

<b>7 December 2021</b>		<b>ITEM: 8</b>
<b>Planning, Transport, Regeneration Overview and Scrutiny Committee</b>		
<b>A13 Widening Project</b>		
<b>Wards and communities affected:</b> All	<b>Key Decision:</b> N/A	
<b>Report of:</b> Keith Rumsey, Interim Assistant Director, Regeneration and Place Delivery		
<b>Accountable Assistant Director:</b> Keith Rumsey, Interim Assistant Director, Regeneration and Place Delivery		
<b>Accountable Director:</b> Sean Clark, Corporate Director of Resources and Place Delivery		
<b>This report is Public</b>		

## Executive Summary

This report is provided at the Committee's request for an update on the A13 project. This report and future reports will focus on the latest progress in delivery of the project, any changes to the agreed programme or significant events.

### 1. Recommendation(s)

#### 1.1 That the Planning, Transportation and Regeneration Overview and Scrutiny Committee notes and comments on the report content.

### 2. Introduction and Background

2.1 This project involves widening the A13 Stanford le Hope by-pass from 2 to 3 lanes in both directions, from the junction with the A128 (Orsett Cock roundabout) in the west to the A1014 (The Manorway) in the east and replacing four bridges. On completion of the project there will be a continuous three-lane carriageway from the M25 to Stanford le Hope, reducing congestion and resultant pollution, improving journey times and supporting further economic growth not only in Thurrock but across the whole south Essex corridor.

2.2 There have been a number of issues on the project which has resulted in delays in the delivery and an increase in costs, the detail of which has been discussed and considered in previous reports to both this Committee and Standards and Audit Committee.

2.3 This report and future reports to this committee will focus on progress in delivery.

### 3. Issues, Options and Analysis of Options

#### Progress

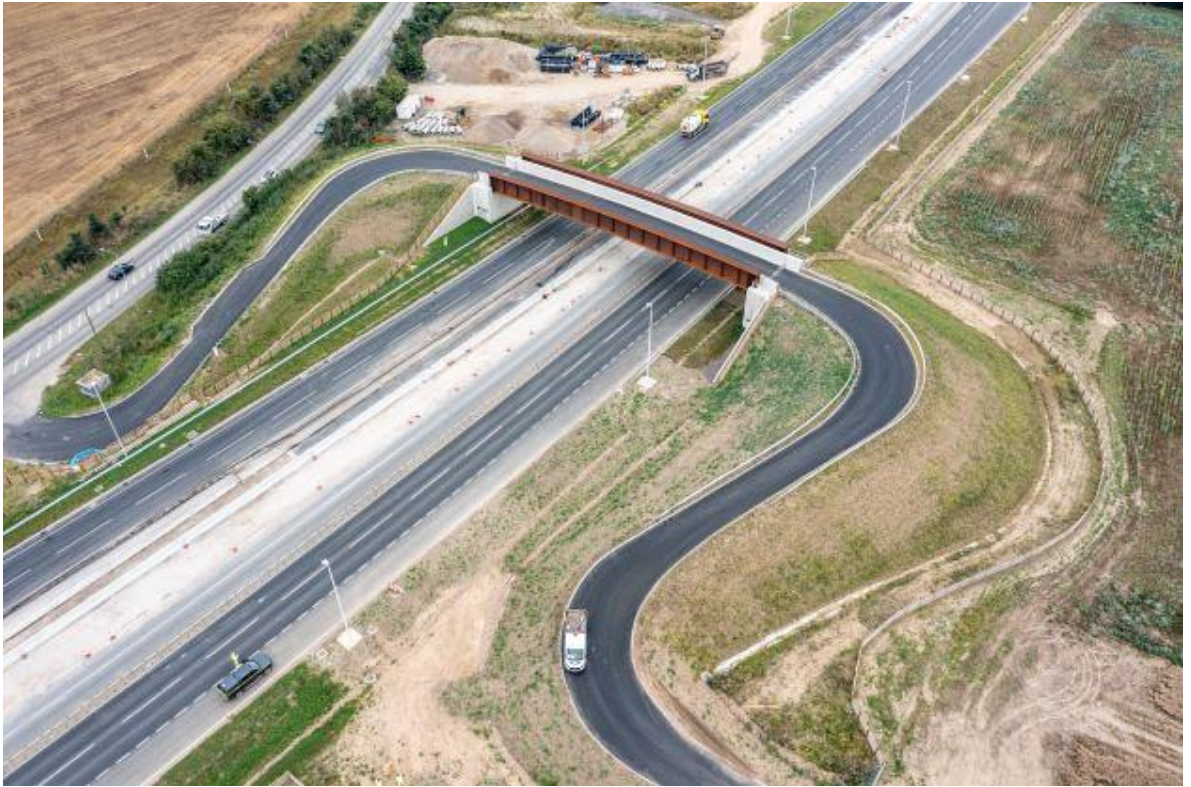
3.1 Progress report to end of October 2021

3.2 Progress on site in 2021 has been very good.

<b>SIGNIFICANT MILESTONES IN 2021</b>	
<b>ITEM</b>	<b>DATE</b>
Complete Saffron Road Bridge	Sep-21
Complete Horndon Footbridge	Jul-21
Switch to new Orsett Bridges	Sep-21
Complete Central Reserve Barrier	Oct-21
Complete Major Earthworks	Aug-21
Complete Major Drainage	Sep-21
<b>REMAINING MILESTONES</b>	
All Lanes Running Orsett	Dec-21
All Lanes Running A13 Mainline	Feb-22



Orsett Roundabout



Completed Saffron Garden Bridge



Main Carriageway Looking West From Horndon



Horndon Bridge

- The A13 mainline is now ready for final low noise road surfacing and white lining in some locations.
  - At Orsett Roundabout, kerbing works, intermediate surfacing, sign pole installation and lighting works progressing well.
  - Additional electronic message signs deployed in Chadwell St Mary and at the A127/A128 junction to influence driver behaviour and reduce impact on local towns.
  - Environmental barrier post installation progressing well across site.
  - Ongoing discussions with adjacent landowners regarding the completion of accommodation works and land handback.
  - Strong communications campaign to publicise major closures including residents' letters, website, social media, electronic newsletters and cross-boundary VMS.
- 3.3 More than £13 million has been invested locally, by using regional suppliers and businesses based within 10 miles of the project – supporting the local economy at a time when this is needed more than ever.
- 3.4 **Safety** -There has now been more than 850 000 hours since the last RIDDOR and more than 1.3 million hours worked on the project in total. The Project Accident Incident Rate is currently 0 which is a significant achievement.

A recent incident involving a 9T dumper is being investigated for root cause. No injuries resulted but is considered a high potential injury incident.

## **Programme**

- 3.5 The current accepted programme has an anticipated planned substantial completion date (all lanes open for traffic) of February 2022.
- 3.6 Work to the balancing pond will continue after this date as Environment Agency approvals have been delayed moving the work into the winter which is unsuitable for this type of activity.

**Risks** – Key risks which could impact on progress are:

- Cold weather impacting on road surface laying
- Production issues during road closure periods
- Methodology of connecting structures at Orsett Roundabout

### **Remaining Road closures anticipated to complete the works**

- In 2021, one A13 mainline weekend closure and two Orsett Roundabout weekend closures.
- In 2022, one weekend closure of the A13 mainline between Orsett and Stanford-le-Hope, one Orsett Roundabout weekend closure and one A13 mainline Tilbury to Orsett weekend closure.

Additional overnight closures and lane closures will be utilised where possible to minimise the amount of weekend works.

### **Budget - Cost**

- 3.7 The team worked closely with Aecom and Kier during the first 6 months of 2021 to produce, agree and sign a Deed of Variation and a Settlement Agreement. The agreement encompasses all of the risks and outstanding Compensation Events up until the end of 2020 (including Covid in 2020) and provided a revised Target Cost for the scheme.

The agreement is hugely beneficial for the Council as it reduces risk and uncertainty and provides more programme and cost certainty.

The forecast final cost position of the project remains under review. Commercial negotiation of Compensation Events (CE's) has been very good in the period. 997 CE's were implemented at 19/10/21 over life of the project.

## **4. Reasons for Recommendation**

- 4.1 To respond to the Committee's request for updates on the A13 project.

## **5. Consultation (including Overview and Scrutiny, if applicable)**

- 5.1 A communication plan has been prepared and agreed.

5.2 Member briefing sessions are held periodically at the A13 Site Offices and provide an opportunity for Members to receive a presentation from the contractor and raise issues on behalf of local residents.

5.3 Meet the team sessions are held monthly at the A13 Site Office and are a popular way for residents and road users to find out more about the works and ask any questions, although as a result of Covid-19 these (and the Member briefing sessions) are currently postponed

## **6. Impact on corporate policies, priorities, performance and community impact**

6.1 The A13 Widening scheme supports the corporate priorities by encouraging and promoting economic prosperity.

6.2 The A13 Widening scheme also supports the Thurrock Transport Strategy (2013 – 2026) and in particular policy TTS18: Strategic road network improvements by creating additional capacity to reduce congestion, improve journey times, facilitate growth and improve access to key strategic economic hubs.

## **7. Implications**

### **7.1 Financial**

Implications verified by: **Jonathan Wilson**  
**Assistant Director - Finance**

The forecast position on the project remains under review as set out in section 3.9

### **7.2 Legal**

Implications verified by: **Gina Clarke, Corporate Governance Lawyer and Deputy Monitoring Officer**

This is an update report and there are no specific direct legal implications arising.

### **7.3 Diversity and Equality**

Implications verified by: **Becky Lee**  
**Team Manager - Community Development and Equalities**

There are no direct implications arising from this update report.

7.4 **Other implications** (where significant) – i.e. Staff, Health Inequalities, Sustainability, Crime and Disorder, or Impact on Looked After Children

The contractor is required to risk assess all aspects of this project and put in place appropriate procedures and measures to safeguard lives as well as the environment.

The contractor is also required to prepare a sustainability plan that reduces carbon emissions and reduces the project's carbon footprint.

8. **Background papers used in preparing the report** (including their location on the Council's website or identification whether any are exempt or protected by copyright):

- None

9. **Appendices to the report**

- None

**Report Author:**

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Regeneration and Place Delivery