	<b>REPORT TO CABINET TO BE HELD ON 13 DECEMBER 2016</b>	
	<b>Key Decision</b>	<b>NO</b>
<b>Corporate Priorities</b>	<b>Cabinet Portfolio Holder:</b>	<b>Cllr Mike Cockerill</b>

**REPORT OF: THE CHIEF EXECUTIVE – 16/289**

**WARDS AFFECTED: CASTLE**

**SUBJECT: NORTH WHARF STRENGTHENING WORKS  
SCARBOROUGH HARBOUR**

**RECOMMENDATION (S):**

Cabinet is recommended to approve the implementation of strengthening works to a section of the North Wharf; and consequently to

1. Provide authorisation to the Director (NE) after consultation with the Portfolioholder for Project Management, Harbours, Coast and Flood Protection to enter into contract with a Contractor to carry out the works, selected from the Council's approved list offering the most economically advantageous competitive tender.
2. Provide authorisation for officers to seek and accept external funding contributions from the Marine Management Organisation following the tender exercise.
3. On the basis that the funding bid is unsuccessful, establish a £140,000 budget for the project, to be funded from Scarborough Harbour Reserves.

**REASON FOR RECOMMENDATION (S):**

To safely allow vehicular traffic exceeding the current 3.5 tonne limitation onto a section of the wharf.

## **HIGHLIGHTED RISKS:**

Project Risks are Highlighted in Appendix A.

### **1. INTRODUCTION**

- 1.1 The North Wharf in Scarborough is a reinforced concrete structure constructed during the 1920's. The wharf comprises of in-situ cast, vertical and raking columns supporting longitudinal and lateral beams, with a concrete cover slab.
- 1.2 For normal Harbour operations the wharf is required to support the following loadings;
- 44 Tonne articulated lorry, used during unloading of fishing vessels.
  - 25 Tonne fuel lorry, used to fuel the fishing vessels.
  - 60 Tonne mobile crane, used to lift out vessels and miscellaneous equipment such as the spud leg from the dredger.
- 1.3 Following a full appraisal of the structure in 2016, a weight limit of 3.5 Tonne has been imposed.

### **2. CORPORATE AIMS/PRIORITIES AND THE COMMUNITY PLAN**

- 2.1 The project will support a number of the Council's Corporate Plan aims:

Aim 2: Building a Prosperous Community  
Aim 3: Creating a Quality Environment

### **3. BACKGROUND AND ISSUES**

- 3.1 At the request of the Portfolio Holder and Harbour Master, officers were asked to undertake a load assessment of the structure in order to ascertain its load carrying capacity.
- 3.2 A recommendation was put forward to undertake material testing and intrusive investigation in order to ascertain the make-up of the structure. In October 2015 CRL Concrete Surveys were appointed to undertake the survey.
- 3.3 Officers used the survey information to carry out a load assessment, the result of which concluded that a weight limit of 3.5 Tonne be placed on the structure.
- 3.4 This restriction has compromised Harbour operations and has resulted in a significant change to the way in which the Harbour operates in the following aspects;
- Reducing overall efficiency and the capacity of the Harbour to accommodate increases in vessel usage during busy seasonal periods i.e. unloading fishing vessels during the scallop season.
  - Harbour users require the ability to unload direct from their vessel direct to a refrigerated heavy goods vehicle, the only viable location for

this is the North Wharf. Since the load restriction has been put in place, goods vehicles have been loading from the West Pier, however this has led to a loss in productivity but more importantly this method is unable to adequately deal with increases in volumes of catches such as those seen over previous years during the scallop season. During these periods, vessel traffic can potentially increase significantly along with increased demand for landing facilities and associated access. The inability to provide a viable, efficient location to land direct to refrigerated heavy goods vehicles would more than likely result in vessels using alternative Harbour facilities outside the Borough.

- The reduction in viable berths for the landing of fish products has further reduced productivity by increasing waiting times for a landing berth which has the potential to impact on the local fishing community and their income as well as the reputation of the Authority.
- The wharf can no longer be used for supporting crane loading. This puts limitations on the work that Harbour users are able to undertake, such as removal of equipment from vessels. The weight limitation is also restricting access for plant required to undertake routine maintenance to the wharf such as pile repairs.

## **4. CONSULTATION**

- 4.1 Consultation with the Harbour Portfolio holder and Harbour Master was undertaken on the decision to place a load restriction on the structure.

## **5. ASSESSMENT**

- 5.1 Officers have investigated the feasibility of a solution to strengthen a localised area of the wharf to accommodate loading described in 1.2.
- 5.2 Officers have prepared calculations and drawings for a strengthened solution. This information will be put out to competitive tender on a traditional build basis to suitable Contractors on the Council's approved list.
- 5.3 It is proposed to assess the procurement process on the basis of the most economically advantageous tender with cost and quality both being weighted 50%. Weighted sub-criteria for quality could include capability and previous experience, method statement and speed of overall programme.

## **6. IMPLICATIONS**

- 6.1 **Policy;** There are no policy implications as a result of this report.
- 6.2 **Legal;** The approval of the Individual Cabinet Member for final decision is being sought in accordance with the Council's Constitution and within the powers conferred on the authority by statute.
- 6.3 **Financial Implications;** It is anticipated that a £140,000 budget is required for the project, funded from Scarborough Harbour Reserves. Officers will

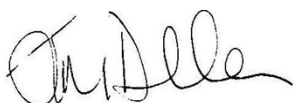
explore possible contributions from external funding agencies such as the Marine Management Organisation, which if successful would reduce the amount required from Harbour Reserves. A build-up of the cost estimate is presented below:

Construction Works	£110k
Contingency	£20.5k
CDM Services	£2.5k
Procurement	£3.5k
Contracts	£0.5k
Capital Salaries	£3.0k
<hr/> Total	£140k

- 6.4 The Scarborough Harbour Reserve is utilised to fund large scale construction and renovations which, due to their size and scope cannot be accommodated within the annual Scarborough Harbour budget. In line with the Councils prudent management of resources a budgeted annual contribution of £47k is allocated to the reserve.
- 6.5 The projected uncommitted balance of the Scarborough Harbour Reserve currently stands at £780k. Should the strengthening works be approved this would result in a revised uncommitted balance of £640k.
- 6.6 **Equalities and Diversity;** No implications are envisaged.
- 6.7 I have considered whether the following implications arise from this report; Staffing Implications, Planning Implications, Crime and Disorder Implications, Health and Safety implications, Environmental implications and am satisfied that there is no identified implication that will arise from this decision.

## 7. ACTION PLAN

- 7.1 Report to Cabinet (December 2016)  
Finalise Tender Documentation (January 2017)  
Issue Tender Documents (March 2017)  
Tender Returns (April 2017)  
Tender assessment (May 2017)  
Seek Funding Contributions (June 2017)  
Appointment of Contractor (July 2017)  
Construction Period (August 2017)  
Completion (September 2017)



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**Background Papers:**

None

**Appendices:**

Risk matrix

Wharf Strengthening Drawing SK101 RevA

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