

Report to Lee Harris, Director of Place Services

March 2022

Endorsement of Procurement and Award of Contract Manor Royal Highways Improvement

Report by Nick Burrell, Strategic Manager, Growth and OPE

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 West Sussex County Council (WSSC) decision in December 2017 ([LDR04 \(17/18\)](#)) agreed funding allocations and delivery governance for the projects within the CGP including the Manor Royal Highways Improvement scheme. The Manor Royal Phase 1 construction contract was awarded in May 2021 ([OKD74 20/21](#)). Works are underway and expected to be completed for Summer 2022.

The Detailed Design package for Phase 2 was progressed to tender stage through WSSC Highways Lot 6 in September 2021. A single tender submission was received from Landbuild Ltd in November 2021 and was assessed by WSSC's procurement team.

It is proposed that scheme delivery or phase 2 is now progressed to the construction stage through awarding the Construction Contract for Phase 2 to Landbuild Ltd.

The proposed 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 Manor Royal Business District MRBD
- 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.

Recommendation

The Director Place Services is asked to:

1. Endorse the allocation of project funds to the value of £2.222M, as set out in Section 5, to cover project management and associated costs to completion of Phase 2. This brings the total Phase 2 budget to £2.809m.

2. Approve the award of a construction contract for Manor Royal Highways Improvement Phase 2 to Landbuild Ltd for £1.051M to be funded within the Phase 2 of £2.809m.
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1 Proposal Background and Context

- 1.1. The CGP has been developed with partners following the completion of the Crawley Growth Deal, signed by the Leaders of the County Council and Crawley Borough Council (CBC) in December 2016.
- 1.2. The Coast to Capital Local Enterprise Partnership (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 The Manor Royal project will be delivered in two phases reflecting the type of proposed improvements which involves delivering traffic signals improvement, new signal installations, traffic calming, public realm carriageway widening and to minimise risks associated with accommodating the utility diversion programme. The proposed implementation phases reflect the following:
 - **Phase 1**– Involves implementing traffic signals and infrastructure improvement on A23 London Road junctions and Manor Royal west of its junction with Crompton Way. This Phase is subject to previous decision report [OKD74 20-21](#), the construction works commenced in November 2021 and currently in progress.
 - **Phase 2**– Involves implementing highways alteration to construct an eastbound bus lane along Manor Royal, Metcalf Way traffic calming and Gatwick Road/ Manor Royal Junction public realm improvements.
- 2.2 Phase 2 of the scheme aims to increase modal shift to Bus, cycling and walking, by implementing widening to the carriage way to incorporate a bus only lane to improve connectivity. Enabling businesses to maximise the advantage of improved sustainable transport links, persuading more and more of their employees to use sustainable transport modes, so alleviating congestion.
- 2.3 The scheme will also provide traffic calming and strengthening pedestrian and cyclist connectivity to and within Manor Royal to overcome the severance between key sites and improving the living / business environment. Further details on the benefits of this scheme are outlined in paragraph 5.4.
- 2.4 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	£2.809M	Spring 2022
Total	£3.987M	

3 Other options considered

- 3.1 A number of options for Phase 2 were considered at the feasibility stage including 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 impact on existing parking provisions and existing trees.

4 Consultation, engagement and advice

- 4.1 The Cabinet Member for Support Services and Economic Development, Steve Waight and the Cabinet Member for Public Health and Wellbeing (and supporting oversight of the Crawley growth programme), Bob Lanzer, have been consulted. West Sussex County Council leader Councillor Paul Marshall has also been consulted. All support the proposals.
- 4.2 Key officers and members at CBC have been consulted. The proposal is supported by the Crawley Growth Board, chaired by the CBC Chief Executive.
- 4.3 The proposal is supported by the LEP.
- 4.4 A public engagement exercise was undertaken between 05 February 2019 and 05 March 2019 which demonstrated overwhelming support for the proposals. Comments received during the consultation have been considered and influenced the current designs.

5. Finance

- 5.1 Funding for the CGP schemes delivered by WSCC is allocated within the WSCC Capital Programme. A funding allocation within the CGP of £3.987M for the Manor Royal Highways Improvement Scheme was agreed in December 2017 ([LDR04 \(17/18\)](#)). Current estimates suggest that Phase 2 works will be delivered within the current funding allocation for the project as shown in para 2.2. The project will draw down funds from the Crawley Growth Programme allocation within the approved capital programme which includes Local Growth Fund flexibilities agreed with the LEP, developer agreements and corporate borrowing.
- 5.2 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

realisation, which includes delivery of walking and cycling improvements and unlocking nearby employment and home spaces.

5.3 Manor Royal Budget Phase 2

	Previous Year's Expenditure	2021/22	2022/23	Total
	£m	£m	£m	£m
Approved Capital budget	£0.488	£0.000	£0.099	£0.587
Budget to be approved	£0.000	£0.000	£2.222	£2.222
Total	£0.488	£0.00	£2.321	£2.809

5.4 The effect of the proposal:

The Manor Royal Highways improvement 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 walking and cycling improvements to the junctions on the A23 London Road by reducing severance.
- Provide improvements to the public realm to enhance accessibility, be attractive and enhance safety.
- Provide a bus lane on Manor Royal that will reduce bus journey times and increase bus reliability.
- Deliver a public realm that is accessible, attractive and welcoming to all ages and all users (residents, visitors, employers, employees).
- Accord with all relevant national engineering design guidance
- Ensure that access by sustainable modes is enhanced with minimal detriment to the movement of car traffic (modelled to future forecast years as appropriate).
- Accommodate all utilities as necessary to secure approval from utility companies.
- Be deliverable within the existing highway boundary
- Identify materials that are fit for purpose from an engineering and maintenance perspective; are approved by key economic officers (the key objective of these proposals is to secure economic growth in Crawley); and complement the MRBD area

6. Risk implications and mitigations

Risk	Mitigation
Construction programme clash with neighbouring developments	<ol style="list-style-type: none"> 1. Liaison with developers and local planning authority / planning performance agreement 2. Coordination of traffic management strategies between all developments at Crawley Town Centre. 3. Road space has been secured?
Cost escalation	<ol style="list-style-type: none"> 4. Avoid scope creep and using a fixed price.
<p>Covid 19</p> <p>Changes to COVID-19 guidelines which could impact the project cost and programme.</p> <p>Cost increase due to impact of government guidance on working methods to maintain safe working practices</p> <p>COVID-19 - Risk of supply chain Cashflow & finances difficulties</p>	<p>Inform and discuss with Board to highlight the risk of potential project delay and how this can be mitigated. Keep Internal and External stakeholders engaged with the project development Project manager to ensure that suitable budget allocation is made to cover potential impact</p> <p>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.</p>

7 Policy alignment and compliance

7.1 The scheme will provide improvements to sustainable transport infrastructure through the provision of a new bus lane and 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 2 to Landbuild Ltd to undertake all necessary works to implement the proposed improvements.

- 7.4 **Equality Duty and Human Rights Assessment** The equality impact of the scheme has been addressed. 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.
- 7.6 **Climate Change** The proposal will have positive impacts on climate change as it promotes the use of sustainable travel modes and creation of a safer environment for all users.
- 7.8 **Crime & Disorder** At this point no significant implications relating to the Crime and Disorder Act (CDA) have been identified.
- 7.9 **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.
- 7.10 **Social Value** The proposed scheme will:
- Directly and indirectly provide improved access to both housing and employment through the growth of business and investment in the local area.
 - Improve residents, employee's health, and wellbeing through the provision of sustainable transport modes including improved crossing facilities, shared routes for cyclists, pedestrians and improve bus accessibility and journey time. This will have 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 will also contribute to greater independence in later life as well as generally improved health and well-being for the local community.
 - Promote social integration and community engagement through involving residents.
 - Use local suppliers and support a local supply chain
 - Promote initiatives which retain, protect, or enhance the local natural environment
 - Reduce energy and fuel consumption and use environmentally friendly material to minimise pollution.

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Appendices: None

Background Papers: None