

Decision by Director for Highways and Transport	Ref No: OKD13 (18.19)
November 2018	Key Decision: Yes
Award of design contract for A2300 Corridor Improvements Scheme	Part I (Part II Appendix - for members only)
Report by Executive Director of Economy, Infrastructure and Environment and Director of Highways and Transport	Electoral Division: Hurstpierpoint & Bolney
<p>Summary</p> <p>The Department for Transport has provided £1.70m of Local Growth Fund to assist with the design and development of the A2300 corridor improvements scheme following the submission of an outline transport business case for the scheme by the County Council in June 2018.</p> <p>In May 2018, the Cabinet Member for Highways and Infrastructure delegated authority to the Director of Highways and Transport to tender, procure and award the services of Design and Build and Contract Administration from the approved list of contractors on the Highways and Transport Frameworks (Ref: HI03 (18/19)).</p> <p>A competitive tender exercise has been undertaken and the Director of Highways and Transport will award the design contract to the selected contractor.</p>	
<p>West Sussex Plan: Policy Impact and Context</p> <p>The proposal supports the prosperous place priority in the West Sussex Plan – providing the infrastructure to support business and growing communities. The decision will enable commencement of the design process to provide the required highway capacity on the A2300.</p>	
<p>Financial Impact</p> <p>The majority of the capital cost associated with this scheme will be provided by central government under the Local Growth Fund arrangement, and with the remainder provided by the County Council and developer contributions.</p>	
<p>Recommendation</p> <p>The Director of Highways and Transport is recommended to award the design contract to Jackson Civil Engineering Limited (see paragraph 2.1).</p>	

PROPOSAL

1. Background and Context

- 1.1. The A2300 Corridor Improvements scheme was identified as a priority for investment in the County Council's Strategic Transport Investment Programme in July 2013. This investment will support the delivery of strategic housing and employment developments at Burgess Hill as contained within the recently adopted Mid Sussex District Plan.
- 1.2. An Outline Transport Business Case was submitted to the Department for Transport (DfT) in June 2018 and £1.70m of Local Growth Fund was subsequently allocated to the County Council to assist with the design and development of the scheme to allow a Full Transport Business Case to be prepared and submitted to the DfT for approval. Subject to the approval of the business case, the remaining £15.30m will be released to the County Council to commence and complete the construction of the A2300 scheme.

2. Proposal Details

- 2.1. Jackson Civil Engineering Limited submitted a compliance bid which has been evaluated as being the most economically advantageous to the County Council in terms of value for money (set out in the exempt Appendix).
- 2.2. It is therefore proposed that Jackson Civil Engineering Limited commence and complete Stage 1 (design) to enable all necessary information to be prepared and ready for construction. Further approval for Stage 2 (construction) award for the scheme will be sought from the Director for Highways and Infrastructure before the contract is awarded. This will require another Forward Plan item and published decision.

FACTORS TAKEN INTO ACCOUNT

3. Consultation

- 3.1. Wide ranging public consultation and engagement have taken place during the feasibility study and development of preliminary design stage. These have included both members of the County Council, Mid Sussex District Council, Burgess Hill Town Council, Twineham and Hurstpierpoint & Sayer Common Parish Councils, stakeholders and the community.
- 3.2. A six week public engagement took place in September and October 2018 with some three hundred people attending several public events held in local venues. There were around two hundred people who completed the questionnaires. Although there were a number of concerns raised about aspects of the design proposals and these are being addressed, the majority were in agreement with the principle of the scheme i.e. to widen the A2300 to cater for planned housing and economic growth.

4. Financial (capital) and Resource Implications

- 4.1. The total scheme budget in the Capital Programme is £22.58m. This is profiled in the Capital Programme 2018/19 to 2022/23 approved by Full Council in December 2017.
- 4.2. £2.05m of the £22.58m Capital Programme allocation, split as 2018/19 (£0.92m) and 2019/20 (£1.13m) has been approved by the Cabinet Member for Highways and Infrastructure (Decision Ref: HI03/18/19). The

DfT have formally approved £0.57m of this sum to be funded from the Local Growth Fund, and agreed a further £1.13m of Local Growth Fund in 2019/20, subject to formal issue of the grant offer, supporting the scheme design and development work. The remainder of the £2.05m is funded from Corporate Borrowing.

- 4.3. The forecast budget profile is shown in the table below.

	2018/19	2019/20	2020/21	2021/22	Total
	£m	£m	£m	£m	£m
Capital Budget	0.92	1.13	17.61	2.92	22.58
Change From Proposal	0	0	0	0	0
Remaining Budget	0.92	1.13	17.61	2.92	22.58

5. Legal Implications

- 5.1. None.

6. Risk Assessment Implications and Mitigations

- 6.1. The design for the scheme will need to be completed so that the Full Transport Business Case can be submitted no later than October 2019. This is to ensure that the £15.30m DfT funding can be secured to enable the construction to commence as soon as possible and be completed by summer 2021.
- 6.2. There is a risk that the County Council will delay the completion and submission of the Full Transport Business Case and not be able to secure £15.30m of DfT funding as a result if the proposal is delayed. It is therefore proposed that the award is approved without delay and the contractor can begin to design the scheme immediately.

7. Other Options Considered

- 7.1. The option not to proceed with the proposal would result in the County Council not able to complete and submit the Full Transport Business Case to the DfT. This would mean the opportunity to secure the £15.30m DfT funding is lost, and the highway capacity improvements identified to support the planned housing and employment growth in Burgess Hill cannot be delivered.

8. Equality and Human Rights Assessment

- 8.1. There will be no material impact of this proposal on individuals or identifiable groups.

9. Social Value and Sustainability Assessment

- 9.1. The scheme will provide additional highway capacity to cater for the anticipated demand for travel from the planned housing and employment developments.
- 9.2. The scheme provides improvements for sustainable transport with the provision of an off-road shared use footway and cycleway for non-motorised users along its entire length. 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 improves health and wellbeing for the local community.

10. Crime and Disorder Reduction Assessment

10.1. There are no identifiable Crime and Disorder Act implications as a result of the proposal.

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Appendix – A2300 – Design and Build Tender Award Recommendation Report

(The Appendix is exempt from publication due to due to containing information relating to the financial or business affairs of any particular person (including the authority holding that information). The Appendix is available to members upon request)

Background papers – None