

8 December 2020		ITEM: 8
Planning, Transport, Regeneration Overview and Scrutiny Committee		
A13 Update Report		
Wards and communities affected: All	Key Decision: Not applicable	
Report of: Anna Eastgate, Assistant Director of Lower Thames Crossing & Project Delivery		
Accountable Assistant Director: Anna Eastgate, Assistant Director of Lower Thames Crossing & Project Delivery		
Accountable Director: Andy Millard, Director of Place		
This report is public		

Executive Summary

This report is provided at the Chair's request in order to update in relation to the progress made on the A13 project.

1. Recommendation

1.1 That the Planning Transport 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. Once the project is completed, 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.

2.2 The consent for this project was granted by a Harbour Empowerment Order in 2008, with the Council taking on responsibility for the preliminary design in 2011. The local growth fund deal was received in 2014 which provided the certainty needed for the Council to award contracts for the preliminary design in early 2014. Detailed design and main works construction contracts followed in 2016.

- 2.3 Since the last update to the PTR Overview & Scrutiny Committee in July 2020, there has been significant progress made in the construction of the scheme.
- 2.4 Work has continued throughout the Covid 19 pandemic and although at the beginning of the crisis there was a reduction in activity as a consequence of the need to review ways of working, activity is very much back up to full speed.
- 2.5 A similar report was considered by Standards and Audit Committee on 24 November 2020 in relation to this project.

3. Progress

- 3.1 Significant visible progress has been made over the summer, with the successful installation of Saffron Gardens Bridge and the two new bridges at the Orsett junction. This work was on the critical path and this major project milestone was achieved in accordance with the construction programme.
- 3.2 Work has continued to complete the bridge structures with the installation of the concrete bridge decks at Orsett East and West sections.
- 3.3 Drainage works and earthworks are also progressing although with moving into the Autumn season, earthworks will not always be possible to be undertaken in periods of inclement weather.
- 3.4 October saw another major milestone on the project with the commencement of some resurfacing works which will continue in the coming months.
- 3.5 More than £8.2 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.
- 3.6 Considerate Constructors Scheme assessment took place in July. The project scored 43/50 and were rated 'Excellent' by the independent review body.
- 3.7 The project employed summer placement civil engineering students helping to foster the next generation of civil engineers and currently has a student engineer, who is studying towards a Civil Engineering degree. She is completing a 'year out' placement as part of her studies. Three additional individuals continue their studies in the construction management and commercial management areas, as part of their Kier Apprenticeship Degrees.

Budget

- 3.8 With the project entering the last 12 months of construction activity, the team is undertaking a full review of the anticipated remaining costs on the project.

- 3.9 Additional costs are anticipated as a result of ongoing matters already reported including issues with the drainage and the utilities diversions as well as the impacts of the Covid 19 pandemic.
- 3.10 A revised out turn forecast will be reported to this committee at the earliest opportunity once the work is completed.

Programme

- 3.11 The current accepted programme has an anticipated planned completion date within the currently published period of Autumn/Winter 2021.
- 3.12 The team continues to challenge the construction programme to look at efficiencies to see if completion can be brought forward.
- 3.13 Under the terms of the NEC 3 contract in place, there are four limited provisions which would enable the Council to reject changes to the programme. In rejecting the contractors programme, the Council has to give the justification and reasons why.
- 3.14 The four provisions are:
- The Contractors plans are not practicable
 - It does not show information required by the contract
 - It does not represent the Contractors plans realistically
 - It does not comply with the works information.

4. Reasons for Recommendation

- 4.1 To respond to the Chair's request for information and ensure democratic scrutiny of the A13 Widening scheme.

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 sections 3.8 to 3.10

7.2 Legal

Implications verified by: **Tim Hallam**
Deputy Head of Law 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 implications arising from this update report.

7.4 Other implications (where significant) – i.e. Staff, Health, 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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