

From: Matthew Balfour, Cabinet Member for Environment and Transport
Roger Wilkin, Director Highways, Transportation and Waste

To: Cabinet – 27 June 2016

Subject: Pothole Blitz

Classification: **Unrestricted**

Past Pathway of Paper: n/a

Future Pathway of Paper:n/a

Electoral Division: Whole of Kent

Summary:

KCC, as a local Highways Authority, has been awarded a one off capital sum of £1.47m by central government for the permanent repair or prevention of potholes. This sum has been supplemented by additional internal capital funding, to create an anticipated £3m to devote to a pothole Blitz through the summer months. A network of local suppliers has been procured through Commercial Services Kent Limited (CSKL) to deliver this campaign, in order to ensure cost effective, high quality and accountable delivery across the County.

Recommendation:

Cabinet Members are asked to note this report, and to make comments to the Cabinet Member for Environment and Transport concerning the progress of the Pothole Blitz.

1. Introduction

- 1.1 In April 2016, the Department for Transport announced that KCC is to be awarded £1.47m from a Pothole Action Fund for the the financial year 2016-17, with a view to enabling the permanent repair or prevention of up to 28,000 potholes.
- 1.2 Whereas in previous years, such pothole campaigns have been delivered through the Highways Term Maintenance Contract (TMC), in the spririt of strategic commissioning, the Director of Highways Transportation & Waste approached Commercial Services Kent Limited (CSKL) with a view to assessing the potential for providing a more locally responsive service through local suppliers, and managed through CSKL's Teckal compliant arm.
- 1.3 Consequently, a tender process was initiated, and this process resulted in the engagement of six local companies, each to deliver a Pothole Blitz in two districts each. The process resulted in very competitive prices, which are anticipated to be cheaper overall (inclusive of the CSKL overhead) than using the TMC.
- 1.4 KCC's Highways will retain overall control of the scheme, and will manage and fund activity through the relevant District Managers. CSKL will be accountable

for day to day management of the local supply chain, and will be accountable for ensuring the quality of outcomes.

- 1.5 Companies within the supply chain will be empowered to make “common sense” decisions about how each pothole repair is delivered, for example being able to determine whether additional works adjacent to the repair ordered should also be undertaken in the interest of good customer outcomes.

2. Financial Implications

- 2.1 Costs associated with the Pothole Blitz will be funded through the government’s Pothole Action Fund with additional funding being provided by KCC to a total of £3million to be spent on the programme.
- 2.2 The local supply chain has been compliantly procured by CSKL, and their rates together with the CSKL overhead are comparable to those that would be payable were the Pothole Blitz being provided through the Term Maintenance Contract.
- 2.3 Each Highway District manager will be assigned funding, initially on the basis of carriageway length, although this can be amended as the project progresses should particular districts demonstrably require a greater proportion of resource.

3. Project delivery

- 3.1 The Pothole Blitz commenced on 14 June 2016, and is anticipated to continue through to October 2016.
- 3.2 Each of the six local providers will operate in two districts, and will dedicate two pothole gangs per district to ensure that work is very locally responsive.
- 3.3 Works will be identified and ordered by KCC Highways on the basis of the local knowledge of our local Highway Stewards, as well as information from our customers. Orders will be placed through CSKL, who will manage the supply chain, and ensure that work is carried out to a suitable standard and on time.
- 3.4 The project will be characterised throughout by regular three-way communication between KCC Highways, CSKL and the supply chain; this will ensure that we are achieving excellent outcomes that meet customers expectations, and within the assigned budget.

4 Legal Implications

- 4.1 All procurement carried out as part of this project is entirely in line with public sector procurement regulations.

5 Equalities Implications

- 5.1 An Equality Impact Assessment (EqIA) has been completed to ensure consideration is given to the impact of the project. This initial assessment indicates no impact upon users could be reasonably anticipated.

6. Recommendation:

Cabinet Members are asked to note this report, and to make comments to the Cabinet Member for Environment and Transport concerning the progress of the Pothole Blitz.

7. Contact details**Report Author**

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