



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

Cabinet Date	22 nd September 2021
Cabinet Member	Cllr Vernon Smith – Highways and Flood
Key Decision	Yes
Purpose of Report	<p>To ask Cabinet to delegate authority to the Head of Highway Authority (in consultation with the Cabinet Member for Highways and Flood) for the purpose of procuring highway services and construction phase works, through competitive tender, in relation to Blakeney West Geotechnical Stabilisation Scheme and awarding contracts for the provision of such services and works.</p> <p>In addition, it will be necessary to make further ancillary orders in order to successfully implement the Project and authority is sought to enable GCC to make legal orders (such as temporary traffic regulation orders (TTROs for speed limits etc.)) during the construction phase of the Project.</p>
Recommendations	<p>That Cabinet delegates authority to the Head of Highway Authority (in consultation with the Cabinet Member for Highways and Flood) to:</p> <ol style="list-style-type: none">1. conduct a competitive procurement process(es) for the supply of highway services and construction phase works in relation to the Blakeney West Geotechnical Stabilisation Scheme and awarding contracts for the provision of such services and works and2. make any other ancillary traffic regulation orders that might be required in order to successfully implement the Project (such as temporary traffic regulation orders (TTROs for speed limits etc.)) during the construction phase of the Project.
Reasons for recommendations	<p>The decision will enable the Council to engage suppliers for the purpose of securing a highways services and works in respect of Blakeney West Geotechnical Stabilisation Scheme.</p>

Resource Implications	<p>Blakeney West Geotechnical Stabilisation Scheme will be funded through the Highways Capital Programme, as per the July 2021 Budget Monitoring report. The current estimate for the scheme is £1.62m.</p> <p>£23k has already been spent from the 2020/21 Budget, £569k was already included in the 2021/22 Budget and £1.031m has been transferred from the existing capital Highways budgets.</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 accordingly.</p>
Background Documents	<ul style="list-style-type: none"> • Budget Monitoring Report Cabinet July 2021 • The Budget Monitoring Report Cabinet July 2021 can be viewed here; <p>https://glostext.gloucestershire.gov.uk/documents/s73502/Budget%20Monitoring%20Report%20Forecasts%20made%20May%202021%20P2%20edits.pdf</p>
Statutory Authority	<p>Highways Act 1980 Traffic Management Act 2004 Road Traffic Regulation Act 1984</p>
Divisional Councillor(s)	<p>Blakeney & Bream – Cllr Beki Hoyland</p>
Officer	<p>Jen Williamson – Project Manager - Highways Major Infrastructure Projects 07425 635490 jen.williamson@gloucestershire.gov.uk</p>
Timeline	<p>Detailed Design Ongoing</p> <p>Contract Procurement to commence 1st October 2021</p> <p>Construction to Commence January 2022</p>

Background

1. In February 2020 a section of the slope supporting New Road, Blakeney underwent movement, which resulted in partial failure of the westbound lane. A road closure was subsequently installed which remains in place.
2. New Road is one of the primary link roads between the A48 and the centre of the Forest of Dean. The carriageway closure has increased traffic on the local lanes as some road users have disregarded the official diversion route. This has resulted in concern from local residents and political pressure to reopen the carriageway as soon as possible.
3. A ground investigation was completed in November 2020, this indicated that the carriageway was underlain by up to 3.5m of Made Ground (primarily quarry waste) with Unweathered Brownstone Formation (weathered mudstone and sandstone) below.
4. The slope requires stabilisation for a length of approximately 50m, in association with full road reconstruction and installation of a new drainage system to effectively manage surface water.
5. Construction works will be challenging due to numerous site constraints such as land ownership, ground conditions, existing utility services and limited working space due to the failed carriageway.

Options

6. A number of different construction techniques have been considered and investigated to determine a cost-effective solution that can be safely constructed within programme. The options which are currently considered most likely to be feasible are a piled retaining wall supporting cantilevered concrete planks or a piled retaining wall supporting a cantilevered capping beam. Design works are ongoing to finalise the preferred solution.
7. Do nothing – This will result in delay to programme. If a competitive tender process is not approved the scheme will not continue and funds will be reallocated across the programme. The road closure will need to remain in place until works are complete and the road is reopened to users.
8. Approve the procurement of a construction phase contractor – a competitive tender can be completed and the works will continue to deliver the scheme.

Risks

9. The risk register for the scheme has been regularly updated in line with the GCC Risk Management process, in order to investigate, manage and mitigate key risks.
10. Overall, the risks are well understood and are being eliminated or mitigated as the project moves forward. There are, however, a number of risks open that could have an impact on the design and cost of the project. 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. The main risk currently is developing a cost effective remedial solution within budget and the programme constraints that can be safely constructed.
12. Risks will be mitigated through robust programme management and a robust and legally compliant tender exercise, including market engagement events.

Financial implications

13. Scheme cost is estimated at £1.62m.
14. This scheme is programmed to start on site in January 2022.

Climate change implications

15. 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.
16. It is not anticipated that the scheme will have any significant impact on climate change.

Equality implications

17. Has an Equalities Impact Assessment (EIA) been completed? ~~Yes~~ No
18. To date, no specific analysis has been carried out with regard to 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

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

Social value implications

20. A question on social value will be included within the quality questions during tender and this will be assessed and allocated a weighting. This will be to include a social value benefit for the local area during the construction phase.

Consultation / Communications

21. 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.
22. Consultation 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
23. The County Council will require that, as part of the tender process, any successful contractor will undertake contractor share events (that comply with social distancing requirements, as such this may result in a virtual event) 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

That Cabinet delegates authority to the Head of Highway Authority (in consultation with the Cabinet Member for Highways and Flood) to:

- a) conduct a competitive procurement process(es) for the supply of highway services and construction phase works in relation to the Blakeney West Geotechnical Stabilisation Scheme and awarding contracts for the provision of such services and works and
- b) make any other ancillary traffic regulation orders that might be required in order to successfully implement the Project (such as temporary traffic regulation orders (TTROs for speed limits etc.)) during the construction phase of the Project.

Performance management/follow-up

24. 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.