

Table of Events in relation to Highways Maintenance Procurement and the PFI Process

Date	Item
October 2001	<p><i>Report to the Executive – Best Value Review of Highway Maintenance</i></p> <p>The Best Value Review was concluded in July 2001 A summary of the Continuous Service Improvement Plan was included. Annex B gave the principal findings and recommendations - based on the 11 Improvement Objectives identified in the BVR. Also sets out 21 improvement activities from 2001/02 to 2005/06.</p> <p>Outcome: Members approved</p> <ul style="list-style-type: none"> ▪ Improvement objectives ▪ Implementation of the CSIP ▪ Possible cost savings ▪ Formation of a Highway Improvement Team to look at new ways of working and prepare the new contract and tender, by April 2003 ▪ Interim joint working arrangements between DEEDS/CSO ▪ Research into new procurement and contract arrangements ▪ Provide regular updates to Members on progress
February 2002	<p>Update on Progress on 4 out of 11 Objectives. Action Plan:</p> <ul style="list-style-type: none"> ▪ 1 action abandoned – no funding ▪ 1 action not applicable until 2006 ▪ Progress on 7 actions ▪ No progress on 11 actions <p>Note: There was no permanent Section Head in Highway Infrastructure from this time until June 2003, when it became Highways and Street Operations. Progress was limited as a result.</p>
October 2002	<p>Audit Commission report on the Best Value Review. Service rated as fair with uncertain prospects for improvement. Actions recommended for improvement</p>
June 2003	<p><i>Report to EMAP Planning & Transport - Update on CSIP</i> The report discussed Audit Commission report and CSIP to date:</p> <ul style="list-style-type: none"> ▪ 1 action abandoned – no funding ▪ 1 action not applicable until 2006

	<ul style="list-style-type: none"> ▪ Progress on 18 actions ▪ No progress on 1 action but this is discussed in the report <p>Outcome: Members agreed to revise the CSIP, in line with requirements of performance management and a standard monitoring template. CSIP revised based on 5 key initiatives</p> <ol style="list-style-type: none"> 1. Understanding customer views 2. Understanding the asset 3. Introduce a Quality Assurance System 4. Introduce a Highway Maintenance Plan 5. Analysis and procurement of revised service arrangements
July 2003	<p><i>Report to the Executive – Procurement of Services via a ‘Thin Client’</i></p> <p>Outcome: Approval of the Thin Client approach subject to further reporting Approval to the Thin Client approach in joint delivery of cleansing, grounds maintenance and street scene services, subject to certain caveats.</p>
December 2003	<p>Report to EMAP Planning & Transport - Update on CSIP Progress reported to Members since last update in June 2003</p> <p>Outcome: Members agreed to note the report</p>
March 2004	<p><i>Report to the Executive – Procurement of Highway Maintenance Services.</i></p> <p>Outcome:</p> <ul style="list-style-type: none"> ▪ Approval of temporary extension of contract arrangements for the supply of highway maintenance services ▪ Approval that the procurement of highway maintenance services should proceed on the basis of a single tender but in two parts
September 2004	<p><i>Report to EMAP Planning & Transport - Update on CSIP.</i></p> <p>This report provided an update on progress on the key initiatives but focussed mainly on customer satisfaction (the first of the key initiatives).</p> <p>Outcome:</p> <ul style="list-style-type: none"> ▪ Funding to be more evenly distributed between c/way and f/way schemes ▪ Subject to various considerations the use of low cost maintenance techniques should be increased ▪ Consult on customer satisfaction with gully cleaning and surface dressing in certain urban locations (if the latter is approved in the programme of works)

	<p>Note - This was the last of the routine CSIP update reports as resources were diverted onto the procurement exercise, followed later, by the PFI Expression of Interest</p>
November 2004	<p><i>Report to the Executive – Procurement of Highway Maintenance Services.</i></p> <p>This report provided details of the procurement arrangements.</p> <p>Outcome:</p> <ul style="list-style-type: none"> ▪ The Executive endorsed the report and the progress made to date as the way in which it wishes to proceed with the Procurement of Highway Maintenance Services. ▪ The split of functions between a Thin Client and the Service Provider was approved.
March 2005	<p><i>Report to the Executive –Tendering Strategy</i></p> <p>Outcome:</p> <ul style="list-style-type: none"> ▪ Approval was given to the procurement of various traffic management maintenance contracts for CCTV, traffic signals, VMS signs etc on a separate basis.
July 2005	<p><i>Report to the Executive – Procurement of Highway Maintenance Services – Evaluation Strategy</i></p> <p>Outcome:</p> <ul style="list-style-type: none"> ▪ The selection of the preferred contractor based on the 'most economically advantageous tender' (MEAT) proposal for the City of York Council, on a 60% quality, cultural criteria / 40% price and technical capacity basis was approved. ▪ The use of the 'restricted' tender procedure in selecting the preferred contractor was noted.
October 2005	<p><i>Report to the Executive – Procurement of Highway Maintenance Services – Post Evaluation Clarification.</i></p> <p>The Executive approved delegation of authority to hold post-evaluation clarification discussions</p>
November 2005	<p><i>Report to the Executive – Procurement of Highways Maintenance Services – Preferred and Reserve Bidder</i></p> <p>Outcome:</p> <ul style="list-style-type: none"> ▪ Subject to the outcome of the market testing exercise on Commercial Services, the Executive agreed to nominate Alfred McAlpine Government Services as preferred bidder for Part A+B and Part A, with Amey Infrastructure Services as reserve bidder for Part A+B and Part A.

September 2006	<p>Reports to EMAP City Strategy – Transport Asset Management Plan Draft Plan outlined with request to endorse its publication Outcome: The report was approved</p>
May 2006	<p><i>Report to the Executive – Joint report of the Director of City Strategy and the Director of Resources – Highway Services Contract Report.</i> Outcome:</p> <ul style="list-style-type: none"> ▪ Approval to the short term arrangements to extend contracts. Approval to the maintenance of the current arrangements with Commercial Services (reactive and routine maintenance including small footway improvement schemes) for 12 months to maintain safety on the highway network. ▪ Approval to medium term arrangements to tender the carriageway and large footway schemes, integrated transport schemes and Ward Committee schemes for a period of 18 months starting from September 2006 extendable annually. The design and management function to remain in-house. ▪ The decision made by the corporate management team to suspend the current procurement process was approved, to allow investigation of the new emerging options to address the backlog of highway maintenance. ▪ The in-house procurement team will investigate long term options of a PFI contract and, an extended scope contract, and report back to Members with the outcome. ▪ The proposed management arrangements of a Project Board and a Steering Group were agreed. ▪ The pursuit of a further option, to develop existing arrangements, would go ahead in the event that the other two options are unsuccessful.
July 2006	<p><i>Report to the Executive – Highway Services (re PFI)</i> Outcome:</p> <ul style="list-style-type: none"> ▪ The details for the reporting and management structures were approved. ▪ The appointments to the Steering Group were approved ▪ Delegated authority was given to the Project Board and the Steering Group to submit an EOI, should this be considered appropriate, as there is insufficient time to bring a report to the Executive.

September 2006	<p>Report to the Urgency Committee – Highways Services – PFI Option.</p> <p>Outcome:</p> <p>Members noted that the outcome of the extensive investigation into a PFI option to provide highway maintenance services in the future.</p> <p>Approval was given to the submission of a PFI Expression of Interest for a Pathfinder Project to the DfT for highway maintenance management and works, with traffic management infrastructure works.</p>
September 2006	PFI Expression of Interest submitted to DfT
September 2006	<p>OIC Director – Procurement of Highway Surfaces (R&R) Works</p> <p>Outcome:</p> <p>Approval given to the lowest tender submitted by Tarmac Ltd for the term contract.</p>
April 2007	<p>OIC Director – Award of Street Lighting Contract</p> <p>Outcome:</p> <p>Approval given to the lowest tender submitted by Amey Infrastructure Services for the term contract.</p>