

Environment  
Town Hall, Upper Street, N1

Report of: Corporate Director of Environment

Date: 01 June 2022

Ward(s): All wards

**APPENDIX 1 & 2 TO THIS REPORT ARE EXEMPT AND NOT FOR PUBLICATION**

---

## Highways Term Service Works Contract Award 2022-2027

### 1. Synopsis

- 1.1. This report seeks approval for the award of the 2122-0330 Highways Term Service Works Contract. On 14 October 2021, the Executive gave delegated authority to the Corporate Director of Environment to award this contract in consultation with the Executive Member for Environment and Transport.
- 1.2. The 2122-0330 Highways Term Service Contract is to be awarded to one contractor for a period of 60 months, with an optional extension period of 24 months. The total estimated value of the contract is £32,000,000 (approximately £4,500,000 per annum). The contract is for the delivery of highways works; including carriageway and footway maintenance and renewal work, civil engineering schemes delivered through traffic services, as well as specialist inspections, repairs through capital works and some minor reactive work. The contract also provides for new access junctions and alterations to the layout of the Highway to meet the Council's obligations under formal legal agreements with developers.
- 1.3. The procurement of this term service highways contract will promote the Council's objectives as set out in Islington's Transport Strategy 2020-2041, with a particular focus on Jobs and Opportunity, A Safer Borough for All, and a Greener and Cleaner Islington. The new contractor will be required to sign up to Council's Carbon Zero policy and submit a plan to achieve this. This may include travel plans, use of different equipment, such as electric plant and vehicles and low

carbon production of materials and these considerations will be part of the tender process and then incorporated into the contract obligations. The new contract will also contain a number of Key Performance Indicators (KPIs) that will help the Council monitor the successful contractor's performance in relation to objectives.

- 1.4. There will be a key focus on contract management with thorough processes set in place from to support the delivery of a high-quality service. The contract has been developed using the NEC4 Term Service Contract, to help streamline the management and processes between the Council and the contractor. Upon award of the contract, the Council and successful contractor will meet to discuss and agree the forward plan for managing the contract; this will be developed as the 'Contractor's Plan'. The contractor will adopt the Council's performance schedule as set out in the contract as the minimum performance standard. ISO44001 (Collaborative Business Relationships Standards) will be used to develop a joint management team between the contractor and Council. In addition to this, ISO19001 will be implemented to audit the management systems that will be put in place between the Council and the contractor, to ensure that the plan and processes to deliver the contract are operating effectively.

## 2. Recommendation

- 2.1. To approve the contract award for the Highways Term Service Contract, as outlined in this report, to Marlborough Highways for an initial period of 60 months from 1.7.22 with a right for the Council, in its absolute discretion, to extend for a period of up to 24 months following the initial 60-month period.

## 3. Date the decision is to be taken

- 3.1. 01 June 2022

## 4. Background

- 4.1. On 14 October 2021, the Executive approved a strategy for the procurement of a new contract for the Council's highways term contractor. This focused on awarding the term service contract to an external contractor following a competitive two-stage tender process, whilst also retaining some of the work for the council's in-house service. Retaining a level of work to be delivered by the in-house service both strengthens the in-house works team and reduces the Council's exposure to increasing construction costs. It also allows for a greater level of work to undertaken in a manner that reflects the Council's priorities and objectives, whilst supporting growth and opportunity in the highways sector within the council.

- 4.2. The Council's current contract is an extended arrangement to the London Highways Alliance Contract, which initially was due to end in March 2022. An option of a further short-term extension to the end of June 2022 was approved by means of a Key Decision of the Corporate Director of Environment, dated 9th March 2021, to enable the Council to undertake a procurement exercise for a new term service contract. The Council must have a contract in place after the end of the current contract extension to both enable it to continue to deliver the statutory requirements noted above, and to deliver a wide range of projects and works that have a high level of public interest and priority.
- 4.3. The Council has a duty as Local Highway Authority to maintain the Highway Network and keep it safe in accordance with the Code of Practice for Well Managed Highway Infrastructure. In addition to this the Council's Highways Contract provides for the construction of civil engineering works on Islington's highways, including carriageway and footway surfacing, paving, maintenance repairs and renewals and highway drainage repairs. The contract also provides for the construction of improvements to modernise the highway in keeping with policy objectives and the statutory function as the Highway Authority, undertake highway drainage repairs and improvements, introduce traffic management schemes, public realm schemes and projects within the People Friendly Streets programme and other programmes such as the Low Traffic Neighbourhoods.

The new contract is to include the following works and services:

- Carriageway resurfacing programme and project works - planned inlay, overlay and patching schemes requiring machine lay surfacing.
  - Footway reconditioning schemes and project works - planned footway schemes to replace or recondition footways, kerbs, and edgings.
  - Structures and bridge works – Inspections, repairs, and replacements to structures.
  - Drainage schemes – following inspections and cleansing covered elsewhere, any civil engineering works needed for repairs and replacements.
  - Road Markings – provision of road markings for new and refresh works, parking enforcement, and schemes.
  - Civil Engineering Schemes / Projects – Schemes delivered by Highways or Traffic Services, junction upgrades, cycleways, and public realm schemes.
  - Tree cutting, maintenance and removal – Option for the Council to utilise this contract as a back-up service to their contractors if required.
  - Emergency Tree Response – To support emergency tree removal and felling.
  - Pipe subway – Minor maintenance.
- 4.4. The new contract will reflect Islington's priorities at the outset and will ensure these priorities are embedded in the appointed contractor's performance by means of Key Performance Indicators (KPIs) included in the new contract. These will be

defined within the contract and monitored throughout its duration and will form the basis for assessing the ongoing performance. The KPI's and acceptable performance will be a contractual requirement with recourse should they not be achieved. A partnering contract should not just rely on penalising for poor performance and so the KPI performance will be linked to the approval of the extension period for the contract. KPI details will need to be agreed with the successful contractor and these will be in the following areas:

- Safety of workforce and public
- Budgets and finance performance
- Programme, delivery on time every time
- Submission of permits and documentation
- Cost savings and efficiencies
- Social Value
- Use of local workforce and apprentices
- Carbon neutral targets and green credentials

4.5. Social value will form an integral part of the award of the new contract. Recruitment of local employees from Islington and neighbouring boroughs will be a strong Key Performance Indicator (KPI) in the new contract. KPI's are also to be included in the contract for use of local supply chain partners, community support projects, reduction in total travel miles for suppliers and staff, communication with local residents on works and use of local apprentices as part of the contract delivery.

4.6. We will assess the contractor's employee terms and conditions to ensure the Council is working with a "good employer" based around best practice in areas such as flexible working, training and development, diversity policies, trade unions and the like. Payment of the London Living Wage is a condition of the contract.

## **Evaluation**

4.7. This procurement exercise has been conducted in line with the Council's procurement rules and the Public Contracts Regulations 2015 (PCR 2015). The contract has been procured using the restricted procedure in accordance with section 28 of the Public Contract Regulations.

4.8. The tender for this service was conducted in two phases; a Selection Questionnaire (SQ) was issued to enable the council to assess the economic and financial standing and technical and professional ability of economic operators, to evaluate their competency and capability, and to assess whether bidders had the necessary resources to carry out the contract.

- 4.9. Phase 2 was the invitation to tender stage. Table 1 summaries the dates in which both stages of the procurement process were undertaken.

Phase	Stage	Start Date	End Date
1	Selection Questionnaire	27 January 2022	12.00pm - 28 February 2022
2	Tender Stage	11 March 2022	12.00pm - 25 April 2022*

Table 1 – Tender dates

*\*The phase two deadline was extended by two weeks from an initial four-week period ending 5.00pm on 11 April 2022 to provide tenderers additional time to submit their final tenders.*

#### 4.10. **Phase 1 – Selection Questionnaire (SQ)**

The SQ consisted of three parts:

- Part 1 – Potential Supplier Information
- Part 2 – Exclusion Grounds
- Part 3 – Selection Questions & Project Specific Questions

- 4.11. In accordance with the requirements of the Crown Commercial Service for works contracts, the questionnaire incorporated key sections of the PAS 91 Construction Pre-qualification Questionnaire standard form (2017 version) published by the Department for Business Energy and Industrial Strategy. To provide clearer assessment as part of the SQ, the council made additions and amendments to the standard form.

- 4.12. Bidders were required to pass the minimum requirements set out in the SQ guidance in relation to economic and financial standing. Bidders were required to achieve a minimum score of 6/10 for each project specific question to be invited to tender.

- 4.13. In total, the Council received seven Selection Questionnaires; of those seven applications, only four bidders satisfied the minimum requirements set out in the SQ and were invited to tender. Marlborough Highways was one of the bidders that met the minimum requirements set out and therefore progressed to Phase 2 of the tender process.

#### 4.14. **Phase 2 – Tender Stage**

- 4.15. The tender evaluation was based on the Most Economically Advantageous Tender (MEAT), based on 40% cost and 60% quality. The following tables provide a breakdown of the criteria and corresponding weightings that were used for evaluation during this stage: -

Award criteria	Total
<b>Quality – made up of method statement questions</b>	<b>60%</b>
Competence	15%
Contract Management	15%
Social Value	30%
<b>Cost</b>	<b>40%</b>
<b>Total</b>	<b>100%</b>

Table 2 – Overall award criteria

- 4.16. Table 3 outlines the quality sub-criteria, which consisted of 12 method statement questions focusing on Competence, Contract Management and Social Value. Each method statement question was given a weighting, which reflected the relative importance of each criterion. The Social Values criterion had three sub-criteria: Social, Economy and Environment.

Criterion		Sub-criteria and score	Weighting	Total
Competence		Q2.1 – Management structure/ health and safety	10%	15%
		Q2.2 – Highway authority permitting	3%	
		Q2.3 – Business continuity	2%	
Contract Management		Q2.4 – Contract and supply chain management; monitoring and KPIs	10%	15%
		Q2.5 – Communication and liaison	3%	
		Q2.6 – Quality	2%	
Social Value	Social	Q2.7 – Employment of local people	7%	30%
		Q2.8 - World of Work programme	3%	
	Economy	Q2.9 – Apprenticeships	5%	
		Q2.10 – Local suppliers	5%	
	Environment	Q2.11 – Net zero carbon	8%	
		Q2.12 – Air quality	2%	
Total				60%

Table 3 – Quality Sub-criteria

- 4.17. The price evaluation was undertaken independently to the quality evaluation; however, this did not preclude undertaking the quality and financial evaluations concurrently as both the evaluations remained separate and independent to each other. As part of the pricing evaluation process, the Council clarified that tenderers must submit genuine rates for the services based on the prices for undertaking that standalone work.
- 4.18. To assess tenderer's pricing, the Council provided six sample schemes for them to price up based on typical highway and civil engineering projects. Following tenderers submissions, the six sample schemes are totalled together to give an overall sum for those schemes. The tender with the lowest total price for the sample schemes received the maximum price weighting of 32%. All other tenders were awarded a price weighting reflecting the relative percentage difference between the lowest total price and their total price for the sample schemes.
- 4.19. Whilst most of the works undertaken will be measured and paid for based on the Schedule of Rates within the contract, there will be compensation events that arise under the contract for which those rates will not be suitable or applicable. The contract has a set process to ascertain these costs called "Defined Cost" – based on its "Short Schedule of Cost Components". This will typically comprise People (rates for different category of site-based labour), a percentage adjustment to Equipment (with the base rates being CECA 2019), and the Fee (applied similarly to direct and subcontract costs).
- 4.20. The purpose of the compensation event is to remunerate for additional work – not an opportunity for excessive recovery. The sample compensation event therefore bought in a fictional event for which a set of hours were assumed for the people, and a sum provided for equipment and materials. The Fee is then added to that total. Bidders were required to declare and submit rates for those elements of the contract as part of the overall commercial evaluation.
- 4.21. The tender with the lowest total price for the sample compensation event receive the maximum price weighting of 8%. All other tenders will be awarded a price weighting reflecting the relevant percentage difference between the lowest total price and their total price for the sample compensation event. An example of this evaluation exercise can be found in Table 4

Criterion	Available Score	Weighting
Sample Scheme 1	80 (for the sum of the sample schemes)  <i>This is Part 1 of the Price Evaluation</i>	32% (for the sum of the sample schemes)
Sample Scheme 2		
Sample Scheme 3		
Sample Scheme 4		
Sample Scheme 5		
Sample Scheme 6		

Sample compensation event	20 <i>This is Part 2 of the Price Evaluation</i>	8%
<b>Total</b>	100	40%

- 4.22. The evaluation of the tender process was undertaken in three stages as outlined in Table 5. Tenderer's bids were assessed for compliance to ensure no issues arose prior to evaluation

<b>Evaluation Criteria</b>	<b>Scoring Methodology</b>	<b>Weighting</b>
Stage 1: Compliance	PASS/FAIL	N/A
Stage 2: Quality Evaluation	SCORED	60%
Stage 3: Financial Evaluation	SCORED	40%

Table 5 – Evaluation process

- 4.23. From the four tenderers who progressed to Phase 2 of the tender stage, only two tenders were received, as outlined in Table 6.

<b>Bidder</b>	<b>Tender Submission</b>
Marlborough Highways	Submitted
B	Submitted
C	Opted out stating "Unable to meet timescales"
D	Did not submit

Table 6 – Phase 2 bidder submissions

- 4.24. The tender evaluation panel consisted of five evaluators: Interim Traffic & Safety Manager, 2x Principal Traffic Engineers, 1 x Principal Highways Engineer & Career Grade Planner (Inclusive Economy). By providing a panel of five evaluators, it provided a fair and equal opportunity for more opinions to be provided, adding value and balance to the overall evaluation.

The evaluation panel marked the tender pack and evaluated their scores individually between 25 April 2022 & 28 April 2022. Upon completion of the individual evaluations, the evaluators met to moderate the scores on 29 April 2022. During this meeting, individual evaluators' scoring was discussed, with views and opinions shared for each answer. A final moderated evaluated score was agreed for each element of the quality criteria by the evaluation panel, factoring in feedback from the individual evaluations. The social value elements



were evaluated by an officer from the Inclusive Economy team, their specialist area.

- 4.25. Following an evaluation of the Stage 1 compliance, Marlborough Highways and Bidder B's bids were progressed to Stage 2 of the evaluation.
- 4.26. Table 7 and 8 summarises the results of the moderated evaluation for Stage 2 and Stage 3 for both bidders. The method statement questions were weighted in line with the percentages provided in Table 3. The full quality evaluation is attached as exempt Appendix 1.

Table 7 summarises that Marlborough Highways scored higher than Bidder B in the quality evaluation.

	<b>Marlborough Highways</b>	<b>Bidder B</b>
<b>Question Ref</b>	<b>Weighted Score</b>	<b>Weighted Score</b>
2.1	10	8
2.2	3	2
2.3	1	2
2.4	10	8
2.5	2	2
2.6	2	2
2.7	6	6
2.8	2	2
2.9	3	4
2.1	4	3
2.11	8	5
2.12	2	2
<i>Total</i>	<b>53%</b>	<b>46%</b>

Table 7 – Stage 2 Quality Evaluation

- 4.27. The financial evaluation was developed and undertaken by an external consultant. Their report was reviewed and sent to the Council's finance team, who raised no concerns with the evaluation.

Table 8 summarises that Marlborough Highways scored higher than Bidder B in the financial evaluation. The full financial evaluation is attached as exempt Appendix 2.

CONTRACT REFERENCE	SERVICE DESCRIPTION	SECTION WEIGHTING	Marlborough Highways - SCORE	BIDDER B - SCORE
VOLUME 3 ANNEX A	Sample Scheme 1	32%	32%	26%
	Sample Scheme 2			
	Sample Scheme 3			
	Sample Scheme 4			
	Sample Scheme 5			
	Sample Scheme 6			
CONTRACT DATA PART 2	Sample compensation event	8%	8%	6%
TOTAL WEIGHTED SCORE			40%	32%

Table 8 – Stage 3 Financial Evaluation

- 4.28. Following completion of the evaluation exercise, Marlborough Highways was the overall highest scoring bidder. Despite only two tenderers providing submissions to Stage 2 of the tender process, the Council is confident that Marlborough Highways will deliver the contract to a high standard, so it is recommended that the new contract be awarded to this organisation.

Bidder	Quality Score	Pricing Score	Total Score
Marlborough Highways	53%	40%	93%
B	46%	32%	78%

Table 9 – Final Moderated Evaluation Scoring

- 4.29. This new term service contract has been tailored to Islington Council's objectives and will be centred on effective contract management and the provision of high-quality services. The contract will allow the Council to closely monitor progress through embedded key performance indicators, ensuring that objectives are being met between the council and the contractor, throughout the full duration of the contract.
- 4.30. The new Contractor has agreed to help tackle climate change with Islington Council, by minimising environmental impacts created through works delivered under this contract. More details on how this will be achieved are in section 5.3 of this report.

## **5. Implications**

### **5.1. Financial Implications**

- 5.1.1. On average the contract spend for the last two years was £4.1m and is expected to increase under the new contract as the Council delivers new projects under People Friendly Streets and major public realm projects such as Clerkenwell Green. The total estimated value of this contract over seven years is £32m (or circa £4.5m per annum).
- 5.1.2. The contract spend will be funded from the capital programmes agreed by Members in March 2022 including Highways, Traffic and Safety and PFS Low Traffic Neighbourhoods and Liveable Neighbourhoods. Note that the funding could come from Council funding but may also include external sources including but not limited to TfL, DfT, GLA, Section 106 and CIL.

### **5.2. Legal Implications**

- 5.2.1. This decision paper seeks approval to award a 60-month contract with an option to extend for 24 months at a value of £32,000,000 to Marlborough Highways.
- 5.2.2. Islington Council has a duty under the Highways Act 1980 to maintain the Highway network and keep it safe.
- 5.2.3. Under the Localism Act 2011, the council has a general power of competency, as it gives the council the legal capacity to do anything that an individual may generally do subject to any statutory limitations. The council has the power under this section to agree to the proposals in the report.
- 5.2.4. In addition the council has a general power under section 111 of the Local Government Act 1972 to do anything that is calculated to facilitate, or is conducive or incidental to the discharge of any of its functions. It provides council's with a general power to enter into contracts for the discharge of any of their functions.
- 5.2.5. The Local Government Act 1999, requires the council to make arrangements to achieve Best Value in the exercise of its functions when considering a service provision, which includes the works and services detailed in the body of the report.
- 5.2.6. The value of the works contract is £32 million and subject to Public Contracts Regulations 2015 (as amended) (PCR). The threshold for works contracts is currently £4,733,252, therefore the value of the contract is above threshold. Contracts over threshold need to be advertised on 'Find A Tender'. It is stated in the body of the report that the restrictive procedure under regulation 28 of the PCR was

used. The proposed tender route detailed in the report appears to be compliant with the PCR.

- 5.2.7. The procurement must comply with the council's Procurement Rules. Procurement Rule, 1.7 band (iv) (b) requires "a formal tender process with a minimum of five (5) written competitive tenders". It also states that where " five (5) written competitive tenders are not available or a lower number is desired, the commissioning client officer shall follow the advice of the Head of Service, Strategic Procurement and Supply Assurance (or their nominated representative)". Seven bidders expressed an interest to the contract opportunity and submitted a Selection Questionnaire (SQ), however, only 4 bidders progressed to the second tender stage. Out of the 4 bidders that progressed to stage 2, only 2 bidders provided submissions. Following completion of the evaluation exercise, Marlborough Highways was the overall highest scoring bidder and the contract was awarded to Marlborough Highways.
- 5.2.8. The provisions of the Transfer of Undertakings (Protection of Employment) Regulations (TUPE) will apply and officers will need to make the usual arrangements and facilitate transfer of the relevant statutory information between the outgoing contractor and the incoming contractor to support the contractors' statutory compliance duties.
- 5.2.9. A NEC4 Term Service Contract will be used. All contracts with a value above £500,000 will need to be sealed. This should be carried out by Legal Services.
- 5.2.10. Under Procurement Rule 16.2 the Executive may delegate its responsibilities to Corporate Directors or the Chief Finance Officer.

The decision maker can approve the recommendations provided they are satisfied with the contents of the report and the recommendations represents best value for the council.

### 5.3. **Environmental Implications and contribution to achieving a net zero carbon Islington by 2030**

- 5.3.1. The Council is committed to achieving a net zero carbon Islington by 2030. The award of the new contract will fully reflect this commitment with the new contractor required to demonstrate how they will deliver this.
- 5.3.2. The work delivered through the contract will have a significant environmental impact. This includes the materials used in works, the generation of waste, fuel used in plant and machinery, nuisance aspects such as noise and dust, and impacts related to journeys made by the contractor. Contractors are however responding to this and the client demand for improvements. Initiatives such as the circular approach to construction and the increasingly positive approaches to

recycling and working in a cleaner greener manner are helping in driving moving towards meeting environmental targets. In addition, in many cases, the works to be undertaken and projects to be delivered through this contract have the ambition of encouraging modal shift and reducing overall transport-related emissions.

5.3.3. The procurement strategy for the delivery of Highway Works was to appoint via a competitively tendered contract as opposed to using a framework arrangement, thus allowing forward facing approaches to environmental matters and net zero carbon targets that will not have been in place when a framework was put in place.

5.3.4. The recommended bidder put forward several proposals for mitigating the environmental impact of the works to be carried out, including commitments to:

- Deliver Net Zero Carbon Balance (NZCB) for activities in Islington from day 1 of the contract
- Measure and report carbon, both embodied and emitted, and systematically drive reductions on a continual downward trend from day 1
- Work with Islington's designers through Early Contractor Involvement (ECI) to ensure Design for Sustainability (DfS) is applied to schemes to reduce carbon
- Offset, regenerating natural systems, all residual carbon resulting from our Islington activities from day 1
- Place accountability for supporting achievement of a NZCB with the organisation's Executive Director

5.3.5. In addition to the measures above, the recommended bidder has provided clear and effective solutions and proposed monitoring in the following areas:

- Energy and water consumption on projects
- The amount of physical waste produced
- Recycled and environmentally friendly raw materials
- Emissions and water pollution
- The implementation of circular economy within operations
- Sustainability through everyday work
- CO2 emissions through company vehicles and plant

5.3.6. The contractor's performance in these areas will be monitored as part of the contract management process and the contractor will be required to regularly submit reports on the Key Performance Indicators (KPIs) including environmental matters and progress to net zero carbon. This will ensure that the contractor delivers on this important KPI and any shortfalls will require remedial action to be agreed by the Council. Similarly, the contractor will be encouraged to exceed the targets towards net zero targets as part of the contract.

- 5.3.7. The contract will operate from 2022-2027 with an option to extend to 2029 and so the performance of the appointed contractor will be a key matter in delivering on the Council's commitments to achieve a net zero carbon Islington by 2030.

#### 5.4. **Equalities Impact Assessment**

- 5.4.1. The council must, in the exercise of its functions, have due regard to the need to eliminate discrimination, harassment and victimisation, and to advance equality of opportunity, and foster good relations, between those who share a relevant protected characteristic and those who do not share it (section 149 Equality Act 2010). The council has a duty to have due regard to the need to remove or minimise disadvantages, take steps to meet needs, in particular steps to take account of disabled persons' disabilities, and encourage people to participate in public life. The council must have due regard to the need to tackle prejudice and promote understanding.
- 5.4.2. An Equalities Impact Assessment was completed on 17 May 2022. The main findings are that highway works delivered under this contract are likely to have a negative impact on some protected characteristics groups, with some positive impacts also created through subsequent projects delivered as part of the contract. The Council has recognised these impacts and has developed a clear methodology to help mitigate them in Section 4 of the assessment. The mitigation methods outlined within the Equality Impact Assessment will be built into the contract and managed through clear contract management processes. The proposed actions outlined in Section 6 of the assessment will enable the Council to monitor progress regularly through ongoing engagement and performance reviews against Key Performance Indicators. By considering the impacts that highways works are likely to cause and identifying proposed mitigation prior to the contract, the Council is confident this will contribute to delivering a successful and forward-thinking term service contract.
- 5.4.3. Whilst the Council recognises that highways works are likely to create disruption, works carried out on the highway usually happen to either address existing issues e.g., trip hazards or uneven footways and carriageways, or to deliver civil engineering improvements. To summarise, the highway works that are being carried out are there to create a better environment, which will provide a better quality of life for groups with protected characteristics.

The full Equalities Impact Assessment is appended in Appendix 3.

## 6. Conclusion and reasons for the decision

- 6.1. Following the competitive tender processed as outlined in this report, the recommendation is that the 2122-0330 Highways Term Service Contract be awarded to Marlborough Highways for 60 months, with an option to extend by a further 24 months.
- 6.2. Marlborough Highways submitted a forward-thinking tender, showing a clear understanding of Islington priorities and objectives, whilst also submitting the most competitively priced tender. The proposed management and delivery team for the delivery of this contract have a wealth of experience in the delivery of highways projects and the Council are pleased to see a dedicated Social Value Officer and Environmental Officer put forward within the proposed team, given the Council's commitments in these areas moving forward. Marlborough Highways share Islington's ambitions in the Council's bid to achieve net zero carbon by 2030 and the Council are pleased to see what has been achieved to date and the matched ambitions and targets moving forward as part of this contract.
- 6.3. Awarding this contract to Marlborough Highways will make an important contribution to achieving the council's obligation as a highway authority, whilst also appointing a suitable contractor that reflects Islington's priorities and needs. The recommended contractor will play an important role in delivering the council's People Friendly Streets programme, road safety improvements in addition to ongoing footway and carriageway resurfacing programmes. The approach adopted for this contract will enable the council to retain a level of work to be delivered by the in-house service both strengthens the in-house works team and reduces the Council's exposure to increasing construction costs.

## 7. Record of the decision

- 7.1. I have today decided to take the decision set out in section 2 of this report for the reasons set out above.

Signed by:

**Corporate Director of Environment**

Date: 01 June 2022

**Appendices:**

- Exempt Appendix 1: Quality Evaluation
- Exempt Appendix 2: Financial Evaluation
- Equality Impact Assessment

**Background papers:** Executive Procurement Strategy for Highways Works Contract 2022 (14 October 2021)

Report Author: Chris Loughran  
Tel: 020 7527 3734  
Email: [Christopher.loughran@islington.gov.uk](mailto:Christopher.loughran@islington.gov.uk)

Financial Implications Author: Owen Daracott – Finance Manager  
(Capital)  
Tel: 020 7527 2629  
Email: [Owen.Daracott@islington.gov.uk](mailto:Owen.Daracott@islington.gov.uk)

Legal Implications Author: Lorraine Clarke – Contracts Lawyer  
Tel: 020 7527 4789  
Email: [Lorraine.Clarke@islington.gov.uk](mailto:Lorraine.Clarke@islington.gov.uk)