
Subject: KENT COUNTY COUNCIL HIGHWAYS CONTRACT PARTNERSHIP

Meeting and Date: Cabinet – 4 February 2019

Report of: Tim Ingleton, Head of Inward Investment

Portfolio Holder: Councillor Keith Morris, Leader of the Council

Decision Type: Key

Classification: Unrestricted

Purpose of the report: To seek approval to join the Kent Highways Contract.

Recommendation: To agree that the Council joins the Kent Highways Contract.

1. Summary

1.1 This report is to request that the Council joins a partnership with Kent County Council in order to use the services of its highway contractor, Amey Highways.

2. Introduction and Background

2.1 In June 2011 Kent County Council entered into a contract for Highways Services with Enterprise (AOL) Limited. In 2013 Enterprise (AOL) Limited was taken over by Amey UK plc who maintains the same contract.

2.2 The contract allows other public bodies within Kent to join the partnership, enabling them to procure highways services directly with Amey at the Kent County Council schedule of rates which were tested competitively in the original tender process. The contract covers all the services required to maintain and improve the highway network including professional design services.

2.3 A number of Local Authorities have joined the partnership including Tunbridge Wells, Swale and Sevenoaks with Dartford in the final stages.

2.4 Amey Highways carries out the majority of Kent County Council's highway works and has carried out major refurbishment of the Tonbridge and Tunbridge Wells town centres.

2.5 By joining the partnership there is no commitment to using it.

3. Identification of Options

3.1 Join the partnership so that the agreement is in place to be utilised when needed.

3.2 Don't join the partnership and go out to tender for highways services.

4. Evaluation of Options

4.1 By joining the partnership the Council would be able to procure highways services directly with Amey Highways, without going through a new tender process, at Kent County Council schedule of rates. The option to use a design and build service could produce further savings as there would be only one company for both services, with the Amey teams working together to advise of technical issues.

4.2 By going out to tender for highways services project time is increased and tenders could be awarded to companies that have less local knowledge than the current

contractor. Using separate companies for design and build could also result in communication issues and therefore project delays.

5. **Resource Implications**

5.1 Although joining the partnership has no cost to the Council and there is no obligation for using the services it provides, it would be useful to have the option available for use on projects such as public realm improvements and maintenance to Council owned roads/pathways.

- (a) An example project being the planned improvements to Dover Town Centre where a Coastal Communities Fund bid has been submitted, and successfully passed stage 1. The total anticipated cost for the project is £3m. The Coastal Communities Fund bid is for £2.5m and the remaining £0.5m as included in the MTFP capital programme, subject to approval in the budget in March 2019.

6. **Corporate Implications**

6.1 Comment from the Director of Finance: Accountancy has been consulted in the writing of this report and have no further comment to make (DC).

6.2 Comment from the Solicitor to the Council: The Solicitor to the Council has been consulted in the preparation of this report and has no further comments to make.

6.3 Comment from the Equalities Officer: This report does not specifically highlight any equality implications however in discharging their duties members are reminded to comply with the public sector equality duty as set out in section 149 of the Equality Act 2010 <http://www.legislation.gov.uk/ukpga/2010/15>.

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