

<b>Report to Accountability Board</b>	<b>Forward Plan reference number:</b> N/A
<b>Date of Accountability Board Meeting:</b>	<b>07 June 2019</b>
<b>Date of report:</b>	<b>16 May 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>
<b>Enquiries to:</b>	PRogers@Thurrock.gov.uk

## **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 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, there will be a continuous three lane carriageway from the M25 to Stanford le Hope, reducing congestion, improving journey times and supporting further economic growth.

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

- 4.1 Since the last Board update, good progress has been made towards the delivery of the Project.
- 4.2 Installation of the deep drainage is continuing with two tunnel boring machines on site. This work is taking place behind the temporary barrier and is not impacting on road users.
- 4.3 Earthworks/topsoil stripping to enable the construction of new lanes is ongoing. This work is taking place behind the temporary barrier and is not impacting on road users.

- 4.4 Archaeological investigations to identify any items of historical interest are continuing at the Orsett Cock roundabout and near the Manorway junction.
- 4.5 Removal of the existing road signs, crash barrier and noise fencing, traffic signs and street lighting is nearing completion. These features will be replaced when the construction works in each area are complete.
- 4.6 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.
- 4.7 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.
- 4.8 Utilities work is taking place at various locations, including BT Openreach diversions at Orsett Cock roundabout and A1013, Stanford Road. Kier are installing a duct across the A1013, Stanford Road for UK Power Networks.
- 4.9 Licences are now in place for access to the National Grid access and National Grid licence areas. National Grid's contractor has mobilised and is setting up compounds for the diversion of a high pressure gas pipeline known as NTS Feeder 5.
- 4.10 Preparations are being finalised for the diversion of the Baker Street to Canvey high pressure gas pipeline that is owned and operated by Cadent. These include negotiation of an easement for the diversion and future maintenance of the pipeline.
- 4.11 Design reviews were completed for the Orsett Cock East and West bridges, Saffron Gardens bridge, the retaining wall at BP westbound services, the earthworks specification, the pavement design and traffic signs. A meeting was held with the Technical Approval Authority to close out outstanding issues around the Approval in Principles (AIPs) and check certificates for the bridges and structures.
- 4.12 The specifications for piling and structural concrete and updated drainage information have been issued for construction.
- 4.13 Thurrock Council's Land Agent and Legal Team are negotiating licences to facilitate works at two BP Connect service stations.

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

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

- 5.2 The Project is within the budget envelope. The rate of spend has increased relative to the previous profile because most of the construction information has been issued to the contractor, full traffic management is in place and the main works are under way. Management of risks and compensation events is continuing.
- 5.3 Whilst the 2019/20 grant from the Department for Transport (DfT) for the Project has not yet been confirmed, the DfT has been notified about the revised spend profile via the Local Growth Fund (LGF) Portfolio Schemes and Large Local Majors 2018/19 Q4 return. To date the annual funding transfer from the DfT has reflected the project spend forecast, less any underspend held locally against the Project.

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

LGF	16/17	17/18	18/19	19/20	20/21	21/22 and beyond	Total
As reported to Board in April 2019							
SELEP LGF - 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
June 2019 Update							
SELEP LGF - Development Funding	2.708		2.292				5.000
DfT Retained Scheme Funding		13.408	11.507	32.177	8.965		66.057
Third Party Funding					6.888	0.981	7.869
Total	2.708	13.408	13.799	32.177	15.853	0.981	78.926

## 6. Update on programme

- 6.1 The programme remains similar to that presented to the Board in April 2018. The overall timeframe for construction has extended by a fortnight and is now expected to be completed in mid-January 2021. This is due mainly to delays in finalising the detail design of the bridges and structures and obtaining Technical Approval Authority approval for the AIPs and check certificates.
- 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 there is expected acceleration of spend reported in 2019/20 beyond that reported in April 2019.
- 7.2 It is further noted that the risks detailed in Appendix A are being kept under review. It is expected that Thurrock Council will report any changes that may impact on the overall project risks, including total expected project cost through future update reports to the Board.
- 7.3 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, 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. Equality and Diversity implication**

- 9.1 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.
- 9.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation.
- 9.3 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.

## **10. List of Appendices**

## 10.1 Appendix A – A13 Widening Post Mitigation Risk Assessment

### 11. List of Background Papers

#### 11.1 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)**

Role	Date
<b>Accountable Body sign off</b>  Stephanie Mitchener (On behalf of Margaret Lee, S151 Officer Essex County Council)	24/5/19



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

Risk Event	Post mitigation probability	Post mitigation impact	Mitigation
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. Continue to liaise with Stats as and when the works are needed</li> <li>2. Continue to provide solutions for any issues which occur e.g. working within Kier site extents.</li> <li>3. Weld testing – pipeline currently classified as P18, meaning that further protection is needed. Currently discussing the way forward with Cadent.</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.</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 Share P oint 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 for piling. Invite TAA design reviews to expedite release of design</li> </ol>
R264: As the project continues, changes are identified and delays incurred, which leads to an	25%	£2,000,000	<ol style="list-style-type: none"> <li>1. Quarterly forecasts submitted by Contractor</li> <li>2. Monthly commercial meetings to discuss issues as they arise</li> </ol>

Risk Event	Post mitigation probability	Post mitigation impact	Mitigation
increase in project costs and the budget is exceeded			3. Robust planning and forecasting 4. Efficiency of delivery from design, to procurement and construction 5. Value management
R263: There is too high a volume of surplus materials to be able to redistribute on site	80%	£350,000	1. Weekly discussions on areas of the site suitable to redistribute to 2. Discussions with land owners who may want the materials 3. Discussions with other businesses who may want the materials 4. Alteration of design to include more disposal areas
R228: The Contractor may need to change method of working to accommodate working restrictions identified.	35%	£650,000	1. Liaised with the Statutory Undertakers during the design phase to establish any specific working restrictions. 2. Contractor to programme works to take account of any restrictions identified. 3. Contractor to push the SU's to provide responses sooner and more swiftly to ensure any restrictions are minimised 4. Contractor to set up meeting asap with NGG plant protection to resolve the directional drills issues and allowing subcontractor to work on this. 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.
R181: Existing surfacing joints may deteriorate due to being within the vicinity of the wheel tracks or as a consequence of removal of white lines	60%	£200,000	As a minimum, carry out a visual inspection of the existing carriageway where narrow lanes are proposed to identify any localised areas that may require some remedial works. Particular attention should be made to the condition of the existing longitudinal surfacing joints as these are liable to



Risk Event	Post mitigation probability	Post mitigation impact	Mitigation
			failure under narrow lanes due to the revised lane alignments.
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> <li>4. Explore potential for offline construction. COMPLETE. not going ahead</li> </ol>
R025: Due to the proximity of the works to populated areas there is a risk that additional noise mitigation is required	25%	£80,000	<ol 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</li> </ol>

Risk Event	Post mitigation probability	Post mitigation impact	Mitigation
			removed 5. Existing barriers to remain in place as long as possible
R086: Staff fatigue results in high turn-over of staff and/ or increased levels of sickness	25%	£50,000	1. Develop plan for staff support from above and below the organisations. 2. Ensure maximum hours are not exceeded both at work and door to door 3. Manage shift work to combat any fatigue 4. Tool box talks to be rolled out covering this subject 5. Driver training for people travelling long distances. 6. Part time OH nurse in place to give people health checks 7. H&S manager checking working hours regular and intervene where necessary