

Chelmer Valley Road Bus Lane Extension

Forward Plan reference number: N/A (Non-Key Decision)

Report title: Chelmer Valley Road Bus lane extension- Chelmsford City Growth Package	
Report to: Councillor Kevin Bentley, Deputy Leader and Cabinet Member for Infrastructure	
Report author: Paul Crick, Director, Director for Capital Investment and Delivery	
Date: 10 th July 2019	For: Decision
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County Divisions affected: Springfield	

Confidential Appendices

This report has a confidential appendix or confidential appendices which are not for publication as they include exempt information falling within paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972, as amended.

1. Purpose of Report

- 1.1 This report seeks a decision in order to proceed with the delivery of bus lane extensions along Chelmer Valley Road, Chelmsford as part of the overall transport improvement measures being delivered as part of the Chelmsford City Growth Package.

2. Recommendations

- 2.1 To approve the procurement of the Principal Contractor for the Chelmer Valley Road bus lane extension works, through a mini competition under the Eastern Highways Alliance Framework 2 using evaluation criteria using a price: quality split of 60:40, in accordance with the budget profile set out in section 6.1 below.
- 2.2 To authorise the Director, Capital Delivery to award the contract and subsequent appointment of the Principal Contractor to the successful bidder, providing that he is satisfied that:
- the total project costs are within the approved budget within the capital programme and
 - Proposed Traffic Regulation Orders in accordance with the scheme being advertised and no objections being received.

3. Summary of Issue

- 3.1 The overall Chelmsford City Growth package has been developed to support Chelmsford's ongoing economic growth within a constrained transportation

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network, promoting an improved infrastructure network for sustainable modes of travel. As part of this package of measures, the Highway Authority is looking to improve the A1016 Chelmer valley Road corridor by extending the existing outbound bus lane provisions as the corridor is becoming increasingly more congested.

- 3.2 Traffic flows in the area during peak periods have increased over the past few years and with the planned growth in the north of Chelmsford at Beaulieu Park and Channels, it is likely that future traffic levels will add significant pressure to Chelmer Valley Road. Because of this traffic congestion, particularly between Parkway and the Valley Bridge, vehicles are travelling at slower speeds during peak periods in both the morning and evening compared to the rest of the day - journeys along the Chelmer Valley Road corridor can be between 44% and 49% slower during peak periods.
- 3.3 Buses, including Park and Ride buses, use Chelmer Valley Road but are often caught up in the traffic congestion. To support these services now and into the future, Essex County Council (ECC) propose to widen the carriageway to introduce a dedicated bus lane northbound from the University junction (Alan Cherry Drive) to Valley Bridge roundabout. This will reduce journey times and improve reliability for the Park and Ride buses.
- 3.4 The two-lane northbound approach to Valley Bridge roundabout will be extended. This will increase capacity and is expected to improve safety, particularly for vehicles entering the Valley Bridge roundabout. The existing northbound Park and Ride bus lane approaching Lawn Lane roundabout will also be extended southwards towards the Valley Bridge roundabout. This would safeguard the future operation of the bus corridor and assist in maintaining journey time reliability as the northern growth area develops.
- 3.5 This scheme is one of 16 elements of an overall £15.067m South East Local Enterprise Partnership (SELEP) package of works which will, collectively, deliver a range of initiatives to encourage and improve access for all modes of travel. Many of the other elements are already underway, and as future elements of the overall package are progressed, additional approval will be sought at the appropriate time.
- 3.6 An effective transport system is integral to peoples' daily lives; it underpins business and commerce; provides access to work, education and training, essential services and leisure activities; and enables people to make the most of opportunities as they arise.
- 3.7 The scheme is strongly aligned with the delivery of the new Vision for Essex.
 - Enable inclusive economic growth
 - Help people get the best start and age well
 - Help create great places to grow up, live and work

- 3.8 Investment in the transport network aimed at ensuring the efficient and effective movement of people and goods to boost economic growth create great places to live, work and visit, enable people to live independently, and improve the lives of people using the transport network throughout Essex.
- 3.9 Specifically, the Chelmsford City Growth Package enables inclusive economic growth within Chelmsford, identified as a major economic engine within the Essex Organisational Strategy and supports the following strategic priorities;
- Enable Essex to attract and grow large firms in high growth industries. The scheme supports trade, by better connecting key economic centres, especially along major transport corridors, and helping people to travel by public transport, bike and on foot
 - Help secure sustainable development and protect the environment. The scheme ensures that growth can be sustainable and accommodated in a way that enhances Essex.
 - Facilitate growing communities and new homes; the project enhances transport access to employment, education and training, and essential services including healthcare, retail and leisure facilities to enable participation in everyday life
- 3.10 The proposal supports the delivery of the Essex Local Transport Plan vision for a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex by providing connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration.
- 3.11 Public consultation events were held throughout Chelmsford both in the spring and summer of 2017. These were attended by residents and local interest groups. The results of the consultation were used to select the schemes taken forward for Local Enterprise Partnership funding. This project was one of the successful schemes taken forward for delivery as part of the overall Chelmsford City Growth Package.
- 3.12 Further consultation will be undertaken by advertising proposals for the Traffic Regulation Orders (TROs) required for the scheme; this will be undertaken through the formal governance process at the appropriate time and is outside the scope of this decision since they cannot be finalised the final design has been completed. The contract to deliver the works will not be awarded until the traffic regulation orders have been resolved.

Implementation

- 3.13 In order to deliver the proposals ECC will need to appoint a contractor. It is proposed that the main construction contractor will be procured via a competitive process using the Eastern Highways Alliance Framework (the Framework). This Framework is specifically available for a range of highway improvement schemes up to the cost of £20m per scheme. ECC are one of 11 members of this alliance which was established in 2015.

- 3.14 Bids will be invited from the contractors appointed under the Framework. These bids will be evaluated on a price/quality ratio of 60/40 and in accordance with the evaluation criteria set out within the Framework.
- 3.15 It is proposed that the Director, Capital Delivery will award the contract appointing the Principal Contractor to the successful bidder, providing the total project costs are within the approved budget and the successful consultation of Traffic Regulation Orders.

4. Options

4.1 Option 1

Continue with the proposed improvement works as set out above. This will ensure that ECC delivers the project as identified to the SELEP Accountability Board, and achieves the benefits identified above.

4.2 Option 2

Abandon the scheme. This option (do nothing) would see the current problems of congestion delaying bus services during peak periods continue to affect the performance of the Park & Ride and other local services reducing their attractiveness.

It is therefore recommended to proceed with option 1.

5. Next steps

- 5.1 Following on from endorsement of this paper, works will continue to bring the design and tender pack to completion. The tender process will then be completed through mini competition on the Eastern Highways Alliance Framework 2.
- 5.2 Following on from tender return and assessment, the preferred contractor will be selected. Award of contract and appointment of principal contractor will then be undertaken by the Director of Capital Investment and Delivery, as long as the project costs continue to be within the scheme budget and all other requirements prior to tender award have been completed.

6. Issues for Consideration

6.1 Financial implications

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6.1.1 Refer to separate confidential appendix. This paragraph contains commercially confidential information relating to the estimated construction cost of Chelmer Valley bus Lane extension which could be used to unduly influence tender submission prices if published.

6.1.2 The Chelmsford City Growth strategy programme valued at £15.067m is included in the ECC approved capital programme. The following table summarises the total scheme cost profile and funding sources of which Chelmer valley road bus lane extension is included:

Chelmsford City Growth Scheme	2017/18	2018/19	2019/20	2020/21	Total
	(£m)	(£m)	(£m)	(£m)	(£m)
Total Costs	1.176	2.891	4.500	6.500	15.067
Funding - Local Growth Fund	1.000	2.500	4.000	2.500	10.000
Funding - ECC borrowing	0.176	0.391	0.500	4.000	5.067
Total Funding	1.176	2.891	4.500	6.500	15.067

6.1.3 Once the bus lane is operational, ongoing maintenance costs will be the responsibility of Essex County Council as the Highway Authority

6.1.4 SELEP (LGF) approved the funding for Chelmsford City Growth on 23 February 2018, therefore this is ring-fenced against the delivery of specific projects, including this scheme. Should the Scheme not proceed ECC will be required to report the position to the SELEP Accountability Board and return the LGF allocation to SELEP.

6.2 Legal Implications

6.2.1 There are TROs required for these works. These have been drafted and are in the process of being approved for advertisement under statutory consultation requirements and are being dealt with separately from this Cabinet Member Decision. The contract will not be awarded until any issues which arise during the traffic regulation order consultation process have been resolved or formally considered by the Cabinet Member.

6.2.2 All design works, Project Management, Contract Administration, Project Assurance, Site Supervision will be provided through the Essex Highways Design and Professional Services HST (Ringway Jacobs) contract, which is the current practice with all Highway Major Scheme Projects.

6.2.3 The main Construction works will be undertaken by a Contractor procured, via a construction contract, through the EHAF2. This will be done by using a competitive mini completion tendering process to demonstrate value for money.

This framework has been procured in a manner which complies with the Public Contracts Regulations 2015 and ECC's own procurement rules.

7. Equality and Diversity implications

- 7.1 The Public Sector Equality Duty applies to the Council when it makes decisions. The duty requires us to have regard to the need to:
- (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act. In summary, the Act makes discrimination etc. on the grounds of a protected characteristic unlawful
 - (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.
- 7.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Act states that 'marriage and civil partnership' is not a relevant protected characteristic for (b) or (c) although it is relevant for (a).
- 7.3 The equality impact assessment indicates that the proposals in this report will not have a disproportionately adverse impact on any people with a particular characteristic.

8. List of Appendices

- 8.1 Appendix A – Equality Impact Assessment
- 8.2 Appendix B – Location Plan
- 8.3 Confidential Appendix – not for publication

9. List of Background papers

- 9.1 General Arrangement Drawings
- 9.2 SELEP Business Case

I approve the above recommendations set out above for the reasons set out in the report.	Date
Councillor Kevin Bentley, Cabinet Member for Infrastructure and Deputy Leader	24.07.19

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In consultation with:

Role	Date
Paul Crick, Director for Capital Investment and Delivery	10.07.19
Executive Director for Corporate and Customer Services (S151 Officer) Nicole Woods	10.07.19
Monitoring Officer Kim Cole on behalf of Paul Turner	10.06.19