

Report

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Report to:	Enterprise Resources Committee
Date of Meeting:	15 June 2011
Report by:	Executive Director (Enterprise Resources)

Subject:	Carriageway Re-surfacing Contract – Colas “Repave”
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ Seek approval to enter into a negotiated contract with Colas Limited to carry out carriageway recycling/resurfacing works using the “Repave” process on the following roads:-

High Common Road, East Kilbride	-	Estimated Value £98,000
Greenhills Road, East Kilbride	-	Estimated Value £107,000

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that the Executive Director (Enterprise Resources) be authorised to enter into a negotiated contract with Colas Limited with an estimated value of £205,000 on terms which offer best value for the Council.

3. Background

3.1. The above resurfacing works are part of the Council’s ongoing Roads Investment Plan (2008-2016).

3.2 Approval for a similar contract was given during the last two financial years (2009-2010 and 2010-2011), and the works were successfully delivered on time, within budget and to high quality standards. The customer satisfaction survey returned an overall score of 78% on completion of the works and very few complaints or issues arose during the works.

3.3 The roads identified for resurfacing using the “Repave” process during 2011-2012 are as follows:-

- High Common Road, East Kilbride is a local distributor road linking the Kelvin area of East Kilbride to St Leonards.
- Greenhills Road, East Kilbride is a local distributor road which links the A726 Strathaven Road to the Whitehills and Lindsayfield areas.

3.4 The above roads have been jointly inspected with Colas to confirm their suitability for the Repave treatment.

4. The “Repave” Process

- 4.1 Colas Limited are the only company in Great Britain who can undertake the sustainable construction process known as “Repave”. The process is patented by Colas and has been used throughout Britain for over 35 years and is approved for use in the “Specification for Highway Works”. As there is no alternative supplier it is not possible to undertake a competitive tendering exercise.
- 4.2 The “Repave” process consists of heating the existing road surface to 150°C; the surface is then scarified to a depth of 30mm, reprofiled and surfaced with a 25mm hot rolled asphalt wearing course (HRA). No material is removed from the site. On average, in comparison with the traditional 45mm “Plane out and Inlay HRA.” process, the following reductions/savings apply :
- Materials = 40% Reduction
Vehicle movements = 50% Reduction
CO₂ = 50% Reduction
Cost = 16% Savings
Time = 20% to 40% Reduction
- 4.3 The process delivers the above quantifiable reductions in emissions, waste and energy consumption. This accords with the Council’s commitment to reduce our overall carbon footprint and to minimise the waste taken to landfill. In addition, it is quicker than conventional plane out and inlay, causes less inconvenience to the travelling public and local businesses, and substantially reduces construction vehicle movements and damage to the road network.
- 4.4 This treatment is only suitable for roads where the pavement courses beneath the surfacing are of a reasonable thickness, and are in sound condition and minimal deep patching is required. In addition its use is restricted due to the nature and size of the plant involved in the process.

5. Employee Implications

- 5.1 There are no employee implications.

6. Financial Implications

- 6.1 In addition to the identifiable environmental benefits, the “Repave” process is on average £3 less per square metre than the traditional process.
- 6.2 While contractual negotiations are only at a preliminary stage it is expected that the rates relative to last year’s contract, will increase by no more than would be expected via reference to published national construction price indices.

7. Other Implications

- 7.1. The Climate Change (Scotland) Act 2009 sets a Scottish Government carbon emissions reduction target of 80% for the year 2050 and an interim target of 42% lower than the baseline for 2020.
- 7.2 Part 4, Section 44 (1), of the Climate Change (Scotland) Act 2009 defines the duties of public bodies and lays out the responsibilities of Scottish Public authorities in that respect.

7.3 The use of the “Repave” treatment, and ongoing consideration to such technologies, strongly supports the Council’s objectives and responsibilities towards the Climate Change (Scotland) Act 2009, on the basis of an average CO² reduction of around 50% in comparison to traditional methods.

8. Equality Impact Assessment and Consultation Arrangements

8.1. The report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore, no impact assessment is required.

8.2. There is also no requirement to undertake any consultation in terms of the information contained in the report.

Colin McDowall

Executive Director (Enterprise Resources)

19 May 2011

Link(s) to Council Objectives/Values/Improvement Themes

- Improve the quality of the physical environment
- Improve the road network and public transport
- Support the local economy by providing the right conditions for growth improving skills and employability

Previous References

Enterprise Committee – 2 June 2010

List of Background Papers

None

Contact for Further Information

If you would like to inspect the background papers or want further information, please contact:-Gordon Morrison

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