

Gloucestershire: Background and procurement

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Director of Highways and Transport – Gloucestershire

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Format






- Government and DfT
- Gloucestershire's Major projects
- Transport Decarbonisation
- Key challenges
- Working with us
- Social Value



Government commitment

Making Britain a Clean Energy Superpower
Delivering clean power by 2030
Accelerating delivery of net zero.



 <p>Kickstart economic growth</p>	 <p>Make Britain a clean energy superpower</p>	 <p>Take back our streets</p>	 <p>Break down barriers to opportunity</p>	 <p>Build an NHS fit for the future</p>
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DfT's objectives

- Improve performance on the railways and drive forward rail reform
- Improve bus services and grow usage
- Transform infrastructure to work for the whole country
- Transport to promote social mobility and tackle regional inequality
- Deliver greener transport
- Better integrate transport networks



Autumn Statement

£2bn in automotive to support EVs
£50m next year into potholes / resurfacing
Bus fare cap £2 to £3 from 1st January 2025
4.6% increase in rail fares
£1bn for bus services,
£100m for local walking and cycling infrastructure
£320m EV infrastructure



£30bn budget for sustainable transport in 2025-26

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£30bn budget for sustainable transport in 2025-26

2.5% real terms reduction from 2023/24
Freeze on fuel duty - minimising the price of petrol and diesel

What we are doing

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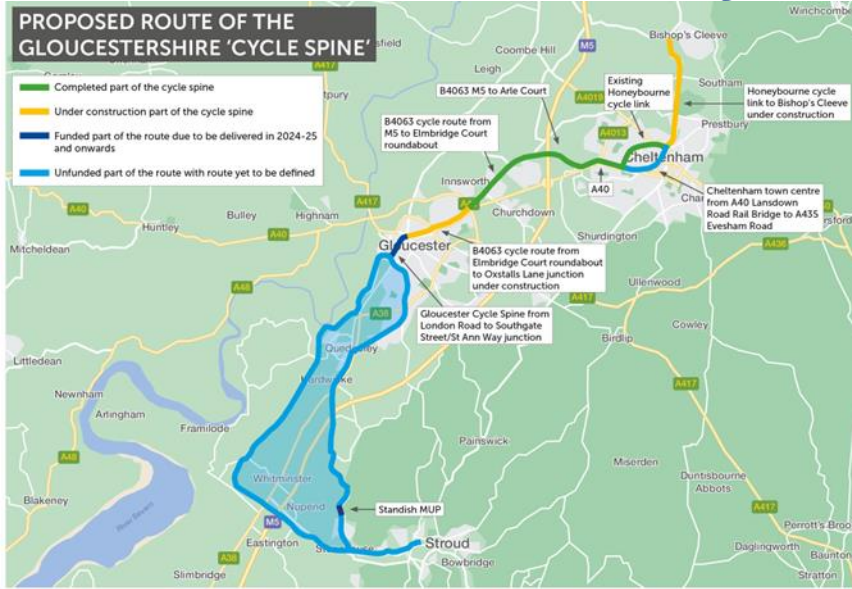


M5 Junction 10



- Cost - £334.26m
- £250m, secured from HIF
- **Creates all-movement J10 junction plus:**
 - new link road
 - improvements to A4019
 - new Coombe Hill junction
 - new Arle Court transport hub
 - Creates new Cyber City
 - 8,900 new houses
 - 12,200 jobs W & NW Chelt
 - DCO process complete Dec 24
 - Construction start late 2025
 - Construction end 2028

Gloucestershire Cycle Spine



Completed works between Gloucester and Cheltenham boundaries

- Start on Site: October 2021
- Works Completion
 - Gloucester to Cheltenham: 2024/25
 - Gloucester Docks to Bishops Cleeve 2025/26
- Over £48 million investment secured from National Highways, Sustrans, DfT and other funding sources
- Delivers a cycle spine extending 26 miles between Stroud in the South to Bishops Cleeve in the North.
- Reduces carbon emissions, benefits public health and supports the economy by improving access to transport hubs, employment and education



West Cheltenham Transport Improvement Scheme & cycle spine



Scheme Opening Event



Completed Arle Court Roundabout



Completed works between Gloucester and Cheltenham



- WCTIS Completed: June 2022
- £23.6million secured from the Gfirst LEP
- Works included capacity and junction improvements with cycling and walking upgrades.
- Improvements between M5 J11 and Lansdown Road in Cheltenham
- Reduces existing congestion to support access to the new Cyber Central Business Park

Gloucester South West by-pass



Completed Gloucester South-West Bypass Scheme

- Works Completed: July 2023
- £11.8million secured from DfT and Gfirst LEP
- Capacity/junction improvements with cycling and walking upgrades.
- Works to improve one of the most heavily congested corridors in Gloucestershire along the Gloucester South West Bypass
- Aims to support business and allows reallocation of space in City Centre from motorists to cyclists and walkers

M5 Junction 9 – Tewkesbury Garden Town

Proposes a new or reconfigured M5 J9 and rerouting of A46 between the M5 J9 and Teddington Hands roundabout.



- Enables future housing and employment growth – Over 10,000 new homes and 100Ha employment land
- Opens opportunities for more people to walk, cycle and use public transport through Ashchurch
- Improves journey times and reliability for local journeys through M5 J9 and the A46 through Ashchurch
- Provides more suitable route for long distance journeys between the South-West and the Midlands
- Reduces traffic queuing back onto M5 from J9 roundabout
- Improves natural environment by a minimum of 10% Biodiversity Net Gain
- If approved by DfT, construction will start in 2030/31 and complete 2 years later



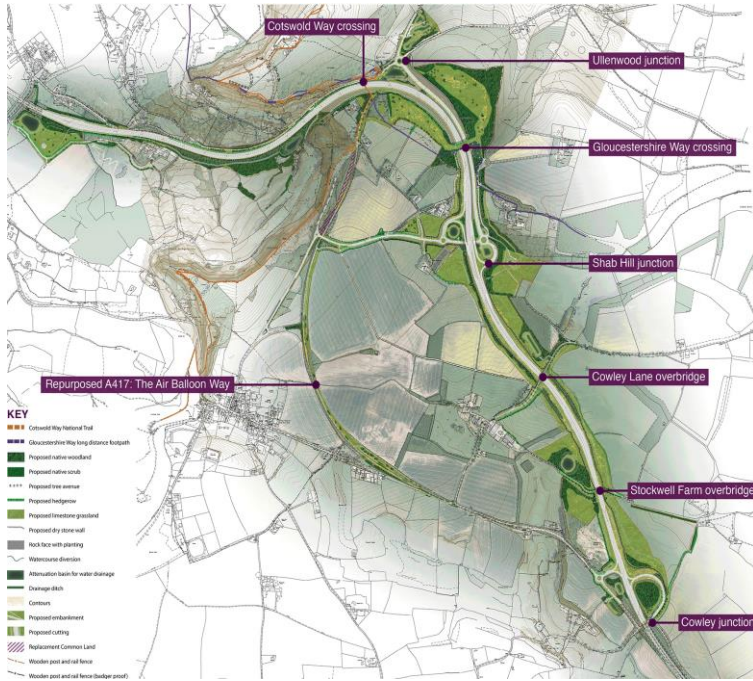
Mass Rapid Transit



Ambition is for integrated Mass Rapid Transit (MRT) covering central Severn Vale area that *supports a:*

- Fully developed expressbus network, including bus priority to link to other inner and inter-urban corridors, *supplemented with:*
- Local bus network, and Demand Responsive Transport (DRT) to cover rural areas, *which all connect via:*
- High quality interchange/ modal integration, that *makes:*
- All areas accessible by public transport, *through:*
- Simple, affordable fares *and:*
- Clear, simple information

A417 Missing Link



- The Missing Link scheme is a three-mile stretch of single-lane carriageway on the A417 between the Brockworth bypass and Cowley roundabout.
- National Highways is constructing a new dual carriageway.
- The scheme will bring congestion, road safety and severance benefits, and will help boost growth.
- The Secretary of State gave planning permission in November 2022.
- Work commenced in early 2023 with completion expected approximately 2 years later.

Transport Decarbonisation

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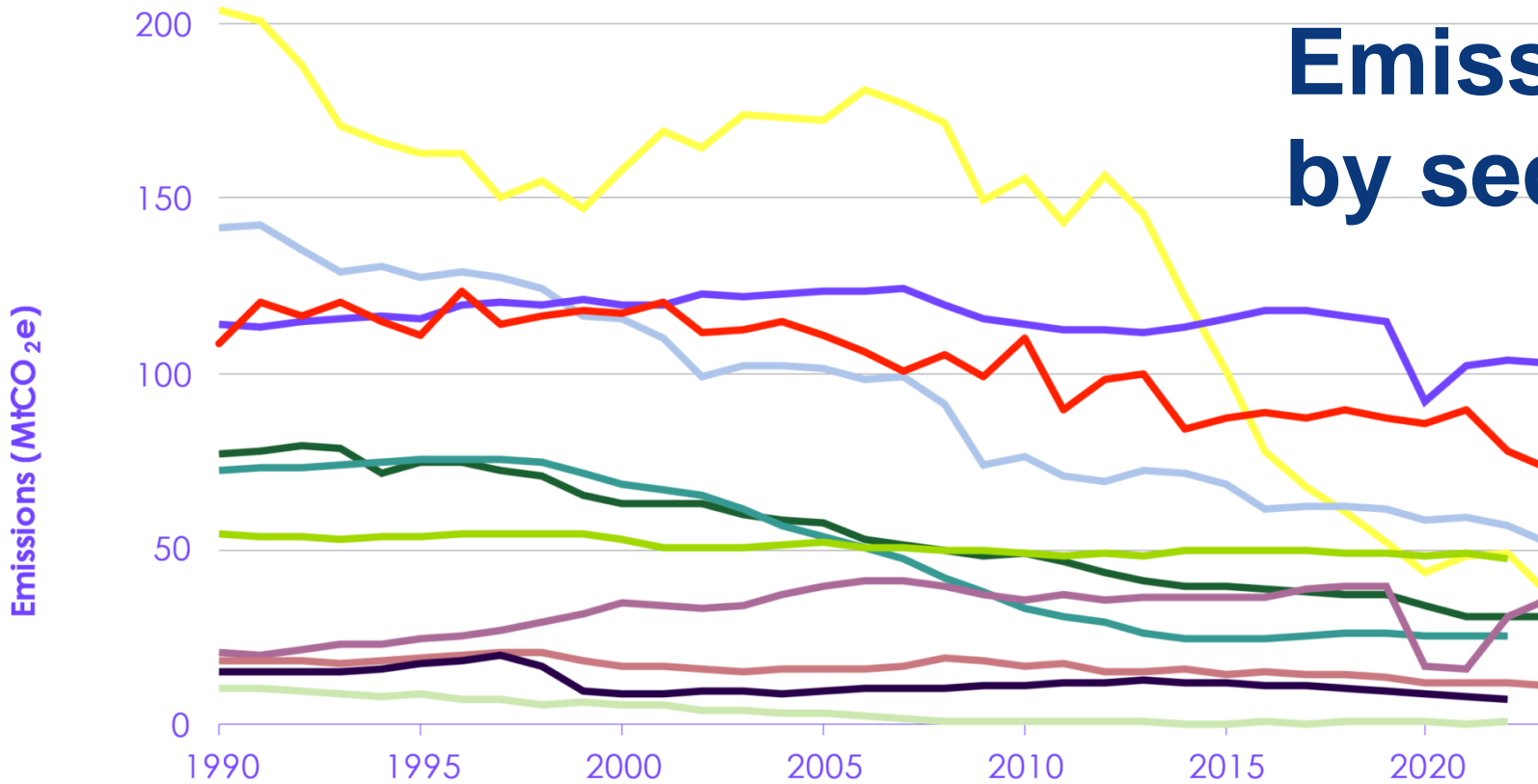
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Emissions by sector



Electricity supply

Industry

Surface transport

Buildings

Fuel supply

Waste

Agriculture

Aviation

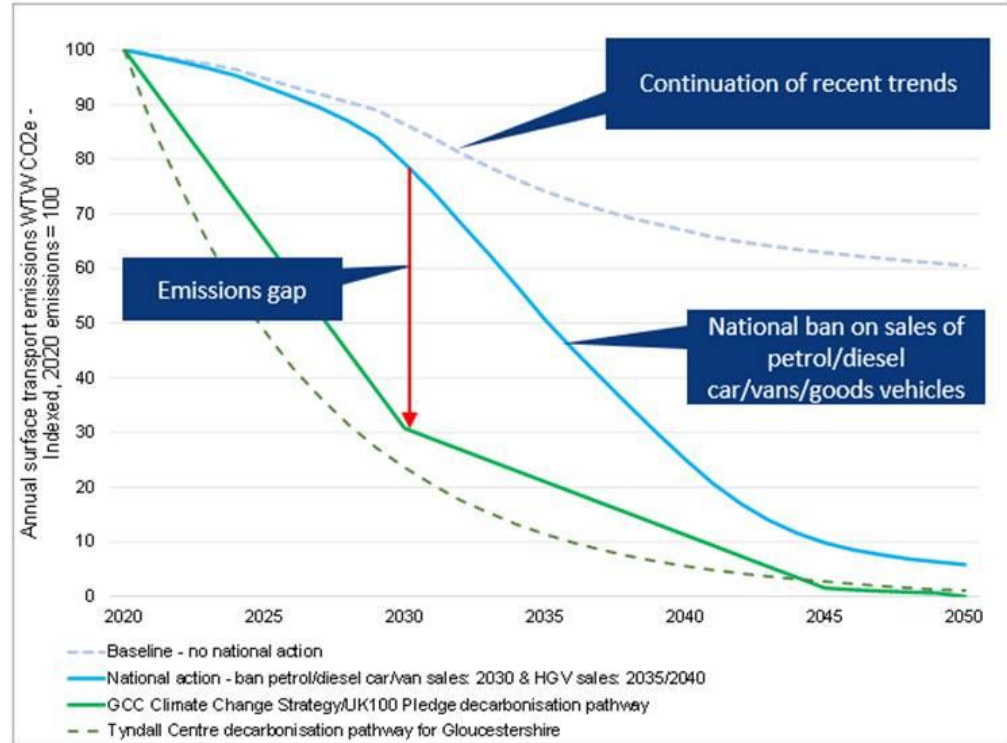
Shipping

F-gases

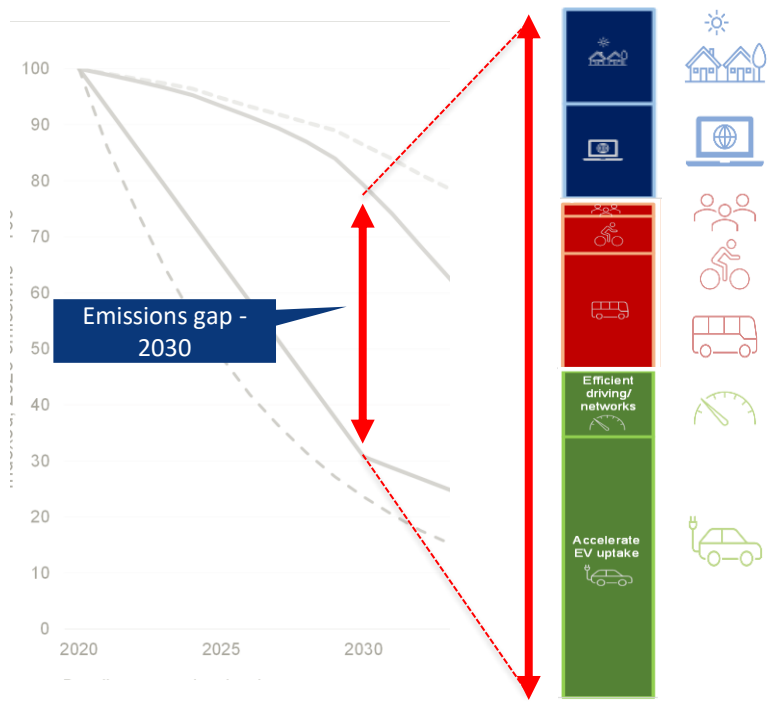
Land use

Challenge: carbon emissions

- Gloucestershire targets:
 - Emissions from all sources: net zero by 2045
 - 80% emissions reduction by 2030
- Electric cars not in time to close 2030 gap
- Emissions gap needs to be closed by reducing emissions



Scale of ambition needed



- Reduce av. trip length by 7.5 % (0.6 miles)
- Reduce 7.5 % of car trips (3 trips/month each)
- Ride sharing for extra 2.5% of car travel
- Increase active travel 300%
- Increase public transport 100%
- Eco-driving/smoothed speed on 75% of car km
- 100% increase in car km by EV
- 25% reduction in average car size used for 25% of car veh kms



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A vision for Gloucestershire 2030?

Excellent bus services – bus use per person as in Oxfordshire.

New apps make **ride sharing** easy for up to 2.5% of car travel.

EV car clubs and company fleet upgrades bring EV uptake forward by 4.5 years.

Excellent active travel provision - 'Go Dutch' (propensity to cycle tool) for all routes, with widespread e-bike use.

Increased online activity e.g. Cotswolds 2020 WfH levels countywide & similar change for other purposes

Better land use planning reduces average car trip length by 7.5% (0.6 miles)

Smart road network management, speed limits and eco-driving apps make **car travel more efficient** by 6%

Gloucestershire 2030

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Key challenges

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Highway Maintenance

- Considerable extra investment (min £10m pa.) over the last 6 yrs has seen improvement in road condition of A, B and some C's.
- Reactive maintenance focused on safety defects, gives low level of insurance claims, but:
 - Community noise on potholes and general condition of lower category roads with limited resurfacing
- Highway Transformation Project Board created to tackle issues
- Increased responsive maintenance gangs, spray injection patching, surface dressing etc, additional £1m revenue invested – but this tackles symptom not the cause
- DfT funding of £25.6m significantly short of Gloucestershire's £44m standstill figure
- Increased funding still insufficient to address long term issues around structures, traffic signals, signs etc



Road Safety

- Increasing collisions on the network saw 407 KSIs in 2022. The same as in 1994.
- New RS Policy and Safe Systems approach to halve KSI's by 2032.
- Difficult to gain traction and funding to tackle the issue, with members often drawn towards public 'feel good' schemes unlikely to deliver KSI target (e.g. school streets).
- Barriers include 1994 DfT 'Setting Local Speed Limits' guidance and no government target
- RS Partnership and member board taking data led approach to casualties
- Proposal to inject £2m into road safety in the next year
- Focus will be on ANPR technology speed limit enforcement on rural and urban major routes with most severe casualty records.
- Top 10 routes have 303 casualties (129 KSIs) in previous 3 years



Bus network



- Increasing bus subsidies required – particularly in rural locations
- Tried to use bus subsidies to incentivise Stagecoach to stabilise services but has resulted in an appeal to DfT
- Experimental DfT funded demand responsive service being used in Forest of Dean and Cotswolds called The Robin. Now expanded to 5 areas
- Development of Transport Hubs and Express Bus services
- Use of DfT BSIP+ funding to stabilise and expand the network

Railway improvements

- Cheltenham/Gloucester to London hourly direct service with new Inter- City Express Trains
- Hourly Transport for Wales Cardiff to Cheltenham, new trains in 2024
- Additional Bristol to Gloucester service (commenced May 2023)
- Hourly Gloucester to Ashchurch/Worcester (commenced May 2023)
- Possible bay platform at Cheltenham station (long term)
- Capacity and resilience improvements Gloucester station (long term)
- Possible service enhancements on North Cotswold line (long term)
- Network Strategy recommends all rail lines in Gloucestershire be electrified. However, no timescales or costs identified



Risks & Opportunities

- Health and Safety
- Aging Infrastructure
- Funding sources
- Climate Change
- Network Resilience
- Inflation and volatility in construction sector.
- Construction and engineering skills shortage
- Commercial/contractual management pressures
- Organisational change
- Technology opportunities



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24/25 – What we plan to deliver

- Maintain and operate the Highway and Public Rights of Way
- Deliver schemes as part of the £100m road resurfacing
- Explore and maximise investment in network resilience.
- Deliver major transport projects including M5 J10 and the portfolio of structures and improvement schemes.
- Attract funding for and deliver major active travel schemes.
- Support apprentices, construction skills and growing talent through the Highway Skills Academy.
- Embrace technology to bring improvements to working methods service improvements.
- Proactively deal with ash die back across the network.
- Work with suppliers and providers in meeting our social value commitments and targets.



Organisation and partners



Primarily Commissioning Model
However:

- Mixed delivery mechanism
 - in-house
 - external
 - Best of breed approach
- TMC – Ringway
 - PSC – Atkins
 - Surfacing – Tarmac
 - Street Lighting - Milestone
 - Signals - Telent



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+ Potential Development of Major Project suppliers framework



Local Majors Portfolio

Typical Scheme Value

- £500k-£25million

Typical Scheme Scope

- Highway capacity improvements on primary routes, predominantly at major junctions to support development and increase capacity
- Cycle route improvements to encourage modal shift, reduce pollution and provide public health benefits
- Supporting infrastructure projects at Transport Hubs

Procurement Route

- NEC4 Engineering and Construction Contract – Option A
- NEC4 Engineering and Construction Contract – Option C
- Predominantly Construction Contracts, but some Design and Build Contracts



Geotechs and Structures

Typical Scheme Value

- £500k-£10 million

Typical Scheme Scope

- Geotechnical Stabilisation Schemes
- New Bridges – over rail and water
- Major refurbishment of Highway Structures
- Supporting infrastructure for Highway Structures

Procurement Route

- NEC4 Engineering and Construction Contract – Option A



Imminent engagement

Strategic Major Projects

- A38 Coombe Hill Junction – Prequalification submission due 19th December, full tender early 2025 (£3-4 million)

Local Major Projects

- A435 Cheltenham to Bishops Cleeve Cycle Route Phase 2.2 – Tendered from Mid-December (£3-3.5 million)
- London Road/Black Dog Way Cycle Route – Due to be tendered from mid/late January 2025 (£3-3.5 million)

Infrastructure Major Projects

- Forest Road, Lydney Geotechnical Scheme – April/May 2025 (£1-1.5 million)

Pipeline to be funded

- | | |
|--|--------------|
| • Southgate Street to St Ann's Way Cycle Route, Gloucester | £3-4million |
| • Estcourt Road Roundabout, Cycle Route, Gloucester | £3-4 million |
| • Honeybourne Cycle Link, Cheltenham | £3-4 million |
| • Ashchurch Bridge, Tewkesbury | value TBC |
| • Charlton Kings Landslip | value TBC |
| • Winchcombe Bridge | value TBC |



Working with us

Best for Project approach:

- Early contractor involvement
- Design and build, target price
- Traditional activity schedule

Procontract – SWCouncils

<https://www.supplyingthesouthwest.org.uk/>

Social Value:

- Local Employment
- Inward Investment
- Apprenticeships – investing in the future

GCC aim to be Preferred Client

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Social Value

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GCC Committed Social Value



Employing locally

£3.1m
384 FTE Jobs



Spending locally

£70m
including spend with
MSMEs and VCSEs



Apprenticeships & Work Placements

£460k
2,111 weeks



Jobs for Disadvantaged People

£7.5m
46.6 FTE jobs for LTU and
Disabled People



Career Support Sessions

£637k
8,300 hours & 20
school visits



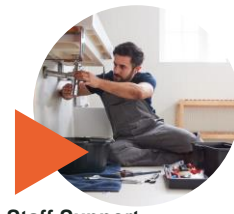
Community Support

£522k
6,149 hrs
volunteering



Environment

£2m
Resources invested &
reduction in CO2
emissions



Staff Support

£1m
6,865 hrs (training /
health & well-being)

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GCC's Social Value Policy

“To maximise the effectiveness of the proposed social value policy, while still maintaining the efficiency of the procurement cycle, only those procurements for goods or services whose values exceed the Public Procurement threshold (currently £177,897.50 (excluding VAT)) will be subject to such policy.”

- Social Value scored at 15% of overall evaluation
- Threshold now stands at £214,904
- Social Value Policy will be updated this year – moving to one flat threshold across all contract types to provide greater clarity and maximise social value captured through contracts



Arle Court Multi-Storey Car Park Design and Build

1 long-term unemployed individual hired on the contract

£9.5M spent with local suppliers

48 hours of volunteering time to support local community projects

"Cleaner employed through SCS who has been out of work for over a year due to a car crash. He ...attended a careers fair held at The Learning Hub."



"16 individuals from our Talent Emerging team volunteered for 3 hours at Heart Heros big build on 18th January. Clearing out the bungalow donated to the charity by the council."

Kier

£4.6M committed, £4.9M delivered – 25% Social Value Add relative to contract value

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Next steps on our Social Value journey

Permanent Social Value role.
Training and support for Procurement team.

Publish Bidder and Supplier Toolkit to support delivery of Social Value that meets Gloucestershire needs and priorities

Publish first Annual Social Value Report

2025



2024

Social Value Policy reviewed and updated

Create Social Value page on Staffnet and GCC website to share resources and work to support contract managers

Drive place-based Social Value via Anchor Organisation programme with local partners

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Questions?

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