

8 January 2019		ITEM: 6
Planning, Transport, Regeneration Overview and Scrutiny Committee		
A13 Widening – Scheme Update		
Wards and communities affected: All		Key Decision: N/A
Report of: Paul Rogers, Programme Manager Major Schemes		
Accountable Assistant Director: Detlev Munster, Assistant Director of Property and Development		
Accountable Director: Steve Cox, Corporate Director of Place		
This report is Public		

Executive Summary

This is to update Members about progress in delivering the A13 Widening scheme.

There will be a short presentation of the scheme provided by our contractors, Kier at the meeting.

1. Recommendation(s)

1.1 That the Planning Transport Regeneration Overview and Scrutiny Committee notes the progress on the A13 Widening scheme

2. Introduction and Background

- 2.1 This project will widen 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 and the A1014 (The Manorway) to the east. On completion of this scheme, the A13 will be three lanes wide in both directions all the way from the M25 motorway to Stanford le Hope.
- 2.2 Since the last Committee update in March 2017, good progress has been made towards the delivery of the project as follows:
- 2.3 In April 2017, the Department for Transport announced funding of £66.057m for the A13 Widening Project against a total project cost of £78.866m. The balance of the funding is provided by the South East Local Enterprise Partnership (SELEP) and DP World London Gateway Port Limited.

- 2.4 In June 2017, DP World London Gateway Port Limited compulsorily acquired most of the land needed for the scheme, using its powers under the London Gateway Port Harbour Empowerment Order 2008. Ownership of that land subsequently transferred to Thurrock Council. Additional land has been acquired by negotiation.
- 2.5 The contract for detailed design was awarded to Atkins and commenced in June 2017.
- 2.6 The contract for the widening works was awarded to Kier and commenced in July 2017.
- 2.7 Preparatory work started in December 2017 and will continue throughout winter 2018. It includes vegetation clearance, boundary fencing, surveys, the construction of site offices and haul roads, wildlife protection, archaeology, diverting underground pipes and cables, drainage work and the construction of a new balancing pond. This work is mainly taking place away from the road, with minimal impact on road users.
- 2.8 The main construction works on the road are due to start in March 2019 and be completed by autumn 2020. During the daytime there will be two narrow lanes in both directions with speed restrictions, camera enforcement and free vehicle recovery service. Overnight, there will be some lane closures on the A13 in both directions and slip road closures at the Orsett and Stanford le Hope junctions with diversions in place.
- 2.9 Where possible, public bridges will be constructed and brought into operation before the existing bridges are demolished. On up to 12 occasions, it will be necessary to fully close the A13 in both directions, so that complex bridge demolition and lifting work can take place safely. These closures will be advertised well in advance and take place at weekends (from 10 p.m. Friday until 5 a.m. Monday) to reduce disruption to road users. Carefully planned diversions will be used to minimise the effect on local roads.
- 2.10 Pre-commencement planning conditions have been discharged. Several design packages have undergone checking and the associated drawings have been released for construction e.g. drainage.
- 2.11 The project is progressing well and is within the agreed programme and budget envelope set.

3. Issues, Options and Analysis of Options

- 3.1 N/A

4. Reasons for Recommendation

- 4.1 To comply with the reporting arrangements agreed by Cabinet and ensure democratic scrutiny of the A13 Widening scheme.

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

- 5.1 A communication plan has been prepared and agreed.
- 5.2 In October 2018, a Member briefing session was held at the A13 site offices at Orsett. A follow-up briefing session has been arranged for 17 January 2019. All Members are invited.
- 5.3 Also in October 2018, a series of public information events was held at Stanford le Hope, Horndon on the Hill, Orsett and Grays. Almost three hundred people took the opportunity to come along and find out about A13 Widening and ask questions of the project team.
- 5.4 TTRO consultations for introducing temporary speed restrictions, carriageway closures (A13 main line and slip roads) and footpath diversions will shortly be undertaken.

6. Impact on corporate policies, priorities, performance and community impact

- 6.1 The A13 Widening scheme supports the corporate priorities by encouraging and promoting job creation and 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: **Mark Terry**
Senior Financial Accountant

Development of this scheme was funded by a £5.0m grant from SELEP's Local Growth Fund allocation. Delivery is funded by a £66.057m grant from the Department for Transport and a section 106 contribution from DP World London Gateway Port Limited.

It should be noted that the financial risk of this project rests with the Council. Additional spend over and above the agreed funding mentioned above will have to be funded by the Council. The project is however operating within the agreed budget envelope.

7.2 Legal

Implications verified by: **Benita Edwards**
Interim Deputy Head of Law

Powers to compulsorily acquire land and undertake the widening works are contained in the London Gateway Port Harbour Empowerment Order 2008, as such no further approvals are needed.

The scheme appears to be on budget but it is important to note that the Council must comply with the terms of the funding agreements with the Department for Transport and the South East Local Enterprise Partnership.

7.3 Diversity and Equality

Implications verified by: **Roxanne Scanlon**
Community Engagement &
Project Monitoring Officer

An equalities impact assessment was undertaken as part of the project's development and issues are being managed in accordance with the assessment.

7.4 Other implications (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder)

The contractor is required to risk assess all aspects of this project and put in place appropriate procedures and measures to safeguard lives and property 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:

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Place