



REPORT TITLE: Gloucester South West Bypass – Llanthony Road Widening Improvements – Contract Procurement

Dates between which decision will be taken	Earliest date: 3 Feb Latest date: 17 Feb
Cabinet Member	Cllr Vernon Smith (Cabinet Member for Highways and Flood)
Key Decision	Yes
Purpose of Report	To seek Cabinet Member approval to accept the DfT Levelling Up Capital Fund grant for £9.122 million to increase the Council's spend against the Gloucester South West Bypass Llanthony Road Widening Improvements Scheme and delegate authority to the Head of Highway Authority for the purpose of commissioning construction works in relation to the Gloucester South West Bypass (GSWB) Llanthony Road Widening Improvements Scheme; and awarding such contract.
Recommendations	<p>That the Cabinet Member for Highways and Flood approves the Council's receipt of a DfT Levelling Up Capital grant funding of £9.122 million which shall be added to the EE&I Capital Programme against the GSWB Scheme; and</p> <p>Delegates authority to the Head of Highways, in consultation with the Cabinet Member for Highways and Flood to:</p> <ul style="list-style-type: none">a) Conduct a competitive procurement process in respect of a contract for the supply of highway construction works in relation to the Gloucester South West Bypass Llanthony Road Widening Improvements scheme; andb) Award such contract to the successful tenderer
Reasons for recommendations	The proposed decisions will enable the Council to engage suppliers for the purpose of securing a highways construction contract in respect of the Gloucester South West Bypass Llanthony Road Widening Improvements, which will provide the best opportunity to meet the timescales set out in the council's Local Transport Plan.

Resource Implications	<p>The Gloucester South-West Bypass Llanthony Road Widening Improvements Scheme is currently estimated to cost in the region of £11,562,848 which will be funded from the following funding sources:</p> <ul style="list-style-type: none"> • The GFirst LEP Growth Deal - £2,000,000 • Section 106 Contributions - £128,172 • DFT Levelling Up Fund - £9,122,000 • DFT Block Grant - £312,676 <p>The Llanthony Road Widening Improvements scheme required the purchase of third-party land and buildings to enable the widening to take place. The land in question is now in ownership of GCC.</p> <p>As stated in the County Council’s Constitution, ‘Directors are responsible for ensuring that variations in capital project estimates that occur during the course of a contract are contained within the resources allocated to that service’. The scheme’s costs will be monitored and managed accordingly.</p>
Background Documents	<ul style="list-style-type: none"> • Gloucestershire’s adopted Local Transport Plan http://www.gloucestershire.gov.uk/ltp3 • The GSWB Full Business Case https://www.gloucestershire.gov.uk/highways/major-projects-list/gloucester-south-west-bypass-gswb-llanthony-road-widening/
Statutory Authority	<p>Highways Act 1980 Road Traffic Regulation Act 1984 Traffic Management Act 2004 Local Transport Act 2008 Growth and Infrastructure Act 2013 Infrastructure Act 2015</p>
Divisional Councillor(s)	<p>Cllr Pam Tracy</p>
Officer	<p>Any representations should be sent to:</p> <p>Kath Haworth – Head of Highway Authority Kathryn.Haworth@gloucestershire.gov.uk 01452 328792</p> <p>By 5pm on Monday 24 January 2022</p>
Timeline	<ul style="list-style-type: none"> • Priory Access construction works – March 2021 • Public inquiry decision – April 2021 • Bat Survey – May 2021 • Detailed Design Completion – Summer 2021

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| | <ul style="list-style-type: none">• Demolition of Business Centre via AMPs team –Winter 2021 subject resolution of leaseholder land agreements.• Site works –Early 2022 |
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Background

1. The Llanthony Road section of the A430 Gloucester South West Bypass (GSWB) is the only section of the bypass yet to be improved. The road is a single carriageway which creates a bottleneck between Castlemeads Bridge and St Anne Way. The scheme should relieve the traffic congestion that often builds up at peak periods which affects the journeys of motorists using this strategic route and the businesses operating in the area.
2. To reduce congestion, the council is proposing to widen the road and add extra lanes in both directions, converting the road from single to dual carriageway. It will also be installing traffic signals with segregated cycle/pedestrian crossing facilities, at the Sudmeadow Road junction. Other improvements include segregated cycleway/pedestrian facilities in compliance with LTN 1/20, linking in with existing cycling infrastructure.
3. The scheme is included in the County Council's adopted Local Transport Plan 3 (2015-2031).
4. The scheme has involved the acquisition of third-party land to enable the improvements to take place. The land in question is now in the ownership of GCC, with the land take requiring the demolition of a number of commercial buildings which are now vacant. The land acquisition was progressed via a negotiated settlement route in parallel to a compulsory purchase order (CPO) (a CPO was confirmed by the Secretary of State for Transport on 26 March 2021 following a virtual public inquiry). The purpose of this approach was to allow the flexibility of a mutually agreed settlement package for the businesses/property owners, but with the assurance of the CPO route in the event that Officers are unable to resolve the acquisition via the negotiated route.
5. In February 2017, Cabinet approved the recommendation for the County Council to underwrite the risk of the County Council not receiving all of the committed Growth Deal funding scheduled for 2018/19 thereby allowing the land acquisition to be brought forward from 2018/19 to 2017/18. Cabinet also approved the recommendation to commence land acquisition via Compulsory Purchase Order (CPO) in addition to negotiated settlement route allowing the land acquisition to commence in financial year 2017/18.
6. Since the original scheme was approved by Cabinet on 1st February 2017 Officers have engaged with land owners and businesses which has enabled the development of more accurate estimates of the value of the land and impact on businesses.
7. Structural surveys of the buildings required to be demolished have revealed that we would be required to demolish more than 50% of the original building. This combined with the assessment undertaken by AMPS regarding the cost options for demolition have confirmed that it is more cost effective to purchase the entire building plot, demolish the entire building and then sell the residual land. The council's preferred route for land acquisition was negotiated settlement with affected landowners. The council, has obtained a confirmed CPO which authorises the compulsory purchase of all land and rights necessary to complete the scheme. Despite the increase in costs the

Business case we have prepared to release the LEP funding still shows a Benefit Cost Ratio (BCR) of 12, which demonstrates the scheme delivers excellent value for money.

Options

8. The options for the Cabinet Member are as follows:
 - Option A: To accept the Levelling Up Grant and to authorise the Head of Highway Authority to procure works for the Gloucester South West Bypass Llanthony Road Widening Improvements scheme in order to progress the scheme as set out in this report's recommendations; or
 - Option B: To decline the Levelling Up Grant and the authorisation to the Head of Highway Authority and suggest an alternative approach.

Risks

9. An up to date risk register for the scheme exists and 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:
 - a. Non-compliance with Cycle Infrastructure Design local transport note 1/20 (LTN 1/20); review of proposed cycleway provisions to ensure compliance with LTN 1/20, and to link proposed cycleway facilities with existing cycling infrastructure improvements between Llanthony and Elmbridge incorporating Gloucester's Local Cycling and Walking Infrastructure Plan (LCWIP). Requested Atkins undertake internal audit of design in accordance with LTN 1/20.
 - b. DfT Pinch Point Funding has been disbanded, making way for the DfT Levelling Up Fund (LUF). It brings together the Department for Transport, the Ministry for Housing, Communities and Local Government, and the Treasury to invest £4.8 billion in local infrastructure. It enables focus on high priority local projects which may have been out of the scope of more narrowly defined pots of funding. GCC have secured funding from the DfT Levelling Up Fund, this will enable GCC to meet the objectives of the project and the Local Transport Plan.
 - c. 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. Securing the required land 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.

Financial implications

The Gloucester South-West Bypass Llanthony Road Widening Improvements Scheme is currently estimated to cost £11,562,848 which will be funded from the following funding sources:

- The GFirst LEP Growth Deal - £2,000,000
- Section 106 contributions - £128,172
- DFT Levelling Up Fund - £9,122,000
- DFT Block Grant Funding - £312,676

Spend Description	Spend
Design	£1,388,925
Supervision and Management	£496,000
Demolition	£213,996
Asbestos	£312,848
Utility Diversions	£1,052,444
Contractor Prelims	£904,500
Construction	£2,177,731
Land Purchase	£4,130,000
Priory	£35,466
Construction Mark Up	£30,822
Risk	£652,301
LTN 1/20 Compliance	£167,815
Total	£11,562,848

Figure 1: Forecasted Scheme Costs

Climate change implications

Carbon Emissions Implications? ~~Positive~~ / Neutral / ~~Negative~~

Vulnerable to climate change? ~~Yes~~/ No / ~~Maybe~~

Equality implications

Has an Equalities Impact Assessment (EIA) been completed? Yes / ~~No~~

10. The EIA (Appendix A) will be reviewed and updated on completion of work packages (i.e. on completion of design, procurement, on completion of construction, after opening, etc.) to ensure a continuing duty of regard for equality impacts on groups with protected characteristics. The strengthening actions identified in the Due Regard Statement include:

- Monitoring scheme to ensure protected groups are well served. Monitoring of service users once in operation to identify if groups with protected characteristics are being discriminated against or if this scheme is advancing opportunities for these groups. This could be done through user surveys.
- Prevent scheme construction from impacting the movement protected groups. Appropriate traffic management plan and information provision during construction

stage to consider severance and obstruction issues for those with protected characteristics.

- Providing access to relevant information to all protected groups. Supply of equality and diversity policy details from external contractors involved in the provision of construction and operation services.
11. The EIA demonstrates that 'due regard' has been shown to the three aims of the public sector equality duty (section 149 of the Equality Act 2010) during the development of the 'policy'.
 12. The Cabinet Member should read and consider the Equalities Impact Assessment in order to satisfy themselves as decision makers that due regard has been given.

Data Protection Impact Assessment (DPIA) implications

A Data Protection Impact Assessment is not required.

13. During stages of the scheme (such as the public engagement survey), where data has been collected it will be anonymous and any personal data will be treated as confidential and in accordance with UK GDPR laws and Gloucestershire County Council's data protection policy.

Social value implications

14. The Council will be using a new performance and evidence-based approach to Social Value, based on the National TOMs (Themes, Outcomes and Measures) which has been developed for the Council by the Social Value Portal. Tenderers will be required to propose credible targets against which performance (for the successful Tenderer) will be monitored. Tenderers are free to choose those measures that are proportional and relevant to their business and this specific contract. However, a key success factor for Tenderers will be to demonstrate the ability to deliver against the commitments made.
15. Tenderers will be required to provide the following as part of their tender:
 - a. A quantified Quantitative Social Value Proposal; and
 - b. A Qualitative Social Value Proposal providing evidence describing how the social value being proposed will be delivered against each of the measures offered.
16. The Council will make provision for these commitments in its contract with the winning Tenderer which will then be monitored and reported on periodically throughout the term of the contract.
17. The Council recognises that the process of measuring and delivering Social Value requires flexibility and a collaborative approach. Agreed Social Value commitments may require a certain amount of refinement as a result. A key requirement is the willingness of the provider to work openly and transparently with the Authority whilst bearing in mind that the overall value of Social Value commitments made must be delivered.

18. Full details on the Social Value Portal and the National TOMs framework is available here <https://socialvalueportal.com/national-toms/>

Consultation feedback

19. A comprehensive engagement exercise has been completed for the Gloucester South West Bypass Llanthony Road Widening Improvements; including press releases, letter drops, bulletins, emails to key stakeholders and public engagement events.
20. Two Public Share Events were undertaken in 2017 to cover Gloucester South West Bypass Llanthony Road Widening Improvements with approximately 250 attendees and 44 feedback forms completed.
21. Consultation has involved a full range of stakeholders, which has included:
- GCC Cabinet Members
 - Local County Councillors
 - Gloucester City Council
 - Internal GCC consultees
 - GFirst LEP
 - Richard Graham MP for Gloucester
 - Residents, general public and businesses
22. Questionnaires were available to complete at the share events; a full breakdown of the responses and suggested feedback has been incorporated into the Full Business Case published on the project website:
<https://www.gloucestershire.gov.uk/media/1517716/llanthony-road-bypass-widening-full-business-case-2018.pdf>
23. Two separate public share events were held for the proposed GSWB improvement scheme. One was held at Sainsbury's on St Ann's way on Wednesday 5th of July 2017, and the second at Gordon League Rugby Football Club, Hempsted on Tuesday the 11th July 2017. Over the two events there was an estimated 250 attendees, of which Amey received 44 comment sheets.
24. The overall consensus of the feedback received was very positive, with support for the scheme and many felt this improvement was long overdue. The public were asked to provide feedback based around reducing traffic congestion and queues, improve journey times, increase capacity and improved safety and a reduction in accidents along the GSWB.
25. Key points and issues raised following the public share event to be reviewed and considered:
- Safe pedestrian crossings throughout the scheme, provisions made for pedestrians and cyclist throughout the site.
 - Impact of road capacity on egress from side roads, this will be addressed by the phasing of the lights creating gaps in the traffic.

- Phasing of separate signalised junctions conflicting, this will be resolved by linking all traffic signal phasing within the scheme.
 - Fears of high speeds post completion, no indication that the project will cause average speeds to increase.
 - Queueing traffic turning into St Ann Way, proposed widening will address this
26. The scheme was examined in depth at the virtual public inquiry into the making of the CPO in November 2020
27. The County Council will require that, as part of the tender process, any successful contractor will undertake contractor share events (that comply with social distancing requirements) in advance of any works commencing to introduce the contractor, answer any concerns and provide more information on the construction programme. This will be supported by pro-active scheme communications.

Officer recommendations

28. That the Cabinet Member approves the recommendations set out on page 3 of this report which includes accepting the Levelling Up Fund Capital grant and conduct a competitive procurement process.

Performance Management/Follow-up

29. GCC have set up a clear and robust structure to provide accountability and an effectual decision-making process for the management of the GFirst LEP funded transport schemes. Each scheme will have a designated project manager who will be an appropriately trained and experienced member of GCC staff.
30. Scheme costs and delivery will continue to be managed in accordance with business case objectives and the monthly meetings of the LTP Management Board, attended by the relevant Lead Commissioner. Updates will also be provided to the strategic transport and infrastructure board.