

## REPORT TO NORTHERN ROADS COLLABORATION JOINT COMMITTEE – 21 JUNE 2019

### PROPOSED CARRIAGEWAY RECYCLING AND RETEXTURING JOINT COLLABORATION CONTRACTS

#### 1 Recommendation

The Joint Committee is recommended to:

##### 1.1 Note the work being done by Aberdeenshire, Moray, and Angus Councils on proposed Carriageway Recycling and Retexturing Joint Collaboration Contracts

#### 2 Background/Discussion

- 2.1 For many years both Aberdeenshire and Moray Councils have been awarding separate but similar contracts for recycling and retexturing of roads in their respective areas.
- 2.2 Recycling of mainly minor roads has proved to be a cost effective treatment where roads are in very poor condition and the recycling process helps reduce carbon footprint.
- 2.3 Retexturing of polished or fattened up roads by way of either shot blasting or high pressure water jetting improves skid resistance and therefore improves safety for road users.
- 2.4 Contract durations for such works ranged from single year annual contracts to multiple years (with extension options). As the works are relatively specialist in nature, there is limited competition in the marketplace and there is limited contractor availability for these type of works in the north of Scotland. Both Aberdeenshire and Moray have, on occasions had the same contractors working in the north east at similar times but on separate contracts (the works are seasonal in nature and are best carried out during the summer or autumn months).
- 2.5 The tender process for such contracts can be time-consuming for officers and contractor's mobilisation costs have been significant for both authorities. In addition, any post works aftercare or return visits for any maintenance period issues can also present challenges for roads authorities and remotely based contractors.
- 2.6 In recent years Aberdeenshire and Moray have held tentative discussions about collaborating on these contracts and, more recently, Angus Council have also expressed an interest in a joint approach. It was therefore agreed that Aberdeenshire Council would lead in the formulation of joint contracts for both recycling and retexturing works. Consideration was given to widening the scope to other Northern Roads authorities but it was felt, at this time, that as all 3 authorities had a requirement for works contracts to be awarded this

summer, we would limit collaboration to the north east where agreement on conditions of contract, technical specifications, and procurement could be more easily and quickly reached.

- 2.7 Work has progressed on contract preparation which involves a transition to the *NEC4 Conditions of Contract* from the *Infrastructure Conditions of Contract* which has been used by Aberdeenshire and Moray for many years.
- 2.8 It was intended to issue both joint contracts through Public Contracts Scotland this spring with award and construction taking place in the summer. However, delays with contract preparation and a pressing need to carry out early season repairs and recycling of very poor condition roads in both Aberdeenshire and Moray has meant that each authority will, for this year, continue to award their own recycling contracts. Joint contract preparation will however progress with a view to awarding a joint recycling contract early next year (probably a 2 year contract with options for further 1+1 year extensions).
- 2.9 It is still the intention to award a joint retexturing contract this summer with a view to works being carried out in late summer/autumn.
- 2.10 Both of the above contracts will be badged as Aberdeenshire/Moray/Angus Council contracts and are not specifically linked to the Northern Roads Collaboration Joint Committee. However, this 'collaborative' approach is considered to be in the spirit of the Joint Committee's stated aim to *work collaboratively for the joint discharge of road and road-related functions* and it is therefore competent for the Joint Committee to consider this report as part of its remit.
- 2.11 The Joint Committee's Legal Monitoring Officer within Aberdeenshire Council and Financial Monitoring Officer within the Highland Council have been consulted in the preparation of this report and their comments are incorporated within the report and are satisfied that the report complies with relevant legislation.

### **3 Implications and Risk**

- 3.1 An equality impact assessment is not required because the proposed contracts and works does not have a differential impact on any of the protected characteristics.
- 3.2 There are no staffing and financial implications and all works will be funded from the respective authorities' agreed capital or revenue annual roads maintenance programmes.
- 3.3 No significant risks have been identified as relevant to this matter.

**Ewan Wallace**  
**Lead Officer**