

11 December 2013		ITEM: 13 01104255
Cabinet		
A13 Carriageway Widening - Agreement To Proceed To Tender For Detail Design Package		
Report of: Councillor Andy Smith, Portfolio Holder for Regeneration, Highways & Transportation		
Wards and communities affected: All	Key Decision: Key	
Accountable Head of Service: Basil Jackson, Head of Transportation and Highways		
Accountable Director: David Bull, Director for Planning and Transportation		
This report is Public		
Purpose of Report: To seek Cabinet approval to procure a consultancy service for the detail design of the A13 carriageway widening between the A128 (Orsett Cock) and the A1014 (The Manor Way).		

EXECUTIVE SUMMARY

The A13 is a vital strategic route for the South East of England and London forming a link of national importance. Regionally it connects communities and businesses along the Thames Gateway and South Essex and is a key strategic route linking development at the Port of Tilbury, Grays, and Lakeside.

Thames Gateway is Europe's largest logistics park, with warehousing distribution and associated businesses, it will provide up to 13,000 new jobs by 2026. Additionally, the Port of Tilbury is likely to expand considerably adding an additional 1,600 to 3,800 new jobs by 2026.

A lack of capacity on the A13 restricts the competitive advantage such ports might offer and would have a similar affect upon the significant development agenda and potential economic growth of the Thurrock / South Essex region and beyond.

Planning & Transportation directorate is currently working on ways to secure external funding through South East Local Enterprise Partnership (SELEP) so that the Council will be in a position to procure and deliver the scheme with funding available between 2015-19. However, to be in a position to advance the scheme and have a more accurate figure for the costs of delivery, it must now be progressed to detail design stage.

This report requests approval from the Cabinet to put the detail design package out to tender in order to secure consultancy services.

1. RECOMMENDATIONS:

That Cabinet:

- 1.1 Approves to progress the tender in order to secure consultancy services for the delivery of the A13 Widening Detail Design Package and other related design work. Cabinet will be informed of the results of the tender process.**
- 1.2 Approves to work with DPW London Gateway, using powers already agreed through the Harbour Empowerment Order (HEO), to progress all issues leading to the implementation of the A13 widening, including public consultation on the preferred design.**

2. INTRODUCTION AND BACKGROUND:

- 2.1 London Gateway is the most significant UK port development in more than 20 years. Occupying a 1,500 acre site, the Port will sit adjacent to Europe's largest logistics park and together they will create more than 12,000 direct, permanent jobs and more than 20,000 indirect jobs. Funded entirely by the private sector, the Council is working with the developers (DP World) on a Local Development Order to give confidence to occupiers to invest. London Gateway forms a very large part of the Council's local employment aspirations both directly and through associated growth in supply chains.
- 2.2 The A13 is an essential improvement to a key piece of the national road network linking East London and the Thames Gateway with the wider local network and supporting significant, committed private sector investment in Lakeside, London Gateway (the largest logistics park in Europe), Thames Enterprise Park and beyond which will collectively deliver more than 23,000 new jobs.
- 2.3 The Highways Agency has announced a £150 million scheme for M25 Junction 30. DP World has completed the A13 / Manorway junction. The remaining key elements are the two lane sections of the A13 and the eastbound access into Lakeside.
- 2.4 The length of the A13 between A128 (Orsett Cock) and A1014 (The Manor Way) is a 2 lane dual carriageway; this is referred to as dual all-purpose 2 lane. The A13 to the east of this section (towards Basildon/Southend) continues to be a 2 lane dual carriageway (dual all-purpose 2 lane). The A13 West of the A128 through to the M25 (with the exception of a short length at the Grays junction) is a 3 lane dual carriageway (Dual All-purpose 3 lane). The 2 lane section between the A128 and the A1014 will reach peak period saturation by 2016. In order to cope with this increase, this section of the A13 also needs to be widened to 3 lanes in each direction.

- 2.5 Without essential widening works the A13 Corridor will be over-capacity by 2016. This will not only constrain future forecast jobs growth in the area, but will also harm the existing industries and businesses that have chosen to locate here, impacting adversely on the ports, distribution park, heavy industry and logistics companies disproportionately because of their dependence on journey reliability and minimising time-lost in transit.
- 2.6 The proposed improvement is essential to accommodate the traffic that will be generated by the new London Gateway port and associated logistics park and the extensive levels of growth in Thurrock, and the rest of South Essex.
- 2.7 Given the forecast increase in freight traffic which will be generated by the developments at Tilbury and the London Gateway, plus the Borough-wide (and beyond) growth agenda, this highway improvement is considered necessary to enable these developments to proceed without causing severe detrimental effects to journey times for existing road users.
- 2.8 A feasibility study has been carried out by external consultants to assess the possibility of increasing the carriageway width to 3 lanes in each direction and to tie in with the existing three lane section at Orsett Cock as well as the new slip roads and two lane section at the Manor Way interchange.
- 2.9 The works will address the existing congestion and remove constraints on investment for jobs, housing and services in communities within the Borough and rest of Thames Gateway South Essex. The scheme will mitigate future congestion and poor journey reliability. The resulting reductions in congestion could provide some reductions in CO2 emissions. The scheme supports the £65m A13 / Sadlers Farm scheme already delivered by Essex CC, the £150m A13 / J30 scheme to be delivered by DfT and the Highways Agency as well as £15m of highway infrastructure improvements at London Gateway.
- 2.10 A business case has been produced and a feasibility study carried out. The report includes an appropriate scheme design. The cost estimate for the scheme is in the order of £85 million plus an additional £5m will be required for maintenance on the section between the A1089 interchange to A128 Orsett Cock interchange. This gives a scheme total of £90 million.
- 2.11 In order to progress the scheme, and for Thurrock to be in a position to implement the scheme when funding becomes available, a detailed design is now required.
- 2.12 It is proposed that Thurrock Council work with DP World to deliver this project under their Harbour Empowerment Order. The Order gives consent to carry out a range of works described in the prescribed Schedules and at locations identified on the plans and drawings deposited and approved with the Order. These Schedules define lateral limits within which road improvement works can take place and vertical levels within which the works should be carried out.

2.13 This report seeks agreement to be able to commence the tender stage to secure Consultancy services for producing the detail design package.

3. ISSUES, OPTIONS AND ANALYSIS OF OPTIONS:

3.1 Figures stated in the business case predict that the eastbound capacity will reach saturation some years after the westbound. As a result consideration has been given to widening the westbound only carriageway at this time.

3.2 However, costs were calculated to be 70% of the estimate for the full scheme (with a forecast cost of £57.7 million). This was considered a short-sighted measure as the eastbound carriageway will eventually require widening to cope with increased flows, resulting in a much higher overall cost.

3.3 Costs aside, it must be borne in mind that the widening of one carriageway only at this time would mean any resulting disruption to the through traffic and the local areas experienced would be repeated a few years on.

3.4 In affect, to widen two lanes at this time would be future proofing the area against cost and disruption.

4. REASONS FOR RECOMMENDATION:

4.1 To ensure that the project can move forward to detail design stage and that accurate scheme costs can be established in order to secure funding.

4.2 So that when funding is agreed Thurrock will be in a position to deliver the widening scheme on time.

5. CONSULTATION (including Overview and Scrutiny, if applicable)

5.1 Prior to the scheme being implemented the Council will embark on a information exercise to provide details on the scheme design.

6. IMPACT ON CORPORATE POLICIES, PRIORITIES, PERFORMANCE AND COMMUNITY IMPACT

6.1 This service impacts directly on the community priority to “ensure a safe, clean and green environment”

7. IMPLICATIONS

7.1 Financial

Implications verified by: **Mike Jones**
Telephone and email: **01375 652772**
mxjones@thurrock.gov.uk

Funding for this scheme will ultimately be paid through the Government’s Local Growth Fund (LGF) and S106 contributions. The cost of the

procurement and detail design will be paid through contributions from Dubai Ports as part of the Local Development Order.

The £1.15million cost of the procurement and Detailed Design is to be met through Local Development Order contributions from DP World Thames Gateway, who has agreed to provide advanced funding for the detail design.

7.2 **Legal**

Implications verified by: **Geoffrey Berriman, Interim Contracts Solicitor**
Telephone and email: **01375 652938**
Geoffrey.Berriman @BDT legal.org.uk

Under section 41 of the Highways Act 1980 the Council, as a Highways Authority, has a duty to maintain adopted highways, for which it is responsible, to a standard where they are reasonably passable and safe for ordinary traffic.

Section 62 of the Highway Act 1980 Act gives the Council a general power to carry out work to improve the highway for the use or protection of persons using a highway and the construction and reconstruction of bridges and the Council may alter or remove any works executed by them under this section.

The report states earlier that the works are intended to be carried out under powers contained in the Harbour Empowerment Order. This authorises the works and will set parameters for the scope of the design. The HEO gives consent to carry out a range of works described in the Schedules to the Order under Works descriptions and at locations identified on the Plans and drawings deposited and approved with the Order. These define lateral limits within which road improvement works can take place and vertical levels within which the works should be carried out. A future detailed design will need to take these limitations into account.

Providing all the road widening works are sufficiently described in the Works description and are within the lateral and vertical limits they will already be authorised as they will have been publicised and considered when the HEO was originally consulted upon.

Legal Services are able to advise on the applicability of EU Procurement Regulations and the Council's own Contract Procedure Rules to the tender for consultancy services for the detailed design package. Legal Services will liaise with the Council's Procurement Department as required. They will also advise on, and draft where appropriate, the terms and conditions to apply to the contract for the consultancy services.

It is noted that this is a Key Decision. All rules under the Council's Constitution relating to Key Decisions should be followed.

Under Article 13 of the Constitution Cabinet has the authority to approve the recommendations set out in this Report.

7.3 **Diversity and Equality**

Implications verified by: **Samson DeAlyn**
Telephone and email: **01375 652472**
sdealyn@thurrock.cov.uk

There are no direct diversity and equality implications arising from the report. However, creating an attractive and accessible public realm has a part to play in getting people out and about. A well maintained highway ensures that the most vulnerable members of the community have fair access to the public realm. Disabled people, in particular, place a high priority on the provision of well maintain roads and footways.

7.4 **Other implications (where significant) – i.e. Section 17, Risk Assessment, Health Impact Assessment, Sustainability, IT, Environmental**

n/a

BACKGROUND PAPERS USED IN PREPARING THIS REPORT (include their location and identify whether any are exempt or protected by copyright):

- A13 Widening – Initial Business Case 21st Aug 13
- A13 Widening - A128 (Orsett Cock) to A1014 (The Manor Way) Feasibility Study Report - Sept 2013

APPENDICES TO THIS REPORT:

- None.

Report Author Contact Details:

Name: Steven Lines
Telephone: Ext. 2091
E-mail: slines@thurrock.gov.uk