

A40 OVER ROUNDABOUT IMPROVEMENT SCHEME

Cabinet Date	1 February 2017
Fire, Planning and Infrastructure	Cllr Nigel Moor
Key Decision	Yes
Background Documents	Local Transport Plan
Location/Contact for inspection of Background Documents	The scheme documents can be downloaded by clicking on the link below. www.gloucestershire.gov.uk/A40over http://www.gloucestershire.gov.uk/ltp3
Main Consultees	<ul style="list-style-type: none"> • Local Members (Cllr Hilton and Cllr Awford) • Highways England • Wide range of Consultees as part of the main public consultation exercise held September 2016
Planned Dates	<ul style="list-style-type: none"> • Works commence – January 2018 • Scheme complete and open to the public – Summer 2018
Divisional Councillor	Westgate – Cllr Jeremy Hilton Highnam – Cllr Philip Awford
Officer	Simon Excell, Lead Commissioner; Strategic Infrastructure Simon.excell@gloucestershire.gov.uk Chris Riley, Project Manager; Major Schemes. Highways Commissioning Chris.riley@gloucestershire.gov.uk
Purpose of Report	To seek Cabinet approval to: Conduct a legally compliant, competitive tender process for the purpose of awarding a contract to a single contractor to carry out construction works in accordance with the detailed design of the A40 Over Roundabout Improvement Scheme.
Recommendations	That Cabinet authorise the Commissioning Director, Communities & Infrastructure to:

	<p>(1) conduct a legally compliant competitive tender process for the award of a works contract to a single supplier for the construction of the A40 Over Roundabout Improvement Scheme; and</p> <p>(2) upon conclusion of the competitive tender process, and in consultation with the Lead Cabinet Member for Fire, Planning and Infrastructure, to enter into a contract with the preferred provider evaluated as offering the Council best value for money for delivery of the works OR, in the event that the preferred provider for the contract is either unable or unwilling to enter into that contract, to enter into such contract with the next willing highest placed suitably qualified provider.</p>
<p>Reasons for recommendations</p>	<p>The decision will enable the Council to pursue the award of a construction contract for the scheme, which will provide the best opportunity to realise best value for money from the market and to meet the timescales set out in the funding agreement for drawing down the GFirst LEP funding described in the “Resource Implications” set out below.</p>
<p>Resource Implications</p>	<p>Initial estimated value of the scheme (and, by consequence thereof, the works contract proposed hereunder) is £2.35M based on the detailed design produced by the council’s highway design consultant Amey. This incorporates feedback from the public share events, members and in conjunction with Sustrans. The proposed contract will be funded from £2.23M funding provided by GFirst LEP and £0.12M from S106 Developer contributions. The costs of the proposed contract will be contained within the approved scheme funds, with any increased costs being contained within the Highways capital programme grant allocation. The cost of the scheme will be continuously monitored as it progresses.</p>

MAIN REPORT CONTENTS

1 Background

Significant improvements were made to the junction in 2015 by Highways England (HE). This was in addition to major work undertaken by the County Council in 2009 on the western approach, including adding the bus lane. The cost of the HE scheme (referred to as A40 Over Roundabout Gloucester Western Approach Widening) was circa £0.35M and was promoted by HE as part of their national Pinch Point schemes programme.

The said scheme consisted of widening the A40 eastbound approach to three lanes to allow a dedicated right turn lane, and also widening the roundabout carriageway on the northern side. A pedestrian crossing was also re-located to a safer location and improved lighting within the vicinity of the works.

The proposed new scheme (and the works contract proposed hereunder) is intended to build on the past improvements and also seeks to 'future proof' the junction, given the recent improvements, strategic importance of the link and current traffic flows. The overall aim of the proposed scheme is to reduce queues and delays on the A40 'east-west' and A417 'north-south' approaches through A40 Over roundabout, thus improving vehicle journey times and addressing journey reliability problems.

The following aspects of the roundabout have been identified for improvement:

- A417 North: Widening of the southbound approach to the roundabout entry to provide three lanes at the junction stop line;
- A40 East: Widening of the westbound approach to the roundabout entry to provide three lanes at the junction stop line; and
- A40 Roundabout – General: The addition of a third circulatory lane within the roundabout.

The overarching goal is to provide a free flowing link in terms of traffic approaching and travelling through the currently heavily congested A40 Over Roundabout. The three most important outcomes / objectives have been identified as follows:

- Reduce journey times and improve journey time reliability for all users, particularly on the two arms that will be improved (from A417 Maisemore to Over and on the westbound approach from Longford Roundabout);
- Improve local links in the area for all users, including buses; and
- Provide the most direct route and quickest route for all users, reducing CO2 emissions, noise and air pollution.

Full details of the scheme including consultation responses can be found in Appendix A.

2 Securing a Works Contractor

As the value of the scheme is in excess of £0.5M it will be necessary to procure the works outside of the Amey term maintenance contract. The value of the scheme is below the OJEU threshold for works and, upon Cabinet approval, we will be going to the market using a competitive tender process in accordance with GCC's Standing Orders using ProContract (which is the standard electronic contract system used by GCC).

Site supervision and project management support will be provided by Amey (consulting). The form of contract will be NEC3, Option A which is an industry standard for this type of scheme.

3 Resource Implications

Initial estimated value of the scheme (and, by consequence thereof, the works contract proposed hereunder) is £2.35M based on the detailed design produced by the council's highway design consultant Amey. This incorporates feedback from the public share events, members and in conjunction with Sustrans. The proposed contract will be funded from £2.23M funding provided by GFirst LEP and £0.12M from S106 Developer contributions. The costs of the proposed contract will be contained within the approved scheme funds, with any increased costs being contained within the Highways capital programme grant allocation. The cost of the scheme will be continuously monitored as it progresses.

4 Risk Assessment

The risk register for the scheme has been regularly updated in line with the GCC Risk Management process, in order to investigate, manage and mitigate key risks.

The key risks can be summarised as follows:

- 1) Completion of the Section 6 Agreement with HE to allow GCC to undertake improvements on HE network;
- 2) Design/construction issues, in terms of timetable slippage, unforeseen delivery issues, and therefore associated scheme cost increases (which would fall to GCC).

The risk register review undertaken has focused on the risks that are likely to affect the procurement process, these are determined as:

- Statutory utility diversions

Overall, the risks are well understood and are being eliminated or mitigated as the project moves forward. There are, however, a number of risks open that could have an impact on the design and cost of the project. Going to market to secure a works contractor is the next critical step in managing the project's risk profile down. Risks will continue to be actively monitored and any significant changes affecting the scope of the project will be reported to the Lead Cabinet Member.

5 Options

The options for cabinet are as follows:

- Option A: To Authorise the Commissioning Director; Communities & Infrastructure to progress a tender process as defined in this report ; or
- Option B; To decline this authorisation to the Commissioning Director; Communities & Infrastructure.

6 Officer Advice

That Cabinet approve the recommendations as set out in this report.

7 Equalities Considerations

No specific analysis has been carried out with regard to the protected characteristics, however, this scheme is included in the County Council's adopted Local Transport Plan which does include analysis of data in regard to user needs. The detailed design of the final scheme will be undertaken in accordance with relevant guidance in relation to equalities and safety.

8 Consultation Feedback

The scheme has been amended to incorporate feedback from attendees from the public share events. Full details of feedback and responses to feedback are detailed in the full business case (see Appendix A).

9 Performance Management/Follow-up

Scheme delivery will continue to be managed in accordance with business case objectives and the monthly meetings of the Local Transport Plan Management Board.

Report Title	A40 Over Roundabout Improvement Scheme
Statutory Authority	Highways Act 1980 Traffic Management Act 2004
Relevant County Council policy	Adopted Local Transport Plan
Resource Implications	Initial estimated value of the scheme (and, by consequence thereof, the works contract proposed hereunder) is £2.35M based on the detailed design produced by the council's highway design consultant Amey. This incorporates feedback from the public share events, members and in conjunction with Sustrans. The proposed contract will be funded from £2.23M funding provided by GFirst LEP and £0.12M from S106 Developer contributions. The costs of the proposed contract will be contained within the approved scheme funds, with any increased costs being contained within the Highways capital programme grant allocation. The cost of the scheme will be continuously monitored as it progresses.
Sustainability checklist:	
Partnerships	Close working with the preferred contractor (when appointed) and HE.
Decision Making and Involvement	GCC Commercial, Legal Services, Audit and Risk.
Economy and Employment	One of the aims of the scheme is to promote the economy of Gloucestershire through improved transport infrastructure reliability and reduced journey times.
Caring for people	The scheme design will promote the safety of all users.
Built Environment	An Environmental Impact Assessment has been undertaken for the scheme.
Natural Environment' including Ecology (Biodiversity)	An Environmental Impact Assessment has been undertaken for the scheme.
Education and Information	Various consultation events have been used to educate and inform the public and stakeholders.
Tackling Climate Change	Carbon Emissions Implications? Positive/ Neutral / Negative Vulnerable to climate change? Yes/ No/ Maybe

<p>Due Regard Statement</p>	<p>Has a Due Regard Statement been completed? No</p> <p>No specific analysis has been carried out with regard to the protected characteristics, however, this scheme is included in the County Council's adopted Local Transport Plan which does include analysis of data in regard to user needs. The detailed design of the final scheme will be undertaken in accordance with relevant guidance in relation to equalities and safety.</p> <p>Monitoring of Service Users The Equality Act 2010 states that service providers have a continuing duty to consider impacts on groups with protected characteristics and therefore monitoring of users once the scheme is operational will be required to ensure that equality issues pertaining to age, disability, sex and ethnicity, are being considered and evolved after opening. Additionally any information on incidents/accidents or in the area around the scheme will be analysed according to the characteristics of the victim if the information is available.</p>
<p>Human rights Implications</p>	<p>N/A</p>
<p>Consultation Arrangements</p>	<p>Consultation completed during Summer 2016 as part of the full business case for the scheme. Refer to Appendix A.</p>

Appendix A – Full Business Case for scheme