

REPORT TITLE: The procurement of highway services and construction phase works in connection with the delivery of B4058 Rushmire Hill Geotechnical Stabilisation Scheme

Cabinet Date	24 th July 2024
Cabinet Member	Cllr Dominic Morris - Highways and Flood
Key Decision	Yes
Purpose of Report	<p>To seek delegated authority to:</p> <ol style="list-style-type: none"> 1. Procure highway services and construction phase works, through a competitive tender process, in relation to the B4058 Rushmire Hill Geotechnical Stabilisation Scheme; and 2. Make such ancillary orders as are necessary to successfully implement the scheme.
Recommendations	<p>That Cabinet delegates authority to the Assistant Director of Highways & Infrastructure, in consultation with the Cabinet Member for Highways and Flood, to:</p> <ol style="list-style-type: none"> 1. Conduct (subject to the financial restrictions set out in the Resource Implications section of this report below) a competitive procurement process in respect of as many contracts as may be required for the supply of highway services and construction phase works in relation to the B4058 Rushmire Hill Geotechnical Stabilisation Scheme; 2. Award such contract(s) to the preferred tenderer(s); and 3. Make such ancillary traffic regulation orders as may be required in order to successfully implement the Scheme, (such as temporary traffic regulation orders (TTROs) for speed limits etc.) during the construction phase of the Scheme.
Reasons for Recommendations	<p>The decision will enable the Council to engage suppliers for the purpose of securing a highways service and works in respect of B4058 Rushmire Hill Geotechnical Stabilisation Scheme and to make such ancillary traffic regulation orders as may be required for the purpose of implementing the said scheme.</p>

Resource Implications	<p>B4058 Rushmire Hill Geotechnical Stabilisation Scheme will be funded through the approved Highways Capital Programme within the Landslip category.</p> <p>The scheme cost is estimated to be £2.5 million split between investigation and design at £0.6 million and construction at £1.9 million. The construction contract will be procured as one contract with detailed design, investigation and construction spanning the two financial years 24/25 – 25/26.</p> <p>The scheme is being forecast as part of the Landslip Capital Programme which has a current approved budget of £3.5m available in 24/25 which will cover the current portfolio of works enabling Rushmire to start construction in 24/25 and be completed in 25/26.</p> <p>As scheme promoter, the County Council will be liable for any future cost overruns associated with the delivery of the scheme.</p> <p>As per the County Council’s Constitution, ‘Directors are responsible for ensuring that variations in capital project estimates that occur during the course of a contract are contained within the resources allocated to that service’. The scheme’s costs will be monitored and managed, alongside the wider programme, accordingly.</p>
Background Documents	<p>Budget Monitoring Report Cabinet July 2021.</p> <p>https://glostext.gloucestershire.gov.uk/documents/s73502/Budget%20Monitoring%20Report%20Forecasts%20made%20May%202021%20P2%20edits.pdf</p> <p>The Budget Monitoring Report Cabinet July 2021 can be viewed here.</p>
Statutory Authority	<p>Highways Act 1980 Traffic Management Act 2004 Road Traffic Regulation Act 1984</p>
Divisional Councillor(s)	<p>Wotton-Under-Edge – Cllr Linda Cohen</p>
Officer	<p>Name: Jen Williamson, Project Manager Tel. no: 07425 635490 Email: Jen.williamson@gloucestershire.gov.uk</p>
Timeline	<p>Detailed Design Ongoing Contract Procurement to commence October 2024 Construction to Commence March 2025</p>

Background

1. The Geotechnical Remediation scheme to which this paper refers is a project in response to ongoing slope instability below a section of the B4058 north-west of Wotton-Under-Edge, also known as Rushmire Hill.
2. The site has exhibited defects in the surface of the highway, since it was first inspected in September 2016, and undergone various phases of resurfacing and slope monitoring since. Since this first inspection, ground investigation has been undertaken in 2018 and 2023 to derive the geotechnical parameters and install groundwater and ground movement monitoring equipment.
3. The B4058 is a key route within the county and connects Wotton Under Edge with areas to the north and west, such as Nailsworth, Stroud and Tetbury. Intervention now will prevent further movement and the risk of more catastrophic failure, which risks resulting in a longer and more costly repair programme. The work is therefore seen as priority for investment when considered against other priorities within the wider geotechnical programme.
4. Optioneering and conceptual design of 4 options has already been undertaken, extending into the preliminary design of the final option of a sheet pile retaining wall, which is currently being developed through detailed design.
5. Construction works will be challenging due to numerous site constraints such as land ownership, ground conditions and limited working space due to the failing carriageway.

Options

6. Do something - Several different construction techniques have been considered and investigated to determine a cost-effective solution that can be safely constructed within programme. The option considered most feasible and taken forward to detailed design is a sheet piled retaining wall and carriageway reconstruction. Design works are ongoing to finalise the preferred solution.
7. Do nothing/delay – The current state of the highway will continue to deteriorate, resulting in an indefinite road closure and ongoing increased maintenance costs.

Risks

8. The risk register for the scheme has been regularly updated in line with the GCC Risk Management process, to investigate, manage and mitigate risks. The key risk, and associated departures, arises from the decision to progress with a medium-term solution rather than instruct further ground investigation to try to establish whether a deeper-seated failure exists, as detailed below in item 9.

9. The B4058 carriageway on Rushmire Hill has been affected by cracking and subsidence since it was first inspected in September 2016. Since this first inspection, ground investigation has been undertaken in 2018 and 2023 to derive the geotechnical parameters and install groundwater and ground movement monitoring equipment. From this collected laboratory and monitoring data a report was compiled giving a preliminary engineering assessment and remediation options. Whilst the monitoring to date has not fully confirmed any deeper-seated failure mechanism, a conclusive assessment would require significant further ground investigation, beyond the 17.5m depth of the existing boreholes, with any remediation options exceeding the budgetary resources available. A medium-term solution has therefore been developed, which comprises a sheet pile solution that stabilises the slope in the medium term and has been assessed as the most practical remediation option, whilst accepting the potential risk of being affected by deeper seated movements. The natural topography underlying many of our roads in Gloucestershire is such that we manage similar risks across our entire network, inevitably balancing the time and cost of wider investigations and potential increased build costs with the cost benefit to resilience that the additional investment may bring.
10. Overall, the risks identified on the project risk register are well understood and are being eliminated or mitigated as the project moves forward. Risks will continue to be actively monitored and any significant changes affecting the scope of the project will be reported to the Lead Cabinet Member.
11. Risks will be mitigated through robust programme management and a robust and legally compliant tender exercise, including market engagement events.

Financial implications

12. The scheme cost is estimated to be £2.5 million split between investigation and design at £0.6 million and construction at £1.9 million. The construction contract will be procured as one contract with design, investigation and construction spanning the two financial years 24/25 – 25/26.

The scheme is being forecast as part of the Landslip Capital Programme which has a current approved budget of £3.5m available in 24/25 which will cover the current portfolio of works enabling Rushmire to start construction in 24/25 and be completed in 25/26.

13. This construction estimate has been produced by the AtkinsRealis team during design and was last updated in April 2024 and encompasses the investigation, design and construction of the sheet piled retaining wall.
14. This scheme is programmed to start on site in March 2025.

Climate Change and Ecological implications

15. Has the Climate Impact Assessment Tool (CIAT) been completed? Yes

16. Has an Ecological Impact Assessment (EclA) been produced, or will one be undertaken at a later stage? Yes
17. Careful consideration will be made to the effects of the scheme on the natural environment. As part of the design phase Environmental & Ecology Surveys are being undertaken and Ecological Watching Brief's will be utilised as required throughout construction.
18. It is not anticipated that the scheme will have any significant impact on climate change.
19. A Climate Impact Assessment Tool has been completed and positive outcomes on climate have been noted. Slope stabilisation will help reduce resurfacing needs on Rushmire Hill which currently occur approximately 2-3 times per year and have a negative climate impact. Where negative climate impacts have been noted, such as tree removal, appropriate teams have been consulted regarding re-planting and climate practises have been included as a requirement in tenders.

Equality implications

20. Has an Equalities Impact Assessment (EqIA) been completed? No
21. To date, no specific analysis has been carried out regarding the protected characteristics; however, the detailed design of the final scheme will be undertaken in accordance with relevant guidance in relation to equalities and safety.

Data Protection Impact Assessment (DPIA) implications

22. Results of the screening checklist indicate that there is no requirement to complete a DPIA for this scheme.

Social value implications

23. The construction contract to be procured is estimated to be a value of £1.9m and a question on social value will be included within the quality questions during tender and this will be assessed and allocated a weighting. Submissions will be required to include a social value benefit for the local area during the construction phase.

Consultation feedback

24. A comprehensive communications plan will be developed for this scheme. This will include planned press releases, letter drops, bulletins, emails to key stakeholders and an engagement/share event.
25. Engagement will involve a full range of stakeholders:

- GCC Cabinet Members
- Local County Councillors
- Parish Councils
- Internal GCC consultees
- Bus Service Providers
- Haulage Associations
- Emergency Services
- Highways England
- Residents, general public and businesses

26. The County Council will require that, as part of the tender process, any successful contractor will undertake contractor share events in advance of any works commencing, to introduce the contractor, answer any concerns and provide more information on the construction programme. This will be supported by pro-active scheme communications.

Officer recommendations

26. It is recommended that the “Do Something” approach is progressed and that Cabinet delegates authority to the Assistant Director of Highways & Infrastructure, in consultation with the Cabinet Member for Highways and Flood, to implement the recommendations described in Recommendations 1, 2 and 3 set out in the “Recommendations” section of this report.

Performance management/follow-up

27. GCC has set up a clear and robust structure to provide accountability and an effective decision-making process for the management of the major projects. GCC led monthly project boards and monthly standing reports to Lead Cabinet Members are all in place.