

**Report To: Safe, Sustainable Communities
Committee**

Date: 5 May 2009

**Report By: Corporate Director Environment &
Community Protection and Chief
Financial Officer**

**Report No:
ECP/ENV/AB09.10**

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Subject: Rhinopatch Proprietary System – A Sustainable Road Repair Solution

1.0 PURPOSE

- 1.1 The purpose of the report is to seek Committee approval for the procurement in respect of a single supplier proprietary road repair system (Rhinopatch) which provides a sustainable solution to pot holes and patching operations.

2.0 SUMMARY

- 2.1 This report seeks Committee authorisation to procure through a single source supplier a proprietary road repair system (Rhinopatch).
- 2.2 The system will provide significant sustainable and financial advantages over the traditional method of patching and pot hole repairs.

3.0 RECOMMENDATIONS

- 3.1 That the Committee approve the procurement of the above road repair system from a single source supplier.

**Corporate Director
Environment & Community Protection**

4.0 BACKGROUND

- 4.1 As part of the budget setting process for 2009/10 the Environment and Community Protection Directorate proposed the introduction of a proprietary road repair system that would generate net savings to the Council compared to the traditional method for patching and pothole repairs. This saving and proposal were as reported to and accepted at the meeting of the full Council on 12 February 2009.
- 4.2 The proprietary system (Rhinopatch) is a single source supplier of a unique method of carrying out remedial work to potholes and areas requiring patching thus providing a sustainable solution to road repairs.
- 4.3 The methodology employed involves the use of infrared heaters to heat the existing surface which, after preparation, has an appropriate amount of fresh material added to make up any deficit along with the application of a unique Rhinobinder. The patch or pothole is then compacted in the traditional method leaving a seamless permanent repair.
- 4.4 The Rhinopatch system provides the following advantages:
- A reduction in the need for freshly quarried materials
 - A reduction in waste material
 - The elimination of hydraulic breakers and the HAVS associated with them
 - Reduction in noise associated with the above
 - Elimination of joints in the patching and pot holes
 - An increase in operative productivity
 - A reduction in the backlog of road and footway patching and pot holes
 - A reduction on the carbon footprint of the Council
 - A reduction in the cost of pot hole and patching repairs per m2
- 4.5 An alternative system using infrared heaters has been trialled however the assessment of the Service's Engineers determined that repairs were not as durable and as robust as the Rhinopatch system. The trialled system also required the procurement of a customised vehicle to house and power the infrared heaters, as well as the storage of other ancillary equipment associated with the process.
The Rhinopatch system will be contained and transported using existing resources.
- 4.6 The Rhinopatch system has a Highways Authority Product Approval Scheme (HAPAS) certificate. This accreditation is significant in terms of the assessment and sustainability that the system has had to demonstrate for certification purposes.

5.0 FINANCIAL IMPLICATIONS

- 5.1 With reference to 4.1 above the budget saving from implementing this system was estimated at £59k.
- 5.2 The capital cost, which is contained within the capital programme and approved at the Safe, Sustainable Communities Committee on 10 March 2009, is £16k.

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
81716	Environmental Services (Roads) – Capital Programme	2009/10	£16,000	N/A	N/A

6.0 CONSULTATION

- 6.1 The report referred to in 4.1 above advised of the staffing implications and as such the Head of Organisational Development and Human Resources has been consulted.
- 6.2 There are no legal issues arising from the content of this report and as such as the Head of Legal & Administration has not been consulted.
- 6.3 The Chief Financial Officer has been consulted on this report.

7.0 EQUALTIES

- 7.1 This report has no impact on the Council's Equality Agenda.