

North Yorkshire County Council

Business and Environmental Services

Executive Members

18 December 2020

A19 Chapel Haddlesey Funding

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of Report

- 1.1 For the Executive Member for Access, in consultation with the Corporate Director Business and Environmental Services and other BES Executive Members to:
 - i. authorise the Corporate Director Strategic Resources to accept and finalise the relevant funding agreement for the £6M Getting Building Fund (GBF) grant funding from the York and North Yorkshire Local Enterprise Partnership (LEP) for delivery of the A19 Chapel Haddlesey Improvement Scheme
- 1.2 For the Corporate Director Business and Environmental Services (BES), in consultation with BES Executive Members, to:
 - i. authorise funding of £1.165M from the Highways Capital Programme to provide the local contribution for the delivery of the scheme.

2.0 Background

- 2.1 In June 2020 central government announced the Getting Building Fund, with the aim to deliver “oven ready” local infrastructure improvements by December 2021. Funding would be awarded to LEPs across the country, which would then be allocated to specific projects within each LEP geography. The County Council submitted several expression of interest proposals to the LEP for consideration.
- 2.2 Following a review of initial expressions of interest the LEP was awarded £15.4million from central government to allocate to key projects within the LEP area.
- 2.3 Based on the expression of interests received, the LEP invited the County Council to submit a business case for A19 Chapel Haddlesey to reinstate the carriageway and enhance the causeway and embankments to reduce risk of disruption by future flooding events. The value of the funding bid was £6.0M. Approval for this submission was sought from the Corporate Director BES and BES Executive members on the 25th June 2020, ahead of the deadline for submission on the 3rd July 2020.

3.0 Funding Award

- 3.1 The LEP reviewed the case and at the September meeting of LEP infrastructure Board, recommended approval subject to the supply of additional information related to scheme risks, costs and an update of the wider economic case. This has now been supplied and the LEP have approved the award of £6M of funding.

3.2 As NYCC is the accountable body for the LEP, the Council is unable to enter into a Funding Agreement with LEP. However, the LEP expects NYCC to abide by the terms and conditions of the funding agreement. The County Council's legal team are in the process of reviewing the agreement and will update the Corporate Director Strategic Resources on completion of this review. The conditions of this agreement are in line with other funding agreements for LEP funded schemes that are being delivered by the County Council.

3.3 The total scheme cost is estimated at £7.165M. A £1.165M local contribution has been identified from the Highways Capital Programme, which will be ring fenced for this project. Any costs over the existing budget of £7.165M would be funded by the County Council from the Highways Capital Programme.

4.0 Scheme Delivery

4.1 Recognising the importance of replacing the A19 carriageway, causeway and embankments, the County Council has progressed on site works at risk ahead of the formal award of LEP funding. Should the LEP funding have not have been confirmed then funding would have been allocated from the NYCC Highways Capital Programme, which would have resulted in £6million of schemes in 2021/22 being moved back to 2022/23 to accommodate the delivery of the A19 Chapel Haddlesey scheme. The scheme is due to finish on site in June 2021.

5.0 Financial Implications

5.1 The £1.165M of local contribution associated with the delivery of the scheme will be accounted for as part of the routine strategic management of the Highways Capital Works Programme. The contents of this report make no changes to the BES Capital Plan expenditure limits.

5.2 A full scheme risk register has been produced which has identified a quantified risk allowance of £998K. This has been accounted for within the overall scheme cost of £7.165M. Regular risk reviews are taking place to manage project risk throughout the delivery programme.

5.3 Any cost overrun above the £7.165M scheme cost would be funded from the 2021/22 highways capital works programme as part of ongoing programme management.

5.4 The £6.0M GBF funding will be included on the budget profile as part of the Q3 Performance Monitoring to Executive.

5.5 The County Council will work with the LEP to ensure that all required information and funding claims are provided in line with the conditions of the funding agreement.

6.0 Equalities Implications

6.1 An Initial equality impact assessment screening form has been completed and this has identified that an Equality Impact Assessment is not required. See Appendix 1.

7.0 Legal Implications

7.1 The funding agreement is being reviewed by the NYCC legal team.

7.2 As outlined in section 3.2 above, the County Council, as accountable body for the LEP, is unable to enter in to a funding agreement with the County Council for this scheme as this would essentially be an agreement with itself. However, the LEP will

write to the Corporate Director Strategic Resources (or sub-delegated officer) seeking confirmation that the County Council will abide by the terms and conditions of the Funding Agreement.

8.0 Climate Change Impact

- 8.1 A climate change impact assessment has been carried out, see Appendix 2. The scheme being delivered will have a significant benefit in terms of enhancing resilience to flooding. The contractor delivering the scheme Balfour Beatty alongside scheme designers WSP are committed to reducing climate change impacts throughout the design and delivery of the scheme.

9.0 Recommendations

- 9.1 That the Executive Member for Access, in consultation with the Corporate Director Business and Environmental Services and other BES Executive Members authorises the Corporate Director Strategic Resources, to accept and finalise the relevant funding agreement for the £6M Getting Building Fund (GBF) grant funding from the York and North Yorkshire Local Enterprise Partnership (LEP) for delivery of the A19 Chapel Haddlesey Improvement Scheme.
- 9.2 That the Corporate Director BES in consultation with the BES Executive Members authorises funding of £1.165M from the Highways Capital Programme to provide the local contribution for the delivery of the scheme

BARRIE MASON
Assistant Direct Highways and Transportation

Author of Report: James Gilroy

Background Documents: None

Initial 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	Business and Environmental Services		
Service area	Highways & Transportation		
Proposal being screened	A19 Chapel Haddlesley Funding		
Officer(s) carrying out screening	James Gilroy		
What are you proposing to do?	Authorise acceptance of funding award for funding for maintenance of the at A19 Chapel Haddlesley.		
Why are you proposing this? What are the desired outcomes?	Fund major Maintenance and reinstatement works on the A19 at Chapel Haddlesley following a major flood event in February 2020		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No, the scheme will involve additional capital funding, removing the risk that other schemes in the existing highways capital programme would need to be moved as a result of funding this scheme.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic 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		✓	

APPENDIX 1

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, the proposals do not negatively affect any groups of people.		
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 proposal will have no effect on how other organisations work.		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	Funding for the scheme does not have an adverse impact on any protected characteristics The funding will enable the A19 to fully reopen, improving accessibility for many residents, organisations and businesses in the Selby area and beyond.		
Signed (Assistant Director or equivalent)	<i>Barrie Mason</i>		
Date	<i>08/12/20</i>		

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

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 for advice.

Title of proposal	Highways Capital Programme 2020/21 – October 2020/21 Update
Brief description of proposal	<p>For the Corporate Director in consultation with BES Executive members to;</p> <p>To confirm acceptance of the £6M Getting Building Fund (GBF) funding from the York and North Yorkshire Local Enterprise Partnership (LEP) for delivery of the A19 Chapel Haddlesley Improvement Scheme.</p> <p>Subject to final review by the County Council’s legal team, authorise the Assistant Director Highways and Transportation to accept and adhere to the terms of the funding agreement drawn up between the LEP and County Council. .</p>

	To authorise funding of £1.165M from the Highways Capital Programme to provide the local contribution for the delivery of the scheme.
Directorate	BES
Service area	Highways and Transportation
Lead officer	James Gilroy
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	12.11.2020

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.

Other options were considered, as per the following

Not reopening the road. This was discounted as it would increase journey times and length for transport users and would negatively impact on local communities that are on or close to both informal and formal diversion routes.

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

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

The funding award has a benefit on existing highways capital programme as it reduces the draw n existing budgets to fund this scheme

APPENDIX 2

<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>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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 greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	x			<p>Repairs to existing infrastructure</p>	<p>Reduces distances travelled and associated reductions in emissions.</p>	
	<p>Emissions from construction</p>			x	<p>Some emissions from construction vehicles</p>	<p>Where possible – ensure that vehicle mileage is reduced by planning vehicle movements / diversion routes etc</p> <p>The contractor delivering the scheme Balfour Beatty alongside scheme designers WSP are committed to reducing climate change impacts throughout the design</p>	

APPENDIX 2

<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>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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>and delivery of the scheme</p>	
	Emissions from running of buildings		x				
	Other		x				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		x					
<p>Reduce water consumption</p>		x					
<p>Minimise pollution (including air, land, water, light and noise)</p>		x					

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<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	x			<p>The scheme will significantly increase resilience to future flooding events – ensuring that the A19 will remain open during any flood events on the River Aire.</p>		
<p>Enhance conservation and wildlife</p>		x				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		x				
<p>Other (please state below)</p>		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 funding will have a significant impact in enhancing local resilience to flooding ensuring that a vital piece of highway infrastructure remains open.

Sign off section

This climate change impact assessment was completed by:

Name	James Gilroy
Job title	Team Leader Highway Asset Management
Service area	Highways and Transport
Directorate	BES
Signature	J Gilroy
Completion date	12.11.2020

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 08/12/20