

WIRRAL COUNCIL

CABINET - 1 SEPTEMBER 2011

SUBJECT:	M53 JUNCTION 3, WOODCHURCH – MAJOR SAFETY SCHEME – COST VARIATION
WARD/S AFFECTED:	UPTON, OXTON, PRENTON, PENSBY & THINGWALL
REPORT OF:	DIRECTOR OF TECHNICAL SERVICES
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR HARRY SMITH
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

1.1 This report provides details of the final scheme cost variation incurred during the M53 Junction 3 Major Safety Scheme (Technical Services Department).

2.0 RECOMMENDATIONS

2.1 That Members note the necessity to carry out additional works during the scheme.

2.2 That Members approve the increased construction costs on this project as outlined in this report and agree to a variation to the Highways Capital Programme to cover these costs in the sum of £159,640.32, which has been accommodated from within the budget.

3.0 REASONS FOR RECOMMENDATIONS

3.1 The major safety scheme works on the gyratory at M53 Junction 3 and its associated roads required additional works not identified when the scheme was tendered, due to deterioration mainly caused by adverse winter weather. In addition, the Highways Agency insisted that extensive traffic management and night-time working be carried out during the course of the works, to minimise the effect on the motorway network.

3.2 Any highway works not undertaken during this scheme would have required being carried out in the near future, causing further inconvenience and disruption to road users and the general public, whilst also incurring additional and disproportionate contractor and traffic management costs.

3.3 In accordance with Section 16 of the Contract Procedure Regulations the approval of Cabinet is required for such an increase in costs, since it comprises more than 10% of the approved contract total.

4.0 BACKGROUND AND KEY ISSUES

4.1 On 18 March 2010, following my report (minute 348), Members gave their approval to my request to carry over capital funding allocated to this major safety scheme from 2009/10 into 2010/11. Members were advised of the increase in size and scope of the original scheme, which allowed for the provision of traffic signals, together with improvements to the carriageway surface, destination markings, street lighting and signing to improve traffic movements and capacity at the junction.

4.2 On 27 May 2010, following my report (minute 17), members gave their approval to the lowest tender for the M53 Junction 3, Woodchurch, Major Safety Scheme. The lowest tender was received from Dowhigh Ltd, in the sum of £848,126.75. However, with Associated Works deducted (i.e. the cost of works not carried out by the successful tenderer, such as traffic signal purchase & installation, landscaping & works by the statutory undertakers), the tender scheme total was £671,126.75.

4.3 Following commencement of works on site, additional works were identified as follows:

- a) The area of road for resurfacing was increased
- b) Drainage
- c) Landscaping
- d) Street lighting works, including the identifying of alternative duct routes and the laying of additional ducting and columns
- e) Extensive traffic management to maintain traffic flows around the works, including the high volume M53 junction 3 and the route from Birkenhead to Arrowe Park Hospital
- f) Additional traffic management and night-time working at the insistence of the Highways Agency

4.4 As a result of the additional works, the final scheme total is £830,767.07.

5.0 RELEVANT RISKS

5.1 Following commencement of the works on site and having been subject to harsh winter conditions, the carriageway surface on the gyratory and associated roads was considered to be deteriorating. There was a risk that, had this issue not been addressed at this time, the roads would have deteriorated further and would have required further maintenance.

6.0 OTHER OPTIONS CONSIDERED

6.1 The option of not carrying out any additional works was considered but not considered to be feasible, as this would not have addressed the issue of deterioration of the network in this area.

6.2 The additional works were carried out using standard materials to current European, national and Wirral Council specifications. Due to these materials compliance with these specifications and their continuance of use on Wirral's highways, no other options were considered.

7.0 CONSULTATION

7.1 Other than the initial consultation with Ward Councillors, local residents and businesses in the area surrounding M53 Junction 3, no other consultations were undertaken regarding the cost variation of this scheme.

8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

8.1 None identified through this report.

9.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS

9.1 FINANCIAL IMPLICATIONS: The scheme was identified in the capital programme, expanded and funded through a variety of sources as detailed in sub-section 4.2.

9.2 As detailed in sub-section 4.3 above, additional works were identified that would enhance the original scheme proposals. It would also be beneficial to all road users to carry out the additional works concurrently with the original, thereby reducing the amount of delay and inconvenience affecting road users and the general public.

9.3 To accommodate the additional cost of the scheme, an allowance of £89,482 was set aside from the 2010/2011 Local Safety Scheme Capital Works Programme. The remainder was accommodated from within the 2010/11 Transport Capital Programme – Road Safety Block.

9.4 IT IMPLICATIONS: None identified through this report.

9.5 STAFFING IMPLICATIONS: None identified through this report.

9.6 ASSETS IMPLICATIONS; The additional expenditure on the scheme has enabled further highway assets associated with the scheme to be improved, which should reduce the necessity for any expenditure on them in the foreseeable future.

10.0 LEGAL IMPLICATIONS

10.1 Section 41 of the Highways Act 1980 imposes a duty on the Council, as Highway Authority, to maintain adopted highways at the public expense.

10.2 Had the scheme's limits and composition not been extended, it is my officers' opinions that the roads would have deteriorated further. This may possibly have led to claims from the motoring public for damage caused to vehicles.

11.0 EQUALITIES IMPLICATIONS

11.1 There are no implications under this heading.

12.0 CARBON REDUCTION IMPLICATIONS

12.1 If Wirral Council specifications allowed, recycled materials were used on the site. Additional trees were planted and landscaping works undertaken to provide a noise and pollution barrier between the M53 motorway and adjacent residential properties on the Durley Drive Estate.

12.2 The scheme also included the provision of a cycle link to encourage cycling as a healthier form of travel and lower vehicle emissions in the area.

12.3 The use of LED's (Light Emitting Diodes) in the new traffic signals, to replace the existing standard halogen lamps, reduces the amount of energy required to illuminate the signals.

12.4 Careful design and consideration was given to the replacement and relocation of the Street Lighting Network. This ensured the necessary level of illumination was achieved with minimum energy consumption possible.

13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

13.1 None identified through this report.

REPORT AUTHOR: Ian Hatton
Group Leader Highways Management
Telephone: (0151) 606 2252
Email: ianhatton@wirral.gov.uk

APPENDICES - Nil

REFERENCE MATERIAL

The Council's Contract Procedure Regulations

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet	19 March 2009
Cabinet	18 March 2010
Cabinet	27 May 2010