

Decision Report - Executive Decision

Forward Plan Reference: FP/23/03/08

Decision Date – 18 April 2023

Key Decision – Yes



Key Decision to award 2023/24 signal refurbishment and resurfacing projects under the existing signal recovery framework

Executive Member(s): Cllr Mike Rigby - Lead Member for Transport and Digital

Local Member(s) and Division: County wide framework. Local members will be informed prior to work commencing in their divisions.

Lead Officer: David Carter Service Director Infrastructure and Transport

Author: Bev Norman – Strategic Manager – Traffic Management, Road safety and Parking

Contact Details: bev.norman@somerset.gov.uk – 01823 358089

Summary / Background

1.1 As part of the traffic signals recovery framework, we have identified the following traffic signal sites that are in urgent need of repair and have been identified as a priority for maintenance during FY 2023/24:

101S - Eastover/Monmouth Street, Bridgwater (See Key Decision 31/01/2023)

554S - Stars Lane, Yeovil (See Non-Key Decision 24/02/2023)

532P - West Coker Road, Yeovil

550P - Larkhill Road (Stiby Road), Yeovil

549S - Sherbourne Rd/Middle St/Wyndham.

209S - Charlton Crossroads, Shepton Mallet

219S - Princess Anne Road - Frome

234S - Portway/Wookey Hole Road, Wells

207P - East Liberty - Wells

405P - Upper High Street (Park Gates), Taunton

506S - High Street, West Coker

534S - Preston Road/Westfield Road - Yeovil

521P - Preston Road/The Park, Yeovil

503S - Preston Road/Larkhill Road - Yeovil

- 1.2 The refurbishment works will see major upgrades to the traffic signals as well as resurfacing works and improvements to active travel.
- 1.3 There are significant benefits from undertaking both the signals refurbishment schemes and the resurfacing at the same time both financially and it reduces the disruption to the public.
- 1.4 The authority has previously entered into a NEC3 Framework Contract with three contractors for the Traffic Signals recovery programme
- 1.5 The funding for the Traffic Signal refurbishment programme was agreed at Full Council on the 22nd February 2023.

Information can be found in the following link: - [Annual Budget meeting - Weds 22nd Feb 23](#)

Recommendations

- 2.1 That the Lead Member for Transport and Digital authorises the award of an extension to the existing Yeovil Phase 1 Traffic Signals refurbishment contract to complete signal refurbishment works, to the value of £739,510.93, on the following additional sites in Yeovil:

532P - West Coker Road, Yeovil

550P - Larkhill Road (Stiby Road), Yeovil

549S - Sherbourne Rd/Middle St/Wyndham.

This follows on from the Non-Key Decision, taken by Paula Hewitt on 24/02/2023, to instruct Centregreat to proceed with the 554S - Stars Lane site in Yeovil.

Under the Traffic Signals framework contract, Centregreat were awarded six Traffic signal refurbishment sites in Yeovil and have successfully completed 4 of the sites and are nearing completion of the remaining two. The other contractors under the framework, Alun Griffiths and Dynniq have provided confirmation that they are not interested in tendering for Traffic Signal work in Yeovil and therefore Centregreat have priced for the above sites as an extension to their existing contract in Yeovil. This is in accordance with the framework award procedure and will save the authority approximately 10% than if we had to start a new procurement process under the framework.

- 2.2** The Lead Member for Transport and Digital delegates authority to the Tier 3 Service Director for Highways and Transport to authorise the mini-competition under the traffic signals framework contract, tender evaluation and call-off contract award of the other traffic signal sites listed in section 1.1.

The Tier 3 Service Director for Highways and Transport also has delegated authority to change the list of sites identified in section 1.1 if there are other signal sites across the county that become higher priority.

The value for the delegated authority must not exceed the budget identified at 1.5.

The authority will award the call-off contracts (referred to in the framework contract as 'Package Orders', based on order of priority and call-off ordering procedure, in line with the conditions set out within the signal framework contract.

Reasons for recommendations

- 3.** To enable the signals refurbishment and resurfacing works to be carried out.

Other options considered

- 4.** None, there is a risk without urgent refurbishment, these signals will fail. Unplanned failure of any of these sites, which has happened now on several occasions poses a Health and safety risk for road users as a junction will not be adequately controlled increasing collisions; pedestrians/cyclists will not be able to cross safely; there will be an increase in congestion; risk of reputation; risk of litigation in the event of damage to or loss of life. The costs will also be significantly higher to refurbish the site following an unplanned failure.

Links to Council Plan and Medium-Term Financial Plan

- 5.** The project will contribute to the vision statement "A County of resilient, well-connected and compassionate communities working to reduce inequalities" by improving the resilience of the road surface, drainage and traffic signals infrastructure and improving the connections between communities by reducing severance.

Financial and Risk Implications

6. Capital funding has been approved through the annual capital investment process.

The scale of improvement work that is required particularly for traffic signals is immense and it is only possible to tackle it via a rolling programme of works; more sites will become obsolete or have a significant risk of failure over time as the levels of investment in maintenance have declined over recent years.

In respect of running and maintaining the assets the cost will fall due to the reduced maintenance requirement plus there will be reduction in electricity costs due to the low voltage element of the upgraded asset and LED signal heads.

Legal Implications

7. *Public procurement* -the traffic signals framework contract was competitively procured in accordance with the requirements of the Public Contracts Regulations 2015. Individual call-off contracts awarded under the framework do not require a further public procurement exercise, provided SCC follows the call-off process contained in the framework contract.

Call-off contract terms and conditions – the framework contract establishes the terms governing individual call-off contracts which will be awarded to the contractors to undertake specific works. These individual contracts are based on the NEC3 Engineering and Construction Contract (April 2013) Option A (Priced contract with activity schedule). The NEC3 ECC form is an industry-standard contract widely used by local authorities. SCC has made bespoke amendments to this form of contract to suit its specific requirements, including in relation to the allocation of risks as between SCC and the contractors. Detail any legal implications of the recommendations.

HR Implications

8. HR implications have been considered and no issues have been identified.

Other Implications:

Equalities Implications

9. All schemes consider the needs of pedestrians, cyclists and vulnerable road users such as the visually and physically impaired. Visually impaired pedestrians will benefit from the introduction of rotating tactile devices at controlled crossing points which rotate when the green man appears informing that it is safe to cross. This is coupled with tactile paving which guides these users to the push button units Dropped kerbing will be introduced at all crossing points to allow access to crossings for physically impaired users.

During the construction of the scheme there is a risk that people who are mobility impaired, such as the elderly, wheelchair users or people with prams or young children may be disproportionately impacted. SCC will ensure traffic management plans and footway diversions developed by the contractor are designed to accommodate appropriate levels of accessibility. The specification for the works within the tender includes the requirement for the contractor to maintain safe pedestrian, wheelchair users and cycle access at all times.

Community Safety Implications

10. The new traffic signals will be Extra Low Voltage and therefore be safer for members of the public than the existing system which uses higher voltage cables to the signal heads and push button units. Existing cables have also been installed for a number of years and are at the end of their serviceable life. All cables will be renewed. The traffic signals will also operate the industry standard MOVA control which is recognised to be an overall safer operating method than the outdated existing control system.

Climate Change and Sustainability Implications

11. All schemes will seek to improve flow of traffic, reducing the pollution of stop/start traffic. The uptake of electric cars, when more widespread, is unlikely to reduce the traffic demands at these junctions, all schemes will be designed to accommodate future traffic flows.

Health and Safety Implications

12. Highways improvement contracts require robust health and safety procedures to be in place. In particular, safe working practice on the highway and how contractors' health and safety performance will be monitored. Regular contract meetings take place that include the monitoring of health and safety.

Health and Wellbeing Implications

13. No implications identified

Social Value

14. The procurement process has followed the principles contained in the Social Value Policy Statement to deliver social value benefits through the construction of the scheme – on previous schemes examples of this have included site visits for local students, donation to local charities from contractor's initiatives and volunteering on local projects. It will be for the contractor to determine what is appropriate.

Scrutiny comments / recommendations:

15. The Scrutiny Committee for Policies and Place have not considered this proposal but the Chair of that committee has been consulted.

Background

16. The traffic signal equipment at these sites is run by controllers that ceased to be manufactured around 2008. Getting some of the components for this equipment has become difficult over the last few years and the sites have well exceeded their 15 year design life.

The sites control vehicular, pedestrian and cycle traffic on busy routes around Yeovil. The site operational efficiency could be improved by more modern technology, along with energy savings by use of Extra Low Voltage (ELV – Sub-50v) and Light Emitting Diodes (LED).

Where possible the opportunity is being taken to introduce facilities to assist cyclists through the above signal sites and these facilities will link in with other cycling enhancements and Town Centre improvements where possible.

Background Papers

17. Original decision paper for the framework contract:

<https://democracy.somerset.gov.uk/mglIssueHistoryHome.aspx?IId=7641&Opt=0>