

9 September 2021		ITEM: 10
Standards and Audit Committee		
A13 Widening Project		
Wards and communities affected: All	Key Decision: N/A	
Report of: Colin Black, Assistant Director Lower Thames Crossing and Project Delivery		
Accountable Assistant Director: Colin Black, Assistant Director Lower Thames Crossing and Project Delivery		
Accountable Director: Sean Clark, Corporate Director of Resources and Place Delivery		
This report is Public		

Executive Summary

This report will focus on the latest progress in delivery of the scheme and the impact of any changes in the agreed programme.

1. Recommendation(s)

1.1 That the Standards and Audit Committee note and comment on the report content.

2. Introduction and Background

- 2.1 This project involves widening 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 to the A1014 (The Manorway) in the East and replacing four bridges. Once the project is completed, there will be a continuous three-lane carriageway from the M25 to Stanford le Hope, reducing congestion and resultant pollution, improving journey times and supporting further economic growth not only in Thurrock but across the whole south Essex corridor.
- 2.2 There have been a number of issues with the project that have resulted in delays in the delivery and an increase in costs, which have been discussed and considered in previous reports to both this Committee and PTR O&S.
- 2.3 This report will focus on progress in delivery and provide an update on the programme.

3. Issues, Options and Analysis of Options

Progress

3.1 Progress report to end of July 2021:

- Horndon and Saffron bridges have been completed and opened for use;
- The drainage and other earthworks on the verges were completed and the traffic was switched to the verges to allow access to the Central Reservation. Works to install drainage and the concrete vehicle restraint barrier has progressed ahead of programme;
- Both new bridges at the Orsett Cock roundabout were completed and traffic has been switched on to them allowing the demolition of the two old bridges. Works are currently underway to realign the roundabout and finish works in the area;
- More than £12 million has been invested locally, by using regional suppliers and businesses based within 10 miles of the project – supporting the local economy at a time when this is needed more than ever; and
- There has now been more than 850 000 hours since the last RIDDOR and more than 1.3 million hours worked on the project in total. The Project Accident Incident Rate is currently zero which is a significant achievement.

Programme

3.2 The current accepted programme has an anticipated planned completion date of January 2022.

3.3 Work is underway to identify ways in which the programme will deliver a road open to traffic in December 2021.

Budget

3.4 The team worked closely with Aecom and Kier during the first six months of 2021 to produce, agree and sign a Deed of Variation and a Settlement Agreement. These agreements encompass all of the risks and outstanding Compensation Events up until the end of 2020 (including Covid in 2020) and provide a revised Target Cost for the scheme. These agreements provide more certainty on both the programme delivery and the associated costs for the Council as they reduce the level of project risk.

4. Reasons for Recommendation

4.1 To respond to the Committee's request for an update on the A13 project.

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

- 5.1 A communication plan has been prepared and agreed.
- 5.2 Member briefing sessions are held periodically at the A13 Site Offices and provide an opportunity for Members to receive a presentation from the contractor and raise issues on behalf of local residents.
- 5.3 Meet the team sessions are held monthly at the A13 Site Office and are a popular way for residents and road users to find out more about the works and ask any questions, although as a result of Covid-19 these (and the Member briefing sessions) are currently postponed

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

- 6.1 The A13 Widening scheme supports the corporate priorities by encouraging and promoting 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: **Jonathan Wilson**
Assistant Director - Finance

The forecast position on the project remains under review as the project progresses through to the final stages of completion.

7.2 Legal

Implications verified by: **Tim Hallam**
Deputy Head of Legal and Deputy Monitoring Officer

This is an update report and there are no specific direct legal implications arising.

7.3 Diversity and Equality

Implications verified by: **Roxanne Scanlon**

Community Engagement and Project Monitoring Officer, Adults, Housing & Health

There are no implications arising from this update report.

7.4 Other implications (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder, or Impact on Looked After Children)

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