

## North Yorkshire County Council

### Business and Environmental Services

#### Executive Members

23 October 2020

### Highways Capital Programme 2020/21

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

#### **1.0 Purpose of Report**

- 1.1 To seek agreement from the Corporate Director, Business and Environmental Services (BES), in consultation with BES Executive Members, for additions to the Highways Capital Works Programme for Structural Highway Maintenance for 2020/21 identified since the last Highways Capital Programme report dated 23rd August 2019
- 1.2 To update Corporate Director, Business and Environmental Services (BES), and BES Executive Members on schemes that have been moved from the 2020/21 Highways Capital programme in to the 2021/22 programme.

#### **2.0 Background**

- 2.1 The Highways Capital Programme is made up of four specific elements; these are Street Lighting; Bridges and Structures; Integrated Transport and Structural Highway Maintenance. Each of these elements is subject to prioritisation methods based upon an assessment of the required outcomes.
- 2.2 BES Executive Members will be aware that usual practice is to present two main reports per year; one in the summer, when the following years schemes are reported; followed by a winter report, when necessary changes to the programme are reported along with the headline allocations for the programme for the year after.
- 2.3 In line with 2.2 above, the report was considered at the BES Executive Members meeting held on 23 August 2019.
- 2.4 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.
- 2.5 In a similar way it is sometimes not possible to deliver programmed schemes in the financial year initially intended, these schemes are then re-programmed into later years when implementation of works can take place.

#### **3.0 New Schemes Introduced in the 2020/21 Capital Works Programme**

- 3.1 The following schemes are proposed to be added to the 2020/21 programme, in advance of the next scheduled Highways Capital Programme report:
  - East Ness Bridge
  - The Carrs Ruswarp
  - Brier Lane, Newland
- 3.2 Further details can be found in Appendix 1.

#### **4.0 Schemes to be carried over into later years**

- 4.1 In total 34 schemes are to be moved from 2020/21 into 2021/22 for delivery. The funding for these schemes will be from the 2021/22 Highways capital budgets.
- 4.2 Details of the schemes to be moved details can be found in Appendix 2.
- 4.3 Further updates on schemes that have moved in to the next financial year will be provided to the BES Corporate Director and Executive members on a quarterly basis.

#### **5.0 Financial Implications**

- 5.1 Any additional costs associated with implementation of the scheme/s named in Appendix 1 will be accounted for as part of the routine strategic management of the Highways Capital Works Programme. Budgets for schemes carried over into 2021/22 will remain in the financial year 2020/21, helping to absorb any costs associated with new schemes entering the 2020/21 programme and costs increases to existing schemes within the 2020/21 programme. As outlined in section 4.1, schemes moved in to 2021/22 will be funded from the 2021/22 highways capital budget. This approach seeks to ensure that the overall Capital programme is delivered on time and to budget.
- 5.2 The contents of this report make no changes to the BES Capital Plan expenditure limits.

#### **6.0 Equalities Implications**

- 6.1 An Equality Impact Assessment screening form was included as part of the Capital Programme overall and this found that an Equality Impact Assessment was not required. As these schemes are typical maintenance schemes it is deemed that the original screening form included schemes of this type and that there will be no Equality Implications arising from this recommendation. See Appendix 2

#### **7.0 Legal Implications**

- 7.1 The County Council, as Local Highway Authority, Street Authority and Traffic Authority has a wide range of statutory duties imposed by a variety of legislation.
- 7.2 Although the decision to carry out this scheme has been made in-year, it was developed and prioritised in line with the relevant legislation and approved Council policies.
- 7.3 It is the view of officers that there are no legal implications in terms of adding this scheme to the capital programme.

#### **8.0 Climate Change Impact**

- 8.1 A climate change impact assessment has been carried out, see Appendix 4. The negative impact of the scheme added to the capital programme is minimal. Steps will be taken during construction to reduce construction emissions as far as possible

## **9.0 Recommendation**

9.1 It is recommended that the Corporate Director, BES and the BES Executive Members

- Agree the additional schemes for delivery in the 2020/21 financial year.
- Note the schemes that have been moved in to 2021/22 for delivery.

BARRIE MASON  
Assistant Direct Highways and Transportation

Author of Report: Allan McVeigh

Background Documents: None

**Schemes moved from the Capital Programme 2020/21 and carried**

<b>District</b>	<b>Location</b>	<b>Address</b>	<b>Est Cost/£</b>	<b>Reason for addition</b>
Ryedale	East Ness Bridge, South Holme	C61	£20,000	Damage to parapet , unable to recharge . Improvement to structure to be made when rebuilding.
Scarborough	The Carrs	Ruswarp	£110,000	Following the floods of February 2020, slippage of the riverbank resulted in displacement of the Yorkshire Water Main. Resulting in temporary traffic lights in place since then. Piling and stabilisation of the river bank required.
Selby	Brier Lane	Newland	£82,000	Highway flooding causing surface water to drain into local residents garden. Installation of new gullies and construction of an outfall pipe into existing ditch will remedy this situation.



**Schemes originally programmed for 2020/21 now to be delivered in 2021/22**

District	Scheme Description	Original Programme year	Amount to Carry Over	Reason
Richmondshire	Area 1 Drainage - North Cowton	19/20	£ 9,500	Investigation taking place on works required meaning design not yet finalised
Richmondshire	Area 1 Drainage - Moulton - Middleton Tyas	19/20	£ 7,500	Investigation taking place on works required meaning design not yet finalised
Richmondshire	Area 1 Drainage - Scorton Crossroads	19/20	£ 9,000	Investigation taking place on works required meaning design not yet finalised
Richmondshire	Area 1 Drainage - Aldbrough St John	19/20	£ 9,000	Investigation taking place on works required meaning design not yet finalised
Richmondshire	Area 1 Cat 3a Urban Surface Dressing (Skeeby)	20/21	£ 37,000	Could not complete these works as public utility and then bridge works were taking place in the area
Hambleton	Area 2 Thirsk Market Place Phase 1 Special	20/21	£ 147,000	Disturbance of the Market Place and its effect on local businesses in the present climate, moved to next financial year.
Hambleton	Topcliffe Road Drainage	20/21	£ 31,200	Local Sec 278 works result in this scheme needing to be moved into next Financial Year. Close to school locations so must be delivered in school holidays
Scarborough	Area 3 Scarborough Specials	18/19	£ 104,792	Ongoing SBC scheme stopping delivery of the NYCC scheme, not able to deliver until 2021/22
Scarborough	Area 3 New Road, Robin Hoods Bay	18/19	£ 72,800	Staycations resulted in busier evenings meaning it was not possible to deliver this work during this summer
Scarborough	Area 3 Scarborough Footway R&R ( Huntriss )	18/19	£ 124,800	Delayed due to building of New Premier Inn which is due to finish in July 2021
Scarborough	Area 3 Falsgrave Footway	19/20	£ 47,320	To be carried out with LEP Crown scheme - currently delayed - to be delivered by March 22

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Scarborough	Area 3 Cat 4a Rural Surface Dressing	20/21	£ 21,954	Operational Issues due to Covid 19 working restrictions
Scarborough	Area 3 Cat 4a Urban Surface Dressing	20/21	£ 10,842	Operational Issues due to Covid 19 working restrictions
Scarborough	Area 3 Cat 4b Rural Surface Dressing	20/21	£ 11,640	Operational Issues due to Covid 19 working restrictions
Scarborough	Area 3 Cat 4b Urban Surface Dressing	20/21	£ 1,437	Operational Issues due to Covid 19 working restrictions
Ryedale	Area 4 Laskill R&R	20/21	£ 81,054	Ringway resources unable to programme this financial year
Ryedale	Area 4 Cat 4a Rural Surface Dressing	20/21	£ 103,310	Scheme on diversion route for A64 road works
Ryedale	Area 4 Cat 4b Urban Surface Dressing	20/21	£ 23,334	Developer works delayed due to Covid impacted on SD scheme delivery
Ryedale	Area 4 High Lane Westow	20/21	£ 5,000	Ringway resources unable to programme this financial year
Ryedale	Area 4 Helmsley	20/21	£ 63,396	Ringway resources unable to programme this financial year
Ryedale	Area 4 Norton	20/21	£ 73,678	Ringway resources unable to programme this financial year
Ryedale	Area 4 Staxton R&R	20/21	£ 122,014	Due to the exposed nature of the road and the surface treatment required the works should be undertaken in the warmer months
Ryedale	Area 4 Riders Lane Crambe, Drainage Scheme	19/20	£ 11,000	The site is now waterlogged and will need to be delivered in the summer of 2021/22
Harrogate	Area 6 Abbey Road Knaresborough R&R	20/21	£ 45,480	Further revisions required to detail design provided by WSP. Not deliverable in the financial year.
Harrogate	Area 6 Ainsty Road Harrogate R&R	20/21	£ 17,016	Further revisions required to detail design provided by WSP. Not deliverable in the financial year.
Harrogate	Area 6 Ellingstring and Fearby R&R	20/21	£ 166,000	Further revisions required to detail design provided by WSP. Not deliverable in the financial year.

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Harrogate	Area 6 Glasshouses R&R	20/21	£ 115,000	Further revisions required to detail design provided by WSP. Not deliverable in the financial year.
Ryedale	Newsham Bridge	18/19	£ 81,580	Delays in obtaining EA permit due to issues with COVID, followed by river levels too high made scheme too risky to deliver until levels are lower next summer
Craven	Broughton	19/20	£ 800,000	Issues with contract mean scheme will be delivered over year end
Craven	River Aire	20/21	£ 50,000	Delivery over year end estimates that £50k of the £500k scheme will be delivered in 2021/22
Harrogate	Duchess of Kent Bridge	20/21	£ 75,000	Delivery over year end estimates that £75k of the £150k scheme will be delivered in 2021/22
Selby	Whitley Bridge	20/21	£ 200,000	Delivery over year end estimates that £200k of the £270k scheme will be delivered in 2021/22
Harrogate	Traffic Signals Skipton Rd & Bilton Ln	2013/14	£ 100,000	Site close to Nightingale hospital therefore unable to deliver this financial year.
	TOTAL		£ 2,778,647	



<b>Initial equality impact assessment screening form</b> (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
<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>			
<b>Directorate</b>	Business and Environmental Services		
<b>Service area</b>	Highways & Transportation		
<b>Proposal being screened</b>	Highways Capital Programme 2020/19 - Approval of schemes not included at previous BES Executive Members meeting and the movement of some of these into later years for delivery.		
<b>Officer(s) carrying out screening</b>	<b>Kirstine Rudd</b>		
<b>What are you proposing to do?</b>	Agree additions to the capital programme in advance of the next scheduled capital programme BES Executive Member report and the movement of some of these into later years for delivery.		
<b>Why are you proposing this? What are the desired outcomes?</b>	Minimise the duration between scheme identification and agreement for inclusion on the agreed capital programme. Understanding of the delivery years for individual schemes.		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	No, the proposal will result in reprioritisation of the current allocations to enable three additional schemes to be delivered.		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic</b> As part of this assessment, please consider the following questions:			
<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>			
<b>If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.</b>			
<b>Protected characteristic</b>	<b>Yes</b>	<b>No</b>	<b>Don't know/No info available</b>
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	

### APPENDIX 3

Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
<b>NYCC additional characteristic</b>			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
<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.	<b>No, the proposals do not negatively affect any groups of people.</b>		
<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.	<b>No, the proposal will have no effect on how other organisations work.</b>		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	✓	Continue to full EIA:
<b>Reason for decision</b>	The allocation of funding is based on the 'manage, maintain and improve' (MMI) hierarchy set out in LTP4 which has been the subject of a full EIA. This concluded that the introduction of fewer improvement schemes may have a greater impact on people with mobility difficulties or without access to private vehicles 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.		
<b>Signed (Assistant Director or equivalent)</b>			
<b>Date</b>			

## 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>Highways Capital Programme 2020/21 – October 2020/21 Update</b>
<b>Brief description of proposal</b>	<p>1.1 To seek agreement from the Corporate Director, Business and Environmental Services (BES), in consultation with BES Executive Members, for additions to the Highways Capital Works Programme for Structural Highway Maintenance for 2020/21 identified since the last Highways Capital Programme report dated 23rd August 2019</p> <p>1.2 To update Corporate Director, Business and Environmental Services (BES), and BES Executive Members on schemes that have been moved from the 2020/21 Highways Capital programme in to the 2021/22 programme.</p>
<b>Directorate</b>	<b>BES</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>09.10.2020</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 progressed for adding schemes to the capital programme, as not carrying out the scheme in Appendix 1 would create a safety risk for highway users.

Schemes in appendix 2 – are not subject to a decision from Exec members as they have already been approved for entry in to the capital programme

**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.

Any additional costs associated with implementation of the scheme/s named in Appendix 1 will be accounted for as part of the routine strategic management of the Highways Capital Works Programme. Budgets for schemes carried over into 2021/22 will remain in the financial year 2020/21, helping to absorb any costs associated with new schemes entering the 2020/21 programme and costs increases to existing schemes within the 2020/21 programme. As outlined in section 4.1, schemes moved in to 2021/22 will be funded from the 2021/22 highways capital budget. This approach seeks to ensure that the overall Capital programme is delivered on time and to budget.

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

APPENDIX 4

<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>Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		x		Repairs to existing infrastructure		
	Emissions from construction			x	Some emissions from construction vehicles	Where possible – ensure that vehicle mileage is reduced by planning vehicle movements / diversion routes etc	
	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				

<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>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>		x				
<p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		x				
<p>Enhance <b>conservation</b> and wildlife</p>		x				
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		x				

<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>Other (please state below)</p>		<p>x</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.

Minimal negative impact of the added scheme. Helps to ensure safety for all road users & repairs an existing highway asset. Steps will be taken to ensure that construction emissions are reduced as far as possible.

**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>BES</b>
<b>Signature</b>	<b>J Gilroy</b>
<b>Completion date</b>	<b>09.10.2020</b>

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

**Date:**