

EAST AYRSHIRE COUNCIL

CABINET – 2 APRIL 2008

ADDITIONAL CAPITAL GRANT 2007/08 – PROPRIETARY CARRIAGEWAY AND FOOTWAY SURFACING REPAIR SYSTEM

Report by Executive Director of Neighbourhood Services

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek Cabinet approval
- (i) for the Head of Roads & Transportation to negotiate a single supplier contract with ASI Solutions PLC to provide a proprietary recycling process machine for repair work to carriageways and footways.
 - (ii) to substitute an asphalt chipping machine in place of a vehicle to support the 'Rhinopatcher' recycling plant and process, to enable the budget allocation from the Additional Capital Grant to be fully utilised .

2. BACKGROUND

- 2.1 On 21 November 2007 Cabinet approved the allocation of the £1.15M Additional Capital Grant 2007/08. Included in this was an allocation of £100,000 for a proprietary carriageway and footway surfacing repair system.
- 2.2 Included in the £100,000 for the surfacing repair system was an allocation of £50,000 for a vehicle required to support the system. However the Scottish Government has indicated that all expenditure has to be completed by 30 June 2008. It will not be possible complete the purchase of the required vehicle within this timescale.

3. PROPRIETARY RECYCLING PROCESS MACHINE

- 3.1 An investigation of available recycling carriageway and footway repair systems was undertaken. The two available systems identified were the 'Rhinopatch' system by ASI Solutions PLC and the Nu-Phalt Ltd system. Trials of the two systems were undertaken and a report of these trials is included as a background paper.
- 3.2 From the results of the trials it was concluded that the 'Rhinopatch' process was the preferred system for the following reasons:
- The Rhinopatch system was established and proven over a number of years.
 - The Rhinopatch system had a higher output utilising similar resources.

- The plant and equipment required for the Rhinopatch system can be utilised for other work activities.
- Nu-Phalt as yet does not have HAPAS (Highways Authorities Product Approval Scheme) approval.

3.3 It has also been established that the Nu-Phalt system cannot be purchased but only leased or hired. Therefore it is proposed that a single supplier contract is negotiated with ASI Solutions PLC for the purchase of the Rhinopatch system.

3.4 The Council's standing orders relating to contracts (paragraph 20(1)) state that:

“Where the appropriate Executive Director/Executive Head of Service/Head of Service considers that a tender should be negotiated with one person, he/she shall, before entering into negotiations, obtain the approval of the Cabinet, and of the person with whom the tender is to be negotiated, stating the reasons for the proposed negotiated procurement route.”

4. ASPHALT CHIPPING MACHINE

4.1 As it is not possible to utilise the allocated budget as indicated in 2.2 above It is proposed that the available £50,000 is now used to purchase an asphalt chipping machine.

4.2 Hot rolled asphalt is being used extensively for carriageway surfacing. This involves chippings being evenly spread at a predetermined rate onto the asphalt before rolling. The purpose is to provide adequate skid resistance.

4.3 At present chipping machines are hired on a contract by contract basis which can give operational problems. The machines are generally old, unreliable and less safe to operate than modern machines.

4.4 The estimated cost of the chipping machine is £50,000, including trailer, and will be purchased utilising the existing supply of vehicles framework contract..

4.5 It is estimated that the purchase of the chipping machine could save about £24,000 per annum in hire charges. In addition there is scope to hire the chipping machine to other Councils and organisations when not in use by East Ayrshire.

5. LEGAL IMPLICATIONS

- 5.1 The Council's standing orders relating to contracts (paragraph 20 (1)) require Cabinet approval to be sought before tender negotiations can take place with a single contractor.

6. FINANCIAL AND EFFICIENCY IMPLICATIONS

- 6.1 All purchase costs for the plant will be met from the Additional Capital Grant for 2007/08.
- 6.2 The proposed purchase of this plant will contribute to reduced costs and reduced carbon emissions.

7. COMMUNITY PLAN IMPLICATIONS

- 7.1 The investment in the above plant will improve delivery of the road maintenance service, reduce carbon emissions and reduce material taken to landfill thereby linking to the Community Plan themes of Improving Opportunities, Community Safety and Improving the Environment.

8. RECOMMENDATIONS

- 8.1 It is recommended that Cabinet:
- a) Remit to the Head of Roads and Transportation to negotiate an appropriate contact with ASI Solutions PLC to supply a 'Rhinopatcher' proprietary repair system.
 - b) Agree to substitute an asphalt chipping machine in place of a vehicle to support the 'Rhinopatcher' recycling plant and process, to enable the budget allocation from the Additional Capital Grant to be fully utilised.

William Stafford
Executive Director of Neighbourhood Services
AW/SC
26 March 2008

BACKGROUND PAPERS

Report on Permanent Bituminous Patching Trials and Processes dated 29/02/08

For further information on this report contact George Davidson,
Business Manager, Roads Contracts,
Telephone No 01563 576890

Implementation Officer: John Bryson, Head of Roads & Transportation