

18 October 2022		ITEM: 5
Planning, Transportation and Regeneration Overview and Scrutiny Committee		
A13 Widening Project		
Wards and communities affected: All	Key Decision: N/A	
Report of: Keith Rumsey, Interim Programme Director		
Accountable Assistant Director: Kevin Munnely, Assistant Director of Regeneration & Place Delivery		
Accountable Director: Sean Clark, Corporate Director of Resources and Place Delivery		
This report is Public		

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 The project scope 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 several 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 on site in 2022 has been good with the road open with all Lanes running on the main carriageway at 50mph on 2nd May. Orsett Cock Roundabout was opened at 30mph until the traffic lights were commissioned on 26th May and currently operates at 50mph. The road is running very well, and the main benefits of the project are being realised by creating additional capacity to reduce congestion, improve journey times, facilitate growth and improve access to key strategic economic hubs.

SIGNIFICANT MILESTONES IN 2022	
ITEM	DATE
Environmental Barrier Complete	May 13-22
All Lanes Running A13 Mainline	May 2-22
Orsett Cock roundabout traffic signals operational	May 26-22
Pond Liner installation complete	Aug 5-22
REMAINING MILESTONES	
Balancing Pond completion	Nov-22
Seasonal planting complete	Nov-22
Defects rectification	Nov-22
Full street lighting Commissioned	Jan-23

- All 3 lanes in both directions running very well. Some complaints/enquiries re when national speed limit will apply.
- Handover to TC Operations and Maintenance continues.
- All lanes running at 70mph requires all lighting commissioned. This requires replacement of power feeder pillars and connections for the street lighting at the eastern extent of the works. This is now forecast for Jan 23 due to national supply chain delays for manufactured equipment. Mitigations being explored including rolling speed restriction. Derogation to standards to run at 70mph examined – but tight geometry has ruled this out for safety reasons in past but is being re-evaluated & could be accepted by TBC on a risk basis?



- Environment Agency Abstraction license granted for Balancing Pond in July after over 12 months delay. Balancing Pond works progressing very well with excavation complete, liner installed, topsoil being placed and planting progressing. Headwalls under construction also.





- 3.2 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.

Safety

- 3.3 There has now been more than a Million hours worked since the last RIDDOR and nearly 1.5 Million hours worked on the project in total. The Project Accident Incident Rate is currently 0 which is a significant achievement – despite a recent incident. The Safety incident involved a cut finger from disc saw while cutting fencing & resulted in a 5-day Lost Time Injury. Root cause being determined – no impact to AFR

Programme

- 3.4 The anticipated planned contract completion date is 25 January 2023.
- 3.5 Work to Street Lighting may impact this date

Remaining Construction Works

- Complete traffic sign installation outside of normal site extents
- Complete street lighting feeder pillars and connections
- Balancing Pond and headwalls
- Landscaping and planting
- Pond access track

Budget - Cost

- 3.6 The forecast final cost position of the project remains under review. Commercial negotiation regarding the Keir contract cost is informed by Aecoms (Clients NEC Project managers) assessment on CEs and disallowed costs.

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 The agreed communication plan is followed.

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 for Finance

The forecast position on the project remains under review as set out in section 3.6

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, 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:

Keith Rumsey, Interim Programme Director