

<b>Director for Highways and Transport</b>	<b>Ref No: OKD23 18.19</b>
<b>February 2019</b>	<b>Key Decision: YES</b>
<b>Appointment of Contractor for Broadbridge Heath Major Highway Improvement Scheme</b>	<b>Part I (Exempt appendices)</b>
<b>Report by Executive Director Economy, Infrastructure and Environment and Director of Highways and Transport</b>	<b>Electoral Division: Broadbridge</b>
<p><b>Summary</b></p> <p>The Newbridge and Farthings Hill junction improvements form part of the West of Horsham transport improvement package funded through developer Section 106 agreements. The improvements include alterations to the layouts of the junctions, new connector road (Newbridge) new pedestrian and cycle facilities and new traffic signal crossing provision (collectively known as the "Broadbridge Heath Major Highway Improvement Scheme").</p> <p>In May 2018, the Cabinet Member for Highways and Infrastructure approved the commencement of the tender process to secure a Build Contractor and delegated authority to the Director of Highways &amp; Transport to appoint the services of a Build Contractor following the tender process (HI06 18.19).</p> <p>The tender process has now concluded and the Director for Highways and Transport is asked to appoint a contractor from the WSCC Framework Lot 1 to undertake the construction of the Broadbridge Heath Major Highway Improvement Scheme.</p>	
<p><b>West Sussex Plan: Policy Impact and Context</b></p> <p>The proposal supports the prosperous place priority in the West Sussex Plan – providing the infrastructure to support business and growing communities.</p>	
<p><b>Financial Impact</b></p> <p>The funding for the improvements is provided through Section 106 funding secured by WSCC at the planning approval stage of the West of Horsham Development area. The contract recommended for award will allow the scheme to be delivered on budget.</p>	
<p><b>Recommendations</b></p> <p>The Director of Highways and Transport is recommended to award the Lot 1 construction contract to Jackson Civil Engineering Group Ltd as determined by the evaluation criteria (exempt Appendix A).</p>	

# PROPOSAL

## 1. Background and Context

The West of Horsham Junction Improvement Package was defined through the planning permissions for the West of Horsham development areas in 2009 and 2010. Four junctions were highlighted for improvement; Newbridge, Farthings, Robin Hood and Great Daux. Following completion of the new East – West link road and new interchange on the A24, traffic levels at Newbridge and Farthings Hill are expected to reduce; this will be supplemented by closure of the old A264/A281 and downgrading to a narrower carriageway. The individual junction schemes, to implement the above changes, are set out below:

## 2. Procurement Process

A Competitive Call Off (Mini Competition) from Lot 1 of the WSCC Highways Construction Framework was published via the e-sourcing portal on 12/11/2018 to the Contractors listed on the above framework agreement.

Three organisations expressed interest in the opportunity and submitted tenders by the due date of 25/01/2019. Capita Procurement Services undertook compliance checks on the tender submission on 25/01/2019 to ensure that the tender submissions were complete and correct.

An evaluation process was then undertaken in accordance with the evaluation criteria set out in the published tender pack as detailed below:

Table 1: Evaluation criteria

Criteria	Weight (%)
Technical	60
Commercial	40

## 3. Proposal Details

### Newbridge Junction Improvement

1. As part of the West of Horsham development area, plans were submitted by the developer to undertake an improvement at this junction. The key aim of the improvement is to reduce the impact of “through-traffic” movement between the A281 and Broadbridge Heath Village. This is proposed to be achieved by altering the Billingshurst Road so that it no longer connects to the Newbridge Roundabout but is redirected, via a new connector road, to the downgraded C622 (Old Broadbridge Heath Bypass, formally A264/A281). The old bypass is narrowed from around 10m to 6m and new on-road cycle facilities are being provided.
2. The scheme also allows for a new, off-road, combined footway/cycleway linking Newbridge Roundabout to Farthings Hill Junction which is partially rural grade, unbound surface. Between the superstore (Tesco) roundabout and Farthings Hill Junction, the existing dual carriageway will be narrowed to a single lane and a new Cycle Link provided. To accommodate this, alterations to the Tesco roundabout

will be made and changes to the road markings to reduce the dual carriageway to a single carriageway, with alterations to the retail centre exit.

3. The detailed design scheme was produced by WSCC's Term Consultant WSP and this proposal is for construction only.

## **Farthings Hill**

1. This is an existing grade separated junction that is to be partially signalised and improved for pedestrian and cycle crossing. A new link will be provided to the Newbridge Junction via the Cycle Link (described above). Some carriageway widening will be required and the alteration to one bridge parapet (to increase height to above 1.4m) which is adjacent to the proposed combined footway/cycleway. The scheme was subject to scrutiny by Broadbridge Heath Parish Council, concerning pedestrian routing and the local County Councillor supports the current option.

## **FACTORS TAKEN INTO ACCOUNT**

### **4. Consultation**

4.1 Consultation has taken place during the development of the scheme and this took the form of:

a) Members – local County Council member for Broadbridge Heath and district council member for Horsham;

b) External – officers at Horsham District Council, Broadbridge Heath Parish Council, local developers adjacent to the scheme, local businesses; and

c) Internal – Highways & Transport capital governance process

As a result of the consultation, Broadbridge Heath Parish Council and Horsham District Council were kept informed of the proposals. The new off-road pedestrian / cycle path was added following discussions with the West Sussex Cycle Forum. The proposals are supported by the County Council local member. Collaboration with local developers working in the area has ensured that the construction programme will reflect access requirements and the needs of local businesses will be accommodated as far as possible.

4.2 The WSCC website <https://www.westsussex.gov.uk/roads-and-travel/roadworks-and-projects/road-projects/broadbridge-heath-major-highways-improvements/> has been updated with scheme specific literature and anticipated dates for works and key dates for traffic management closures. This information has been disseminated through the Parish Council.

### **5. Financial (revenue and capital) and Resource Implications**

5.1 The County Council has procured the detailed design and preparation of the construction works information through its framework contract. Project management support during construction has also been procured through WSCC's Highways Framework contract.

5.2 The schemes are funded through Section 106 funds secured by WSCC during the planning process. Table 5.3 below sets out the proposed spend profile for the Newbridge and Farthings Hill construction period, pending appointment of the contractor and contractors programme, and the contract is expected to be delivered on budget:

**Table 5.3: Current and Proposed Spend Profiles**

<b>Financial Year</b>	<b>Proposed Spend Profile (£m)</b>
2018/19	£0.5m
2019/20	£2.708m
<b>Total</b>	<b>£3.28m</b>

5.4 Total budget for the West of Horsham Transport Package in the capital programme approved by Full Council in December 2017 was £7.177m, fully funded by S106. £0.1m of this cost for Shelley Roundabout was subsequently transferred to the wider highways programme, leaving a scheme budget of £7.077m. Profiled spend for West of Horsham is set out in Table 5.4 below:

**Table 5.4: West of Horsham Budget**

	2016/17	2017/18	2018/19	2019/20	2020/21	Total
	£m	£m	£m	£m	£m	£m
S106 Secured	0.284	0.491	0.625	3.166	0.824	5.390
S106 Unsecured	0	0	0	0	1.687	1.687
Capital Budget	0.284	0.491	0.625	3.166	2.511	7.077

5.5 S106 funds received currently totals £5.39m and is sufficient for the spend profile of the £3.28m Newbridge and Farthings Hill construction. Total profiled spend for the whole of the West of Horsham project between 2018/19 and 2020/21 is £7.077m. Further S106 receipts sufficient to cover the remainder of the project are expected and will be managed within the capital programme.

## **6 Legal Implications**

6.1 The scheme forms part of the planning obligations for the West of Horsham developments and received planning approval in 2009/2010. The schemes, as designed, are within the WSCC Highway Boundary and no third party land is required.

6.2 A traffic order for the "Prohibition of Driving" is required for the Newbridge Roundabout / Billingshurst Road but this is reinforced by physical measures with a new kerb line and planted verge area.

6.3 Changes to speed limits through the scheme will be required and undertaken through traffic regulation order process. Informal consultation with Sussex Police has confirmed acceptance of the changes.

6.4 Temporary Traffic Orders are required for the construction phase of the Newbridge and C622 routes and these will be procured by Countryside Properties,

who are undertaking the construction of a new Neighbourhood Centre on the alignment of the existing road, and WSCC as required.

## **7. Risk Assessment Implications and Mitigations**

7.1 The scheme risks have been through detailed design and internal reviews and a number of risks have been mitigated through the design process, ecological and tree surveys and through assessment of utility impacts. Dialogue with the local County Councillor, Horsham District Council and Broadbridge Heath Parish Council has taken place and pre-works information, via the West Sussex website is anticipated, about the local area.

7.2 Advanced utilities diversion works, parapet replacement and street lighting alterations are being undertaken to reduce main contract co-ordination issues, this is reflected in the budget allowances outlined in table 4.5. A contract project manager is in place to manage the risk through the contract and technical support from the WSCC consultant, WSP, will be available.

7.3 Corporate and service risks and action to mitigate - corporate and service risks are most likely to arise through third party contact and information requests (emails and telephone calls). The contract requires advance notification of works, communications plans and active engagement with the local Parish Council by the main contractor. WSCC officers will meet regularly with the contractor through a dedicated WSCC Supervisor and the WSCC call centre will be advised of the dedicated resources for responding to calls and emails from the public.

## **8 Other Options Considered (and reasons for not proposing)**

The option not to proceed with the award of the contract for these schemes would result in the County Council:

- a) failing to deliver the transport improvements agreed at planning for the West of Horsham development areas and thus having a detrimental impact on the transport network;
- b) being in default of the Town and Country Planning Act Section 106 signed agreement on funding contributions for the design and construction of these transport improvements and thus would likely require the County Council to repay collected S106 monies;
- c) There will be a delay to the delivery programme if the services of a Build Contractor and Contract Administrator are not secured at the appropriate time.

## **9. Equality and Human Rights Assessment**

9.1 An Equality Impact Report has been prepared with consideration that the schemes were agreed at planning stage and the S106 funds and improvements are required. Assessment of users has taken place during the design process, in terms of vulnerable users, pedestrians and cyclists with the addition of new and improved routes and traffic signal crossings.

## **10. Social Value and Sustainability Assessment**

10.1 The schemes provide improvements for sustainable transport with the provision of an off-road shared use path for non-motorised users along the entire length of the scheme. 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.

10.2 Alterations to the highway network at Newbridge junction will assist in the reduction of traffic movements through Broadbridge Heath Village

## **11. Crime and Disorder Reduction Assessment**

11.1 There are no identifiable Crime and Disorder Act implications, changes to speed limits will be implemented through Traffic Regulation Orders and initial discussions with Sussex Police indicate these would be acceptable.

### **Lee Harris**

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### **Matt Davey**

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### **Appendices:**

Appendix A – Evaluation Criteria

Appendix B – Evaluation Summary

(The Appendices are exempt from publication because they contain information relating to the financial or business affairs of any particular person (including the authority holding that information). The Appendices are available to members upon request)