

# North Yorkshire Council

## Environment Executive Members

01 November 2024

### Supply of Winter Road Surface Treatments 2025-2029

#### Report of the Assistant Director – Highways & Infrastructure

#### **1.0 PURPOSE OF REPORT**

- 1.1 To seek approval from the Corporate Director for Environment in consultation with Environment Executive Member for Highways and Transportation, to procure a Framework Agreement for the Supply of Winter Road Surface Treatments 2025-2029 with an estimated spend of £4M per year or £16M over the life of the four-year Framework.

#### **2.0 SUMMARY**

- 2.1 This report seeks authorisation to commence a procurement process for the supply of road salt for winter maintenance activities in North Yorkshire and York.

#### **3.0 BACKGROUND**

- 3.1 North Yorkshire Council as the highway authority provides a winter maintenance service to salt roads across the county as part of our maintenance responsibilities which primarily stems from the duty under the Highways Act 1980 section 41 (duty to maintain highways maintainable at public expense). The Council treats over 4600 km of roads on a priority basis, with 57 priority 1 routes, and 57 priority 2 routes. The network to be treated is reviewed at the end of each winter season.
- 3.2 A framework agreement is currently in place. This framework is open to both NYH Highways (who carry out winter maintenance activity on behalf of North Yorkshire Council) and City of York Council. The framework is set up to provide a resilient and robust supply chain for road salt and associated winter treatment products.

#### **4.0 PROPOSED WAY FORWARD**

- 4.2 The current framework has worked well and has ensured a robust and resilient supply of road salt for winter maintenance activity in both North Yorkshire and City of York. It is proposed that a similar framework is established to cover a four-year period from 01 June 2025 through to 31 May 2029. It is also the intention to identify if other Highway TECKAL organisations across the country can be added to this framework to help further improve efficiencies in winter service delivery. Discussions are currently ongoing.
- 4.3 Possible procurement routes are currently being reviewed, but it is the intention to establish a framework with a single lot with multiple suppliers in place.

## **5.0 FINANCIAL IMPLICATIONS**

- 5.1 The anticipated annual expenditure by all contracting authorities using the Framework is £4M which is £16M over the life of the proposed four-year framework. This is subject to other TECKAL companies using the Framework. It is anticipated that for North Yorkshire the cost will be approximately £2.5m per annum, NY Highways will be calling off the Framework for the supply of salt.
- 5.2 Funding for salt supply is covered from the existing Winter Maintenance annual budget. There are no additional funding requirements over and above this budget as a result of this procurement exercise.

## **6.0 EQUALITIES IMPLICATIONS**

- 6.1 An Equalities Impact Assessment screening form is attached as Appendix A. It is the view of Officers that the proposal will have no adverse equality impact on any of the protected characteristic groupings.

## **7.0 LEGAL IMPLICATIONS**

- 7.1 The proposed procurement process for a new framework agreement will be carried out compliantly in accordance with the Public Contracts Regulations 2015. Legal Services will draft documentation for the proposed new framework agreement and call-off contract arrangements.

## **8.0 CLIMATE CHANGE IMPLICATIONS**

- 8.1 The proposals are not expected to have an impact on climate change. A Climate Change Impact Assessment Form is included as Appendix B.

## **9.0 REASONS FOR RECOMMENDATIONS**

- 9.1 The recommendations will enable a procurement exercise to be carried out to ensure that NY Highways and City of York Council to have a resilient supply of road salt for the delivery of winter maintenance activities in York and North Yorkshire from June 2025 to May 2029

## **10.0 RECOMMENDATION**

- 10.1 It is recommended that the Corporate Director, Environment, in consultation with the Executive Member for Highways and Transportation, approves that the Council procures a Framework for the Supply of Winter Road Surface Treatments 2025-2029 with an estimated spend of £2.5M per year which is £10M over the life of the Framework.

### **Appendices**

Appendix A - Initial equality impact assessment screening form

Appendix B - Climate change impact assessment

Barrie Mason  
Assistant Director – Highways & Infrastructure  
County Hall  
Northallerton

Author of Report: James Gilroy

OFFICIAL

## Initial equality impact assessment screening form

<b>Initial equality impact assessment screening form</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>Directorate</b>	Environment		
<b>Service area</b>	Highways and Transportation		
<b>Proposal being screened</b>	Supply of Winter Road Surface Treatments 2025- 2029 Contract		
<b>Officer(s) carrying out screening</b>	James Gilroy		
<b>What are you proposing to do?</b>	Report is asking for approval to undertake a procurement exercise to put in place a supply arrangement for road salt and associated goods		
<b>Why are you proposing this? What are the desired outcomes?</b>	To ensure that the NY Highways and City of York Council can access road salt and associated goods in order to satisfy its requirements under their relevant Highways Maintenance contracts to undertake winter maintenance operations. The desired outcome is a stable and resilient supply chain.		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	Estimated value of spend under the contract is £15m over the 4-year period..		
<p><b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</b></p> <p>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 an 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 directorate representative for advice if you are in any doubt.</b></p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		x	
Disability		x	
Sex		x	
Race		x	
Sexual orientation		x	
Gender reassignment		x	
Religion or belief		x	

**Appendix A**

Pregnancy or maternity		x	
Marriage or civil partnership		x	
People in rural areas		x	
People on a low income		x	
Carer (unpaid family or friend)		x	
Are from the Armed Forces Community		x	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (for example, disabled people's access to public transport)? Please give details.	No. The proposal will allow the NY Highways to procure supplies in order undertake winter maintenance operations.		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (for example, partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	No. The proposal will allow the NY Highways to procure supplies in order undertake winter maintenance operations.		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	ü?	Continue to full EIA: ü?
<b>Reason for decision</b>	The decision to undertake a procurement exercise will have no adverse impact on any of the protected characteristic groups.		
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason		
<b>Date</b>	17/10/24		

## Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision-making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance, please email [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk)

**Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:**

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>New Schemes for inclusion in the Highways Capital Forward Programme</b>
<b>Brief description of proposal</b>	To seek agreement from the Corporate Director, Business and Environmental Services (BES), in consultation with Cllr. Keane Duncan Executive Member for Access, to procure a Framework Agreement for the Supply of Winter Road Surface Treatments 2025-2029 with an estimated spend of £2.5M per year or £10M over the life of the four-year Framework
<b>Directorate</b>	<b>Environment</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>James Gilroy</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	
<b>Date impact assessment started</b>	<b>13.09.2024</b>

**Options appraisal**

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

No other options were considered. The Council has a continuing legal duty under the Highways Act 1980 S41(1A) to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. Therefore the Council, and it's Highways Teckal company 'NY Highways' will need to be able to procure a supply of road salt and associated products. At present there are no viable alternative approaches for any Highway Authority to use for winter treatment of road surfaces.

**What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?**

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

The proposal will be cost neutral as the procurement exercise seeks to replace an existing supply chain with a new supply chain.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer-term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>		<p><b>Positive impact</b> (Place a X in the box below where relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>			<p>x</p>	<p>The proposal is to undertake a procurement exercise to secure a supply of road salt and associated products. Once completed the procurement would replace an existing supply chain arrangement with a new arrangement.</p> <p>Greenhouse gas emissions from this activity will come from                      (1) mining activity                      (2) transport (lorry movements, shipping).</p>		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer-term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
				<p>We assume similar emissions from mining operations for different suppliers.</p> <p>Emissions from the transport component would vary (potentially significantly) depending on which supplier is successfully appointed as the primary ranked supplier under the proposed contract.</p> <p>Our understanding of the market for supply of road salt is that there are a very limited number of UK suppliers, but that there are European based suppliers.</p>		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer-term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
				<p>We cannot seek to place any geographical limits on bidders. Under the Public Contract Regulations (2015) (PCR 18(3)) competition shall be considered to be artificially narrowed where the design of the procurement is made with the intention of unduly favouring or disadvantaging certain economic operators.</p>		
	<p>Emissions from construction</p>		<p><b>x</b></p>	<p>Not applicable</p>		

<p><b>How will this proposal impact on the environment?</b></p> <p><b>N.B. There may be short term negative impact and longer-term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</b></p>		<p><b>Positive impact</b> (Place a X in the box below where)</p>	<p><b>No impact</b> (Place a X in the box below where)</p>	<p><b>Negative impact</b> (Place a X in the box below where)</p>	<p><b>Explain why will it have this effect and over what timescale?</b></p> <p><b>Where possible/relevant please include:</b></p> <ul style="list-style-type: none"> <li><b>Changes over and above business as usual</b></li> <li><b>Evidence or measurement of effect</b></li> <li><b>Figures for CO<sub>2</sub>e</b></li> <li><b>Links to relevant documents</b></li> </ul>	<p><b>Explain how you plan to mitigate any negative impacts.</b></p>	<p><b>Explain how you plan to improve any positive outcomes as far as possible.</b></p>
	Emissions from running of buildings		x		Not applicable		
	Other		x		Not applicable		
<p>Minimise <b>waste</b>: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>			x		Not applicable		
<p>Reduce <b>water</b> consumption</p>			x		Not applicable		
<p>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>			x		Not applicable		

<p>How will this proposal impact on the environment?</p> <p><b>N.B. There may be short term negative impact and longer-term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</b></p>	<p><b>Positive impact</b> (Place a X in the box below where)</p>	<p><b>No impact</b> (Place a X in the box below where)</p>	<p><b>Negative impact</b> (Place a X in the box below where)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p><b>x</b></p>		<p>Not applicable</p>		
<p>Enhance <b>conservation</b> and wildlife</p>		<p><b>x</b></p>		<p>Not applicable</p>		
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		<p><b>x</b></p>		<p>Not applicable</p>		
<p>Other (please state below)</p>		<p><b>x</b></p>		<p>Not applicable</p>		

**Are there any recognised good practice environmental standards in relation to this proposal?** If so, please detail how this proposal meets those standards.

N/A

**Summary** Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

The proposal seeks approval to undertake a procurement exercise to replace an existing supply chain arrangement with a new arrangement. Therefore it will have a neutral impact on the issues addressed within this assessment. There are no viable alternatives to the use of road salt in winter maintenance operations. NYC cannot place any geographical restriction on the procurement process, so emissions from transporting goods from a successful bidder cannot be controlled or mitigated.

**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	<b>James Gilroy</b>
<b>Job title</b>	<b>Team Leader Highway Asset Management</b>
<b>Service area</b>	<b>Highways and Transport</b>
<b>Directorate</b>	<b>Environment</b>
<b>Signature</b>	
<b>Completion date</b>	<b>13.09.2024</b>

**Authorised by relevant Assistant Director (signature):** Barrie Mason

**Date:** 17/10/24