Road – junction improvements  
Blinshall Street at Douglas Road – road markings  
Kings Cross Road at Dunsinane Avenue - pedestrian crossing  
Macalpine Road at St Leonards Place - pedestrian crossing  
Laird Street at Craigowl Primary School - pedestrian crossing

Ongoing injury collision investigations may identify additional sites to be introduced and prioritised within the programme.

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**ITEM No ...4.....**

**REPORT TO:** FAIR WORK, ECONOMIC GROWTH AND INFRASTRUCTURE  
COMMITTEE – 19 AUGUST 2024

**REPORT ON:** REVIEW OF PERMITTED DEVELOPMENT RIGHTS IN CONSERVATION  
AREAS

**REPORT BY:** EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 201-2024

**1 PURPOSE OF REPORT**

1.1 This report seeks approval to cancel the current Article 4 Directions which restrict permitted development rights in 16 of Dundee's 17 Conservation Areas, as they are no longer required.

**2 RECOMMENDATION**

2.1 It is recommended that the Committee:

- a agrees the cancellation of the current Article 4 Directions in 16 of Dundee's Conservation Areas; and
- b delegates the Head of Planning and Economic Development to undertake the statutory advertisement procedure advising of the cancellation of Article 4 Directions.

**3 FINANCIAL IMPLICATIONS**

3.1 There are no financial implications arising from this report.

**4 BACKGROUND**

- 4.1 Permitted development rights allow works for specific classes of development to be carried out without a planning application. Permitted development rights are granted by and subject to limitations and conditions by the Town and Country Planning (General Permitted Development) (Scotland) Order 1992.
- 4.2 Article 4 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 allows a Local Authority to remove or restrict permitted development rights within a specific area. The Council currently has Article 4 Directions across 16 of the city's 17 Conservation Areas (Baxter Park, Blackness, Broughty Ferry, Central, Crescents, Forthill, Grove, Law Terraces, Logie, Maryfield, Reres Hill, Trottick, University, West End Lanes, West End Suburbs and West Ferry). Lochee Conservation Area has no Article 4 Direction. Some of these Directions date back to 1978. These Directions were made to preserve or enhance the special architectural or historic interest of the character or appearance of the Conservation Areas.
- 4.3 The Council's Article 4 Directions were not implemented identically. Each Article 4 Direction restricts specific classes of development relating to the individual Conservation Area. Where permitted development rights are restricted by an Article 4 Direction, planning permission is required.
- 4.4 Since making the Article 4 Directions, the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 has been amended. The Order now restricts alterations and minor development works within Conservation Areas that were previously covered through the additional controls introduced by Article 4 Directions. These legislative changes effectively replace the need for the Article 4 Directions.

4.5 As part of the cancellation process a Statutory Notice must be advertised and circulated within a local newspaper.

4.6 This cancellation would not prevent the Council enacting future Article 4 Directions if there was a need for permitted development rights to be further restricted in the future.

## **5 POLICY IMPLICATIONS**

5.1 This report has been subject to the Pre-IIA Screening Tool and does not make any recommendations for change to strategy, policy, procedures, services or funding and so has not been subject to an Integrated Impact Assessment. An appropriate Senior Manager has reviewed and agreed with this assessment.

## **6 CONSULTATIONS**

6.1 The Council Leadership Team have been consulted in the preparation of this report and are in agreement with its content.

## **7 BACKGROUND PAPERS**

7.1 None.

Gregor Hamilton  
Head of Planning and Economic Development

Author: Benedict Buckle

Robin Presswood  
Executive Director of City Development

Dundee City Council  
Dundee House  
Dundee

RP/GH/DG/BB/KM

8 August 2024

**ITEM No ...5.....**

**REPORT TO:** FAIR WORK, ECONOMIC GROWTH AND INFRASTRUCTURE COMMITTEE – 19 AUGUST 2024

**REPORT ON:** TRAFFIC SIGNAL MAINTENANCE REGIONAL PROCUREMENT

**REPORT BY:** EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 205-2024

**1 PURPOSE OF REPORT**

- 1.1 This report seeks approval to participate in a collaborative procurement with Angus Council and Perth & Kinross Council for the supply of traffic signal maintenance and upgrade services.
- 1.2 The collaborative procurement will be administered by Angus Council as lead authority who have completed a sourcing strategy for the procurement which was approved by the Angus Council Policy and Resources Committee on 24 October 2023 (Report 299/23 refers).

**2 RECOMMENDATION**

- 2.1 It is recommended that the Committee:
- a approves Dundee City Council's participation in the collaborative procurement exercise led by Angus Council; and
  - b delegates authority to the Head of Sustainable Transport and Roads to award work under the contract.

**3 FINANCIAL IMPLICATIONS**

- 3.1 The cost of providing traffic signal maintenance is met from the City Development revenue budget. The average annual revenue expenditure over the last 3 financial years was £86,000.
- 3.2 The capital cost of traffic signal upgrades will be funded from the Capital Plan 2023-2028: Build Resilient and Empowered Communities – Traffic Signal Upgrades. The average capital expenditure for upgrades over the last 3 financial years was £52,000, however, capital expenditure ordered through the contract will not exceed the Capital Plan's budgeted allocation value for the corresponding financial year.

**4 PROCUREMENT SUMMARY**

- 4.1 It is proposed to direct award the contract to Yunex Ltd through the Crown Commercial Services Transport Technology and Associated Services framework on a 4 year contract term with option to extend for a further 2 years.
- 4.2 Due to the technical nature of the service and the requirement being intrinsically linked to the existing physical traffic signal apparatus used by the 3 authorities, Yunex Ltd (previously operating as Siemens) are the only provider capable of delivering the requirements across Tayside (as evidenced by the lack of market interest in previous opportunities).

**5 POLICY IMPLICATIONS**

- 5.1 This report has been subject to the Pre-IIA Screening Tool and does not make any recommendations for change to strategy, policy, procedures, services or funding and so has not been subject to an Integrated Impact Assessment. An appropriate Senior Manager has reviewed and agreed with this assessment.

**6 CONSULTATIONS**

6.1 The Council Leadership Team have been consulted in the preparation of this report and are in agreement with its content.

**7 BACKGROUND PAPERS**

7.1 None.

Ewan Macnaughton  
Head of Sustainable Transport and Roads

Author: Ewan Gourlay

Robin Presswood  
Executive Director of City Development

Dundee City Council  
Dundee House  
Dundee

RP/EM/EG/KM

26 June 2024

<b>ITEM No ...6.....</b>
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**REPORT TO:** FAIR WORK, ECONOMIC GROWTH AND INFRASTRUCTURE COMMITTEE – 19 AUGUST 2024

**REPORT ON:** ENGINEERING CONSULTANCY - PROCUREMENT SOURCING STRATEGY

**REPORT BY:** EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 215-2024

## **1 PURPOSE OF REPORT**

1.1 To seek approval of the procurement sourcing strategy for provision of specialist engineering consultancy services to support the delivery of transport related projects.

## **2 RECOMMENDATION**

2.1 It is recommended that the Committee:

a approves the commencement of a procurement exercise for engineering consultancy services, based on the sourcing strategy summarised in this report; and

b delegates authority to the Executive Director of City Development to finalise the procurement sourcing strategy and award contracts (as set out in Section 4.5) up to the value of £500,000, for the provision of engineering consultancy services following competitive tendering processes undertaken through the Scotland Excel Framework for Engineering and Technical Consultancy – Lot 2 Transportation and Traffic.

## **3 FINANCIAL IMPLICATIONS**

3.1 The Executive Director of Corporate Services confirms that funding is available as detailed in paragraph 4.5.

3.2 Once formal tenders have been received, any contracts over the value of £500,000 will be reported to a future Fair Work, Economic Growth and Infrastructure Committee for approval.

## **4 SOURCING STRATEGY SUMMARY**

4.1 The Scotland Excel Framework Agreement for Engineering and Technical Consultancy (0820) provides the Council with a mechanism to procure a wide range of civil engineering and associated technical consultancy services, through mini-competition exercise.

4.2 The Framework Agreement covers the following Lots: Lot 1 Roads and Structures, Lot 2 Transportation and Traffic, Lot 3 Environmental Engineering, Lot 4 Land Surveying, Lot 5 Drainage and Flooding, Lot 6 Geoenvironmental and Geotechnical, Lot 7 Coastal and Maritime, Lot 8 Master Planning and Lot 9 Project and Commercial Management

4.3 To ensure maximum competition, Scotland Excel followed an open tender process with tenderers scored on both technical (60%) and commercial (40%) criteria. Following analysis of 66 tenders received, Scotland Excel appointed 31 suppliers across the nine lots.

4.4 To assist with the delivery of a number of actions identified within the Councils Sustainable Transport Delivery Plan and City Centre Strategic Investment Plan, there is a requirement to augment the current in-house design resource with specialist consultancy support. To date, both the Transportation and the City Engineer services have previously augmented their in-house design resource from time-to-time, utilising the framework.

4.5 It is proposed to appoint an external consultant to support the delivery of the following projects.

a Mini Competition 1 – Lochee and Arbroath Road Sustainable Transport Corridors

This Contract will support the Council to develop and deliver a design for a sustainable transport corridor that integrates both Active Travel and Bus Priority measures. The project will require the successful tenderer to complete a range of survey, traffic modelling, design and consultation/engagement work. This is a large multi-year and multi-disciplinary project and therefore will require greater levels of consultancy support to deliver the project.

The overall contract value is anticipated to be between £600 - £650k in 2024/2025 and £1.2 to £1.3m in 2025/2026 inclusive of internal fees.

The contract is subject to the approval of funding from Sustrans Scotland Places for Everyone Programme (PfE).

Sustrans' funding model has recently changed such that it covers single financial year awards only. As this will be a multi-year project, the Council will be required to submit a funding request for the 2025/2026 financial year spend.

The contract will include an exit point at the end of 2024/2025 in the event that Sustrans or Transport Scotland do not approve funding for the 2025/2026 financial year.

b Mini Competition 2 – City Centre Traffic Modelling

This Contract will support the Council to undertake a multi-option traffic modelling study to identify a transport network arrangement which optimises provision for active travel and public transport while accommodating necessary vehicular access to support businesses and service requirements of those living, working and operating in the city centre. The project will require the successful tenderer to undertake a comprehensive review of vehicular, cyclist and pedestrian movement within and around the city centre using the latest modelling techniques.

The overall contract value is anticipated to be between £50- £60k in 2024/2025 and £190 to £200k in 2025/2026 inclusive of internal fees.

The contract in 2024/25 will be funded from the Council Capital Plan 2024-2029 – Empowered Communities – City Improvement/Investment Fund

As this will be a multi-year project, the 2025/2026 financial year spend will be subject to the Council securing appropriate funding next year.

The contract will include an exit point at the end of 2024/2025 in the event that funding is not secured for the 2025/2026 financial year.

c Mini Competition 3 – Eden Active Travel Connections

This Contract will support the Council to develop concept designs for high quality, attractive active travel links for people walking, wheeling and cycling from the proposed Eden site to the City Centre (Eastern quarter) and adjacent communities. The project will require the successful tenderer to complete a range of survey, traffic modelling, design and consultation/engagement work.

The overall contract value is anticipated to be between £50 - £60k in 2024/2025 and £50 to £60k in 2025/2026 inclusive of internal fees.

The contract will be funded from the Council Capital Plan 2024-29 – Tackle Climate Change – Sustainable Transport & Infrastructure.



- 4.6 The Council will conduct mini-competitions under the Scotland Excel Framework assessing cost, experience, resources and performance to award each Contract to a single Consultant. Tenders will be evaluated by Council Officers from Transportation and the City Engineers.

## 5 RISK ANALYSIS

- 5.1 There are four standard risks in any procurement and for public sector regulated procurements, a fifth is added, that of the procurement exercise itself breaching the public contracts regulations and leaving the Council open to a legal challenge.

Table 2 – Risk Analysis

Description of Risk	Actions To Be Taken To Manage Risk
<b>Commercial Risk</b> – that either the price objectives are not achieved up front or there are other costs that arise during the contract and diminish the overall benefits.	Low Risk - the contract will be tendered and awarded through a compliant tender procedure, through which all costs have been considered.  Single year funding models will require the Council to submit funding requests for 2025/2026 financial year spend.  The multi-year contracts will include an exit point at the end of 2024/2025 in the event that funders do not approve funding for the 2025/2026 financial year.
<b>Technical Risk</b> – this concerns the difficulty in being able to specify the desired outcome and on the market being unable to deliver to the specification.	Low Risk - the contract will be tendered and awarded through a compliant procedure. Bidders will be required to demonstrate technical competence as part of the tender evaluation process.
<b>Performance Risk</b> – this concerns the ability of suppliers to perform consistently over the life of the contract to deliver the planned benefits.	Low Risk – a contract management process will be put in place with the use of KPI's.
<b>Contractual Risk</b> – being able to remedy the shortcomings in the contractor's performance without severely damaging the contract and about avoiding reliance on the contracted supplier as the contract develops.	Low Risk - DCC are contractually protected via the contract terms and conditions. The consultant shall be proactively managed during the term of the contract.
<b>Procurement Risk</b> – where a procurement is found unsound in law, through the public procurement rules.	Low Risk – this is a regulated contract.  This procurement will involve a mini-competition from an already established legally compliant Framework.

## 6 POLICY IMPLICATIONS

- 6.1 This report has been subject to the Pre-IIA Screening Tool and does not make any recommendations for change to strategy, policy, procedures, services or funding and so has not been subject to an Integrated Impact Assessment. An appropriate Senior Manager has reviewed and agreed with this assessment.

**7 CONSULTATIONS**

7.1 The Council Leadership Team have been consulted in the preparation of this report and are in agreement with its content.

**8 BACKGROUND PAPERS**

8.1 None.

Ewan Macnaughton  
Head of Sustainable Roads and Transport

Author: James Mullen

Robin Presswood  
Executive Director of City Development

Dundee City Council  
Dundee House  
Dundee

RP/EM/JM/KM

7 August 2024

<b>ITEM No ...7.....</b>
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**REPORT TO:** FAIR WORK, ECONOMIC GROWTH AND INFRASTRUCTURE COMMITTEE – 19 AUGUST 2024

**REPORT ON:** TENDERS RECEIVED BY HEAD OF DESIGN AND PROPERTY

**REPORT BY:** EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 200-2024

## 1 PURPOSE OF REPORT

1.1 This report details tenders received and seeks approval on acceptance thereof.

## 2 RECOMMENDATION

2.1 It is recommended that Committee approve the acceptance of the tenders submitted by the undernoted contractors as set out in the report, with the total amount, including allowances detailed in Appendix 1.

## 3 SUMMARY OF PROJECTS TENDERED

3.1 Tenders have been received by the Design and Property Division in relation to the projects detailed below.

<b>Architects Projects - Reference and Description</b>	<b>Contractor</b>
19-51087 - Various Properties - Inspection and Testing of Heating and Ventilation Control Systems	Craigalan Controls Ltd
22-037 – DCA – Replacement Goods and Passenger Lifts	Caltech Ltd

<b>Engineers Projects - Reference and Description</b>	<b>Contractor</b>
P18641 – Broughty Ferry Active Travel – The Esplanade Junctions and crossing improvements	Tayside Contracts
R0246 – St Mary’s & Leonards – Active Travel Stages 0–2 Design	Atkins Realis UK Limited

## 4 FINANCIAL IMPLICATIONS

4.1 The Executive Director of Corporate Services has confirmed that funding for the above projects is available as detailed on the attached sheet.

4.2 Where the Council utilise a national or local framework to procure construction and engineering works, all tenderers that have been assigned to the relevant framework have previously been assessed on a qualitative and cost basis, ensuring a highly competitive benchmark is set for the framework supply chain.

## 5 BACKGROUND PAPERS

5.1 None.

## 6 POLICY IMPLICATIONS

6.1 This report has been subject to the Pre-IIA Screening Tool and does not make any recommendations for change to strategy, policy, procedures, services or funding and so has

not been subject to an Integrated Impact Assessment. An appropriate Senior Manager has reviewed and agreed with this assessment.

## 7 CONSULTATIONS

7.1 The Council Leadership Team were consulted in the preparation of this report.

Neil Martin  
Head of Design and Property

Robin Presswood  
Executive Director of City Development

NM/KM

25 July 2024

Dundee City Council  
Dundee House  
Dundee

## APPENDIX 1

<b>PROJECT</b>	Various Properties – Inspection and Testing of Heating and Ventilation Control Systems				
<b>PROJECT NUMBER</b>	19-51087				
<b>PROJECT INFORMATION</b>	The project consists of the inspection, testing and maintenance of the heating and ventilation control systems within 105 properties, on a 3-year term contract, with the option to extend for 1 plus 1 years. The project was tendered via a Scotland Excel open market tender, with a full quality questionnaire. Submissions were evaluated and the recommendation has been endorsed by Scotland Excel.				
<b>ESTIMATED START AND COMPLETION DATES</b>	November 2024 October 2029				
<b>TOTAL COST</b>	Contract				£777,120.80
	Non-contract allowances				£0.00
	Fees				<u>£77,712.00</u>
	Total				<u>£854,832.80</u>
<b>FUNDING SOURCE</b>					
<b>BUDGET PROVISION &amp; PHASING</b>	2024/2025				£71,236.00
	2025/2026				£178,090.20
	2026/2027				£178,090.20
	2027/2028				£178,090.20
	2028/2029				£178,090.20
	2029/2030				£71,236.00
<b>ADDITIONAL FUNDING</b>	None.				
<b>REVENUE IMPLICATIONS</b>	None.				
<b>POLICY IMPLICATIONS</b>	There are no major issues.				
<b>TENDERS</b>					
	<b>Contractor</b>	<b>Submitted Tender</b>	<b>Corrected Tender</b>	<b>Quality Ranking</b>	<b>Cost/Quality Ranking</b>
	Craigalan Controls Ltd	£777,120.80		1	1
	BMSI Ltd	£548,895.50		2	2
<b>RECOMMENDATION</b>	To approve the tender from Craigalan Controls Ltd				
<b>SUB-CONTRACTORS</b>	None				
<b>BACKGROUND PAPERS</b>	None.				

<b>PROJECT</b>	DCA – Replacement Goods and Passenger Lifts			
PROJECT NUMBER	22-037			
PROJECT INFORMATION	The full replacement of 1nr goods lift and 1 nr passenger lift which serve the DCA complex			
ESTIMATED START AND COMPLETION DATES	November 2024 July 2025			
TOTAL COST	Contract		£458,174.50	
	Non-contract allowances		£15,000.00	
	Fees		<u>£83,000.00</u>	
	Total		<u>£556,174.50</u>	
FUNDING SOURCE	Capital Plan 2024-2029 - Tackle Climate Change – DCA Lifecycle Plant Replacement Programme			
BUDGET PROVISION & PHASING	2022/2023		£981.00	
	2023/2024		£14,629.00	
	2024/2025		£308,894.00	
	2025/2026		£231,670.50	
ADDITIONAL FUNDING	None.			
REVENUE IMPLICATIONS	None.			
POLICY IMPLICATIONS	There are no major issues.			
TENDERS	Procured by mini-competition through DCC Framework for the supply and installation of new lifts. One compliant offer received.			
	<b>Contractor</b>	<b>Submitted Tender</b>	<b>Corrected Tender</b>	<b>Quality Ranking</b>
	Caltech Ltd	£458,174.50		1
				<b>Cost/Quality Ranking</b>
				1
RECOMMENDATION	To approve the tender from Caltech Ltd			
SUB-CONTRACTORS	None			
BACKGROUND PAPERS	None.			

<b>PROJECT</b>	Broughty Ferry to Monifeth Active Travel - Esplanade resurfacing and crossings	
<b>PROJECT NUMBER</b>	P18641	
<b>PROJECT INFORMATION</b>	<p>The Broughty Ferry to Monifeith Active Travel project aims to create a better, safer, environment to walk, cycle, wheel and to encourage both locals and visitors to enjoy a healthier lifestyle through being more active. The proposed works package to be delivered is The Esplanade junction improvement crossings and carriageway resurfacing.</p> <p>This includes new tabletop crossings at the Esplanades junctions with Brook Street, Panmure Street and Rugby Terrace, as proposed in the overall master plan for this project. These interventions will improve pedestrian safety while accessing the new active travel route.</p>	
<b>ESTIMATED START AND COMPLETION DATES</b>	9 September to 29 November 2024	
<b>TOTAL COST</b>	Contract	£731,408.39
	Non-contract Allowances	£73,000.00
	Fees	<u>£80,000.00</u>
	Total	<u>£884,408.39</u>
<b>FUNDING SOURCE</b>	Capital Plan 2024-2029 – Tackle Climate Change and Reach Net Zero Carbon Emissions by 2045 – Broughty Ferry to Monifieth Active Travel Improvements.	
<b>BUDGET PROVISION &amp; PHASING</b>	Capital Plan 2024-2029 – Tackle Climate Change and Reach Net Zero Carbon Emissions by 2045 – Broughty Ferry to Monifieth Active Travel Improvements 2024/2025	£884,408.39
	Contract Award is subject to receiving Transport Scotland funding grant award.	
<b>ADDITIONAL FUNDING</b>	None.	
<b>REVENUE IMPLICATIONS</b>	None.	
<b>POLICY IMPLICATIONS</b>	There are no major issues.	
<b>TENDERS</b>	<p>Negotiated Contract:</p> <p style="text-align: right;"><b>Submitted Tender</b></p> <p><b>Contractor</b></p> <p>Tayside Contracts <span style="float: right;">£731,408.39</span></p>	
<b>RECOMMENDATION</b>	To approve the tender from Tayside Contracts	
<b>SUB-CONTRACTORS</b>	None	
<b>BACKGROUND PAPERS</b>	None.	

<b>PROJECT</b>	St Mary's and Leonard's Drainage Strategy - Active Travel proposals - design stage 0 – 2																																	
<b>PROJECT NUMBER</b>	R0246																																	
<b>PROJECT INFORMATION</b>	<p>Scottish Water (SW) and Dundee City Council (DCC) have jointly developed a drainage strategy to reduce flood risk in the St Marys area of Dundee. Whilst the focus of the strategy is managing storm water, the project provides exciting opportunities to realise multiple benefits for people and nature. The strategy proposes to retrofit multifunctional blue-green infrastructure above ground to reduce the flood risk whilst also delivering other benefits, such as improved water quality, enhanced biodiversity, improving areas of greenspace for walking, cycling, play and recreation, and improving the health and well-being of the community.</p> <p>This tender relates to the provision of services for Active Travel within the Projects main route (Macalpine Road to Harestane Road). The services will provide feasibility and concept design options. This study will allow Council to consider further the aspirations of including these improvements within the wider Project.</p>																																	
<b>ESTIMATED START AND COMPLETION DATES</b>	September 2024 to February 2025																																	
<b>TOTAL COST</b>	Contract		£39,420.00																															
	Non-contract Allowances		£20,000.00																															
	Fees		£5,000.00																															
	Total		<u>£64,420.00</u>																															
<b>FUNDING SOURCE</b>	Capital Plan 2024-2029 – Tackle Climate Change and Reach Net Zero Carbon Emissions by 2045 – St Marys Drainage																																	
<b>BUDGET PROVISION &amp; PHASING</b>	Capital Plan 2024-2029 – Tackle Climate Change and Reach Net Zero Carbon Emissions by 2045 – St Marys Drainage			£64,420.00																														
<b>ADDITIONAL FUNDING</b>	None.																																	
<b>REVENUE IMPLICATIONS</b>	None.																																	
<b>POLICY IMPLICATIONS</b>	There are no major issues.																																	
<b>TENDERS</b>	<p>The Tenderers have been chosen from the Scotland Excel Engineering and Technical Consultancy Framework 0820 Lot 2</p> <table border="1"> <thead> <tr> <th>Contractor</th> <th>Submitted Tender</th> <th>Corrected Tender</th> <th>Quality Ranking</th> <th>Cost/Quality Ranking</th> </tr> </thead> <tbody> <tr> <td>Atkins Realis UK</td> <td>£39,420.00</td> <td>N/A</td> <td>1=</td> <td>1</td> </tr> <tr> <td>Jacobs</td> <td>£65,000.00</td> <td>N/A</td> <td>1=</td> <td>2</td> </tr> <tr> <td>Sweco</td> <td>£99,661.00</td> <td>N/A</td> <td>1=</td> <td>3</td> </tr> <tr> <td>Aecom</td> <td>£99,955.80</td> <td>N/A</td> <td>1=</td> <td>4</td> </tr> <tr> <td>Amey</td> <td>£163,623.00</td> <td>N/A</td> <td>1=</td> <td>5</td> </tr> </tbody> </table>				Contractor	Submitted Tender	Corrected Tender	Quality Ranking	Cost/Quality Ranking	Atkins Realis UK	£39,420.00	N/A	1=	1	Jacobs	£65,000.00	N/A	1=	2	Sweco	£99,661.00	N/A	1=	3	Aecom	£99,955.80	N/A	1=	4	Amey	£163,623.00	N/A	1=	5
Contractor	Submitted Tender	Corrected Tender	Quality Ranking	Cost/Quality Ranking																														
Atkins Realis UK	£39,420.00	N/A	1=	1																														
Jacobs	£65,000.00	N/A	1=	2																														
Sweco	£99,661.00	N/A	1=	3																														
Aecom	£99,955.80	N/A	1=	4																														
Amey	£163,623.00	N/A	1=	5																														
<b>RECOMMENDATION</b>	To accept the tender from Atkins Realis.																																	
<b>SUB-CONTRACTORS</b>	None																																	
<b>BACKGROUND PAPERS</b>	None.																																	



**ITEM No ...8.....**

**REPORT TO:** FAIR WORK, ECONOMIC GROWTH AND INFRASTRUCTURE COMMITTEE

**REPORT ON:** TENDERS RECEIVED BY HEAD OF DESIGN AND PROPERTY

**REPORT BY:** EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 182-2024

**1 PURPOSE OF REPORT**

- 1.1 This report details tenders received following Sourcing Strategy Report 118-2024 and seeks approval on acceptance thereof.
- 1.2 This report has been brought forward out-with the Committee cycle to ensure that orders can be placed, and programmes met within the school holiday period, ensuring the accommodation is available for curriculum delivery at the start of the new term.

**2 RECOMENDATION**

- 2.1 It is recommended that Committee approve the acceptance of the tenders submitted by the undernoted contractor as set out in the report, with the total amount, including allowances detailed in Appendix 1.

**3 SUMMARY OF PROJECTS TENDERED**

- 3.1 A tender has been received by the Design and Property Division in relation to the project detailed below.

<b>Architects Projects - Reference and Description</b>	<b>Contractor</b>
22-6021 – Mill O’Mains Primary School – Enhanced Support Area Unit	Robertson Construction Tayside Ltd
23-6012 – St John’s RC High School – Balmerino Block Enhanced Support Area Unit	Robertson Construction Tayside Ltd
23-6003 – St John’s RC High School – Pool Liner, Glulam Beams and Pool Plantroom Upgrade	Robertson Construction Tayside Ltd

**4 FINANCIAL IMPLICATIONS**

- 4.1 The Executive Director of Corporate Services has confirmed that funding for the above projects is available as detailed on the attached sheet. The tenders for the above projects require committee approval in accordance with the thresholds set within the sourcing strategy report.
- 4.2 Where the Council utilise a national or local framework to procure construction and engineering works, all tenderers that have been assigned to the relevant framework have previously been assessed on a qualitative and cost basis, ensuring a highly competitive benchmark is set for the framework supply chain.

**5 BACKGROUND PAPERS**

- 5.1 Detailed information relating to the tenders is included on the attached appendix. To ensure Best Value, the construction works in this report have been procured using the general guidance contained in the following documents approved by the Council:

- a Report: 216-2018 – Corporate Procurement Strategy 2018-2020;

- b Report: 356-2009 - Construction Procurement Policy; and
- c Standing Orders - Tender Procedures of the Council.

5.2 All tenders are checked by professionally qualified officers of the appropriate construction discipline to ensure that the recommended offers represent Best Value.

## **6 POLICY IMPLICATIONS**

6.1 This report has been subject to the Pre-IIA Screening Tool and does not make any recommendations for change to strategy, policy, procedures, services or funding and so has not been subject to an Integrated Impact Assessment. An appropriate Senior Manager has reviewed and agreed with this assessment.

## **7 CONSULTATIONS**

7.1 The Council Leadership Team were consulted in the preparation of this report.

In view of the timescales involved this report was approved by the Executive Director of City Development in consultation with the Convener of the Fair Work, Economic Growth and Infrastructure Committee, Labour Group Spokesperson, Liberal Democrat Group Spokesperson and the Scottish Conservative and Unionist Party Member.

*Robin Presswood*

Executive Director of City Development

30/05/2024

Date

*Cllr Steven Rome*

Convener of Fair Work, Economic Growth and Infrastructure Committee

30/05/2024

Date

*Cllr Georgia Cruickshank*

Labour Group Spokesperson

30/05/2024

Date

*Bailie Fraser Macpherson*

Liberal Democrat Group Spokesperson

30/05/2024

Date

*Bailie Derek Scott*

Scottish Conservative and Unionist Party Member

31/05/2024

Date

Dundee City Council  
Dundee House  
Dundee

NM/MM/KM

9 May 2024

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## APPENDIX 1

<b>PROJECT</b>	Mill O'Mains Primary School – Enhanced Support Area Unit	
<b>PROJECT NUMBER</b>	22-6021	
<b>PROJECT INFORMATION</b>	The works comprise the conversion of an existing school resource room to an Enhanced Support Area Unit. The room will be subdivided providing two clear support areas, incorporating activity spaces, craft area, snack preparation, quiet space, with access to outside space, and an accessible WC with changing table.	
<b>ESTIMATED START AND COMPLETION DATES</b>	July 2024 August 2024	
<b>TOTAL COST</b>	Contract	£203,058.19
	Non-Contract Allowances	£20,000.00
	Fees	£50,000.00
	<b>Total</b>	<b>£273,058.19</b>
<b>FUNDING SOURCE</b>	Capital Plan 2024-2029 – Design a Modern Council – Property Lifecycle Development Programme – Structural Improvements & Property Upgrades	
<b>BUDGET PROVISION &amp; PHASING</b>	2022/2023	£371.70
	2023/2024	£38,773.00
	2024/2025	£233,913.49
<b>ADDITIONAL FUNDING</b>	None	
<b>REVENUE IMPLICATIONS</b>	None	
<b>POLICY IMPLICATIONS</b>	There are no major issues.	
<b>TENDERS</b>	Direct award through MPF2 - Places for People Procurement HUB Framework	
	<b>Contractor</b>	<b>Cost</b>
	Robertson Construction Tayside Limited	£203,058.19
<b>RECOMMENDATION</b>	Acceptance of offer.	
<b>SUB-CONTRACTORS</b>	None.	
<b>BACKGROUND PAPERS</b>	None.	

<b>PROJECT</b>	St John's RC High School – Balmerino Block Enhanced Support Area Toilet Changing Facilities	
PROJECT NUMBER	23-6012	
PROJECT INFORMATION	The works comprise the conversion of an existing staff base and store, to provide a new staff base, enhanced accessible toilet and changing facilities, with hoist, and the forming of a “quiet space” in one of the new ESA classrooms in the Balmerino Block	
ESTIMATED START AND COMPLETION DATES	July 2024 August 2024	
TOTAL COST	Contract	£240,915.76
	Non-Contract Allowances	£15,000.00
	Fees	<u>£30,000.00</u>
	Total	<u>£285,915.76</u>
FUNDING SOURCE	Capital Plan 2024-2029 – Design a Modern Council – Property Lifecycle Development Programme – Structural Improvements & Property Upgrades	
BUDGET PROVISION & PHASING	2023/2024	£18,562.10
	2024/2025	£267,353.66
ADDITIONAL FUNDING	None	
REVENUE IMPLICATIONS	None	
POLICY IMPLICATIONS	There are no major issues.	
TENDERS	Direct award through MPF2 - Places for People Procurement HUB Framework	
	<b>Contractor</b>	<b>Cost</b>
	Robertson Construction Tayside Limited	£240,915.76
RECOMMENDATION	Acceptance of offer.	
SUB-CONTRACTORS	None.	
BACKGROUND PAPERS	None.	

<b>PROJECT</b>	St John's RC High School – Pool Liner, Glulam Beams and Pool Plantroom Upgrade	
<b>PROJECT NUMBER</b>	23-6003	
<b>PROJECT INFORMATION</b>	The works at St John's RC High School comprise the relining of the existing swimming pool, upgrade of the pool plantroom and all associated pool plant, and refurbishment of the structural glulam beams over the pool, including decorative enhancement to extend the life of the structural components.	
<b>ESTIMATED START AND COMPLETION DATES</b>	July 2024 August 2024	
<b>TOTAL COST</b>	Contract	£320,444.56
	Non-Contract Allowances	£15,000.00
	Fees	<u>£35,000.00</u>
	Total	<u>£370,444.56</u>
<b>FUNDING SOURCE</b>	Capital Plan 2024-2029 – Design a Modern Council – Property Lifecycle Development Programme – Lifecycle Property Improvements	
<b>BUDGET PROVISION &amp; PHASING</b>	2023/2024	£14,577.95
	2024/2025	£355,866.61
<b>ADDITIONAL FUNDING</b>	None	
<b>REVENUE IMPLICATIONS</b>	None	
<b>POLICY IMPLICATIONS</b>	There are no major issues.	
<b>TENDERS</b>	Direct award through MPF2 - Places for People Procurement HUB Framework	
	<b>Contractor</b>	<b>Cost</b>
	Robertson Construction Tayside Limited	£320,444.56
<b>RECOMMENDATION</b>	Acceptance of offer.	
<b>SUB-CONTRACTORS</b>	None.	
<b>BACKGROUND PAPERS</b>	None.	

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**ITEM No ...9.....**

**REPORT TO:** FAIR WORK, ECONOMIC GROWTH AND INFRASTRUCTURE COMMITTEE

**REPORT ON:** TENDERS RECEIVED BY HEAD OF DESIGN AND PROPERTY

**REPORT BY:** EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 203-2024

**1 PURPOSE OF REPORT**

- 1.1 This report details tenders received following Sourcing Strategy Report 118-2024 (Article X of the Minute of the Meeting of the Fair Work, Economic Growth and Infrastructure Committee held on 22 April 2024 refers) and seeks approval on acceptance thereof.
- 1.2 This report has been brought forward out-with the Committee cycle to ensure that orders can be placed and programmes met within the school holiday period ensuring the Wifi installation is complete at the start of the new term.

**2 RECOMENDATION**

- 2.1 It is recommended that Committee approve the acceptance of the tender submitted by the undernoted contractor as set out in the report, with the total amount, including allowances detailed in Appendix 1.

**3 SUMMARY OF PROJECTS TENDERED**

- 3.1 A tender has been received by the Design and Property Division in relation to the project detailed below.

Architects Projects - Reference and Description	Contractor
22-6025 – Various Primary and Nursery Schools – Wifi Installation Phase 4	North SV Ltd

**4 FINANCIAL IMPLICATIONS**

- 4.1 The Executive Director of Corporate Services has confirmed that funding for the above project is available as detailed on the attached sheet. The tender for the above project requires committee approval in accordance with the thresholds set within the sourcing strategy report.
- 4.2 Where the Council utilise a national or local framework to procure construction and engineering works, all tenderers that have been assigned to the relevant framework have previously been assessed on a qualitative and cost basis, ensuring a highly competitive benchmark is set for the framework supply chain.

**5 BACKGROUND PAPERS**

- 5.1 Detailed information relating to the tenders is included on the attached appendix. To ensure Best Value, the construction works in this report have been procured using the general guidance contained in the following documents approved by the Council:
- a Report: 156 - 2024 – Corporate Procurement Strategy 2024- 2027;
  - b Report: 356-2009 - Construction Procurement Policy; and
  - c Standing Orders - Tender Procedures of the Council.

- 5.2 All tenders are checked by professionally qualified officers of the appropriate construction discipline to ensure that the recommended offers represent Best Value.

## **6 POLICY IMPLICATIONS**

- 6.1 This report has been subject to the Pre-IIA Screening Tool and does not make any recommendations for change to strategy, policy, procedures, services or funding and so has not been subject to an Integrated Impact Assessment. An appropriate Senior Manager has reviewed and agreed with this assessment.

## **7 CONSULTATIONS**

- 7.1 The Council Leadership Team were consulted in the preparation of this report.

In view of the timescales involved this report was approved by the Executive Director of City Development in consultation with the Convener of the Fair Work, Economic Growth and Infrastructure Committee, Labour Group Spokesperson, Liberal Democrat Group Spokesperson and the Scottish Conservative and Unionist Party Member.

*Robin Presswood*

Executive Director of City Development

20<sup>th</sup> June, 2024

Date

*Clr Steven Rome*

Convener of Fair Work, Economic Growth and Infrastructure Committee

20<sup>th</sup> June, 2024

Date

*Clr Georgia Cruickshank*

Labour Group Spokesperson

24<sup>th</sup> June, 2024

Date

*Bailie Fraser Macpherson*

Liberal Democrat Group Spokesperson

20<sup>th</sup> June, 2024

Date

*Bailie Derek Scott*

Scottish Conservative and Unionist Party Member

21<sup>st</sup> June, 2024

Date

Dundee City Council  
Dundee House  
Dundee

NM/MM/KM

19 June 2024

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## APPENDIX 1

<b>PROJECT</b>	Various Primary and Nursery Schools – Wifi Installation Phase 4	
<b>PROJECT NUMBER</b>	22-6025	
<b>PROJECT INFORMATION</b>	The works comprise the installation of new, and extension of existing data cabling to Wifi access points at 9 Primary and Nursery Schools.	
<b>ESTIMATED START AND COMPLETION DATES</b>	Start July 2024 End October 2024	
<b>TOTAL COST</b>	Contract	£60,155.44
	Non-Contract Allowances	£5,000.00
	Fees	£8,000.00
	<b>Total</b>	<b><u>£73,155.44</u></b>
<b>FUNDING SOURCE</b>	Capital Plan 2024-29 – Design a Modern Council – Purchase Computer Equipment – Purchase of Education Computers	
<b>BUDGET PROVISION &amp; PHASING</b>	2023/2024	£1,700.00
	2024/2025	£71,455.44
<b>ADDITIONAL FUNDING</b>	None	
<b>REVENUE IMPLICATIONS</b>	None	
<b>POLICY IMPLICATIONS</b>	There are no major issues.	
<b>TENDERS</b>	Procured through DCC Framework for the Supply and installation of Data Cabling. One compliant offer received.	
	<b>Contractor</b>	<b>Cost</b>
	North SV Ltd, Renfrew	£60,155.44
<b>RECOMMENDATION</b>	To accept the offer from North SV Ltd	
<b>SUB-CONTRACTORS</b>	None.	
<b>BACKGROUND PAPERS</b>	None.	

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**APPENDIX 2****LIST OF SCHOOLS AND NURSERIES RECEIVING WIFI INSTALLATION**

Ancrum Primary School  
Ardler Primary School  
Barnhill Primary School  
Craigiebarns Primary School  
Dens Road Primary School  
Eastern Primary School  
Forthill Primary School  
Glebelands Primary School  
St Marys Primary School

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<b>ITEM No ...10.....</b>
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**REPORT TO:** FAIR WORK, ECONOMIC GROWTH AND INFRASTRUCTURE COMMITTEE

**REPORT ON:** TENDERS RECEIVED BY HEAD OF DESIGN AND PROPERTY

**REPORT BY:** EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 208-2024

## **1 PURPOSE OF REPORT**

- 1.1 This report details tenders received and seeks approval on acceptance thereof.
- 1.2 This report has been brought forward out-with the Committee cycle to ensure the funding timescale requirements can be met and the survey and investigation works can be undertaken in August when river levels are predicted to be at their lowest.

## **2 RECOMMENDATION**

- 2.1 It is recommended that Committee approve the acceptance of the tender submitted by the undernoted contractor as set out in the report, with the total amount, including allowances detailed in Appendix 1.

## **3 SUMMARY OF PROJECTS TENDERED**

- 3.1 A tender has been received by the Design and Property Division in relation to the project detailed below.

<b>Architects Projects - Reference and Description</b>	<b>Contractor</b>
R3180 – Dighty Restoration Feasibility Study	AECOM Ltd

## **4 FINANCIAL IMPLICATIONS**

- 4.1 The Executive Director of Corporate Services has confirmed that funding for the above projects is available as detailed on the attached sheet.
- 4.2 Where the Council utilise a national or local framework to procure construction and engineering works, all tenderers that have been assigned to the relevant framework have previously been assessed on a qualitative and cost basis, ensuring a highly competitive benchmark is set for the framework supply chain.

## **5 BACKGROUND PAPERS**

- 5.1 Detailed information relating to the tenders is included on the attached appendix. To ensure Best Value, the construction works in this report have been procured using the general guidance contained in the following documents approved by the Council:
- 5.2 Report: 216-2018 – Corporate Procurement Strategy 2024-2027.
- 5.3 Report: 356-2009 - Construction Procurement Policy; and
- 5.4 Standing Orders - Tender Procedures of the Council.
- 5.5 All tenders are checked by professionally qualified officers of the appropriate construction discipline to ensure that the recommended offers represent Best Value.

**6 POLICY IMPLICATIONS**

- 6.1 This report has been subject to the Pre-IIA Screening Tool and does not make any recommendations for change to strategy, policy, procedures, services or funding and so has not been subject to an Integrated Impact Assessment. An appropriate Senior Manager has reviewed and agreed with this assessment.

**7 CONSULTATIONS**

- 7.1 The Council Leadership Team were consulted in the preparation of this report.

Gary Brady  
Senior Manager – City Engineer

In view of the timescales involved this report was approved by the Executive Director of City Development in consultation with the Convener of the Fair Work, Economic Growth and Infrastructure Committee, Labour Group Spokesperson, Liberal Democrat Group Spokesperson and the Scottish Conservative and Unionist Party Member.

*Robin Presswood*

Executive Director of City Development

15<sup>th</sup> July 2024

Date

*Councillor Steven Rome*

Convener of Fair Work, Economic Growth and Infrastructure Committee

16<sup>th</sup> July 2024

Date

*Councillor Georgia Cruickshank*

Labour Group Spokesperson

16<sup>th</sup> July 2024

Date

*Bailie Fraser Macpherson*

Liberal Democrat Group Spokesperson

17<sup>th</sup> July 2024

Date

*Bailie Derek Scott*

Scottish Conservative and Unionist Party Member

17<sup>th</sup> July 2024

Date

Dundee City Council  
Dundee House  
Dundee

NM/MM/KM

23 May 2024

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## APPENDIX 1

<b>PROJECT</b>	Dighty Restoration Feasibility Study				
<b>PROJECT NUMBER</b>	R3180				
<b>PROJECT INFORMATION</b>	<p>Dundee City Council (DCC) and the Scottish Environment Protection Agency (SEPA) are working together to undertake a feasibility study into the potential river restoration project on the Dighty Water in Dundee.</p> <p>The Scottish Governments Water Environment Fund, WEF, managed by SEPA allocates funding to improve degraded rivers in deprived communities to enhance their local environment. Using this fund, we want to restore the river channels morphological condition, expand available habitat, improve biodiversity and create attractive and accessible green river corridor that can be used for active travel, Flood protection benefits and recreation to improve health and well-being.</p> <p>This is the initial stages of the project to investigate what can be feasibly achieved in the space available. Investigating current land use, habitats and potential opportunities along with consultation with existing groups that have an interest in the Dighty.</p>				
<b>ESTIMATED START AND COMPLETION DATES</b>	Start August 2024 End March 2025				
<b>TOTAL COST</b>	Contract				£89,991.76
	Non-Contract Allowances				£0
	Fees				£10,008.24
	Total				<u>£100,000.00</u>
<b>FUNDING SOURCE</b>	SEPA and Scottish Government Water Environment Fund – Full Grant Award to Dundee City Council				
<b>BUDGET PROVISION &amp; PHASING</b>	2024/2025				£100,000.00
<b>ADDITIONAL FUNDING</b>	None				
<b>REVENUE IMPLICATIONS</b>	None				
<b>POLICY IMPLICATIONS</b>	There are no major issues.				
<b>TENDERS</b>	<b>Contractor</b>	<b>Submitted Tender</b>	<b>Corrected Tender</b>	<b>Quality Ranking</b>	<b>Cost/Quality Ranking</b>
	Mott Macdonald Ltd	£179,940.64	N/A	3	3
	AECOM Ltd	£89,991.76	N/A	1	1
	Jeremy Benn Associates Ltd	£149,856.93	N/A	2	2
<b>RECOMMENDATION</b>	To accept the offer from AECOM Ltd				
<b>SUB-CONTRACTORS</b>	None.				
<b>BACKGROUND PAPERS</b>	None.				

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<b>ITEM No ...11.....</b>
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**REPORT TO:** FAIR WORK, ECONOMIC GROWTH AND INFRASTRUCTURE COMMITTEE

**REPORT ON:** TENDERS RECEIVED BY HEAD OF DESIGN AND PROPERTY

**REPORT BY:** EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 212-2024

## 1 PURPOSE OF REPORT

- 1.1 This report details tenders received and seeks approval on acceptance thereof.
- 1.2 This report has been brought forward out-with the Committee cycle to ensure that appropriate financial and procurement approvals are in place for the intended works to improve security controls in Dundee House.

## 2 RECOMMENDATION

- 2.1 It is recommended that Committee approve the acceptance of the tender submitted by the undernoted contractor as set out in the report, with the total amount, including allowances detailed in Appendix 1.

## 3 SUMMARY OF PROJECTS TENDERED

- 3.1 A tender has been received by the Design and Property Division in relation to the project detailed below. An Invitation to Quote (ITQ for low value works) was issued to the contractors appropriately qualified to interface with the installed system and the single contractor noted below returned a qualifying submission representing best value.

Architects Projects - Reference and Description	Contractor
23-009 – Dundee House Proposed Controlled Access	CHUBB LTD

## 4 FINANCIAL IMPLICATIONS

- 4.1 The Executive Director of Corporate Services has confirmed that funding for the above projects is available as detailed on the attached sheet.
- 4.2 Where the Council utilise a national or local framework to procure construction and engineering works, all tenderers that have been assigned to the relevant framework have previously been assessed on a qualitative and cost basis, ensuring a highly competitive benchmark is set for the framework supply chain.

## 5 BACKGROUND PAPERS

- 5.1 Detailed information relating to the tenders is included on the attached appendix. To ensure Best Value, the construction works in this report have been procured using the general guidance contained in the following documents approved by the Council:
- a Report: 216-2018 – Corporate Procurement Strategy2024-2027;
  - b Report: 356-2009 - Construction Procurement Policy; and
  - c Standing Orders - Tender Procedures of the Council.

- 5.2 All tenders are checked by professionally qualified officers of the appropriate construction discipline to ensure that the recommended offers represent Best Value.

## **6 POLICY IMPLICATIONS**

- 6.1 This report has been subject to the Pre-IIA Screening Tool and does not make any recommendations for change to strategy, policy, procedures, services or funding and so has not been subject to an Integrated Impact Assessment. An appropriate Senior Manager has reviewed and agreed with this assessment.

## **7 CONSULTATIONS**

- 7.1 The Council Leadership Team were consulted in the preparation of this report.

Andrea Wilson  
Architectural Service Manager



In view of the timescales involved this report was approved by the Executive Director of City Development in consultation with the Convener of the Fair Work, Economic Growth and Infrastructure Committee, Labour Group Spokesperson, Liberal Democrat Group Spokesperson and the Scottish Conservative and Unionist Party Member.

*Robin Presswood*

Executive Director of City Development

16<sup>th</sup> July 2024

Date

*Councillor Steven Rome*

Convener of Fair Work, Economic Growth and Infrastructure Committee

16<sup>th</sup> July 2024

Date

*Councillor Georgia Cruickshank*

Labour Group Spokesperson

16<sup>th</sup> July 2024

Date

*Bailie Fraser Macpherson*

Liberal Democrat Group Spokesperson

19<sup>th</sup> July 2024

Date

*Bailie Derek Scott*

Scottish Conservative and Unionist Party Member

17<sup>th</sup> July 2024

Date

Dundee City Council  
Dundee House  
Dundee

NM/MM/KM

10 July 2024

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## APPENDIX 1

<b>PROJECT</b>	Dundee House Proposed Controlled Access	
<b>PROJECT NUMBER</b>	23-009	
<b>PROJECT INFORMATION</b>	The works comprise the addition of Lenel swipe-card controls to all general pass-doors in Dundee House for improved security.	
<b>ESTIMATED START AND COMPLETION DATES</b>	Start August 2024 End September 2024	
<b>TOTAL COST</b>	Contract	£121,444.79
	Non-Contract Allowances	£10,000.00
	Fees	£15,000.00
	<b>Total</b>	<b>£146,444.79</b>
<b>FUNDING SOURCE</b>	Capital Plan 2024-29 – Design a Modern Council – Property Lifecycle Development Programme – Lifecycle Property Improvements	
<b>BUDGET PROVISION &amp; PHASING</b>	2023/2024	£9,820.00
	2024/2025	£136,624.79
<b>ADDITIONAL FUNDING</b>	None	
<b>REVENUE IMPLICATIONS</b>	None	
<b>POLICY IMPLICATIONS</b>	There are no major issues.	
<b>TENDERS</b>	<b>Contractor</b>	<b>Cost</b>
	CHUBB LTD	£121,444.79
<b>RECOMMENDATION</b>	To accept the offer from CHUBB LTD	
<b>SUB-CONTRACTORS</b>	None.	
<b>BACKGROUND PAPERS</b>	None.	