

Report

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Report to: **Enterprise Resources Committee**
 Date of Meeting: **15 February 2012**
 Report by: **Executive Director (Community and Enterprise Resources)**

Subject: **Carriageway Resurfacing Contract – Colas “Repave”**

1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ seek approval to enter into a negotiated 3 year contract with Colas Limited to carry out carriageway recycling/resurfacing works using the “Repave” process over the next 3 years

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 3 year contract with Colas Limited on terms which offer best value for the Council with a likely value in the range of £450,000 to £500,000 per year.

3. Background

3.1. The proposed resurfacing works are part of the Council’s ongoing Roads Investment Plan recently extended from 2016 to 2019.

3.2 Approval for three similar contracts was given during each of the last three financial years (2009/2010, 2010/2011 and 2011/2012), and the works were successfully delivered on time, within budget and to high quality standards. The customer satisfaction survey returned an average score in the order of 78% on completion of the works and very few complaints or issues arose during the works.

3.3 The roads resurfaced, the value of the scheme and the performance score (using 1 for poor and 10 for excellent) for previous “Repave” projects during 2011/2012, 2010/2011 and 2009/2010 are as follows:-

2011/2012

- High Common Road, East Kilbride	£143,000	(9)
- Greenhills Road, East Kilbride	£72,000	(9)
Total for year and average score	£215,000	(9)

2010/2011

- Bothwell Road, Hamilton (phase 2)	£210,000	(9)
- Carlisle Road, Larkhall	£83,000	(8)
- St. Leonards Road, East Kilbride	£80,000	(8)
- Townhead Street, Strathaven	£56,000	(9)
- Young Place, East Kilbride	£105,000	(9)
- Glasgow Road, Rutherglen	£159,000	(7)
Total for year and average score	£693,000	(8.3)

2009/2010

- Bothwell Road, Hamilton (phase 1)	£228,000	(9)
- Uddingston Road, Bothwell	£221,000	(8)
Total for year and average score	£449,000	(8.5)

Total over 3 years and average spend/year £1,356,000 £452,000

4. Current Position

4.1 As explained above the Council has used the Repave process for a number of years and confidence in the treatment has become well established. The previous arrangement of negotiating contracts on an annual basis was considered appropriate as confidence was being established; however, given that this has now been achieved the proposed arrangement of a longer term contract will offer the opportunity to negotiate keener prices, performance benefits and potentially facilitate greater knowledge sharing and joint working.

5.1 The “Repave” Process

5.1 Colas Limited are the only company in Great Britain who can undertake the sustainable construction process know 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.

5.2 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

5.3 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.

5.4 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. Joint inspections will take place with Colas to confirm the suitability of the roads proposed for the Repave treatment

6. Employee Implications

6.1 None

7. Financial Implications

7.1 In addition to the identifiable environmental benefits, the “Repave” process is on average £2 less per square metre than the traditional process.

7.2 While contractual negotiations are only at a preliminary stage it is expected that the rates relative to last years contract, will increase each year by no more than would be expected via reference to published national construction price indices.

8. Other Implications

8.1 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.

8.2 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.

8.3 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.

9. Equality Impact Assessment and Consultation Arrangements

9.1 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.

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

Colin McDowall

Executive Director (Community and Enterprise Resources)

20 January 2012

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 – 15 June 2011

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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