

# North Yorkshire Council

## Environment Executive Members

28 February 2025

### Highway Condition Data Collection Contracts 2025-2027

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

#### 1.0 PURPOSE OF REPORT

- 1.1 For the Corporate Director Environment, in consultation with the Executive Member Highways and Transportation, to authorise officers:
- 1.2 To call off a contract from the NYC procurement framework for the supply of automated highway asset data collection and processing 01/04/2025 to 31/03/2027
- 1.3 To procure a contract for the supply of carriageway Skid Resistance Testing from 01/04/2025 to 31/03/2027

#### 2.0 BACKGROUND

- 2.1 The Council carries out a range of carriageway condition surveys annually, to monitor carriageway condition. These surveys include:
  - SCANNER (Surface Condition Assessment for the National Network of Roads) surveys of the A, B and C road network.
  - Automated surveys using the Road AI system across the full carriageway network. Collected data is converted into a Coarse Visual Inspection Surveys (CVIS) to data to be used to report on our U road, Category 4a and Category 4b carriageway networks.
  - SCRIM (Sideway-Force Coefficient Routine Investigation Machine) Skid Resistance Surveys on the Category 2, 3a and 3b carriageway networks.
- 2.2 In April 2022, North Yorkshire Council set up a procurement framework for the provision of automated highway asset data collection and processing. This framework is in place until 31 March 2026. This framework was awarded to Vaisala Ltd, who supply the Road AI carriageway condition and asset data collection system.
- 2.3 A call off contract was awarded from the framework to Vaisala for the period of 01 April 2022 to 31 March 2025. This report seeks authorisation to enter into a new call off contract with Vaisala from 01 April 2025 to 31 March 2027.
- 2.4 The Council utilised an external procurement framework for the supply of SCANNER and SCRIM. This framework was the SCAPE framework supplied by Perfect Circle (a joint venture formed by Pick Everard, Gleeds and AECOM). This call off contract ran for four years from October 2020 to October 2024. This report seeks authorisation to establish a new contract for the supply of SCRIM surveys for the period 01 April 2025 to 31 March 2027.

- 2.5 Data collected as part of the carriageway condition surveys is used to inform decisions on where carriageway maintenance schemes are carried out and how funding is allocated across the network. The data is also used to report on carriageway condition and associated deterioration or improvement over time.
- 2.6 Alongside collecting carriageway condition data, the Vaisala Road AI system is able to collect data on specific asset types including road signs, surface markings and carriageway lining.

### **3.0 NEW CARRIAGEWAY CONDITION DATA STANDARD**

- 3.1 Up until March 2025, the use of SCANNER surveys to collect carriageway condition data to produce carriageway condition performance indicators has been mandatory. Data collected from the SCANNER surveys has been used to supply data to DfT for the following national indicators.
- NI 130-01 % of Principal roads where maintenance should be considered.
  - NI 130-02 % of Non-principal classified roads where maintenance should be considered.
- 3.2 In addition to collation of the NI 130 indicators outlined above, SCANNER data was also used to help inform decisions on how and where highway funding should be spent and helped in monitoring the deterioration of the carriageway network.
- 3.3 Surveys of 50% of the A, B and C network each year (the whole network driven in single direction) cost in the region of £100K.
- 3.4 Over the past three years, the Department of Transport has been working closely with a range of carriageway surveying companies, system suppliers (including Vaisala Road AI), industry and local highway authority representatives to develop a new data standard. The aim of this is to provide more flexibility for local highway authorities in how they carry out carriageway condition surveys whilst at the same time standardised the information collated and making it easier for the public to understand.
- 3.5 A new data standard for road condition monitoring was launched in September 2024. Further details of the standard are available here <https://knowledge.bsigroup.com/products/road-condition-monitoring-rcm-data-specification?version=standard> . The new specification known as PAS 2161:2024 specifies the following
- the requirements for condition categories for reporting of road condition
  - the types of technology that can be used for reporting road condition categories;
  - the requirements for processing, validating and fitting road condition category data;
  - the network coverage requirements for national reporting of road condition categories
  - the frequency requirements for national reporting of road condition categories;
  - the format for road condition category data which is to be used for national reporting;
  - the requirements for demonstrating the capability of RCM technologies for national reporting of road condition categories.
- 3.6 Now that the new data standard is in place, LHAs are able to move away from SCANNER surveys to use other technology. Given the existing relationship with Vaisala and the fact that they have developed their system to be compliant with new data standard, we are seeking to cease SCANNER surveys and carry out all of our carriageway condition monitoring surveys using the Vaisala Road AI surveys from 01 April 2025 to 31 March 2027.

3.7 The new carriageway condition data standard does not change or impact the requirements for skid resistance (SCRIM) surveys.

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

4.1 It is proposed to proceed with the following:

- A new call off from the existing framework for the provision of automated highway asset data collection and processing for the period 01 April 2025 to 31 March 2027.
- Procuring a contract via an existing external framework for the provision of SCRIM surveys for the period 01 April 2025 to 31 March 2027.

#### **5.0 ALTERNATIVE OPTIONS CONSIDERED**

5.1 Given the nature of the contract and its importance to the delivery of the highway service is essential that both contracts are re procured. As such no other options were considered.

#### **6.0 FINANCIAL IMPLICATIONS**

6.1 The anticipated expenditure per year will be in the region of £150,000 for the Vaisala Road AI system and a further £150,000 per year for SCRIM surveys. Costs for both contracts are fully accounted for within the top slice allocation as part of the Highways Capital Programme.

6.2 There will be a saving on the Highways Capital Budget of £100,000 as no SCANNER surveys are required. This funding will be allocated elsewhere to support the delivery of schemes on the ground.

#### **7.0 LEGAL IMPLICATIONS**

7.1 The proposed procurement process for a new contract will be carried out compliantly in accordance with the Procurement Act 2024. Legal Services will draft documentation for the proposed new contracts as needed.

#### **8.0 EQUALITIES IMPLICATIONS**

8.1 An initial equality impact assessment screening has been completed Please see at Appendix A. This has identified that a full equalities impact assessment is not required as the proposals within this report do not negatively impact any individuals or groups with protected characteristics.

#### **9.0 CLIMATE CHANGE IMPLICATIONS**

9.1 A climate change impact assessment has been complete, see at Appendix B. This has identified that the new contracts should be beneficial as they allow for continued better planning winter service activity and resources, which should help to reduce emissions through more effective fleet management and decision making.

#### **10.0 REASONS FOR RECOMMENDATIONS**

10.1 The recommendations will enable procurement exercises to be carried out to ensure that NYC have the required carriageway condition systems and processes in place for 2025/26 and 2026/27.

## **11.0 RECOMMENDATIONS**

- 11.1 It is recommended that, the Corporate Director Environment, in consultation with the Executive Member Highways and Transportation, authorises the
- 11.2 Call off a contract from the NYC procurement framework for the supply of automated highway asset data collection and processing 01/04/2025 to 31/03/2027.
- 11.3 To procure a contract for the supply of carriageway Skid Resistance Testing from 01/04/2025 to 31/03/2027.

### **APPENDICES:**

- Appendix A – Initial equality impact assessment screening form
- Appendix B – Climate change impact assessment

### **BACKGROUND DOCUMENTS: N/A**

Barrie Mason  
Assistant Director – Highways and Infrastructure  
County Hall  
Northallerton  
19 February 2025

Report Author – James Gilroy Team Leader Highways Asset Management  
Presenter of Report – James Gilroy, Team Leader Highways Asset Management

Initial equality impact assessment screening form			
<b>This form records the equality screening process to determine the relevance of equality to a proposal, and a decision whether a full EIA would be appropriate or proportionate.</b>			
Directorate	Environment		
Service area	Highways and Transportation		
Proposal being screened	Procurement of contracts for <ul style="list-style-type: none"> <li>• Carriageway Condition Monitoring</li> <li>• Carriageway Skid resistance testing</li> </ul>		
Officer(s) carrying out screening	James Gilroy		
What are you proposing to do?	Procure new contracts from April 2025 until March 2027 for the delivery of services for <ul style="list-style-type: none"> <li>• Carriageway Condition Monitoring</li> <li>• Carriageway Skid resistance testing</li> </ul>		
Why are you proposing this? What are the desired outcomes?	To ensure relevant services and systems are in place to enable the collation of relevant carriageway condition data to assist in the planning of works and monitoring of performance		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The current proposal will not lead to a reduction in planned resources but will aim to gain more efficient processes.		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</b>			
As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>• To what extent is this service used by 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>			
<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 <a href="#">Equality rep</a> for advice if you are in any doubt.</b>			
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	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
<b>NYCC additional characteristics</b>			
People in rural areas		X	
People on a low income		X	

Carer (unpaid family or friend)		<input checked="" type="checkbox"/>	
<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.	N/A		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	N/A		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:
<b>Reason for decision</b>	The services provided through the relevant contracts help to enhance of service delivery in North Yorkshire and do not adversely impact any groups / individuals with protected characteristics		
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason		
<b>Date</b>	19/02/2025		

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>Highways Capital Programme</b>
<b>Brief description of proposal</b>	<p>For the Corporate Director Environment, in consultation with the Executive Member Highways and Transportation to authorise officers;</p> <p>1.1 To call off a contract from the NYC procurement framework for the supply of automated highway asset data collection and processing 01/04/2025 to 31/03/2027</p> <p>1.2 To procure a contract for the supply of carriageway Skid Resistance Testing from 01/04/2025 to 31/03/2027</p>
<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>12.02.2025</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

**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.

Given the nature of the contract and its importance to the delivery of the highway service is essential that both contracts are re procured. As such no other options were considered



How will this proposal impact on the environment?		Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale?  Where possible/relevant please include: <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>	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	X			Reduced number of vehicles carrying out survey activity		
	Emissions from construction		x				
	Emissions from running of buildings		x				
	Other		x				
Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		x					
Reduce <b>water</b> consumption		x					
Minimise <b>pollution</b> (including air, land, water, light and noise)		x					
Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		x					

<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>
Enhance <b>conservation</b> and wildlife		x				
Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b>		x				
Other (please state below)		x				

**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 procurement of these contracts will help maintain and improve existing level of service and will help to reduce the number of survey vehicles carrying our surveys (by removing SCANNER surveys)

**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>12.02.2025</b>

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

**Date: 19/02/2025**