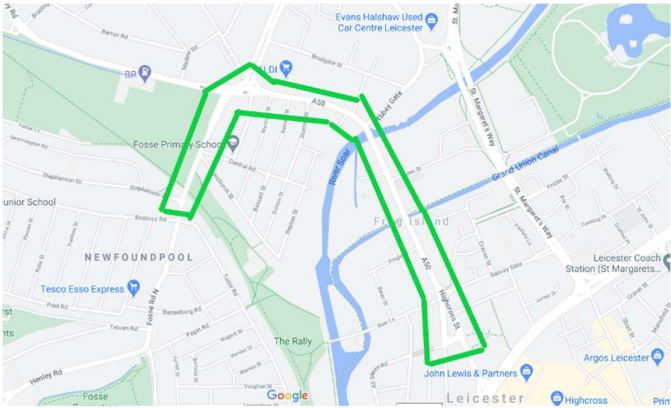


*This Project Pro-forma is used to capture **project descriptions, innovations and efficiencies**. It is not expected that all the information requested will be appropriate to all projects. Please provide as much information as possible. This form should be updated and resubmitted as projects develop.*

MHA Authority	Leicester City Council
Project Number	60666035
Project Title	Transforming Cities Fund - A50 Groby Road
Client Contact	Joanna Aitken / John Dowson
Client Details	Joanna.Aitken@leicester.gov.uk John.Dowson@leicester.gov.uk
Brief Project Description (300 Characters)	<p>The A50 Groby Road Project is part of Leicester City Council's (LCC) wider Transforming Cities Fund Projects, as part of the A50 improvements. The road improvement project will introduce cycle lanes, new and enhanced pedestrian and cycle crossing facilities and safety improvements at a busy junction, transforming the corridor into space more desirable to pedestrians and cyclists.</p> <p>AECOM has taken this project through the feasibility and preliminary design stages (completed in December 2021) and are currently completing the detailed design and surveys for the project.</p>
Full Project Description	<p>Leicester City Council (LCC) commissioned AECOM to assist them with the feasibility, preliminary design, and detailed design of their £11m A50 Groby Road project. This major scheme is being funded through a mix of Enterprise Zone funding through the Leicester and Leicestershire Enterprise Partnership and the Transforming Cities Fund following the city council's successful bid for £32m of second tranche funding to support improvements to public transport and providing more safer cycling and walking routes into city neighbourhoods and the city centre.</p> <p>Leicester City Council aim to redesign (de-trunk) the existing A50 in favour of a high street environment, with greater catering to the needs of pedestrians, cyclists, and the local community. The existing Fiveways junction and link through Woodgate to Frog Island will also be altered by the project. A major driver for the project is new adjacent waterside development which is ever expanding and a source of growth for the city.</p>  <p>This phase of work follows on from the initial support given to Edwards & Edwards Consultancy Ltd and Arcadis with the business case and costings for these works. This was done through the production of an options report with a preferred design, cost estimate and road safety audit (RSA).</p> <p>This phase of works includes the Preliminary and Detailed design. In which AECOM:</p> <ul style="list-style-type: none"> • Completed a redesign of the junction including removal of internal stop lines • Removed all existing islands and signals, and installed new ones where required • Closed service road in front of buildings on the north-west corner ensuring access to the medical centre and space for emergency vehicles was still possible, and reallocated that space to pedestrians and cyclists

- Designed new pedestrian and cycle crossings
- Closed the left turn from Blackbird Road into Woodgate with space utilised for landscaping
- Closed the right turn from Woodgate into Blackbird Road

Innovation

As part of AECOM's involvement in the project, pavement surveys were undertaken to help identify the lifespan and existing conditions of the pavements in the area. These pavement site works identified the presence of coal tars at an early stage. The design of the pavement treatments were completed to avoid the need to remove the coal tars, resulting in both programme and cost savings on the project.

AECOM, in partnership with ORIS, utilised new software to assess the carbon emissions associated with the design options. This platform gathers data on locally available construction materials and international and local standards and considers factors, including expected traffic and weather conditions, to assess the lifecycle carbon and cost impacts of different design options. The software was used on the A50 Groby Road project to measure the sustainability performance of the designs, considering carbon emissions, cost estimation and material consumption over the project's 40-year service life, providing LCC with a full range of carbon and cost calculations. This led to better informed and effective decision-making and solutions.

James Burdall (AECOM):

"Our work with ORIS on the A50 Groby Road Corridor project allowed us to apply their disruptive technology to a live project and see first-hand the benefits it can bring. It's a game changer for road pavement design that gives our clients a holistic view of the long-term impacts of different design options."

Can this be applied to other MHA projects? Yes

James Burdall (AECOM):

"There is huge potential to deploy this data-driven solution more widely across the roads, rail, and other construction sectors. By signing an agreement with ORIS, we can offer this approach to more clients, helping them make more informed decisions that will reduce the cost and carbon impacts of their construction projects."

Lean Delivery / Efficiency Savings

The early identification of coal tars as part of the pavement surveys resulted in a cost saving of £200,000 as well as 2-3 weeks programme savings. This is because the pavement treatments were re-designed to avoid the need to remove the coal tars and dispose of them.

Efficiency Savings: £200,000

2 weeks programme savings

Sustainability

AECOM were able to provide significant information to LCC surrounding carbon emissions and improve the sustainability of the project. By using a carbon analysis tool, AECOM were able to identify and quantify carbon impacts across design solutions. This included analysing local construction materials and suppliers, and accounting for multiple factors to identify the most carbon efficient solutions.

Awards / Customer Satisfaction	<p>This project has consistently returned high scores as part of ongoing assessment of Key Performance Indicators (KPIs) – with an average score of between 9.5 and 10 over the past 8 months, across all indicators.</p> <p><u>Some client feedback outlined below:</u></p> <p>February 2022: “Team working well together, open and regular communication and quick responses from all parties.”</p> <p>April 2022: “Great team working, can communicate easily and effectively with all team members, ask for advice, share information etc. The AECOM team responds quickly to the emails sent to them often outside of team meetings.”</p> <p>June 2022: “Timely production of reports from various team members.”</p> <p>July 2022: “Great team working. Quick responses to queries. Puts forward ideas for alternative solutions to issues.”</p>	
Address of Site	<p>Groby Road, Leicester, LE3 9ED</p>	
Project Capital Value (if applicable)	<p>Estimated: £11,040,000</p> <p>Project still live and ongoing</p>	<p>At Completion: N/A</p>
Fee Value	<p>Estimated: £650k</p> <p>Project still live and ongoing</p>	<p>At Completion: N/A</p>
MHA PSP3 Delivery Team	<p>Project Manager: Gareth Jones</p> <p>Delivery Manager: Gareth Jones</p> <p>Framework Manager: Jason Clarke</p>	
Project Manager Contact Details	<p>Gareth Jones, Principal Engineer, Nottingham Office, 07799 099785 Gareth.Jones3@aecom.com</p>	
Other Useful Information	<p>N/A</p>	
Image References (Images to be provided separately)	<p>N/A</p>	
Completion Certificates (to be provided separately)	<p>N/A</p>	
This information provided by:	<p>Who: Gareth Jones</p>	<p>When: 13/10/2022</p>