

Agenda Item No: 7

Report To: Cabinet

Date of Meeting: 15 December 2022

Report Title: Contract award for Ashford Borough Councils waste, recycling and street cleansing service.

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ASHFORD
BOROUGH COUNCIL

Summary: Following Cabinet approval in April 2021, Ashford Borough Council (council) and its waste collection partners in the Mid Kent Joint Waste Partnership (MKJWP) proceeded in joint procurement of the next contract for waste and recycling collection and street cleansing services. The Mid Kent Joint Waste Partnership (MKJWP); is between Ashford, Maidstone and Swale as Waste Collection Authorities (WCA) and Kent County Council as the Waste Disposal Authority (WDA).

On the 30 November 2021, the partner councils' commenced the tender process for the next Mid-Kent waste collection and cleansing contract. The procurement process followed Competitive Dialogue under the Public Contract Regulations 2015 ("CPR's") which was conducted in stages. Dialogue involved written requests and responses for clarifications and each bidder had three separate face to face joint waste collection partner sessions.

The process resulted in final tender submissions being received by midday on Wednesday 26 October 2022. The submissions received have been evaluated and we have a recommended bidder (Bidder A) to put forward for Cabinet decision and potential contract award, to commence March 2024.

This report identifies the evaluation undertaken, the costs and the key changes and benefits that will occur. The report also presents the opportunity to further reduce service costs in the longer term beyond this contract, through the potential; development of a council owned depot. The report recommends the bidder for Members consideration.

Key Decision: YES

Significantly Affected Wards: ALL

Recommendations: **The Cabinet is recommended to:-**

- I. **Approve the award of the waste and recycling collection and street cleansing contract to bidder A.**
- II. **Give approval to proceed in development of a depot for service provision.**
- III. **Recommend to Full Council that capital spend in the region of £6.2m is approved to acquire the fleet for the new contract.**
- IV. **Authorise the Solicitor to the Council and Monitoring Officer to negotiate, finalise and complete all necessary legal agreements and other documents to give effect to the above.**

Policy Overview: Currently, we have Alternate Weekly Collection (AWC) of recyclable and residual waste, and weekly collection of food waste from the kerbside. Central government guidance expects all local authorities to aim for 50% recycling for kerbside collections. Since 2014 Ashford Borough Council has been a top performer in Kent achieving greater than 50% each year. Resident satisfaction with the waste and recycling service has gone from 83% in 2020 to 90 % in 2022. Our recycling service is the simplest and easiest collection methodology for residents to follow with all Dry Mixed Recycling (DMR) in one wheelie bin container (comingled) with food waste collected separately. It is for these reasons that Members have directed that we follow the same methodology for the next contracted service.

The model for procurement required that bidders consider impacts of potential proposed central Government schemes such as Consistency (each collection authority having to collect a consistent set of mixed recyclable items), Deposit Return Schemes (DRS) and Extended Producer Responsibility (EPR). All of these potential changes have the ability to change the streams of waste available for collection at the kerbside. At this time it is unclear what requirements will change or when. The government have been clear that should changes be implemented that impose new burdens on waste collection authorities, then these will be covered by new burdens funding. The possible impacts of changes were considered when completing the specification that went to competitive dialogue. The bidder selected a fleet capable of meeting collection requirements with flexibility.

Financial Implications: The outcome of the procurement process will see forecasted service cost increase by circa £2.2m per annum once the

contract goes live in late March 2024. The costs from the procurement exercises were anticipated as the Council was aware that the existing contract price was below market rates.

The current contract that is due to end October 2023 has been extended to March 2024 to allow for delivery of new fleet for the new contract. The extension is forecast to add circa £1.8m to the 2023/24 budget due to higher than expected inflation costs in 2022/23 and additional extension costs. The budget for 2023/24 is broadly in line with MTFP (Medium Term Financial Plan) assumptions although some additional pressure will be added from 2024/25 and will need to be factored into future MTFP models.

Members will recall the MTFP report outlined the challenge facing the council to balance the budget over the medium term. Whilst this forecast largely included the figures outlined in this report, it is imperative to deliver savings on the council's wider budget remains to ensure that there is adequate funding for this contract.

The recommendation to fund the fleet costs directly are anticipated to save the Council circa £220,000 per annum on current forecasts. This saving has already been factored into the contract costs above.

**Legal and procurement implications:
(Text agreed by Principal Solicitor of the Council on 28/11/2022)**

Household waste and recycling collections and street cleansing are critical public services and a statutory obligation.

Central Government objectives in strategy require authorities to select the best methodology to recover recyclable materials and reduce waste. The current target is 50% of materials recovered to be recycled, which this authority has achieved annually for the last seven reporting years.

Cabinet approved the direction of procurement on the 29th of April 2021.

The Mid-Kent Joint Waste Partnership engaged a consultant to undertake expert support in contract development, management support of the procurement and industry guidance.

The Mid-Kent Joint Waste Partnership engaged with officers at Kent County Council to ensure disposal facilities and routines were confirmed as part of the procurement process.

A fully compliant procurement procedure was undertaken using the Competitive Dialogue Procedure under the CPR's.

This involved the authorities releasing contract documents in stages with a closing date for each stage. Bidders were able

to review the documents and submit clarifications during the stages, and also conducted face to face dialogues to identify concerns and negotiate amendments to the documents.

The partnership reached mutual agreement on the scores award against the criteria.

The result of the procurement will be announced through the media and information provided on the website once the stand still period has concluded.

Equalities Impact Assessment:

The existing standards to ensure services are accessible to all residents will remain in place, regardless of the actual service provider. These include assisted collections for residents that require that support. As such, a further Equalities Impact Assessment is not required.

Data Protection Impact Assessment:

Data protection has been considered as part of the procurement and tender process and contract arrangements with requirements covered in the contract agreement.

Risk Assessment (Risk Appetite Statement):

The waste & recycling collection services are a statutory requirement placed on the Authority. This report seeks approval to award the new contract and continue with contracted services as a collection partner in the Mid-Kent Joint Waste Partnership.

The potential for legislative changes that impact on collection need has been considered and the most flexible fleet options have been provided, understanding that new burdens funding should accommodate any additional changes.

Fleet procurement will be undertaken by the contractor to the specified build quality and from agreed manufacturers but to ensure best value for the collection authorities, funding for fleet purchase will be secured by the local authorities at a preferential rate to that available to the commercial contract providers.

The cost of purchase for the new contract fleet is subject to change between ordering and delivery.

It was recognised in advance that the cost of services in the new contract would be significantly higher than current service provision which was procured approximately ten years ago.

Whilst submissions received have provided a cost for services that is itemised, the new contract will be subject to indexation prior to commencement which accounts for inflation in costs of services between submission and commencement.

The cost of staff resources will be subject to a 'TUPE true up' so that no bidders had a disadvantage in financing the cost of existing staff that TUPE to the new provider in consideration of likely pay rises in the coming year.

The Central Government is yet to confirm direction on a range of changes in waste Policy, which could impact on local authority collection services including Consistency in collections (what we collect and how), and the Deposit Return Scheme (DRS). This and the Extended Producer Responsibility (EPR) scheme have potential to alter the material presented as waste at the kerbside collection.

The collection methodology will be confirmed with the Environment Agency through a TEEP (Technically, Environmentally and Economically Practicable) assessment. The Association of Public Service Excellence identifies that 82% of authorities collect recyclables in the comingled method.

Alteration to twin stream or complete separation of recyclables presents risks. Twin stream collection is where a designated recycle (for example paper and cardboard) are collected separately from other recyclables. Cost of implementing any change is a financial pressure as it will increase costs of service delivery method and containerisation costs. Residents lack space for additional containerisation. There is evidence that less recyclables are recovered in other areas of Kent that conduct twin stream collections.

Sustainability Implications:

The provision of collection services in accordance with the specification ensures environmentally sustainable waste and recycling collection. The collection methodology in Mid-Kent has resulted in recovery rates above government targets in Ashford for the last seven reporting years, and it is envisaged to continue improving. The provision of street cleansing services ensures protection of the public realm and environment and is vital in the presentation of the borough.

The tender required submissions that reduced carbon emissions and water use, when compared to the current contract. The new services should result in approximately 30% reduction of carbon emissions.

Other Material Implications:

None

Exempt from Publication:

Yes

Exempt Appendix 1 – Tender Price Breakdown

**Background
Papers:**

Mid Kent Joint Waste Partnership Progress report November 2017.

Report to Cabinet – Procurement Direction for Ashford Borough Council Waste Recycling and Street Cleansing Service 29 April 2021

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Report Title: Contract award for Ashford Borough Councils waste, recycling and street cleansing service.

Introduction and Background

1. In 2013, Ashford Borough Council entered into a partnership with neighbouring authorities Maidstone and Swale Borough Councils (the Partnership) and appointed Biffa Municipal Ltd to deliver a Mid Kent Joint Waste Collection and Cleansing Contract. This provided consistency of service across the three Boroughs for waste and recycling collection and improved recycling rates. The Partnership and contractor has remained in place through the procurement process of the new Mid-Kent Joint Waste Collection and Cleansing Contract.
2. This Partnership has brought together a wealth of knowledge and a range of skills sets, from across three authorities that have been invaluable in the operation of our current contract. Therefore, it was agreed with Members that we would look to procure our new service together.
3. The work for the new contract provision has followed a fully compliant OJEU process through procurement, led by Ashford Borough Council.
4. The procurement moved forward on the basis of retaining our current service method of Alternate Weekly Collection (AWC) where all dry mixed recyclables (DMR) are co-mingled and are collected in one bin one week and remaining residual waste is collected the other (alternate) week. Food waste is collected weekly.
5. The partnership authorities conducted procurement through competitive dialogue under the CPR's. This commenced on the 30th November 2021 and progressed in stages until the tender closed on 26th October 2022.
6. The structure of the contract and specification is driven towards sound environmental outcomes. The evaluation criteria also drove expectations of environmental benefits and social value as well as best value for money.

Process and Evaluation

7. A cross party Member consulting group titled the New Waste Contract Working Group was formed following Cabinet direction, led by the Environment, Property and Recreation Portfolio Holder. Officers presented regular updates and sought confirmation on direction in matters such as the criteria and weighting of the evaluation, and alternatives in service delivery such as day changes, and collection of small waste electrical items (WEEE) and textiles. The Members also ensured that environmental and social values were required in the bidder submissions and considered in the evaluation process. Members feedback has been very valuable, insightful and much appreciated by officers, in shaping the new service to meet the needs of our residents.

8. The expectation of the new service was recognised by the Members New Waste Contract Working Group as being 'a very environmental contract'. Fundamentally the objectives in service delivery ensures the authority protects the environment and delivers services in the most efficient, effective and environmentally sustainable manner achievable.
9. The evaluation criteria held price as 40% of the evaluation, and quality as 60% of the evaluation. The evaluation content for quality consisted of sections in Technical, Quality Management Systems, Environment and Social Value.
10. The bidder A scored as follows;

Company	Price Score (40%)	Quality Score (60%)	Total (100%)
A	40.00	41.80	81.80

11. The evaluation identifies the annual cost for collection and cleansing services for the Council, by bidder A, (subject to indexation prior to commencement), as £6.4m per annum (including fleet but excluding cost of finance).
12. The procurement process provided for authorities to fund the purchase of the fleet instead than the contractor. This method in procurement results in lowering the cost of the contract. The result is that there is a saving for Ashford Borough Council on the cost of finance by approximately £1.8 million across the life of the 8 year contract excluding indexation. (An 8 year time span for the new contract was chosen to take to market as it is the industry recognised effective life of collection fleet. This was confirmed as accurate and suitable by bidders in the competitive dialogue process)
13. The procurement process identified that international impacts have resulted in significant delays to the delivery of fleet for the next contract. It was agreed by Portfolio Holder, Cabinet and the members waste working group that the current waste contract be extended by negotiation with the current provider for 5 months to ensure new fleet could be provided for the start of the new contract, now commencing in March 2024.
14. The overall annual cost for Ashford for provision of the service, including provision of fleet, is itemized through a Bill of Quantities, and a breakdown is provided in the exempt **Appendix 1**.
15. The following are separated and identified in the exempt appendix and these are the annual cost of services for Ashford Borough Council. The annual cost of collection services for recycle collections and annual cost for waste collection service. The annual cost for street cleansing services. Additional separated costs are preliminaries, Additional or Small Service costs, and Day Works, all subject to indexation. The explanation of those cost types is below.
16. The annual cost of recycle collection, waste collection and street cleansing services are the specific costs related to those services. Preliminaries include bonds, insurance, depot provision and management costs. Additional or Small Service costs are items above normal service delivery work such as graffiti removal, pedestrian area washing, emergency services and additional high speed road cleansing. Day works are items conducted in addition to

standard services and these include labour costs per hour for services and cost of container (bin) deliveries.

17. Street cleansing is currently provided on a “zoned basis” for the borough and the next contract will continue to do so. This means that areas such as the town centre (where there is highest footfall and highest littering and detritus) are zone 1, suburban areas are zone 2, and rural areas zone 3 and some High Speed Roads are zone 4. This identifies the inspection frequency for the contractor where they check the area ensuring cleansing is effective, and also provides the response time if not to standard. Officers have evaluated current performance which resulted in experience being used to make some alterations in zoning provision, to ensure the next contract delivered the right services in the right places. The contract remains output based which, whilst areas are in zones, means that a standard needs to be maintained across the borough. This dictates that areas of higher footfall see a more frequent cleansing regime and a more frequent street litter bin emptying regime, based on needs.

Depot

18. The procurement process identified that there are limited suitable facilities in Ashford for use as a depot for this contract. This is recognised as presenting both an opportunity and a risk for the future that needs to be mitigated in identification and development of a new depot.
19. The cost of provision of a depot for Ashford Borough Council has been driven down through competitive dialogue and the negotiation of the bidder A at the potential depot operating site.
20. Officers are currently conducting feasibility studies at a potentially suitable alternate depot location. A cost benefit analysis (against potential alternate income generating / cost savings opportunities for this site needs to be completed for further consideration before we finalise the depot site for the new contract.

Fleet

21. The bidder A has presented options for carbon reduction that can be achieved including vehicle types, size and use of the vehicles and efficiency in collection and cleansing rounds. An expanded explanation of this is in paragraphs below. Solutions for electrification of the collection and cleansing fleet were also presented which identifies some changes that can be made now (electric tail lifts on the refuse collection fleet and some electric street cleaning fleet) and some change is likely to be achieved in future contracts. At present, the distances involved in servicing collections across a borough our size, negates the opportunity for electric RCV fleet. It is not efficient to provide a dedicated vehicle for short haul only as the collection services move across the borough deploying all fleet every day in geographical “sweeps” to cover the whole borough. It is considered that, based on emerging technical developments, eventually hydrogen vehicles are likely to be available in coming years, with vehicles being converted at a cheaper rate than new build. However, that will be for a future contract consideration.

22. The bidder has offered two electric street cleansing caged vehicles as part of the fleet. This will be accepted, subject to further confirmation that UK Power Network are able to provide supply to the agreed depot. The bidder identifies that the annual CO² saving in implementing this is 16 tonnes per annum.
23. To mitigate carbon emissions, the bidders' vehicles will be Euro VI which is the highest available standard at time of tendering. The collection and cleansing will have route optimisation applied from commencement of contract. This means that vehicles will travel the most efficient route saving time and reducing fuel consumption. The highway infrastructure in the borough has key routes that are subject to restrictions in service operations. This means that collections or street sweepers cannot operate on main routes in rush hours. The specification restricts the contractor from operating at those locations in those hours which leads to environmental benefit.
24. Further emissions will be reduced by ensuring restricted access routes are adhered to and driver behaviours are monitored to minimise emissions. Driver behaviours are monitored through on board systems which identify harsh acceleration, harsh breaking and excessive speed. This system leads to environmental benefits by reducing fuel use by efficient and professional operating of vehicles and increases vehicle life expectancy.
25. The new contract brings improved Quality Management Systems due to advances in systems and technology. Improved accountability is provided through on board systems for both collections and cleansing operatives. Information available to council officers and the public is also improved. Examples of improvements are actual location of the collection vehicle, real time information of when a street was cleansed or due to be cleansed. On board cameras also aid in monitoring standards, inspections and investigation of incidents.
26. The implementation of the in house Environmental Enforcement Team has had an impact on the trend of fly tipping in the borough (downwards), which has had a "knock on" effect to the required fleet provision on the contract. This resulted in the bidder revising the fleet asset required removing an initially dedicated refuse collection vehicle which is a saving of approximately £200,000 in capital, not including the additional human resource associated.

Financial Appraisal

27. It was identified early in the procurement process that there would be an increase in the cost of service delivery as the current cost of contracted services are below market rates.
28. The impact of increased costs was factored into the Medium Term Financial Plan and the extension of the existing contract to March 2024 was broadly in line with forecasts for 2023/24. However, there is some further pressure to the 2024/25 forecast within the MTFP, and figures will be revised moving forward to reflect the most up to date costs.
29. Members will recall the MTFP report outlined the challenge facing the council to balance the budget over the medium term. Whilst this forecast largely

included the figures outlined in this report, it is imperative to deliver savings on the council's wider budget as a whole to ensure that there is adequate funding for this contract.

30. The outcome of the procurement process will see forecasted service cost increase by circa £2.2m per annum once the contract goes live in late March 2024. The current contract that is due to end October 2023 has been extended to March 2024 to allow for delivery of new fleet for the new contract. The extension is forecast to add an additional £1.8m to the 2023/24 budget due to higher than expected inflation costs in 2022/23 and additional extension costs.
31. A modelling exercise was undertaken alongside the procurement to assess the likely costs of contracting out and the bidder came well within the modelled cost, indicating lower profit and overhead margins were being applied relative to the model. The modelling indicated that delivering the service through a Local Authority Trading Company ("LATCo ") (please see below under *Other Options Considered*) would be more expensive dependent upon pension contribution. However, not only is a LATCo option more expensive, it does not provide the resilience or buying power of the contracted service. Overall, the tender offers a value for money outcome.
32. The MKJWP identified to the interested parties at the initial stages that the authorities were willing to provide the funding for the cost of the capital provision of the fleet. This approach is being taken due to authorities having access to lower cost borrowing and provides opportunity for the partnership to realise cost savings in the life of the contract. This report seeks approval for the funding of that cost of capital.
33. The price at award will be subject to increases prior to commencement. The contract indexation will be applied in 2023 and the bidder priced wages according to TUPE information. A TUPE true up exercise will take place at commencement whereby any pay increases that have occurred between bid and commencement will be addressed.
34. During the tender process it was identified that due to international impacts on provision of items crucial to construction of vehicles that time to build is approximately one year. This resulted in an extension to the current contract from October 2023 to March 2024, to ensure new fleet, with frontline food pods that increase the capacity of the main body of the RCV, will be available for contract commencement. This new fleet style will reduce the number of vehicles required to complete the service, reducing capital budget requirements and carbon impact.
35. It is proposed that the Council acquires the new fleet for Ashford and therefore benefit from reduced financing costs and save approximately £220,000 per annum based on existing forecasts. To facilitate the acquisition of the fleet, Cabinet is asked to recommend to Council that capital expenditure of circa £6.2m (current anticipated cost of new fleet) be approved.

Service Opportunities for Changes

36. Currently collections are conducted in the Alternate Week Collection method. This borough differs from other districts as the entire borough is either a recycle or waste collection week. Weekly food collections also occur and will continue to do so.
37. The collection day routine for the borough will alter in an improvement for service delivery to residents. The Alternate Week Collection method will remain and commences on the 27 March 2024, the borough will be split so that approximately half the borough has its recycling collected when the other half has its residual waste collected. This alteration provides resilience and flexibility in service delivery, allowing a greater opportunity to recover services in the event of inclement weather etc.
38. The collection day changes will deliver efficiencies in the use of the fleet and result in reduced carbon foot print. It will also provide longevity and relieve pressure in disposal operations at the Kent County Council Ashford Transfer Station. The plan for changes will be communicated to residents well in advance, as part of the communications plan for the new service.
39. The bidder has identified an alternative to collection of WEEE and textile from the current kerbside collection. This should lead to improvement in recovery of those materials, and should also lead to elimination of confusion where residents are placing those items in the kerbside bins, causing contamination.
40. The alternative collection of WEEE and textile is being offered as free with the bulk collection service, and through the provision of 'roadshow' collections to recover WEEE and textiles. WEEE and textiles will no longer be collected kerbside in the new contract.
41. The bidder intends partnering with a charity that will receive bulk items collected that are capable of being reused. This would be a positive outcome in supporting the charity and diverting material from the waste stream.

Proposal

42. Cabinet is recommended to:
43. Approve award of the eight (8) year contract to the successful bidder; and
44. Give approval to proceed in consideration of a council owned depot for service provision.
45. Recommend to Full Council that capital spend to acquire the collection and cleansing fleet, estimated to be in the region of £6.2m is approved.
46. Authorise the Solicitor to the Council and Monitoring Officer to negotiate, finalise and complete all necessary legal agreements and other documents to give effect to the above.

Equalities Impact Assessment

47. The existing standards to ensure services are accessible to all residents will continue with the next service provider. These include assisted collections for residents that require that support and clinical collections. An Equalities Impact Assessment is not required.

Consultation Planned or Undertaken

48. Presentations on models and intended direction in procurement were conducted with Members resulting in a report to Cabinet. Cabinet approved the report and direction in procurement on 29 April 2021.
49. Regular meetings were conducted with the cross party Member group. The cross party Member group were consulted and provided support in direction in the tender process, and viewed the contract documentation. The group recognised this as being a procurement that very much considers environmentally sustainable outcomes at its core.
50. Stakeholder engagement occurred across the Mid-Kent partnership with respect to requirements in Quality Management Systems with IT and Customer Services at each authority.
51. The authorities conducted independent evaluations of the bids. The views were then discussed as a partnership with the final outcomes in evaluation decision reaching mutual agreement.
52. The successful bidder will be awarded the contract, subject to the standstill period, in early January 2023.
53. The contractor's mobilisation plan will be confirmed in January 2023.
54. A Contract Transition Plan will be implemented to commence in January 2023 through to operations commencement in March 2024.
55. Collection day changes will be communicated to residents in advance.
56. Changes to collection of WEEE and Textile will be communicated in advance.

Other Options Considered

The Mid-Kent Joint Waste Partnership had considered the model of establishing a Local Authority Trading Company (LATCo). This was also used as the model for comparison in evaluations. The estimated cost of implementing a LATCo was more compared to the bidders' annual cost of £6.4M. Through experience, we have discovered that contracted services provide resilience in their delivery model and buying power for fleet provision compared with those provided by an in house or LATCo model. This is due to the size of their organisations in terms of additional resources in times of need and has increased purchasing power to the size of their organisation and their place in the market. Examples of resilience by the contracted service for Ashford has been the depot fire, and the impact of COVID on resourcing. The establishment of a LATCo is not considered a viable option.

Reasons for Supporting Option Recommendation

I. Approve the award of the eight (8) year contract to bidder A

57. It is recommended that the Authority approve the award to bidder A:
- a. The procurement followed a robust process whereby clarity in service provision and associated costs have been identified.
 - b. The bidder has provided an offer that is lower than alternatives of a LATCo or in house service.
 - c. The residents will continue to receive benefits of a regular routine of service that meets environmental objectives.

II. Approval to proceed in development of a depot for service provision.

58. It is recommended that the Authority supports consideration of its own depot for the collection and cleansing services as it could:
- a. Provide resilience in a facility beyond the life of the next contract.
 - b. Will possibly reduce cost of the contract in provision of the depot. However this will be explored to ensure that the best value for money is offered to the council from any potential site.

III. Authorise capital spend to acquire the collection and cleansing fleet, estimated to be in the region of £6.2m.

59. It is recommended the Authority supports approval for funding to be provided for capital acquisition of the collection and cleansing fleet.
- a. Funding this as an alternative to contractor financing is an estimated cost saving of £1.8m.

IV. Authorise the Solicitor to the Council and Monitoring Officer to negotiate, finalise and complete all necessary legal agreements and other documents to give effect to the above.

60. This authorisation enables completion of legal requirements to finalise the award of the contract.

Next Steps in Process

61. Officers will advise the partners within the Mid Kent Joint Waste Partnership of Cabinets decision and take that relationship forward in accordance with Members direction.
62. The other councils within the partnership will also be reporting to their cabinets/council as required for approval.
63. The contract will be awarded to bidder A with a stand still period being applied.
64. The confirmation will lead to fleet procurement to ensure timely delivery of vehicles.

65. The confirmation will lead to establishment of a contract transition working group and a contract transition project group to ensure that all elements of the transition from current to new provider are achieved in a timely manner.
66. A Transition Plan will be utilised for project management of the implementation of the new contract. The bidder will provide resources to specifically support this aspect of implementation. Updates will be provided to Members.
67. The collection day changes will be clearly communicated in advance to reduce any resident confusion.
68. Planning and development processes for any proposed depot will follow required consultations for approval. Stakeholder engagement will be undertaken to ensure benefits are clear, and that concerns are mitigated.
69. The confirmation will result in progression with the development process of a proposed depot.

Conclusion

70. Environment, Property and Recreation seek approval to award the contract to bidder A and proceed in consideration of a council owned depot for service provision. The contract opportunity from the bidder ensures a high level of environmental protection and sustainability in the delivery methods and resources provided.

Portfolio Holder's Views

71. This contract has environmental protection at its heart. It ensures the delivery of household collections and street cleansing to residents expectations whilst ensuring environmental sustainability objectives are met. The bidder has also offered solutions and outcomes that add further value in environmental and social value.
72. Ashford has been consistently the best in terms of rate of recycling and lower household tonnages since moving to Alternate Week Collections, and comingled recycling. The current approach is clearly working and is easy for residents to follow. Therefore continuing in that model can only lead to further improvement in our performance as a borough.
73. The Mid Kent Partnership is a strong relationship. This is clearly of benefit to the community and provides officers with the means to provide effective contract management and services. This is evidenced in the outcomes of the robust procurement process.

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