

<b>Report to Accountability Board</b>	<b>Forward Plan reference number:</b> N/A
<b>Date of Accountability Board Meeting:</b>	<b>12<sup>th</sup> April 2019</b>
<b>Date of report:</b>	<b>22<sup>th</sup> March 2019</b>
<b>Title of report:</b>	<b>A13 widening update report</b>
<b>Report by:</b>	<b>Paul Rogers, Programme Manager Major Schemes, Thurrock Council</b>
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## **1. Purpose of report**

- 1.1 The purpose of this report is to provide the Accountability Board (the Board) with an update on the A13 widening project (the Project).

## **2. Recommendations**

- 2.1 The Board is asked to:

- 2.1.1 **Note** the update set out within this report on the A13 widening Project.

## **3. Background**

- 3.1 The Project involves widening the A13 Stanford le Hope Bypass from 2 to 3 lanes in both directions, from the junction with the A128 (Orsett Cock roundabout) in the west and the A1014 (the Manorway) to the east. Once the Project is completed in Autumn 2020, there will be a continuous three lane carriageway from the M25 to Stanford le Hope, which will reduce congestion, improve journey times and support further economic growth along this corridor.

## **4. A13 Project Delivery Update**

- 4.1 The A13 Project is helping to boost Thurrock's economy. In December 2018 alone, the project invested nearly £320,000 in contracts with local small and medium enterprises based within a 10 miles radius of the site.
- 4.2 Since the last Board update in September 2018, good progress has been made towards the delivery of the Project as follows:
- 4.2.1 Design packages for Pavements, Orsett Cock structures, Earth retaining structures, Traffic signals and Traffic signs have been reviewed and are currently being updated ready for issuing for construction.

- 4.2.2 A temporary 40mph speed restriction is now in place on the A13, with narrow lanes, camera enforcement and free vehicle recovery service.
- The narrow lanes enable works to take place at the side of the road, without having to reduce the number of lanes available.
- 4.2.3 In addition, a 30mph speed limit is in place around the Orsett Cock roundabout and on the A1013, Stanford Road to help construction vehicles safely access storage areas and compounds along the route. This will also help reduce traffic noise and vibration for local residents. Additional signs have been ordered to increase driver awareness and improve compliance with the new lower speed limit.
- 4.2.4 Drainage installation and earthworks have started, to enable the construction of new lanes. This work is taking place behind the temporary barrier and is not impacting on road users.
- 4.2.5 Work is underway to remove the existing road signs, crash barrier and noise fencing. These features will be replaced when the construction works in each area are complete.
- 4.2.6 At Orsett Cock roundabout, preparations are underway to start the piled foundations for the new east and west bridges. As part of this work, there will be overnight road closures under the junction on the A13 from late April until September 2019, with traffic diverted via the slip roads and roundabout.
- 4.2.7 At Horndon Road Bridge, work is continuing to build new bridge foundations and embankments. Piling works will take place near the existing bridge and be noisy at times. To minimise disruption to residents, this work will take place during daytime hours.
- 4.2.8 Utilities work is taking place at various locations. This includes gas diversions, which will require temporary traffic lights on Stanford Road (adjacent to Park Road). In addition, gas main works will take place near Saffron Gardens Bridge.
- 4.2.9 Preparations are being finalised for the diversion of two high pressure gas pipelines – NTS Feeder 5 and the Baker Street to Canvey pipeline.
- 4.2.10 Archaeological investigations are taking place at the Orsett Cock roundabout and near the Manorway junction to identify any items of historical interest.

## **5. Update on Project expenditure**

- 5.1 At the time of preparing the LGF update for the April Board, total LGF expenditure in 2018/19 stood at £13.799m. This is slightly ahead of profile presented to the Board in November 2018 but still presents a slippage relative to the planned spend of £30.154m planned at the outset of the financial year.

5.2 Table 1 below shows the actual spend for 2016/17 to 2018/19 and forecast spend for 2019/20 through to 2021/22.

5.3 The Project remains on track to deliver within budget.

**Table 1 Project Funding Profile, April 2019 (£m)**

LGF	16/17	17/18	18/19	19/20	20/21	21/22	Total
As reported to Board in November 2018							
SELEP Development Funding	2.708		2.292				5.000
DfT Retained Scheme Funding		13.408	11.483	25.011	16.155		66.057
Third Party Funding						7.809	7.809
Total	2.708	13.408	13.775	25.011	16.155	7.809	78.866
April 2019 Update							
SELEP Development Funding	2.708		2.292				5.000
DfT Retained Scheme Funding		13.408	11.507	25.011	16.131		66.057
Third Party Funding						7.869	7.869
Total	2.708	13.408	13.799	25.011	16.131	7.869	78.926

## 6. Update on programme

6.1 The programme remains similar to that presented to the Board in November 2018. The overall timeframe for construction has extended by one month and is now expected to be completed 1<sup>st</sup> December 2020. This is due mainly to delays in completing the detail design.

6.2 The risk register is reviewed and updated with contractors on a monthly basis. A summary version of this risk register is included in Appendix A.

6.3 No substantive risks have been identified to bring to the Board's attention.

## 7. Financial Implications (Accountable Body comments)

7.1 It is noted that no further slippage is reported in 2018/19 beyond that reported in November 2018. Also, although a number of risks to delivery are identified in Appendix A, at present, Thurrock Council have confirmed that the cost of these risks can be contained within the contingency incorporated within the Project budget.

7.2 The DfT funding for this Project is transferred on an annual basis under Section 31 of the Local Government Act 2003. Whilst the DfT have confirmed

their intention to fund this Project up to the value set out in Table 1 above, at the time of writing this report, the grant confirmation letter has not yet been received for 2019/20.

## **8. Legal Implications (Accountable Body comments)**

8.1 There are no legal implications arising from this report

## **9. Staffing and other resource implications (Accountable Body comments)**

9.1 None at present.

## **10. Equality and Diversity implication**

- 10.1 Section 149 of the Equality Act 2010 creates the public sector equality duty which requires that when a public sector body makes decisions it must have regard to the need to:
- (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act
  - (b) Advance equality of opportunity between people who share a protected characteristic and those who do not.
  - (c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.
- 10.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation.
- 10.3 In the course of the development of the project business case, the delivery of the Project and the ongoing commitment to equality and diversity, the promoting local authority will ensure that any equality implications are considered as part of their decision making process and where possible identify mitigating factors where an impact against any of the protected characteristics has been identified.

## **11. List of Appendices**

11.1 Appendix A – A13 Widening Post Mitigation Risk Assessment

## **12. List of Background Papers**

- Business Case for A13 Widening Project
- Accountability Board A13 Widening Update Report– 16<sup>th</sup> November 2018
- Accountability Board A13 Widening Update Report – 14<sup>th</sup> September 2018
- Accountability Board A13 Wincheap Update Report – 15<sup>th</sup> June 2018
- Accountability Board A13 Wincheap Update Report - 16<sup>th</sup> March 2018
- Accountability Board A13 Wincheap Update Report – 17<sup>th</sup> November 2017

(Any request for any background papers listed here should be made to the person named at the front of the report who will be able to help with any enquiries)

Role	Date
<b>Accountable Body sign off</b>  Stephanie Mitchener (On behalf of Margaret Lee, S151 Officer Essex County Council)	04/04/19



## Appendix A – A13 Widening Project *Post Mitigation Risk Assessment*

Risk Event	Post mitigation probability	Post mitigation impact	Mitigation
R028: The existing pavement may be in poor condition and require additional strengthening	75%	£1,250,000	<ol style="list-style-type: none"> <li>1. Additional pavement coring/testing investigations completed.</li> <li>2. Pavement core assessment carried out within the detailed design stage to assess pavement condition.</li> <li>3. Currently design is showing circa 30% of pavement will need full depth reconstruction. Teams are investigating options to mitigate the need for this which may mean further phases of works are introduced or design changes are needed. Kier investigating construction of current design, if substantial delays then further re-design maybe needed.</li> </ol>
R231: Construction contractor may be delayed in progressing the construction works resulting in increased costs and programme delays	80%	£600,000	<ol style="list-style-type: none"> <li>1. Regularly review programme for the deliverables with all parties at the weekly production planning meetings (previously collaborative meetings). Meetings have been held. Drawings for construction (drainage) have been issued.</li> <li>2. Meetings held with Aecom to discuss ways to broker design solutions/expedite design delivery. Meetings have been held and positive solutions found.</li> <li>3. Convene meeting with whole team to identify ways to accelerate design delivery - COMPLETE</li> <li>4. Delivery of WIP design info to expedite final comments from review team - design being issued through Sharepoint for discussion, again has been useful / productive</li> <li>5. Resourcing and sequencing of construction works</li> <li>6. Urgent packages now include piling and earthworks which are imminent for release. WiP can be released and begin procurement to mitigate delay</li> </ol>

Risk Event	Post mitigation probability	Post mitigation impact	Mitigation
			for piling. Invite TAA design reviews to expedite release of design
R001: Risk of extent and complexity of Statutory Undertakers diversions and protective measures adds to programme delays and increases budgeted project costs	30%	£300,000	<ol style="list-style-type: none"> <li>1. C4 estimates have been provided. Indicative estimate for BT who insist on final design before they will price but they will not order materials until their diversion works have been firmed up. Packages have been issued to BT to allow them provide their C4 and BT should be able to produce their estimate swiftly. BT to be invited to meeting W/C 04 March 2019</li> <li>2. Other utilities yet to finalise their diversionary works based upon the completed design but are 'on board'</li> <li>3. Further testing of pipelines being undertaken in certain locations - pipes need to be exposed.</li> </ol>
R086: Staff fatigue results in high turn-over of staff and/ or increased levels of sickness	25%	£50,000	<ol style="list-style-type: none"> <li>1. Develop plan for staff support from above and below the organisations.</li> <li>2. Ensure maximum hours are not exceeded both at work and door to door</li> <li>3. Manage shift work to combat any fatigue</li> <li>4. Tool box talks to be rolled out covering this subject</li> <li>5. Driver training for people travelling long distances.</li> <li>6. Part time OH nurse in place to give people health checks</li> <li>7. H&amp;S manager checking working hours regular and intervene where necessary</li> </ol>
R172: The disposal volume - may exceed plans at significant expense.	40%	£800,000	<ol style="list-style-type: none"> <li>1. Ground investigation will provide material confirmation and laboratory testing to inform suitability for reuse</li> <li>2. Detailed design identifies greater volume of disposal than in preliminary design</li> <li>3. Until sub base design is in place risk remains volumes may increase</li> <li>4. Possible construction of environmental features to use excess materials</li> </ol>



Risk Event	Post mitigation probability	Post mitigation impact	Mitigation
R228: The Contractor may need to change method of working to accommodate working restrictions imposed by Statutory Undertakers.	35%	£650,000	<ol style="list-style-type: none"> <li>1. Liaising with the Statutory Undertakers during the design phase to establish any specific working restrictions.</li> <li>2. Contractor to programme works to take account of any restrictions identified.</li> <li>3. Contractor to push the SU's to provide responses sooner and more swiftly to ensure any restrictions are minimised</li> <li>4. Contractor to set up meeting asap with NGG plant protection to resolve the directional drills issues and allowing subcontractor to work on this.</li> <li>5. NGG have been engaged, there remains a need to establish an acceptable method of work to pass above feeder 18. And piling at Saffron need NGG assets. Ongoing discussions.</li> </ol>
R002:The project may be delayed if there is a requirement to procure land outside HEO for Statutory Undertakers diversions	10%	£30,000	<ol style="list-style-type: none"> <li>1. Access track design requires to meet landowner's objectives and minimise impact on him. Design being prepared by Atkins, aim to hand back surplus land. - UPDATE. PR has spoken with Thurrock land agent to arrange meeting with land owner and decide which route asap</li> <li>2. Ongoing discussions with land owner regarding the Gas Works Field. Thurrock Land agent currently negotiating with the land owner's Land agent.- Ongoing issue as land has not transferred to developer</li> <li>3. Issue with Topsoil / minerals and ownership needs to be resolved with land owner - Ongoing. Plan is to assume land owner will not require that materials, needs formal resolution.</li> </ol>
R018: There may be exceptional adverse weather conditions on-site which may result in programme delays & extended prelims costs.	20%	£800,000	<ol style="list-style-type: none"> <li>1. Construction programme to accommodate optimum seasonal conditions.</li> <li>2. Book standby weekend closure / possessions in case weather / wind does not permit works to progress</li> <li>3. Review weather records to ascertain likelihood of not being able to undertake works</li> </ol>

Risk Event	Post mitigation probability	Post mitigation impact	Mitigation
			4. Explore potential for offline construction. COMPLETE. not going ahead
R025: Due to the proximity of the works to populated areas there is a risk that additional noise mitigation is required	25%	£80,000	<ul style="list-style-type: none"> <li>1. S61 is in place and signed off</li> <li>2. Ensuring 'noisy' works are programmed and undertaken during daytime hours</li> <li>3. Weekend closures to have detailed closure plans and consider the proximity of the population etc. Including temp noise barriers to be used</li> <li>4. Plan to be developed when existing barriers are removed</li> <li>5. Existing barriers to remain in place as long as possible.</li> </ul>
R165: During detailed design phase, some clashes may be found necessitating some redesigns	15%	£600,000	<ul style="list-style-type: none"> <li>1. Collaboration between the Detailed Designer and Contractor is ongoing throughout the design process. Detailed Designer has procedures in place for clash detection.</li> <li>2. GPR is complete and with the designer.</li> <li>3. Clash detection is ongoing and finalised by end of March 2019.</li> </ul>