

**North Yorkshire County Council**

**Business and Environmental Services**

**Executive Members**

**25 September 2020**

**Highway Network Condition Surveys Contract**

**Appendix A of this report contains exempt information as defined in paragraph 3 of Part 1 of Schedule 12A Local Government Act 1972 (as amended).**

**Report of the Assistant Director – Highways & Transportation**

**1.0 Purpose of report**

- 1.1 To seek approval from the Corporate Director of Business and Environmental Services in consultation with BES Executive Members to procure a Condition Assessment of Highway Network Surveys Contract and to commit to spend £290k per year or £1.16M over the life of the up to 4-year contract (one year plus three one year extensions).

**2.0 Background**

- 2.1 As local highway authority, the County Council is required by the Government to collect highway condition data. This data is used to produce national indicators on carriageway condition and is also used to develop the highway maintenance programmes of highways maintenance treatments / works.
- 2.2 Network surveys are required in order to collect carriageway and footway condition data.
- 2.3 The County's strategic network (Cat 2,3a,3b) is surveyed using machine survey techniques including SCRIM (*Sideway-Force Coefficient Routine Investigation Machine*) and SCANNER (*Surface Condition Assessment for the National Network of Roads*) surveys, both require specialist equipment, as such these need to be procured by NYCC.
- 2.4 Condition surveys of the local road network (Cat 4a, 4b and 5) and footway network are carried out by the County Council's network surveying team.
- 2.5 This service is currently provided by Perfect Circle, a joint venture formed by Pick Everard, Gleeds and AECOM, and the existing contract is due to end 5th October 2020 and therefore needs re-procuring.

**3.0 Proposed way forward**

- 3.1 A review of the market has been carried out, and it has been identified that calling off the Scape framework provides the best value for money and will ensure consistency of service delivery as it enables a direct award to Perfect Circle. Further details are included within the Gateway report attached as Appendix A.
- 3.2 The relationship between NYCC and Perfect Circle has been positive from both sides and the supplier has also confirmed that they would maintain the existing rate schedule through the Scape framework.

- 3.3 This approach also helps to meet one of the Highway Maintenance Efficiency Programme (HMEP) requirements for where we work jointly with other service providers.
- 3.4 The current contract is due to expire on 5<sup>th</sup> October 2020 and it is proposed that NYCC call off the Scape Framework for a 4 – year contract period of one year plus three one year extensions.
- 3.5 This format of the contract gives us flexibility depending on emerging work being carried out by DfT looking at how road condition data is collected in the future.

#### **4.0 Financial implications**

- 4.1 The contract is to be tendered in accordance with procurement rules, which will be to utilise the existing SCAPE Framework.
- 4.2 The anticipated annual expenditure is £290K over the life of the proposed four-year contract. This is funded as part of the “top slicing” of the highway capital maintenance budget.
- 4.3 There is no additional funding required for the proposed contracts.

#### **5.0 Equalities implications**

- 5.1 Equalities Impact Assessment screening has been addressed, ensuring compliance with the County Council’s requirements, during the “Gateway” process, together with close consultation and liaison with the County Council’s Resources, Performance and Improvement team. See Appendix B.

#### **6.0 Legal implications**

- 6.1 The proposed procurement route of a direct award via Scape Framework is a compliant procurement process under the Public Contracts Regulations 2015.

<p><b>7.0 Recommendation</b></p> <p>7.1 That the Corporate Director of Business and Environmental Services in consultation with BES Executive Members, approves the procurement of a Condition Assessment of Highway Network Surveys Contract from Perfect Circle via the SCAPE framework and to commit to spend £290K per year ( £1.16M) over the life of the up to 4 year contract (one year plus three one year extensions) commencing on 6<sup>th</sup> October 2020.</p>
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BARRIE MASON  
Assistant Direct Highways and Transportation

Author of Report: Fiona Stone

**APPENDIX B**

<p><b>Initial equality impact assessment screening form</b>          (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')</p> <p><b>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</b></p>			
<b>Directorate</b>	Business and Environmental Services		
<b>Service area</b>	Network Strategy		
<b>Proposal being screened</b>	Condition Assessment of the Highway Network 2020 to 2024		
<b>Officer(s) carrying out screening</b>	Fiona Stone		
<b>What are you proposing to do?</b>	Machine driven and walked condition surveys of the highway and footway network.		
<b>Why are you proposing this? What are the desired outcomes?</b>	The data collected from the condition surveys of the highway and footway network are used to establish a three year programme of surfacing works based on the defects identified.		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	No		
<p><b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic</b>          As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> <li>• To what extent is this service used by particular groups of people with protected characteristics?</li> <li>• Does the proposal relate to functions that previous consultation has identified as important?</li> <li>• Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p><b>If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.</b></p>			
<b>Protected characteristic</b>	<b>Yes</b>	<b>No</b>	<b>Don't know/No info available</b>
Age		X	
Disability		X	
Sex (Gender)		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
<b>NYCC additional characteristic</b>			
People in rural areas		X	
People on a low income		X	

## APPENDIX B

Carer (unpaid family or friend)		x	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	Yes. Identifying network condition which could impact on physical accessibility of the highway network for people with mobility difficulties.		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No. Highway condition surveys is a specific annual programme of works which doesn't rely on the activities of other organisations.		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	x	Continue to full EIA:
<b>Reason for decision</b>	The highway and footway condition surveys do not have any impact on any of the protected characteristics and are based wholly on the defects identified.		
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason		
<b>Date</b>	14/09/20		