

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	ECI - Early Contractor Involvement : Major Highway Schemes
Report From:	Director of Economy, Transport and Environment

Contact name: David Wilson

Tel: 01962 832462 **Email:** David.wilson@hants.gov.uk

1. The decision:

1.2 That approval be given to procure, spend and enter into a Contract for the provision of ECI services, to be delivered through a planned programme of Contractor-Client events so designed by Strategic Transport as to successfully promote and maximise the benefits of ECI as part of the design process for 8 forthcoming LEP programme key major highway schemes in the Basingstoke and Fareham Areas.

2. Reason for the decision:

2.1 The potential savings that could be achieved through early contractor involvement in these 8 schemes could be significant, certainly outweighing the initial costs of the workshops. These major schemes are Grant funded, time-limited and geographically close together (within districts), and every opportunity to safeguard successful delivery must be undertaken in order to minimise disruption and the potential for changes and cost increases, once construction has commenced.

3. Other options considered and rejected:

3.1. None

4. Conflicts of interest:

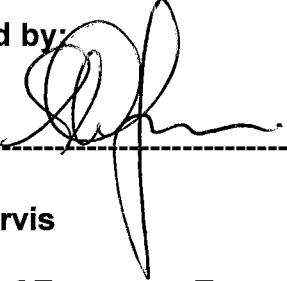
4.1. None

5. Dispensation granted by the Head of Paid Service:

5.1. None.

6. Supporting Information:

6.1. None

Approved by:	Date:
	<u>28th May 2015</u>
Stuart Jarvis Director of Economy, Transport and Environment	

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1. Executive Summary

1.1 The purpose of this paper is to seek authority to procure, spend, and enter into a contract for the provision of ECI Services, to be delivered through a planned programme of Contractor-Client events so designed by Strategic Transport as to successfully promote and maximise the benefits of ECI in relation to the preparation of 8 forthcoming key major highway schemes currently at design stage.

2. Background

2.1 With a traditional Tender process it is normal for the design team to develop the design, drawings and specifications for production before the contractor is involved; the resultant separation of designers and contractors possibly prevents constructive use of contractor expertise at a crucial development stage of the project. Designers are expected to perform constructability reviews in an attempt to reduce the knowledge gap between designers and constructors, but in practice the reviews often occur too late to make optimal improvements to the design and construction processes. Constructability is a key issue; it has a material impact on cost, programme, quality, and works efficiency, ensuring that all construction factors are considered in the decision making.

2.2 For these forthcoming highway schemes the input and involvement of the Contractor at an early stage should help achieve greater cost effectiveness and cost certainty of construction. It will also help expedite the overall delivery of the project by addressing any potential constructability issues which would otherwise have only become apparent during the construction phase. Furthermore a Contractor is able to assist with potential work packaging as well as providing greater accuracy in any cost estimating. ECI seeks to reduce the risks involved within a project and to pre-plan from an early stage to such an extent that, in theory, there are no surprises. The scheme requirements, programming, and delivery are known from the outset and the costs are less

likely to increase during the construction period due to unforeseen circumstances. The Council is looking to expedite this collaborative process through the attendance and input of an experienced Works Contractor and a specialist Traffic Management Contractor, to work with in-house designers and external consultants at designated project design and constructability workshops.

- 2.3 A number of key local Contractors, who currently sit within the SE7 Regional framework, will be invited to tender, through an adapted NEC-ECC form of Contract, to price for their attendance [various specialist staff] at a series of project-related local and site-based design development workshops.
- 2.4 The intention is to apply their practical design and construction experience to the early stage of the design process in order to improve our design and thus design-out potential future deliverability issues.
- 2.5 Advice will be sought on items such as the most practical or advantageous materials, beneficial and cost-effective working methods, works programming and phasing, as well as traffic management layouts.
- 2.6 There are eight major schemes nominated for inclusion in this process. All are at a stage where ECI would be of most benefit. They are:

Basingstoke :

A33 Crockford Roundabout,
 A33 Binfields Roundabout
 A30 Winchester Road Roundabout
 A340 Thorneycroft Roundabout

Fareham/Gosport :

A27 Segensworth to Titchfield Gyrratory dualling
 A27 Fareham : Gudge Heath Lane and Station Roundabout
 A27 Titchfield Gyrratory & B3334 Stubbington By-pass
 B3385 Newgate Lane [South]

- 2.7 The Contractor will provide Contracts and Traffic management specialists at one design workshop and, one site-based meeting per scheme.
- 2.8 The Contractor's proposals will be supplied in the form of a written report with design and construction recommendations for each scheme.

3. Alternative Options Considered and Rejected

- 3.1 The alternative option was not to engage the services of an ECI Contractor and thereby be unable to gain those advantages as outlined above.

4. Measures of Success

- 4.1 The ultimate success of the process will be measured through the recording of action undertaken as a result of the Contractors' early involvement, and measuring that against what actually happened. In particular, ECI will be considered successful if the scheme is delivered on time, on budget and with minimal traffic congestion and delays during the construction phase.

5. Finance

- 5.1 Tenderers will price for each individual capital scheme as a lump sum figure. ECI is part of the design process and the fee charged will thus be funded from each scheme's capital budget. It is likely that the ECI investment will result in an overall reduction in scheme costs.
- 5.2 The overall cost is not expected to exceed £16,000, which equates to £2,000 per capital scheme.

6. Programme

- 6.1 The contractor will attend a series of one day workshops [eight schemes, two workshops per scheme] to be held over a period of eight months commencing early summer 2015. We will have access to the Contractor for further advice over a two year period, to be paid for on a pro-rata basis.

7. Recommendation

- 7.1 That approval be given to procure, spend and enter into a Contract for the provision of ECI services, to be delivered through a planned programme of Contractor-Client events so designed by Strategic Transport as to successfully promote and maximise the benefits of ECI as part of the design process for 8 forthcoming LEP programme key major highway schemes in the Basingstoke and Fareham Areas.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	Yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	Yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	Yes
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
EMETE decision day LEP update report		Nov 2014
Direct links to specific legislation or Government Directives:		
<u>Title</u>	<u>Date</u>	

Section 100 D - Local Government Act 1972 - background documents

<u>Document</u>	<u>Location</u>

Impact Assessments

1. Equalities Impact Assessment:

1.1. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary assessment of the impacts on developing Hampshire's highway network and transport systems.

1.2. Statutory considerations: n/a

2. Impact on Crime and Disorder: n/a

3. Climate Change: n/a