

Report to Lee Harris, Executive Director for Place Services

May 2021

Award of Contract and Endorsement of Fund Allocation: Crawley Growth Programme Manor Royal Scheme Delivery of Phase 1

Report by Marie Ovenden, Growth Programme Delivery Manager, Crawley

Electoral divisions: All in Crawley

Summary

The Crawley Growth Programme (CGP) is a key delivery mechanism to achieve the economic growth outcomes agreed in the Crawley Growth Deal.

A WSCC decision in December 2017 ([LDR04 \(17/18\)](#)) agreed funding allocations and delivery governance for the projects within the CGP. A critical Crawley Growth Programme project approved in December 2017 is the Manor Royal Highways Improvement scheme.

Detailed design and further engagement have been completed for the Manor Royal Highways Improvement scheme and it is proposed that scheme delivery is now progressed further through awarding the Construction Contract for Phase 1 to Telent Ltd, the County Councils incumbent traffic signals supplier. Continuation of the project into Phase 2 will be addressed at a later date, anticipated Autumn 2021.

The scheme will:

- Provide improvements to the junctions on the A23 London Road that will reduce congestion and support the delivery of jobs and economic growth within the MRBD
- Provide a one-way system on Metcalf Way/County Oak Way.
- Provide walking and cycling improvements to the junctions on the A23 London Road to reduce severance.
- Provide a bus lane on Manor Royal that will reduce bus journey times and increase bus reliability.

Recommendations

- (1) That the Executive Director for Place Services endorses the allocation of £0.980m to increase project funds to a total of £1.178m to cover the Implementation Stage of Manor Royal Highways project (Phase 1) as set out in section 2; and
 - (2) approves the award of the Phase 1 contract (the construction phase) to Telent Ltd. for £0.813m and endorses that the Contract Target Price is within the above budget constraint of £1.178m.
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Proposal

1. Background and Context

- 1.1. The Crawley Growth Programme has been developed with partners following the completion of the Crawley Growth Deal, signed by the Leaders of the County Council and CBC in December 2016.
- 1.2. The Coast to Capital LEP, WSCC and CBC have allocated funds to the programme totalling around £31.8m.
- 1.3. A WSCC decision in December 2017 ([LDR04 \(17/18\)](#)) approved funding allocations and delivery governance for each of the proposals identified in the CGP. The contractual lead for projects is identified as either WSCC or CBC depending on which authority is best placed to secure delivery. WSCC is identified as the contractual lead for the Manor Royal Highways improvement scheme.

2 Proposal details

- 2.1 Due to the type of proposed improvements (involving traffic signals improvement, new installations, traffic calming, landscape and carriageway widening), existing site constraints, presence of various utilities equipment, the project team has recommended that the Manor Royal project is delivered over two delivery phases to minimise dependencies and the risk of delays to accommodate utility diversions programme. The proposed implementation phases will reflect the following:
 - **Phase 1** – Traffic signals and infrastructure improvement for the A23 London Road junctions and Manor Royal road to the west of its junction with Crompton Way.
 - **Phase 2** – Highways alignment alteration for the Manor Royal Bus Lane, Metcalf Way traffic calming and Gatwick Road/ Manor Royal Junction improvements. To be brought forward in Autumn 2021.
- 2.2 The budget allocations for Phases 1 and 2 are shown in the table below:

Manor Royal Project	Budget	Estimated Start Date
Phase 1 A23 London Road	£1.178M	Summer 2021
Phase 2 Manor Royal Bus Lane	£2.2M	Autumn 2021
Total	3.378M	

3 Other options considered

- 3.1 A number of options were considered at feasibility stage including options featuring a bus lane along the length of Manor Royal and alternative arrangements for the proposed one-way system along Metcalf Way. The preferred design option was chosen as it best met the key objectives, whilst returning a positive cost benefit ratio. The preferred option has been refined to take on board a number of issues raised during the engagement period including alterations to minimise impacts on existing parking provisions and existing trees.

4 Consultation, engagement and advice

- 4.1 The Cabinet Member for the CGP, Bob Lanzer and officers and members at CBC have been consulted. The proposal is supported by the CGP and the LEP.
- 4.2 A public engagement exercise was undertaken between 05 February 2019 and 05 March 2019 with overwhelming support for the proposals. Comments received during the consultation have been considered and influenced the current designs.
- 4.3 A Full Business Case for the proposal has been agreed by the WSCC Highways & Transport Hub.
- 4.4 The proposed procurement route is supported by the Category Lead – Place within Procurement and Contract Management.

5 Finance

- 5.1 Funding for the CGP schemes delivered by WSCC is allocated in the WSCC Capital Programme. A funding allocation within the CGP of £3.375m for the Manor Royal Highways Improvement Scheme was agreed in December 2017 (LDR04 (17/18)). Current estimates suggest that Phase 1 works will be delivered within the current funding allocation for the project as shown in para 2.2. It is anticipated that the project will draw funds from the LGF allocated by the LEP and the WSCC funding allocation to the CGP, this is shown in section 6.

This scheme will be maintained as highway infrastructure. Care has been taken to ensure materials are fit for purpose and do not have increased maintenance associated with them. The growth programme team will monitor benefits delivery which includes delivery of walking and cycling improvements and unlocking nearby employment and home spaces. The Manor Royal project will be delivered over two phases to minimise dependencies and the risk of delays to accommodate utility diversions programme.

The approved budget for Phase 1 design stage is £0.198m and the estimated project completion cost for is £1.178m. The works will be delivered by the County Councils incumbent traffic signals supplier, Telent Ltd.

Approved	Design & Site Investigation Works	£0.198M
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Requested	Implementation Stage	Telent Contract Award	£0.736M	£0.980M
		Project Management Costs	£0.244M	
	Total Budget Phase 1			£1.178M

The tables below reflect the previously approved capital expenditure for Phases 1,2 and the profiled expenditure for Phase 1:

Capital Expenditure Approved					
Type of Spend	17/18	18/19	19/20	20/21	Total
	£m	£m	£m	£m	£m
PHASE 1 - Prelim, detailed Design and Site Investigation works	0.00	0.00	0.130	0.068	0.198
PHASE 2 - Prelim, detailed Design and Site Investigation works	0.00	0.00	0.130	0.250	0.380
	0.00	0.00	0.260	0.318	0.578

Total Capital Project Cost and basis for estimates – Manor Royal Phase 1 (stage)

Expenditure Requested Profiled Over Financial Years					
20/21	21/22	22/23	23/24	24/25	Total
£m	£m	£m	£m	£m	£m
0.000	£0.590	£0.390	0.000	0.000	0.980

6 Risk implications and mitigations

- 6.1 The design for the scheme needs to be completed so that the scheme can be delivered in 2021, in line with the commitments to the total Crawley Growth Programme package, and to ensure total programme benefit realisation by 2025.

Risk	Mitigation
Both the formal and statutory consultation outcomes can have unforeseen outcomes and could have considerable impact on the scheme programme delivery and costs.	<ul style="list-style-type: none"> Continue with programme of engagement with consultees throughout design and implementation process to closely monitor any changes. (Ongoing)
Construction programme clash with neighbouring developments	<ul style="list-style-type: none"> Liaison with developers and local planning authority / planning performance agreement Coordination of traffic management strategies between all developments at Crawley Town Centre.
Cost escalation	<ul style="list-style-type: none"> Avoid scope creep and continue market testing with contractors
Scheme may not meet criteria on value for money and deliverability	<ul style="list-style-type: none"> Continue to work with key stakeholders during the design stage to process value engineering proposals, without compromising the scheme's objectives
COVID-19 outbreak which could impact the project cost and programme especially as current indications are unclear on how long government Social Distancing guidance will apply.	<ul style="list-style-type: none"> Inform and discuss with Board to highlight the risk of potential project delay and how this can be mitigated. Keep Internal and External stakeholders engage with the project development
COVID-19 - Cost increase due to impact of government guidance on working methods to maintain safe working practices	<ul style="list-style-type: none"> Project manager to ensure that suitable budget allocation is made to cover potential impact.
COVID-19 - Supply chain capacity & material	<ul style="list-style-type: none"> Proactively monitoring the financial resilience of core suppliers. Consider innovative approaches to procurement to ensure that long-term risks are managed in a transparent, balanced and efficient way
COVID -19 - Output, productivity and programme delays	<ul style="list-style-type: none"> Assess the impact of government advise on works, impact on output levels and advise the project board accordingly. Liaise with the contractor to explore feasible options of working longer shifts hours (where possible).

<p>COVID-19 - Risk of supply chain Cashflow & finances difficulties</p>	<ul style="list-style-type: none"> PM to liaise with the contractor to proactively monitor the financial resilience of core suppliers and consider options to relax payment conditions to ease cashflow issues.
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7 Policy alignment and compliance

- 7.1 The scheme will provide improvements to sustainable transport infrastructure through the provision of an off-road shared use path for non-motorised users. This will have a positive impact on non-motorised users including those who are physically less able who will be afforded better access to services without necessarily having to use vehicular transport. This is expected to contribute to greater independence in later life as well as generally improved health and well-being for the local community.
- 7.2 **Legal Implications:** Approving the recommendation in this report will commit the County Council to let the Construction contract for Manor Royal Highways Improvement Phase 1 to Telent Ltd to undertake all necessary works to implement the proposed improvements.
- 7.3 **Equality Duty and Human Rights Assessment:** The equality impact of the scheme has been considered. It is considered that no group or groups are discriminated against and that through improved access to housing and employment as well as the provision of a new sustainable, off-road, route for travel by those who use non-motorised transport the scheme has a positive social impact.
- 7.4 **Climate Change:** The proposed improvements will have positive impacts on climate change as it promotes the use of sustainable travel modes and create safer environment for facilities users.
- 7.5 **Crime & Disorder:** At this point no significant implications relating to the Crime and Disorder Act (CDA) have been identified.
- 7.6 **Public Health:** The proposed improvements will help all able and disabled persons get around the area. Furthermore, elderly as well as the young can safely utilise the improved facilities and this is expected to contribute to greater independence in later life as well as generally improved health and well-being for the local community.
- 7.7 **Social Value:** The proposed scheme will directly and indirectly provide improved access to both housing and employment. In addition, it will provide improvements to sustainable transport with the provision of an off-road segregated routes for cyclists and pedestrians. This will have a positive impact on non-motorised users including the disabled who will be afforded better access to services without necessarily having to use vehicular transport. This is expected to contribute to greater independence in later life as well as generally improved health and well-being for the local community.

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Appendices: None