

Commissioning and Procurement Executive Committee – 09 July 2024

Subject:	Highways Annual Procurement Approval 2024-26																						
Corporate Director:	Colin Parr - Communities, Environment and Resident Services																						
Director:	Mary Lester – Operational and Resident Services																						
Executive Member:	Councillor N Khan – Strategic Regeneration, Transport & Communications																						
Report author and contact details:	Meagan Milic, Highways Compliance Manager Meagan.milic@nottinghamcity.gov.uk Chris Keane, Head of Highway Services Chris.keane@nottinghamcity.gov.uk																						
Other colleagues who have provided input:	Sohaib Chaudhry – Finance Tom Straw - Finance Anthony Heath - Legal Sue Oliver - Procurement Chris Carter, Head of Transport Strategy Mark Jenkins, Head of Traffic and Flood Risk Management Mark Bradbury, Highways Contracts and Compliance Manager																						
Key Decision	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Subject to call-in <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																				
Reasons:	<input checked="" type="checkbox"/> Expenditure <input checked="" type="checkbox"/> Income <input checked="" type="checkbox"/> Savings of £750,000 or more taking account of the overall impact of the decision		<input checked="" type="checkbox"/> Revenue <input checked="" type="checkbox"/> Capital																				
Significant impact on communities living or working in two or more wards in the City			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																				
Type of expenditure:	<input checked="" type="checkbox"/> Revenue <input checked="" type="checkbox"/> Capital If Capital, provide the date considered by Capital Board Date: N/A																						
Total value of the decision:	£92.2m																						
Section 151 Officer expenditure approval	Has the spend been approved by the Section 151 Officer? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/a Spend Control Board approval reference number:																						
Commissioner Consideration	Has this report been shared with the Commissioners' Office? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Any comments the Commissioners wish to provide are listed in section 6 below.																						
Wards affected:	All																						
Date of consultation with Executive Member:	6 June 2024																						
Relevant Council Plan Key Outcome:	<table style="width: 100%; border: none;"> <tr><td>Clean, Green and Connected Communities</td><td style="text-align: center;"><input checked="" type="checkbox"/></td></tr> <tr><td>Keeping Nottingham Working</td><td style="text-align: center;"><input checked="" type="checkbox"/></td></tr> <tr><td>Carbon Neutral by 2028</td><td style="text-align: center;"><input checked="" type="checkbox"/></td></tr> <tr><td>Safer Nottingham</td><td style="text-align: center;"><input checked="" type="checkbox"/></td></tr> <tr><td>Child-Friendly Nottingham</td><td style="text-align: center;"><input checked="" type="checkbox"/></td></tr> <tr><td>Living Well in Our Communities</td><td style="text-align: center;"><input checked="" type="checkbox"/></td></tr> <tr><td>Keeping Nottingham Moving</td><td style="text-align: center;"><input checked="" type="checkbox"/></td></tr> <tr><td>Improve the City Centre</td><td style="text-align: center;"><input checked="" type="checkbox"/></td></tr> <tr><td>Better Housing</td><td style="text-align: center;"><input type="checkbox"/></td></tr> <tr><td>Serving People Well</td><td style="text-align: center;"><input checked="" type="checkbox"/></td></tr> </table>			Clean, Green and Connected Communities	<input checked="" type="checkbox"/>	Keeping Nottingham Working	<input checked="" type="checkbox"/>	Carbon Neutral by 2028	<input checked="" type="checkbox"/>	Safer Nottingham	<input checked="" type="checkbox"/>	Child-Friendly Nottingham	<input checked="" type="checkbox"/>	Living Well in Our Communities	<input checked="" type="checkbox"/>	Keeping Nottingham Moving	<input checked="" type="checkbox"/>	Improve the City Centre	<input checked="" type="checkbox"/>	Better Housing	<input type="checkbox"/>	Serving People Well	<input checked="" type="checkbox"/>
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Summary of issues (including benefits to citizens/service users):

The purpose of this report is to seek Council's approval for the provision of future procurement arrangements to support Nottingham City delivery of Statutory Highway Maintenance Works (under Section 41 of the Highways Act 1980), Highway Improvement and Public Realm Programmes and Specialist Support Services for highways work activity.

There are currently established framework arrangements in place to support highways delivery but considering the level of accelerated framework spend to date, the sporadic transport grant awards and forecast increased planned work activity in future years, it is essential that new and additional frameworks are established commencing in 2024/25 to provide compliant delivery options for NCC.

In preparation of this and to ensure continuity in compliant delivery both in-house and outsourcing options for Council are proposed in the short/medium term. Looking to the future, should strategically we wish to pursue other delivery options, for example as part of developing combined authorities' agenda, these can be facilitated as all current and proposed delivery options are under frameworks which include no commitment to spend.

Through these Framework Arrangements, value for money will be demonstrated through competitive processes in the appointment and management of contractors under frameworks based on price, quality and environmental considerations.

In addition, there are requirements for approval to access third party frameworks for essential services for Highways.

Approval is sought to put procurement arrangements in place for the following outsourced work activities and support services:

1. Outsourced Works Packages – Planned Footpath & Cycleway Maintenance
2. Outsourced Works Packages – Minor Works
3. Outsourced Works Packages – Highway Surface Treatments & Re-tread
4. Outsourced Works Packages – Minor Works
5. Outsourced Works Packages – Road Markings & Anti-Skid
6. Outsourced Works Packages – Fencing Environmental
7. Outsourced Works Packages – Gully Cleaning & Road Sweeping
8. Outsourced Works Packages – Highway De-Icing Salts
9. Outsourced Works Packages – Planned Carriageway Maintenance
10. Outsourced Works Packages – Specialist Highways Surfacing
11. Materials - Ready Mixed Concrete
12. Services – Transport Project Support
13. Services – Resource Support
14. Services – Materials Testing
15. Services – Various Specialist Highway Asset Management & Project Support
16. Services – Permanent & Temporary Signs
17. Services – Temporary Traffic Management
18. Services – Traffic Signals
19. Hire - Tools, Plant & Welfare Hire

It is proposed that Frameworks are awarded through conducting processes, in accordance with the Council's Contract Procedure Rules and requirements, under the Public Contracts Regulations 2015 and to access existing national frameworks, where permitted. (Provided they demonstrate Best Value). Frameworks are anticipated to utilise the National Engineering Council (NEC 4) Suite of Construction Contracts or other industry recognised and accepted terms.

A breakdown of the framework requirements is set out in more detail in Appendix 1. This includes the proposed duration of contracts.

In the operation of any awarded framework agreements, it will be necessary to award 'call-off' contracts for individual projects.

To ensure oversight to the operation of any framework and subsequent 'call-off' arrangements, this will be managed at an operational level by the Contracts and Compliance Team for Highways.

Exempt information: None.

Recommendations:

- 1 To approve the procurement and set up of corporate framework agreements listed in table 1 of appendix 1.
- 2 To call-off from the Framework Agreements as set out in table 1 of appendix 1, and to award contracts for the delivery of the 2024/25 Statutory Highway Maintenance Works (under Section 41 of the Highways Act 1980), Highway Improvement and Public Realm Programmes, and Specialist Support Services for Highways Works.
- 3 To approve the call-off from external third-party frameworks that have been let in accordance with public procurement regulations, and as outlined in appendix 1 table 2 of this report.

1. Reasons for recommendations

1.1 **Recommendation 1** - Procuring Highway Frameworks will allow Highway Services to continue to compliantly deliver works and services to fulfil statutory obligations to maintain the highway and support all Transport Services in compliant delivery options.

1.2 The identified benefits of putting these arrangements in place are:

- Continuity in the provision of compliant delivery arrangements for highways activities in response to increased grant allocation for highways and transport projects;
- Enabling the delivery of external grant funded schemes in line with the timescales of the award;
- A value-for-money delivery model with no fixed financial commitment to use the framework;
- Provides flexibility, no restriction in developing other delivery models for Highways in the future;
- Opportunities for local Small to Medium Enterprise (SME) companies to tender for the work; through framework awards under smaller lots;
- The potential for a local workforce either through direct employment or through regional SME sub-contractors;
- Ensuring the Council complies with its duty of Best Value by going through a competitive process to evaluate price and quality; this to include further competition through mini competition;
- Economies in accessing established third-party frameworks where viable;

- The ability to develop relationships with a core set of framework providers to the Council and ensure effective management through such relationships;
- Demonstrating NCC's commitment to all stakeholders in the 'East Midlands Devolution Plan' that we are invested in low carbon economic growth;
- Implementing and embedding Framework Partners that support NCC's Carbon Neutral Charter and initiate Carbon Management throughout their entire supply chain.

1.3 Appendix 1 outlines the frameworks required to be approved under this decision, including estimated spend over a 4-year period. All frameworks have no commitment to spend, and values stated are indicative values based on current operational forecasts and the MTFP.

Recommendation 2

1.4 The report seeks authority to set up the frameworks and/or contracts set out in Appendix 1 to support the continuing operations within Highways. The procurement and commercial strategy for each has been determined by the client team in Highways and the Procurement Team and agreed by the Commercial Oversight Board.

1.5 Officers have delegated authority under the Constitution to award contracts up to £300k where the budget has already been approved and within established policy.

1.6 For call-offs £300k and above approvals need to be sought in line with the Constitution:

- £300k to £750k Cabinet Member decision (normally in the form of a delegated decision);
- £750k and above Key Decision (Leader's Key Decision or Executive Board / Commissioning & Procurement Executive Committee decision).

Recommendation 3

1.7 Accessing third party Frameworks will allow Highway Services to continue to compliantly deliver works and services to fulfil statutory obligations to maintain the highway and support all Transport Services in compliant delivery options.

1.8 The identified benefits of putting these arrangements in place are:

- continuity in the provision of compliant delivery arrangements for highways activities in response to increased grant allocation for highways and transport projects;
- enabling the delivery of external grant funded schemes in line with the timescales of the award;

- ensuring the Council complies with its duty of Best Value by going through a competitive process to evaluate price and quality; this to include further competition through mini competition where possible;
- economies in accessing established third-party frameworks where viable.

2. **Background (including outcomes of consultation)**

- 2.1 It is essential that the Authority has compliant procurement routes for the management and delivery of highway maintenance, construction, design, and transport related activities.
- 2.2 The current Highways Procurement Approval Exec Decision was approved at Commissioning & Procurement Executive Committee on 14th November 2023. Implementation of all named frameworks are established, delivered in conjunction with Procurement & Legal Services and in alignment with the MTFP. These arrangements comprise of a suite of significant works and services frameworks for a 4-year period. The named framework approval continues to be accessed during 2024.
- 2.3 This executive decision, to seek approval to procure new and additional works and services frameworks, will actively support the established Highways Procurement Strategy.
- 2.4 Highways Services turnover increased to circa £20m in 2023/24 and is expected to maintain this increased level in response to:
- I. further commitment to 'Street for People 2' funding for 2024/25;
 - II. successful transport bids, including, but not exhaustive, Bus Service Improvement Plan (BSIP) and Active Travel Fund (ATF).
The creation of the 'East Midlands Combined County Authority' (EMCCA) and the associated 'City Region Sustainable Transport Settlements 2' (CRSTS2 Funding);
 - III. the additional Highways Maintenance Funding: 'Network North'.

It is essential to forward plan to accommodate for anticipated significant increased spend between 2024 to 2027. The current challenge is that funding is annual at best for highway maintenance and sporadic for transport schemes which drives for timely procurement solutions in response to grant spend criteria.

Through framework use, financial risks of variation to projects are mitigated as there is no commitment to spend over the framework period.

- 2.5 It should be noted that there are further multi-disciplined frameworks arrangements in place to support Highways at NCC. These frameworks provide the opportunity to outsource entire work packages to the market to complete transport schemes. With increased works demand new multi-disciplined frameworks will also be developed in 2024/25 (already has Executive Committee approval). These will include further appointment and framework management criteria processes to demonstrate value for money for the Council.

3. **Other options considered in making recommendations**

- 3.1 Not to let Contracts or Frameworks - Not having compliant procurement measures in place will adversely affect our ability to engage with suppliers and contractors to deliver essential highway works and projects through time limited external grant funding.

Further, no effective means to demonstrate compliance with financial and procurement regulations for the increased spend in future years by the broader Transport Group at NCC.

- 3.2 To not progress new framework arrangements will jeopardise grant funding and Nottingham would lose out on the opportunity to invest in the City, its transformation and in local neighbourhoods.
- 3.3 To directly award Contracts - this would require commitment to spend at point of contract, would not provide the flexibility required for service requirements, including commercial market opportunities, over the period and therefore not provide best value.
- 3.4 Term Service Contracts – this would require more stability in the funding regime at the Council. Currently, NCC are receiving annual awards for highway maintenance and further grant awards for transport schemes but there is no medium-term funding strategy that would assist consideration to a medium-term delivery solution with a third party. As engagement continues under Combined Authorities agenda and the merging of DfT funding streams this will provide opportunity for this option to be considered in the future.
- 3.5 Multi Agency Frameworks – this would require more stability in strategic decision making between local authorities in the region and more stability in the funding regime as noted in 3.4 above. As engagement continues under Combined Authorities agenda and the merging of DfT funding streams this will provide opportunity for this option to be considered in the future.

4. **Consideration of Risk**

- 4.1 There are risks associated with funding timescales and the necessary approvals for having compliant procurement, 'call-off' approvals, works coordination and scheme delivery in place. As part of established good governance structure, medium term forward planning for the executive approval process and advance scheme consultation/prioritisation support mitigating these risks.
- 4.2 NCC are challenged with annual awards for highways maintenance from the DfT, no medium-term investment commitment, together with an increasing number of grant awards for transport projects with short term spend criteria. Both of which, make it difficult to consider medium term delivery options. Without the established hybrid model comprising of a core in-house delivery supplemented by frameworks we would fail in providing compliant delivery options for the Council. With framework use there is the ability to outsource works packages quickly and compliantly to the market. A key part of this is for improved quality in highways delivery at the right price - through collaboration with the Procurement Team an increased number of appointment, assessment and works award criteria is incorporated in proposed frameworks to de-risk the Council.
- 4.3 To manage risks, officers have developed risk assessments, regularly monitor performance, compliance, income, and expenditure, as well as put in place clear escalation procedures to ensure that all funding is received, and any potential risks are identified and mitigated early.

- 4.4 The Senior Responsible Officer (SRO) is the Head of Transport Strategy. The programme of capital works will be managed by officers within Growth & City Development and Resident Services. The Council has a good track record of delivering transport capital projects.
- 4.5 All delivery will be under an established project governance structure reporting into the Capital Board. The governance structure has defined reporting lines and a clear decision-making process.
- 4.6 Through the establishment of frameworks, the financial risks of variation to projects are mitigated as there is no commitment to spend in any fixed year or over framework period. Equally frameworks provide a robust, compliant means to engage the market to support on project delivery within budgetary and grant timelines – effective means of demonstrating best value.

5. **Best Value Considerations**

- 5.1 Highway Services deliver works for NCC's highways and transport requirements, successfully fulfilling all client work-streams. The service area delivers a hybrid model solution, using in house and outsourced scheme delivery options, through Framework Agreements.
- 5.2 Through Framework Agreements, value for money will be demonstrated through an open competitive tender process. The appointment of contractors to frameworks will be based on price, quality and environmental considerations. Further, works awarded through these frameworks will be subject to assessment criteria including further competition through "basket of goods" award and mini competitions.
- 5.3 Our Framework Agreements allow Highways Services to demonstrate, how the requirement to achieve best value, has been embedded throughout a compliant Procurement process and we look to embed the following principles into that process:
- 5.4 **Quality Management:** We will seek contractors with a proven track record of delivering high-quality highway services. Assess their past performance, adherence to industry standards, and commitment to quality management systems. Quality should not be compromised for cost savings.
- 5.5 **Innovation and Technology:** We will seek contractors who demonstrate innovation in their approach to highway services. This will include the use of advanced construction techniques, innovative materials, or technology-driven solutions that improve efficiency, safety, and sustainability.
- 5.6 **Lifecycle Costs:** We aim to consider the total cost of ownership over the lifespan of the highway infrastructure, rather than just the initial construction costs. Contractors who can demonstrate a commitment to minimizing lifecycle costs through durable construction, effective maintenance strategies, and lifecycle asset management should be prioritised.
- 5.7 **Sustainability:** Contractors who prioritise environmental sustainability in their operations will be highly rated as part of the assessment. This will include using recycled materials, minimizing waste generation, reducing carbon emissions, and implementing eco-friendly construction practices. Sustainable

highway services contribute to long-term environmental stewardship and resource conservation.

- 5.8 **Safety Performance:** Safety is of paramount consideration in highway services procurement. We prioritise the evaluation of contractors based on their safety record, commitment to safety training and protocols, and implementation of safety measures on construction sites. Contractors with a strong safety culture help minimize accidents and protect workers and road users.
- 5.9 **Safety Performance:** Safety is of paramount consideration in highway services procurement. We prioritise the evaluation of contractors based on their safety record, commitment to safety training and protocols, and implementation of safety measures on construction sites. Contractors with a strong safety culture help minimize accidents and protect workers and road users.
- 5.10 **Community Engagement and Stakeholder Management:** Contractors who demonstrate a commitment to engaging with local communities and stakeholders throughout the project lifecycle will be highly rated as part of the assessment. Effective communication, consultation, and collaboration with affected communities can help mitigate conflicts, address concerns, and build positive relationships.
- 5.11 **Value Engineering:** We aim to procure contractors who offer value engineering expertise to optimize project designs and specifications while achieving cost savings and performance improvements. Value engineering involves analysing project requirements and identifying alternative solutions that provide the best value for money without compromising quality or safety.

6. **Commissioner comments**

- 6.1 Commissioners are content with this report. (01/07/2024)

7. **Finance colleague comments (including implications and value for money/VAT)**

- 7.1 The purpose of the decision is to seek approval to procure to the value of £92.2m over a 4-year period exclusively for highways services. This isn't a contractual liability to spend £92.2m but to seek approvals to tender and accept bids for that value.
- 7.2 The risk involved with this decision is being unable to secure approval for procurement, which will lead to emergency measures and further pressures on the MTFP to source funding. This will also work counter-intuitively in terms of best value considerations.
- 7.3 The source of funding is capital funded, which would need to be spent in accordance with the policy and requirement of the grant.
- 7.4 The capital programme, shown in appendix 1, covers all funding for this scheme of works, Major Programmes as the client for this project except for the winter gritting of £300k which will be met via revenue as this a renewal of an existing framework.
- 7.5 There are currently no MTFP implications with this decision as this is to seek approval to procure. However, as this decision progresses and costing implications are considered, service area would need to monitor and be held responsible to

work within these budgeted quotes with any shortfalls needing to be mitigated by the business.

Sohaib Chaudhry, Senior Commercial Business Partner - 14/05/2024

- 7.6 This decision does not commit the Council to Capital Expenditure. Any commitment of spend will be formally approved as part of separate approvals. Therefore, this decision has no capital programme implications.

Tom Straw, Senior Accountant (Capital Programmes) - 28/05/2024

8. **Legal colleague comments**

- 8.1 There are no significant legal concerns arising from the recommendations set out in this report. The recommendations are asking for authority to procure or access compliant framework agreements to provide and/or support the delivery of a range of highways related services over a two-year period, including those already in place. The most suitable contracting arrangements and procurement processes will be determined in consultation with the Corporate Procurement Team and, where required, Legal Services. The arrangements must be in accordance with the Council's Constitution and relevant laws.
- 8.2 It is noteworthy that legal framework will change part way through the proposed period for this decision. The separate Regulations covering works, services and utilities are being brought together in one new set of Regulations covering all those areas in the Procurement Act 2023. It is envisaged that the Procurement Act 2023 will come into force in October 2024. Colleagues should be aware there are different requirements imposed on the Council as a Contracting Authority by the Procurement Act 2023 intended to increase procurement transparency. For example, from the details in Appendix 1, several the proposed arrangements will fall in scope for the requirement to measure and report on KPI's.
- 8.3 It is understood that the value is the indicative maximum spend to be awarded under those contracts over the duration of the frameworks rather than a budget approval request. Any call-off contract placed under the framework must have an approved budget against it – whether as part of a departmental budget for services provided (as is likely to be the case for most call-offs made by Highway Services) - or through a project specific approval for example where Highway Services are delivering services against a funded scheme.
- 8.4 Where existing frameworks cannot be accessed, which creates a requirement to create a new Framework, depending on the requirements of the Framework there may be a need to engage external legal support to help create the framework. The in-house Legal Services team does not have construction law expertise at present. Engaging external legal support will create a cost that will need to be budgeted for. There may also be a need to use external legal support where the timescale to create the Framework is short due, to the resource capacity limitations of the Contracts and Commercial team. Legal Services can assist in engaging external legal support at preferential rates via approved framework arrangements.
- 8.5 Recommendation 2 is noted as needing to be in accordance with the Council's constitution, both in respect of the decision to call off a contract (for example a Leaders Key Decision only by exception) and the execution of that contract.
- 8.6 Where external grant funding is being used, compliance with Grant Funding Conditions must be ensured.

9. **Other relevant comments**

- 9.1 There are no procurement concerns with the recommendations set out within the report. The procurement team will work with the highways department to ensure that all procurement activity is in accordance with Public Procurement Regulations whether that is the existing 2015 version or those that come into force in October 2024.
- 9.2 For Framework call-offs that do not come through to the central procurement team, officers should ensure that these are in accordance with the call-off terms set out within the relevant Framework Agreements.

Sue Oliver, Places Category Manager - 12/06/2024

10. **Crime and Disorder Implications (If Applicable)**

- 10.1 Highways Maintenance and public realm improvement programmes improve the lives of residents through physical regeneration improving infrastructure for the betterment of all. Improvements in physical regeneration makes a material difference in reductions in crime and disorder.

11. **Social value considerations (If Applicable)**

- 11.1 **Accessibility:** Local highways should prioritise accessibility for all members of the community, including pedestrians, cyclists, public transport users, and motorists. This includes ensuring safe crossings, adequate footpaths, cycle lanes, and public transport routes.
- 11.2 **Equity and Inclusion:** It's essential to ensure that local highways serve all members of the community equitably, regardless of socio-economic status, age, ability, or ethnicity. This involves consulting with marginalized communities to understand their needs and priorities.
- 11.3 **Environmental Impact:** Highway services aim to minimize their environmental footprint by reducing carbon emissions, preserving natural habitats, and mitigating pollution. This involves investing in sustainable transportation options, such as electric vehicles or promoting carpooling and active transportation.
- 11.4 **Community Engagement:** Engaging with the local community is crucial to understanding their needs and preferences regarding highway services. This includes holding public consultations, surveys, or forming advisory committees to gather feedback and ensure that highway projects align with community values.
- 11.5 **Health and Wellbeing:** Local highways can have a significant impact on public health and wellbeing. Prioritising features like safe walking and cycling routes encourages physical activity and reduces air pollution, contributing to overall community health.
- 11.6 **Economic Development:** Highways can stimulate economic growth by improving transportation networks, facilitating trade, and creating jobs. Procurement strategies should prioritise local economic development by awarding contracts to local businesses, promoting small and medium-sized enterprises (SMEs), and providing training and employment opportunities for local residents

- 11.7 Safety: Safety is paramount in local highway services. This includes implementing measures to reduce the risk of accidents, such as temporary traffic management, adequate signage, and well-maintained road surfaces.
- 11.8 Cultural Heritage: Local highways often pass-through areas of cultural significance. It's important that we consider the preservation of cultural heritage sites and landmarks when designing and managing highway services.
- 11.9 Emergency Response: Local highways support emergency response efforts by ensuring that routes are accessible and well-maintained, particularly during times of crisis or natural disasters.

12. **Regard to the NHS Constitution (If Applicable)**

12.1 N/A

13. **Equality Impact Assessment (EIA)**

13.1 Attached as appendix 3, and due regard will be given to any implications identified in it.

14. **Data Protection Impact Assessment (DPIA)**

14.1 A DPIA is not required because there is no impact on data protection.

15. **Carbon Impact Assessment (CIA)**

15.1 Attached as appendix 2, and due regard will be given to any implications identified in it.

16. **List of background papers relied upon in writing this report (not including published documents or confidential or exempt information)**

16.1 None

17. **Published documents referred to in this report**

17.1 Highways Annual Procurement Approval report and minutes (Commissioning and Procurement Executive Committee – November 2023).

Appendix 1 - Highway Services - Procurement Profile 2025/26

Highway Services - New Contract Requirements – Table 1						
Works Category		Category	Works Description	Existing Framework Arrangements	Existing Framework value (£m)	New or Additional Framework arrangements for approval (£m)
1	Planned Footpath & Cycleway Maintenance	Works	Footpath & Cycleway schemes and maintenance	CPU 4623	5.0	20.0
2	Resource Support	Works	Resource support	CPU 4613	2.0	5.5
3	Minor works	Works	Small scale patching; concrete repairs and investigation, drainage repairs and investigation, maintenance of public right ways, up to £150k	CPU 4614	4.0	10.0
4	Highway Surface Treatments & Re-tread	Works	Highway Surface Treatments & Re-tread	CPU 4624	4.0	8.0
5	Specialist Highways Surfacing	Works	Specialist highways surfacing for the management of concrete roads and high load areas	N/A	N/A	3.0
6	Road Markings & Antiskid	Works	Road markings, anti-skid and road studs	CPU 4616	2.0	3.0
7	Transport Project Support	Service	Specialist design and project support inc: traffic signals, structures & asset management	CPU 4673	1.1	3.0
8	Fencing Environmental	Works	Repair/Replacement of street furniture, street names plates and pedestrian guard rails	CPU 4618	0.6	0.6

9	Planned Carriageway Maintenance	Works	Planning, surfacing and ironworks	CPU 4622	15.0	25.0
10	Gully Cleaning & Road Sweeping	Works	Gully cleaning to support the delivery of planned maintenance schemes	N/A	N/A	0.7
11	Materials Testing	Service	Coring & testing of construction materials	CPU 4675	0.4	0.9
12	Ready Mixed Concrete	Works	Supply of Ready Mixed Concrete	CPU 5250	0.5	1.0
13	Permanent & Temporary Signs	Service	Supply of Permanent & Temporary Signs	CPU 5250	0.4	0.7
14	Temporary Traffic Management	Service	Traffic management for events and other third parties	CPU 4619	2.5	2.5
15	Traffic Signals	Service	Traffic signals installation including controller cabinets, poles, equipment, cabling, detectors	CPU 4620	2.0	2.0
16	Tool, Plant and Welfare Hire	Hire	Tool, Plant and Welfare Hire	CPU 4682	2.0	2.0
						87.9

Highway Services - Access Requirements to Third Party Frameworks – Table 2

Works Category		Category	Works Description	Existing Framework Arrangements	Existing Framework value (£m)	New or Replacement Framework arrangements for approval (£m)
1	Winter Gritting	Materials	Highway De-Icing Salts	ESPO	0.2	0.3
2	Specialist Highway, asset management & project support	Service	Specialist support accessing various national Frameworks, including but not limited to, ESPO, MHA, Bloom & G Cloud.	ESPO, MHA, Bloom & G Cloud.	2.5	4.0
						4.3
Total Forecast Spend (£m)					38.8	92.2