



Agenda

Notice of a public meeting of Environment Directorate -
Corporate Director and Executive
Member - Highways and
Transportation

To: Councillor Keane Duncan.

Date: Friday, 24th November, 2023

Time: 2.00 pm

Venue: Via Microsoft Teams

Business

Items for Executive Member decision

1. Application to Department for Transport Zero Emission bus Regional Area (ZEBRA 2) Scheme (Pages 3 - 14)

Items for Corporate Director decision

2. Highways Capital Programme 2024-25 (Pages 15 - 86)
3. Vehicle Replacement 2023-2024 – Former Districts (Pages 87 - 100)
4. Proposed Introduction of Waiting Restrictions Whitley Farm Close, Whitley (Pages 101 - 114)
5. Area 3 Proposed waiting restriction amendments, High Street, Hinderwell (Pages 115 - 134)
6. Flood Events affecting Scarborough and surrounding areas (Pages 135 - 148)

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

17 November 2023

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North Yorkshire Council

Environment Executive Members

24 November 2023

Application to Department for Transport Zero Emission Bus Regional Area (ZEBRA 2) scheme

Report of the Assistant Director for IPT, Licensing, Public Rights of Way and Harbours

1.0 PURPOSE OF REPORT

- 1.1 To recommend that the Executive Member for Highways & Transportation following consultation with the Corporate Director of Environment and Corporate Director, Resources agrees to making a submission to the Department for Transport ZEBRA2 funding scheme.

2.0 BACKGROUND

- 2.1 In March 2021 the Department for Transport (DfT) announced the Zero Emission Regional Areas Scheme (ZEBRA) to support bus operators to invest in zero emission buses rather than diesel vehicles. DfT stated that submissions should be led by local transport authorities, working in close partnership with bus operators to bid for funding to purchase zero emission buses (ZEBs) and the infrastructure needed to support them.
- 2.1 In 2022 North Yorkshire County Council was successful in a joint bid with Transdev in Harrogate to the previous funding round. This project will enable Transdev's Harrogate operation to become fully electric, replacing existing diesel 39 buses with electric vehicles and providing charging infrastructure.

3.0 ZERO EMISSION BUS REGIONAL AREA FUNDING SCHEME 2

- 3.1 In September 2023, the Government announced a second round of funding for zero emission buses called ZEBRA2, with a total fund of £129m. An expression of interest was required by 20th October from any authority interested in bidding with the final submission deadline being 15 December 2023.
- 3.2 Bids must be led and submitted by a local transport authority (LTA), working in partnership with bus operators. We contacted all bus operators asking if they were interested in submitting a bid to ZEBRA2 with the result that one operator, East Yorkshire Motor Services (EYMS), were keen to bid to convert their Scarborough based operation, focused on their Scarborough town bus routes. No other operators were interested in a submission to this funding round.
- 3.3 ZEBRA2 will use the same funding formula as the previous scheme:
- DfT will contribute up to 75% of the cost difference between a ZEB and a standard conventional diesel bus equivalent of the same total passenger capacity.
 - For infrastructure, DfT will contribute up to 75% of the total capital expenditure incurred as a result of its purchase and installation.

- Bidders can also request grant funding to cover up to 50% of total contingency costs, for vehicles and infrastructure.
- There is no minimum or maximum size for bids. However, DfT reserves the right to require any LTA to submit a separate, scaled-down or scaled-up proposal.

- 3.4 Unlike earlier rounds of funding, DfT has provided a structured application form and a spreadsheet for technical data to reduce the amount of work required by bidding authorities.
- 3.5 Initial discussions have taken place with EYMS who understand that, as with our previous ZEBRA bid, the remaining funding will be met by the bus operator, with no financial contribution from local authority. They will also provide the technical data required for the submission.
- 3.6 DfT have stated that they will be prioritising bids from local authorities who weren't successful with earlier rounds of funding as follows:
- 1: Proposal to introduce ZEBs in rural areas, submitted by LTAs that have not previously received funding from ZEBRA scheme.
 - 2: Proposal to introduce ZEBs in any area, submitted by LTAs that have not previously received funding from ZEBRA scheme.
 - 3: Proposal to introduce ZEBs submitted by LTAs that have previously received funding from ZEBRA scheme.
- 3.7 It is understood by officers and EYMS that a bid from North Yorkshire Council will be looked at in the third priority category but we still feel that it is worth developing and submitting a bid for future rounds of funding if we are unsuccessful in this bid.
- 3.8 We have gained good experience from our earlier zero emission fund bid which will inform this application and have already developed the necessary grant agreements and legal documents should our bid be successful.
- 3.9 Any local transport authority submitting a bid to ZEBRA2 must have set up an Enhanced Partnership. North Yorkshire Council has done this.

4.0 ALTERNATIVE OPTIONS CONSIDERED

- 4.1 The alternative would be not to apply. Although we are in the third priority category this remains a good opportunity to deliver climate improvements through de-carbonising bus services in Scarborough.

5.0 FINANCIAL IMPLICATIONS

- 5.1 Should a bid to the ZEBRA 2 scheme be successful, all capital costs will be met by the DfT grant allocation and the bus company. The bid will include contingency funding. The council is not providing a funding contribution to the proposal and will not bear the risk for any increased costs or any ongoing maintenance costs.
- 5.2 The bid to the ZEBRA 2 fund is estimated at £3,500,000 capital funding with all other funding met by the bus company. Figures will be confirmed when final supplier quotes are received prior to submission of the application.
- 5.3 No additional staff are required and work on the bid will be managed through existing staff. As such there will be no additional costs to salary budgets.

5.4 A successful bid will require legal agreements to be put in place with the bus company. Suitable agreements have already been developed by Freeths, our external lawyers, during the first ZEBRA project.

5.5 Further financial implications will be worked up should be the bid be successful prior to a decision to accept the funding, this will include understanding the financial terms and conditions of the funding.

6.0 LEGAL IMPLICATIONS

6.1 Advice has been provided by the North Yorkshire Legal Team regarding Subsidy Control regulations and further advice will be sought as the detailed bid is developed.

6.2 The Grant will be subject to the Subsidy Control Rules (formerly State Aid Regulations). The Subsidy Control Rules will apply in how the Council spends the Grant. Subsidy Control Rules do not apply in the Council's receipt of the Grant. If the Council spends the Grant pursuant to its own Contract and Procurement Rules, then it is unlikely that Subsidy Control Rules will apply, as they will be inviting bids for paid services. However, if the Grant monies are intended to be awarded to a third party via a grant or similar, then Subsidy Control Rules may apply upon which further advice will be obtained from legal.

7.0 EQUALITIES IMPLICATIONS

7.1 Consideration has been given to the potential for any adverse equality impacts arising from this decision (see Appendix A). It is not expected that this decision will lead to adverse impacts and a successful bid is likely to deliver benefits for a number of groups of people with protected characteristics. A full Equalities Impact Assessment is not required.

7.2 One of the requirements of developing the full bid includes consulting with relevant stakeholders that represent people from protected characteristic groups which will be done prior to final submission.

8.0 CLIMATE CHANGE IMPLICATIONS

8.1 This proposal will improve air quality and reduce carbon based emissions through replacing current diesel buses with zero emission electric buses. There will also be emission savings from road tanker diesel delivery as this will no longer be required. It supports the council's climate strategy and progress towards net zero.

8.2 Consideration has been given to the potential for any adverse climate impacts arising from this decision and a Climate Change Impact Assessment (CCIA) screening has taken place. It is not felt appropriate to progress to a full CCIA (see Appendix B).

9.0 REASONS FOR RECOMMENDATIONS

9.1 Submitting a bid to the ZEBRA2 scheme gives an opportunity to make a significant improvement to bus services in Scarborough, delivering new buses that will reduce carbon based emissions and encourage more people to use public transport.

10.0 RECOMMENDATION

That the Executive Member for Highways & Transportation, following consultation with the Corporate Director of Environment and Corporate Director, Resources, agrees to making a submission to the Department for Transport ZEBRA2 funding scheme and also notes that, should the bid be successful, a further report will be brought to the Council's Executive to formally accept the funding.

APPENDICES:

Appendix A – Equalities Impact Assessment screening form
Appendix B – Climate Change Impact Assessment

BACKGROUND DOCUMENTS:

none

PAUL THOMPSON: Assistant Director for IPT, Licensing, Public Rights of Way and Harbours.

Report author: Andy Clarke, Public and Community Transport Manager

Initial equality impact assessment screening form			
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	Environment		
Service area	Integrated Passenger Transport		
Proposal being screened	Zero Emission Bus Regional Areas (ZEBRA2) grant		
Officer(s) carrying out screening	Andy Clarke		
What are you proposing to do?	Submit an application to the Dept. for Transport ZEBRA2 scheme for funding to replace existing diesel buses with zero emission electric buses and provide associated infrastructure.		
Why are you proposing this? What are the desired outcomes?	A successful bid will provide government funding for East Yorkshire Motor Services to invest in electric buses and charging infrastructure to operate in the Scarborough area.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No. If the bid is successful the bus company will meet all vehicle and infrastructure costs not covered by the grant award.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC'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? 			
<p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	

Are from the Armed Forces Community		X	
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.	This grant will provide additional funding to convert local bus services in Scarborough to new electric vehicles. Bus services are often relied on by older, disabled or lower income groups.		
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		
Decision (Please tick one option)	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:
Reason for decision	Applying for this grant will meet a significant part of the cost to convert bus services in Scarborough to new zero emission electric vehicles. As well as improving air quality and reducing carbon based emissions it will provide new investment into public transport which will make services more attractive and financially sustainable. Maintaining and improving bus services, which are often relied on by older, disabled and low income groups, will help to avoid any adverse impact to groups of people with protected characteristics.		
Signed (Assistant Director or equivalent)	Paul Thompson		
Date	07.11.2023		

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	Department for Transport Zero Emission Bus Regional Area (ZEBRA 2) scheme
Brief description of proposal	To agree to submit a bid to the ZEBRA2 funding scheme to fund the replacement of diesel buses in Scarborough with electric vehicles.
Directorate	Environment
Service area	Integrated Passenger Transport
Lead officer	Andy Clarke
Names and roles of other people involved in carrying out the impact assessment	None
Date impact assessment started	27 October 2023

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 funding opportunities currently exist for upgrading commercial bus fleets to zero emission buses.

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

Cost neutral. Should a bid to the ZEBRA 2 scheme be successful, all capital costs will be met by the DfT grant allocation and the bus company. The bid will include contingency funding. The council is not providing a funding contribution to the proposal and will not bear the risk for any increased costs or any ongoing maintenance costs.

<p>How will this proposal impact on the environment? N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of the project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale? 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>	<p>X</p>			<p>A successful bid will replace around 15 ICE buses with zero emission electric buses significantly reducing carbon based emissions in Scarborough. It will also remove the need for diesel fuel to be transported to the bus garage. Estimated carbon impact of each internal combustion vehicle to be replaced as part of this proposal is an</p>	<p>n/a</p>	

<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 relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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>average 1282g CO₂ per km compared to 438g per km for a battery electric vehicle.</p>		
	Emissions from construction		X		No impact.		
	Emissions from running of buildings		X		No impact.		
	Other						
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>			X		No impact.		
<p>Reduce water consumption</p>			X		No impact		
<p>Minimise pollution (including air, land, water, light and noise)</p>	X				<p>This will replace existing ICE buses producing tailpipe emissions such as NO_x with cleaner electric buses. Electric buses are also significantly quieter in operation. It will also remove the need to transport and store diesel fuel at the bus garage.</p>		

<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 relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X		<p>No impact anticipated</p>		
<p>Enhance conservation and wildlife</p>		X		<p>No impact anticipated</p>		
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		X		<p>No impact anticipated</p>		
<p>Other (please state below)</p>		X		<p>No impact anticipated</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.

Submitting a bid to the DfT ZEBRA2 fund gives an opportunity to replace around 15 diesel buses with new zero emission electric buses. This will reduce carbon based emissions and tailpipe pollutants in Scarborough. Investment in new, green buses will also encourage modal shift from private car to bus, further reducing emissions from travel.

Sign off section

This climate change impact assessment was completed by:

Name	Andy Clarke
Job title	Public & Community Transport Manager
Service area	Integrated Passenger Transport
Directorate	Environment
Signature	<i>Andy Clarke</i>
Completion date	30/10/2023

Authorised by relevant Assistant Director (signature): Paul Thompson

Date: 07.11.23

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North Yorkshire Council

Environment Executive Members

24 November 2023

Highways Capital Programme 2024-25

Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

1.0 Purpose of Report

- 1.1 To seek agreement from the Corporate Director for Environment in consultation with Environment Executive Member for Highways and Transportation to authorise,
 - 1.1.1 additions to the Highways Capital Forward Programme (HCFP) for Structural Highway Maintenance identified since the last Highways Capital Programme report dated 25 August 2023
 - 1.1.2 schemes to be included within the 24/25 Highways Capital annual Programme
- 1.2 To update the Corporate Director for Environment and the Environment Executive Member for Highways and Transportation on:
 - 1.2.1 delivery of the 23/24 Highways Capital Annual Programme including schemes that have been moved into future year's annual programme
 - 1.2.2 funding assumptions for 24/25

2.0 SUMMARY

- 2.1 This report identifies schemes that are being added to the Highways Capital Forward Programme (HCFP) for future delivery and schemes that are to be included within the 24/25 Highways Capital annual programme.
- 2.2 The report also provides an update on the delivery of the 23/24 annual programme and an update on funding assumptions for 24/25 on the back of recent announcements from the government in respect of transport funding.

3.0 BACKGROUND

- 3.1 The Highways Capital Programme (HCP) is made up of Street Lighting, Bridges and Structures, Integrated Transport and Structural Highway Maintenance. They are each subject to their own prioritisation methods based upon an assessment of the problem that is being addressed.
- 3.2 The Corporate Director - Environment in consultation with the Executive Member for Highways and Transportation considered a report on 18 May 2023 where the provisional headline allocations and distribution of the 2023/24 budget for the various works categories were agreed. These headline allocations are based on an indicative funding settlement of £40.07M from the Department of Transport (DfT) and is the same base funding received for the current financial year. A further £6M of funding was provided to the Council by DfT in March 2023, for the financial year 23/24. For planning purposes, we have used the base funding scenario of £40.07M for the 24/25 Highways Capital Annual Programme.

3.3 We are aware that following the cancellation of HS2 between Birmingham and Manchester that further funds have been earmarked by DfT for local roads. At the time of writing this report we do not have formal confirmation of what this will mean for North Yorkshire in terms of any additional funding.

4.0 DELIVERY OF THE 23/24 ANNUAL HIGHWAYS CAPITAL PROGRAMME

4.1 Delivery of the 23/24 HCP is well underway, with a significant proportion of schemes either completed or in progress. There remains some works to start on site, however, plans for these are well advanced. At present we estimate that by the end of Q3, 87% of the total LTP budget will have been spent by the end of December. The remaining programme value is accounted for by schemes awaiting confirmed on site start dates and are still expected to be completed this financial year.

4.2 At present we estimate that we are in the region of £3.5M over programmed for 23/24. Typically, we seek to have a level of over programming in the region of 10% within the capital programme to allow some level of flexibility to take in to account potential scheme delays for example. It is important to note that any over programming in 23/24 will have to be funded from the 24/25 capital programme budget. This is accounted for as part of the available funding for 24/25.

4.3 As part of the programme management process we rank schemes based on their risk of non-delivery within the annual programme. At present there is £1.18M of schemes ranked as amber (50% chance of non-delivery) and £944K ranked as red (75% chance of non-delivery) in the 23/24 Highways Capital Annual Programme. As scheme delivery dates are confirmed with contractors, this information is updated, with schemes either being delivered or deferred into future years. If the red risk schemes are not delivered this financial year then over programming would be in the region of £2.6M

4.4 Some schemes have moved from the 23/24 Highways Capital Annual Programme into future years. Several schemes moved from 23/24 are included within the 24/25 annual programme. In total £3.5M worth of schemes have been moved in to 24/25 and a further £3.27M have been returned to the HCFP for delivery in a future year. Appendix A provides a full list of schemes that we are proposing to return to the HCFP and defer for future year delivery. Section 7 of this report outlines the Highways Capital Annual Programme for 24/25 which contains some schemes that have been moved from 23/24 in to 24/25.

5.0 24/25 ANNUAL PROGRAMME

5.1 Using the £40.07M funding settlement from DfT, the following table provides an overview of the sources of funding and how funding is allocated in 24/25. This takes into consideration the 23/24 over programming figure and the movement of deferred schemes from 23/24 in to 24/25.

24/25 Sources of Funding		2024/25 (£000s)
Local Transport Plan	LTP Grant	-19,500
	LTP Incentive	-4,113
	Pothole Funding	-16,454
	Subtotal	-40,067
Revenue Funding	CPE	-59
	Total	-40,126
24/25 Uses of Funding		
"Topslice" Fees / Block Allocations etc		13,915
Previous Year (23/24 Over programming)		3,563
Bridges	Carry Over schemes from 23/24	165
Bridges	New 24/25 Schemes	2,205
Integrated Transport	Carry Over schemes from 23/24	20
Integrated Transport	New 24/25 Schemes	1,820
Street lighting	New 24/25 Schemes	800
Highways Maintenance	Carry Over from 23/24	3,854
Highways Maintenance	New 24/25 Schemes	19,472
	Total	45,814
	Initial 23/24 Over-programming	5,688

5.2 At present we are proposing that we will be over programmed by £5.69M going in to 2024/25. This is approximately 14% over programmed. As cost estimates are further refined through our scheme design and development process, we will review the programme and look to defer schemes if required. We also await details of any further additional funding that may become available as set out in section 3.3 above.

6.0 SCHEMES FOR ADDITION TO THE FORWARD PROGRAMME

6.1 It is proposed to add 11 new schemes, with a combined value of £968K to the HCFP. As discussed at the Environment Executive Members Meeting on 25 August 2023, entry on to the forward programme does not guarantee delivery in a specific year, however where these schemes are linked to improvements to ensure the safety of specific assets, they will be delivered in 2023/24. Schemes not delivered in 2023/24 will remain on the HCFP for future year's delivery.

6.2 The proposed schemes were identified through ongoing asset condition and engineering assessments carried out since the forward programme was approved on 25 August 2023. Details of the schemes are provided in Appendix B.

7.0 SCHEMES WITHIN THE 24/25 CAPITAL PROGRAMME

- 7.1 Appendices C to K outline schemes proposed for delivery in 24/25 as part of the Highways Capital Annual Programme. These appendices also contain details of schemes that have been moved from 23/24 in to 24/25. Funding for the delivery of these schemes is from the 24/25 budget.
- 7.2 Asset condition information alongside local engineering input is used to determine which schemes on the HCFP are selected for delivery. We select schemes up to available budgets.
- 7.3 Scheme costs include an increase to account for inflation. Whilst the rate of inflation has eased compared to the previous 18-24month period, costs continue to increase, which has an impact on the number of schemes that we are able to deliver.
- 7.4 Ahead of scheme delivery in 24/25, officers alongside our design and delivery partners WSP, APP and NYH, are reviewing scheme designs to identify any potential efficiency savings, through using alternative treatments, changing scope and scale. This process is currently ongoing and will continue throughout the remainder of Q3 and Q4 23/24.
- 7.5 The 24/25 programme includes an allocation of £500K to fund spray injection patching across the County. This mechanised process is a more efficient and cost-effective way of delivering pothole repairs on our network, which also helps to prepare roads for future surface dressing.
- 7.6 In 23/24 Accident Investigation and prevention (AIP) and Signing, Lining & works associated with traffic regulation orders had budgets of £400K and £320K respectively. In 24/25, to help further prioritise safety critical improvement work, including speed limit reviews, it is proposed to increase both block allocations to £600K for AIP and £530K for signing lining & works associated with traffic regulation orders.
- 7.7 For the purposes of budget and programme management, surface dressing patching schemes, micro asphalt surfacing and some resurfacing and reconstruction (R&R) schemes within the annual programme will be combined into area specific budget lines based on network hierarchy and treatment type. Separate detailed delivery programmes will be developed, allowing for oversight of scheme delivery.

8.0 ADDITIONAL FUNDING

- 8.1 As outlined in section 3 of this report, the 24/25 annual programme is based on confirmed funding allocations. There is the potential for additional funding to be received as mentioned in section 3.3 and in preparation officers have been identifying those schemes that can be most effectively delivered should extra funding become available.
- 8.2 Using the HCFP, officers have been developing a supplementary programme of highway schemes, to deliver if further funding becomes available, based on how the additional £6.5M of funding received in March 2023 was used, which targeted the Cat2, 3a and 3b networks, alongside delivering schemes on our Cat 4a and 4b networks that were initially earmarked as part of the 24/25 annual programme delivery process. To ensure the maximum chance of successful delivery we have commenced design work on these schemes to enable us to respond quickly if any extra funding is confirmed.

- 8.3 A report will be presented to future Executive members meeting outlining what schemes are recommended for delivery should extra funding from DfT be forthcoming.

9.0 FINANCIAL IMPLICATIONS

- 9.1 Sections 3 to 8 of this report provide an overview of financial implications. Continuous monitoring of programme delivery and scheme costs is carried out to ensure that appropriate decisions are made in respect of programme management, i.e., ensuring spend within budget limits and schemes are moved between programmes to match available funding.
- 9.2 Officers will develop proposals on how to manage the cash flow implication over year end to manage any over programming. This is to manage the period between year end and the receipt of the 24/25 LTP grant from DfT.
- 9.3 The contents of this report make no change to the Environment Capital Plan expenditure limits.

10.0 EQUALITIES IMPLICATIONS

- 10.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. An Initial equality impact assessment screening form has been carried out see Appendix L. 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.
- 10.2 Furthermore, the local accessibility budget has been agreed and introduced. This has achieved a positive equality impact as it provides flexibility for funding for improvement schemes such as dropped kerbs which reduces the impact that the MMI process has on people with mobility difficulties or those without access to private vehicles. This also ensures the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. Taking into account the local accessibility budget and the positive outcome of the EIA in the Local Transport Plan 4. With regards to the MMI hierarchy it is considered that there are no adverse impacts arising from the allocation of funding based on the MMI and subsequent recommendation. Therefore, an Equalities Impact Assessment is not required. The Authority will continue to consider and pay due regard to the Public Sector Equality Duty throughout the allocation of funding for the Capital Programme.

11.0 LEGAL IMPLICATIONS

- 11.1 The Council as Local Highway Authority has a wide range of statutory duties imposed by a variety of legislation relating to highways and transportation and also has a wide range of duties imposed by legislation in its capacity as Lead Local Flood Authority, Street Authority and Local Traffic Authority. This includes a duty under S41 of the Highways Act 1980 to maintain highways maintainable at the public expense and a duty under S122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including

pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Under S16 of the Traffic Management Act 2004, the Council is also required to manage its road network to secure the expeditious movement of traffic in that network.

- 11.2 The forward programme and associated annual programmes have been developed and prioritised in line with the Councils duties and responsibilities under the above and other legislation, including the Transport Act 2000 and the Flood and Water Management Act 2010.

12.0 CLIMATE CHANGE IMPLICATIONS

- 12.1 A climate change impact assessment has been carried out, see Appendix M. This has identified that the development of a forward programme will help to improve efficiency of delivery, reducing waste and emissions through improved coordination and planning of works.

13.0 REASONS FOR RECOMMENDATIONS

- 13.1 The recommendations will enable Council officers, working alongside NYH and partner organisations to deliver the schemes listed in Appendices B to J in the 24/25 annual programme and for schemes listed in appendix K to be designed and developed for future delivery.

14.0 RECOMMENDATION(S)

- 14.1 It is recommended that the Corporate Director for Environment in consultation with Environment Executive Member for Highways and Transportation
- i. Approves the schemes listed in Appendix B for inclusion within the Highways Capital Forward Programme.
 - ii. Approves the Highways Capital Annual Programme for delivery in 24/25 contained in Appendices C to K.
 - iii. Notes the updates on the following
 - a. 23/24 Highways Capital Annual Programme
 - b. Potential for additional funding from DfT

APPENDICES:

Appendix A: Schemes Deferred to future years from 23/24 annual programme

Appendix B Schemes for Addition to the Highways Capital Forward Programme

Appendix C: Area 1 Capital Annual Programme 24/25

Appendix D: Area 2 Capital Annual Programme 24/25

Appendix E Area 3 Capital Annual Programme 24/25

Appendix F: Area 4 Capital Annual Programme 24/25

Appendix G: Area 5 Capital Annual Programme 24/25

Appendix H: Area 6 Capital Annual Programme 24/25

Appendix I: Area 7 Capital Annual Programme 24/25

Appendix J: Countywide Allocations 24/25

Appendix K: Bridges & Structures Schemes for inclusion in the Highways Capital Forward Programme.

Appendix L: Initial equality impact assessment screening form

Appendix M: Climate change impact assessment

BARRIE MASON

Assistant Director - Assistant Director - Highways and Transportation, Parking Services,
Street Scene, Parks and Grounds

Author of Report: James Gilroy

Background documents: None

A summary of highway areas compared to previous Districts is provided below

Area 1 = Richmondshire

Area 2 = Hambleton

Area 3 = Scarborough

Area 4 = Ryedale

Area 5 = Craven

Area 6 = Harrogate

Area 7 = Selby

Abbreviations for treatment types are summarised below

SD – Surface Dressing

R&R – Resurfacing and / or reconstruction

Micro = Micro Surfacing

Slurry – Footway Slurry Sealing.

It should be noted that carriageway patching estimates for Area 1 are currently being finalised. Sites will be delivered up to the patching budgets for each carriageway hierarchy as per the following.

Cat 3a = £211,321

Cat 3b = £130,994

Cat 4a = £114,397

Cat 4b = £191,324

Schemes Deferred to future years from 23/24 annual programme

Scheme name	Proposed Treatment	Area	Town	Scheme Budget (£)
Whitley New Bridge	Bridge	7	Whitley	280,359
Oakbeck Bridge	Bridge	6	Harrogate	1,500,000
Coverhead	Bridge	1	West Scrafton	85000
Lastingham Seven	Bridge	4	Lastingham	50,000
Jack Beck	Bridge	5	Clapham	80,000
Three Gables	Bridge	2	Easingwold	300,000
Lund Leys	Bridge	2	Easingwold	200,000
Cornfoth Hill Wall	Retaining Wall	1	Richmond	150,000
B6270 Strands to Low Row Drainage	Drainage	1	Feetham	25,000
B6271 Richmond Road Drainage	Drainage	1	Brompton on Swale	6,000
C32 Beggarman's Road Fleet Moss	R&R	1	Gayle	58,600
Stillington Drainage	Drainage	2	Stillington	50,000
Crayke Road Drainage	Drainage	2	Crayke	36,000
Area 2 Thirsk Market Place Special	Special	2	Thirsk	195,000
U1274 Overton to District Boundary Special	Special	2	Overton	67,500
Hunters Sty Landslip	Landslip	3	Westerdale	130,000
Low Green to Parish Boundary	Drainage	6	Darley	10,000
C259 Shaw Lane	Drainage	6	Beckwithshaw	48,000
			Total	3,271,459

Schemes for Addition to the Forward Programme

Link & Section	Scheme Name	Proposed Treatment	Area	Town	Scheme Budget (£)	Hierarchy
B6274/2/40	B6274 West Lane To Forcett Retaining Wall	Retaining Wall	1	Forcett	50000	4a
A165/2/90	A165 Road From Cayton Bay Roundabout To Filey Road Roundabout R&R	R&R	3	Osgodby	75000	3a
A165/3/10	A165 Road From Cayton Bay Roundabout To Filey Road Roundabout R&R	R&R	3	Osgodby	75000	2
C72/2/10	C72 St Hildas Street R&R	R&R	4	Sherburn	30000	4a
U793/2/30	U793 High Hill Lane R&R	R&R	5	Settle	150000	4b
U437/3/50	U437 Lancaster Park Road R&R	R&R	6	Harrogate	170000	4a
B6163/1/80	B6163 Briggate Retaining Wall	Retaining Wall	6	Knaresborough	150000	3b
U1048/2/50	U1048 Philip Lane R&R	R&R	7	Hambleton	18546	4b
1165	Newthorpe Bridge	Bridge	7	Sherburn in Elmet	60000	
852	Spittal Old Bridge	Bridge	3	Whitby	70,000	
1022	Burn Canal	Bridge	7	Burn	120000	
				Total	968,456	

Area 1 Capital Annual Programme 24/25

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C28/1/85	C28 Back Lane SD	SD	1	Aldbrough St John	£ 1,876	4a	
C28/1/85	C28 Back Lane SD	SD	1	Aldbrough St John	£ 7,350	4a	
C28/1/90	C28 Manor Farm To Lucy Cross Road SD	SD	1	Aldbrough St John	£ 9,365	4a	
U1318/1/30	U1318 Brickkiln Lane SD	SD	1	Aldbrough St John	£ 11,394	4b	
U1318/1/70	U1318 Brickkiln Lane SD	SD	1	Aldbrough St John	£ 16,461	4b	
C31/4/5	C31 Road From Bedale Road To Arrathorne Patching	Patching	1	Arrathorne	Tbc	3b	
U221/1/30	U221 Skellgill Lane Patching	Patching	1	Askrigg	Tbc	4b	
U221/1/70	U221 Skellgill Lane Patching	Patching	1	Askrigg	Tbc	4b	
C118/1/50	C118 Church Bank R&R	R&R	1	Aysgarth	£ 75,000	4a	
C43/1/95	C43 Bainbridge To Stalling Busk Road SD	SD	1	Bainbridge	£ 9,316	4b	
U234/1/30	U234 Carpley Green Road SD	SD	1	Bainbridge	£ 20,175	4b	
U234/1/70	U234 Carpley Green Road SD	SD	1	Bainbridge	£ 13,164	4b	
U1355/1/50	U1355 Wells Lane Patching	Patching	1	Barton	Tbc	4b	
C151/1/60	C151 The Green Patching	Patching	1	Barton	Tbc	4b	
C151/1/50	C151 The Green Patching	Patching	1	Barton	Tbc	4b	
C151/1/60	C151 The Green Patching	Patching	1	Barton	Tbc	4b	
C12/3/10	C12 Barton To Barton Interchange Roundabout Patching	Patching	1	Barton	Tbc	3b	
U1353/1/30	U1353 Barton To Hangbank Cottage Patching	Patching	1	Barton	Tbc	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U1353/1/70	U1353 Barton To Hangbank Cottage Patching	Patching	1	Barton	Tbc	4b	
A6108/3/50	A6108 Runs Bank Patching	Patching	1	Bellerby	Tbc	3a	
A6108/3/45	A6108 Leyburn Road Patching	Patching	1	Bellerby	Tbc	3a	
B6271/1/90	B6271 Bolton On Swale Village Roads Patching	Patching	1	Bolton On Swale	Tbc	3b	
B6271/2/10	B6271 Bolton On Swale To District Boundary Patching	Patching	1	Bolton On Swale	Tbc	3b	
B6271/2/15	B6271 Bolton On Swale To District Boundary Patching	Patching	1	Bolton On Swale	Tbc	3b	
B6271/2/20	B6271 Bolton On Swale To District Boundary Patching	Patching	1	Bolton On Swale	Tbc	3b	
U888/1/30	U887 Brackenhill Lane SD	SD	1	Brayton	£ 2,493	4b	
B6271/1/75	B6271 Scorton Road Footway	3,4,5 Footway R&R	1	Brompton On Swale	£ 43,500	3b	
A6055/5/60	A6055 Scorton Crossroads R&R	R&R	1	Brompton On Swale	£ 92,400	3a	
U1461/1/70	U1461 Moor End Lane Patching	Patching	1	Burrill	Tbc	4b	
C128/2/50	C128 Sinks Lane SD	SD	1	Burrill	£ 12,005	4a	
A684/2/40	A684 Bainbridge To Hawes Road Patching	Patching	1	Burtersett	Tbc	3a	
A684/2/45	A684 Bainbridge To Hawes Road Patching	Patching	1	Burtersett	Tbc	3a	
A684/2/50	A684 Bainbridge To Hawes Road Patching	Patching	1	Burtersett	Tbc	3a	
C7/1/20	C7 West Lane SD	SD	1	Caldwell	£ 1,848	4a	
C7/1/30	C7 Caldwell Road SD	SD	1	Caldwell	£ 4,641	4a	
C7/1/40	C7 Caldwell Road SD	SD	1	Caldwell	£ 12,603	4a	
B6274/2/60	B6274 Caldwell To Forcett Road SD	SD	1	Caldwell	£ 12,269	4a	
B6274/2/70	B6274 Caldwell To Forcett Road SD	SD	1	Caldwell	£ 14,437	4a	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
B6274/2/80	B6274 Caldwell Village Streets SD	SD	1	Caldwell	£ 6,044	4a	
B6274/2/90	B6274 Caldwell To Winston Road SD	SD	1	Caldwell	£ 9,143	4a	
B6274/2/95	B6274 Caldwell To Winston Road SD	SD	1	Caldwell	£ 15,423	4a	
U1322/1/30	U1322 Carlton To Brickkiln Lane SD	SD	1	Carlton	£ 15,965	4b	
U1322/1/70	U1322 Carlton To Brickkiln Lane SD	SD	1	Carlton	£ 9,973	4b	
C117/1/50	C117 Haig Road Footway	3,4,5 Footway R&R	1	Catterick Garrison	£ 47,850	4a	
C117/1/50	C117 Haig Road SD	SD	1	Catterick Garrison	£ 13,020	4a	
A6136/1/30	A6136 Richmond Road SD	SD	1	Catterick Garrison	£ 35,780	3a	
U1264/1/30	U1264 Belton Park Drive Slurry	Slurry	1	Catterick Garrison	£ 5,000	4b	
U1265/1/50	U1265 Felixstowe Drive Slurry	Slurry	1	Catterick Garrison	£ 1,500	4b	
C116/1/20	C116 Plumer Road Slurry	Slurry	1	Catterick Garrison	£ 11,500	4a	
C116/1/40	C116 Plumer Road Slurry	Slurry	1	Catterick Garrison	£ -	4a	
C7/2/70	C7 Cleasby To Stapleton SD	SD	1	Cleasby	£ 7,420	4a	
C7/2/80	C7 Cleasby To Stapleton SD	SD	1	Cleasby	£ 2,779	4a	
U1312/1/50	U1312 Eppleby To Barforth Road SD	SD	1	Eppleby	£ 9,665	4b	
U1312/1/70	U1312 West Lane SD	SD	1	Eppleby	£ 13,941	4b	
U1461/1/30	U1461 No Mans Moor Lane Patching	Patching	1	Finghall	Tbc	4b	
U1460/1/40	U1460 No Mans Moor Lane SD	SD	1	Finghall	£ 20,282	4b	
U1460/1/60	U1460 No Mans Moor Lane SD	SD	1	Finghall	£ 17,775	4b	
U1104/1/50	U1104 Waters Lane R&R	R&R	1	Gilling West	£ 15,000	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
B6271/2/5	B6271 Great Langton To Red House Patching	Patching	1	Great Langton	Tbc	3b	
U249/1/60	U249 Road From Ivelet To Gunnerside Drainage	Drainage	1	Gunnerside	£ 42,000	4b	Yes
A684/1/80	A684 Hawes To GarSDale Head Patching	Patching	1	Hawes	Tbc	3a	
A684/1/90	A684 Hawes To GarSDale Head Patching	Patching	1	Hawes	Tbc	3a	
U1246/1/30	U1246 Theakston Lane Patching	Patching	1	Holly Hill	Tbc	4b	
C107/1/80	C107 Richmond To Halfpenny House Patching	Patching	1	Hudswell	Tbc	3b	
C107/1/70	C107 Richmond To Halfpenny House Patching	Patching	1	Hudswell	Tbc	3b	
U251/1/20	U251 Calvert Houses Patching	Patching	1	Ivelet	Tbc	4b	
U251/1/50	U251 Calvert Houses Patching	Patching	1	Ivelet	Tbc	4b	
B6271/2/25	B6271 Kiplin To District Boundary Patching	Patching	1	Kiplin	Tbc	3b	
C29/1/30	C29 Langthwaite To Tan Hill Patching	Patching	1	Langthwaite	Tbc	4b	
C29/1/40	C29 Langthwaite To Tan Hill Patching	Patching	1	Langthwaite	Tbc	4b	
C29/2/60	C29 Arkengarthdale Road R&R	R&R	1	Langthwaite		4a	
B6270/4/50	B6270 Road From Grinton To Hags Gill Farm Track (Swale Farm East) Landslip	Landslip	1	Marrick	£ 108,000	3b	Yes
C228/1/40	C228 Melmerby To Penhill Farm Road Cattle Grid	Cattle Grid	1	Melmerby	£ 60,000	4b	Yes
C228/1/50	C228 Melmerby To Penhill Farm Road SD	SD	1	Melmerby	£ 7,105	4b	
A6108/3/10	A6108 The Busks, Middleham	Drainage	1	Middleham	£ 70,000	3a	Yes
C35/3/95	Middleham Rexturing	SD	1	Middleham	£ 50,000	4b	
C46/1/75	C46 Village Street Patching	Patching	1	Middleton Tyas	Tbc	4a	
U1463/1/30	U1463 Stubbing Nook Lane SD	SD	1	Newton-Le-Willows	£ 8,673	4b	
C31/4/10	C31 Brompton Road SD	SD	1	Newton-Le-Willows	£ 9,490	4a	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C128/2/40	C128 Sinks Lane SD	SD	1	Newton-Le-Willows	£ 12,547	4a	
U1312/1/30	U1311 Long Acre Court SD	SD	1	Pannal	£ 1,314	4b	
U888/1/70	U888 Preston Under Scar To Thawker Corner SD	SD	1	Preston Under Scar	£ 15,778	4b	
U1091/1/30	U1091 Gayles Lane SD	SD	1	Ravensworth	£ 12,654	4b	
U1091/1/50	U1091 Gayles Lane SD	SD	1	Ravensworth	£ 7,225	4b	
C35/1/20	C35 Road From Redmire To Light Lane Patching	Patching	1	Redmire	Tbc	3b	
C35/1/30	C35 Road From Redmire To Light Lane Patching	Patching	1	Redmire	Tbc	3b	
U961/1/50	U961 Westfields Patching	Patching	1	Richmond	Tbc	4b	
U961/1/70	U961 Westfields Patching	Patching	1	Richmond	Tbc	4b	
C107/1/90	C107 Road From Hudswell Lane To Holly Hill Patching	Patching	1	Richmond	Tbc	3b	
A6108/4/65	A6108 Darlington Road Patching	Patching	1	Richmond	Tbc	3a	
U1303/1/70	U1303 Richmond Market Place R&R	R&R	1	Richmond	£ 158,400	4b	
U950/1/50	U950 Wellington Place R&R	R&R	1	Richmond	£ 40,000	4b	
A6136/1/20	A6136 Longwood Bank SD	SD	1	Richmond	£ 31,674	3a	
A6136/1/25	A6136 Longwood Bank SD	SD	1	Richmond	£ 17,927	3a	
U1303/1/70	Richmond Market Place Special	Special	1	Richmond	£ 75,000	4b	
B6270/2/40	B6270 Guning Lane To Gunnerside SD	SD	1	Satron	£ 31,925	3b	
B6270/2/50	B6270 Guning Lane To Gunnerside SD	SD	1	Satron	£ 18,684	3b	
B6270/2/60	B6270 Guning Lane To Gunnerside SD	SD	1	Satron	£ 14,321	3b	
B6271/1/85	B6271 Bolton Road Patching	Patching	1	Scorton	Tbc	3b	
C31/4/70	C31 Craggs Lane SD	SD	1	Scotton	£ 3,456	3b	
C31/4/70	C31 Craggs Lane SD	SD	1	Scotton	£ 16,783	3b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C31/4/80	C31 Bedale Road SD	SD	1	Scotton	£ 13,414	3b	
U206/1/30	U206 Sedbusk Lane SD	SD	1	Sedbusk	£ 12,735	4b	
U1147/1/50	U1147 Hargill Road SD	SD	1	Spennithorne	£ 11,394	4b	
U1146/1/30	U1146 Hallwith Road SD	SD	1	Spennithorne	£ 10,818	4b	
U1146/1/50	U1146 Hallwith Road SD	SD	1	Spennithorne	£ 9,826	4b	
C12/3/90	C12 Stapleton To Blackwell Bridge Roundabout Patching	Patching	1	Stapleton	Tbc	3b	
C12/3/80	C12 Stapleton Bank Patching	Patching	1	Stapleton	Tbc	3b	
C12/3/70	C12 Stapleton To Barton Road Patching	Patching	1	Stapleton	Tbc	3b	
C12/3/50	C12 Stapleton To Barton Road Patching	Patching	1	Stapleton	Tbc	3b	
C12/3/30	C12 Stapleton To Barton Road SD	SD	1	Stapleton	£ 14,364	3b	
C12/3/40	C12 Stapleton To Barton Road SD	SD	1	Stapleton	£ 21,060	3b	
C7/2/85	C7 Cleasby Road SD	SD	1	Stapleton	£ 3,224	4a	
C7/2/90	C7 Cleasby Road SD	SD	1	Stapleton	£ 250	4a	
A684/3/5	A684 Temple Bank To Swinithwaite SD	SD	1	Swinithwaite	£ 39,886	3a	
U1158/1/20	U1158 Moor Lane Patching	Patching	1	Thornton Steward	Tbc	4b	
U1158/1/40	U1158 Moor Lane Patching	Patching	1	Thornton Steward	Tbc	4b	
U1180/1/50	U1180 Yarborough Close Slurry	Slurry	1	Tunstall	£ 2,500	4b	
C37/1/70	C37 Tunstall Main Street Slurry	Slurry	1	Tunstall	£ 8,500	3b	
Various	Area 1 Cat 1a, 1 2 Footway Patching	1,1a,2 FW Patching	1	Various	£ 29,458	N/A	
Various	Area 1 Cat 3,4,5 Footway Patching	3,4,5 Footway Patching	1	Various	£ 20,848	N/A	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
Various	Area 1 Signs, Lines & Tros	Signs Lines & Tros	1	Various	£ 36,000	Various	
C35/1/40	C35 Road From Light Lane To Wensley Patching	Patching	1	Wensley	Tbc	3b	
C35/1/50	C35 Road From Light Lane To Wensley Patching	Patching	1	Wensley	Tbc	3b	
C35/1/60	C35 Road From Light Lane To Wensley Patching	Patching	1	Wensley	Tbc	3b	
C35/1/70	C35 Road From Light Lane To Wensley Patching	Patching	1	Wensley	Tbc	3b	
C35/1/80	C35 Road From Light Lane To Wensley Patching	Patching	1	Wensley	Tbc	3b	
C35/2/5	C35 Road From Gildersbeck Farm Entrance To Wensley Patching	Patching	1	Wensley	Tbc	3b	
C35/2/10	C35 Road From Gildersbeck Farm Entrance To Wensley Patching	Patching	1	Wensley	Tbc	3b	
C35/2/20	C35 Road From Gildersbeck Farm Entrance To Wensley Patching	Patching	1	Wensley	Tbc	3b	
U934/1/60	U934 Whiterow Road Cattle Grid	Cattle Grid	1	West Burton	£ 82,500	4b	
U931/1/20	U931 Dame Lane SD	SD	1	West Burton	£ 8,981	4b	
U931/1/20	U931 Dame Lane SD	SD	1	West Burton	£ 5,027	4b	
U931/1/60	U931 West Burton To Temple Lane SD	SD	1	West Burton	£ 18,177	4b	
U931/1/70	U931 Temple Lane SD	SD	1	West Burton	£ 11,032	4b	
U931/1/80	U931 Temple Lane SD	SD	1	West Burton	£ 10,845	4b	
U934/1/30	U934 Whiterow Road SD	SD	1	West Burton	£ 9,558	4b	
U934/1/40	U934 Whiterow Road SD	SD	1	West Burton	£ 15,268	4b	
U934/1/60	U934 Whiterow Road SD	SD	1	West Burton	£ 17,359	4b	
U934/1/80	U934 Whiterow Road SD	SD	1	West Burton	£ 10,496	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
A684/3/55	A684 Main Street SD	SD	1	West Witton	£ 9,752	3a	
C228/1/60	C228 Grassgill Lane To Witton Steeps SD	SD	1	West Witton	£ 8,807	4b	
C228/1/80	C228 Grassgill SD	SD	1	West Witton	£ 4,196	4b	
U918/1/50	U918 Low Lane Patching	Patching	1	Woodhall	Tbc	4b	
A684/2/90	A684 Northallerton Road To Kendal Road SD	SD	1	Worton	£ 41,316	3a	
A684/2/95	A684 Northallerton Road To Kendal Road SD	SD	1	Worton	£ 23,646	3a	
A684/3/10	A684 Northallerton Road To Kendal Road SD	SD	1	Worton	£ 27,678	3a	
A684/3/15	A684 Northallerton Road To Kendal Road SD	SD	1	Worton	£ 35,707	3a	

Area 2 Capital Annual Programme 24/25

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
B6268/1/50	B6268 Masham Road SD	SD	2	Bedale	£ 20,088	3b	
B6268/1/51	B6268 Masham Road SD	SD	2	Bedale	£ 28,156	3b	
C101/1/60	C101 Road From Boltby Mill Road To Boltby Drainage	Drainage	2	Boltby	£ 39,600	4b	Yes
C101/1/60	C101 Road From Boltby Mill Road To Boltby SD	SD	2	Boltby	£ 16,646	4a	
A167/5/30	A167 Oaktree Hill SD	SD	2	Brompton	£ 52,286	3a	
A167/5/40	A167 Oaktree Hill SD	SD	2	Brompton	£ 41,701	3a	
C99/3/30	C99 Butt Lane SD	SD	2	Carlton Husthwaite	£ 15,874	4a	
C99/3/50	C99 Carlton Husthwaite To Elphin Bridge SD	SD	2	Carlton Husthwaite	£ 23,995	4a	
U1858/9/30	Area 2 Beakhills Landslip	Landslip	2	Chop Gate	£ 82,368	4b	Yes
C170/1/40	C170 Church Hill Patching	Patching	2	Crayke	£ 267,649	4a	
C170/1/50	C170 Crayke Lane Patching	Patching	2	Crayke	£ 62,622	4a	
U1646/1/30	U1646 West Avenue Micro	Micro	2	Easingwold	£ 5,599	4b	Yes
U1645/1/50	U1645 East Avenue Micro	Micro	2	Easingwold	£ 5,743	4b	Yes
U1727/1/50	U1727 Ingleton Drive Micro	Micro	2	Easingwold	£ 8,712	4b	Yes
U1730/1/50	U1730 Buckden Close Micro	Micro	2	Easingwold	£ 2,152	4b	Yes
U1729/1/50	U1729 Thornton Close Micro	Micro	2	Easingwold	£ 2,460	4b	Yes
U1728/1/50	U1728 Sandholme Close Micro	Micro	2	Easingwold	£ 2,734	4b	Yes
U1648/1/30	U1648 Hambleton Way Micro	Micro	2	Easingwold	£ 12,060	4b	Yes
U1649/1/50	U1649 Hambleton Close Micro	Micro	2	Easingwold	£ 2,320	4b	Yes

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U1648/1/70	U1648 Hambleton Way Micro	Micro	2	Easingwold	£ 2,914	4b	Yes
U1741/1/50	U1741 Hambleton Garth Micro	Micro	2	Easingwold	£ 1,479	4b	Yes
U1624/1/30	U1624 Dawney Lane Patching	Patching	2	Easingwold	£ 12,897	4b	
U1624/1/50	U1624 Dawney Lane Patching	Patching	2	Easingwold	£ 12,897	4b	
C91/1/15	C91 Easingwold To Stillington Patching	Patching	2	Easingwold	£ 181,756	3b	
C91/1/20	C91 Easingwold To Stillington Patching	Patching	2	Easingwold	£ 0	3b	
U1639/1/30	U1639 Back Lane R&R	R&R	2	Easingwold	£ 135,461	4b	
C421/1/50	Area 2 Cat 3b C421 Thirsk Road, Easingwold R&R	R&R	2	Easingwold	£ 160,825	2	Yes
C91/1/15	C91 Stillington Road SD	SD	2	Easingwold	£ 29,284	3b	
C91/1/20	C91 Pennycarr To The Westerlies SD	SD	2	Easingwold	£ 33,591	3b	
U1731/1/30	U1731 Paradise Field Slurry	Slurry	2	Easingwold	£ 5,041	4b	
U1731/1/50	U1731 Paradise Field Slurry	Slurry	2	Easingwold	£ 1,642	4b	
U1731/1/70	U1731 Paradise Field Slurry	Slurry	2	Easingwold	£ 1,421	4b	
U1742/1/70	U1742 Crabmill Close Slurry	Slurry	2	Easingwold	£ 2,356	4b	
U1742/1/30	U1742 Paradise Field Slurry	Slurry	2	Easingwold	£ 2,463	4b	
F272/1/50	F272 Footway From Paradise Field To Crabmill Close Slurry	Slurry	2	Easingwold	£ 221	N/A	
F273/1/50	F273 Footway From Kell Balk Lane To Crabmill Close Slurry	Slurry	2	Easingwold	£ 528	N/A	
A173/1/60	A173 Guisborough Road Footway R & R	3,4,5 Footway R&R	2	Great Ayton	£ 67,398	3a	
U2022/1/50	U2022 Lowcross Drive Slurry	Slurry	2	Great Broughton	£ 2,206	4b	
A167/5/80	A167 Smeaton Bridge To Hornby Road SD	SD	2	Great Smeaton	£ 23,875	3a	
U1586/1/50	U1586 Elphin View Micro	Micro	2	Husthwaite	£ 2,915	4b	Yes

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U1825/1/50	U1825 Ingleby Cross To Arncliffe Hall Cattle Grid	Cattle Grid	2	Ingleby Arncliffe	£ 67,000	4b	
U1890/1/70	U1890 Ingleby Arncliffe To Somerset House SD	SD	2	Ingleby Arncliffe	£ 5,354	4b	
U1825/1/50	U1825 Ingleby Cross To Arncliffe Hall SD	SD	2	Ingleby Arncliffe	£ 8,288	4b	
C163/1/20	C163 Ingleby Arncliffe To Trunk Road SD	SD	2	Ingleby Arncliffe	£ 9,629	4a	
C156/2/30	C156 Bridge Beck Lane SD	SD	2	Kepwick	£ 5,802	4b	
U1848/1/90	U1848 Gribdale Gate To Kildale Landslip	Special	2	Kildale	£ 75,000	4b	
C26/1/40	C26 Kirkby Lane R&R	R&R	2	Kirkby-In-Cleveland	£ 174,000	4a	
A167/5/50	A167 Hutton Bonville To Birkby SD	SD	2	Little Smeaton	£ 57,602	3a	
A167/5/60	A167 Birkby To Salutation SD	SD	2	Little Smeaton	£ 37,164	3a	
A167/5/70	A167 Salutation To Smeaton Bridge SD	SD	2	Little Smeaton	£ 54,486	3a	
C139/1/60	C139 & U1878 Middleton On Leven Patching	Patching	2	Middleton On Leven	£ 75,323	4b	
U1878/1/50	C139 & U1878 Middleton On Leven Patching	Patching	2	Middleton-On-Leven	£ 75,323	4b	
U1840/1/50	U1840 Mill Lane R&R	R&R	2	Nether Silton	£ 78,394	4b	
C156/2/40	C156 Bridge Beck Lane SD	SD	2	Nether Silton	£ 12,949	4b	
C156/2/50	C156 Lead Lane SD	SD	2	Nether Silton	£ 1,953	4b	
C187/1/60	C187 Cross Lane SD	SD	2	Pickhill	£ 5,018	4a	
U2208/1/40	U2208 Street Lane SD	SD	2	Pickhill	£ 4,498	4b	
U2208/1/60	U2208 Pickhill Village SD	SD	2	Pickhill	£ 4,023	4b	
U2224/9/50	U2224 Scarborough House Track SD	SD	2	Pickhill	£ 7,101	4b	
U2224/9/70	U2224 Scarborough House Track SD	SD	2	Pickhill	£ 7,105	4b	
U1612/1/50	U1612 Back Lane Micro	Micro	2	Raskelf	£ 3,083	4b	Yes
C96/1/05	C96 New Road SD	SD	2	Raskelf	£ 19,150	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C96/1/10	C96 New Road SD	SD	2	Raskelf	£ 19,610	4b	
C96/1/15	C96 New Road SD	SD	2	Raskelf	£ 10,513	4b	
U2588/1/40	U2588 St James Drive SD	SD	2	Romanby	£ 6,657	4b	
U2588/1/80	U2588 St James Drive SD	SD	2	Romanby	£ 7,352	4b	
U2596/1/40	U2596 St Johns Close SD	SD	2	Romanby	£ 3,083	4b	
U2596/1/80	U2596 St Johns Close SD	SD	2	Romanby	£ 1,034	4b	
U2595/1/40	U2595 St Anthony's Avenue SD	SD	2	Romanby	£ 2,375	4b	
U2596/1/80	U2596 St Johns Close SD	SD	2	Romanby	£ 900	4b	
U2594/1/50	U2594 St Pauls Close SD	SD	2	Romanby	£ 919	4b	
U2593/1/40	U2593 St Hildas Road SD	SD	2	Romanby	£ 881	4b	
U2591/1/50	U2591 St Christopher Close SD	SD	2	Romanby	£ 1,015	4b	
U2589/1/40	U2589 St Michaels Court SD	SD	2	Romanby	£ 1,149	4b	
U2589/1/80	U2589 St Michaels Court SD	SD	2	Romanby	£ 747	4b	
U2590/1/50	U2590 St Andrews Grove SD	SD	2	Romanby	£ 1,168	4b	
U2592/1/50	U2592 St Bedes Avenue SD	SD	2	Romanby	£ 1,034	4b	
U2600/1/20	U2600 Crestbrooke SD	SD	2	Romanby	£ 4,941	4b	
U2600/1/40	U2600 Crestbrooke SD	SD	2	Romanby	£ 1,475	4b	
U2600/1/60	U2600 Crestbrooke SD	SD	2	Romanby	£ 1,015	4b	
U2600/1/80	U2600 Crestbrooke SD	SD	2	Romanby	£ 747	4b	
U2599/1/50	U2599 St Georges Grove SD	SD	2	Romanby	£ 1,532	4b	
U2597/1/40	U2597 St Stephens Gardens SD	SD	2	Romanby	£ 1,341	4b	
U2597/1/80	U2597 St Stephens Gardens SD	SD	2	Romanby	£ 1,130	4b	
U1719/1/50	U1719 Amblers Lane SD	SD	2	Shipton By Beningbrough	£ 12,842	4b	
C91/1/25	C91 Easingwold To Stillington Patching	Patching	2	Stillington	£ 0	3b	
C91/1/30	C91 Easingwold To Stillington Patching	Patching	2	Stillington	£ 0	3b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C91/1/50	C91 Easingwold To Stillington Patching	Patching	2	Stillington	£ 0	3b	
C91/1/25	C91 West Lane SD	SD	2	Stillington	£ 33,413	3b	
C91/1/30	C91 West Lane SD	SD	2	Stillington	£ 27,770	3b	
C91/1/50	C91 West Lane SD	SD	2	Stillington	£ 15,533	3b	
B1363/2/40	B1363 Jack Lane To Seaves Special	Special	2	Stillington	£ 35,000	3b	
B1365/1/20	B1365 West Green Drainage	Drainage	2	Stokesley	£ 26,400	3b	
C26/1/80	C26 Station Road R&R	R&R	2	Stokesley	£ 174,000	4a	
A172/2/60	A172 Cricket Field Traffic Circus To Strikes Roundabout SD	SD	2	Stokesley	£ 40,594	2	
U2047/1/30	U2047 RiverSDene Slurry	Slurry	2	Stokesley	£ 1,121	4b	
U2047/1/20	U2047 RiverSDene Slurry	Slurry	2	Stokesley	£ 5,298	4b	
U2047/1/40	U2047 RiverSDene Slurry	Slurry	2	Stokesley	£ 1,142	4b	
U2047/1/60	U2047 RiverSDene Slurry	Slurry	2	Stokesley	£ 1,371	4b	
U2047/1/80	U2047 RiverSDene Slurry	Slurry	2	Stokesley	£ 807	4b	
F1404/1/50	F1404 RiverSDene Slurry	Slurry	2	Stokesley	£ 714	N/A	
F1415/1/50	F1415 RiverSDene Slurry	Slurry	2	Stokesley	£ 1,221	N/A	
F184/1/50	F184 Footway From RiverSDene To Westlands Slurry	Slurry	2	Stokesley	£ 521	N/A	
U2046/1/30	U2046 Riverslea Slurry	Slurry	2	Stokesley	£ 964	4b	
U2046/1/40	U2046 Riverslea Slurry	Slurry	2	Stokesley	£ 1,528	4b	
U2046/1/10	U2046 Riverslea Slurry	Slurry	2	Stokesley	£ 4,391	4b	
U2046/1/50	U2046 Riverslea Slurry	Slurry	2	Stokesley	£ 571	4b	
U2046/1/60	U2046 Riverslea Slurry	Slurry	2	Stokesley	£ 378	4b	
U2046/1/70	U2046 Riverslea Slurry	Slurry	2	Stokesley	£ 393	4b	
U2046/1/80	U2046 Riverslea Slurry	Slurry	2	Stokesley	£ 1,428	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
F182/1/50	F182 Footway From Thirsk Road Slurry	Slurry	2	Stokesley	£ 2,992	N/A	
F183/1/50	F183 Footpath From Footpath T Junction To Westlands Slurry	Slurry	2	Stokesley	£ 4,255	N/A	
U1708/1/50	U1708 Coombes Close Micro	Micro	2	Sutton-On-The-Forest	£ 2,115	4b	Yes
U1751/1/50	U1751 Grey Close Micro	Micro	2	Sutton-On-The-Forest	£ 3,134	4b	Yes
U1702/1/20	U1702 Moxby Lane SD	SD	2	Sutton-On-The-Forest	£ 24,186	4b	
U1702/1/30	U1702 Moxby Lane SD	SD	2	Sutton-On-The-Forest	£ 19,878	4b	
A170/1/65	A170 Sutton Bank Special	Special	2	Sutton-Under-Whitstonecliffe	£ 88,000	2	
A19/5/64	A19 York Road Patching	Patching	2	Thirskleby	£ 42,769	2	
A19/5/68	A19 York Road Patching	Patching	2	Thirskleby	£ 42,769	2	
C101/1/70	C101 Road From Thirlby To Boltby Mill Road SD	SD	2	Thirlby	£ 14,284	4a	
C101/1/75	C101 Road From Thirlby To Boltby Mill Road SD	SD	2	Thirlby	£ 9,754	4a	
B1448/1/50	Topcliffe Road Drainage Saxty Way	Drainage	2	Thirsk	£ 100,000	3b	Yes
A170/1/05	Area 2 Cat 2 Urban York Road Roundabout R&R	R&R	2	Thirsk	£ 271,000	2	Yes
A61/9/70	A61 Long Street Thirsk R&R	R&R	2	Thirsk	£ 198,714	3a	
C168/2/60	C168 Newsham Road SD	SD	2	Thirsk	£ 15,029	4b	
C168/2/61	C168 Newsham Road SD	SD	2	Thirsk	£ 21,216	4b	
C10/1/15	C10 Main Street To Station Farm Track SD	SD	2	Thornton-Le-Moor	£ 18,651	4a	
U1666/1/50	U1666 Main Street Slurry	Slurry	2	Tollerton	£ 14,052	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
A167/1/60	A167 Long Street Topcliffe Footway R & R	3,4,5 Footway R&R	2	Topcliffe	£ 41,258	3a	
Various	Area 2 Cat 1a, 1 2 Footway Patching	1,1a,2 FW Patching	2	Various	£ 16,158	N/A	
Various	Area 2 Cat 3,4,5 Footway Patching	3,4,5 Footway Patching	2	Various	£ 37,780	N/A	
Various	Area 2 Signs, Lines & Tros	Signs Lines & Tros	2	Various	£ 44,000	Various	

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Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C81/1/10	C81 Moor Lane Patching	Patching	3	Aislaby	£ 90,000	4a	
C81/1/10	C81 Moor Lane Patching	Patching	3	Aislaby	£ 15,000	4a	Yes
C81/1/20	C81 Main Road Patching	Patching	3	Aislaby	£ 60,000	4a	Yes
C81/1/30	C81 Aislaby Lane Patching	Patching	3	Aislaby	£ 25,000	4a	Yes
U2307/1/70	U2307 Aislabyside Road Patching	Patching	3	Aislaby	£ 15,000	4b	Yes
U2307/1/80	U2307 Egton Road Patching	Patching	3	Aislaby	£ 25,000	4b	Yes
U2323/1/30	U2323 Carr Hill Lane Patching	Patching	3	Briggswath	£ 18,000	4b	Yes
U2461/1/30	U2461 Linden Close Patching	Patching	3	Briggswath	£ 5,000	4b	Yes
U501/1/40	U501 Moor Lane To Wireless Station Lane Patching	Patching	3	East Ayton	£ 7,500	4b	Yes
U700/4/50	U700 Herdborough Road	3,4,5 Footway R&R	3	Eastfield	£ 25,000	4b	
U701/4/50	U701 Hertford Close Patching	Patching	3	Eastfield	£ 55,000	4b	
U700/4/50	U700 Herdborough Road R&R	R&R	3	Eastfield	£ 150,000	4b	
A170/4/85	A170 Ebberston To Welldale Patching	Patching	3	Ebberston	£ 45,000	2	Yes
C56/1/65	C56 Egton Lane Drainage	Drainage	3	Egton	£ 20,000	4a	
U2307/1/20	U2307 Aislabyside Road Patching	Patching	3	Egton	£ 25,000	4b	Yes
U2307/1/40	U2307 Aislabyside Road Patching	Patching	3	Egton	£ 15,000	4b	Yes
U2307/1/60	U2307 Aislabyside Road Patching	Patching	3	Egton	£ 20,000	4b	Yes
C214/4/20	C214 Goldsborough Lane Patching	Patching	3	Goldsborough	£ 25,000	4b	
C214/4/40	C214 Goldsborough Lane Patching	Patching	3	Goldsborough	£ 20,000	4b	
C214/4/60	C214 Goldsborough Lane Patching	Patching	3	Goldsborough	£ 25,000	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C214/3/40	C214 Goldsborough Lane Patching	Patching	3	Goldsborough	£ 20,000	4b	
C214/3/20	C214 Goldsborough Lane Patching	Patching	3	Goldsborough	£ 15,000	4b	
C214/3/10	C214 Goldsborough Lane Patching	Patching	3	Goldsborough	£ 15,000	4b	
U2314/1/50	U2314 Lease Rigg To Esk Valley Patching	Patching	3	Grosmont	£ 40,000	4b	
U2312/1/30	U2312 Lease Rigg Lane To Moss Brow Patching	Patching	3	Grosmont	£ 20,000	4b	
U2312/1/50	U2312 Lease Rigg Lane To Moss Brow Patching	Patching	3	Grosmont	£ 20,000	4b	
U2313/1/50	U2313 Lease Rigg Lane Patching	Patching	3	Grosmont	£ 20,000	4b	
U2313/1/30	U2313 Lease Rigg Lane Patching	Patching	3	Grosmont	£ 20,000	4b	
C84/1/60	C84 Banklands To Fairhead Lane Patching	Patching	3	Grosmont	£ 7,500	4b	Yes
A171/2/40	A171 Helwath Road To Gowland Lane Patching	Patching	3	Harwood Dale	£ 60,000	3a	Yes
C70/4/30	C70 Reasty Road Patching	Patching	3	Harwood Dale	£ 20,000	4b	Yes
C70/4/40	C70 Reasty Road Patching	Patching	3	Harwood Dale	£ 15,000	4b	Yes
C70/4/50	C70 Gatela Road Patching	Patching	3	Harwood Dale	£ 15,000	4b	Yes
C226/1/20	C226 Back Lane Patching	Patching	3	Hawsker	£ 30,000	4b	Yes
B1447/1/70	B1447 Low Hawsker To Oakham Beck Patching	Patching	3	Hawsker	£ 50,000	3b	Yes
C366/1/60	C366 Muston Road Patching	Patching	3	Hunmanby	£ 30,000	3b	Yes
U287/1/60	U287 Sands Road Patching	Patching	3	Hunmanby	£ 30,000	4b	Yes
U2387/1/50	C221 Lealholm Lane Landslip	Landslip	3	Lealholm	£ 60,000	4a	Yes
C224/1/60	C224 Little Beck Bank Patching	Patching	3	Littlebeck	£ 12,500	4b	Yes
C224/1/80	C224 Dean Hall Brow To Little Beck Bank Patching	Patching	3	Littlebeck	£ 7,500	4b	Yes
C224/1/10	C224 Road From Little Beck Lane To Moorgate Entrance Patching	Patching	3	Littlebeck	£ 12,500	4b	Yes

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C224/1/20	C224 Road From Little Beck Lane To Moorgate Entrance Patching	Patching	3	Littlebeck	£ 10,000	4b	Yes
C224/1/30	C224 Road From Little Beck Lane To Moorgate Entrance Patching	Patching	3	Littlebeck	£ 25,000	4b	Yes
C224/1/40	C224 Littlebeck Lane Patching	Patching	3	Littlebeck	£ 12,500	4b	Yes
A165/2/10	Bowes Lane To King Hill Patching	Patching	3	Muston	£ 40,000	3a	Yes
U816/4/70	U816 Field Lane Patching	Patching	3	Newby	£ 132,000	3b	
C251/1/90	C251 Hackness Road Patching	Patching	3	Newby	£ 11,250	3b	Yes
U625/4/50	U625 Osgodby Crescent Patching	Patching	3	Osgodby	£ 95,000	4b	
U61/4/50	U61 Moorside 3,4,5 Footway R&R	3,4,5 Footway R&R	3	Scalby	£ 35,000	4b	
C250/1/30	C250 Coldyhill Lane 3,4,5 Footway R&R	3,4,5 Footway R&R	3	Scalby	£ 40,000	3b	
U43/4/50	U43 Barmoor Lane Patching	Patching	3	Scalby	£ 55,000	4b	
U68/4/50	U68 The Whins Patching	Patching	3	Scalby	£ 7,500	4b	Yes
U813/4/50	U813 Hay Lane Patching	Patching	3	Scalby	£ 7,500	3b	Yes
U738/4/50	Area 3 Scarborough Footway Special Huntriss	Cat 1a,1 2 Footway R&R	3	Scarborough	£ 120,000	4a	Yes
U738/4/50	Area 3 Scarborough Footway R&R (Huntriss)	Cat 1a,1 2 Footway R&R	3	Scarborough	£ 524,800	4a	Yes
U175/4/50	U175 Victoria Park Mount Patching	Patching	3	Scarborough	£ 40,000	4b	
U805/4/50	U805 Peasholm Drive R&R	R&R	3	Scarborough	£ 145,000	4a	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U804/4/50	U804 Wykeham Street R&R	R&R	3	Scarborough	£ 145,000	4b	
U804/4/70	U804 Roscoe Street R&R	R&R	3	Scarborough	£ 180,000	4b	
U450/1/30	U450/1/30-70 - Lingholme Lane, Lebberston, Scarborough	R&R	3	Scarborough	£ 84,987	4a	Yes
F374/1/50	F374 Museum Terrace, Scarborough Special	Special	3	Scarborough	£ 100,000	N/A	Yes
A170/4/90	A170 High Street Patching	Patching	3	Snainton	£ 45,000	2	Yes
U2344/1/50	U2344 Rigg View Patching	Patching	3	Stainsacre	£ 25,000	4b	Yes
U2468/1/50	U2468 Scrapper Lane Patching	Patching	3	Stainsacre	£ 7,500	4b	Yes
C1/5/85	C1 High Farm To Southgate Farm Drainage	Drainage	3	Stonegate	£ 25,000	4a	
C70/3/80	C70 Swang Road Patching	Patching	3	Suffield	£ 30,000	4b	Yes
C70/2/90	C70 TroutSDale Low Hall To Moor Road Drainage	Drainage	3	TroutSDale	£ 20,000	4b	
C56/2/90	C56 Dean Hall Brow Patching	Patching	3	Ugglebarnby	£ 90,000	4a	
U2296/1/30	U2296 Ugthorpe Grange To Guisborough To Whitby Road Patching	Patching	3	Ugthorpe	£ 15,000	4b	Yes
Various	Area 3 Cat 1a, 1 2 Footway Patching	1,1a,2 FW Patching	3	Various	£ 56,634	N/A	
Various	Area 3 Cat 3,4,5 Footway Patching	3,4,5 Footway Patching	3	Various	£ 47,260	N/A	
Various	Area 3 Signs, Lines & Tros	Signs Lines & Tros	3	Various	£ 66,000	Various	
Various	Area 3 Various Sites Tbc	Slurry	3	Various	£ 103,430	Various	
A170/5/80	A170 Pickering Road Patching	Patching	3	West Ayton	£ 21,000	2	
A171/4/95	A169 Roundabout Drainage	Drainage	3	Whitby	£ 19,700	3b	Yes

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Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C174/1/70	C174 Thorpe Lane SD	SD	4	Ampleforth	£ 12,198	4b	
C174/1/80	C174 Thorpe Lane SD	SD	4	Ampleforth	£ 13,966	4b	
C174/1/90	C174 Thorpe Lane SD	SD	4	Ampleforth	£ 4,447	4b	
U127/2/50	U127 Quarry Hill Micro	Micro	4	Appleton Le Street	£ 4,089	4b	Yes
C177/1/05	C177 Stamford Bridge To Buttercrambe Bridge R&R	R&R	4	Buttercrambe	£ 60,940	3b	
C177/1/10	C177 Stamford Bridge To Buttercrambe Bridge R&R	R&R	4	Buttercrambe	£ 145,000	3b	
C177/1/15	C177 Stamford Bridge To Buttercrambe Bridge R&R	R&R	4	Buttercrambe	£ 138,490	3b	
C175/1/20	C175 Dolegate SD	SD	4	Buttercrambe	£ 589	3b	
C175/1/10	C175 Dolegate SD	SD	4	Buttercrambe	£ 2,215	3b	
C175/1/10	C175 Dolegate Special	Special	4	Buttercrambe	£ 40,000	3b	Yes
U1849/2/70	U1849 Main Street SD	SD	4	Crambe	£ 6,382	4b	
U3136/1/50	U3136 Main Street To Riders Lane SD	SD	4	Crambe	£ 5,884	4b	
U468/2/70	U468 Salents Lane SD	SD	4	Duggleby	£ 5,549	4b	
U1763/2/50	U1763 Village Street R&R	R&R	4	East Knapton	£ 75,422	4b	
A170/4/80	A170 Ebberston To Welldale SD	SD	4	Ebberston	£ 31,932	2	
A170/4/85	A170 Ebberston To Welldale SD	SD	4	Ebberston	£ 39,509	2	
C61/3/50	C61 Starfits Lane Drainage	Drainage	4	Fadmoor	£ 39,600	4b	
C61/3/40	C61 Starfits Lane SD	SD	4	Fadmoor	£ 5,827	4b	
C61/3/45	C61 Starfits Lane SD	SD	4	Fadmoor	£ 7,919	4b	
C61/3/50	C61 Starfits Lane SD	SD	4	Fadmoor	£ 16,795	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C61/3/55	C61 Starfits Lane SD	SD	4	Fadmoor	£ 8,235	4b	
C61/3/60	C61 Starfits Lane SD	SD	4	Fadmoor	£ 12,396	4b	
U1860/2/30	U1860 Barney Lane Patching	Patching	4	Flaxton	£ 31,680	4b	
U1860/9/50	U1860 Road From Malton Lane To Stugdale House Patching	Patching	4	Flaxton	£ 15,126	4b	
U45/2/70	U45 Woodhead Field Lane SD	SD	4	Gillamoor	£ 12,446	4b	
C60/1/40	C60 Fadmoor Bank SD	SD	4	Gillamoor	£ 11,978	4a	
C60/1/45	C60 Fadmoor Bank To Westside Road SD	SD	4	Gillamoor	£ 16,380	4a	
C60/1/50	C60 Westside Road SD	SD	4	Gillamoor	£ 12,334	4a	
C60/1/55	C60 BranSDale Road SD	SD	4	Gillamoor	£ 6,653	4a	
C60/1/60	C60 BranSDale Road SD	SD	4	Gillamoor	£ 12,546	4a	
C60/1/65	C60 BranSDale Road SD	SD	4	Gillamoor	£ 17,215	4a	
C60/1/70	C60 BranSDale Road SD	SD	4	Gillamoor	£ 8,976	4a	
B1363/3/10	B1363 Black Hill Drainage	Drainage	4	Gilling East	£ 5,000	3b	
C198/1/60	C198 Kirby Misperton Lane SD	SD	4	Great Habton	£ 20,537	4a	
U303/2/50	U303 Ryedale Close 3,4,5 Footway R&R	3,4,5 Footway R&R	4	Helmsley	£ 13,059	4b	
C58/1/10	C58 Ashdale Road Micro	Micro	4	Helmsley	£ 18,054	4a	Yes
U289/2/50	U289 Ashdale Road Micro	Micro	4	Helmsley	£ 2,264	4b	Yes
U60/2/50	U60 Pottergate Micro	Micro	4	Helmsley	£ 20,052	4b	Yes
U302/2/50	U302 Swanland Road SD	SD	4	Helmsley	£ 3,925	4b	
U554/2/50	U554 Riccal Drive SD	SD	4	Helmsley	£ 10,944	4b	
C89/2/60	C89 Coulton To Hovingham Road SD	SD	4	Hovingham	£ 23,566	4a	
C89/2/65	C89 Coulton To Hovingham Road SD	SD	4	Hovingham	£ 16,373	4a	
C89/2/70	C89 Coulton To Hovingham Road SD	SD	4	Hovingham	£ 15,417	4a	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C89/2/75	C89 Coulton To Hovingham Road SD	SD	4	Hovingham	£ 12,667	4a	
C89/2/80	C89 Coulton To Hovingham Road SD	SD	4	Hovingham	£ 14,998	4a	
B1257/2/30	B1257 Hovingham To Holbeck Bridge SD	SD	4	Hovingham	£ 22,121	3b	
B1257/2/35	B1257 Hovingham To Holbeck Bridge SD	SD	4	Hovingham	£ 21,924	3b	
C20/2/40	C20 Yan Brow SD	SD	4	Hutton Le Hole	£ 13,821	3b	
C20/2/45	C20 Track From Oxclose Lane To Yan Brow SD	SD	4	Hutton Le Hole	£ 24,084	3b	
C198/1/70	C198 Habton Road SD	SD	4	Kirby Misperton	£ 11,062	4a	
U567/2/50	U567 Shire Grove Slurry	Slurry	4	Kirby Misperton	£ 2,462	4b	
C59/1/70	C59 West Fields 1,1a,2 FW Patching	1,1a,2 FW Patching	4	Kirkbymoorside	£ 22,400	4a	
U106/2/70	U106 Ings Lane Landslip	Landslip	4	Kirkbymoorside	£ 30,000	4b	
U108/2/30	U108 Oxcroft Micro	Micro	4	Kirkbymoorside	£ 6,426	4b	Yes
U108/2/70	U108 Oxcroft Micro	Micro	4	Kirkbymoorside	£ 2,358	4b	Yes
U572/2/50	U572 Parkers Mount SD	SD	4	Kirkbymoorside	£ 3,073	4b	
C67/2/60	C67 Main Street To Mill Bank Road Drainage	Drainage	4	Levisham	£ 15,000	4a	
C67/2/40	C67 High Street 3,4,5 Footway R&R	3,4,5 Footway R&R	4	Lockton	£ 14,229	4a	
C67/2/40	C67 High Street 3,4,5 Footway R&R	3,4,5 Footway R&R	4	Lockton	£ 14,230	4a	
B1257/1/15	B1257 Old Maltongate 3,4,5 Footway R&R	3,4,5 Footway R&R	4	Malton	£ 111,277	3a	
U459/2/30	U459 Swinton Lane Patching	Patching	4	Malton	£ 48,117	4b	
U459/2/70	U459 Swinton Lane Patching	Patching	4	Malton	£ 67,824	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U343/2/30	U343 Princess Road Patching	Patching	4	Malton	£ 40,447	4a	
U343/2/70	U343 Peasey Hills Road Patching	Patching	4	Malton	£ 32,207	4a	
U332/2/30	U332 Middlecave Road R&R	R&R	4	Malton	£ 19,829	4a	
U332/2/70	U332 Middlecave Road R&R	R&R	4	Malton	£ 19,829	4a	
U593/2/50	U593 Fitzwilliam Drive SD	SD	4	Malton	£ 4,286	4b	
U608/2/50	U608 Pinfold Garth SD	SD	4	Malton	£ 1,141	4b	
U609/2/50	U609 Paddock Hill SD	SD	4	Malton	£ 1,141	4b	
U610/2/50	U610 Worsley Court SD	SD	4	Malton	£ 1,271	4b	
A170/2/80	A170 Main Road SD	SD	4	Nawton	£ 22,052	2	
U3542/2/70	U3542 Newtondale Forest Drive To Braygate Balk Cattle Grid	Cattle Grid	4	Newton On Rawcliffe	£ 50,000	4b	
U469/2/50	U469 Woodhouse Farm Road Cattle Grid	Cattle Grid	4	North Grimston	£ 50,000	4b	
U469/2/70	U469 Woodhouse Farm Road Landslip	Landslip	4	North Grimston	£ 30,000	4b	
U443/2/50	U443 Parliament Avenue Micro	Micro	4	Norton	£ 8,241	4b	Yes
U442/2/50	U442 Parliament Street Micro	Micro	4	Norton	£ 22,742	4b	Yes
U401/2/50	U401 Millside Micro	Micro	4	Norton	£ 10,395	4b	Yes
U404/2/50	U404 Heron Way Micro	Micro	4	Norton	£ 4,351	4b	Yes
U403/2/30	U403 Mallard View Micro	Micro	4	Norton	£ 1,711	4b	Yes
U403/2/70	U403 Mallard View Micro	Micro	4	Norton	£ 1,247	4b	Yes
U403/2/50	U403 Mallard View Micro	Micro	4	Norton	£ 880	4b	Yes
U402/2/50	U402 Barley Close Micro	Micro	4	Norton	£ 2,477	4b	Yes
U417/2/30	U417 Cornlands Micro	Micro	4	Norton	£ 11,061	4b	Yes
U417/2/50	U417 The Ridings Micro	Micro	4	Norton	£ 2,728	4b	Yes
U417/2/70	U417 The Ridings Micro	Micro	4	Norton	£ 6,853	4b	Yes

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U427/2/50	U427 Jesmond Court Micro	Micro	4	Norton	£ 3,075	4b	Yes
U426/2/20	U426 Howe Road Micro	Micro	4	Norton	£ 25,214	4b	Yes
U426/2/80	U426 Howe Road Micro	Micro	4	Norton	£ 4,290	4b	Yes
U426/2/40	U426 The Grove Micro	Micro	4	Norton	£ 19,797	4b	Yes
U426/2/60	U426 The Grove Micro	Micro	4	Norton	£ 5,543	4b	Yes
U428/2/50	U428 Crown Grove Micro	Micro	4	Norton	£ 9,022	4b	Yes
B1248/2/05	B1248 Mill Street SD	SD	4	Norton	£ 11,738	3a	
U1793/2/50	U1793 Brambling Fields SD	SD	4	Norton	£ 8,774	4b	
U386/2/50	U386 Wise House Lane R&R	R&R	4	Old Malton	£ 76,627	4b	
U3306/1/50	U3306 Eden Works R&R	R&R	4	Old Malton	£ 36,538	4b	
U1816/1/70	U1816 Oldstead To Beckside Farm Landslip	Landslip	4	Oldstead	£ 20,000	4b	
B1257/2/75	B1257 Oswaldkirk Bank To Low Street SD	SD	4	Oswaldkirk	£ 33,688	3b	
U211/2/30	U211 Costa Way Micro	Micro	4	Pickering	£ 9,467	4b	Yes
U211/2/70	U211 Costa Way Micro	Micro	4	Pickering	£ 3,222	4b	Yes
U208/2/50	U208 Eastfield Road Micro	Micro	4	Pickering	£ 15,704	4b	Yes
U205/2/50	U205 Forest Road Micro	Micro	4	Pickering	£ 16,352	4b	Yes
U207/2/30	U207 Birch View Micro	Micro	4	Pickering	£ 4,389	4b	Yes
U207/2/70	U207 Birch View Micro	Micro	4	Pickering	£ 2,194	4b	Yes
U206/2/30	U206 Elm View Micro	Micro	4	Pickering	£ 1,972	4b	Yes
U206/2/70	U206 Elm View Micro	Micro	4	Pickering	£ 7,638	4b	Yes
U206/2/50	U206 Elm View Micro	Micro	4	Pickering	£ 3,162	4b	Yes
U171/2/20	U171 Swainsea Lane SD	SD	4	Pickering	£ 29,572	4b	
U171/2/30	U171 Swainsea Lane SD	SD	4	Pickering	£ 20,461	4b	
U171/2/40	U171 Swainsea Lane SD	SD	4	Pickering	£ 12,727	4b	
U171/2/50	U171 Swainsea Lane SD	SD	4	Pickering	£ 19,328	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U171/2/60	U171 Swainsea Lane SD	SD	4	Pickering	£ 14,657	4b	
U171/2/70	U171 Swainsea Lane SD	SD	4	Pickering	£ 12,856	4b	
U225/2/70	U225 Outgang Lane SD	SD	4	Pickering	£ 13,526	4b	
U301/2/40	U301 Pool Court Slurry	Slurry	4	Pickering	£ 3,571	4b	
U301/2/60	U301 Millfield Close Slurry	Slurry	4	Pickering	£ 3,571	4b	
U301/2/20	U301 Millfield Close Slurry	Slurry	4	Pickering	£ 6,995	4b	
C66/1/10	C66 Undercliffe To Newbridge Slurry	Slurry	4	Pickering	£ 7,314	3b	
C66/1/05	C66 The Ropery Slurry	Slurry	4	Pickering	£ 7,314	3b	
A170/3/90	A170 Keld Head Special	Special	4	Pickering	£ 20,000	2	
U191/2/50	U191 Market Place Special	Special	4	Pickering	£ 15,000	4b	
U195/2/50	U195 Willowgate Special	Special	4	Pickering	£ 15,000	4b	
U3447/2/70	U3447 Daleside Road Drainage	Drainage	4	Rosedale Abbey	£ 26,400	4b	
U3448/2/50	Area 4 U3448 Daleside Road Specials	Special	4	Rosedale Abbey	£ 6,212	4b	Yes
C176/1/05	C176 Sand Hutton To Black Dike Plantation SD	SD	4	Sand Hutton	£ 19,247	3b	
C176/1/10	C176 Sand Hutton To Black Dike Plantation SD	SD	4	Sand Hutton	£ 12,321	3b	
U1790/2/70	U1790 Beckside Patching	Patching	4	Settrington	£ 71,302	4b	
U3143/1/50	U3143 Beckside Patching	Patching	4	Settrington	£ 11,014	4b	
U1791/2/70	U1791 Church Lane R&R	R&R	4	Settrington	£ 21,554	4b	
U1768/2/20	U1768 Horse Course Lane SD	SD	4	Settrington	£ 25,137	4b	
U2698/1/50	U2698 Eastbeck Close SD	SD	4	Sherburn	£ 1,790	4b	
C90/1/20	C90 Strensall To Sheriff Hutton Road Drainage	Drainage	4	Sheriff Hutton	£ 10,000	3b	
U525/2/50	U525 The Green Crescent Micro	Micro	4	Slingsby	£ 5,766	4b	Yes
U527/2/30	U527 Sycamore Close Micro	Micro	4	Slingsby	£ 12,639	4b	Yes
U1824/2/50	U1824 Porch Farm Close Micro	Micro	4	Slingsby	£ 2,508	4b	Yes
U527/2/70	U527 Sycamore Close Micro	Micro	4	Slingsby	£ 1,838	4b	Yes

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
B1257/2/85	B1257 Low Street Patching	Patching	4	Sproxtton	£ 34,084	3b	
U27/2/50	U27 Main Street SD	SD	4	Sproxtton	£ 7,135	4b	
B1257/2/80	B1257 Low Street SD	SD	4	Sproxtton	£ 38,482	3b	
U521/1/30	U521 Lowfields SD	SD	4	Staxton	£ 4,603	4b	
U521/1/70	U521 Lowfields SD	SD	4	Staxton	£ 711	4b	
U461/2/50	U461 West Close Micro	Micro	4	Swinton	£ 1,503	4b	Yes
U22/2/50	U22 West Grove Micro	Micro	4	Swinton	£ 1,770	4b	Yes
U456/2/70	U456 East Street Micro	Micro	4	Swinton	£ 19,387	4b	Yes
U457/2/50	U457 Middle Street Micro	Micro	4	Swinton	£ 5,876	4b	Yes
U456/2/30	U456 West Street SD	SD	4	Swinton	£ 7,380	4b	
U458/2/50	U458 Low Lane SD	SD	4	Swinton	£ 2,421	4b	
C90/2/30	C90 Flat Top Farm To North Lodge Patching	Patching	4	Terrington	£ 30,330	3b	
C90/2/40	C90 Flat Top Farm To North Lodge Patching	Patching	4	Terrington	£ 34,051	3b	
C90/2/50	C90 Flat Top Farm To North Lodge Patching	Patching	4	Terrington	£ 12,796	3b	
C351/1/05	C351 Thixendale To Fimber Road R&R	R&R	4	Thixendale	£ 74,173	4b	
C351/1/10	C351 Thixendale To Fimber Road R&R	R&R	4	Thixendale	£ 58,405	4b	
C351/1/15	C351 Thixendale To Fimber Road R&R	R&R	4	Thixendale	£ 74,252	4b	
C351/1/20	C351 Thixendale To Fimber Road R&R	R&R	4	Thixendale	£ 63,737	4b	
C351/1/30	C351 Thixendale To Fimber Road R&R	R&R	4	Thixendale	£ 74,357	4b	
C351/1/40	C351 Thixendale To Fimber Road R&R	R&R	4	Thixendale	£ 50,770	4b	
C67/1/60	C67 Whitbygate SD	SD	4	Thornton Dale	£ 5,888	4a	
A170/4/30	A170 Pickering Road SD	SD	4	Thornton Dale	£ 20,311	2	
A170/4/35	A170 Church Hill SD	SD	4	Thornton Dale	£ 16,903	2	
U316/2/50	U316 The Crescent Slurry	Slurry	4	Thornton Dale	£ 7,670	4b	
U316/2/50	U316 The Crescent Slurry	Slurry	4	Thornton Dale	£ 1,755	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
A170/4/30	A170 Pickering Road Special	Special	4	Thornton Dale	£ 25,000	2	
C67/1/70	C67 Thornton Dale To Fox And Rabbit Farm SD	SD	4	Thornton Le Dale	£ 23,756	4a	
C67/1/75	C67 Thornton Dale To Fox And Rabbit Farm SD	SD	4	Thornton Le Dale	£ 22,331	4a	
C67/1/80	C67 Thornton Dale To Fox And Rabbit Farm SD	SD	4	Thornton Le Dale	£ 24,795	4a	
C67/1/85	C67 Thornton Dale To Fox And Rabbit Farm SD	SD	4	Thornton Le Dale	£ 20,521	4a	
C67/1/90	C67 Thornton Dale To Fox And Rabbit Farm SD	SD	4	Thornton Le Dale	£ 14,928	4a	
C67/1/95	C67 Thornton Dale To Fox And Rabbit Farm SD	SD	4	Thornton Le Dale	£ 15,342	4a	
C70/2/55	C70 Keepers Cottage To Broad Head Farm Drainage	Drainage	4	Troutdale	£ 40,000	4b	
Various	Area 4 Cat 3,4,5 Footway Patching	3,4,5 Footway Patching	4	Various	£ 32,926	N/A	
Various	Area 4 Signs, Lines & Tros	Signs Lines & Tros	4	Various	£ 36,000	Various	
C59/1/30	C59 Kirkdale Lane SD	SD	4	Welburn	£ 9,265	4b	
U1810/2/50	U1810 High Street Slurry	Slurry	4	West Heslerton	£ 6,199	4b	
U1804/2/50	U1804 Back Lane Micro	Micro	4	West Lutton	£ 19,188	4b	Yes
U1805/2/50	U1805 Hillside Way Micro	Micro	4	West Lutton	£ 7,754	4b	Yes
U468/2/60	U468 Salents Lane SD	SD	4	Wharram Le Street	£ 24,933	4b	
U509/1/50	U509 Willerby Carr Lane SD	SD	4	Willerby	£ 7,804	4b	
C357/1/10	C357 Sands Wood To Wintringham SD	SD	4	Wintringham	£ 11,666	4a	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C357/1/20	C357 Sands Wood To Wintringham SD	SD	4	Wintringham	£ 17,360	4a	
A170/2/85	A170 Snape Hill To Kirkdale Lane SD	SD	4	Wombledon	£ 58,037	2	

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Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U806/2/50	U806 Thoragill Beck House To Brootes Barn SD	SD	5	Arncliffe	£ 15,865	4b	
U806/2/60	U806 Thoragill Beck House To Brootes Barn SD	SD	5	Arncliffe	£ 22,952	4b	
U806/2/70	U806 Thoragill Beck House To Brootes Barn SD	SD	5	Arncliffe	£ 15,146	4b	
U806/2/80	U806 Thoragill Beck House To Brootes Barn SD	SD	5	Arncliffe	£ 20,372	4b	
C113/1/40	C113 Stainton Hall To Newton Hall SD	SD	5	Bank Newton	£ 12,836	4b	
C113/1/50	C113 Stainton Hall To Newton Hall SD	SD	5	Bank Newton	£ 22,108	4b	
C113/1/55	C113 Stainton Hall To Newton Hall SD	SD	5	Bank Newton	£ 17,246	4b	
C113/1/60	C113 Newton Hall To Marton Road SD	SD	5	Bank Newton	£ 8,718	4b	
C113/1/70	C113 Newton Hall To Marton Road SD	SD	5	Bank Newton	£ 16,800	4b	
B6160/1/20	B6160 Cavendish Memorial To Bolton Bridge Bypass Patching	Patching	5	Bolton Abbey	£ 44,000	3b	
B6160/4/10	B6160 Park Lane Drainage	Drainage	5	Buckden	£ 25,000	3b	
U2351/2/70	U2351 Crosshills Road R&R	R&R	5	Cononley	£ 135,000	4a	
U2431/2/20	U2431 Dick Lane Patching	Patching	5	Cowling	£ 40,000	4b	
U2422/2/40	U2422 Long Lane SD	SD	5	Cowling	£ 20,246	4b	
U2422/2/50	U2422 Cowling Hill Lane SD	SD	5	Cowling	£ 15,261	4b	
U2422/2/60	U2422 Cowling Hill Lane SD	SD	5	Cowling	£ 20,537	4b	
U2422/2/80	U2422 Warley Wise Lane SD	SD	5	Cowling	£ 13,638	4b	
U2431/2/20	U2431 Dick Lane SD	SD	5	Cowling	£ 4,232	4b	
U2431/2/40	U2431 Dick Lane SD	SD	5	Cowling	£ 22,694	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C113/1/90	C113 Marton Road SD	SD	5	Gargrave	£ 21,475	4b	
U1891/2/30	U1891 Bankwell Road Patching	Patching	5	Giggleswick	£ 15,000	4b	
U1891/2/70	U1891 Bankwell Road Patching	Patching	5	Giggleswick	£ 30,000	4b	
U1894/2/80	U1894 Church Street Patching	Patching	5	Giggleswick	£ 18,000	4b	
U1894/2/90	U1894 Belle Hill Patching	Patching	5	Giggleswick	£ 28,000	4b	
U1892/2/30	U1892 RiverSDale Patching	Patching	5	Giggleswick	£ 8,000	4b	
U1892/2/50	U1892 RiverSDale Patching	Patching	5	Giggleswick	£ 4,000	4b	
U1892/2/70	U1892 RiverSDale Patching	Patching	5	Giggleswick	£ 6,000	4b	
U1897/2/50	U1897 Kendalmans Patching	Patching	5	Giggleswick	£ 8,000	4b	
B6265/1/05	B6265 Skipton Road SD	SD	5	Glusburn	£ 15,226	3b	
U2422/2/20	U2422 Carr Head Lane SD	SD	5	Glusburn	£ 30,524	4b	
B6265/2/25	#N/A	Patching	5	Grassington	£ 132,000	3b	
C395/1/10	C395 Grass Wood Lane Patching	Patching	5	Grassington	£ 48,000	4a	
C385/1/10	Area 5 Cat 1, 1a, 2 Footway Patching Robin Lane	1,1a,2 FW Patching	5	High Bentham	£ 40,190	4a	Yes
B6255/1/30	B6255 Hawes Road & Backgate Ingelton Patching	Patching	5	Ingleton	£ 250,800	3b	
A682/1/80	A682 Flat Lane To Long Preston Bridge Drainage	Drainage	5	Long Preston	£ 25,000	3a	
U2355/2/80	U2355 Skipton Road SD	SD	5	Low Bradley	£ 30,591	3b	
U2355/2/60	U2355 Skipton Road SD	SD	5	Low Bradley	£ 3,029	3b	
U806/2/20	U806 Tennant Gill To Limekiln Hill SD	SD	5	Malham Moor	£ 17,776	4b	
U806/2/30	U806 Tennant Gill To Limekiln Hill SD	SD	5	Malham Moor	£ 19,773	4b	
U806/2/40	U806 Thoragill Beck House To Tennant Gill SD	SD	5	Malham Moor	£ 17,221	4b	
U748/2/40	U748 Hesley Lane Drainage	Drainage	5	Rathmell	£ 25,000	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
B6255/2/05	B6255 Ribblehead To County Boundary SD	SD	5	Ribblehead	£ 42,651	3b	
B6255/2/10	B6255 Ribblehead To County Boundary SD	SD	5	Ribblehead	£ 25,156	3b	
B6255/2/15	B6255 Ribblehead To County Boundary SD	SD	5	Ribblehead	£ 30,120	3b	
B6255/2/20	B6255 Ribblehead To County Boundary SD	SD	5	Ribblehead	£ 42,404	3b	
B6255/2/30	B6255 Ribblehead To County Boundary SD	SD	5	Ribblehead	£ 50,639	3b	
B6255/2/35	B6255 Ribblehead To County Boundary SD	SD	5	Ribblehead	£ 35,335	3b	
U831/2/50	U831 Cammock Lane R&R	R&R	5	Settle	£ 73,775	4a	
U2554/2/50	U2554 Snaygill Industrial Estate Footway	3,4,5 Footway R&R	5	Skipton	£ 100,000	4b	
U2554/2/70	U2554 Snaygill Industrial Estate Footway	3,4,5 Footway R&R	5	Skipton	£ 45,000	4b	
A629/1/80	A629 Skipton Western Bypass 2 Drainage	Drainage	5	Skipton	£ 52,800	2	
A6069/1/05	A6069 Inghey Bridge To Niffany Bridge SD	SD	5	Skipton	£ 29,160	3b	
U2431/2/50	U2431 Dick Lane To Four Lane Ends SD	SD	5	Sutton	£ 20,592	4b	
Various	Area 5 Cat 1a, 1 2 Footway Patching	1,1a,2 FW Patching	5	Various	£ 40,190	N/A	
Various	Area 5 Signs, Lines & Tros	Signs Lines & Tros	5	Various	£ 31,000	Various	
A59/1/10	A59 Gisburn Road Patching	Patching	5	West Marton	£ 65,000	2	
C113/1/15	C113 Gledstone Road SD	SD	5	West Marton	£ 17,347	4b	
C113/1/30	C113 Stainton Hall To Gledstone Hall SD	SD	5	West Marton	£ 28,193	4b	
C113/1/35	C113 Stainton Hall To Gledstone Hall SD	SD	5	West Marton	£ 11,241	4b	

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Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U3379/2/30	U3379 Allerton Park Lane Patching	Patching	6	Allerton Park	£ 5,433	4b	
U3379/2/70	U3379 Allerton Lane Patching	Patching	6	Allerton Park	£ 5,433	4b	
C273/2/95	C273 Dam Bridge To District Boundary Patching	Patching	6	Angram	£ 47,844	4a	
A61/6/90	A61 Wards Corner To Baldersby Gate Patching	Patching	6	Baldersby	£ 31,212	3a	
A61/7/10	A61 Wards Corner To Baldersby Patching	Patching	6	Baldersby	£ 31,212	3a	
A61/7/20	A61 Wards Corner To Baldersby Patching	Patching	6	Baldersby	£ 20,808	3a	
A61/7/30	A61 Baldersby Village Patching	Patching	6	Baldersby	£ 15,606	3a	
A61/7/40	A61 Baldersby To Skipton Bridge Patching	Patching	6	Baldersby	£ 20,808	3a	
C377/1/35	C377 Copgrove Road SD	SD	6	Burton Leonard	£ 9,231	3b	
C377/1/40	C377 Station Lane SD	SD	6	Burton Leonard	£ 2,116	4a	
A658/1/40	A658 Harrogate Road SD	SD	6	Castley	£ 48,199	2	
C282/1/60	C282 Cattal Moor Lane Special	Special	6	Cattal	£ 9,000	3b	Yes
C256/1/15	Area 6 Low Green To Parish Boundary, Darley Drainage	Drainage	6	Darley	£ 10,000	4a	Yes
C256/1/10	C256 Darley Head SD	SD	6	Darley	£ 43,200	3b	
C186/1/30	C186 Highfields Lane SD	SD	6	Dishforth Airfield	£ 19,559	4a	
U8088/9/50	Area 6 Cattle Grid Eavestone Cattle Grid	Cattle Grid	6	Eavestone	£ 35,978	N/A	Yes
C238/1/60	C238 Farnley Park Special	Special	6	Farnley	£ 67,500	3b	Yes
U2490/2/50	U2490 Cobby Syke Road SD	SD	6	Fewston	£ 35,788	4a	
U2489/2/40	U2489 Back Lane SD	SD	6	Fewston	£ 13,955	4a	
U2489/2/80	U2489 Wydra Lane SD	SD	6	Fewston	£ 17,488	4a	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C31/2/10	C31 High Grantley To Grantley Hall Patching	Patching	6	Grantley	£ 8,058	3b	
U3387/2/50	U3387 Meadow Vale Footway Patching	3,4,5 Footway R&R	6	Green Hammerton	£ 12,000	4b	
U573/3/50	U573 Park Parade 3,4,5 Footway R&R	3,4,5 Footway R&R	6	Harrogate	£ 30,000	4b	
U568/3/50	U568 Park Avenue 3,4,5 Footway R&R	3,4,5 Footway R&R	6	Harrogate	£ 25,000	4b	
U742/3/70	U742 St Winifreds Road 3,4,5 Footway R&R	3,4,5 Footway R&R	6	Harrogate	£ 20,000	4b	
U35/3/50	U35 Avenue Close 3,4,5 Footway R&R	3,4,5 Footway R&R	6	Harrogate	£ 25,000	4b	
U226/3/50l 1	U226 Dragon Parade Cat 1a,1 2 Footway R&R	Cat 1a,1 2 Footway R&R	6	Harrogate	£ 36,957	N/A	
U411/3/50r 1	U411 King Edwards Drive Cat 1a,1 2 Footway R&R	Cat 1a,1 2 Footway R&R	6	Harrogate	£ 56,737	N/A	
U226/3/50r 1	U226 Dragon Parade Cat 1a,1 2 Footway R&R	Cat 1a,1 2 Footway R&R	6	Harrogate	£ 37,275	N/A	
U94/3/70	Area 6 Bower Street, Harrogate Drainage	Drainage	6	Harrogate	£ 24,000	3a	Yes
A59/5/10	A59 Skipton Road Landslip	Landslip	6	Harrogate	£ 100,000	2	Yes

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C47/1/50	C47 Forest Lane Patching	Patching	6	Harrogate	£ 20,145	3b	
C47/1/60	C47 Forest Lane Patching	Patching	6	Harrogate	£ 20,145	3b	
U535/3/50	U535 Norwood Grove Patching	Patching	6	Harrogate	£ 362	4b	
U535/3/90	U535 Norwood Grove Patching	Patching	6	Harrogate	£ 362	4b	
U535/3/70	U535 Norwood Grove Patching	Patching	6	Harrogate	£ 362	4b	
U765/3/50	U765 Sutton Grange Close Patching	Patching	6	Harrogate	£ 3,622	4b	
U347/3/50	U347 Hartwith Close Patching	Patching	6	Harrogate	£ 362	4b	
U243/3/50	U243 Eavestone Grove Patching	Patching	6	Harrogate	£ 1,811	4b	
U243/3/80	U243 Eavestone Grove Patching	Patching	6	Harrogate	£ 1,811	4b	
U243/3/70	U243 Eavestone Grove Patching	Patching	6	Harrogate	£ 1,811	4b	
U243/3/60	U243 Eavestone Grove Patching	Patching	6	Harrogate	£ 1,811	4b	
U450/3/50	U450 Laverton Gardens Patching	Patching	6	Harrogate	£ 362	4b	
U305/3/50	U305 Grantley Close Patching	Patching	6	Harrogate	£ 362	4b	
U305/3/70	U305 Grantley Close Patching	Patching	6	Harrogate	£ 362	4b	
U862/3/50	U862 Winksley Grove Patching	Patching	6	Harrogate	£ 362	4b	
U862/3/70	U862 Winksley Grove Patching	Patching	6	Harrogate	£ 362	4b	
U330/3/60	U330 Mowbray Square Patching	Patching	6	Harrogate	£ 3,622	4b	
U330/3/50	U330 Harcourt Road Patching	Patching	6	Harrogate	£ 18,110	4b	
U330/3/30	U330 Harcourt Drive Patching	Patching	6	Harrogate	£ 18,110	4b	
U521/3/50	U521 Mowbray Square Patching	Patching	6	Harrogate	£ 18,110	4b	
U522/3/50	U522 Myrtle Road Patching	Patching	6	Harrogate	£ 7,244	4b	
U781/3/50	U781 The Grove Patching	Patching	6	Harrogate	£ 14,488	4b	
U330/3/90	U330 Harcourt Drive Patching	Patching	6	Harrogate	£ 7,244	4b	
U330/3/80	U330 Harcourt Drive Patching	Patching	6	Harrogate	£ 7,244	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U330/3/70	U330 Harcourt Drive Patching	Patching	6	Harrogate	£ 7,244	4b	
U573/3/50	U573 Park Parade Patching	Patching	6	Harrogate	£ 18,110	4b	
U621/3/30	U621 Regent Parade Patching	Patching	6	Harrogate	£ 18,110	4b	
U154/3/50	U154 Christ Church Oval Patching	Patching	6	Harrogate	£ 3,622	4b	
U570/3/50	U570 Park Chase Patching	Patching	6	Harrogate	£ 7,244	4b	
U159/3/10	U159 Park Parade To Skipton Road Patching	Patching	6	Harrogate	£ 7,244	4b	
U3076/1/50	U3076 Park Parade To The Stray Patching	Patching	6	Harrogate	£ 7,244	4a	
U3233/1/50	U3233 Skipton Road To Regent Parade Patching	Patching	6	Harrogate	£ 7,244	4a	
U3075/1/50	U3075 Coach Road Patching	Patching	6	Harrogate	£ 28,976	4a	
U159/3/20	U159 Christ Church Track Patching	Patching	6	Harrogate	£ 14,488	4b	
U159/3/40	U159 Church Square Patching	Patching	6	Harrogate	£ 3,622	4b	
U159/3/80	U159 Church Square Patching	Patching	6	Harrogate	£ 3,622	4b	
U159/3/60	U159 Church Square Patching	Patching	6	Harrogate	£ 3,622	4b	
U286/3/50	U286 Freemans Way Patching	Patching	6	Harrogate	£ 10,866	4b	
U3186/1/50	U3186 Freemans Way Patching	Patching	6	Harrogate	£ 10,866	4b	
U3185/1/50	U3185 Freemans Way Patching	Patching	6	Harrogate	£ 10,866	4b	
U3184/1/50	U3184 Freemans Way Patching	Patching	6	Harrogate	£ 10,866	4b	
A6040/1/30	A6040 York Place R&R	R&R	6	Harrogate	£ 264,000	2	
A6040/1/60	A6040 York Place R&R	R&R	6	Harrogate	£ 264,000	2	
C243/1/80	C243 Pannal Ash Road R&R	R&R	6	Harrogate	£ 150,000	3b	
C243/1/90	C243 Pannal Ash Road R&R	R&R	6	Harrogate	£ 150,000	3b	
U742/3/50	U742 St Winifreds Road R&R	R&R	6	Harrogate	£ 25,000	4b	
U742/3/70	U742 St Winifreds Road R&R	R&R	6	Harrogate	£ 25,000	4b	
U740/3/50	U740 St Winifreds Avenue R&R	R&R	6	Harrogate	£ 12,000	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U814/3/50	U814 Wayside Avenue R&R	R&R	6	Harrogate	£ 20,000	4a	
U719/3/50	U719 St Hildas Road R&R	R&R	6	Harrogate	£ 98,138	4b	
U739/3/50	U739 St Ronans Road R&R	R&R	6	Harrogate	£ 13,791	4b	
U738/3/50	U738 St Ronans Close R&R	R&R	6	Harrogate	£ 3,742	4b	
U20/3/50	U20 Apley Close R&R	R&R	6	Harrogate	£ 16,216	4b	
U718/3/50	U718 St Helens Road R&R	R&R	6	Harrogate	£ 60,744	4b	
U894/3/50	U894 Yewdale Road R&R	R&R	6	Harrogate	£ 40,582	4b	
U861/3/50	U861 Windsor Road R&R	R&R	6	Harrogate	£ 6,431	4b	
U22/3/50	U22 Arncliffe Road R&R	R&R	6	Harrogate	£ 43,354	4b	
U729/3/50	U729 St Leonards Road R&R	R&R	6	Harrogate	£ 41,081	4b	
U728/3/50	U728 St Leonards Oval R&R	R&R	6	Harrogate	£ 21,322	4b	
U727/3/50	U727 St Leonards Close R&R	R&R	6	Harrogate	£ 2,327	4b	
U817/3/50	U817 Wayside Grove R&R	R&R	6	Harrogate	£ 8,634	4b	
U816/3/50	U816 Wayside Crescent R&R	R&R	6	Harrogate	£ 44,352	4b	
U822/3/50	U822 Wedderburn Lodge R&R	R&R	6	Harrogate	£ 4,047	4b	
U3152/1/50	U3152 Cedar Grove R&R	R&R	6	Harrogate	£ 5,655	4b	
U3171/1/50	U3171 Wetherby Road R&R	R&R	6	Harrogate	£ 1,164	4b	
U3170/1/50	U3170 Wetherby Road R&R	R&R	6	Harrogate	£ 12,585	4b	
U818/3/40	U818 Wayside Walk R&R	R&R	6	Harrogate	£ 35,511	4b	
U815/3/50	U815 Wayside Close R&R	R&R	6	Harrogate	£ 7,900	4b	
U394/3/50	U394 Innisfree Close R&R	R&R	6	Harrogate	£ 8,386	4b	
U90/3/50	U90 Bogs Lane SD	SD	6	Harrogate	£ 16,132	4a	
U417/3/50	U417 Kingsley Road SD	SD	6	Harrogate	£ 6,756	4b	
U361/3/50	U361 Hillbank View SD	SD	6	Harrogate	£ 2,612	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U3530/1/40	U3530 Allotment Gardens SD	SD	6	Harrogate	£ 2,022	4b	
U3530/1/60	U3530 Allotment Gardens SD	SD	6	Harrogate	£ 1,390	4b	
U181/3/50	U181 Coppice Way SD	SD	6	Harrogate	£ 4,826	4b	
U181/3/50	U181 Coppice Way SD	SD	6	Harrogate	£ 4,946	4b	
U234/3/50	U234 Duncan Close SD	SD	6	Harrogate	£ 1,081	4b	
U235/3/50	U235 Duncan Street SD	SD	6	Harrogate	£ 2,630	4b	
U772/3/50	U772 Sykes Grove SD	SD	6	Harrogate	£ 6,177	4b	
U1112/3/50	U1112 Sykes Grove Rear SD	SD	6	Harrogate	£ 969	5	
U3056/1/50	U3056 Sykes Grove Rear SD	SD	6	Harrogate	£ 548	4b	
U21/3/50	U21 Archie Street SD	SD	6	Harrogate	£ 1,110	4b	
U1113/3/50	U1113 Archie Street Rear SD	SD	6	Harrogate	£ 948	5	
U50/3/50	U50 Baldwin Street SD	SD	6	Harrogate	£ 1,062	4b	
U1118/3/50	U1118 Baldwin Street Rear SD	SD	6	Harrogate	£ 927	5	
U155/3/50	U155 Christina Street SD	SD	6	Harrogate	£ 1,086	4b	
U1147/3/50	U1147 Duncan Street Rear SD	SD	6	Harrogate	£ 948	5	
U175/3/50	U175 Coppice Avenue SD	SD	6	Harrogate	£ 6,664	4b	
U176/3/50	U176 Coppice Close SD	SD	6	Harrogate	£ 2,022	4b	
U176/3/70	U176 Coppice Close SD	SD	6	Harrogate	£ 1,034	4b	
U331/3/50	U331 Harewood Road SD	SD	6	Harrogate	£ 10,555	4b	
U331/3/60	U331 Harewood Road SD	SD	6	Harrogate	£ 846	4b	
U331/3/70	U331 Harewood Road SD	SD	6	Harrogate	£ 1,195	4b	
U331/3/80	U331 Harewood Road SD	SD	6	Harrogate	£ 1,170	4b	
U525/3/50	U525 Newby Crescent SD	SD	6	Harrogate	£ 10,979	4b	
U525/3/20	U525 Newby Crescent SD	SD	6	Harrogate	£ 1,618	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U525/3/30	U525 Newby Crescent SD	SD	6	Harrogate	£ 1,768	4b	
U525/3/60	U525 Newby Crescent SD	SD	6	Harrogate	£ 1,419	4b	
U525/3/70	U525 Newby Crescent SD	SD	6	Harrogate	£ 1,892	4b	
U525/3/80	U525 Newby Crescent SD	SD	6	Harrogate	£ 822	4b	
U238/3/50	U238 Dragon Road Rear SD	SD	6	Harrogate	£ 5,458	5	
U226/3/50	U226 Dragon Parade SD	SD	6	Harrogate	£ 11,726	4b	
U517/3/50	U517 Mornington Terrace SD	SD	6	Harrogate	£ 6,067	4b	
U516/3/50	U516 Mornington Crescent SD	SD	6	Harrogate	£ 4,389	4b	
U225/3/50	U225 Dragon Avenue SD	SD	6	Harrogate	£ 5,975	4b	
U1161/3/50	U1161 Dragon Road Rear SD	SD	6	Harrogate	£ 2,624	5	
U1230/3/50	U1230 Dragon Road Rear SD	SD	6	Harrogate	£ 2,164	5	
U228/3/50	U228 Dragon Terrace SD	SD	6	Harrogate	£ 1,532	4b	
U229/3/50	U229 Back Dragon Road SD	SD	6	Harrogate	£ 3,045	5	
U1162/3/50	U1162 Road Rear Of Dragon Terrace SD	SD	6	Harrogate	£ 460	5	
U608/3/50	U608 Prospect Road SD	SD	6	Harrogate	£ 13,731	4b	
U771/3/50	U771 Sycamore Drive SD	SD	6	Harrogate	£ 3,539	4b	
U3378/2/70	U3378 Hopperton Street Patching	Patching	6	Hopperton	£ 16,299	4b	
U3373/2/30	U3373 Whixley Lane Patching	Patching	6	Hunsingore	£ 543	4b	
A61/6/40	A61 Smith Lane To Kendal View Patching	Patching	6	Hutton Conyers	£ 8,978	2	
A61/6/50	A61 Smith Lane To Kendal View Patching	Patching	6	Hutton Conyers	£ 8,978	2	
A61/6/55	A61 Hutton Grange To Kendal View Patching	Patching	6	Hutton Conyers	£ 8,978	2	
A61/6/60	A61 Hutton Grange To Kendal View Patching	Patching	6	Hutton Conyers	£ 8,978	2	
A61/6/70	A61 Hutton Grange To Baldersby Gate Patching	Patching	6	Hutton Conyers	£ 8,978	2	
B6161/1/98	B6161 Otley Road Patching	Patching	6	Killinghall	£ 17,956	2	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
B6161/1/98	B6161 Otley Road Special	Special	6	Killinghall	£ 9,000	2	Yes
U2673/2/70	U2673 Church Lane 3,4,5 Footway R&R	3,4,5 Footway R&R	6	Kirby Hill	£ 8,000	4a	
A59/7/30	Area 6 York Road, Knaresborough Drainage	Drainage	6	Knaresborough	£ 24,000	3a	Yes
U1314/3/50	U1314 Grimbald Crag Close Patching	Patching	6	Knaresborough	£ 18,110	4b	
U1314/3/70	U1314 Grimbald Crag Close Patching	Patching	6	Knaresborough	£ 724	4b	
U1104/3/90	U1104 Grimbald Crag Link Patching	Patching	6	Knaresborough	£ 7,244	4b	
U1104/3/50	U1104 Grimbald Crag Road Patching	Patching	6	Knaresborough	£ 21,732	4b	
U1104/3/70	U1104 Grimbald Crag Road Patching	Patching	6	Knaresborough	£ 724	4b	
U899/3/50	U899 Abbey Road SD	SD	6	Knaresborough	£ 30,426	4b	
A658/1/10	A658 Harrogate Road SD	SD	6	Leathley	£ 16,351	2	
A658/1/20	A658 Harrogate Road SD	SD	6	Leathley	£ 34,262	2	
A658/1/30	A658 Harrogate Road SD	SD	6	Leathley	£ 57,003	2	
C31/3/15	C31 Thorpe Road Patching	Patching	6	Masham	£ 24,174	3b	
C31/3/20	C31 Thorpe Road Patching	Patching	6	Masham	£ 24,174	3b	
C31/3/25	C31 Thorpe Road Patching	Patching	6	Masham	£ 24,174	3b	
A658/1/80	A658 Harrogate Road SD	SD	6	North Rigton	£ 33,256	2	
A658/1/90	A658 Harrogate Road SD	SD	6	North Rigton	£ 40,602	2	
A658/1/95	A658 Harrogate Road SD	SD	6	North Rigton	£ 17,106	2	
U566/3/50	U566 Pannal Bank R&R	R&R	6	Pannal	£ 75,000	3b	
U566/3/60	U566 Pannal Bank R&R	R&R	6	Pannal	£ 75,000	3b	
U746/3/50	U746 Station Road R&R	R&R	6	Pannal	£ 75,000	4b	
U472/3/50	U472 Main Street R&R	R&R	6	Pannal	£ 75,000	3b	
A61/5/50	A61 Harrogate Road Drainage	Drainage	6	Ripley	£ 50,000	2	Yes

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C422/1/62	C422 Ripon Market Place East R&R	R&R	6	Ripon	£ 330,000	3a	
C422/1/50	C422 Market Place R&R	R&R	6	Ripon	£ 150,000	3a	
C422/1/70	C422 Market Place R&R	R&R	6	Ripon	£ 150,000	3a	
U3026/2/50	U3026 Minster Road SD	SD	6	Ripon	£ 5,314	4b	
U3025/2/30	U3025 St Marygate SD	SD	6	Ripon	£ 6,699	4a	
U3034/2/50	U3034 High St Agnesgate SD	SD	6	Ripon	£ 4,740	4b	
U3033/2/70	U3033 Low St Agnesgate SD	SD	6	Ripon	£ 2,823	4b	
U3033/2/50	U3033 Low St Agnesgate SD	SD	6	Ripon	£ 2,907	4b	
U3036/2/20	U3036 Alma Gardens SD	SD	6	Ripon	£ 2,338	4b	
U3036/2/60	U3036 Alma Gardens SD	SD	6	Ripon	£ 590	4b	
U3036/2/40	U3036 Alma Gardens SD	SD	6	Ripon	£ 1,285	4b	
U3035/2/50	U3035 Low Mill Road SD	SD	6	Ripon	£ 3,813	4b	
U3036/2/50	U3036 Alma Gardens SD	SD	6	Ripon	£ 1,390	4b	
U3036/2/80	U3036 Alma Gardens SD	SD	6	Ripon	£ 948	4b	
U3249/2/50	U3249 Low Mill Estate SD	SD	6	Ripon	£ 2,064	4b	
U3198/2/70	U3198 Hillshaw Park Way SD	SD	6	Ripon	£ 1,241	4b	
U3032/2/50	U3032 Saxon Road SD	SD	6	Ripon	£ 1,769	4b	
U3546/1/50	U3546 St Cuthberts Close SD	SD	6	Ripon	£ 2,085	4b	
U3005/2/50	U3005 Residence Lane SD	SD	6	Ripon	£ 958	4b	
U3153/2/50	U3153 Cathedral Close SD	SD	6	Ripon	£ 3,286	4b	
U3035/2/90	U3035 Priest Lane SD	SD	6	Ripon	£ 575	4b	
U3030/2/30	U3030 Priest Lane SD	SD	6	Ripon	£ 9,169	4b	
U3030/2/70	U3030 Priest Lane SD	SD	6	Ripon	£ 5,010	4b	
U3038/2/50	U3038 Victoria Avenue SD	SD	6	Ripon	£ 2,987	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U3198/2/30	U3198 Hillshaw Park Way SD	SD	6	Ripon	£ 9,583	4b	
U3198/2/50	U3198 Hillshaw Park Way SD	SD	6	Ripon	£ 965	4b	
U3031/2/50	U3031 Ailcey Road SD	SD	6	Ripon	£ 7,698	4b	
U3029/2/50	U3029 Lickley Street SD	SD	6	Ripon	£ 3,677	4b	
U3319/1/50	U3319 All Saints Square SD	SD	6	Ripon	£ 1,538	4b	
C31/2/05	C31 Risplith To Grantley Hall Patching	Patching	6	Risplith	£ 4,029	3b	
C378/1/70	C378 Station Lane SD	SD	6	South Stainley	£ 19,656	3b	
U2886/3/70	U2886 Hags Road Patching	Patching	6	Spofforth	£ 39,870	4a	
U2886/2/50	U2886 Hags Road Patching	Patching	6	Spofforth	£ 39,870	4a	
U2886/2/30	U2886 Hags Road Patching	Patching	6	Spofforth	£ 39,870	4a	
A661/1/10	A661 Harrogate Road Special	Special	6	Stockeld	£ 37,500	2	Yes
Various	Area 6 Cat 1a, 1 2 Footway Patching	1,1a,2 FW Patching	6	Various	£ 18,736	N/A	
Various	Area 6 Cat 3,4,5 Footway Patching	3,4,5 Footway Patching	6	Various	£ 64,988	N/A	
Various	Area 6 Signs, Lines & Tros	Signs Lines & Tros	6	Various	£ 71,000	Variou s	
Various	Area 6 Various Sites Tbc	Slurry	6	Various	£ 129,717	N/A	
U3373/2/50	U3373 Scate Moor Lane Patching	Patching	6	Whixley	£ 5,433	4b	
U3373/2/70	U3373 Scate Moor Lane Patching	Patching	6	Whixley	£ 5,433	4b	
C279/1/60	C279 High Street SD	SD	6	Whixley	£ 11,896	4a	
U3370/2/30	U3370 Church Street SD	SD	6	Whixley	£ 5,955	4a	
C279/1/20	C279 Clockhill Field Lane SD	SD	6	Whixley	£ 13,060	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C279/1/30	C279 Clockhill Field Lane SD	SD	6	Whixley	£ 10,406	4b	
U2204/2/50	U2204 Clockhill Field Lane SD	SD	6	Whixley	£ 3,351	4b	
C279/1/40	C279 Stone Gate SD	SD	6	Whixley	£ 7,670	4b	
U3371/2/10	U3371 Stone Gate SD	SD	6	Whixley	£ 632	4b	
U3371/2/30	U3371 High Street SD	SD	6	Whixley	£ 12,735	4b	
A61/5/35	Area 6 Ripon Road, Wormald Green Drainage	Drainage	6	Wormald Green	£ 24,000	2	Yes

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Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U656/1/50	U656 Road From Old Road To Brumber SD	SD	7	Appleton Roebuck	£ 5,734	4b	
U662/1/50	U662 Back Lane SD	SD	7	Appleton Roebuck	£ 6,905	4b	
U953/2/70	U953 Camela Lane Patching	Patching	7	Barlow	£ 6,633	4b	
U875/2/30	U875 Shaftesbury Avenue Patching	Patching	7	Beal	£ -	4b	
U876/2/30	U876 The Oval Patching	Patching	7	Beal	£ 2,653	4b	
C332/1/90	C332 Beal Lane SD	SD	7	Beal	£ 24,118	4a	
C332/1/20	C332 Common Lane SD	SD	7	Beal	£ 20,285	4a	
C332/1/40	C332 Hollygarth Lane SD	SD	7	Beal	£ 7,070	4a	
C332/1/80	C332 Main Street SD	SD	7	Beal	£ 7,737	4a	
C331/1/20	C331 Broad Lane SD	SD	7	Beal	£ 1,662	4a	
C331/1/20	C331 Broad Lane SD	SD	7	Beal	£ 4,347	4a	
U869/2/50	U869 Manor Road SD	SD	7	Beal	£ 4,461	4b	
U877/2/50	U877 Riverdale SD	SD	7	Beal	£ 1,333	4b	
U872/2/50	U872 Craven Garth SD	SD	7	Beal	£ 3,332	4b	
U1651/2/50	U1651 Mill Garth SD	SD	7	Beal	£ 689	4b	
U871/2/50	U871 Ings Lane SD	SD	7	Beal	£ 5,723	4b	
U3621/1/50	U3621 Village Farm Court SD	SD	7	Beal	£ 2,068	4b	
U878/2/50	U878 Gables Close SD	SD	7	Beal	£ 2,075	4b	
U672/1/50	U672 Bolton Percy To Railway Line SD	SD	7	Bolton Percy	£ 2,901	4b	
U689/1/50	U689 Church Lane SD	SD	7	Bolton Percy	£ 2,255	4b	
U687/1/30	U687 School Lane SD	SD	7	Bolton Percy	£ 5,174	4b	
U687/1/70	U687 Marsh Lane SD	SD	7	Bolton Percy	£ 10,725	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U679/1/50	U679 Marsh Lane To Pump Alley SD	SD	7	Bolton Percy	£ 610	4b	
U688/1/50	U688 Nun Appleton Lane SD	SD	7	Bolton Percy	£ 12,829	4b	
U673/1/50	U673 The Rampart SD	SD	7	Bolton Percy	£ 3,332	4b	
U676/1/50	U676 Bolton Percy Village SD	SD	7	Bolton Percy	£ 8,006	4b	
U686/1/50	U686 Church View SD	SD	7	Bolton Percy	£ 379	4b	
U678/1/50	U678 Pump Alley SD	SD	7	Bolton Percy	£ 578	4b	
U677/1/50	U677 Main Street SD	SD	7	Bolton Percy	£ 2,558	4b	
U671/1/30	U671 Station Road SD	SD	7	Bolton Percy	£ 4,249	4b	
U953/2/50	U953 Camela Lane Patching	Patching	7	Camblesforth	£ 6,633	4b	
U957/2/30	U957 Brigg Lane Patching	Patching	7	Camblesforth	£ 379	4b	
U957/2/50	U957 Brigg Lane Patching	Patching	7	Camblesforth	£ 379	4b	
U2924/1/50	U2924 From Brigg Lane To End Of Cul De Sac Patching	Patching	7	Camblesforth	£ 1,137	4b	
U959/2/50	U959 Beech Tree Lane Patching	Patching	7	Camblesforth	£ -	4b	
U1612/2/50	U1612 Manor Drive Patching	Patching	7	Camblesforth	£ -	4b	
U958/2/50	U958 Manor Close Patching	Patching	7	Camblesforth	£ -	4b	
U954/2/50	U954 Mill Lane Patching	Patching	7	Camblesforth	£ 3,790	4b	
U961/2/30	U961 Oaklands Patching	Patching	7	Camblesforth	£ 3,790	4b	
U956/2/50	U956 Oaklands Crescent Patching	Patching	7	Camblesforth	£ 1,137	4b	
U964/2/50	U964 Croft Road Patching	Patching	7	Camblesforth	£ 758	4b	
U965/2/50	U965 Croftway Patching	Patching	7	Camblesforth	£ 4,548	4b	
U966/2/50	U966 Underwit Road Patching	Patching	7	Camblesforth	£ 758	4b	
U962/2/30	U962 Pinewood Drive Patching	Patching	7	Camblesforth	£ 758	4b	
U1715/2/50	U1715 Lingcroft Close Patching	Patching	7	Camblesforth	£ -	4b	
U1499/2/50	U1499 Sandway Drive Patching	Patching	7	Camblesforth	£ -	4b	
U1654/2/50	U1654 Millfield Drive Patching	Patching	7	Camblesforth	£ -	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U963/2/50	U963 Prospect Close Patching	Patching	7	Camblesforth	£ -	4b	
C314/1/10	C314 Biggin Bridge To Scalm Lane Patching	Patching	7	Cawood	£ 5,637	4a	
C314/1/20	C314 Biggin Bridge To Scalm Lane Patching	Patching	7	Cawood	£ 5,637	4a	
C314/1/30	C314 Biggin Bridge To Scalm Lane Patching	Patching	7	Cawood	£ 5,637	4a	
C314/1/40	C314 Scalm Lane Patching	Patching	7	Cawood	£ 5,637	4a	
C314/1/50	C314 Scalm Lane Patching	Patching	7	Cawood	£ 5,637	4a	
U701/1/30	U701 Hagg Lane Patching	Patching	7	Cawood	£ 11,370	4b	
B1222/2/25	B1222 Bishopdyke Road SD	SD	7	Cawood	£ 28,631	3b	
B1222/2/30	B1222 Bishopdyke Road SD	SD	7	Cawood	£ 35,351	3b	
B1222/2/35	B1222 Sherburn Street SD	SD	7	Cawood	£ 13,875	3b	
C313/1/80	C313 Common Lane Slurry	Slurry	7	Church Fenton	£ 22,462	4a	
C319/1/30	C319 Cliffe Cottage To Lara Bridge Patching	Patching	7	Cliffe	£ 48,390	4a	
U1470/2/70	U1470 Turnham Lane Patching	Patching	7	Cliffe	£ 60,337	4b	
U1464/2/50	U1464 Ings Road Patching	Patching	7	Cliffe	£ 106,878	4b	
C410/1/40	Area 7 Selby Road Eggborough R&R	R&R	7	Eggborough	£ 29,326	4a	
U1390/2/30	Area 7 The Maltings Eggborough R&R	R&R	7	Eggborough	£ 30,174	4b	
U717/1/30	U717 The Glade Slurry	Slurry	7	Escrick	£ 11,452	4b	
C323/2/20	C323 Hillam Road Patching	Patching	7	Gateforth	£ 3,382	4a	
C323/2/30	C323 Hillam Road Patching	Patching	7	Gateforth	£ 3,382	4a	
C323/2/40	C323 Hillam Road Patching	Patching	7	Gateforth	£ 3,382	4a	
U1048/2/50	Phillip Lane Hambleton	R&R	7	Hambleton	£ 18,546	4b	
C341/1/60	Area 7 Long Lane Patch (Area7 Cat 4a Carriageway Patching)	R&R	7	Heck	£ 25,305	4a	Yes
U1077/2/30	U1077 Heck Lane Patching	Patching	7	Hensall	£ 1,895	4b	
C323/1/90	C323 Village Street Patching	Patching	7	Hillam	£ 3,382	4a	
C323/1/95	C323 Hillam Common Lane Patching	Patching	7	Hillam	£ 3,382	4a	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
C323/2/05	C323 Hillam Common Lane Patching	Patching	7	Hillam	£ 3,382	4a	
C323/2/10	C323 Hillam Common Lane Patching	Patching	7	Hillam	£ 3,382	4a	
U873/2/50	U873 Stocking Lane Patching	Patching	7	Kellingley	£ 1,137	4b	
U873/2/50	U873 Stocking Lane Patching	Patching	7	Kellingley	£ 1,137	4b	
U1382/2/50	U1382 Manor Farm Close SD	SD	7	Kellington	£ 979	4b	
U1727/2/30	U1727 Manor Garth SD	SD	7	Kellington	£ 11,591	4b	
U1726/2/50	U1726 Barrington Garth SD	SD	7	Kellington	£ 827	4b	
U1730/2/50	U1730 Pick Haven Garth SD	SD	7	Kellington	£ 1,059	4b	
U1378/2/30	U1378 Plough Garth SD	SD	7	Kellington	£ 3,102	4b	
U1733/2/30	U1733 Bakersfield Drive SD	SD	7	Kellington	£ 2,022	4b	
U1514/2/30	U1514 Marsh Lane Gardens SD	SD	7	Kellington	£ 3,306	4b	
U1732/2/50	U1732 Hawthorn Garth SD	SD	7	Kellington	£ 1,967	4b	
U1731/2/30	U1731 Water Garth SD	SD	7	Kellington	£ 2,984	4b	
U1720/2/50	U1720 Ings Lane SD	SD	7	Kellington	£ 7,246	4b	
U732/1/30	U732 Kirkby Wharfe To Raw Lane SD	SD	7	Kirkby Wharfe	£ 13,279	4b	
U733/1/30	U733 Kirkby Wharfe Village SD	SD	7	Kirkby Wharfe	£ 4,960	4b	
U734/1/30	U734 Access Road To Kirkby Grange SD	SD	7	Kirkby Wharfe	£ 6,526	4b	
U1104/2/40	U1104 New Road Drainage	Drainage	7	Little Smeaton	£ 200,000	4b	
C318/1/15	C318 South Duffield Road Slurry	Slurry	7	Osgodby	£ 21,036	4b	
C411/1/45	C411 Selby Road 3,4,5 Footway R&R	3,4,5 Footway R&R	7	Riccall	£ 32,089	N/A	
A19/3/20	A19 Road From Selby Road To Main Street Patching	Patching	7	Riccall	£ 15,452	2	
U760/1/30	U760 King Ridding Lane 1 R&R	R&R	7	Riccall	£ 35,810	4b	
U760/1/70	U760 King Ridding Lane 2 R&R	R&R	7	Riccall	£ 35,810	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U758/1/50	U758 Back Lane Riccall R&R	R&R	7	Riccall	£ 22,175	4b	
U1209/2/50	U1209 The Ruddings 3,4,5 Footway R&R	3,4,5 Footway R&R	7	Selby	£ 51,480	N/A	
B1223/1/15	B1223 Bondgate Cat 1a,1 2 Footway R&R	Cat 1a,1 2 Footway R&R	7	Selby	£ 52,211	N/A	
U1133/2/50	U1133 Armoury Road Selby R&R	R&R	7	Selby	£ 20,063	4b	
B1222/1/60	B1222 Moor Lane Patching	Patching	7	Sherburn-In-Elmet	£ 53,183	3b	
U1518/2/60	U1518 Area 7 Aviation Road Sherburn Ind Est R&R	R&R	7	Sherburn-In-Elmet	£ 163,578	4b	
U1518/2/40	U1518 Area 7 Dane Street Sherburn Ind Est R&R	R&R	7	Sherburn-In-Elmet	£ 20,595	4b	
B1222/1/85	B1222 Bishopdyke Road SD	SD	7	Sherburn-In-Elmet	£ 20,310	3b	
B1222/1/90	B1222 Bishopdyke Road SD	SD	7	Sherburn-In-Elmet	£ 47,631	3b	
B1222/2/10	B1222 Bishopdyke Road SD	SD	7	Sherburn-In-Elmet	£ 30,920	3b	
B1222/2/15	B1222 Bishopdyke Road SD	SD	7	Sherburn-In-Elmet	£ 35,522	3b	
B1222/2/20	B1222 Bishopdyke Road SD	SD	7	Sherburn-In-Elmet	£ 18,357	3b	
C321/2/50	C321 Milford Road 3,4,5 Footway R&R	3,4,5 Footway R&R	7	South Milford	£ 10,435	N/A	
U836/1/30	U836 Edgerton Drive Patching	Patching	7	Tadcaster	£ 2,047	4b	
U836/1/50	U836 Edgerton Drive Patching	Patching	7	Tadcaster	£ 2,047	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U836/1/70	U836 Edgerton Drive Patching	Patching	7	Tadcaster	£ 2,009	4b	
U837/1/50	U837 Edgerton Court Patching	Patching	7	Tadcaster	£ 379	4b	
U838/1/50	U838 Edgerton Garth Patching	Patching	7	Tadcaster	£ 2,653	4b	
U877/1/50	U877 Aspen Way Patching	Patching	7	Tadcaster	£ -	4b	
U876/1/50	U876 Cedar Drive Patching	Patching	7	Tadcaster	£ 379	4b	
U878/1/50	U878 Beech Walk Patching	Patching	7	Tadcaster	£ -	4b	
U839/1/30	U839 Fairfield Road Patching	Patching	7	Tadcaster	£ 872	4b	
U839/1/50	U839 Fairfield Road Patching	Patching	7	Tadcaster	£ 872	4b	
U839/1/70	U839 Fairfield Road Patching	Patching	7	Tadcaster	£ 872	4b	
U840/1/50	U840 Fairfield Way Patching	Patching	7	Tadcaster	£ 3,184	4b	
U840/1/30	U840 Fairfield Way Patching	Patching	7	Tadcaster	£ 3,222	4b	
U840/1/70	U840 Fairfield Way Patching	Patching	7	Tadcaster	£ 3,108	4b	
U811/1/50	U811 Area 7 Westfield Crescent R&R	R&R	7	Tadcaster	£ 46,552	4b	
U810/1/50	U810 Area 7 Westfield Square R&R	R&R	7	Tadcaster	£ 4,636	4b	
U809/1/50	U809 Area 7 Wharfedale Crescent R&R	R&R	7	Tadcaster	£ 24,544	4b	
U746/1/30	U746 Rudgate SD	SD	7	Tadcaster	£ 4,592	4b	
U746/1/50	U746 Rudgate SD	SD	7	Tadcaster	£ 22,474	4b	
U746/1/70	U746 Rudgate SD	SD	7	Tadcaster	£ 10,464	4b	
U860/1/50	U860 Rockcliffe Court Slurry	Slurry	7	Tadcaster	£ 1,506	4b	
U861/1/50	U861 Roman Close Slurry	Slurry	7	Tadcaster	£ 3,428	4b	
U844/1/50	U844 Rosemary Row Slurry	Slurry	7	Tadcaster	£ 2,309	4b	
U844/1/70	U844 Rosemary Court Slurry	Slurry	7	Tadcaster	£ 856	4b	
F704/1/50	F704 Footway From Rosemary Court To Rosemary Row Slurry	Slurry	7	Tadcaster	£ 2,847	N/A	
U843/1/50	U843 Mill Lane Slurry	Slurry	7	Tadcaster	£ 9,387	4b	
U853/1/70	U853 Heatherdene Slurry	Slurry	7	Tadcaster	£ 7,603	4b	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
U857/1/30	U857 Prospect Drive Slurry	Slurry	7	Tadcaster	£ 10,868	4b	
U875/1/50	U875 Prospect Court Slurry	Slurry	7	Tadcaster	£ 3,290	4b	
U858/1/50	U858 Ingleby Drive Slurry	Slurry	7	Tadcaster	£ 8,156	4b	
C306/1/30	C306 Toulston Grange To County Boundary SD	SD	7	Toulston	£ 15,543	4a	
C306/1/60	C306 Toulston Grange To County Boundary SD	SD	7	Toulston	£ 14,602	4a	
C306/1/90	C306 Toulston Grange To County Boundary SD	SD	7	Toulston	£ 5,860	4a	
U747/1/30	U747 Watsons Lane SD	SD	7	Toulston	£ 7,560	4b	
U897/1/50	U897 West End Approach SD	SD	7	Ulleskelf	£ 5,454	4b	
U898/1/50	U898 West Garth SD	SD	7	Ulleskelf	£ 1,080	4b	
U3309/1/50	U3309 Church Fenton Lane SD	SD	7	Ulleskelf	£ 4,934	4b	
U3308/1/20	U3308 Station To Hall Garth SD	SD	7	Ulleskelf	£ 2,860	4b	
U3308/1/40	U3308 Main Street SD	SD	7	Ulleskelf	£ 9,261	4b	
U8099/1/30	U8099 Marlborough Close SD	SD	7	Ulleskelf	£ 1,327	4b	
U1724/2/50	U1724 Smithy Lane SD	SD	7	Ulleskelf	£ 823	4b	
U1614/2/50	U1614 Hallgarth Close SD	SD	7	Ulleskelf	£ 1,666	4b	
U896/1/50	U896 Ings Road SD	SD	7	Ulleskelf	£ 3,275	4b	
U3308/1/60	U3308 Bell Lane SD	SD	7	Ulleskelf	£ 3,619	4b	
U1625/2/50	U1625 Wheatdale Road SD	SD	7	Ulleskelf	£ 3,715	4b	
U1626/2/50	U1626 Ryedale Close SD	SD	7	Ulleskelf	£ 1,206	4b	
U895/1/50	U895 Barley Horn Road SD	SD	7	Ulleskelf	£ 2,353	4b	
Various	Area 7 Cat 1a, 1 2 Footway Patching	1,1a,2 FW Patching	7	Various	£ 18,504	N/A	

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
Various	Area 7 Cat 3,4,5 Footway Patching	3,4,5 Footway Patching	7	Various	£ 35,466	N/A	
Various	Area 7 Signs, Lines & Tros	Signs Lines & Tros	7	Various	£ 36,000	Various	
A19/0/60	A19 Doncaster Road Patching	Patching	7	Whitley	£ 46,852	3a	

Countywide Allocations 24/25

Link & Section	Scheme Name	Scheme Type	Area	Town	Budget	Hierarchy	Carried Over From 23/24
Various	20mph	20mph Schemes	All	Various	£ 75,000	Various	
Various	Accessibility	Accessibility Schemes	All	Various	£ 75,000	Various	
Various	AIP	AIP	All	Various	£ 600,000	Various	
Various	Gullies	Gullies	All	Various	£ 270,000	Various	
Various	Parapets	Parapets	All	Various	£ 130,000	Various	
Various	Central Signs & Lines	Signs Lines & TROs	All	Various	£ 210,000	Various	
Various	Spray Injection Carriageway Patching Treatments	Spray Injection	All	Various	£ 500,000	Various	
Various	Urban Surfaced PROW	R&R + Patching	All	Various	£ 150,000	Various	
Various	Unsurfaced Unclassified Roads	R&R + Patching + Drainage	All	Various	£ 200,000	Cat 6	

Bridges & Structures Schemes for inclusion in the Highways Capital Forward Programme.

Area	Town	Bridge Reference	Title	Scheme Budget
1	Barton	3527	Barton Footbridge	£ 60,000.00
1	Hawes	222	Long Gill East	£ 80,000.00
2	Yafforth	233	Yafforth	£ 50,000.00
3	Castleton	1885	Ashfield Road	£ 150,000.00
3	Hinderwell	1893	Low Farm	£ 80,000.00
3	Sneaton	1202	Buskey House	£ 75,000.00
3	Whitby	265	New Quay Road	£ 60,000.00
3	Whitby	852	Spital Old	£ 70,000.00
4	Cockayne	531	Cockayne	£ 165,000.00
4	Weaverthorpe	1863	Rarey Drive	£ 90,000.00
5	Gargrave	1305	Sun Gill	£ 140,000.00
5	Settle	1437	Runley	£ 120,000.00
5	Settle	1356	Beggars Wife North	£ 80,000.00
5	Skipton	4201	Waltonwrays	£ 350,000.00
5	Wigglesworth	1358	Hole House	£ 130,000.00
6	Darley	1610	Scot Beck	£ 100,000.00
7	Kirk Smeaton	1762	Smeaton	£ 100,000.00
7	Sherburn in Elmet	1165	Newthorpe	£ 60,000.00
7	Burn	1022	Burn Canal	£ 120,000.00
	Various		PROW	£ 30,000.00
	Various		Network Rail	£ 30,000.00
	Various		Road footbridges	£ 60,000.00

Initial equality impact assessment screening form

Initial equality impact assessment screening form 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	Environment		
Service area	Highways and Transportation		
Proposal being screened	Agree the inclusion of schemes into the Highways Capital Forward Programme and confirm the schemes for inclusion in the 24/25 Highways Capital Annual Programme		
Officer(s) carrying out screening	James Gilroy		
What are you proposing to do?	Deliver a programme of highways capital works		
Why are you proposing this? What are the desired outcomes?	To maintain, and where appropriate, improve the highway asset infrastructure and to comply with the Councils duties and responsibilities under the relevant legislation (as detailed in the Report).		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The commitment is to deliver the schemes within the forward programme across forthcoming years in line with funding awarded from the Department of Transport.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC'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 an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
People in rural areas		✓	
People on a low income		✓	

APPENDIX L

Carer (unpaid family or friend)		✓	
Are from the Armed Forces Community		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	Yes. Physical accessibility of the highway network for people with mobility difficulties. However see the reason for decision explanation for how the impact is likely to be positive in some cases.		
Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No. Highway Capital Maintenance is a specific annual programme of works which doesn't rely on the activities of other organisations.		
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)	Barrie Mason		
Date	13/11/2023		

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	Automated Highway asset data collection and processing contract.
Brief description of proposal	To seek agreement from the Corporate Director, Environment in consultation with Cllr. Keane Duncan Executive Member for Highways & Transportation to add new schemes to the forward Highways Capital Programme Agree and confirm the schemes for inclusion in the 24/25 Highways Capital Annual Programme
Directorate	Environment
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	09.11.2023

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.

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.

It is hoped that the forward programme will help to reduce costs. Adding schemes to the forward programme does not have an immediate financial cost, however it provides the ability for operational teams to develop more efficient programmes of work when identifying schemes for delivery within an annual programme.

The annual programme is funded from an allocation from the DfT

How will this proposal impact on the environment? 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.		Positive impact (Place a X in the box below where relevant)	No impact (Place a X in the box below where relevant)	Negative impact (Place a X in the box below where relevant)	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <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 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	x			<p>More efficient planning and coordination of future highway works, will help to reduce emissions from construction vehicles.</p> <p>Working closely with the delivery partners (NYH) to help to achieve the aims of their carbon reduction plan</p>		
	Emissions from construction	x			<p>More efficient planning and coordination of future highway works, will help to reduce emissions from construction vehicles.</p>		

How will this proposal impact on the environment? 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.		Positive impact (Place a X in the box below where relevant)	No impact (Place a X in the box below where relevant)	Negative impact (Place a X in the box below where relevant)	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <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 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
	Emissions from running of buildings		x				
	Other		x				
	Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic	x			<p>A more longer-term programme will potentially increase the potential for in-situ materials recycling on highway schemes, helping to reduce waste sent to landfill.</p> <p>It is the intention to begin to use lower carbon treatments on our network from 24/25. This will include in situ recycling, where the existing</p>		

<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 relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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>carriageway structure is removed, crushed and graded, then is mixed with a Cementous additive and is then re-laid. This will minimise the use of new raw materials and reduces waste being transported to landfill.</p>		
<p>Reduce water consumption</p>		<p>x</p>				
<p>Minimise pollution (including air, land, water, light and noise)</p>	<p>x</p>			<p>Improving road surface quality</p> <p>Taking steps to reduce the amount of material being taken to landfill and taking steps to safely encapsulate</p>		

<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 relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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>tar bound material within carriageway structures.</p>		
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	<p>x</p>			<p>Delivery of drainage schemes to help reduce surface water flood risk. Delivery of drainage Improvement of bridge stock to enhance resilience.</p>		
<p>Enhance conservation and wildlife</p>		<p>x</p>				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>x</p>				

<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 relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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>Other (please state below)</p>		<p>x</p>				

<p>Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.</p>
<p>N/A</p>

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 development and implementation of the forward programme and subsequent annual programmes will assist in planning of future highways capital maintenance schemes helping to improve efficiency and reduce waste.

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	Environment
Signature	J Gilroy
Completion date	09.11.2023

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 13/11/2023

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North Yorkshire Council

Environment Executive Members

24 November 2023

Vehicle Replacement 2023-2024 for former District and Borough Services

Report of the Assistant Director – Integrated Passenger Transport, Licensing, Public Rights of Way and Harbours

1.0 PURPOSE OF REPORT

- 1.1 To seek approval from the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation to proceed with the replacement programme for vehicles used by former District and Borough Services and to procure additional vehicles as required for additional commitments from April 2023 - March 2024 including short term hire.
- 1.2 To note the decision taken 28 July 2023 for the Vehicle Replacement for former NYCC services 2023-2024.

2.0 BACKGROUND

- 2.1 The Fleet and Operations team provides a fleet management function to all Council services. This service includes the procurement, taxation, and maintenance of vehicles.
- 2.2 The current North Yorkshire Council vehicle fleet consists of 960 cars, vans, refuse collection vehicles, truck, tippers, minibuses, and other agricultural vehicles.
- 2.3 The fleet team have implemented a single fleet management system to capture fleet data and vehicles that require replacement have been identified using that data.
- 2.4 This report relates only to vehicle requirements for former District and Borough Services in 2023-2024. A report setting out recommendations for the replacement of vehicles for former NYCC services in 2023-2024 was approved July 2023.
- 2.5 The vehicles requiring replacement for former NYCC services are funded from revenue budgets and the budget was identified sooner allowing a report to be submitted for a decision earlier in the financial year. Former district and borough vehicles are mainly funded by capital allocation and the team had to identify the capital budget. Capital allocation has now been identified as available for vehicle replacement in 2023-2024.
- 2.6 There is work underway to plan a 10-year vehicle replacement programme in line with an underlying fleet strategy to deliver financially sustainable replacements that facilitates a move to alternative fuels. However, due to the lead times of vehicles it is necessary to start procurements now.
- 2.7 Vehicles are procured using a mix of methods including contract hire, lease, purchase, and spot hire. The most economically advantageous method is chosen in most cases. Vehicles are replaced in “rounds” that are batches of vehicles.

- 2.8 The priorities for vehicle replacement are: -
- To enable services,
 - To maintain safety and compliance,
 - To reduce fleet emissions,
 - To focus on customer,
 - To achieve best value.
- 2.9 Additional vehicles - there may be the requirement for additional vehicles in the period 2023-2024 not included in the financial section. Any additional in-year vehicle requirements will be authorised by the relevant Head of Service and Fleet Management will confirm that sufficient budget or other income is in place to meet this cost.

3.0 REPLACEMENTS

- 3.1 The fleet team have identified vehicles used by former district and borough vehicles that require replacement considering: -
- Condition of vehicle
 - Mileage of vehicle
 - Requirement of the user department
 - Age of vehicle
 - Whole life costs incurred to date
 - Projected maintenance occurrences and costs
 - Existing fleet utilisation
 - Type of fuel of existing vehicle
 - Alternative fuels available and viable
- 3.2 Vehicles used in key services such as Waste Collection Service have been prioritised in this replacement round. The proposal is to replace up to 18 refuse collection vehicles and up to 10 vehicles used by the Parks Service.

4.0 REPLACEMENT PROCEDURE

- 4.1 For new additional vehicles directorates must provide a clear indication that funding is in place and there is a clear need for the vehicle. For replacement of existing vehicles, the directorate is required to identify a continuing need for the asset as well as proof of budget funding.
- 4.2 The fleet section and user departments will discuss and agree suitable replacement vehicles considering corporate priorities and changing business need.
- 4.3 The central Government buying standards for vehicles are as follows and the fleet team use these as guidelines: -
- 4.3.1 For cars:
- The default is zero or ultra-low emission at tailpipe with alternatives considered only in exceptional circumstances: any diesel car alternative must be certified as meeting Real Driving Emissions (RDE) standards (Euro 6d-TEMP or Euro 6d) where possible Euro 6d. Only compliant vehicles are now procured. Procurement decisions contribute towards meeting the Government Fleet Commitment 1 to electrify 25% of cars in central government department fleets by 2022.
 - Fleet average of no more than 130 grams/kilometre of carbon dioxide (CO₂) emissions aiming for no more than 95 grams/kilometre from 2020 reflecting Regulation (EC) No 443/2009 setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO₂ emissions from light-duty vehicles.

- New cars must have a minimum Euro NCAP safety rating and a minimum 'Pedestrian Protection' score (to be defined).

4.3.2 For category N1 vans ('light commercial vehicles'):

- The default is zero or ultra-low emission at tailpipe with alternatives considered only in exceptional circumstances: any diesel light commercial vehicle alternative must be certified as meeting Real Driving Emissions (RDE) standards (Euro 6d-TEMP or Euro 6d) where possible Euro 6d.
- Fleet average of no more than 175 grams/kilometre of CO2 emissions aiming for no more than 147 grams/kilometre from 2020 reflecting Regulation (EU) No. 510/2011 setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO2 emissions from light-duty vehicles.

4.3.3 For all vehicles:

- The default is zero or ultra-low emission at tailpipe with all vehicles certified as meeting a minimum of Euro 6 / Euro VI emission standard.

4.4 North Yorkshire Council plans to reach carbon neutrality by 2030 and the fleet management section will always consider the use of ultra-low emission alternatives that are practicable and available.

4.5 In any event, vehicles will be procured that meet the latest emission standards with low CO₂ roadside emissions with the aim of ensuring the entire fleet meets Euro 6 standards where applicable.

4.6 The Fleet team will work in collaboration with the Procurement and Contract Management Team in researching market options and costs to develop replacement options. All subsequent procurement activity will be progressed in line with the Public Contracts Regulations 2015 (as amended) and the Council's own Financial and Contracts and Procurement Rules. It is likely that there will be a range of procurement strategies required dependent on the varying vehicle types.

4.7 Vehicle utilisation will be discussed with the requesting service prior to procurement. Telematics information will be used to review the justification for new and replacement vehicle(s).

4.8 The specification of general vehicles will be agreed with the service in advance of the tender process. Usually, the assessment will include the cost of the vehicle and the fuel efficiency for the estimated mileage and will include a decision on best value regarding hire, lease, or purchase options.

4.9 The specification for high value or specialist vehicles will be agreed with the service in advance of the tender process. Usually, the assessment will include a quality assessment in conjunction with an assessment of the cost of the vehicle and the fuel efficiency for the estimated mileage and the assessment will include a decision on best value regarding hire, lease, or purchase options.

4.10 The procurement of vehicles for short term spot hire will usually be undertaken using an open process. The assessment will be based on fitness for purpose and then price only.

4.11 Prior to an order being placed confirmation will be sought from the budget holder that there is sufficient budget available to fund the vehicles.

4.12 All individual orders will be approved by the relevant signatory in line with the agreed delegation scheme.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 We could continue to operate the existing vehicles, but this may lead to issues due to the age of the vehicles leading to service disruption. The age of the vehicles also leads to additional maintenance costs.

6.0 FINANCIAL IMPLICATIONS

6.1 The vehicle replacement for former district and borough services for the period April 2023 - March 2024 is estimated to have a purchase cost of £4.580m. Capital budget to fund this expenditure was carried over from ex-districts and is included within the capital plan.

6.2 Current estimated vehicles to be sourced for former district and borough services in 2023-2024:

Vehicle Type	Total
RCVs	Up to 18
Parks' vehicles	Up to 10

Table 1 – estimated vehicle numbers to be sourced

6.3 Estimated directorate values:

Area of spend	Total Cost per area of spend
Environment	£4.580m
TOTAL	£4.580m

Table 2 – Directorate spend

6.4 The funding method for these replacement vehicles is agreed capital allocation from the former districts and boroughs.

6.5 Short-term hire of vehicles may be necessary to cover protracted maintenance downtime or urgent operational requirements. Short term hire may also be used if there is no long-term security of funding. The fleet team will seek confirmation of revenue budget prior to short term hire award with the relevant service.

6.6 The following table sets out the estimated total spend for 2023-2024 on vehicle replacement from the July 2023 report for former NYCC services and this November report for former district and borough services.

Area of spend	Possible future lease costs from revenue	Possible future Invest to Save requirement	Possible future District and Borough Capital	Total Cost per area of spend
Environment	£718k	£138k	£4.580m	£5.436m
Central Services	£184k			£184k
CYPS	£58k	£32k		£90k
HAS	£96k			£96k
Outdoor Education Team		£360k		£360k
TOTAL	£1.056m	£530k	4.580m	£6.166m

Table 3 Estimated total spend 2023-2024 for all services.

6.7 There are different funding methods currently used to fund fleet items. Some vehicles are funded from capital allocation and some vehicles are funded from revenue budgets. There is work underway to plan a fleet replacement programme that aligns funding arrangements and facilitates the move to alternative fuels.

7.0 LEGAL IMPLICATIONS

7.1 Procurements will be undertaken for vehicles in accordance with the Council's Procurement and Contract Procedure Rules, and where applicable, the Public Contracts Regulation 2015. The procurement method proposed will be agreed with Legal and Democratic Services.

8.0 EQUALITIES IMPLICATIONS

8.1 Due to the large number of vehicles involved, along with the number of employees who will be using these vehicles there may be a requirement to apply appropriate reasonable adjustments for the use of vehicles and this will be identified and addressed by the service upon order and receipt of the vehicle on a vehicle-by-vehicle basis.

8.2 An Equality Impact Screening Form is attached as Appendix A.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 A Climate Change Impact Assessment is attached as Appendix B.

9.2 A trial battery electric vehicle will be considered if deemed practicable.

10.0 REASONS FOR RECOMMENDATION

10.1 The procurement of new vehicles will allow the Council to maintain an interim vehicle replacement programme to ensure services have access to reliable, safe, and sustainable vehicles.

11.0 RECOMMENDATION

10.1 It is recommended that the Corporate Director for Environment, in consultation with the Executive Member for Highways and Transportation, authorises the commencement of a procurement process for requirements for former district and borough services for 2023-2024 including short term hire and to note the estimated total agreed spend on vehicle replacements.

APPENDICES:

Appendix A - EIA Screening Form

Appendix B - Climate Change Impact Assessment

PAUL THOMPSON

Assistant Director – Integrated Passenger Transport, Licensing, Public Rights of Way and Harbours

Report Authors:

Steve Hood, Fleet Manager - East

Kelly Baxter, Fleet Management Officer, Development

Presenter of Report – Paul Thompson, Assistant Director – Integrated Passenger Transport, Licensing, Harbours, Fleet and Countryside Access

Initial equality impact assessment screening form 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	Environment		
Service area	IPT Fleet		
Proposal being screened	Fleet Procurement – Gateway Report		
Officer(s) carrying out screening	Steve Hood, Area Fleet Manager [East]		
What are you proposing to do?	Vehicle Replacement 2023-2024 for former District and Borough Services.		
Why are you proposing this? What are the desired outcomes?	Approval for the VRP District and Borough 2023/24		
Does the proposal involve a significant commitment or removal of resources? Please give details.	Yes - £4.580M of cost (total for whole council £6.166M)		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC’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 an adverse impact or you have ticked ‘Don’t know/no info available’, then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don’t know/No info available
	Yes	No	
Age		No	
Disability		No	
Sex		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	
Marriage or civil partnership		No	
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		No	
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.	Yes - NYC Accessible Minibuses are being purchased as part of this plan, so will <u>benefit</u> the disabled.		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria,	No – the vehicles in the plan, are replacing current vehicles already in use.		

<p>etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</p>				
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p>✓?</p>	<p>Continue to full EIA:</p>	<p>✓?</p>
<p>Reason for decision</p>				
<p>Signed (Assistant Director or equivalent)</p>	<p>Paul Thompson</p>			
<p>Date</p>	<p>13.11.23</p>			

CLIMATE CHANGE IMPLICATIONS 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 the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Vehicle Replacement 2023-2024 for former District and Borough services.
Brief description of proposal	To procure vehicles for former District and Borough services
Directorate	Environment
Service area	Fleet
Lead officer	Andrew Sharpin
Names and roles of other people involved in carrying out the impact assessment	Steve Hood, Area Fleet Manager [East]
Date impact assessment started	23/10/2023

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.

Services are encouraged to maximise the utilisation of their vehicles to reduce the number of vehicles required but a certain number of vehicles are required to discharge their functions. The default choice of vehicle will be battery electric where practicable and possible and offers good value.

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

The cost will be approximately £6.166M for vehicle provision for the former NYCC services for 2023 – 24. There may be budget strain due to the inflation that has applied to the motor industry.

Former District purchases are excluded from this.

The longer plan 10 Year Plan, for the entire fleet is to follow, and will likely need investment.

<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 relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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>	Emissions from travel	x			Potential decrease due to new more efficient vehicles		Choose battery electric or alternative fuel where possible
	Emissions from construction		x		N/A		
	Emissions from running of buildings		x		N/A		
	Emissions from data storage		x		N/A		
	Other			x	Purchase of new internal combustion vehicles ties us into fossil fuel usage.	Improve utilisation and encourage safe and fuel-efficient driving.	

<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 relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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 waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		X		<p>Current vehicles are not end of life and will be resold and reused</p>		
<p>Reduce water consumption</p>		X				
<p>Minimise pollution (including air, land, water, light and noise)</p>	X			<p>New vehicles have tendency to reduce particulates and NOx</p>		
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X				
<p>Enhance conservation and wildlife</p>		X				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>x</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.

The Government buying standards will be used as a guide to procurement standards.

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 fuel type will be battery electric or alternative fuel where this option exists and is practicable in terms of use. The option must also offer good value. Where a battery electric or alternative fuel vehicle option does not exist or is not practicable or does not offer good value then an internal combustion engine (ICE) vehicle will be chosen. If an ICE vehicle is chosen, then it will meet published buying standards.

Sign off section

This climate change impact assessment was completed by:

Name	Steve Hood
Job title	Area Fleet Manager
Service area	Fleet
Directorate	Environment
Signature	Steve Hood
Completion date	23/10/2023

Authorised by relevant Assistant Director (signature): Paul Thompson

Date: 13.11.23

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North Yorkshire Council

Environment Executive Members

24 November 2023

Proposed Introduction of Waiting Restrictions Whitley Farm Close, Whitley

Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

1.0 PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise the Corporate Director for Environment in consultation with the Executive Member for Highways and Transportation of the outcome of the public consultation and statutory advertisement which took place with regard to this proposal and ask for a decision to be made on whether or not the proposal for parking restrictions on Whitley Farm Close, Whitley be introduced or set aside in light of the objection received.

2.0 BACKGROUND

- 2.1 Whitley Farm Close is a residential street which is access from Selby Road (A19). Residential properties have the benefit of off-street parking which are accessed from Whitley Farm Close and Selby Road, none rely on on-street parking.
- 2.2 The proposals, which comprise introducing no waiting at any time restrictions are in response to a request made by the Local Member, Parish Council and local residents concerned about kerbside parking on both sides of Whitley Farm Close at its junction with Selby Road (A19), at the location shown on attached plan Appendix A. Parking in this locale can cause problems of obstruction, restricted visibility and hindering the passage of vehicles. Parking at or near the junction creates further problems with access and egress for both pedestrians and drivers.

3.0 CONSULTATION

- 3.1 The proposal has been subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The enabling Traffic Regulation Order (TRO) was advertised for public comment in the local press, published on North Yorkshire Council's website and by means of a legal notice placed on the relevant street in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations.
- 3.2 The TRO was advertised for public comment on 29 July 2023 as follows: North Yorkshire Council (Prohibition of Waiting and Loading and Provision of Parking) (Amendment) Order 2023. The last date for receipt of objections was 04 August 2023.
- 3.3 The process for the consideration of objections to Traffic Regulation Orders was approved by the Executive on 29 April 2014 and County Council on 21 May 2014. The consideration of objections to Traffic Regulation Orders (TROs) is now a matter for the Executive and the role of the Area Constituency Committee is changed to a consultative role on 'wide area impact TROs'.

3.4 The consideration of objections has been delegated by the Executive to the Corporate Director of Environmental Services in consultation with Executive Members. The decision making process relates to the provision and regulation of parking places both off and on the highway where an objection is received from any person or body entitled under the relevant statute. A 'wide area impact TRO' is classed as a proposal satisfying all of the three criteria set out below.

- The proposal affects more than one street or road and;
- The proposal affects more than one community and;
- The proposal is located within the ward of more than one County Councillor.

3.5 Since the objection received only relates to an individual opposed to the parking restrictions, contained within one street, one community and one Council Ward, this does not have a 'wide area impact TRO' and therefore the Area Constituency Committee's views have not been sought.

3.6 Local Member Councillor John McCartney (the ward member representing Whitley) was contacted during and after the consultation on his views to the proposals. Cllr McCartney is fully supportive of the proposals.

3.7 In accordance with the protocol for Environment Executive Member reports, the Local Elected Member will be provided with a copy of this report and be invited to the meeting on the 24 November 2023.

4.0 OFFICER COMMENTS

4.1 Officers have considered the objection received and have summarised the response along with officer comments In Appendix B.

4.2 With regard to the objection, it is suggesting that the provision of No Waiting at any time restrictions will have a knock-on effect in reducing the availability of on-street parking for other residents and visitors to the local care home. Whilst the comment received is understood, it is considered that the effect of the introduction of the restrictions will be negligible in reducing the opportunity for on street parking for residents. Properties on Whitley Farm Close and Selby Road (A19) have off street parking in the form of driveways and garages, so they are unaffected.

4.3 Officers consider that the proposed measures set out in this report will assist in addressing the problems identified and thereby enable the Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise its functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway, as set out in the Statement of Reasons for proposing to make the Order attached to this report in Appendix C. The proposed measures will also enable the Council to carry out its network management duty under Section 16 of the Traffic Management Act 2004 to secure the expeditious movement of traffic on the authority's road network and both the more efficient use and the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network.

5.0 FINANCIAL IMPLICATIONS

5.1 The cost of advertising the Traffic Regulation Order and installing the road markings is estimated at approximately £1,500 which will be funded from the local highways (Signs Lines and TROs) budget.

6.0 LEGAL

- 6.1 In the event that the Executive Members and Corporate Director for Environment resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council will be required to make the relevant Traffic Regulation Order (with or without modifications) and publish a notice of making the Order in the local press before the Order comes into operation. The Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.
- 6.2 Where an Order has been made (i.e. sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within six weeks from the date on which the Order is made.
- 6.3 In recommending the implementation of the proposed TRO, officers consider that it will enable the Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004.

7.0 EQUALITIES IMPLICATIONS

- 7.1 Consideration has been given to the potential for any equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A screening form has been included in Appendix D

8.0 CLIMATE CHANGE IMPACT

- 8.1 Consideration has also been given to the potential for any adverse Climate Change impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on Climate Change and a copy of the Climate Change Impact Assessment decision form is attached as Appendix E.

9.0 REASONS FOR RECOMMENDATIONS

- 9.1 The proposed restrictions will assist in addressing the road safety problems which have been observed to occur on site and thereby enable the Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise their functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway, as set out in the Statement of Reasons, for proposing to make the Order.

10.0 RECOMMENDATIONS

- 10.1 It is recommended that: -
- i) The results of the consultation exercise are noted.
 - ii) The Corporate Director, Environment, in consultation with the Environment Executive Member for Highways and Transportation, approves the introduction of No Waiting at any time as advertised and as shown in the Plan contained in Appendix A.
 - iii) That the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order by the Corporate Director, Environment and Environment Executive Member for access in light of the objections received and that the objectors are notified within 14 days of the order being made.

APPENDICES:

Appendix A – Location plan.

Appendix B – summary of the objections received, together with officer comment.

Appendix C – Statement of reasons.

Appendix D - Initial equality impact assessment screening form.

Appendix E - Climate change impact assessment.

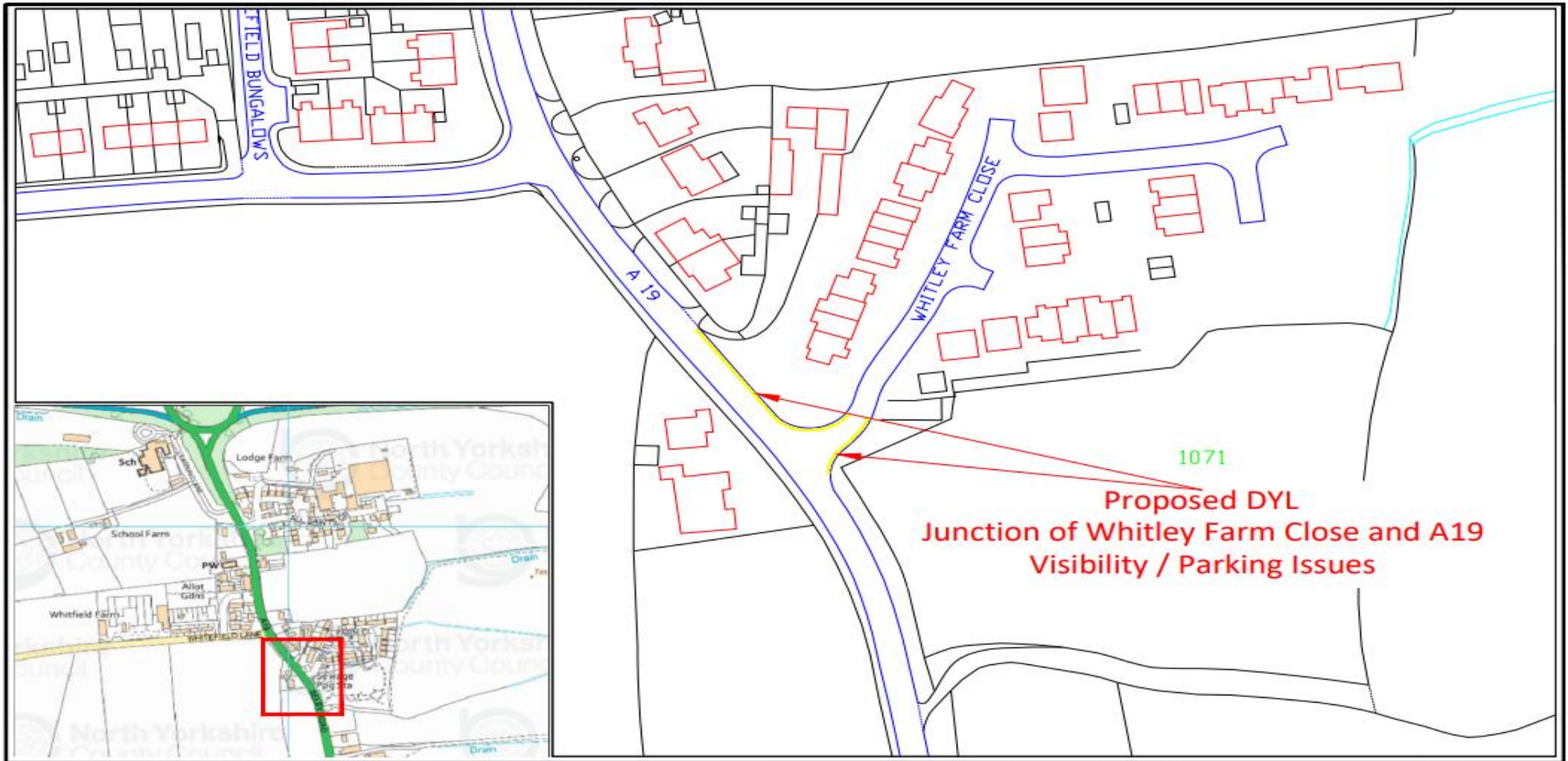
Background Documents: Letter of objection received are held in the scheme file held by the Selby Area 7 Highways Office.

BARRIE MASON

Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

Author of Report: Gary Lumb

Presenter of Report: Gary Lumb



	PROJECT :-	Whitley Farm Close Junction with A19 Whitley	DRAWN	SGA	ORIGINAL	SCALE:-	NTS
	DRG. TITLE :-	Proposed DYL TRO SHEET 1 OF 1	CHECKED		DRAWING SIZE	DATE:-	March 2022
	<small>This drawing is based upon Ordnance Survey map information with the permission of the controller, H.M. Stationary Office. © Crown Copyright, North Yorkshire County Council, 100017946 (2016).</small>		APPROVED/AUTHORISED		210 x 297 (A4)	CONTRACT DRAWING No	DRAWING No :-
					Computer Filename :	computer filename	

Summary of Comments	Officer Comments
Resident of Selby Road (A19).	
Whilst this will improve the vision of drivers pulling out of Whitley Farm Close, it will just move the problem at hand (the parking needs for the Care Home) rather than eliminate it.	<p>The Highway Authority has no responsibility to provide on-street parking. However, drivers will have the opportunity to park on the unrestricted section where parking is available.</p> <p>The care home has benefit of off-street parking</p>
The vehicles will move to park outside my house (which often they do when the other area is already parked up).	The Highway Authority will monitor the parking situation and if the objector has issues of with access and egress to their driveway, the Highway Authority can instal a 'H' bar marking. The marking is not legally enforceable. However, they are helpful in discouraging inconsiderate parking.

<p>STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:</p>	<p>The County Council as the traffic authority for North Yorkshire considers that it is expedient to make the traffic regulation order:</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising b) for preventing damage to the road or to any building on or near the road c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians) d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property e) for preserving or improving the amenities of the area through which the road runs
	<p>Proposal location: Whitley Farm Close, Whitley [Whitley Farm Close DYL] Introduction of 'No Waiting at Any Time' waiting restrictions for road safety reasons by removing indiscriminate parking.</p>

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	Proposed waiting restrictions		
Officer(s) carrying out screening	Gary Lumb		
What are you proposing to do?	Introduce no waiting at any time restrictions on Whitley Farm Close, Whitley.		
Why are you proposing this? What are the desired outcomes?	To prevent obstruction and to allow safe passage for all motor vehicles travelling along Whitley Farm Close and Selby Road (A19), thus addressing the road safety problems which have been observed to occur on site and to comply with the County Council's duties under Section 122(1) of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004		
Does the proposal involve a significant commitment or removal of resources? Please give details.	NO		
<p>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:</p> <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? <p>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.</p>			
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)		√	
Are from the armed forces community		√	
Does the proposal relate to an area where	NO		

there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.			
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		
Decision (Please tick one option)	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:
Reason for decision	The proposed waiting restrictions Order will require the installation of new road markings (Double yellow lines) but will not otherwise have an effect on those with Protected characteristics. Blue Badge Holders will be able to park for up to 3 hours on double yellow lines (and for the entirety of any shorter period of restrictions) in accordance with the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000. Parking will be permitted in other areas on Main Street and School Road.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	19/10/2023		



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	Proposed waiting restrictions
Brief description of proposal	Introduce no waiting at any time restrictions on Whitley Farm Close, Whitley.
Directorate	Environment
Service area	Highways and Transportation
Lead officer	Gary Lumb
Names and roles of other people involved in carrying out the impact assessment	None
Date impact assessment started	19/10/2023

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.

None. It is considered that the proposed restrictions will assist in addressing the road safety problems which have been observed to occur on site and thereby enable the County Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise their functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

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 cost of advertising the Traffic Regulation Order and installing the road markings will be funded from the local highways (Signs Lines and TROs) budget.

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<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>	Emissions from travel	x				
	Emissions from construction	x				
	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				

<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>Ensure resilience to the effects of climate change e.g. reducing flood risk mitigating effects of drier, hotter summers</p>		<p>x</p>				
<p>Enhance conservation and wildlife</p>		<p>x</p>				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>x</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.

The proposed waiting restrictions order will require the installation of new road markings (Double yellow lines) but will not otherwise have an impact on the Environment. However, steps will be taken to ensure that construction emissions are reduced as far as possible.

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Sign off section

This climate change impact assessment was completed by:

Name	Gary Lumb
Job title	Improvement Manager
Service area	Highways and Transportation
Directorate	BES
Signature	Gary Lumb
Completion date	19/10/2023

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 02.11.2023

North Yorkshire Council

Environment Executive Members

24 November 2023

Area 3 Proposed waiting restriction amendments, High Street, Hinderwell

Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

1.0 Purpose Of Report

- 1.1 The purpose of the report is;
- i) to advise the Corporate Director for Environment in consultation with Executive Member for Highways and Transportation of the outcome of a Statutory consultation which proposed changes to waiting restrictions, and
 - ii) for a decision to be made on whether to implement the changes, in view of the comments received.

2.0 Background

- 2.1 The length of the A174 near The Badger Hounds public house is on the Whitby bound approach to the narrowest section of Hinderwell High Street. Existing double yellow lines are already in place on the north-eastern side of the road, but as vehicles frequently are parked on the opposite side, this makes it difficult for drivers of long vehicles to pass through the High Street or for vehicles to gain access in and out of the private drive which serves a farm and a caravan park.
- 2.2 North west bound traffic, when pulling out to pass parked vehicles, encroaches into the oncoming traffic lane. Southeast bound drivers (who should wait for a suitable gap in oncoming traffic before proceeding) have instead been observed to use the footway, resulting in obvious safety issues for pedestrians. Outside the public house, a pair of reflective bollards have been installed, in an attempt to stop drivers driving over the low kerb and along the footway
- 2.3 Other junctions along this route, such as West End Close and Porret Lane have also previously had requests submitted to the Highway Authority for additional waiting restrictions to improve the visibility at the junction and at private accesses where advisory 'keep clear' H bar markings have been installed at the resident's cost. The Porret Lane junction has been marked with 'give way' markings and some advisory keep clear markings to deter parking near the junction. More recently, the former Bistro building at number 16 High Street has changed into holiday accommodation with a parking space created behind the footway. Prior to this consultation, the owners had requested an advisory H bar marking to be extended across the front of the area.
- 2.4 Hinderwell Parish Council requested a no waiting restriction (double yellow lines) on High Street, Hinderwell, opposite the Badger Hounds Public House.
- 2.5 The access to number 52, High Street already has a H bar marking across the drive entrance but the drivers of vehicles leaving this access reported that regularly they find it difficult to see on coming vehicles because of parked cars obscuring their visibility.

2.6 All of the locations fall within the 30mph speed limit area. The High Street A174 is one of the main routes between Whitby and Teesside. The traffic that uses this route regularly includes buses and traffic to and from Boulby mine.

2.7 It is acknowledged that parked vehicles can have an effect on slowing down the through traffic.

3.0 Proposals

3.1 Consultation proposals are shown in Appendix A.

3.2 The proposed parking restrictions shown near the West End Close junction were as a result of comments from residents who have found it difficult to drive through the length of road and have found it difficult to see oncoming vehicles when exiting the junction.

3.3 At the Porret Lane junction, the proposals were to replace and extend the length of the existing advisory 'keep clear' markings with double yellow lines to provide a visibility splay.

3.4 The Parish Council's request for parking restrictions is the length shown opposite The Badger Hounds public house. It covers a shared access for a caravan site with five pitches and a farm and extends in front of three dwellings. This is the narrowest part of the High Street.

3.5 At number 52, High Street, the proposals were to replace the existing advisory 'keep clear' marking with an extended length of double yellow line, to provide a visibility splay.

4.0 Consultation

4.1 The proposals have been the subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The attached drawings indicate the extent of the proposals. Appendix A includes a copy of the letter dated 22 February 2022, plan and questionnaire that were sent out as part of the consultations process. The proposals were advertised in the Whitby Gazette on 05 May 2022. Given that the advertising date took place after the letter delivery, to meet the requirements of a minimum period of 21 days for the Statutory consultation, the date for return of objections and representations was extended to 31 May 2022.

4.2 The proposals were hand delivered or e-mailed to approximately 189 properties adjacent to the proposed restrictions between 22 February and 04 March 2022. A number of residents reported not receiving the consultation documents for various reasons and the Parish Council were able to distribute further copies to these addresses.

5.0 Responses, Objections and Officer Comments

5.1 There were a total of 89 responses, nine commenting generally in support and 78 responses commenting generally that the proposals were too excessive.

5.1.1 The comments received have been summarised into different themes which are shown below. Whilst it is 17 months since the close of the consultation, there are no new circumstances that would necessitate different proposals being proposed or recommended.

Issue raised	Numbers of responses raising the same concern	Officer comments
Not enough spaces for residents to park.	49	The original proposals intended to provide better access at junctions and for traffic trying to negotiate the narrowest sections of the High Street. The Local Highway Authority recognises the advantage of having on-street parking available and has looked at the possibility of revoking any existing waiting restrictions. However, these all provide safety benefits and so revocation is not advised. The value placed on the existing on-street parking is acknowledged, however a balance needs to be struck between improving safety and retaining parking. This report recommends a significantly reduced scheme, with the extent of proposed 'no waiting at any time' limited to a length requested by the Parish Council, as shown in Appendix B.
It will have a detrimental effect such as increase speed. Speed is the main problem.	39	The Local Highway Authority agrees that whilst the parked vehicles are not permanently present, in some locations parked vehicles are very common, narrowing the running lanes along the A174 through the village. This results in many drivers being forced into a "give and take" situation, especially for larger vehicles such as the buses. This report recommends a significantly reduced scheme, with the extent of proposed 'no waiting at any time' limited to a length requested by the Parish Council, as shown in Appendix B.
It will damage businesses as customers have nowhere else to park	20	The businesses on the High Street and their customers have come to rely on being able to park very close to the property. These include small, local businesses such as hairdressers, butchers and a fish and chip takeaway. This report recommends a significantly reduced scheme, with the extent of proposed 'no waiting at any time' limited to a length requested by the Parish Council, as shown in Appendix B.
The proposals will move parking onto side roads and other parts of the village	15	Yes, particularly with the original extent of the proposals, this would be likely. This report recommends a significantly reduced scheme, with the extent of proposed 'no waiting at any time' limited to a length requested by the Parish Council, as shown in Appendix B.
Suggest an alternative method for stopping driving over kerbs or traffic calming is found.	11	This is not easy to achieve. The pair of reflective bollards appear to have been effective, but these were funded by the Parish Council and it was difficult to locate them in the correct position due to the number of utility apparatus pipes and cables in the footway. Additional bollards could not be guaranteed to be in the correct position to leave sufficient room from the

		<p>kerblines to avoid vehicles clipping them whilst also leaving sufficient room to maintain a footway width for wheelchairs.</p> <p>Raising the kerblines would also need the footway raising and this may not be practical in some locations.</p> <p>Driving over the footway still occurs opposite number 40 High Street where there are no bollards.</p>
Support for the measure asked for by the Parish Council (the double yellow lines opposite the Badger Hounds PH)	9	<p>Noted. This proposal is important as it is likely to reduce the risk of vehicles driving over the footway as it is in one of the narrow sections and could lengthen the waiting area for those vehicles that do need to “give and take.”</p>
An off-road parking area is needed.	8	<p>This suggestion is outside the remit of this consultation.</p>
A residents parking scheme should be provided.	7	<p>A residents parking scheme would not address the problems caused by parking. Any proposal would therefore still be likely to include some waiting restrictions.</p>
Support for other areas to also have double yellow lines that have not been included in the proposals.	8	<p>As these other areas have not been included within the consultation documents that were issued, this report cannot consider these.</p>
Propose a 20mph limit through the village.	6	<p>Changing the speed limit is not part of the current proposals. The Local Highway Authority has received a number of requests to consider various new 20mph speed limits. This request for Hinderwell will be assessed with the others and feedback given once the assessment is complete.</p>
The reduction in on-street parking would mean people arriving by vehicle would have further to walk, some of whom may be elderly or have difficulty walking.	4	<p>The Local Highway Authority takes the current situation of pedestrians being faced with vehicles driving on the footway very seriously.</p> <p>Removing parking may mean vehicles have to park slightly further away from their destination. Equalities issues have been considered in an Equalities Impact Assessment screening form at Appendix D. This report recommends a significantly reduced scheme, with the extent of proposed ‘no waiting at any time’ limited to a length requested by the Parish Council, as shown in Appendix B</p>
Would like to see enforcement of driving on the footways.	2	<p>The Local Highway Authority has made the police aware; this is a moving traffic offence and so is a police matter. It is possible however that current police resources will lend themselves to regular enforcement at this location.</p>

Propose a bypass.	2	A scheme was proposed many years ago but this is currently not a financially viable option and not part of the Council's Major Schemes Programme.
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5.2 Local Councillor comments

Cllr. Chance is aware of the strength of comment arising from the consultation, and supports the reduced proposals shown in Appendix B, which include an additional advisory 'keep clear' H bar marking, requested by Cllr Chance, across the access to Serenity Caravan, opposite number 27 High Street.

5.3 Further Officer's comment

Whilst it is acknowledged that the vehicles generally parked on the sides of the High Street act to some degree as a traffic calming measure, on a road as heavily trafficked as this, the knock-on effect of the 'chicane' effect this causes, with some drivers choosing to drive on the footway, must be addressed.

- 5.3.1 Whilst on-street parking outside properties is not a right, the value that such a facility provides needs to be weighed against the benefits of removing some parking. Following consideration of the consultation comments and the equalities aspects, officers are recommending a significantly reduced scheme, with the extent of proposed 'no waiting at any time' limited to a 24m length requested by the Parish Council, as shown in Appendix B.

6.0 Climate Change

- 6.1 Consideration has been given to the potential for any climate change impacts arising from the recommendation and a Climate Change Impact Assessment screening form has been completed and is included as Appendix C. Particularly given the reduced nature of the scheme, it is the view of officers that this recommendation does not have a significant adverse impact on any climate change factors.

7.0 Equalities

- 7.1 Consideration has been given to the potential for any equality impacts arising from the recommendation.
- 7.2 The original proposals would have significantly reduced the availability of on street parking.
- 7.3 Officers are recommending a significantly reduced scheme, with the extent of proposed 'no waiting at any time' limited to a 24m length requested by the Parish Council, as shown in Appendix B.
- 7.4 It is the view of officers that the recommendation does not have a significant adverse impact on any people who have the protected characteristics identified in the Equalities Act 2010. A copy of the Equalities Impact Assessment screening form is attached as Appendix D.

8.0 Finance

- 8.1 The cost of advertising the Traffic Regulation Orders and painting the road markings would be in the region of £ 2,000. The cost of this would be met from the council's local highways office Signs and Lines budget.

9.0 Legal

- 9.1 Consideration has been given to the potential for any legal implications arising from the recommendations.
- 9.2 The consideration of objections to Traffic Regulation Orders (TROs) is a matter for the Environment Executive Members and the role of the Area Constituency Committee is a consultative role on wide area impact TROs. The consideration of objections has been delegated by the Executive to the Corporate Director for Environment in consultation with the Environment Executive Member. The decision making process relates to the provision and regulation of parking places both off and on the highway where an objection is received from any person or body entitled under the relevant statute. A wide area impact TRO is classed as a proposal satisfying all of the three criteria set out below:
- The proposal affects more than one street or road and,
 - The proposal affects more than one community and,
 - The proposal is located within the ward of more than one Councillor.
- 9.2.1 The proposals are wholly within Council division of Danby and Mulgrave, therefore this would not be classed as a wide area impact TRO.
- 9.3 Officers consider that, should it be resolved that some or all of the proposed amendments are to be made, the changes will enable the Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984, which provides that it shall be the duty of every local authority upon whom functions are conferred by or under the 1984 Act so to exercise those functions as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 9.4 In the event that the Environment Executive Member resolve to approve changes to the traffic regulation orders described in this report, then to accord with the relevant statutory regulations, the Council will be required to make and advertise the traffic regulation order concerned before it comes into operation. The Council will also be required to notify the objectors of its decision.
- 9.5 Where an Order has been made (sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within six weeks of the order being made.
- 9.6 All other main legal aspects are covered in section 4 to this report. Beyond that, it is the view of officers that the proposals do not have any legal implications for the Council.

10.0 Recommendation

- 10.1 It is recommended that the Corporate Director for Environment, in consultation with the Executive Member for Highways and Transportation:
- a) Approve the making of a TRO to impose the reduced length of waiting restrictions as shown in Appendix B, as advertised under the Road Traffic Regulation Act 1984;
 - b) Note the intention to mark two advisory 'keep clear' H bar markings, one across the access to Serenity Caravan site and one near Porrit Lane to cover the parking area behind the footway.
 - c) All responders are advised accordingly and notified of the making of the Order within 14 days of it being made.

Appendices:

- Appendix A - Statutory consultation documents, showing original proposals
- Appendix B - Plan of reduced scheme, which this report recommends for approval
- Appendix C - Climate Change Assessment screening form
- Appendix D - Equalities Impact Assessment screening form

BARRIE MASON

Assistant Director - Highways and Transportation
County Hall
Northallerton
24 November 2023

Authors of Report: Ged Lyth - Project Engineer
Helen Watson - Improvement Manager

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.



Area 3 Highways Office
North Yorkshire County Council
Discovery Way
Whitby
North Yorkshire
YO22 4PZ
Tel: 01609 780780
Email: area3.whitby@northyorks.gov.uk

Our Ref: A3.0931
Contact: Ged Lyth

22 February 2022

Dear Sir/Madam,

High Street, Hinderwell – Additional No Waiting at any time restrictions.

We have received requests from the Parish Council and from different residents to increase the amount of double yellow lines along various sections of the High Street, to help improve the passage of vehicles travelling in and out of accesses along this section of the A174. It is recognised that a balance needs to be maintained between providing parking spaces for vehicles belonging to residents and visitors but without causing excessively long obstructions. The aspiration is to avoid situations where vehicles are going over the kerbs and footways in an attempt to avoid oncoming traffic passing parked vehicles and to provide additional visibility for drivers getting out of access points. The proposal is to introduce lengths of double yellow lines near accesses and the narrowest section of the main road.

Where the proposed restrictions are shown at the same location as where white lines are currently, the yellow lines would replace the white markings if the proposals are approved. If not approved, the white markings will remain.

To install these lines it is necessary to introduce a Road Traffic Regulation Order. This letter is part of the statutory consultation process required to make the lines recognised and enforceable.

The Council is required to consult those either directly affected by the proposals or who may have an interest, and the purpose of this letter is to provide you with details of those proposals. **I would ask that you provide any views you may wish by completing and returning the attached questionnaire or sending an e-mail response by Monday 08 April, 2022.**

If there are significant objections to the proposals it will be necessary to report them to the Business and Executive Members meeting for a decision by the Corporate Director of Business and Environmental Services in consultation with the executive members. The date and venue of any future meeting will be advised as necessary in due course. I trust this is satisfactory and look forward to receiving your comments.

Yours sincerely,

Helen Watson
Improvement Manager



Our Ref: A3.0931

LOCATION OF SCHEME - High Street, Hinderwell**DESCRIPTION OF SCHEME – Proposed addition of waiting restrictions**

Property Type (please tick appropriate box)	Business		Resident		None (Non-resident consultee)	
Contact Name						
Contact Address						
Contact telephone/fax/email						

1. Do you support the proposals as described in the accompanying letter and plan?

Yes

No

Comments / Reasons for objection (if applicable):-

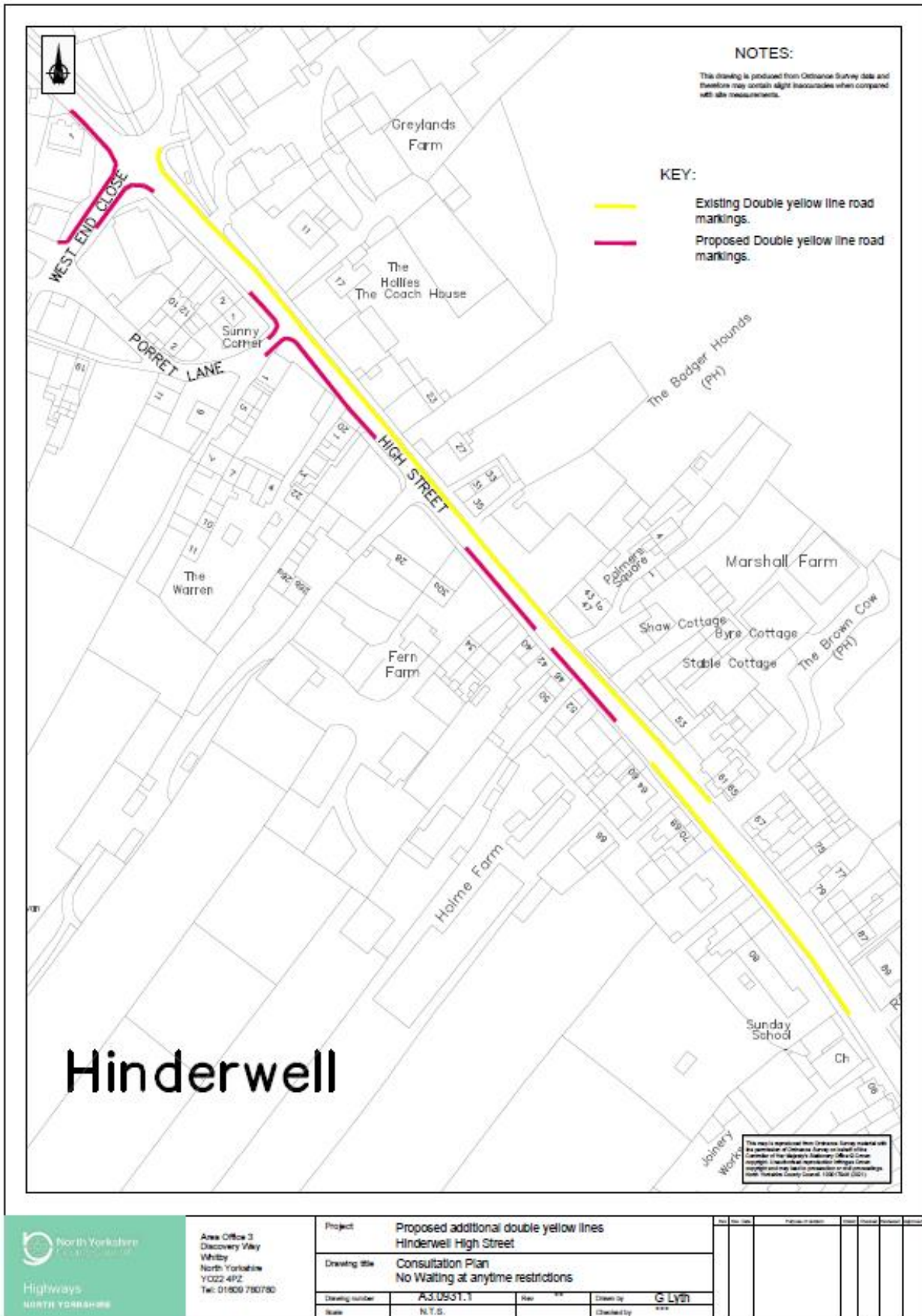
If you only support or object to part of the proposals please state which.

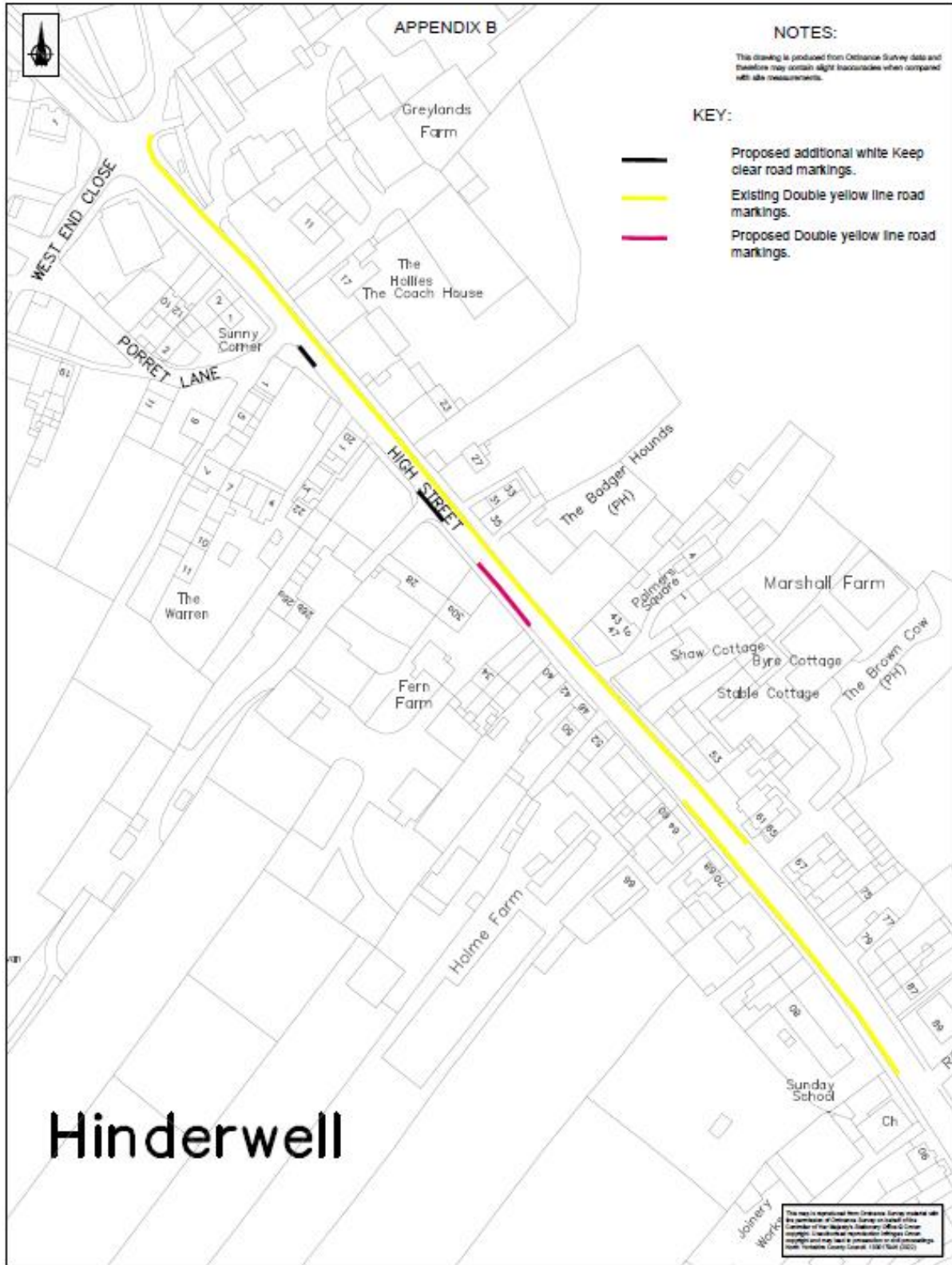
Please return to: North Yorkshire County Council, Area 3 - Whitby Office,
Discovery Way, Whitby, YO22 4PZ
Or e-mail to: area3.whitby@northyorks.gov.uk

PLEASE RETURN QUESTIONNAIRES BY 08 April 2022

FOI Statement

Your views are important, and you are urged to complete the questionnaire without delay. Your name and address is required for the analysis of the survey. Forms that are returned incomplete cannot be included. You should also be aware that this is a public consultation and that once submitted, your comments may be held on a public file and may be made available for others to read under the Freedom of Information Act 2000.





NOTES:
This drawing is produced from Ordnance Survey data and therefore may contain slight inaccuracies when compared with site measurements.

KEY:

- Proposed additional white Keep clear road markings.
- Existing Double yellow line road markings.
- Proposed Double yellow line road markings.

Hinderwell

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. North Yorkshire County Council. 10001 North (2023)



Area Office 3 Discovery Way Whitby North Yorkshire YO22 4PZ Tel: 0300 1312131	Project		Proposed additional double yellow lines Hinderwell High Street		Rev	Iss	Phase	Author	Checker	Approver
	Drawing title		Recommendation Plan No Waiting at anytime restrictions							
Drawing number	A3.0931.1	Rev	**	Drawn by	G LYTH					
Scale	N.T.S.			Checked by	JH					

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 the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Area 3 Proposed waiting restriction amendments, High Street Hinderwell
Brief description of proposal	Increasing the amount of no waiting restrictions by a length of 24m
Directorate	Environment
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds
Lead officer	Ged Lyth
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	4/10/23

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.

The original consultation contained a significant amount of proposed double yellow line 'no waiting at any time'

Consideration has given to the location of existing double yellow lines, what is the minimum length of new line that can be proposed whilst improving the situation for pedestrians who currently are at risk from drivers choosing, at times, to drive on the footway. Consideration was also given to whether to apply advisory markings rather than enforceable restrictions.

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 cost of implementing the road markings would be funded from the local highway area office's Signs and lines budget. Maintenance of the road markings would be absorbed as part of the annual maintenance budget.

<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> <p>X</p>		<p>X</p>	<p>Removing parking can have the effect of increasing vehicle speeds. Higher vehicle speeds can contribute to increased emissions and have a negative impact on air quality. However, this is not absolute and the speed of the vehicles are reliant on driver behaviour.</p> <p>Less queuing of vehicles waiting for a clear path through the narrowest section may reduce the time vehicles are stationary with the engines running.</p>	<p>The potential effect of higher traffic speeds have been reduced by limiting the proposals to one 24m length of double yellow line.</p> <p>The 24m length of proposed line should slightly reduce the amount of queuing that currently takes place through this section.</p>	
	<p>Emissions from construction</p>	<p>X</p>		<p>Minimal impact for installation of road markings</p>		

<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>																								
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	Emissions from running of buildings		X		None																									
	Emissions from data storage		X		None																									
	Other		X		None																									
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		X		None																										
<p>Reduce water consumption</p>		X		None																										
<p>Minimise pollution (including air, land, water, light and noise)</p>		X		None																										

<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>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p>X</p>		<p>None</p>		
<p>Enhance conservation and wildlife</p>		<p>X</p>		<p>None</p>		
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>X</p>		<p>None</p>		
<p>Other (please state below)</p>		<p>X</p>		<p>None</p>		

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

None

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.

In summary, the Highway Authority's recommendation to increase the length of double yellow lines on the approach to the narrowest section of the High Street is expected to have a negligible impact on environmental issues. The original proposals for several sections of double yellow line 'no waiting at any time' are recommended to be reduced to one length of 24 metres. This reduced length is not expected to have a significant effect on traffic speeds. The proposals are not anticipated to have any impact on the choice of mode of transport.

Sign off section

This climate change impact assessment was completed by:

Name	Ged Lyth
Job title	Project Engineer
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds
Directorate	Environment
Signature	
Completion date	4/10/23

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

Date: 16/11/2023

Initial equality impact assessment screening form			
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	Environment		
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds		
Proposal being screened	Area 3 proposed waiting restriction amendments. High Street Hinderwell		
Officer(s) carrying out screening	Ged Lyth		
What are you proposing to do?	Implementation of an additional 24m of no waiting restrictions on High Street Hinderwell		
Why are you proposing this? What are the desired outcomes?	Reducing the risk of vehicles driving over the footway by prohibiting parking on the approach to the narrow section of The High Street.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC'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 an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		No	
Disability		No	
Sex		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	
Marriage or civil partnership		No	
NYC additional characteristics			

People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		no	
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.	<p>The original proposals included significant lengths of new double yellow lines ('no waiting at any time'), some located outside residential properties.</p> <p>Whilst holders of blue badges may park on double yellow lines for up to three hours, they cannot park for longer than this.</p> <p>Therefore, any blue badge holder residents wanting to park long-term outside residential properties adjacent to the original proposals would have had further to walk. This would also be the case for elderly or infirm people who are not blue badge holders.</p> <p>Removing parking can affect traffic speed. Consideration has been given to how even slight speed increases on the High Street may affect blue badge holders exiting their vehicles.</p> <p>Following consideration of the consultation comments and the equalities aspects, officers are recommending a significantly reduced scheme, with the extent of proposed 'no waiting at any time' limited to a 24m length requested by the Parish Council, as shown in Appendix B.</p>		
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.	<p>A community hub and tearoom is located towards the western end of the High Street. The proposal to prohibit parking for a 24m length is not anticipated to have a significant impact on the facilities.</p>		
Decision (Please tick one option)	EIA not relevant or proportionate:	X	Continue to full EIA:
Reason for decision	<p>The reduced scheme should not create significant negative impacts on people with protected characteristics.</p>		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	16/11/2023		

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North Yorkshire Council

Environment Executive Members

24 November 2023

Flood events affecting Scarborough and the surrounding Areas

Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

1.0 PURPOSE OF REPORT

- 1.1 To inform the Corporate Director of Environment and the Executive Member for Highways and Transportation of the flood events within Scarborough and the surrounding areas during August and September 2023
- 1.2 Provide an update on the recommendations included in the [Scarborough Flood Investigation Report August 2017](#)
- 1.3 Seek approval of the Corporate Director of Environment, in consultation the Executive Member for Highways and Transportation for the funding of measures to protect properties affected by frequent flooding.

2.0 SUMMARY AND BACKGROUND

- 2.1 Section 19 of the Flood and Water Management Act 2010 (FWMA) requires Lead Local Flood Authorities (LLFAs) to investigate flooding incidents in its area to the extent it considers it necessary or appropriate and then publish a report on the results of the investigation.
- 2.2 When a flooding incident has occurred, the FWMA requires LLFAs to investigate which Risk Management Authorities have relevant flood risk management functions, and whether each of those Risk Management Authorities has exercised, or is proposing to exercise, those functions in response to the flood. Where the North Yorkshire Council as LLFA carries out an investigation, it is required to publish the results of its investigation and notify any relevant Risk Management Authorities of those results.
- 2.3 This report provides an update on the actions taken since the recommendations were presented as part of the Scarborough Flood Investigation Report 2017 and informs of the recent flooding incidents.

3.0 BACKGROUND

- 3.1 A number of properties were internally flooded on 5 August and 18 September 2023 at various locations including: Scarborough Scalby Road (Property and Highway flooding) Westbourne Grove, Newby (Hackness Road, Moor Lane), Robin Hoods Bay (New Road), Fylingthorpe (Old Church Lane), Snainton (Station Road, High Street and West Lane), Scalby (Carr Lane).
- 3.2 A number of the locations that were affected by flooding in August and September 2023 were a repeat of locations affected and covered by the 2017 Scarborough Flood Investigation. These were; Scarborough Scalby Road (Property and Highway flooding) Westbourne Grove; Newby (Hackness Road, Moor Lane).

3.3 A table within Appendix A provides a summary of the recommendations and actions taken since the Scarborough Flood Investigation 2017 was published.

4.0 FLOODING ISSUES WITHIN SCARBOROUGH AND SURROUNDING AREAS

4.1 In response to the events on 5 August and 18 September the Fire Service responded to a number of properties to pump out. In addition, NYC Highways also attended to close roads and carry out post maintenance work to survey/clear debris from their drainage systems. NYC Officers also provided sandbags for residents and residents took measures to protect their properties. NYC Flood Risk Team, Environment Agency and NYC Highways also visited a number of these locations following the flooding to assess the impact and provide additional advice and support to residents.

4.2 The flooding that affected multiple properties including Robin Hoods Bay (six properties internally flooded) and Snainton (eight properties internally flooded and the highway closed) were not covered within the Scarborough Flood Investigation Report 2017. Therefore, these have been assessed separately against the Flood Impact Tool that allows the Flood Risk Management Team to prioritise and assign actions appropriate to the scale and impact of the flooding on these properties. The Flood Risk Team intend to work with the local communities, affected residents/businesses and other Risk Management Authorities to assess what measures can be taken to ensure that these communities are more resilient to flooding and understand their risk to flooding.

4.3 Owing to the frequent nature and ongoing flooding issues experienced at Hackness Road this report also provides an update on the actions taken and proposed by North Yorkshire Council and the Environment Agency to assist in reducing/mitigating the flood risk at this location.

4.4 Hackness Road has experienced repeated flooding during 2023. This location is at high risk of flooding based on the Risk of Surface Water Flood Maps and has been subject of previous studies in 2006 and 2009. There is recent and previous hydraulic modelling that suggests highways flooding might occur almost annually in this location and property flooding can occur as much as every 2-5 years. Up to a 1 in 25-year event, it is understood there are around seven properties that might be affected.

4.5 The hydrology report from 5 August 2023 storm event indicated a 1 in 6-year return period in terms of the rainfall at the Scarborough rainfall gauge – this was around 42mm in 12 hours. This event, previous studies, and the reports from residents, confirm that regular flooding is an ongoing issue. Flood risk in Newby is integrated in nature, with surface water overland flows, sewer input and out of channel flows from Newby Beck all contributing. The steep and urbanised topography combined with limited capacity and culverted watercourses mean that the catchment is particularly sensitive to very intense downpours.

4.6 A summary of the recent flood events is contained below in Table 1 below:

Location and date of flooding	Causes of flooding	Recommendation	Who has responsibilities to manage the causes of the flood?
Hackness Road 05/08/2023 and 18/09/2023	<p>The culverted section of the main river surcharged as it could not accommodate flows due to its limited capacity. and the intensity of the rain.</p> <p>Highways, private and sewers not able to contain overland flows due to rainfall intensity. The excess surface water naturally fell to the low point on Hackness Rd.</p> <p>Due to the surcharged culverted main river and local drainage systems, and the excess surface water, this caused water to flow on to the highway and into/under properties.</p> <p>Cars drove through the flood water and created bow waves which exacerbated the flooding.</p>	<p>The Environment Agency (EA) and North Yorkshire Council (NYC) should work with the property owners to assess the integrity of the culverted section of the main river that is located at the flood location.</p> <p>The Environment Agency/NYC to work with partners to identify if there is a partnership funding solution to mitigate the flood risk at this location.</p>	<p>Riparian owners should take responsibility to maintain their section of the culverted watercourse.</p> <p>Risk Management authorities to assess their assets in terms of condition and ensure they are in reasonable condition.</p>

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 In relation to the above recommendations for Hackness Road, North Yorkshire Council Flood Risk Team and the Environment Agency have also reviewed previous studies (2005 and ARUP 2009 report) undertaken, which previously identified potential options to reduce the risk to properties within Hackness Road and the surrounding area. These reports carried out a thorough examination of the catchment and conducted hydrological modelling in order to best represent the risk. A full appraisal of scheme options, benefits and costs was undertaken and recommendations were provided. The latter report identified a preferred option, estimated to deliver a 1 in 100 year standard of protection, with a benefit cost ratio of approximately 1.5 to 1. However, under the existing guidance at that time, it was identified that the scheme would not be eligible for sufficient 'grant in aid' funding to deliver it.
- 5.2 Using Office of National Statistics deflator data to adjust the costs and benefits in the Arup 2009 report and reviewing recent project appraisal costs, we have re-estimated high level costs and benefits of a capital scheme. This includes the preferred option and a smaller option of storage within the rec ground. The outputs of this assessment show that we are in a similar position to 2009 in terms of bidding to secure grant funding for a capital scheme. Given inflation applies to both costs and benefits this is to be expected. The justification is also likely to be more challenging now than in 2009 given the increased appraisal requirements that now exist and the recent and ongoing rate of inflation in supply chain costs. It is therefore considered less likely that a cost beneficial capital scheme remains viable. If it is, however, the latest calculation of eligible grant funding suggests there is a significant funding shortfall, in the order of £1.4-3.7m depending on the viable option, which would need to be identified.

Table 2 - Options

Option	Assessment
<p>Preferred option – To divert flows that currently flow towards the culverted main river under Lawrence Grove/Hackness Road to an alternative location</p>	<p>Would provide a 1:100 year protection to around 27 properties however will not qualify for sufficient central government funding, may only be marginally cost beneficial and would require significant external funding to be viable. Estimated scheme costs are £2.5-3 million with benefits around £3-3.5 million and grant in aid eligibility around £165,000. A shortfall of approximately £2.53.7 million is expected.</p>
<p>Alternative Option A – Combination of measures including storage</p>	<p>Would protect approximately 3-7 properties up to a 1:20 year return period. This is currently very unlikely to be cost beneficial. Estimated scheme costs are £2-2.3m with benefits around £1-1.5 million with a grant in aid eligibility of around £65,000. A shortfall of at least £2 million is expected.</p>
<p>Alternative Option B – Offer Property Flood Resilience measures eg flood doors/air brick covers etc) to all those properties at risk or impacted by internal flooding</p>	<p>This would be cost beneficial but would only provide a level of protection for more frequent events eg 1:30 year event. Approximately £7,000 per property and an estimated overall cost totalling approximately £56,000.</p>

5.3 In summary, there are currently significant funding shortfalls and with limited potential to secure the level of external funding needed. Based on the re-assessment of the options presented it is recommended that Alternative Option B ‘Property Flood Resilience grants’ are offered to residents.

6.0 FINANCIAL IMPLICATIONS

6.1 Additional actions arising from the recommendations within this report are included within the Flood Risk Management Programme carried out by the Flood Risk Management Team (As detailed in Section 3.4 of the Flood Risk Management Programme Delivery Update report – report to August 2022 Business and Environmental Services Executive Members Meeting) and any costs will be managed within existing budgets. The approximate costs will be a maximum of £56,000.

7.0 LEGAL IMPLICATIONS

7.1 This report and its recommendations are consistent with the discharge of the Council’s duty as LLFA to investigate flooding as set out in the Flood and Water Management Act 2010 and the Local Flood Risk Management Strategy.

7.2 Surface water drainage systems and ordinary watercourses are the responsibility of their riparian owners. The Council/Partners have undertaken studies of the drainage systems using its powers available under Section 19 of the Flood and Water Management Act 2010 to investigate flood incidents in order to understand any mechanisms which may have contributed to the event and is not indicative of the Council taking any responsibility for the condition or maintenance of drainage systems in any location.

7.3 Any grants offered will be in accordance with the Council's Procurement and Contract Procedure Rules and subject to appropriate Grant Agreements drafted by Legal Services. If necessary, subsidy control assessments will also be completed under the Subsidy Control Act 2022.

8.0 EQUALITIES IMPLICATIONS

8.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010 or the Council's additional agreed characteristics. See Appendix B

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 A Climate Change Impact Assessment is included. It is the view of officers that this proposal will have a positive impact on climate change, see Appendix C.

10.0 REASONS FOR RECOMMENDATIONS

10.1 There are currently significant funding shortfalls with limited potential to secure the level of external funding needed. Based on the re-assessment of the options presented it is recommended that Alternative Option B (Table 2) 'Property Flood Resilience grants' are offered to residents.

11.0 RECOMMENDATION(S)

11.1 Subject to acceptable grant terms and conditions, to approve property flood resilience grants for properties affected by flooding in Hackness Road and Moor Lane (at a cost of approximately £7,000.00 per property and an estimated overall cost totalling approximately £56,000) in light of the fact that the alternative options are not cost beneficial and have significant funding shortfalls;

11.2 Note the content of the review of actions taken since the publication of the flood investigation reports and the future actions recommended to continue to understand the risk in these locations.

APPENDICES:

Appendix A – Summary of the recommendations and actions taken since the Scarborough Flood Investigation 2017 was published

Appendix B - Equalities Impact Assessment

Appendix C – Climate Change Impact Assessment

BACKGROUND DOCUMENTS:

Flood Investigation Report – Scarborough August 2017

BARRIE MASON

Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

10 November 2023

Report Author and Presenter – Mark Henderson, Senior Flood Risk Management Engineer

Recommendation	Update – November 2023
<p>The LLFA to work with NYC Resilience & Emergencies and the Environment Agency to support the work of ICASP (Yorkshire Integrated Catchment Solutions Programme to investigate any relevant developing technologies in short term forecasting, and surface water risk warning, particularly in relation to other identified “rapid response” catchments with the aim of improving forecasting of intense, localised storms.</p>	<p>NYC Resilience and Emergencies (RET) Update - ICASP carried out a workshop with relevant stakeholders to Identify how short term forecasting can be improved to aid response time and the results can be found at https://icasp.org.uk/projects-2-2/surface-water-flood-forecasts/ NY. North Yorkshire Council (NYC) Update - To improve the existing watercourse and surface water network NYC have installed alarms on a number of trash screens where watercourses enter piped systems. This enables a rapid response to flooding/blockages. NYC have a total of 8 across the Scarborough area alongside 3/4 weathers stations.</p>
<p>The LLFA to work with NYC Highways to investigate the potential to adapt roads to formalise their role as exceedance pathways and utilise more resilient materials to mitigate future damages. Particular locations where this should be considered include Peasholm Gap, Eastborough and Columbus Ravine</p>	<p>NYC Highways Update - A number of manholes were damaged as a result of surface water surcharge. However, within Eastborough and Columbus Ravine it would not be appropriate to raise the kerbs to improve the exceedance flowpaths. These locations receive significant runoff which is in part due to the topography. The system includes a watercourse that narrows to a smaller (375mm culverted pipe) going through Peasholm gap. To increase the outfall of the existing piped system would not be cost beneficial.</p>
<p>LLFA should undertake further investigations into the condition of assets associated with ordinary watercourses. Blockage consequence modelling and condition surveys should be carried out on screens and culverts associated with ordinary watercourses, with the intention of informing a program of improvement and maintenance.</p>	<p>NYC (LLFA) - A modelling study has been completed for Scalby Beck from Lady Edith's Drive. The model has corroborated the number of properties at risk. An additional blockage modelling consequence study will be carried in 2023/24. This will involve the EA as they manage assets within this location.</p>
<p>LPA, the LLFA and Yorkshire Water seek a greater level of attenuation on brownfield sites as they come through for redevelopment where sites are discharging surface water to the public sewer network. Greenfield rates of discharge should be achieved wherever possible.</p>	<p>The Mere acts as a storage and has a baffle plate at the outfall. The Scarborough Mere goes into the YW system and stops properties from discharging their surface water to the system. This can cause periodic issues. No funding bids have been submitted to date due to the dispersed nature and extreme circumstances of the event that occurred.</p>

<p>LLFA to make an assessment of the potential for property level resilience in areas where multiple properties are at risk from repeated events. In particular key services such as the ambulance station should be made resilient to flooding.</p>	<p>NYC (LLFA) - A county wide Property Flood Resilience scheme is to be implemented to offer internally flooded properties the opportunity to access grants for flood property level protection measures eg flood doors, air brick covers. The availability of grants will be determined by a range of criteria, one of which being where there is no other cost beneficial scheme available.</p>
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Equality impact assessment screening form

Initial equality impact assessment screening form			
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 and Transportation		
Proposal being screened	An update on flood events within Scarborough and the surrounding area and a proposal to fund Property Flood Resilience measures with Harkness Road and Moor Lane.		
Officer(s) carrying out screening	Mark Henderson, Stephen Lilgert		
What are you proposing to do?	That North Yorkshire Council, in its capacity as Lead Local Flood Authority seeks approval for flood prevention measures for properties affected by local flood risk.		
Why are you proposing this? What are the desired outcomes?	To provide increased protection and resilience to properties at risk of internal flooding.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	There are financial implications. If the recommended funding for property flood resilience is approved then this will be taken from existing budgets already allocated for this purpose through the Flood Risk Management Programme.		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristic</p> <p>As part of this assessment, please consider the following questions:</p> <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? <p>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.</p>			
Protected characteristic	Yes	No	Don't know/No info available
Age		No	
Disability		No	
Sex (Gender)		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	

Marriage or civil partnership		No	
NYC additional characteristic			
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		No	
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		
Decision (Please tick one option)	EIA not relevant or proportionate:	X	Continue to full EIA:
Reason for decision	The content of this report is technical in nature, and therefore does not have the ability to impact differently upon any protected characteristics. Any measures implemented as a result of the recommendations will be assessed on a case-by-basis. Where it is deemed necessary then an equality impact assessment will be completed to identify any potential impacts on people with protected characteristics. This may result in amendments to the delivery of the measures.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	13/11/2023		

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	Report on the flooding in Scarborough and the surrounding areas
Brief description of proposal	As above
Directorate	BES
Service area	Network Strategy
Lead officer	Mark Henderson
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	

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.

Yes, a range of options were considered but were not considered cost beneficial and it was deemed that councils' budgets for flood risk should be directed towards schemes which are deemed cost beneficial.

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.

This will not have increase costs as the budget for the measures has been approved and the proposal is to seek the use of these funds for properties where they have flooded frequently.

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How will this proposal impact on the environment?	Positive impact (Place a X in the box below where relevant)	No impact (Place a X in the box below where relevant)	Negative impact (Place a X in the box below where relevant)	Explain why will it have this effect and over what timescale?	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
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.		X		<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 		
Emissions from travel		X				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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>	Emissions from construction	X				
	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				
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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>Enhance conservation and wildlife</p>		<p>X</p>				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>X</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.

Although this report doesn't in itself result in any impacts, the measures carried out by Risk Management Authorities will have a positive effect on the climate change impact. For example, the projects and programmes will support communities to prevent, protect and prepare for the increased impact and frequency of flood risk as a result of climate change.

Flood events themselves cause an increase in carbon emissions and damage to ecosystems and biodiversity. Through human response to flood events there is increased vehicle movements, waste of damaged property before end of normal life (e.g. appliances, fixtures and fittings), and often carbon intensive built environment preventative measures such as flood walls. Flood water carries organic matter away from agricultural areas and destroys habitats. Consequently, the prevention of flooding event, especially in the knowledge that climate change will lead to increased extreme and more frequent weather events, is very important.

This report contribute towards and support the North Yorkshire Council Climate Change Strategy, https://www.northyorks.gov.uk/sites/default/files/fileroot/About%20the%20council/Consultations/North%20Yorkshire%20Council%20climate%20change%20strategy%202023-2030/87680_Climate%20Change%20Strategy%20for%20web%20-%20accessible.pdf (see page Page 32, 7(b) which references adaptation)

Sign off section

This climate change impact assessment was completed by:

Name	Mark Henderson
Job title	Senior Flood Risk Management Engineer
Service area	H&T -Network Strategy
Directorate	BES
Signature	M Henderson
Completion date	

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

Date: 13/11/2023