

<b>Report to Accountability Board</b>	<b>Forward Plan reference number:</b> N/A
<b>Date of Accountability Board Meeting:</b>	<b>16<sup>th</sup> November 2018</b>
<b>Date of report:</b>	<b>29<sup>th</sup> October 2018</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 report on the A13 widening Project

## **3. Background**

- 3.1 The Project will widen 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.

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

- 4.1 Since the last Board update, good progress has been made towards the delivery of the Project as follows:
- 4.2 Discharged six out of eight pre-commencement planning conditions. Work is continuing to discharge the two outstanding conditions in relation to archaeological works and detailed plans and specifications for the bridges.
- 4.3 Held public information events at Stanford le Hope, Horndon on the Hill and Orsett. Approximately 300 people took the opportunity to discover more about the A13 Widening proposals and ask questions.
- 4.4 Submitted designs of gas pipeline protection slabs to Cadent Gas and National Grid Gas for approval.

- 4.5 Submitted the following design packages for final review: Alignment; Site Clearance; Fencing; Road Markings; Kerbs, Footways and Paved Areas; Street Lighting; Landscaping; Road Restraint Systems; Traffic Signs and Horndon Road Bridge.
- 4.6 Issued drainage information for construction. This is a significant step forward and will enable Kier to procure drainage pipes and a drainage sub-contract and make an early start on installing the drainage.
- 4.7 Commenced the category 3 design check for Horndon Road Bridge.
- 4.8 Instructed the alternative design of the Orsett Cock east and west bridges to overcome concerns about health & safety, cost, constructability, overall programme duration and disruption to local residents, businesses and road users. Redesign commenced on Monday 15 October and is due to be completed by 8 March 2019 and result in an 11 week saving on the overall programme.
- 4.9 Cleared fly-tipping south west of Saffron Gardens Bridge and secured the area using concrete barriers.
- 4.10 Strimmed regrown vegetation and removed litter from verges throughout the scheme.
- 4.11 Since the September meeting, Atkins has been instructed to use the Kier (Samsett) survey to inform the detailed design and to undertake analytical pavement design. Analysis is ongoing, using existing carriageway samples. Further samples will need to be taken on both carriageways throughout the length of the scheme. Allowing for procurement, road space booking, sampling and analysis and reporting etc. the analytical pavement design is due to complete in mid-February 2019. This design should reduce the amount of full depth reconstruction required and result in a more cost effective pavement design with a shorter construction period and less disruption to road users.
- 4.12 The topographical survey of soft areas, referred to in the September update report, was completed on 28 September 2018. The information from this survey is currently being used to firm up the earthworks quantities.

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

- 5.1 In April 2018, the Project forecasted total LGF expenditure of £19.902m in 2018/19.
- 5.2 At the time of preparing the LGF update for the November Accountability Board, total LGF expenditure in 2018/19 stood at £4.609m. This is behind profile due to Statutory Undertakers' C4 returns, delays to the ground investigation and delays to the detailed design. These causal factors are interlinked and affect the start date for the main works and the level of spend that can be achieved in 2018/19.

- 5.3 The Council has required contractors to review spend profile based on the updated works programme and the project now forecasts a total expenditure of £13.775m in 2018/19. The total forecast LGF expenditure in 2018/19 has reduced by £6.127m relative to the position stated in the last update report to the Board in September.
- 5.4 The DfT have been made aware of the updated spend profile for the Project through quarterly update reports submitted directly from Thurrock Council and the DfT, but will be discussed further with officers within DfT to provide confidence about the Project progress to date and the updated Project delivery programme. Whilst the DfT LGF allocation to the Project remains committed in full, the profile over which SELEP receives the funding from DfT may be amended to take account of the forecast slippage of LGF spend. This will be subject to further discussions with the DfT before the start of the next financial year.
- 5.5 The slippage to LGF spend in 2018/19 reflects the delays to the Project programme as set out in section 6 below.
- 5.6 The revised profile assumes an early start on the drainage balancing pond and that the on-carriageway works with speed restrictions, camera enforcement and free recovery service will start in early 2019.
- 5.7 In September 2018, Thurrock Council received a payment of £60,000 towards A13 Widening from Shell Oil. This was triggered by Shell Oil's application to increase lorry movements from their site and increases the contingency available to the project. The spend of the £60,000 has been profiled in the final year of Project delivery to maximise LGF spend in 2018/19 and 2019/20 to reduce the amount of forecast LGF slippage.
- 5.8 The Project spend profile currently remains within the budget available for the Project.
- 5.9 Table 1 below shows the updated spend profile for A13 Widening.

**Table 1 Project Spend Profile, November 2018 (£m)**

LGF	16/17	17/18	18/19	19/20	20/21	21/22	Total
As reported to Board in September 2018							
SELEP Development Funding	2.708		2.292				5.000
DfT Retained Scheme Funding		13.408	17.610	29.474	5.565		66.057
Third Party Funding						7.809	7.809
Total	2.708	13.408	19.902	29.474	5.565	7.809	78.866
November 2018 Update							
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						7.869	7.869
Total	2.708	13.408	13.775	25.011	16.155	7.869	78.926

## 6. Update on programme

- 6.1 Table 2 below shows a summary of key milestones, based on programme v13.1. The variances are due mainly to the diversion of Statutory Undertakers' apparatus, delay to the ground investigation and to the detailed design.
- 6.2 The above diversions are undertaken by the Statutory Undertakers and the Council has limited powers to influence the timescales taken for the Statutory Undertakers to complete these works.
- 6.3 The ground investigation took longer than programmed due to the location, number, and type of samples required; access issues; ground conditions; unexpected obstructions requiring a change of methodology (bored rig to percussive rig); and a commercial disagreement between Kier and a sub-contractor.
- 6.4 The detailed design is taking longer than programmed due to third party approvals e.g. Saffron Gardens Bridge and the entry and exit slip roads at the BP service stations; land issues; design of Statutory Undertakers' diversions; late provision of ground investigation report; and discrepancies with the original topographical survey.
- 6.5 Originally, Kier's strategy was to start the main works after receiving all of the construction information. However, in order to help meet the Completion Date and the updated spend profile, they have agreed to make an early start on the drainage and the balancing pond.

- 6.6 The preparatory works will continue throughout autumn and winter 2018. This work is mainly taking place away from the road or at night and will have minimal impact on road users.
- 6.7 The main construction works on the road are due to start in early 2019 and be completed by autumn 2020. During the daytime there will be two narrow lanes in both directions with speed restrictions, camera enforcement and free vehicle recovery service. Overnight, there will be some lane closures on the A13 in both directions and slip road closures at the Orsett and Stanford le Hope junctions with diversions in place.
- 6.8 Where possible, public bridges will be constructed and brought into operation before the existing bridges are demolished. On up to 12 occasions, it will be necessary to fully close the A13 in both directions, so that complex bridge demolition and lifting work can take place safely. These closures will be advertised well in advance and take place at weekends (from 10 p.m. Friday until 5 a.m. Monday) to reduce disruption to road users.
- 6.9 As a result of the delays, as set out above, the Project programme has been extended by 319 days and the Project is now expected to complete in autumn 2020, as set out in Table 2.

**Table 2 Summary of Key Milestones**

Activity	Timescale agreed at contract stage Finish Date	Finish Date	Variance (days)
Contract award	03/07/17	03/07/17	0
Ground investigation	23/01/18	10/05/18	107
Detailed design	24/05/18	02/05/19	343
Initial vegetation clearance	05/03/18	06/04/18	32
Statutory Undertaker diversions	15/10/19	05/06/20	244
Construction	19/12/19	02/11/20	319

## **7. Summary of Risks and Mitigations**

- 7.1 The risk register is reviewed and updated with contractors on a monthly basis.
- 7.2 Table 3 below shows the main quantified risks to the project and the mitigation measures being taken. The cost of the mitigation measures set out in Table 3 below can be delivered within the contingency funding which is allocated to the Project.

**Table 3 Post Mitigation Risk Assessment**

Risk Event	Post mitigation probability	Post mitigation impact	Mitigation
R257: Level differences may mean that headroom clearances are not achieved at structures, new design does not tie in to the existing and significant amount of asphalt overlay will be required	25%	£625K	Checked levels along A13 main line. Note prepared on way forward and proceeding with the Samsett survey.
R001: Risk of extent and complexity of Statutory Undertakers' diversions and protective measures adds to programme delays and increases budgeted project costs	30%	£300K	C4 estimates provided. Indicative estimate for Openreach, who insist on final design before they will order materials. Other SUs yet to finalise their diversionary works but are 'on board'.
R231: Contractor may be delayed in progressing the works if the detailed design is not completed in time	50%	£1m	Regularly review the programme for deliverables with all parties at the weekly production control meetings. Meetings with Aecom to discuss ways to broker design solutions/expedite design. Delivery of WIP design to expedite final comments from review team
R156: Pressure to alter scope of work following pressure from the public	25%	£350K	Engaged with the Detailed Designer and Contractor to maintain a firm scope of works. Engaged with relevant departments of the Council particularly the Highways Maintenance Team.
R183: Risk of damage to off-site routes by construction traffic. Use of public highways by construction traffic to and from tip locations or accessing part of the works may result in damage to the highway.	30%	£200K	Construction access route restrictions included in the Works Information. Monitor susceptible routes. Undertake condition survey of existing routes used for access.
R228: The Contractor may need to change working methods to accommodate restrictions imposed by Statutory Undertakers	35%	£650K	Liaising with Statutory Undertakers during design phase to establish any specific working restrictions. Contractor to programme works to account of any restrictions identified.
R062: Unrecorded Statutory Undertakers' equipment found, with delays and additional costs to programme, late diversions or protective measures.	10%	£600K	GPR surveys to identify uncharted features, inc. stats. Use specialist equipment to achieve more accurate hand searches. Update records when new plans received from land owners and Statutory Undertakers.
R094: Design Team may take longer to gain agreement for changed methods for future maintenance operations.	10%	£200K	Ensure CDM regulations are followed through detailed design. Involve Highways Maintenance Team in design issues affecting their ways of working.

Risk Event	Post mitigation probability	Post mitigation impact	Mitigation
R102: Design changes lead to need to revise Environmental Assessment (including potential additional surveys)	5%	£75K	Environmental surveys cover wider area than the Site.
R002: The project may be delayed if there is a requirement to acquire land outside of the HEO boundary for Statutory Undertakers' diversions	10%	£150K	Engaged with affected landowners at an early stage. Identified that local high pressure gas pipeline has to be diverted outside of HEO boundary

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

- 8.1 It is noted that there is significant slippage of circa £6m in 2018/19 in the reported spend position from that reported in September 2018, with further slippage expected in 2019/20; this has resulted in an expected delay in completion of the detailed design and the overall construction of in excess of 300 days.
- 8.2 In addition a number of risks which could further impact on delivery timescales and costs are identified in table 3; at present, Thurrock Council have confirmed that the cost of these risks can be contained within the contingency incorporated within the Project budget.
- 8.3 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, it is possible that they may wish to review their funding and profile in light of the further slippage in delivery indicated.

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

- a. There are no legal implications arising from this report

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

- 10.1 None at present.

## **11. Equality and Diversity implication**

- 11.1 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.
- 11.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation.
- 11.3 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.

## **12. List of Appendices**

12.1 None

## **13. List of Background Papers**

- Business Case for A13 Widening Project

**(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)**

<b>Role</b>	<b>Date</b>
<b>Accountable Body sign off</b>  Stephanie Mitchener  (On behalf of Margaret Lee)	  8/11/18