

NORTH SOMERSET COUNCIL DECISION

DECISION OF: COUNCILLOR JAMES TONKIN, THE EXECUTIVE MEMBER FOR PLANNING, BUILDING CONTROL, HIGHWAYS AND TRANSPORT

WITH ADVICE FROM: THE DIRECTOR OF DEVELOPMENT AND ENVIRONMENT, THE SECTION 151 OF THE COUNCIL AND THE HEAD OF STRATEGIC PROCUREMENT



DIRECTORATE: DEVELOPMENT AND ENVIRONMENT

DECISION NO: 19/20 DE 217

SUBJECT: WYNDHAM WAY, M5 JUNCTION 19 CONGESTION IMPROVEMENT SCHEME

KEY DECISION: YES

REASON:

This decision will result in the Local Authority incurring expenditure or making savings of £500,000 or over and is significant in terms of its effects on communities living in an area comprising two or more wards in the area of the Local Authority.

BACKGROUND:

Highways England and North Somerset Council are promoting interventions on the highway network, specifically to reduce standing traffic on the M5 motorway, on the southbound approach to Junction 19 for Portishead.

Highways England's scheme will increase capacity at J19, moving traffic from southbound M5, through the junction on to Portbury Hundred. North Somerset Council's scheme will increase capacity at the Sheepway / Portbury Hundred / Wyndham Way roundabout, moving traffic from Portbury Hundred, through the roundabout, along Wyndham Way to Sail Roundabout where it will distribute into the town. The proposed improvement will consist of Carriageway widening to two lanes in-bound from Portbury Common to Quays Avenue.

The HE funded, widened carriageway must be built by the end of March 2020 to receive the funding. There is a link with corporate policy - Health & Wellbeing because this is a public safety scheme.

This is an urgent decision because the terms of the Highways England funding are that works need to be completed prior to the end of March 2020. The construction programme is such that the contract will need to be awarded immediately to achieve the construction programme.

DECISION:

- Accept receipt of the additional £380,000 funding from Highways England and add this to the Capital Programme.
- To increase the capital programme by £683,442 funded from additional grant funding from Highways England, s106 contributions and a virement from the LTP unclassified roads budget as per the summary below.
- Award the contract to Skanska through the Highway term contract.

REASONS:

After detailed design and incorporating feedback from consultation process the costs for the scheme have escalated higher than the originally identified budget. Additional monies have been sourced from Highways England and locally from section 106 contribution to support the scheme delivery.

The changes are needed to mitigate safety risk of traffic queuing back onto the M5 motorway at Junction 19 at peak times.

OPTIONS CONSIDERED:

- 1). Do not deliver scheme give back £1m to Highways England. This does not address the concerns Highways England have about backing up onto the motorway and would incur costs for abortive design works (circa £110k) which would have to be found from NSC budgets.
- 2). Descope scheme – Extensive work has gone into value engineer and reduce costs. Any further cost reduction would result in the outcomes of the scheme not being achieved.
- 3). Proceed with scheme at increased budget. Highways England (HE) have increased their contribution to meet most of these costs. The original HE contribution of £1m has been increased to £1.38m on an exceptional basis. The scheme cost is £1.68m meaning a NSC contribution of £300k will need to be found. Section 106 funding has been identified which can be used to support this scheme of £95.4k in addition to this LTP in year savings will be required to make up the remaining £208k.

FINANCIAL IMPLICATIONS:**Costs**

Skanska - Main civils	£	617,418
Skanska - prelims (supervision etc)	£	318,701
Skanska - traffic management	£	119,240
Skanska - contract overhead*	£	190,000
Traffic signal amendments	£	30,000
Electrical (street lighting)	£	60,000
NSC Staff costs	£	75,582
Site supervision (NSC)	£	10,000
Comms	£	6,000
Site/Contract Support	£	30,000

Prep costs	£	108,428
Utility diversions	£	11,000
Quantified Risk	£	107,073
TOTAL:	£	1,683,442

The contract overhead is based on an assessment the value of capital projects to be delivered through the contract this financial year, apportioning the £670k fee over the projects.

Funding

Approved Funding:	£
HE (original)	1,000,000
Unapproved Funding:	
HE (extra)	380,000
S106 XCH203	95,422
2019/20 LTP budget virement	208,020
	683,442
Total Scheme Cost	1,683,442

There is a Section 106 contribution of £95,422.08 available. Reference number XCH203 Harbour Road, Burt transport. This can be used as a contribution for the improvement of local bus services serving the town of Portishead and/or the scheme to improve J19 of the M5 motorway and its adjacent road network. In addition to this an additional £208,020 has been identified from within the LTP programme.

LEGAL POWERS AND IMPLICATIONS:

The scheme at Wyndham Way will be implemented and operated by NSC under its powers as Local Highway Authority (Highways Act 1980).

A supporting scheme at J19 will be implemented and operated by Highways England under its powers as Highway Authority (Highways Act 1980).

CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS:

There has been an Ecological Walkover Report undertaken as part of this scheme. This satisfied the funding agent Highways England that there were no Environmental implications, especially with Horseshoe Bats and habitation. We have also checked wider with the Metrowest scheme for conflicts. The carriageway widening expands into verge area only. Measures during construction will prevent silt migration and spillages of contaminants into the adjacent rhyne).

The scheme will reduce congestion which will reduce carbon emissions as well as improving air quality. As part of this scheme the lighting is being offset and upgraded. This will be to modern technological standards and therefore be more efficient and reduce energy usage and carbon.

CONSULTATION

Consultation with residents of Portishead has taken place as part of the development of the scheme design. The design has been amended to take into account some of this feedback. Consultation has also included the Local Ward members; Portishead Town Council; Portishead in Bloom; and Portishead Lions Club.

RISK MANAGEMENT

Key Risks	Likelihood of risk occurring (3- Low, 6-Med, 9-High)	Severity of Issue (3- Low, 6-Med, 9-High)	Mitigating Actions	Risk Owner
Possible Part 1 claims when complete, due to a perceived increase in noise level.	3	3	A noise assessment shows no measurable increase due to the widening. (Risk is calculated as noise insulation costs only, but expecting none).	NSC
Scheme out turn cost exceeds Budget.	6	3	Works Construction is Target cost so exposure to risk is reduced. There is a risk budget for the scheme of £100k.	NSC
Road traffic collision occurs if scheme not implemented	6	9	Implementation of the scheme will mitigate this risk	HE / NSC

EQUALITY IMPLICATIONS:

Have you undertaken an Equality Impact Assessment? Yes

There are no direct equality implications in respect of implementing the scheme at Wyndham Way. However, the delivery of the scheme has a range of indirect implications which are consistent with the council objectives of improving transport accessibility and wider social objectives to combat social exclusion.

CORPORATE IMPLICATIONS:

Delivery of the scheme supports the corporate priorities of improving transport infrastructure and promoting safe and sustainable travel. It also directly contributes to a number of corporate aims including protecting and improving the environment; enhancing health & well-being and increasing prosperity. No cross-service implications have been identified.

APPENDICES

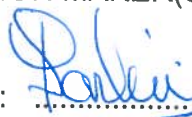
None

BACKGROUND PAPERS

None

SIGNATORIES:

DECISION MAKER(S):

Signed:  Executive member for Planning, Building Control, Highways and Transport. In accordance with paragraph 1.5 of the Council's constitution (May 2018), officer authorisations and delegations

Date: 31st OCTOBER 2019

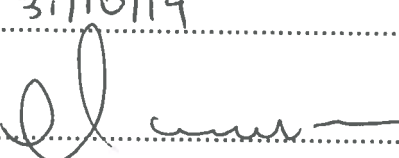
In consultation with the Director of the Development Environment, S151 Officer and the Head of Strategic Procurement:

Signed:  Director of Development and Environment

Date: 1st Nov '19

Signed:  S151 Officer

Date: 31/10/19

Signed:  Head of Strategic Procurement

Date: 1/11/19

