



SCARBOROUGH
BOROUGH COUNCIL

**REPORT TO CABINET
TO BE HELD ON
15th NOVEMBER 2022**

Key Decision

YES

Forward Plan Ref No

**Corporate Aims
Better Lives, Better Places,
Brighter Futures**

**Cabinet Portfolio
Holder**

**Cllr Janet
Jefferson
Portfolio Holder
for Corporate
Resources**

REPORT OF INTERIM CHIEF EXECUTIVE – 22/237

WARDS AFFECTED: CASTLE

SUBJECT: SCARBOROUGH WEST PIER WORKS

RECOMMENDATION (S):

Cabinet is recommended to :

1. Approve that a capital budget of £1.35m be established to undertake works to extend the life of the Pier, funded as follows: £900k from Scarborough Harbour Reserves, £150k from a capital budget previously earmarked for Scarborough Piers and £300k from the capital Infrastructure budget identified in the 2022 Financial Strategy
2. Approve procurement of a design and build contractor from the YORcivil Framework using a two stage procurement process, and provide authority to enter into contract with the contractor offering the most economically advantageous tender.

REASON FOR RECOMMENDATION (S):

The sheet pile wall supports the inner harbour and any subsequent failure of the structure will significantly impact upon harbour operations.

The works set out in this report safeguard the harbour facilities and in particular extend the life of the structure.

HIGHLIGHTED RISKS:

See Risk Register in Appendix A.

1. INTRODUCTION

- 1.1. The west pier is situated in the south bay of Scarborough harbour and is home to the fish market, harbour office, public toilets and a selection of coastal related businesses.
- 1.2. The walls of the pier are constructed with a combination of steel sheet piles to the inner harbour and roundhead and a concrete wall to the outer harbour elevation. The subject of this report is the steel sheet piling to the inner harbour section.
- 1.3. The harbour structures require regular routine maintenance which is generally funded from harbour revenue budgets.
- 1.4. In this case a detailed underwater dive survey has found the condition of the piles to have deteriorated and identified a number of structural problems that require to be addressed. Accelerated low water corrosion is present across the full length of the pier structure with holes found in sections of the piling, together with a general reduction in the thickness of the steel piles.
- 1.5. This is not unexpected, and in anticipation that a major structural repair would be needed in the near future the Council has been increasing the amount of funding in harbour reserves ready for when the time comes to undertake the repairs – which is now.
- 1.6. This report seeks cabinet's approval to proceed with the repairs to the sheet piled wall to the inner harbour section to extend the life of the asset.

2. CORPORATE AIMS

- 2.1. The project will support a number of the Council's Corporate Plan aims:
 - Better Lives by supporting a thriving and engaged community.
 - Better Places by supporting a vibrant culture and heritage.
 - Brighter Futures by supporting economic growth that benefits everyone.

3. BACKGROUND AND ISSUES

- 3.1. The steel sheet piling to the fish market section dates back to the late 1980s and consists of a 122m long piled wall which was constructed in front of the original pier structure.

- 3.2. Over the 35 years or so since construction, the piles have suffered with corrosion as a result of the harsh salt water environment and a phenomenon known as accelerated low water corrosion (ALWC). ALWC is a particular form of microbiologically induced corrosion which significantly accelerates the deterioration of a steel pile and thus greatly reduce the structures lifespan.
- 3.3. A recent survey has uncovered advanced signs of deterioration with holes evident, a general reduction in the thickness of the steel pile and widespread ALWC.
- 3.4. These defects reduce the overall capacity of the structure to support loading applied to the pier. The loading being a combination of the weight of land the wall retains as well as from buildings and activities carried out on the pier. As a result of this a weight restriction has already been imposed on the roundhead.
- 3.5. A study of the recent survey results has shown that repair works to the piling is essential in order to extend the life of the asset and maintain a safe and continuous operation of harbour activities.
- 3.6. The strengthening work will prevent the need to place additional restrictions on the inner harbour pier and safeguard the buildings situated on the pier and prevent adverse implications impacting upon the fishing industry.

4. CONSULTATION

- 4.1. Development of the scheme will involve early and ongoing engagement with the following key stakeholders:
 - Scarborough Borough Council.
 - Harbour Master.
 - Harbour users.
 - Marine Management Organisation.

5. ASSESSMENT

- 5.1. Consultant Mott MacDonald has been employed to interpret the findings of the surveys and to develop a scheme of repairs to extend the life of the asset.
- 5.2. The preferred solution is targeted patch repairs to the “fish market section” of the inner harbour of the west pier and the provision of a paint and/or cathodic protection system to protect against further corrosion at a cost of £1.35m and extend the life of the structure.
- 5.3. These repair works can be carried out concurrently alongside the West Pier regeneration project as the projects are not related or dependent upon each other.

- 5.4. The work is estimated to extend the life of the structure by 10 years and prevent its failure. The structure will need to be subject to annual surveys to monitor its performance and identify any annual ongoing maintenance needs.
- 5.5. In order to achieve the project's objectives, officers propose to procure a main contractor from the YORcivil Framework to design and build the repairs.

6. IMPLICATIONS

Policy

- 2.1 There are no policy implications as a result of this report.

Legal

- 2.2 There are legal implications as a result of this report.
- 2.3 Procurement of a main contractor will be carried out in accordance with the Contract Procedure Rules within the Council's Constitution.
- 2.4 In this case a two-stage procurement is being proposed from the YORcivils Framework via a mini-competition. However cabinet is asked to note that due to current buoyancy within the market the Council has recently had difficulty in securing sufficient numbers of competitive tenders. Therefore a rotation selection is also being considered, subject to the approval of the Monitoring Officer in the event that no tenders are received.

Financial

- 2.5 The cost of the scheme is estimated at £1.35m. This is deemed to be a prudent budget estimate and includes a contingency and inflation allowance of £320k (circa 30%).
- 2.6 Patch repairs have previously been carried out and because this phenomenon has previously been identified the Council has been financially planning for this more extensive repair scheme to be implemented, by increasing harbour reserves.
- 2.7 It is proposed that the Borough Council fully fund the scheme at a cost estimate of £1.35m. This budget will be funded from the following capital resources, which were approved in the Council's 2022 Financial Strategy: £900k from Scarborough Harbour Reserves (which have historically been set aside on an annual basis to progress infrastructure requirements such as these works), £150k from a capital budget already earmarked to progress works at Scarborough Piers and £300k from the capital Infrastructure budget.

Equality and Diversity

- 2.8 There are no equality and diversity implications.

Communications

- 2.9 The scheme will unfortunately result in some degree of disruption to harbour users and in particular, the businesses that operate from the pier. The contractor will be expected to work closely with harbour staff and users to minimise this disruption. The contractor in conjunction with harbour staff, will develop a communications strategy which will be implemented ahead of construction and regularly updated once works commence.

Environmental

- 2.10 It is not envisaged that proposed work will adversely impact on the environment. Consultation will be made with the Marine Management Organisation prior to commencement.
- 2.11 The MMO may require a licence for these works, and if they do, from previous experience this could take up to 6 months to secure, causing delay to the projects commencement.

Health and safety

- 2.12 The survey has highlighted issues relating to the integrity of the piles which includes extensive corrosion and numerous holes. A do nothing approach, is not recommended and could lead to structural failure of the pier, therefore failure to undertake the strengthening work will significantly impact the ongoing use of the harbour.
- 2.13 In addition, the ongoing dive surveys after these repairs will ensure the Council is aware of our future liabilities and are able to plan for them, as it has in this case.

Planning

- 2.14 The repairs are not considered to require planning permission.

Local Government Reorganisation

- 2.15 The capital budgets that will be used to progress these works were individually included in the General Consent provided by NYCC in May 2022, however this specific scheme was not identified, as the scope and type of repair had not been determined at that time.
- 2.16 As the scheme value exceeds the £1m capital contract value stipulated in the Direction restricting transactions and made under section 24 of the Local Government and Public Involvement in Health Act 2007 officers will liaise with the County Council's statutory officers as appropriate to ensure the Borough Council obtains agreement from the continuing authority.

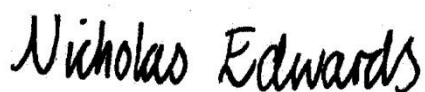
Other

- 2.17 I have considered whether the following implications, staffing, crime and disorder, arise from this report and am satisfied that there is no identified implication that will arise from this decision to proceed with the sheet pile strengthening works.

3. ACTION PLAN

3.1 The current programme is given below:

Cabinet approval to proceed	November 2022
North Yorkshire Council s24 approval	December 2022
Further investigations	November 2022
Contractor Stage 1 Procurement	January – March 2023
Detailed design completed	June 2023.
Construction cost confirmed	August 2023.
Strengthening works start	September 2023.
Strengthening works completed	December 2023.



Nick Edwards
Interim Chief Executive

Author: *Chris Bourne, Head of Projects*

Telephone No: 01723 232447

E-mail address: chris.bourne@scarborough.gov.uk

Background Papers:

None.

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT OR WISH TO INSPECT ANY OF THE BACKGROUND PAPERS, PLEASE CONTACT THE AUTHOR.

Risk Matrix

Risk Ref	Date	Risk	Consequences	Mitigation	Current Risk Score	Target Score	Service Unit Manager/ Responsible Officer	Action Plan
1	12.10.22	Collapse of the structure.	<ul style="list-style-type: none"> • Disruption to harbour operations and businesses. • Significant capital cost to repair. • Reputational damage. 	<ul style="list-style-type: none"> • Timely survey undertaken, and problem identified before end of structure life. • Progress with repairs. 	C4	B4	Head of Projects	
2	12.10.22	Construction costs exceed budgets due to inflation and current buoyant market.	<ul style="list-style-type: none"> • Additional funding required. 	<ul style="list-style-type: none"> • Robust inflation and contingency allowances. 	C3	C3	Head of Projects	
3	12.10.22	Disruption to harbour users.	<ul style="list-style-type: none"> • Disruption. • Complaints. • Compensation claims. 	<ul style="list-style-type: none"> • Early consultation with users. • Alternative working arrangements for all – businesses and contractor. 	E3	D3	Harbour Master	<ul style="list-style-type: none"> • Consultation Plan.
5	12.10.22	MMO require a licence to undertake the works.	<ul style="list-style-type: none"> • Delay to the commencement of the scheme. 	<ul style="list-style-type: none"> • Early liaison with MMO 	C2	B2	Head of Projects	

Glossary of Terms

Risk	An event which may prevent the Council achieving its objectives
Consequences	The outcome if the risk materialised
Mitigation	The processes and procedures that are in place to reduce the risk
Current Risk Score	The likelihood and impact score with the current mitigation measures in place
Target Risk Score	The likelihood and impact score that the Council is aiming to achieve
Service Unit Manager	The Service Unit or Officer responsible for managing the risk
Action Plan	The proposed actions to be implemented in order to reduce the risk to the target score

Risk Scoring

Impact	5					
	4					
	3					
	2					
	1					
		A	B	C	D	E
	Likelihood					

Likelihood:

A = Very Low
 B = Not Likely
 C = Likely
 D = Very Likely
 E = Almost Certain

Impact

1 = Low
 2 = Minor
 3 = Medium
 4 = Major
 5 = Disaster