

Wiltshire Council

Cabinet Capital Assets Committee

24 September 2013

Subject: A350 Chippenham Pinch Point Scheme

Cabinet Member: Fleur de Rhé-Philipe (Cabinet Member for Economy, Skills and Transport)

Key Decision: Yes

Proposal

That the Department for Transport's (DfT) award of "pinch point" funding towards the dualling of A350 north of Chippenham is noted.

Reason for Proposal

To inform Cabinet of the current position relating to the bid, and give an update on risk and programme.

Parvis Khansari
Service Director - Highways and Transport

Wiltshire Council

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Key Decision: Yes

Purpose of Report

1. To note Department for Transport's (DfT) award of "pinch point" funding towards the dualling of A350 north of Chippenham.

Background

2. At its meeting on 22 January 2013, this Committee considered a briefing note from the Cabinet Member for Highways and Transport, outlining the Council's intention to submit a bid to DfT's Local Pinch Point Fund (see **Appendix A**).
3. The selected scheme was the dualling of the A350 north of Chippenham - more specifically between the Badger (Morrison's) roundabout and Jacksom's Lane. This link is consistently identified as a priority for improvement, and more recent analysis of the impacts of future growth forecast a steady worsening in congestion and journey times.
4. One of the bid conditions is a requirement that a minimum of 30% of the scheme costs are funded locally.
5. This Committee was advised that if the bid was successful, the local contribution would be sourced via 106/CIL.
6. A compliant bid was submitted to DfT on 20 February 2013.
7. On 31 May 2013, DfT announced the outcome of the bidding round¹. The Council's bid was successful in respect of a scheme costing £2.722 million in total.
8. The programme requires completion of detailed design work prior to a start on site in January 2014. The improvement is scheduled for completion prior to Christmas 2014.

¹ <https://www.gov.uk/government/publications/local-pinch-point-fund-approved-schemes-for-tranche-2>

Main Considerations for the Council

9. Under the terms of the bid award, the Council has to provide a local contribution equating to 30% of the scheme cost. The local contribution equates to £0.817 million. The 22 January report to CCAC indicated that these funds would be sourced via S106/CIL - that position remains unchanged.
10. Bids required an accompanying Section 151 Officer letter confirming the promoting authority accepts the liability for any cost overruns or delivery.

Safeguarding Considerations

11. None.

Public Health Implications

12. None.

Environmental and Climate Change Considerations

13. Surveys, environmental assessments, ground investigations, utilities investigations and other work necessary to facilitate the design and implementation of the scheme are currently underway.

Equalities Impact of the Proposal

14. No equality and diversity issues have been identified.

Risk Assessment

15. There is a Risk Management Plan (RMP) specific to this project which defines a common approach for the whole programme of works and related operations, to manage risk during the project's lifecycle. It is based on BS6079-3:2000 "Project management – Guide to the management of project related business risk" and complies with ISO31000:2009.

Risks that may arise if the proposed decision and related work is not taken

16. Report is for noting only. There are no immediate associated risks.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

17. Risk Management will be applied to the identification of financial and programme risks, assessment of their likelihood of occurrence and their potential impacts, both qualitatively and quantitatively, and developing suitable strategies to eliminate the risks or reduce their impact. It will include the completion of Quantitative Risk Assessments (QRA's), both for cost and schedule (the latter if required), to ascertain realistic cost and time estimates and to highlight any areas of significant risk within the project. As the risk profile will change throughout the life of the project, Risk Management will be

a continuing activity. A Project Risk Register has been developed and is an evolving live document, reviewed and updated at least monthly. It will enable the tracking of all the identified risks until they are closed out or when any residual risk is transferred through the Contract.

Financial Implications

18. The Council is identifying the specific sources of the local contribution required for the scheme. The September budget monitoring report will detail these specific sources and request the scheme be adopted in the 2013/14 capital programme under the delegated powers of the S151 Officer.
19. The 2013/14 capital budget monitoring reports to CCAC will provide an update on the progression of the scheme and the estimated final scheme costs. Under the terms of the DfT grant, the risk of the scheme being delayed and overspending sits fully with the Council. The budget monitoring process will update on these risks and highlight any potential additional (and unfunded) costs of the scheme.

Legal Implications

20. None have been identified as arising directly from this report.

Options Considered

21. A number of scheme options were considered prior to submission of the bid.

Conclusions

22. That the Department for Transport's (DfT) award of "pinch point" funding towards the dualling of A350 north of Chippenham is noted.

Parvis Khansari
Service Director - Highways and Transport

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Date of report: July 2013

The following unpublished documents have been relied on in the preparation of this Report:

None

Appendices:

Appendix A - Briefing Note to CCAC 22 January 2013