

North Yorkshire County Council
Business and Environmental Services

Executive Members

27 March 2020

Highways Capital Programme 2019/2020/2021

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of Report

- 1.1 To seek Corporate Director, Business and Environmental Services (BES) in consultation with BES Executive Members, approval:
- i. For changes to the Highways Capital Programme for Street Lighting, Bridges and Structures, Integrated Transport and Structural Highway Maintenance for 2019/2020 and 2020/2021
 - ii. And an update on future potential additional funding streams

2.0 Background

- 2.1 The delivery of the capital works programme is the tangible outcome of the whole of life cycle asset management approach outlined within the North Yorkshire County Council Highways Asset Management Framework.
- 2.2 Specifically the programming and delivery of capital works align with the Highways Infrastructure Asset Management Strategy. As such the objectives of the capital works programme are as follows:
- Maximise and demonstrate Value for Money (VfM)
 - Manage VfM and drive efficiencies over the whole programme term, not just the financial year at hand.
 - Deliver on time and to budget, safely and without incident
- 2.3 The North Yorkshire County Council Highways Capital Programme is made up of four specific elements:
- Street Lighting
 - Bridges and Structures
 - Integrated Transport
 - Structural Highway Maintenance
- 2.4 This report would ordinarily include the headline allocations and indicative LTP maintenance grants, however this will be the subject of a future report at such time that the government confirms these substantial block allocations.

3.0 Proposed Changes to 2019/20 Programme

- 3.1 Although advanced planning is maximised through the implementation of a three-year rolling capital works programme, there are occasions when it is necessary, for sound operational reasons, to introduce new schemes into the in-year programme.

The following schemes are proposed to be added to the 2019/20 programme.
Watersteads Crescent, Whitby
Towton Depot, removal of plannings
A165 Gristhorpe Bypass
B6479 Hellwith Bridge
A684 Harmby Road, Leyburn
A684 Patching (Hawes/ Constable Burton/ Akebar)
Minor Patching Harrogate Area

Further details can be found in Appendix A

3.2 2020/2021 Annual Programme Grants

3.2.1 The only changes to funding for 20/21 from the report approved August 2019 are set out below.

3.2.2 Local Growth Fund and related NYCC Contribution to Category 4 Roads Package. The majority of this £44M package has been delivered with an estimated £88k remaining in 2020/21 (Although this figure cannot be confirmed until after Financial year end).

3.2.3 2020/2021 Additional Funding
As referred to in the August 2019 report at present once all top slice allocations have been assigned, the expected funding available for carriageway treatments is £18.4M. Whilst this is less than the £30M received in recent years, we have designed up to £30M of Schemes in the expectation that the Council may still receive additional in year capital funding.

3.2.4 An announcement was made in the March 11th Budget Statement regarding the Additional Pothole Investment Grant. Based on amounts received previously by NYCC, this is estimated to be £15.65M a year for the next 5 years, but is still to be confirmed.

3.2.5 Work has been taking place to bid for additional funding from any possible LEP underspend that may be identified in the last year of the Local Growth Fund funding package. However, it is highly unlikely that any significant funding will be received from the LEP as their estimated underspend is now expected to be much less than previously estimated.

3.2.6 A bid is being prepared for central County Council funding for £2-5M. This funding will be for patching on Cat 4 roads countywide.

Information regarding funding sources can be found in Appendix B.

3.3 Specific DfT Grants

3.3.1 National Productivity Investment Fund (NPIF)
The DfT announced the National Productivity Investment Fund as part of the 2016 Autumn Statement. In 2017/18 NYCC received an allocation of £5.104m to be spent in 17/18. Issues with delivery meant some of this budget was moved into later years (as approved by DfT). Of the remaining £1.2M for A1 (M) Junction 47, £600k was expected to be spent in 19/20 with the remaining £600K carried into 2020/21 however, this is the subject of on-going considerations following the recent tender returns.

3.3.2 NYCC were successful with a bid for round two of NPIF, receiving £3.2M for West of Harrogate out of a total works package of £4.6M. £1020K is expected to be spent up to the end of Financial year 19/20 with the remaining £2436K carried into 2020/21.

3.3.3 Safer Roads Fund

The DfT announced in the Autumn Statement of 2016 that a total of £175M of additional funding is to be targeted at improving the safety of 50 of England's local 'A' Road sections, where the risk of collisions causing death and serious injury is highest. North Yorkshire County Council has a responsibility for four roads on this list and received the following allocations:

- A167 - Topcliffe to A61; £900K
- A6108 - Ripon to Scotch Corner; £2,972 K (to be granted in 2020/21)
- A684 - M6 to A1(M) (Joint with Cumbria); £7065K
- A682 - Barrowford to A65 (Joint with Lancashire); £615K

3.3.4 The funding covers the financial years from 2017/18 to 2020/21/22/23. It is expected that the following amounts will have been spent by financial year end 19/20:

- A167 - £438K
- A682 - £46K
- A684 - £61K

3.4 Proposed Changes to 2020/2021 Programme

3.4.1 Appendix C sets out details for how the various sources of funding will be spent in 2020/21.

3.4.2 Due to changes in the level of Coring needed for tar testing and a requirement for advanced investigation on drainage schemes it is proposed that the site Investigation Pavement Analysis budget be increased from £200k to £500k.

3.4.3 Appendix D contains details of schemes not completed within the 2019/2020 financial year along with their respective estimated costs. These schemes are recommended to be delivered in 2020/2021.

3.5 Potential additional funding streams

3.5.1 In addition to the funding sources mentioned in Appendix A there is potential for further grant funding;

3.6 Local Highways Maintenance Challenge Fund

3.6.1 This fund is to enable local highway authorities in England to bid for major maintenance projects that are otherwise difficult to fund through the normal Needs Based Formula they receive. Tranche 2b was released in Autumn 2019 and NYCC submitted an Expression of Interest to bid for c£10m for a replacement of Coniston Aire bridge on the A65. This is a listed structure which has a history of repeated damage from HGV strikes incurring substantial costs for the County Council and significant traffic delays on the A65 due to the need for provision of traffic signal working when the bridge is damaged and during repairs.

3.6.2 We are awaiting a decision from DfT on the Eol.

3.7 National Roads Fund

3.7.1 The £28.8 billion National Roads Fund (NRF) for 2020-2025 was announced in the Budget 2018 which delivers on the Government's commitment to hypothecate English Vehicle Excise Duty (VED) to roads spending. Within the NRF, the draft

- Roads Investment Strategy 2 (RIS2) will receive funding of £25.3bn. The remaining £3.5bn will be available for the Major Road Network and Large Local Major schemes.
- 3.7.2 DfT in 2019 through Transport for the North (TFN) asked for schemes that are available for short term deliverability on the MRN only. NYCC were not in a position to bid for any of the pre 2020/21 funding, due to the short turnaround time for bids. TfN will seek to maintain a pipeline of future MRN schemes onto which NYCC can add schemes.

3.8 NPIF

- 3.8.1 The government will also make £150million of NPIF funding available to local authorities which aims to support projects across England that ease congestion on local routes and for small improvement projects such as for minor junction and road layout improvements. The expectation is that further details will be announced in 19/20.
- 3.8.2 NPIF 3 will be focused on Pinch Point schemes for 2021.
- 3.8.3 In July 2019 the DfT announced a competitive fund was available for local authorities to bid for high-impact schemes to help address congestion pinch points and to reduce congestion on local roads. The Pinch Point fund is £150 million in total, with £75 million in each financial year 2021 to 2022 and 2022 to 2023. Successful projects will reduce congestion or help alleviate a key bottleneck on the local road network and may include additional footway or cycle provision or additional traffic lanes. The deadline for initial expressions of interest (Eoi) was the January 31st 2020. NYCC submitted an Eoi for a Malton and Norton Congestion Reduction scheme. We are awaiting a decision and feedback from this funding round.

3.9 Transforming Cities Fund

- 3.9.1 This is a £2.5 billion transport fund to support improved connectivity in some of England's largest cities, launched at the Autumn Budget 2017 and expanded in the 2018 Budget with funding running from 2018-19 to 2022-23. Around half has been allocated to Mayoral Combined Authorities on a devolved basis with the remaining amount to be allocated across 12 cities.
- 3.9.2 West Yorkshire Combined Authority, on behalf of the Leeds City Region authorities submitted a bid to the fund in November 2019.
- 3.9.3 An initial award of £317m was announced in the March 2020 Budget. This is in excess of the low funding scenario developed by WYCA. We have sort further clarification on what this means for the schemes within Harrogate, Skipton and Selby and have now received confirmation at North Yorkshire will receive £31m in funding for delivery of schemes in Harrogate, Selby and Skipton.

3.10 Future High Streets Fund

- 3.10.1 This is a Government fund of £675m nationally available to district councils (in two tier areas) to help rejuvenate struggling high streets. The criteria for the fund does allow funding support for transport initiatives that may help rejuvenate the high streets.
- 3.10.2 No North Yorkshire towns were successful in being selected for the first tranche of towns announced by the government in July 2019. However, a further £325million of funding was announced in August 2019 – with two North Yorkshire towns, Northallerton and Scarborough, being included in this tranche. Both towns are eligible

to bid for FHSF funding, with outline business cases required in March and a full business case submission to government due in June 2020.

3.10.3 Scarborough Borough Council and Hambleton District Council are leading on the development of their respective bids with county council officers providing support and input on highways elements of the packages.

3.10.4 The Scarborough package is focused on redeveloping town centre land and properties, with some public realm based improvements.

3.10.5 The Northallerton package includes options to improve the operation of the Friarage Street area. Options assessment work is ongoing, however at this stage it is unlikely that significant highway improvements will be included within the bid being prepared by Hambleton District Council.

3.10.6 On-street Residential Charge Point Scheme

3.10.7 ORCS funding for 2020/21 has been doubled to £10 million.

3.10.8 The purpose of the Scheme is to increase the availability of on-street charging points in residential streets where off-street parking is not available, thereby ensuring that off-street parking is not a pre-requisite for realising the benefits of owning a plug-in electric vehicle

3.10.9 The Energy Saving Trust are accepting applications, with OLEV agreeing to issue grant offer letters once the application has reached adequate standard.

4.0 Financial Implications

4.1 Section 3 above and Appendices A to D attached set out and summarise the financial aspects of this report relative to the 2019/20 and 2020/21 capital works programmes.

4.2 The contents of this report make no changes to the BES Capital Plan expenditure limits.

5.0 Equalities Implications

5.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendations. The principles and documents discussed in this report are recommended for use in the Well-Managed Highway Infrastructure Code of Practice. Officers consider that there are no adverse impacts arising from the recommendations in this report.

5.2 A copy of the 'Record of Decision that Equality Impact Assessment is not required' form is attached as Appendix E.

6.0 Legal Implications

6.1 The County Council, in its capacity as the Local Highway Authority, Street Authority and Local Traffic Authority must act in accordance with a wide range of statutory powers and duties imposed by legislation.

6.2 The proposed capital programme allocations and schemes have been developed and prioritised in line with the relevant legislation such as the Highways Act 1980, the New Roads and Street Works Act 1991, the Road Traffic Regulation Act 1984, the Transport Act 2000, the Traffic Management Act 2004 and the Flood and Water Management Act 2010.

7.0 Recommendation

It is recommended that the Corporate Director BES in consultation with the BES Executive Members

- 7.1 Approve the additional schemes for the 2019/20 Capital Allocations and Works Programme as contained within this Report (Appendix A).
- .2 Approve the changes to the 2020/21 programme as contained within this report and schemes carried over from 2019/20 into 2020/21.

BARRIE MASON
Assistant Direct Highways and Transportation

Author of Report: Kirstine Rudd

Background Documents: None

New Schemes Introduced in the 2019/20 Capital Works Programme

District	Location	Address	Est Cost/£	Reason for addition
Scarborough	Watersteads Lane	Whitby	£34,500	Work on a retaining wall to protect adjacent footway.
Selby	Towton Depot		£145,000	Required to dispose of tar plantings due to reduction in EA licence period
Scarborough	A165 Gristhorp Bypass	A165	£570,000	Acceleration of delivery of this future scheme required due to condition of TdY route (already approved)
Craven	B6479 Helwith Bridge		£82,000	Acceleration of delivery of this future scheme required due to condition of TdY route
Richmondshire	A684 Harmby Road And Hawes/ Constable Burton/ Akebar	Leyburn	£150,000	Acceleration of delivery of this future scheme required due to condition of TdY route
Harrogate	Minor Patching in Harrogate District		£12,000	Acceleration of delivery of this future scheme required due to condition of TdY route

Sources of Funding Statement 2019/2020

SOURCES OF FUNDING			2020/21 £000s
Grant	Local Transport Plan	Needs base Incentive	23,858
		Incentive Element*	4,969
		Integrated Transport	3,023
		LTP Sub-Total	31,850
	<i>Estimated Future Years* Allocations</i>		
Other Funding		Pothole Action Fund*	1637
		Safer Roads A167	462
		Safer Roads A684	7004
		Safer Roads A682	507
		Safer Roads A6108	2972
		NPIF 1	600
		NPIF 2	3200
		Cogden Bridge	2000
		LEP Scarborough Junctions	2405
	Estimated Future Years** Additional Pothole Funding		15,650
Revenue Contribution		NYCC Contribution to LGF Package	88
		Countywide CPE	55
		TOTAL	68,430

- * As yet any indicative allocations for future base budgets have not been announced. This figure is an estimate based on previous years
- ** £500M Countrywide for 5 years was announced 11 March in the Budget Statement. This figure is an estimate of what NYCC may receive based on the allocation in 2018/19

Applications of Funding Statement 2020/2021 and 2021/22

Applications of Funding		2020/21 £000s,
Available Budget		68,430
Highway Maintenance	Schemes carried forward from previous years	2,570
	In year schemes	32,584
	Top Slice fees	9,373
	Pothole action fund schemes	1637
	NYCC Match Fund LGF	88
	Sub Total	46,252
Integrated Transport	Schemes carried forward from previous years	502
	In year schemes	1145
	Sub Total	1647
Bridges and Structures	Schemes carried forward from previous years	1,985
	In year schemes	2090
	Sub Total	4075
Street-lighting	Schemes carried forward from previous year	
	Allocated Program Schemes	800
	Sub Total of Highways spend	800
	LEP	2405
	Cogden Beck	2000
	Safer Roads	10,945
	NPIF Schemes	3036
	Borrowing from previous	2725.1
	Countywide CPE maintenance	55
	TOTAL	73,930
	<i>Over programming in year*</i>	<i>5,500.1</i>

* Over programming is allowed for to create some flexibility in the program by way of contingency should projects be delayed to weather, delays, unforeseen circumstances etc.

2019/20 Schemes carried over into 20/21

Scheme Type	Budget	Area	Scheme Description	Year	Latest Area Est
Drainage Schemes	LTP	1	Area 1 Bishop Dale Drainage - North Cowton	19/20	£ 9,500
Drainage Schemes	LTP	1	Area 1 Bishop Dale Drainage - Newton le-Willows	19/20	£ 6,500
Drainage Schemes	LTP	1	Area 1 Bishop Dale Drainage - Plumer Road	19/20	£ 3,000
Drainage Schemes	LTP	1	Area 1 Bishop Dale Drainage - Finghall	19/20	£ 5,000
Drainage Schemes	LTP	1	Area 1 Bishopdale Drainage - Moulton - Middleton Tyas	19/20	£ 7,500
Drainage Schemes	LTP	1	Area 1 Bishop Dale Drainage - Scorton Crossroads	19/20	£ 9,000
Drainage Schemes	LTP	1	Bishopdale Drainage - Aldbrough St John	19/20	£ 9,000
Drainage Schemes	LTP	1	Area 1 Love Lane Easby Drainage	17/18	£ 85,000
Cat 4b Roads R and R Schemes	Add Pot	1	Cravengate, Richmond	18/19	£ 150,000
Cat 2 Roads R and R Schemes	LTP	2	Area 2 Cat 2 Urban York Road R'bout R&R	16/17	£ 56,000
Drainage Schemes	LTP	2	Area 2 York Road Drainage	18/19	£ 56,000
Drainage Schemes	LTP	2	Area 2 Bagby Drainage	18/19	£ 11,772
Drainage Schemes	LTP	2	Area 2 Coxwold Drainage	19/20	£ 55,000
Landslip Schemes	LTP	2	Area 2 Hutton Rudby Landslips	19/20	£ 50,000
Other 'Special Engineering Schemes'	LTP	2	Area 2 Sutton Bank Queue Detection	19/20	£ 43,000
IT	LTP	2	Accessibility Area 2 Silver Street & Back Lane, Sowerby	19/20	£ 1,500
Cat 3, 4 and 5 Footways	LTP	3	Area 3 Cat 3,4,5, Parkfield Footway	18/19	£ 15,000
Drainage Schemes	LTP	3	Area 3 Littlebeck Bank	19/20	£ 14,000
Other 'Special Engineering Schemes'	LTP	3	Area 3 Scarborough Specials	18/19	£ 104,792
Cat 4b Roads Surface Dressing / Treatment	LTP	3	Area 3 Cat Ruswarp High Street	19/20	£ 35,250
Surface Treatment Cat 3, 4 and 5 Footways	LTP	3	Area 3 Footway Slurry Seal	19/20	£ 83,345
Landslip Schemes	LTP	3	Area 3 East Ayton Landslips	19/20	£ 5,560
Landslip Schemes	LTP	3	Area 3 East Ayton Landslips	19/20	£ 124,440
Cat 3, 4 and 5 Footways	LTP	3	Area 3 Falsgrave Road R&R SCB	19/20	£ 47,320
Cat 4a Roads R and R Schemes	LTP	3	Queen Street, Scarborough	19/20	£ 126,000
Cat 4a Roads R and R Schemes	LTP	3	Little Beck Bank, Littlebeck	19/20	£ 60,000
Cat 4a Roads R and R Schemes	LTP	3	Newborough, Scarborough	19/20	£ 180,000
Landslip Schemes	LTP	4	Area 4 Riders Lane, Crambe	19/20	£ 11,000
Cat 1a, 1 and 2 Footways	LTP	4	Area 4 Norton Footway R&R, Yorkersgate	19/20	£ 40,500
Cat 3b Roads R and R Schemes	pot	4	B1257 Malton and Sproxton	18/19	£ 44,016
Landslip Schemes	LTP	6	Area 6 Bogs Lane Harrogate Landslip	17/18	£ 118,450
Landslip Schemes	LTP	6	Area 6 Ure Bank Terrace	17/18	£ 40,000
Other 'Special Engineering Schemes'	LTP	6	Area 6 Leeming Lane Special	18/19	£ 30,900
Other 'Special Engineering Schemes'	LTP	6	Area 6 High Bridge Knaresborough	18/19	£ 140,000
Drainage Schemes	LTP	6	Area 6 York Road Drainage	18/19	£ 30,000
Cat 1a, 1 and 2 Footways	LTP	6	Area 6 Cat 1,1a,2 West Park Harrogate Footway R&R (Parliament Street)	19/20	£ 104,000
Drainage Schemes	LTP	6	Area 6 Skelton on Ure Drainage	19/20	£ 55,000
Landslip Schemes	LTP	6	Area 6 Greenhow Hill Landslips (Duck Street)	19/20	£ 80,000
Cat 4a Roads R and R Schemes	NYCCMP	6	U3001/2/50 Ure Bank Top	18/19	£ 75,000
Other 'Special Engineering Schemes'	LTP	7	Area 7 Westfield Lane Special	18/19	£ 97,850
Drainage Schemes	LTP	7	Area 7 Gate Bridge Culvert, Church Fenton	19/20	£ 51,000
Bridges	LTP	8	Tanton 2	17/18	£ 145,550
Bridges	LTP	8	Newsham 4	18/19	£ 25,000
Bridges	LTP	8	Broughton (Craven) 5	19/20	£ 1,030,000
Bridges	LTP	8	Snaygill Ings	19/20	£ 100,000
Bridges	LTP	8	Valley Phase 2	19/20	£ 644,185
Bridges	LTP	8	Skeeby	19/20	£ 40,000
Cat 4a Roads R and R Schemes	13m	9	Proactive Coring	19/20	£ 300,000
IT	LTP	9	AIP Stoney Hagsgs	19/20	£ 250,000
IT	LTP	9	Contribution to Scarborough LEP Schemes	19/20	£ 150,000
IT	LTP	9	LSTF Cn Bus Ption / RFA Scoot Skipton Rd & Bilton Ln	2013/14	£ 75,000
IT	RFA	9	LSTF Cn Bus Ption / RFA Scoot Skipton Rd & Bilton Ln	2013/14	£ 25,000
RFA	RFA	9	TSBA, Kings Rd/ Bilton	2013/14	£ 50,000
			Total		£ 5,105,930

Equal equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA') 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.	
Directorate	BES
Service area	H&T
Proposal being screened	BES Executive Member Report – Highways Capital Programme 2019/20 and 2020/21
Officer(s) carrying out screening	Tony Law
What are you proposing to do?	To seek Corporate Director, Business and Environmental Services (BES) in consultation with BES Executive Members, approval for changes to the Highways Capital Programme for Street Lighting, Bridges and Structures, Integrated Transport and Structural Highway Maintenance for 2019/20 ,2020/21
Why are you proposing this? What are the desired outcomes?	Approval to spend the Highways Capital Budget on identified schemes.
Does the proposal involve a significant commitment or removal of resources? Please give details.	Yes- IRO £50million of Capital funding each financial year
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics? As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> • To what extent is this service used by particular groups of people with protected characteristics? • Does the proposal relate to functions that previous consultation has identified as important? • Do different groups have different needs or experiences in the area the proposal relates to? 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 Equality rep for advice if you are in any doubt.	

Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No		
Will the proposal have a significant effect on how other organisations operate? (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. The report focuses on the overarching capital maintenance funding position.		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	The allocation of funding is based on the "Manage, Maintain and Improve" (MMI) hierarchy set out in Local Transport Plan 4, which has been the subject of an Equality Impact Assessment (EIA). This concluded that the introduction of fewer improvement schemes may have a greater impact on people with mobility difficulties or without access to a private vehicle as there will be fewer new facilities provided e.g. pedestrian crossings, dropped kerbs, bus stop accessibility improvements; however, it is also considered that prioritising maintenance, particularly for footways, through the MMI hierarchy is likely to produce a net benefit for people with the same protected characteristics; particularly in terms of age and disability.		
Signed (Assistant Director or equivalent)	<i>Barrie Mason</i>		
Date	16/03/20		