

Alfriston Parish Council

The Tye Road: Options following Works Quotation Process

March 2024

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Introduction & Background

- As previously approved by the Council, efforts to improve the Tye Road have been divided into three areas: the collapsing edge, the potholes and the yellow lines.
- A request for quotations for repairs to the edge and for repairing the potholes was sent out following approval at the last APC meeting. An option for full resurfacing has also been received.
- APC currently has £20k in allocated reserves for the Tye Road repair. An additional £5k is earmarked in the 2024/25 budget, bringing the total available next FY to £25k.
- NP & the Clerk have met with a director of The Wingrove. They are concerned about the deep potholes outside their entrance and are willing to help with pothole repairs as are several individuals.
- Additionally, several people have expressed interest in wider Tye renovation using fundraising or grant application.
- There is significant dissatisfaction with the state of the road, and whilst we need to act responsibly, we should also prefer solutions which can be implemented more quickly.
- This paper summarises the responses received through the quotation process and the main options for next steps.

Responses to Quotation Process

- Three companies were invited to quote.
- Despite follow up communications from the Clerk, only one provided a quotation – Hailsham Roadways (HR). Their quote is attached and should be read in full – it is only summarised here.

Hailsham Roadways Costs

- The basic costs of each element are:-

Edge Reconstruction:	£23,306
Repairing 8 potholes and patches:	£11,067
Resurfacing main length of road (not inc. Edge)	£22,737

- Two types of edge support are proposed, a basic concrete flat top edge included in the above cost, or a Black Fleck heritage support at an additional cost of £2363 + vat.

Works Information and Caveats

- I am not a highways engineer and can only assess the proposal from a layman's perspective.

- However, I was impressed by our conversation with HR on site regarding possible solutions.
- I have raised some queries with the Clerk about the Works Information provided as part of the quote and I am grateful for the following information that has been researched:-
- The quote assumes that there are no buried obstructions, but we know that there are buried services some of which we discussed on site. We will need to write to the water, electric and phone company (BT Open Reach) and ask them for a copy of their plans, showing the location and depth of services. These services are usually laid below 18 inches deep and as the road repairs will only excavate to 40mm this shouldn't cause an issue, but we should be in possession of the plans.
- The quote states that HR's paver weighs more than 20 Tonnes; it is unclear if this is an issue. We are advised that the contractors will have the knowledge and expertise to ensure the equipment they use will not cause any harm. The quote has assumed no vibrating rollers can be used and has allowed for alternatives.
- The solution for providing additional edge support has been proposed by HR. (We agreed that the edge support would not run the full length of the main section of the road, but stop outside the side door of The Wingrove, since from that point on the road is no longer higher than the Tye and unlikely to subside.) There is no comment in the quote about what happens if the edge collapses again in the short term. We could ask for a warranty on the workmanship.
- As this work would fall under maintenance and repairs, planning permission will not be required. A similar style of edging is already in use along the Tye path, so we can assume this is acceptable. If we decide to go ahead, it would be advisable to inform SDNP of the intended work and to confirm the plant size and operation is acceptable.
- *If we need to go down the route of more detailed information and consider drawing up plans, we would need to look at engaging a civil engineer to assist us, which would of course involve additional costs.*

Practicalities Regarding the HR Proposal

- If we proceed, appropriate planning would be required; including provision of maps to HR and ensuring that the Tye Road is closed and clear of vehicles on work dates.
- However, the immediate question is how to progress.

Other Alternatives

- We asked for modular quotes since it was unknown what components APC could fund.
- It is possible to arrange pothole repairs ourselves.
 - The Wingrove are very concerned about the potholes outside their courtyard entrance and have offered to help (likely labour and materials) to get them fixed.
 - Other members of the Tye Team are also willing to fix potholes
 - The solutions are likely to be satisfactory, but not as long lasting as HR can achieve.
 - If APC funds all the materials and kit hire for this it may be, say £1k. Plus, c. £150 for the yellow paint already agreed.
- I am also very grateful to the increasing numbers who want to form a working group to develop options to improve the wider Tye, and to fundraise / seek grant funding for this. This project could be kept separate from the Tye Road repairs, or alternatively merged into a single larger project that could use the reserve as match funding for a bigger bid. However this would increase complexity and take significantly longer than directly addressing the Tye Road.

Financial Summary

- The £25k in APC reserves next year is barely enough to cover the Edge Rebuilding cost. It will likely not cover any associated consultancy and will certainly not also cover professional pothole repair or resurfacing.
- It might – just – cover Edge Rebuilding plus APC sourced materials for our own pothole repair, but there would be a significant risk of some overspend.
- We do not have available funds for the premium edging at additional cost – but looking at images online I believe the difference is marginal and little of the edge is likely to be visible once the grass regrows.

Key Options

- 1) Utilise HR for both Edge Rebuilding and Pothole Repair or Resurfacing**
 - a. Either of these options would require additional funding from APC, villagers, or grant funding, which I believe could be hard to attract.
- 2) Merge the Road Repair project with wider Tye Development**
 - a. This could unlock a bigger opportunity for both resurfacing the Tye Road and investing in the Tye itself, by using the existing funds to seek match funding elsewhere.
 - b. However, this would be time consuming and complex. The wider Tye working group has yet to meet and initial ideas only outlined.
 - c. There would be no guarantee of funding success.
- 3) Utilise HR for Edge Rebuilding only; fix potholes using village resources; manage Tye Development separately.**
 - a. Engaging HR for Edge Rebuilding only would isolate it from other dependencies and (just about) be fundable from APC resources, subject to final agreement (and no rises in costs).
 - b. Engage with the Wingrove, other stakeholders, and individuals to fix the potholes.
 - i. This is likely to be the fastest way to address the potholes, in advance of the Edge Rebuilding.
 - ii. Ask for help with both labour and resources.
 - iii. Hire a tamper if necessary.
 - iv. Welcome the willingness of village businesses and individuals to help, further develop community spirit in the village, and save public money.
 - v. Repairs would not be as hardy as a professional solution. Ongoing patching would likely be needed; but existing repairs have worked reasonably well.
 - c. Ask the Tye Working Group to develop the Tye as a separate project.
 - i. Funding would need to come entirely from fund raising and grant applications.
 - ii. If the project goes well, full resurfacing of the Tye Road could be considered, thereby upgrading the pothole repairs. However, this seems like an expensive option and limited resources would likely be better utilised elsewhere.

Recommendation

- APC is invited to consider these options in the light of the quotation received, offers of help, and APC's funding position. Option 3 is recommended.

Quotation from Hailsham Roadways

Subject: Re: INVITE TO QUOTE FOR ROAD REPAIRS AND RESURFACING SECTIONS OF THE TYE ROAD, ALFRISTON, EAST SUSSEX

Good afternoon Suzzanna

Thank you for giving us the extension of time, but in the end I am now able to submit our estimate for these works, please see the attached estimates Options 1 & 2 plus works information and caveats.

We would advise as follows

Option 1

As discussed on site we have proposed excavating and installing 150x50mm PCC Flat top edgings on the side closest to the village green for 133lm.

Supply and lay 200mm thick HBM and compact.

Supply and lay 50mm thick AC10 Surface Course Asphalt and compact.

As discussed on site with regards the potholes and patches 8 in number, we have proposed using a bobcat planer to a depth of approx. 40mm and dispose of arisings.

Supply and lay 40mm AC10 surface course asphalt and regulate levels and compact.

Option 2

As discussed on site we have proposed excavating and installing 150x50mm PCC Flat top edgings on the side closest to the village green for 133lm.


Supply and lay 200mm thick HBM and compact.


Supply and lay 50mm thick AC10 Surface Course Asphalt and compact.

Plane out the whole road using bobcat planer to a depth of approx. 40mm and dispose of arisings.

Supply and lay 40mm AC10 surface course asphalt and regulate levels and compact.

We trust our estimate will be of interest to you and we look forward to hearing from you further.

Roadways ref:	S24/006875	<div style="text-align: right;">  ROADWAYS ROADWAYS THE RIGHT WAY </div>					
Client:	Alfriston War Memorial Hall, Old School House, The Tye, Alfriston, E. Sussex					date: 11/03/2024	
Location:	The Tye, Alfriston, East Sussex					Option 2	
Project:	Edging & Patch repairs						
Item	Description	Qty	Unit	Rate			
1	Edge Reconstruction						
	Excavate Trench side adjacent to village green, trench 113.5lm x 1200mm wide x 25mm deep and dispose of all arisings from site.	138.24	m2	£39.26	£5,427.44		
	Supply and install 113.5lm of 150x50mm flat top edgings in bed and haunch of concrete	138.24	m2	£42.45	£5,868.29		
	Supply and lay 113.5lm x 1200mm wide x 200mm deep HBM and consolidate with power vibrating roller	138.24	m2	£45.17	£6,244.67		
	Supply and lay 113.5lm x 1200mm wide x 50mm deep AC10 surface course asphalt and consolidate with power vibrating roller	138.24	m2	£41.71	£5,765.38		
					£23,305.79		
2	Resurfacing The Tye Road						
	Plane out whole Road to an depth of approx. 40mm and remove all arisings from site	688.00	m2	£8.51	£5,853.29		
	Raise or adjust ironworks as required	5.00	nr		included		
	Supply and lay 40mm AC10 Asphalt and consolidate with power vibrating roller (includes regulating materials)	688.00	m2	£24.54	£16,884.08		
					£22,737.37		
					£46,043.16		

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					£23,305.79		
2	Patching & Potholes						
	Plane out potholes and broken up areas to a depth of approx. 40mm and remove all arisings from site	115.80	m2	£42.09	£4,874.30		
	Raise or adjust ironworks as required	3.00	nr		included		
	Supply and lay 40mm AC10 Asphalt and consolidate with power vibrating roller (includes regulating materials)	115.80	m2	£53.48	£6,192.78		
					£11,067.08		
	Grand totals				£34,372.87		

Works Information**The Tye, Alfriston, East Sussex****S24/006875****Alfriston Town Council**

date: 11/03/2024

Option 1



Nr	Assumption/Caveat made	Possible Effect	Comments
1	Access to The Tye from the main road and access out will be restricted during the works.	At times access will be delayed or unavailable	
2	The price is based on our site measure and subsequent discussions as detailed in the pricing schedule	A change to this assumption will constitute a compensation event	
3	Welfare is provided for Roadways operatives only	Welfare will not be provided for other contractors	
4	Site working times between 7am to 6pm during week days only.	Should this not be the case then a compensation event will be raised	
5	We assume to have full access to the site during our possession to carry out the full scope of works unencumbered	Should access be restricted or not available in full, this may affect our programme. If this occurs, a compensation event will be raised.	
6	We assume that the site is free of buried and overhead obstructions (inc overhead services) which would prevent the planing and surfacing work from being carried out	Should this not be the case then a compensation event will be raised. No GS6 information has been provided at pricing stage.	
7	If there are shallow services present requiring hand excavations or a change to the proposed working methods, then a variation will be raised and additional costs applied	The service plans provided at pricing stage are outdated. Once renewed plans are provided, any impact of services on the work will be raised under a compensation event	
8	No testing has been included within our cost	Should this not be the case then a compensation event will be raised	
9	We assume no Environmental or Ecological input / permits / permissions or special assets are required and therefore no special working requirements	Should any delays occur due to missing permits / delayed permissions then a compensation event will be raised	
10	We assume the planing arisings to be inert, contaminant & hazardous free	If contaminated or hazardous materials are identified then handling, treatment and disposal costs will apply and a compensation event will be raised	
11	All surfacing will be laid to match existing levels. We have not included for any profile planing and readjusting of levels with surfacing.	Should this not be the case then a compensation event will be raised	
12	We have allowed for 6nr. re-levelling or replacement to any ironwork	Should any additional ironworks be found to be either damaged or require additional works this will represent a compensation event will be raised	
13	When we are working on an existing base or substrate, we cannot guarantee any subsequent movement or its load bearing characteristics.	When fully loaded our paver can weigh in excess of 20 tonnes. If the ground beneath is not suitable for our heavy plant, then hand lay surcharges will apply	
14	In some areas, it may be necessary to lay the asphalt in sections with joins. If you have a preference where we put the joins, please let us know in advance.		
15	We have not included for any lining works		
16	We have allowed for standard 150x50mm PCC Flat top edges.	Should you require Bradstone Eco Countryside Edging Black Fleck, we can provide these at an additional cost of £2,322.63 plus VAT.	
17	We believe the works to fall within the Alfriston Conservation Area. If so there may be some restrictions plant size and operation. Alfriston Parish Council to provide confirmation of conservation area and map detailing listed building locations	We currently assume no vibrating rollers can be used and have allowed for alternatives within the pricing	
18	Due to the limited access into The Tye we have allowed for stock piling all muckaway at the entrance to The Tye for collection from site at the end of each day.		
19	It will be necessary for us to deliver all large machine to site on the roll on roll off flat bed lorry, this will need to off load at the entrance to The Tye and then reverse back to entrance near Dean's place and will cause some minor traffic hold ups whilst this is carried out.		
20	All existing vehicles will have to clear from site whilst all works are carried out, as discussed on site.	Any delays caused by the requirement to remove parked vehicles, will result in additional time being required on site and represent a compensation event for which additional charges will be made.	
21	We need a fall of at least 2.5% gradient in order to guarantee no water pooling	If levels on site are too tight there may be some puddles	
22	Prices are valid for 30 days and subject to review thereafter		
23	Prices exclude VAT		
24	Payment terms to be agreed.		