

A38 Cross Keys Roundabout Capacity Improvements and Signalisation – contract procurement and ancillary orders

AGENDA NO: 7

Cabinet Date	10 th October 2018
Environment and Planning	Cllr Nigel Moor
Key Decision	Yes
Background Documents	<ul style="list-style-type: none"> • Department for Transport National Productivity Investment Fund (NPIF) for the Local road Network; Application Form 2017 • Adopted Local Transport Plan (LTP 3 2016)
Location/Contact for inspection of Background Documents	<p>http://www.gloucestershire.gov.uk/ltp3</p> <p>Department for Transport National Productivity Investment Fund (NPIF) for the Local road Network; Application Form 2017 (Please see Appendix A)</p>
Main Consultees	<ul style="list-style-type: none"> • Local Member (Cllr S Davies for Hardwicke/Severn) • Stroud District Council • Highways England • MP's David Drew (Stroud) and Richard Graham (Gloucester) • Wide range of consultees as part of the statutory consultation exercise (Police/Ambulance/Freight & Haulage associations) • Residents, general public and businesses (Public share events are scheduled for September 2018)
Planned Dates	<ul style="list-style-type: none"> • NPIF Award Letter - October 2017 • Detailed design start – November 2017 • Detailed design end – Nov 2018 • Issue tender documents – Jan 2019 • Tender assessment and award – March 2019 • Construction start – April 2019 • Scheme complete and open to the public – Nov 2019
Divisional Councillor	Cllr S Davies for Hardwicke/Severn
Officer	<p>Scott Macaulay-Lowe, Team Leader; Major Schemes. Highways Commissioning</p> <p>scott.macaulay-lowes@gloucestershire.gov.uk</p>

<p>Purpose of Report</p>	<ul style="list-style-type: none"> • To seek Cabinet approval for the Lead Commissioner; Highway Authority, to be authorised to conduct a compliant competitive tender process and to award a contract in respect of the A38 Cross Keys roundabout capacity improvements and signalisation proposals; and • For the Lead Commissioner; Highway Authority, to be authorised to acquire land required for the scheme and make any other ancillary orders that might be required to successfully implement the scheme. This authority will enable GCC to make legal orders such as temporary traffic regulation orders (TTRO's for speed limits etc) during the construction phase of the project.
<p>Recommendations</p>	<p>That Cabinet authorise the Lead Commissioner; Highway Authority to:</p> <ol style="list-style-type: none"> (1) conduct a compliant competitive tender process for the award of a contract to a single supplier for the construction of the A38 Cross Keys Roundabout Capacity Improvements and Signalisation Scheme (2) upon conclusion of the competitive tender process, and in consultation with the Cabinet Member for Environment and Planning, to enter into a contract with the preferred provider evaluated as offering the Council best value for money for delivery of the services. In the event that the preferred provider for the contract is either unable or unwilling to enter into that contract with the Council then the officer is authorised to enter into such contract with the next willing highest placed suitably qualified provider; and (3) to acquire land required for the scheme make any other ancillary orders that might be required to successfully implement the scheme.
<p>Reasons for recommendations</p>	<p>The decision will enable the council to pursue the contract award for the scheme, which will provide the best opportunity to meet the timescales for project delivery.</p>
<p>Resource Implications</p>	<p>The total scheme cost is £3.851m. The scheme will be funded through;</p> <ul style="list-style-type: none"> • £2.696 million from the National Productivity Investment Fund (NPIF), secured from the DfT in October 2017 and; • £1.155m from the Highways Capital programme <p>Please note the £1.155m will be funded from the Highways Capital programme to allow the project to proceed however we are expecting S106 contributions from the Hunts Grove/Crest Nicolson development to be paid by 1st May 2023 or upon occupation of the 558 dwelling (whichever is the later).</p> <p>Once the s106 funds have been received the released funding will be returned to the Highways Programme and utilised on other projects.</p>

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1. Background

The proposed project is at the junction of the A38 and B4008 known as Cross Keys Roundabout. This junction is a strategically important junction of the road network in Gloucestershire. This junction is 800m north of junction 12 of the M5 motorway. It links directly to Gloucester for vehicles approaching from the motorway and from the A38. The proposed improvements will provide increased capacity at the roundabout by widening the circulatory and approaches, installing (partial) traffic signals on the A38 southbound and B4008 northbound, and providing additional enhancements for buses and cycling. The scheme will cost a total of £3.851m.

The junction consists of a five arm roundabout: A38 Northbound from a point approximately 150m south of the existing Roundabout), B4008 Northbound from M5 J12 from a point approximately 160m south of the existing Roundabout, B4008 Bath Road, entrance/exit to/from local services and A38 Southbound from Gloucester from a point approximately 160m from the existing roundabout. Capacity at the junction will be further stretched by future development in the area, including housing at Hunts Grove.

The Hunts Grove Development site covers an area of 95 hectares of which over 30 hectares are scheduled as public open space / playing fields, has been identified for predominantly residential development, with an area of employment development linked to the existing Waterwells Business Park. The site will accommodate 1750 houses, with a proportion allocated as affordable homes, and a 5.75 hectare Business Park to the north of the site. Community uses will include a new 1.5 form entry Primary school, a Nursery school, a sports pavilion, and neighbourhood centre comprising a community hall, medical centre and other commercial uses (2,000 square metres shopping centre). The new highway accesses include a principal access from the A38 (Southern Connector) and a new highway link to the north of the site into the existing Waterwells Business Park (now completed).

The scheme is supported by Highways England (HE), as it is adjacent to M5 J12, which currently experiences peak time queues and congestion on the exit slip road from the motorway. The HE, therefore support any proposals to increase capacity and improve safety and journey time delays.

The required land acquisition for this scheme is in regard to approximately 200m² of land to the west of the B4008, currently arable field. The land is required for locating new highway signage on the approach to the roundabout.

This area in question is owned by one landowner and GCC have begun early, positive dialog with them concerning the settlement for this land.

All other works are within the highway boundary and require no further land acquisition.

2. Proposed improvements

The proposed improvements will provide increased capacity at the roundabout by widening the circulatory and approaches, installing (partial) traffic signals on the A38 southbound and B4008 northbound, and providing additional enhancements for buses and cycling.

The scheme is necessary to meet our obligations under the Highways Act and the Traffic Management Act, as well as other legislation and therefore can be considered as necessary to meet the core value of “Providing the basics”

It also meets the following Local Transport Plan Objectives

Securing conditions for economic growth in Gloucestershire by providing an efficient transport network

Ensure that communities are given equal opportunities to benefit from economic prosperity by providing an efficient transport network that enables people to work and access the places they need, and doesn't prevent them from working.

Create healthy, safe and engaged communities by maintaining the transport network in a safe condition and providing a well connected network of cycle and walking routes.

3. Funding breakdown

External Contributions:

The scheme will be funded through £2.696 million from the National Productivity Investment Fund (NPIF) and £1.155m (from a maximum of £1,355,000 available) of s.106 contribution from the Hunts Grove/Crest Nicolson development (S106/Land at Colethrop Farm Hunts Grove, Bath Road, Hardwicke, Glos [S.15/1498/VAR]). The s.106 contribution will be released to GCC by 1st May 2023 or upon occupation of the 558 dwelling (whichever is the later). In lieu of this contribution, GCC will forward fund the scheme from the Highways capital programme grant

Reserves:

Nil

Funding breakdown:

£000s	2018-19	2019-20
DfT funding sought	2696	N/A
Local Authority contribution	565	590
Third Party contribution		
TOTAL	3261	590

4. Options

The options for Cabinet are as follows:

- Option A: To authorise the Lead Commissioner; Highway Authority to progress the scheme as set out in this report's recommendations; or
- Option B: To decline this authorisation to the Lead Commissioner; Highway Authority.

5. Risk Assessment

An up to date risk register for the scheme exists and is 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) The capital costs of the scheme increase as a result of factors uncovered at preparatory surveys and design stages. Mitigation; Detailed design and survey work is ongoing to eliminate risk.
- 2) The purchase of land for planned signage of the roundabout is subject to agreement with landowner. Mitigation; dialog continues with said land owner, contingency budget will be made available.
- 3) New Professional Services contract starts in April 2019. Potential for a delay to scheme progress if there is a new consultant in place, who may require a period of mobilisation. Mitigation; Early contractor involvement will take place with the aim of minimising any disruption to programme.
- 4) Increases (above those identified in the risk and contingency allowance) in statutory undertakers' apparatus diversion or protection costs (Gas Main on B4008 and BT on A38) to that assumed at bid stage. Mitigation; survey work continues, risk allowance set aside for potential cost increases

Overall, the risks are well understood and are being eliminated or mitigated as the project moves forward. There are, however, a number of outstanding risks that could have an impact on the design and cost of the project. 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.

6. Officer Advice

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

7. Equalities considerations

To date, no specific analysis has been carried out with regard to the protected characteristics; however, the detailed design of the final scheme will be undertaken in accordance with relevant guidance in relation to equalities and safety. 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.

8. Consultation feedback

Public share events will be held in September

Pre-consultation included engagement with key stakeholders and interested parties, these included the Local member, local Town and Parish Councils, access and rights of way groups and scheme users and emergency services.

In addition to the above, the Council has also carried out an extensive consultation on the adopted Local Transport Plan (2016), in which this scheme is listed as a long-term capital priority (2021-31).

9. Performance Management/Follow-up

Scheme costs and delivery will continue to be managed in accordance with business case objectives and the monthly meetings of the Local Transport Plan Management Board, attended by the relevant Lead Commissioner and Commissioning Director.

Report Title	A38 Cross Keys Roundabout Capacity Improvements and Signalisation – contract procurement and ancillary orders
Statutory Authority	Highways Act 1980 Traffic Management Act 2004
Relevant County Council policy	Adopted Local Transport Plan (LTP 3) 2016
Resource Implications	<p>The total scheme cost is £3.851m. The scheme will be funded through;</p> <ul style="list-style-type: none"> • £2.696 million from the National Productivity Investment Fund (NPIF), secured from the DfT in October 2017 and; • £1.155m from the Highways Capital programme <p>Please note the £1.155m will be funded from the Highways Capital programme to allow the project to proceed however we are expecting S106 contributions from the Hunts Grove/Crest Nicolson development to be paid by 1st May 2023 or upon occupation of the 558 dwelling (whichever is the later).</p> <p>Once the s106 funds have been received the released funding will be returned to the Highways Programme and utilised on other projects.</p>
Sustainability checklist:	
Partnerships	Close working with the preferred contractor (when appointed) and HE.
Decision Making and Involvement	During the scheme delivery phase, Gloucestershire County Council retains governance and control of the delivery of the Contract. Gloucestershire County Council will act as the client under the contract with a Contractor appointed via a competitive tender process. Representatives from Gloucestershire County Council or their highways maintenance contractor will be appointed to undertake the project management and supervision roles and will be responsible for managing the Contract during the works.
Economy and Employment	<p>Will enable housing and employment development to be brought forward;</p> <p>Enables development (housing; employment) to take place, where residents or employees have access to an improved highway network;</p> <p>Improvement in quality, reliability and reduction in travel time</p>

Caring for people	<p>for all vehicles.</p> <p>The scheme is also expected to have a beneficial impact by reducing cyclist and pedestrians' accidents. The proposed crossings at the B4008 exit arm, and widened footways would provide a safe place to cross and navigate the route and in turn avoid crossings occurring at random points which would increase the risk of a collision.</p>
Social Value	<p>(The scheme design will promote the safety of all users.)</p> <p>This scheme has the potential to increase physical activity. The improved crossing points will provide a safe place for both pedestrians and cyclists to cross this will reduce severance for potential users and improve confidence in using the route via such method.</p>
Natural Environment' including Ecology (Biodiversity)	<p>The key impacts relate to the loss of habitat, in particular the loss of unimproved and semi-improved neutral grassland within the roadside verges</p> <p>Pre-construction species surveys and checks to existing badger setts should be undertaken for badgers, and vegetation clearance undertaken outside of the bird breeding season if possible or under ecological guidance.</p> <p>Reasonable Avoidance Measures (RAMs) should be employed regarding amphibians and reptiles.</p> <p>Work should be undertaken in accordance with 'BS5873:2012 Trees' in relation to design, demolition and construction to ensure that mature trees, hedgerows and tree belts in close proximity are not harmed.</p>
Education and Information	<p>As part of any quality tender evaluation, the successful Contractor will need to outline their strategy for community engagement, (school visits/weekly site bulletins/social media and comms plan).</p>
Tackling Climate Change	<p>Carbon Emissions Implications? Positive</p> <p>The impact produced by the implementation of the scheme is beneficial (CO2 reduction) and quantified at £0.119 million.</p> <p>Vulnerable to climate change? No</p>
Due Regard Statement	<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 (2016) which includes 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</p> <p>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>Public Share Events will be held in September. Presentation boards will be provided with large scale plans and graphics together with scheme introduction, background and FAQs.</p> <p>Pre-consultation included engagement with key stakeholders and interest parties included the Local member, Town and Parish Councils, access and rights of way groups, scheme users and emergency services.</p>