



Agenda

Meeting held in public: Environment Directorate - Corporate Director and Executive Member - Highways and Transportation

To: Councillor Keane Duncan.

Date: Thursday, 12th September, 2024

Time: 2.00 pm

Venue: Via Microsoft Teams

Business

Items for Corporate Director decision

1. Review of Traffic Regulation Orders – Residential Disabled Parking Bay Objections - Area 6 Boroughbridge (*Pages 3 - 18*)
2. Schemes to be added to the Highways Capital Forward Programme (*Pages 19 - 94*)
3. Opposed Restricted Byways 15.75/83, 15.70/56, 15.70/57, 15.75/84, Gillgate Road And Appleby Lane, Kirkby Malzeard And Laverton Modification Order 2022 (*Pages 95 - 108*)

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

04 September 2024

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North Yorkshire Council

Environment Executive Members

12 September 2024

Review of Traffic Regulation Orders – Residential Disabled Parking Bay Objections - Area 6 Boroughbridge

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

1.0 PURPOSE OF REPORT

- 1.1 Since the introduction of Council policy requiring the introduction of traffic regulation orders for residential disabled parking bays (RDPBs), applications for eligible disabled persons parking bays have been received by the local North Yorkshire Council Highways office. Proposals have been developed to introduce designated parking bays for applicants and consultations have been undertaken with the local members to ensure local opinion is fully considered.
- 1.2 Local Members' comments were sought initially on the proposed measures on 7 March 2024 and again at the time of advertising the Traffic Regulation Order (TRO) on the 23 May 2024. The TRO process allows 21 days for formal objections to the proposed restrictions to be lodged with the local Highways office following public advertisement in the local press.
- 1.3 The purpose of this report is to advise the Corporate Director for Environment and the Executive Member for Highways and Transportation of the outcome of the public consultation and for a decision to be taken on whether the following proposals be introduced or set aside in light of the objections received.

2.0 SUMMARY

- 2.1 This report details the outcome of the advertisement period for a proposed Traffic Regulation Order to install two new disabled parking bays and to revoke six existing disabled parking bays.
- 2.2 An objection was received regarding the installation of one of the proposed new disabled parking bays, citing concerns about the necessity given the applicant's existing parking facilities and potential parking displacement for other residents. Additionally, objections were raised against the proposed revocation of two of the existing disabled bays, with residents asserting their continued need for these bays and holding valid blue badges.
- 2.3 After thorough consideration, the recommendation is to proceed with the installation of the new disabled bay as proposed, ensuring the applicant's accessibility needs are met. Furthermore, the recommendation includes removing the two bays that received objections from the revocation schedule, allowing them to remain in place to support the current residents who rely on them. This approach balances the need for accessibility with the concerns of the community, promoting inclusivity and minimising disruption.

3.0 BACKGROUND

- 3.1 Residential Disabled parking bays (RDPBs) can be introduced to provide on street parking in residential areas for 'blue badge' holders. The Council's policy states that bays should only be considered when an individual does not have access to off-street parking such as a drive or garage. RDPBs are not for the exclusive use of one resident but can be used by any 'blue badge' holder.
- 3.2 Disabled parking bays require a Traffic Regulation Order to be in place for them to be enforceable. Historically, some advisory and therefore unenforceable, residential disabled parking bays were introduced with no Traffic Regulation Order. The Traffic Signs Regulations and General Directions 2002 do not however permit the use of disabled parking bay road markings without a Traffic Regulation Order and as a consequence enforcement action cannot be taken against those that misuse the bays.
- 3.3 The Residential Disabled Parking Bay policy was approved in August 2011 which determined that only enforceable bays would be provided. In line with this decision, a new two-stage assessment criterion was developed to consider applications.
- 3.4 The first stage of the assessment is undertaken by Customer Resolution Centre officers and if all criteria are met, the application is forwarded to the local Area Highways Office to undertake the Stage Two highway / site assessment. If all criteria are met, highways officers progress a Traffic Regulation Order. The assessment criteria for both stages are outlined in Appendix A.
- 3.5 The enabling TRO was advertised for public comment on 23 May 2024 as the North Yorkshire Council (Borough of Harrogate (Parking and Waiting) (No.13) Order 2024. The last date for receipt of objections was 14 June 2024.
- 3.6 In total two new RDPBs were advertised. In addition, the TRO also sought to remove six existing disabled parking bays which have been introduced in previous traffic regulation orders which are either no longer required or which were not implemented after the making of the traffic regulation order. These revocations were at the following sites;
- Main Street (C87), Melmerby
 - 28 Princess Royal Road, Ripon
 - 30 Kingsway, Huby
 - Main Street, Kirk Deighton
 - Bridge View Road, Ripon
 - Wakeman Road, Ripon
- 3.7 One of the proposed RDPBs received no objections and therefore will be implemented under the powers of delegation awarded to the Corporate Director for Environment. The site is detailed below;
- Crescent Parade, Ripon
- 3.8 Four of the proposed revocations of existing RDPBs received no objections and therefore will be revoked under the powers of delegation awarded to the Corporate Director for Environment. These sites are detailed below;
- 28 Princess Royal Road, Ripon
 - 30 Kingsway, Huby
 - Bridge View Road, Ripon
 - Wakeman Road, Ripon

- 3.9 Appendix B lists the objections/representations that have been received to the remaining application and to the proposed revocations and includes a detailed report in respect of each objection together with officer's comments and recommendations.
- 3.10 The consideration of objections to Traffic Regulation Orders (TROs) is a matter for the Executive 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 of Environment in consultation with Executive Member for Highways and Transportation. 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.
- 3.11 The proposed TROs have not been defined as a 'wide area impact TRO' and therefore the Area Constituency Committee's views have not been sought.

4.0 DETAILED PRESENTATION OF THE SUBSTANTIVE ISSUE

- 4.1 This report addresses recent objections to the proposal of one new disabled bay and the revocation of two existing disabled bays. Disabled parking bays are designated spaces intended to provide accessible parking for individuals with disabilities, ensuring their mobility and independence. However, these provisions often face objections from various stakeholders. Understanding these objections and addressing them effectively is crucial for maintaining inclusivity and compliance with legal requirements. An in-depth analysis of all objections received, and officer's comments and recommendations have been included in Appendix B.

5.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 5.1 Feedback from local members was requested initially on 7 March 2024, regarding the proposed measures, and once more on 23 May 2024, upon the advertisement of the Traffic Regulation Order (TRO). Comments were received from three objectors all of whom were members of the public, the details of which are included in Appendix B along with officer analysis, comments, and recommendations.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 In light of the objections received, we considered several alternative options regarding both the installation of the new disabled bay at 1 Ure Bank Top, Ripon and the revocation of existing disabled bays at Main Street, Kirk Deighton and Main Street, Melmerby. After careful evaluation, it is recommended that the disabled parking bay at 1 Ure Bank Top, Ripon be introduced as originally planned and for the revocations that received objections, to remove them from the schedule and for the bays to remain in-situ. This section outlines the alternative options considered and the rationale for recommending proceeding as detailed above. Alternative Options for the New Disabled Bay at 1 Ure Bank Top, Ripon:
1. Forego Installation of the New Disabled Bay:
 - Description: An alternative option was to forego the installation of the new disabled bay entirely, given the objections raised by the resident concerning the applicant's existing parking facilities and the potential impact on neighbouring residents.
 - Evaluation: While this option would address the immediate concerns of the objecting resident, it would fail to meet the needs of the applicant, who has been deemed to require accessible parking despite their current facilities.

2. Relocate the New Disabled Bay:

- Description: Another alternative was to consider relocating the proposed disabled bay to a different area within the vicinity to minimise displacement effects on other residents.
- Evaluation: Relocating the bay would still require significant planning, including re-advertisement of the bay which could delay installation by months, leaving the resident without adequate parking. Installation in an alternate location may not necessarily resolve the issues of parking displacement and convenience for the objector. Moreover, finding an alternative location that meets the accessibility needs of the applicant and complies with legal standards while adhering to the objectors' concerns would not prove possible.

6.2 Alternative Options for the Bays to be Revoked that Received Objections:

1. Proceed with the Revocation and Require Reapplication:

- Description: One alternative was to proceed with the planned revocation of the existing disabled bays and require the current residents to reapply for the bays.
- Evaluation: This option was deemed impractical for several reasons:
 - i) Criteria Fulfilment: The residents currently holding valid blue badges already meet the stage 1 and 2 criteria for disabled bay allocation, confirming their ongoing need for these facilities.
 - ii) Timescale and Cost: The process of revoking and uninstalling the bays, following the entire TRO process to propose them as new bays, and then potentially reinstating the bays would involve considerable time and financial resources. This approach does not present a cost-effective or efficient solution.
 - iii) Disruption: Revoking and then reinstating the bays would cause unnecessary disruption to the disabled residents who rely on these bays for their daily mobility and independence.

The decision to recommend the new disabled bay at 1 Ure Bank Top, Ripon and retain the existing bays at Main Street, Kirk Deighton and Main Street, Melmerby after careful consideration of the objections, is based on a thorough evaluation of alternative options and their respective impacts. This approach ensures the needs of disabled residents are met efficiently and effectively, maintaining compliance with accessibility standards, and promoting community harmony.

7.0 FINANCIAL IMPLICATIONS

7.1 Funding is available from the existing Highways Area 6 'Signs, Lines and TRO' budget to support the installation of all of measures detailed in this report which are estimated to be in the region of £1,500.

8.0 LEGAL IMPLICATIONS

8.1 In the event that the Executive Member 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 Orders (with or without modifications) and publish a notice of making the Orders 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.

8.2 Where an Order has been made (ie 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.

- 8.3 In recommending the implementation of the proposed TRO as advertised for the reasons set out in this Report, Officers consider that the Council is complying with its duty under Section 122 of the Road Traffic Regulation Act 1984 and has carried out the required balancing exercise in coming to that decision.
- 8.4 All other main legal aspects are covered in Section 3 to this report. Beyond that, it is the view of officers that the proposals do not have any legal implications for the Council.
- 8.5 In accordance with the protocol for Executive Member reports, the Local Elected Member will be provided with a copy of this report and be invited to the meeting on 6 September 2024.

9.0 PUBLIC ENQUIRY IMPLICATIONS

- 9.1 Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 outlines the circumstances in which the Council would be required to hold a Public Inquiry. The Council has satisfied its duty and determined that the proposals do not include any restrictions on loading and unloading, therefore paragraph 3 of Regulation 9 does not apply in this regard. There were also relatively few objections received, therefore the Council considers that the holding of a public inquiry would not be proportionate in terms of timescale, officer time and the costs to public resources in this case.

10.0 EQUALITIES IMPLICATIONS

- 10.1 By prioritising accessibility and addressing the needs of disabled residents, we are reinforcing our commitment to equality and inclusivity. These measures not only comply with legal obligations but also contribute to a supportive and cohesive community. Ensuring that all residents have equal opportunities to access essential services and participate in community life is a fundamental principle guiding our actions. An Equalities Impact Assessment Screening was completed (Appendix C) to determine whether there was an adverse impact on any groups with protected characteristics, the outcome of which was that there was no adverse impact from the proposed Order.

11.0 CLIMATE CHANGE IMPLICATIONS

- 11.1 The installation of new disabled bays and the revocation/retention of existing disabled bays have minimal implications for climate change due to the localised and small-scale nature of these schemes. This section explores the limited impact of the proposed measures on climate change.
- 11.2 The creation, retention or removal of disabled bays are localised actions that affect only small areas. These measures are implemented on a resident-by-resident basis, resulting in minimal environmental disruption. As a result, the overall impact on climate change is negligible due to the small scale and targeted nature of the interventions. Additionally, the construction and maintenance activities required for these bays are minimal, involving limited physical alterations and using small amounts of materials. The carbon footprint associated with these activities is very low, ensuring that there is no significant contribution to greenhouse gas emissions.
- 11.3 The introduction of a couple of disabled bays in specific locations does not alter overall traffic patterns or congestion levels in any significant way. Vehicle emissions related to traffic flow remain largely unchanged, indicating no substantial impact on air quality or greenhouse gas emissions. Moreover, since disabled bays are allocated based on individual resident needs, their usage is limited to a specific number of users who require accessible parking. Consequently, there is no increase in the number of vehicles on the road, thus maintaining the status quo in terms of emissions and environmental impact.

11.4 Providing accessible parking close to homes and services helps disabled residents maintain a localised lifestyle, potentially reducing the need for longer trips. Any positive environmental effects, while minor, contribute to a more sustainable community lifestyle without significant changes in overall emission levels.

12.0 CONCLUSIONS

12.1 Appendix A details the two stage assessment criteria for the introduction of RDPBs. The first stage of the assessment is undertaken by Customer Service Centre officers and if all criteria are met, the application is forwarded to the local Area Highways Office to undertake the Stage Two highway / site assessment. If all criteria are met, highways officers progress a Traffic Regulation Order.

12.2 Appendix B lists the objections/representations that have been received to the proposals and includes a detailed report in respect of each objection together with officer's comments and recommendations.

12.3 Any comments received from the relevant Local Members are included in the appropriate detailed report. In accordance with the protocol for Environment Executive Member reports, the Local Members will be provided with a copy of this report and be invited to the meeting on 12 September 2024

12.4 Despite receiving objections to one of the proposed new disabled bays it is recommended that installation of the bay at 1 Ure Bank Top should proceed. Following objections to the proposed revocation of the disabled bays at Main Street, Kirk Deighton and Main Street, Melmerby. It is the recommended that the bays be removed from the schedule and remain in-situ.

13.0 REASONS FOR RECOMMENDATIONS

13.1 The reasons for the recommendations in section 21.0, are as detailed in both section 6.0 and Appendix B, and are as follows:

- Recommendation i) – The reason for this recommendation is that while the resident has expressed concerns regarding the applicant's requirement for a disabled bay and the impact this installation may have. The applicant has met both stage 1 and stage 2 criteria, after exploration there aren't any viable alternatives solutions, the street is terraced housing where car widths can exceed housing widths and the area is not a residents parking zone. There is no guarantee that residents are able to park outside their own property and the likelihood is there will be little to no effect from the installation of a disabled parking bay.
- Recommendation ii) – The reason for this recommendation is that the original applicant for the bay is still a resident at this address and still holds a valid blue badge, there have been no changes to circumstance meaning they meet stage 1 and 2 criteria and therefore the bay is still required. The alternative solution is to revoke the bay then have the resident re-apply and then reinstall the bay, this is not time or cost effective and will impact the resident's quality of life in the months this could take to process.
- Recommendation iii) – The reason for this recommendation is that the original applicant for the bay is still a resident at this address and still holds a valid blue badge, there have been no changes to circumstance meaning they meet stage 1 and 2 criteria and therefore the bay is still required. The alternative solution is to revoke the bay then have the resident re-apply and then reinstall the bay, this is not time or cost effective and will impact the resident's quality of life in the months this could take to process.

14.0 RECOMMENDATION(S)

- 14.1 That the disabled parking bay at 1 Ure Bank Top be introduced as proposed.
- 14.2 That the disabled parking bay at 1 St Mark's Terrace, Main Street, Kirk Deighton remain in-situ and be removed from the schedule for revocation and that the Corporate Director and Executive Member note that this bay may be proposed for revocation in future TRO proposals, should circumstances change.
- 14.3 That the disabled parking bay at Hall Cottage, Main Street, Melmerby remain in-situ and be removed from the schedule for revocation and that the Corporate Director and Executive Member note that this bay may be proposed for revocation in future TRO proposals, should circumstances change.

APPENDICES:

Appendix A – Assessment/ Eligibility Criteria

Appendix B – Schedule of the representations where objections have been received and subsequent officer recommendations.

Appendix C - Equality impact assessment

Barrie Mason

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

County Hall

Northallerton

12 September 2024

Report Author – Jake Woodward – Project Engineer

Presenter of Report – Heather Yendall – Improvement Manager

Assessment/ Eligibility Criteria

Stage 1 - eligibility criteria (managed by the Customer Services Centre or self-served through website and requiring the applicant to complete an application form)

The eligibility criteria used for assessment are set out below:

1. The request is on the grounds of disability for access and not for reasons of vandalism or solely for reasons that (without a bay) a car has to be parked in a dangerous place or at distance
2. The driver must be unable or virtually unable to walk or propel a wheelchair further than 50 metres (70 yards) outside the home.
3. The driver must be:
 - the Blue Badge holder **and**
 - Requesting a disabled parking bay for the same address as their Blue Badge has been issued **and**
 - owner of the vehicle (evidence of vehicle ownership will be required)

It is expected that a non-disabled driver would drop the disabled person off and then park the vehicle. Exceptions to this are where the disabled person is a passenger and not safe to be left alone, e.g. Huntington's, children/adults with severe behavioural problems. Where there is such an exception advice is available by following this link

<http://www.northyorks.gov.uk/index.aspx?articleid=3197> and completing a request to Health and Adult Services.

4. The driver must not have access to suitable off-street parking, for example a driveway or garage. If the person already has suitable off-street parking, an additional parking bay cannot be provided as the disabled person should be the primary user of an existing off-street facility (this will also be assessed at stage
5. The driver should not be able to regularly park their vehicle on the public highway within 50m (70 yards) of the household

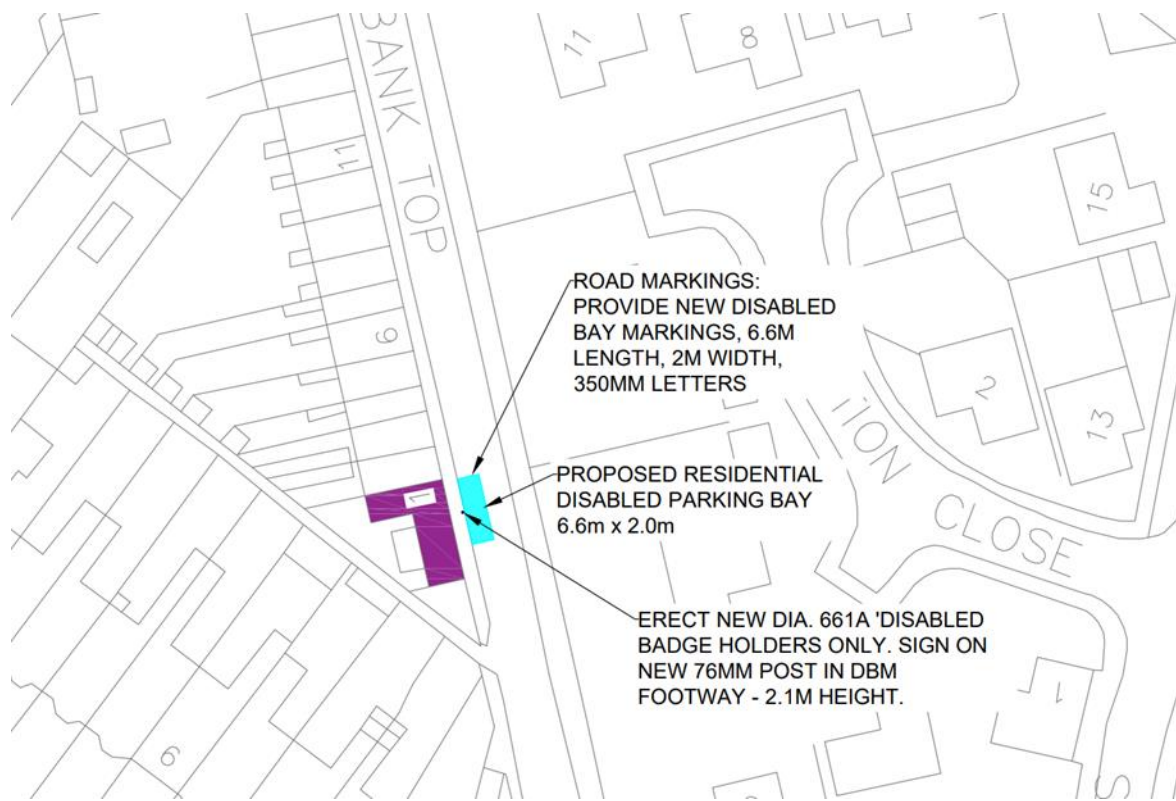
Stage 2 – highway conditions (assessed by the Highways Area Office on receipt of a completed application form)

The application may be declined if one or more of the following exist:

- The request is for highway that is not maintainable at public expense.
- The driver has access to suitable off-street parking, for example a driveway or garage. If the person already has suitable off-street parking, an additional parking bay cannot be provided as the disabled person should be the primary user of an existing off-street facility. The suitability of the off-street parking facility should be considered in line with DfT guidance. Specifically:
 - whether it is located on firm and level ground
 - whether the gradient is reasonably level e.g. 1:50
 - whether there is space to enable the disabled driver to get into the car easily and safely
- Waiting restrictions (for example double/single yellow lines, clearways / bus stop clearways and school keep clear road markings) are already in place or have been proposed in the requested location.
- Access or visibility would be impaired by the parking bay.
- The road is not wide enough to allow the free flow of traffic when a vehicle is parked in the bay.
- The location is listed in the Highway Code as a place where vehicles should not be parked.
- The road has a speed limit over 30mph.
- The current number of disabled parking bays installed is higher than 10% of the total number of residential properties or 10% of the number of parking spaces in the street, whichever is higher i.e. 40 houses = maximum number of 4 Disabled Bays in that street.

SCHEDULE OF REPRESENTATIONS WHERE OBJECTIONS HAVE BEEN RECEIVED AND SUBSEQUENT OFFICER RECOMMENDATIONS

1. URE BANK TOP, RIPON [RIPON URE BANK & SPA]



Objector[s]: Resident, Ure Bank Top, Harrogate, HG4 1JD

Suggests that the applicant does not require a disabled parking bay as the applicant has the largest house of the row of terraces, a garage to provide off street parking and a H-Bar outside the garage to prevent the access to the garage being blocked which in turn acts as reserved parking. Objector also raised the issue that the parking space would potentially displace residents creating a knock-on effect and prevent them from parking outside their own property potentially being displaced to neighbouring streets. Objector is worried that the effects on parking may decrease property value.

Officer comments and recommendations:

Officers are aware of the concerns and parking impact of the introduction of a 6.6m bay, especially in built up areas with terraced housing as the bays tend to be wider than the properties at these locations. In previous reviews officers have sought to reduce the length of the bays through special authorisations from the Department for Transport (DfT). As detailed previously, the DfT have advised that they will no longer issue special authorisations for reduced length disabled bays following advice sought from the disabled advisory team in the Department during the consultation over the revised Traffic Signs Regulations and General Directions.

Officers accept that statutory length 6.6 metre bays are appropriate in shopping or commercial areas to serve adapted vehicles. However, the DfT's position (see above) does not appear to recognise the merits in reducing disabled parking bay lengths in residential areas which would remove the likelihood of objections by neighbouring residents and impact upon parking capacity in

streets where parking is at a premium. Most RDPB applicants do not have adapted mobility vehicles which require extended rear access and would easily be accommodated in a 5 metre bay.

Given the DfT's position, the only option available is to introduce bays at 6.6m lengths.

Objector suggested that the applicant could utilise their garage for safe off-street parking. The objectors reasoning is correct and in stage 1 of the assessment if the applicant has access to suitable off-street parking e.g., a garage then the primary use for this should be parking for the applicant. However, as previously mentioned in Appendix A this is also assessed in stage 2. For the applicant to have met stage 2 criteria it means the garage did not provide a suitable alternative to a disabled parking bay. The applicant passed the stage 2 criteria as the garage space did not allow the applicant to enter and exit the car easily and safely.

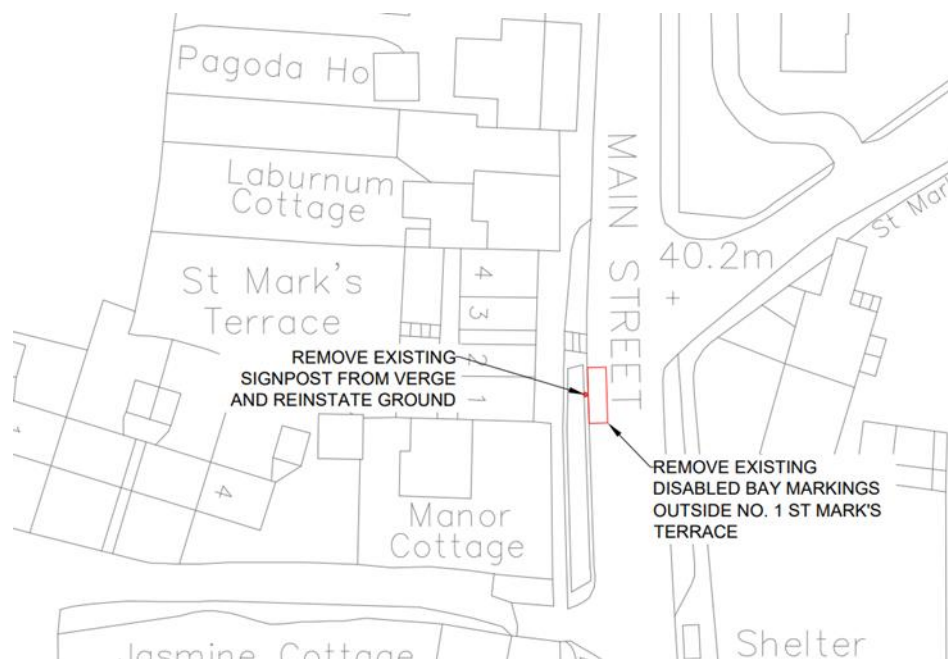
Objector also suggested the H-Bar outside the garage could be used for reserved parking as no other resident is able to park there. However, the H-Bar was not installed for reserved parking but for access to the garage as the doors open out onto the highway and parking a vehicle in front would prevent access for the resident.

Objector is concerned that the installation of a disabled parking may effect property values for residents as there would be no guarantee of being able to park outside one's own address. As the street is terraced housing where car widths can exceed housing widths and the area is not a residents parking zone, there is no guarantee that residents are able to park outside their own property. The likelihood is there will be little to no effect from the installation of a disabled parking bay.

The applicant meets all the stage 1 and stage 2 assessment criteria for the introduction of a residential disabled parking bay and officers therefore consider that there is no valid reason why a bay could not be provided at this time.

RECOMMENDATION: that the disabled parking bay at 1 Ure Bank Top be introduced as proposed and that the Corporate Director and Executive Member note that this may impact upon parking opportunity for neighbouring residents.

2. **MAIN STREET, KIRK DEIGHTON
[SPOFFORTH WITH LOWER WHARFDALE & TOCKWITH]**



Objector[s]: Resident, 1 St Mark's Terrace, Kirk Deighton, LS22 4EE

Objector is the resident of St Mark's Terrace and is the original applicant for the bay, resident suffers from multiple sclerosis and with parking in the village being so difficult the facility of a disabled parking bay is necessary.

Officer comments and recommendations:

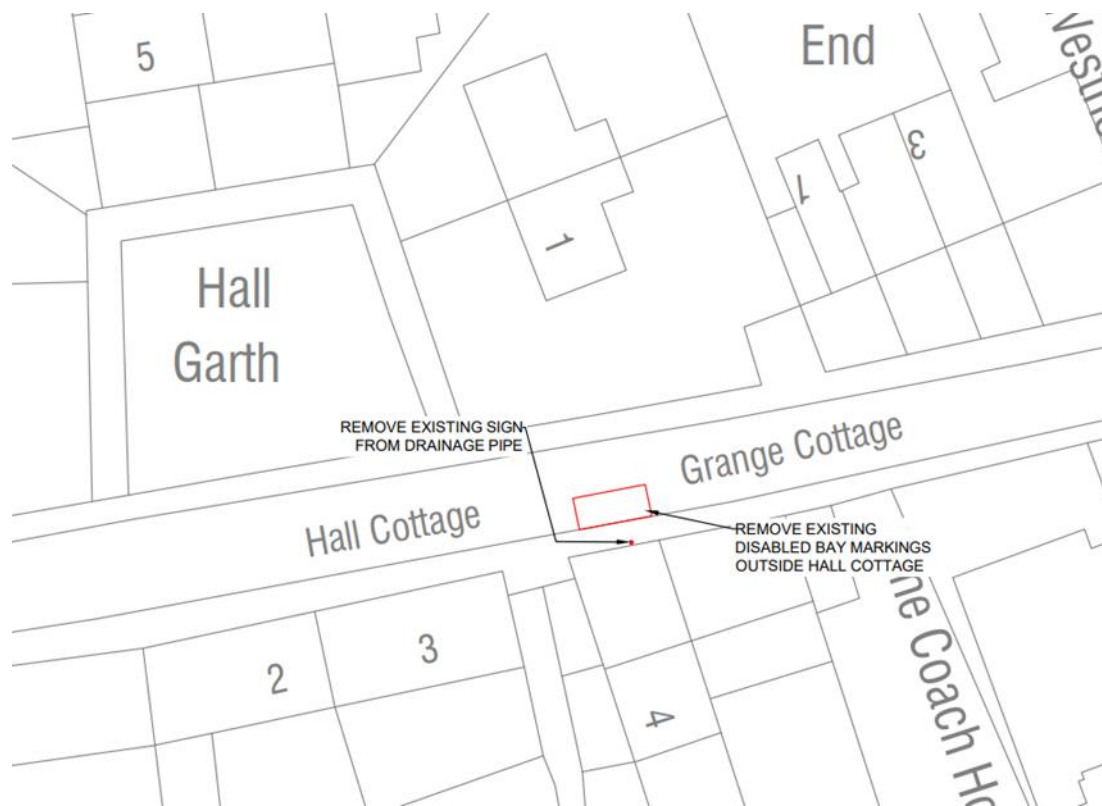
Disabled bays are allocated on a person-by-person basis and cannot be transferred over to other residents without an application. Disabled bays are revoked for a number of reasons, either the applicant is deceased, they have changed addresses, or they no longer have a valid blue badge.

This disabled parking bay was ordered for revocation due to the resident no longer holding a valid blue badge, unfortunately the applicant has informed us that at that time they were in the process of renewing their badge. Officers have confirmed with the resident that they now hold a valid blue badge again.

As previously mentioned, bays are allocated on a person-by-person basis and as the original applicant holds a valid blue badge and is still registered at the address of the original application it is recommended that the bay remain in-situ and not be revoked. The applicant still meets stage 1 and stage 2 criteria and there is no reason why the bay should therefore be removed.

RECOMMENDATION: that the disabled parking bay at 1 St Mark's Terrace, Kirk Deighton remain in-situ and be removed from the schedule for revocation and that the Director and Members note that this bay may be proposed for revocation in future TRO proposals, should circumstances change.

3. **MAIN STREET, MELMERBY
[WATHVALE & BISHOP MONKTON]**



Objector[s]: Resident, Hall Cottage, Melmerby, HG4 5HA

Objector is the resident of Hall Cottage and is the original applicant for the bay, resident suffers from fibromyalgia as does their son, residents' wife also has complex medical problems. All other residencies have off road or garage parking apart from this property where the disabled bay is the only parking they have access to.

Officer comments and recommendations:

Disabled bays are allocated on a person-by-person basis and cannot be transferred over to other residents without an application. Disabled bays are revoked for a number of reasons, either the applicant is deceased, they have changed addresses, or they no longer have a valid blue badge.

This disabled parking bay was ordered for revocation due to the resident no longer holding a valid blue badge, unfortunately the applicant has informed us that at that time they were in the process of renewing their badge. The resident has been in and out of hospital recently and is in the process of renewing their badge. The original application was for both the resident and his wife. Officers have confirmed with the resident that the wife still holds a valid blue badge and resident has expressed that removing the bay would leave her housebound.

As previously mentioned, bays are allocated on a person-by-person basis and as one of the original applicants holds a valid blue badge and is still registered at the address of the original application it is recommended that the bay remain in-situ and not be revoked. The applicant still meets stage 1 and stage 2 criteria and there is no reason why the bay should therefore be removed.

RECOMMENDATION: that the disabled parking bay at Hall Cottage, Main Street, Melmerby remain in-situ and be removed from the schedule for revocation and that the Director and Members note that this bay may be proposed for revocation in future TRO proposals, should circumstances change.

EQUALITIES IMPACT ASSESSMENT

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	Area 6		
Proposal being screened	North Yorkshire Council (Various roads, Borough of Harrogate) (Disabled persons parking bays) (No. 13) Order 2024		
Officer(s) carrying out screening	Jake Woodward		
What are you proposing to do?	Install two (2) new disabled parking bays and revoke six (6) new disabled parking bays, two (2) of the disabled bays that are to be revoked it has been recommended they be removed from the schedule as the original applicants are still residents at these addresses and hold valid blue badges.		
Why are you proposing this? What are the desired outcomes?	To provide accessible parking for residents that have met stage 1 and stage 2 criteria for a new disabled bay and to reduce the impact on their lives with regards to finding sufficient parking. We are proposing to revoke bays that are no longer in use to provide additional on street parking in areas where it is required.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No, there is funding available to support the installation of these measures.		
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		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 (for example, disabled people's access to public transport)? Please give details.	Yes, disabled bays are provided on a case-by-case basis and aim to serve an individual applicant. Therefore the bays are installed in areas where there is a known resident with a disability.		
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, the bays are assigned individually, therefore the effects they have are minimal as they are localised to residents' addresses.		
Decision (Please tick one option)	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:
Reason for decision	The proposal has no adverse impacts on any protected groups and the scale of the proposals are small and do not affect wide areas or large groups of people.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	02/09/2024		

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North Yorkshire Council

Environment Executive Members

12 September 2024

Schemes to be added to the Highways Capital Forward Programme

Report of the Assistant Director for Highways and Transportation, Parking Services, Street Scene, Parks & 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 additions to the Highways Capital Forward Programme (HCFP) for Structural Highway Maintenance identified since the last Highways Capital Programme report dated 25 August 2023.

2.0 SUMMARY

- 2.1 This report identifies schemes that are being added to the Highways Capital Forward Programme (HCFP) for future delivery.

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 12 July 2024 where the provisional headline allocations and distribution of the 2025/26 budget for the various works categories were agreed. These headline allocations are based on a maximum funding settlement of £65.71M from the Department of Transport (DfT). This assumes that the base level of funding of £37.02M remains plus an additional funding allocation of £28.63M (based on assumptions related to additional Network North road maintenance funding) is received. At the time of writing this report no further information is available from DfT regarding 25/26 funding.
- 3.3 Delivery of the 24/25 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. Officers are working closely with colleagues at NY Highways to manage programme delivery and to ensure that we maximise the number of schemes that we can deliver within our budget.

4.0 PROGRAMME DEVELOPMENT PROCESS

- 4.1 The programme development process is outlined below.
- 4.2 Phase one, the forward programme. Following approval at this meeting, new schemes will sit within the Highways Capital Forward Programme (HCFP). This is effectively a long list of approved schemes that do not have a delivery date or year

assigned to them. Any slipped schemes from 24/25 are included in the HCFP. It is important to note that inclusion within the HCFP does not guarantee delivery in a specific financial year.

- 4.3 Phase two, the annual programme. This is made up of selected schemes from the HCFP to the value of available funding. Schemes not included within the annual programme will remain on the forward programme. A draft 25/26 annual programme is being developed and will be refined and finalised over the next three months. An update on the 25/26 annual programme will be provided at the November 2024 Corporate Director Environment and Environment Executive members meeting.
- 4.4 Phase three, the delivery programme. Once schemes are confirmed for delivery within a financial year as part of the annual programme, the delivery programme is developed. This is an operational programme with scheme start and finish dates included. Monitoring of in year programme delivery will be carried out against the delivery programme.
- 4.5 This process continues to allow us the ability to develop a bank of “on the shelf delivery ready” schemes in advance, allowing more efficient scheme delivery and the ability to respond more quickly to any changes in funding. It also provides more flexibility and improves forward visibility of future work for NY Highways, allowing them to work more closely and efficiently with their wider supply chain.

5.0 SCHEMES FOR ADDITION TO THE FORWARD PROGRAMME

- 5.1 Appendix A provides information on the schemes that are being added to the forward programme, broken down by Highways Area Office and Bridges & Structures.
- 5.2 Schemes are added to the forward programme using data collected from asset condition surveys alongside consideration of sites identified by operational teams as requiring future maintenance activity.
- 5.3 In total just under 1400 schemes, valued at £55M of schemes are proposed to be added to the HCFP. Alongside schemes already on the HCFP, this takes the total value to just under £110M. This is equivalent to about 3.5 years’ worth of schemes for delivery.
- 5.4 For the purposes of budget and programme management, surface dressing and patching schemes within the annual programme will be combined into area specific budget lines based on network hierarchy and treatment type. Separate surface dressing and patching delivery programmes will be developed, allowing for oversight of scheme delivery.

6.0 NEXT STEPS

- 6.1 Officers working alongside our partner consultant APS, are carrying out work to finalise scheme designs for the 25/26 annual programme. A large proportion of schemes have already been designed, with design work also taking place on schemes within the HCFP which will be delivered from 26/27. This ensures that we maintain a bank of delivery ready on the shelf schemes.
- 6.2 As outlined earlier in this report, a report outlining the 25/26 annual programme will be presented to the Corporate Director for Environment and Executive Members meeting in November 2024.

7.0 FINANCIAL IMPLICATIONS

- 7.1 The approach of developing a forward programme allows for flexibility in developing annual programmes, to match confirmed funding levels and proposed scheme costs. Schemes included within the forward programme will be delivered across multiple financial years, dependent upon available funding.
- 7.2 Each annual programme is kept under regular review to ensure that total annual expenditure is within the limits of available grant funding for that year plus a drawing down of up to £2m from the following year's grant allocation as arranged with the Corporate Director of Resources. The contents of this report do not adversely impact upon that position.

8.0 EQUALITIES IMPLICATIONS

- 8.1 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 B. 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.
- 8.2 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 any impact the MMI 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.

9.0 LEGAL IMPLICATIONS

- 9.1 North Yorkshire 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.
- 9.2 The forward programme has been developed and prioritised in line with the County Councils duties and responsibilities under the above and other legislation, including the Transport Act 2000 and the Flood and Water Management Act 2010.

10.0 CLIMATE CHANGE IMPLICATIONS

10.1 A climate change impact assessment has been carried out, see Appendix C. 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.

11.0 REASONS FOR RECOMMENDATIONS

11.1 The recommendations will enable Council officers, working alongside NYH and partner organisations to develop designs and deliver the schemes listed in Appendix A in the future annual programmes.

12.0 RECOMMENDATION

12.1 It is recommended that the Corporate Director, Environment, in consultation with the Executive Member for Highways and Transportation, approve the schemes listed in Appendix A for inclusion within the Highways Capital Forward Programme.

Appendices

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

Appendix B - Initial equality impact assessment screening form

Appendix C - Climate change impact assessment

Background documents: None

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Notes on Appendices

The HCFP is based on schemes within specific links & sections of our highway network. Some schemes will include more than one link and section. Where this happens, overall scheme costs will be assigned to one link and section and no cost assigned to the other links and sections within the scheme. These links and sections are identified as “Cost included in adjacent street costs” in the following tables.

We are in the process of finalising cost estimates for some schemes within the HCFP. Where this is the case the cost column will include “TBC”. Costs for these schemes will be updated through the initial design and development phase and will be included within the November 2024 Environment Executive Members report.

A summary of highway 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 Types are summarised below

SD – Surface Dressing

R&R – Resurfacing and / or reconstruction

R&R In situ recycling - Resurfacing and / or reconstruction using existing materials in the road surface.

Rejuvenator – Solution is applied to carriageway surface which reacts with the asphalt surface layer helping to strengthen the carriageway surface close to an as laid condition.

Retexturing – Where the surface of the road is hydro blasted or shot blasted to restore surface texture

Micro – A thin surface course applied carriageway surfaces to provide a level surface.

Appendix A

Area 1 Schemes for inclusion in the Highways Capital Forward Programme

Link & Section	Hierarchy	Scheme Name	Treatment Type	Town	Budget
U217/1/50	4b	U217 Skeugh Head Lane Landslip	Landslip	Angram	£ 50,000
U217/1/50	4b	U217 Skeugh Head Lane Patching	Patching	Angram	Tbc
Various A1	Various	Various A1 Multiple Locations Tbc Locally In Area 1 Cat 1a,1 2 Footway Patching	Cat 1a,1 2 Footway Patching	Area Wide	£ 58,310
Various A1	Various	Various A1 Multiple Locations Tbc Locally In Area 1 Cat 3,4,5 Footway Patching	Cat 3,4,5 Footway Patching	Area Wide	£ 39,994
Various A1	Various	Various A1 Multiple Locations Tbc Locally In Area 1 Gully Maintenance	Gully Maintenance	Area Wide	£ 57,000
Various A1	Various	Various A1 Multiple Locations Tbc Locally In Area 1 Parapet Maintenance	Parapet Maintenance	Area Wide	£ 35,700
Various A1	Various	Various A1 Multiple Locations Tbc Locally In Area 1 Spray Injection Patching	Spray Injection Patching	Area Wide	£ 71,400
Various A1	Various	Various A1 Multiple Locations Tbc Locally In Area 1 Urban Surfaced Prow	Urban Surfaced Prow	Area Wide	£ 14,800
U240/1/10	4b	U240 Moor Road To Flow Edge Drainage	Drainage	Askrigg	£ 40,000
U221/1/30	4b	U221 Skellgill Lane SD	SD	Askrigg	£ 14,078
U221/1/70	4b	U221 Skellgill Lane SD	SD	Askrigg	£ 9,275
C105/1/60	4a	C105 Aysgarth To Thornton Rust Patching	Patching	Aysgarth	Tbc
C105/1/70	4a	C105 Aysgarth To Thornton Rust Patching	Patching	Aysgarth	Tbc
C105/1/80	4a	C105 Aysgarth To Thornton Rust Patching	Patching	Aysgarth	Tbc
U224/1/30	4b	U224 Kettlewell Lane R&R	R&R	Bainbridge	£ 50,000
C151/1/20	4b	C151 Barton To Watherne Road Patching	Patching	Barton	Tbc
C151/1/30	4b	C151 Barton To Watherne Road Patching	Patching	Barton	Tbc
C151/1/40	4b	C151 Church Lane Patching	Patching	Barton	Tbc

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C12/3/10	3b	C12 Barton To Barton Interchange Roundabout SD	SD	Barton	£ 28,759
U1353/1/30	4b	U1353 Barton To Hangbank Cottage SD	SD	Barton	£ 10,030
U1353/1/70	4b	U1353 Barton To Hangbank Cottage SD	SD	Barton	£ 462
C151/1/60	4b	C151 The Green SD	SD	Barton	£ 3,057
C151/1/60	4b	C151 The Green SD	SD	Barton	£ 6,065
U1355/1/50	4b	U1355 Wells Lane SD	SD	Barton	£ 6,609
A6108/3/45	3a	A6108 Leyburn Road SD	SD	Bellerby	£ 17,965
A6108/3/50	3a	A6108 Runs Bank SD	SD	Bellerby	£ 58,157
B6271/1/90	3b	B6271 Bolton On Swale Village Roads SD	SD	Bolton On Swale	£ 24,367
B6271/2/10	3b	B6271 Bolton On Swale To District Boundary SD	SD	Bolton On Swale	£ 29,063
B6271/2/15	3b	B6271 Bolton On Swale To District Boundary SD	SD	Bolton On Swale	£ 33,124
B6271/2/20	3b	B6271 Bolton On Swale To District Boundary SD	SD	Bolton On Swale	£ 31,728
B6271/1/35	3b	B6271 Richmond Road Patching	Patching	Brompton On Swale	Tbc
A6055/5/70	3a	A6055 Road From Gatherley Road To Scurragh Lane Rejuvenator	Rejuvenator	Brompton On Swale	£ 44,438
C128/2/50	4a	C128 Sinks Lane Patching	Patching	Burrill	Tbc
U1461/1/70	4b	U1461 Moor End Lane SD	SD	Burrill	£ 11,858
A684/2/30	3a	A684 Bainbridge To Hawes Road Patching	Patching	Burtersett	Tbc
A684/2/35	3a	A684 Bainbridge To Hawes Road Patching	Patching	Burtersett	Tbc
A684/2/40	3a	A684 Bainbridge To Hawes Road Patching	Patching	Burtersett	Tbc
A684/2/40	3a	A684 Bainbridge To Hawes Road SD	SD	Burtersett	£ 47,133
A684/2/45	3a	A684 Bainbridge To Hawes Road SD	SD	Burtersett	£ 51,323
A684/2/50	3a	A684 Bainbridge To Hawes Road SD	SD	Burtersett	£ 61,726
A684/2/65	3a	A684 Bainbridge To Hawes Road Surface Treatment (Retexturing)	Surface Treatment (Retexturing)	Burtersett	Tbc
C118/1/60	4a	C118 Church Bank Special	Special	Carperby	£ 100,000

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U1406/1/50	4b	U1406 St Annes Crescent Footway Slurry Sealing	Footway Slurry Sealing	Catterick Village	£ 12,000
A6055/4/60	3a	A6055 Road From Killerby Hall Track To Catterick Road Rejuvenator	Rejuvenator	Catterick Village	£ 30,729
A6055/4/70	3a	A6055 Road From Killerby Hall Track To Catterick Road Rejuvenator	Rejuvenator	Catterick Village	£ 30,729
U1207/1/50	4b	U1207 St Cuthberts Avenue Micro Surfacing	Micro Surfacing	Colburn	£ 14,169
U1207/1/70	4b	U1207 St Cuthberts Avenue Micro Surfacing	Micro Surfacing	Colburn	£ 4,147
U1212/1/50	4b	U1212 St Giles Close Micro Surfacing	Micro Surfacing	Colburn	£ 2,517
U1240/1/50	4b	U1240 St Peters Close Micro Surfacing	Micro Surfacing	Colburn	£ 1,947
U1239/1/50	4b	U1239 Bridge Close Micro Surfacing	Micro Surfacing	Colburn	£ 1,702
U1207/1/30	4b	U1207 Sutton Avenue Micro Surfacing	Micro Surfacing	Colburn	£ 12,918
U1218/1/50	4b	U1218 Coronation Avenue Micro Surfacing	Micro Surfacing	Colburn	£ 8,092
U1213/1/30	4b	U1213 Grange Road Micro Surfacing	Micro Surfacing	Colburn	£ 13,800
U1213/1/70	4b	U1213 Grange Road Micro Surfacing	Micro Surfacing	Colburn	£ 3,475
U1214/1/50	4b	U1214 Manor Grove Micro Surfacing	Micro Surfacing	Colburn	£ 2,239
U2401/1/50	4b	U2401 Meadowfield Road Micro Surfacing	Micro Surfacing	Colburn	£ 14,643
U1220/1/50	4b	U1220 Colville Road Micro Surfacing	Micro Surfacing	Colburn	£ 6,971
U1221/1/50	4b	U1221 Colville Crescent Micro Surfacing	Micro Surfacing	Colburn	£ 11,749
U1222/1/50	4b	U1222 First Avenue Micro Surfacing	Micro Surfacing	Colburn	£ 11,217
U3013/1/50	4b	U3013 Walkerville Avenue Micro Surfacing	Micro Surfacing	Colburn	£ 5,461
U1379/1/70	4b	U1379 Moulton Lane Patching	Patching	Dalton Gates	Tbc
A167/6/20	3a	A167 Northallerton Road Patching	Patching	Dalton On Tees	Tbc
A167/6/30	3a	A167 Northallerton Road Patching	Patching	Dalton On Tees	Tbc
B6270/4/85	3b	B6270 Road From Hags Gill Farm Track To Downholme Patching	Patching	Downholme	Tbc

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B6270/4/90	3b	B6270 Road From Hags Gill Farm Track To Downholme Patching	Patching	Downholme	Tbc
C7/1/60	4a	C7 North Eppleby To Greystone Lane Patching	Patching	Eppleby	Tbc
C7/1/70	4a	C7 Greystone Lane Patching	Patching	Eppleby	Tbc
C7/1/80	4a	C7 Greystone Lane Patching	Patching	Eppleby	Tbc
C7/1/90	4a	C7 Greystone Lane Patching	Patching	Eppleby	Tbc
C7/1/95	4a	C7 Greystone Lane Patching	Patching	Eppleby	Tbc
U1461/1/30	4b	U1461 No Mans Moor Lane SD	SD	Finghall	£ 17,630
C32/2/15	4a	C32 Bence Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Gayle	£ 20,000
C32/1/85	4b	C32 Beggarmans Road Landslip	Landslip	Gayle	£ 50,000
B6271/2/5	3b	B6271 Great Langton To Red House SD	SD	Great Langton	£ 48,565
A167/5/95	3a	A167 Northallerton Road Patching	Patching	Great Smeaton	Tbc
B6255/2/85	3b	B6255 Old Widdale Head To Hawes Road Drainage	Drainage	Hawes	£ 100,000
B6255/2/50	3b	B6255 Old Widdale Head To Hawes Road Drainage	Drainage	Hawes	£ 30,000
A684/2/25	3a	A684 Burterset Road Patching	Patching	Hawes	Tbc
A684/1/80	3a	A684 Hawes To Garsdale Head SD	SD	Hawes	£ 20,505
A684/1/90	3a	A684 Hawes To Garsdale Head SD	SD	Hawes	£ 65,343
B6255/2/40	3b	B6255 Old Widdale Head To Hawes Road Special	Special	Hawes	£ 30,000
A684/1/20	3a	A684 Hawes To Garsdale Head Surface Treatment (Retexturing)	Surface Treatment (Retexturing)	Hawes	Tbc
A684/1/30	3a	A684 Hawes To Garsdale Head Surface Treatment (Retexturing)	Surface Treatment (Retexturing)	Hawes	Tbc
A684/1/30	3a	A684 Hawes To Garsdale Head Surface Treatment (Retexturing)	Surface Treatment (Retexturing)	Hawes	Tbc
A684/1/30	3a	A684 Hawes To Garsdale Head Surface Treatment (Retexturing)	Surface Treatment (Retexturing)	Hawes	Tbc

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		Treatment (Retexturing)			
6270/3/70	3b	B6270 Healaugh To Feetham Patching	Patching	Healaugh	Tbc
U1246/1/30	4b	U1246 Theakston Lane SD	SD	Holly Hill	£ 11,826
U1246/1/70	4b	U1246 Theakston Lane SD	SD	Holly Hill	£ 3,942
C107/1/80	3b	C107 Richmond To Halfpenny House SD	SD	Hudswell	£ 23,401
C107/1/70	3b	C107 Richmond To Halfpenny House SD	SD	Hudswell	£ 19,098
C53/1/70	4a	C53 South View Patching	Patching	Hunton	Tbc
C53/1/75	4a	C53 Moor Lane Patching	Patching	Hunton	Tbc
U251/1/50	4b	U251 Calvert Houses SD	SD	Ivelet	£ 17,242
B6271/2/25	3b	B6271 Kiplin To District Boundary SD	SD	Kiplin	£ 28,936
C29/2/10	4b	C29 Langthwaite To Tan Hill Patching	Patching	Langthwaite	Tbc
C29/2/20	4a	C29 Langthwaite To Tan Hill Patching	Patching	Langthwaite	Tbc
C29/2/30	4a	C29 Langthwaite To Tan Hill Patching	Patching	Langthwaite	Tbc
C29/2/40	4a	C29 Langthwaite To Arkle Town Patching	Patching	Langthwaite	Tbc
C29/2/60	4a	C29 Arkengarthdale Road Patching	Patching	Langthwaite	Tbc
C29/1/70	4b	C29 Langthwaite To Tan Hill Special	Special	Langthwaite	£ 50,000
A684/4/60	3a	A684 Harmby Road Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Leyburn	£ 36,000
U2737/1/60	4b	U2737 Hawthorn Close SD	SD	Leyburn	£ 1,102
U2737/1/80	4b	U2737 Hawthorn Close SD	SD	Leyburn	£ 633
C109/1/05	4b	C109 Marske To Fremington Road Patching	Patching	Marrick Moor	Tbc
C109/1/10	4b	C109 Marske To Fremington Road Patching	Patching	Marrick Moor	Tbc
C109/1/20	4b	C109 Marske To Fremington Road Patching	Patching	Marrick Moor	Tbc
C109/1/30	4b	C109 Marske To Fremington Road Patching	Patching	Marrick Moor	Tbc
U943/1/30	4a	U943 Richmond To Marske Road Patching	Patching	Marske	Tbc
U943/1/35	4a	U943 Richmond To Marske Road Patching	Patching	Marske	Tbc

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C35/2/50	3b	C35 Road From Melmerby To Gildersbeck Farm Entrance Patching	Patching	Melmerby	Tbc
C35/2/60	4a	C35 Road From Melmerby To Gildersbeck Farm Entrance Patching	Patching	Melmerby	Tbc
A6108/2/95	3a	A6108 East Witton Road Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Middleham	£ 10,000
U2725/1/50	4b	U2725 Park Lane Micro Surfacing	Micro Surfacing	Middleham	£ 22,821
C6/1/50	4a	C6 Richmond Road Patching	Patching	Middleton Tyas	Tbc
C6/1/55	4a	C6 Richmond Road Patching	Patching	Middleton Tyas	Tbc
C6/1/60	4a	C6 Richmond Road Patching	Patching	Middleton Tyas	Tbc
C6/1/65	4a	C6 Richmond Road Patching	Patching	Middleton Tyas	Tbc
C6/1/70	4a	C6 Richmond Road Patching	Patching	Middleton Tyas	Tbc
C6/1/75	4a	C6 Richmond Road Patching	Patching	Middleton Tyas	Tbc
C6/1/80	4a	C6 Richmond Road Patching	Patching	Middleton Tyas	Tbc
C6/1/85	4a	C6 Richmond Road Patching	Patching	Middleton Tyas	Tbc
C46/1/75	4a	C46 Village Street SD	SD	Middleton Tyas	£ 9,070
C1/1/20	4a	C1 Back Lane Patching	Patching	Moulton	Tbc
C1/1/25	4a	C1 Back Lane Patching	Patching	Moulton	Tbc
B6270/2/20	3b	B6270 Muker To Thwaite Special	Special	Muker	£ 35,000
B6270/2/20	3b	B6270 Muker To Thwaite Special	Special	Muker	£ 25,000
C1/1/30	4a	C1 Back Lane Patching	Patching	North Cowton	Tbc
C1/1/35	4a	C1 Back Lane Patching	Patching	North Cowton	Tbc
U1379/1/30	4b	U1379 Back Lane Patching	Patching	North Cowton	Tbc
U1379/1/50	4b	U1379 Back Lane Patching	Patching	North Cowton	Tbc
A684/6/15	3a	A684 Little Crakehall To Patrick Brompton Patching	Patching	Patrick Brompton	Tbc
C35/1/20	3b	C35 Road From Redmire To Light Lane SD	SD	Redmire	£ 37,840
C35/1/30	3b	C35 Road From Redmire To Light Lane SD	SD	Redmire	£ 20,549
A6136/1/20	3a	A6136 Longwood Bank Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Richmond	£ 24,000

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C129/1/60	3b	C129 Road From Hudswell Lane To Holly Hill Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Richmond	£ 30,000
U1219/1/50	4b	U1219 From Sutton Avenue To Forest Drive Micro Surfacing	Micro Surfacing	Richmond	£ 2,279
B6271/1/15	3b	B6271 Maison Dieu To Parkgate Lane Patching	Patching	Richmond	Tbc
B6271/1/20	3b	B6271 Maison Dieu To Parkgate Lane Patching	Patching	Richmond	Tbc
B6271/1/25	3b	B6271 Maison Dieu To Parkgate Lane Patching	Patching	Richmond	Tbc
U1303/1/70	4b	U1303 Market Place R&R	R&R	Richmond	£ 32,740
U1303/1/50	4b	U1303 Market Place R&R	R&R	Richmond	£ 52,348
U1257/1/70	4b	U1257 Bargate R&R	R&R	Richmond	£ 52,384
U1257/1/30	4b	U1257 Bridge Street R&R	R&R	Richmond	£ 126,049
A6136/1/10	3a	A6136 Station Road R&R	R&R	Richmond	£ 150,000
A6108/4/25	3a	A6108 Victoria Road R&R	R&R	Richmond	£ 150,000
U961/1/50	4b	U961 Westfields SD	SD	Richmond	£ 13,247
U961/1/70	4b	U961 Westfields SD	SD	Richmond	£ 2,190
C107/1/90	3b	C107 Road From Hudswell Lane To Holly Hill SD	SD	Richmond	£ 4,713
A6108/4/65	3a	A6108 Darlington Road SD	SD	Richmond	£ 44,224
U1303/1/30	4b	U1303 Market Place Special	Special	Richmond	£ 100,000
B6271/1/85	3b	B6271 Bolton Road SD	SD	Scorton	£ 10,195
C31/4/80	3b	C31 Bedale Road Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Scotton	£ 66,000
U1184/1/70	4b	U1184 Mallard Road Footway Slurry Sealing	Footway Slurry Sealing	Scotton	£ 40,000
C32/2/75	4a	C32 Hawes To Thwaite Patching	Patching	Simonstone	Tbc
C32/2/80	4a	C32 Hawes To Thwaite Patching	Patching	Simonstone	Tbc
A6055/5/80	3a	A6055 Road From Scurragh Lane To Roundabout At Blue Anchor Corner Rejuvenator	Rejuvenator	Skeeby	£ 44,438
U1347/1/70	4b	U1347 Strawgate Lane Patching	Patching	Stapleton	Tbc

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C12/3/90	3b	C12 Stapleton To Blackwell Bridge Roundabout SD	SD	Stapleton	£ 18,323
C12/3/80	3b	C12 Stapleton Bank SD	SD	Stapleton	£ 27,794
C12/3/70	3b	C12 Stapleton To Barton Road SD	SD	Stapleton	£ 43,023
C12/3/70	3b	C12 Stapleton To Barton Road SD	SD	Stapleton	£ 42,928
C12/3/50	3b	C12 Stapleton To Barton Road SD	SD	Stapleton	£ 26,223
C105/1/30	4a	C105 Cubeck To Thornton Rust Road Patching	Patching	Thornton Rust	Tbc
C105/1/40	4a	C105 Main Street Patching	Patching	Thornton Rust	Tbc
C105/1/50	4a	C105 Main Street Patching	Patching	Thornton Rust	Tbc
C32/2/90	4a	C32 Cliff Gate Road Patching	Patching	Thwaite	Tbc
C37/1/70	3b	C37 Tunstall Main Street Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Tunstall	£ 6,000
C35/2/5	3b	C35 Road From Gildersbeck Farm Entrance To Wensley Patching	Patching	Wensley	Tbc
C35/2/10	3b	C35 Road From Gildersbeck Farm Entrance To Wensley Patching	Patching	Wensley	Tbc
C35/2/20	3b	C35 Road From Gildersbeck Farm Entrance To Wensley Patching	Patching	Wensley	Tbc
C35/2/30	3b	C35 Road From Gildersbeck Farm Entrance To Wensley Patching	Patching	Wensley	Tbc
C35/2/40	3b	C35 Road From Gildersbeck Farm Entrance To Wensley Patching	Patching	Wensley	Tbc
C35/1/40	3b	C35 Road From Light Lane To Wensley SD	SD	Wensley	£ 23,310
C35/1/50	3b	C35 Road From Light Lane To Wensley SD	SD	Wensley	£ 30,172
C35/1/60	3b	C35 Road From Light Lane To Wensley SD	SD	Wensley	£ 17,290
C35/1/70	3b	C35 Road From Light Lane To Wensley SD	SD	Wensley	£ 23,003
C35/1/80	3b	C35 Road From Light Lane To Wensley SD	SD	Wensley	£ 5,099
C49/1/30	4a	C49 Eshington Lane Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	West Burton	£ 10,000

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U918/1/50	4b	U918 Low Lane SD	SD	Woodhall	£ 7,041
C105/1/25	4a	C105 Worton To Cubeck Road Patching	Patching	Worton	Tbc
A684/2/60	3a	A684 Northallerton Road To Kendal Road Surface Treatment (Retexturing)	Surface Treatment (Retexturing)	Worton	Tbc
A684/2/63	3a	A684 Northallerton Road To Kendal Road Surface Treatment (Retexturing)	Surface Treatment (Retexturing)	Worton	Tbc

Area 2 Schemes for inclusion in the Highways Capital Forward Programme

Link & Section	Hierarchy	Scheme Name	Treatment Type	Town	Budget
U1677/1/50	4b	U1677 Straight Lane Patching	Patching	Aldwark	£ 74,238
C185/1/20	4a	C185 Aldwark Church To Hollin Hill R&R	R&R	Aldwark	£ 50,889
C185/1/30	4a	C185 Aldwark Church To Hollin Hill R&R	R&R	Aldwark	£ 50,889
C185/1/40	4a	C185 Aldwark Village R&R	R&R	Aldwark	£ 50,889
Various A2	Various	Various A2 Multiple Locations Tbc Locally In Area 2 Cat 1a,1 2 Footway Patching	Cat 1a,1 2 Footway Patching	Area Wide	£ 31,983
Various A2	Various	Various A2 Multiple Locations Tbc Locally In Area 2 Cat 3,4,5 Footway Patching	Cat 3,4,5 Footway Patching	Area Wide	£ 72,476
Various A2	Various	Various A2 Multiple Locations Tbc Locally In Area 2 Gully Maintenance	Gully Maintenance	Area Wide	£ 57,000
Various A2	Various	Various A2 Multiple Locations Tbc Locally In Area 2 Parapet Maintenance	Parapet Maintenance	Area Wide	£ 35,700
Various A2	Various	Various A2 Multiple Locations Tbc Locally In Area 2 Spray Injection Patching	Spray Injection Patching	Area Wide	£ 71,400
Various A2	Various	Various A2 Multiple Locations Tbc Locally In Area 2 Urban Surfaced Prow	Urban Surfaced Prow	Area Wide	£ 36,000
U1473/1/50	4b	U1473 Grange Road Micro Surfacing	Micro Surfacing	Bedale	£ 13,915
U1474/1/30	4b	U1474 Pasture Drive Micro Surfacing	Micro Surfacing	Bedale	£ 19,195
U2728/1/50	4b	U2728 Meadow Grove Micro Surfacing	Micro Surfacing	Bedale	£ 5,390
U1475/1/50	4b	U1475 Pinewood Grove Micro Surfacing	Micro Surfacing	Bedale	£ 4,840
U1476/1/50	4b	U1476 Beechwood Close Micro Surfacing	Micro Surfacing	Bedale	£ 5,170
B6285/1/95	3b	B6285 South End R&R	R&R	Bedale	£ 226,728
A684/6/65	3a	A684 Road From North End Roundabout To Local Access Road Roundabout Rejuvenator	Rejuvenator	Bedale	£ 32,805
C87/2/65	4a	C87 Boroughbridge Road Patching	Patching	Brafferton	£ 50,675
C87/2/70	4a	C87 Boroughbridge Road Patching	Patching	Brafferton	£ 50,675

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U2085/1/30	4b	U2085 Water End R&R	R&R	Brompton	£ 58,387
U3660/1/50	4b	U3660 Fullicar Lane R&R	R&R	Brompton	£ 58,387
C88/1/25	3b	C88 Mill Dike Lane Patching	Patching	Carlton Husthwaite	£ 77,727
C88/1/30	3b	C88 Mill Dike Lane Patching	Patching	Carlton Husthwaite	£ 77,727
C88/1/35	3b	C88 Thirsk Bank To Mill Dike Lane Patching	Patching	Coxwold	£ 77,727
C88/1/40	3b	C88 Coxwold Village Patching	Patching	Coxwold	£ 77,727
C170/1/60	4a	C170 Crayke Lane SD	SD	Crayke	£ 9,167
C170/1/50	4a	C170 Crayke Lane SD	SD	Crayke	£ 6,635
C170/1/40	4a	C170 Church Hill SD	SD	Crayke	£ 19,904
C86/3/20	4a	C86 Easingwold To Crayke SD	SD	Crayke	£ 36,055
C86/3/30	4a	C86 Easingwold To Crayke SD	SD	Crayke	£ 18,886
C170/1/05	4a	C170 Crayke Lane SD	SD	Crayke	£ 26,947
C170/1/10	4a	C170 Crayke Lane SD	SD	Crayke	£ 16,151
C99/2/10	4a	C99 Dalton Lane Patching	Patching	Dalton	£ 76,945
C99/2/30	4a	C99 Dalton Lane To Sandholmes Farm Track Patching	Patching	Dalton	£ 62,705
C168/1/05	4a	C168 Water Lane To Willow Bridge Lane Patching	Patching	Dalton	£ 150,923
U1787/1/20	3b	U1787 Eldmire Lane Patching	Patching	Dalton	£ 51,566
U1913/1/50	4b	U1913 Eldmire Lane To Dalton Old Airfield Industrial Estate Patching	Patching	Dalton	£ 51,566
U1787/1/20	3b	U1787 Eldmire Lane Patching	Patching	Dalton	£ 51,566
A167/1/80	3a	A167 Road From Topcliffe To Eldmire Lane Rejuvenator	Rejuvenator	Dalton	£ 7,031
C99/2/05	3b	C99 Road From Topcliffe To Eldmire Lane Rejuvenator	Rejuvenator	Dalton	£ 7,031
C86/3/15	4a	C86 Crayke Road SD	SD	Easingwold	£ 17,809
C91/1/15	3b	C91 Stillington Road SD	SD	Easingwold	£ 42,321
C91/1/20	3b	C91 Pennycarr To The Westerlies SD	SD	Easingwold	£ 48,593
U1624/1/50	4b	U1624 Dawney Lane SD	SD	Easingwold	£ 5,499
U1787/1/40	4b	U1787 Eldmire Lane To Eldmire Moor Road Patching	Patching	Eldmire	£ 51,566
U1804/1/30	4b	U1804 High Lane R&R	R&R	Felixkirk	£ 46,733
U1804/1/70	4b	U1804 High Lane R&R	R&R	Felixkirk	£ 46,733

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C16/1/60	3b	C16 Newton Road R&R	R&R	Great Ayton	£ 174,202
U1859/1/70	4b	U1859 Busby Grange To Shale Bridge SD	SD	Great Busby	£ 10,259
C87/2/85	4a	C87 Helperby To Derrings Farm Track Patching	Patching	Helperby	£ 118,265
U2006/1/30	4b	U2006 Fardeanside Patching	Patching	High Worsall	£ 79,824
U2006/1/70	4b	U2006 Fardeanside Patching	Patching	High Worsall	£ 79,824
C96/1/50	4a	C96 Low Street Patching	Patching	Husthwaite	£ 242,245
C22/1/40	3b	C22 Garbutts Lane To Crathorne SD	SD	Hutton Rudby	£ 21,892
C22/1/50	3b	C22 Garbutts Lane To Crathorne SD	SD	Hutton Rudby	£ 37,360
C22/1/60	3b	C22 Garbutts Lane To Crathorne SD	SD	Hutton Rudby	£ 22,130
C22/1/70	3b	C22 Garbutts Lane SD	SD	Hutton Rudby	£ 51,241
U1813/1/50	4b	U1813 Wandhill Lane Patching	Patching	Kirby Knowle	£ 105,491
A6055/4/40	3a	A6055 Road From Lords Lane To Killerby Hall Track Rejunvator	Rejuvenator	Kirkby Fleetham	£ 30,729
A6055/4/50	3a	A6055 Road From Lords Lane To Killerby Hall Track Rejunvator	Rejuvenator	Kirkby Fleetham	£ 30,729
U1834/1/30	4b	U1834 Clipt Lane Cattle Grid	Cattle Grid	Knayton	£ 75,000
C114/1/40	4a	C114 Leeming Lane R&R	R&R	Leeming Bar	£ 198,564
A6055/4/10	3a	A6055 Road From Leeming Bar To Lords Lane Rejunvator	Rejuvenator	Leeming Bar	£ 30,729
A6055/4/20	3a	A6055 Road From Leeming Bar To Lords Lane Rejunvator	Rejuvenator	Leeming Bar	£ 30,729
A6055/4/30	3a	A6055 Road From Leeming Bar To Lords Lane Rejunvator	Rejuvenator	Leeming Bar	£ 30,729
A684/7/08	3a	A684 Leases Link Road Rejunvator	Rejuvenator	Leeming Bar	£ 32,805
A684/7/25	3a	A684 Road From Leases Road Roundabout To Holmfield Roundabout Rejunvator	Rejuvenator	Leeming Bar	£ 32,805
C139/1/60	4b	C139 Road From Middleton Road To Middleton On Leven SD	SD	Middleton On Leven	£ 15,142
B1365/1/95	3b	B1365 Castle Hill To County Boundary SD	SD	Newby	£ 46,101

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C10/1/45	4a	C10 Newby Wiske Village SD	SD	Newby Wiske	£ 25,535
U1918/1/20	4b	U1918 Norby Estate Micro Surfacing	Micro Surfacing	Norby	£ 25,025
U1918/1/30	4b	U1918 Norby Estate Micro Surfacing	Micro Surfacing	Norby	£ 2,750
U1918/1/40	4b	U1918 Norby Estate Micro Surfacing	Micro Surfacing	Norby	£ 2,420
U1918/1/50	4b	U1918 Norby Estate Micro Surfacing	Micro Surfacing	Norby	£ 1,980
U1918/1/60	4b	U1918 Norby Estate Micro Surfacing	Micro Surfacing	Norby	£ 1,595
U1918/1/70	4b	U1918 Norby Estate Micro Surfacing	Micro Surfacing	Norby	£ 4,400
U1918/1/80	4b	U1918 Norby Estate Micro Surfacing	Micro Surfacing	Norby	£ 2,805
U2506/1/50	4b	U2506 Galtres Road Micro Surfacing	Micro Surfacing	Northallerton	£ 16,665
U2504/1/50	4b	U2504 Fountains Place Micro Surfacing	Micro Surfacing	Northallerton	£ 7,645
U2505/1/50	4b	U2505 Fountains Road Micro Surfacing	Micro Surfacing	Northallerton	£ 14,905
U2508/1/50	4b	U2508 Winston Court Micro Surfacing	Micro Surfacing	Northallerton	£ 8,855
U2507/1/50	4b	U2507 South View Micro Surfacing	Micro Surfacing	Northallerton	£ 6,050
U2501/1/40	4b	U2501 Ash Grove Micro Surfacing	Micro Surfacing	Northallerton	£ 5,500
U2501/1/60	4b	U2501 Ash Grove Micro Surfacing	Micro Surfacing	Northallerton	£ 2,200
U2500/1/60	4b	U2500 Turker Lane Micro Surfacing	Micro Surfacing	Northallerton	£ 3,300
U2502/1/10	4b	U2502 Winton Road Micro Surfacing	Micro Surfacing	Northallerton	£ 12,100
U2502/1/20	4b	U2502 Winton Road Micro Surfacing	Micro Surfacing	Northallerton	£ 11,000
U2502/1/30	4b	U2502 Winton Road Micro Surfacing	Micro Surfacing	Northallerton	£ 2,750
U2502/1/40	4b	U2502 Winton Road Micro Surfacing	Micro Surfacing	Northallerton	£ 4,400
U2502/1/50	4b	U2502 Winton Road Micro Surfacing	Micro Surfacing	Northallerton	£ 4,730
U2502/1/60	4b	U2502 Winton Road Micro Surfacing	Micro Surfacing	Northallerton	£ 4,675
U2503/1/50	4b	U2503 Thorntree Road Micro Surfacing	Micro Surfacing	Northallerton	£ 25,190
C149/1/10	3b	C149 Bullamoor Road Patching	Patching	Northallerton	£ 49,892
C149/1/20	4a	C149 Bullamoor Road Patching	Patching	Northallerton	£ 49,892
C149/1/30	4a	C149 Bullamoor Road Patching	Patching	Northallerton	£ 49,892
U2603/1/70	4b	U2603 High Street R&R	R&R	Northallerton	£ 38,315

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U2603/1/80	4b	U2603 High Street R&R	R&R	Northallerton	£ 38,315
U2603/1/90	4b	U2603 High Street R&R	R&R	Northallerton	£ 38,315
U2534/1/10	4b	U2534 Ashlands Road SD	SD	Northallerton	£ 7,645
U2534/1/20	4b	U2534 Ashlands Road SD	SD	Northallerton	£ 9,638
U2536/1/20	4b	U2536 Ashlands Close SD	SD	Northallerton	£ 2,392
U2536/1/40	4b	U2536 Ashlands Close SD	SD	Northallerton	£ 1,806
U2536/1/60	4b	U2536 Ashlands Close SD	SD	Northallerton	£ 2,087
U2536/1/80	4b	U2536 Ashlands Close SD	SD	Northallerton	£ 610
U2532/1/20	4b	U2532 Bullamoor Close SD	SD	Northallerton	£ 2,087
U2532/1/40	4b	U2532 Bullamoor Close SD	SD	Northallerton	£ 492
U2532/1/60	4b	U2532 Bullamoor Close SD	SD	Northallerton	£ 1,079
U2525/1/45	4a	U2525 Valley Road SD	SD	Northallerton	£ 13,071
U2541/1/20	4b	U2541 Knotto Bottom Close SD	SD	Northallerton	£ 2,462
U2541/1/40	4b	U2541 Knotto Bottom Way SD	SD	Northallerton	£ 1,337
U2541/1/50	4b	U2541 Knotto Bottom Close SD	SD	Northallerton	£ 3,916
U2541/1/60	4b	U2541 Knotto Bottom Way SD	SD	Northallerton	£ 3,682
U2541/1/80	4b	U2541 Knotto Bottom Way SD	SD	Northallerton	£ 1,430
U2525/1/75	4a	U2525 Valley Road SD	SD	Northallerton	£ 849
U2540/1/20	4b	U2540 Newlands SD	SD	Northallerton	£ 3,095
U2540/1/40	4b	U2540 Newlands SD	SD	Northallerton	£ 1,430
U2540/1/60	4b	U2540 Newlands SD	SD	Northallerton	£ 1,477
U2539/1/50	4b	U2539 Prospect Place SD	SD	Northallerton	£ 1,384
U2538/1/08	4b	U2538 Bankhead Road SD	SD	Northallerton	£ 10,459
U2538/1/16	4b	U2538 Bankhead Road SD	SD	Northallerton	£ 7,246
U2538/1/24	4b	U2538 Bankhead Road SD	SD	Northallerton	£ 985
U2538/1/32	4b	U2538 Bankhead Road SD	SD	Northallerton	£ 2,415
U2538/1/40	4b	U2538 Bankhead Road SD	SD	Northallerton	£ 727
U2538/1/48	4b	U2538 Bankhead Road SD	SD	Northallerton	£ 563
U2538/1/50	4b	U2538 Bankhead Road SD	SD	Northallerton	£ 328
U2538/1/56	4b	U2538 Bankhead Road SD	SD	Northallerton	£ 1,008

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U2538/1/64	4b	U2538 Bankhead Road SD	SD	Northallerton	£ 1,008
U2538/1/72	4b	U2538 Bankhead Road SD	SD	Northallerton	£ 2,298
U2538/1/80	4b	U2538 Bankhead Road SD	SD	Northallerton	£ 1,102
U2538/1/88	4b	U2538 Bankhead Road SD	SD	Northallerton	£ 1,055
U2734/1/30	4b	U2734 Bramblefields SD	SD	Northallerton	£ 1,008
U2734/1/50	4b	U2734 Bramblefields SD	SD	Northallerton	£ 539
U2734/1/70	4b	U2734 Bramblefields SD	SD	Northallerton	£ 704
U2533/1/20	4b	U2533 Hailstone Drive SD	SD	Northallerton	£ 7,879
U2533/1/40	4b	U2533 Hailstone Drive SD	SD	Northallerton	£ 610
U2533/1/60	4b	U2533 Hailstone Drive SD	SD	Northallerton	£ 797
U2533/1/80	4b	U2533 Hailstone Drive SD	SD	Northallerton	£ 938
U2530/1/40	4b	U2530 The Crescent SD	SD	Northallerton	£ 7,668
U2530/1/80	4b	U2530 The Crescent SD	SD	Northallerton	£ 4,409
U3493/1/50	4b	U3493 Central Drive SD	SD	Northallerton	£ 2,439
U2531/1/50	4b	U2531 Central Drive SD	SD	Northallerton	£ 4,643
U2527/1/50	4b	U2527 Elm Avenue SD	SD	Northallerton	£ 3,119
U2528/1/50	4b	U2528 Elm Close SD	SD	Northallerton	£ 1,290
U2529/1/50	4b	U2529 Elm Court SD	SD	Northallerton	£ 1,360
U2525/1/60	4b	U2525 Valley Road SD	SD	Northallerton	£ 2,017
U2963/1/10	4b	U2963 Trinity Gardens SD	SD	Northallerton	£ 6,003
U2963/1/70	4b	U2963 Trinity Gardens SD	SD	Northallerton	£ 1,055
U2963/1/75	4b	U2963 Trinity Gardens SD	SD	Northallerton	£ 375
U2963/1/80	4b	U2963 Trinity Gardens SD	SD	Northallerton	£ 516
U2963/1/90	4b	U2963 Trinity Gardens SD	SD	Northallerton	£ 868
U2963/1/40	4b	U2963 Trinity Gardens SD	SD	Northallerton	£ 1,219
U2963/1/50	4b	U2963 Trinity Gardens SD	SD	Northallerton	£ 1,501
U2963/1/60	4b	U2963 Trinity Gardens SD	SD	Northallerton	£ 305
U2963/1/15	4b	U2963 Trinity Gardens SD	SD	Northallerton	£ 328
U2963/1/20	4b	U2963 Trinity Gardens SD	SD	Northallerton	£ 281

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U2963/1/30	4b	U2963 Trinity Gardens SD	SD	Northallerton	£ 235
C126/1/30	4a	C126 Moor Lane SD	SD	Nosterfield	£ 21,393
U2236/1/50	4b	U2236 Picton To Staindale Track Patching	Patching	Picton	£ 102,842
U1875/1/50	4b	U1875 Cooper Close SD	SD	Potto	£ 7,945
U1613/1/70	4a	U1613 Raskelf To Thirsk Easingwold Road Patching	Patching	Raskelf	£ 76,767
U2556/1/20	4b	U2556 Grenadier Drive SD	SD	Romanby	£ 5,558
U2555/1/50	4b	U2555 Regency Court SD	SD	Romanby	£ 4,057
U2556/1/40	4b	U2556 Grenadier Drive SD	SD	Romanby	£ 633
U2556/1/60	4b	U2556 Grenadier Drive SD	SD	Romanby	£ 1,501
U2557/1/50	4b	U2557 Mill Hill Crescent SD	SD	Romanby	£ 2,978
U2558/1/40	4b	U2558 Bradley Avenue SD	SD	Romanby	£ 2,533
U2558/1/80	4b	U2558 Bradley Avenue SD	SD	Romanby	£ 1,430
U2559/1/50	4b	U2559 Bryden Close SD	SD	Romanby	£ 1,501
U2560/1/50	4b	U2560 Carrol Close SD	SD	Romanby	£ 1,126
U2633/1/75	4b	U2633 Yafforth Road SD	SD	Romanby	£ 22,629
U2633/1/90	4b	U2633 Yafforth Road SD	SD	Romanby	£ 6,613
C136/1/40	4a	C136 Tanton Road SD	SD	Seamer	£ 26,622
C136/1/30	4a	C136 Tanton Road SD	SD	Seamer	£ 20,913
A61/7/50	3a	A61 Busby Stoop To Skipton Bridge Patching	Patching	Skipton-On-Swale	£ 28,660
A167/3/65	3a	A167 Solberge Lodge To South Otterington Crossroads SD	SD	South Otterington	£ 38,545
A167/3/70	3a	A167 Solberge Lodge To South Otterington Crossroads SD	SD	South Otterington	£ 20,796
U3447/1/30	4b	U3447 School Garth Micro Surfacing	Micro Surfacing	Sowerby	£ 6,765
U3447/1/70	4b	U3447 School Garth Micro Surfacing	Micro Surfacing	Sowerby	£ 1,760
U1938/1/30	4b	U1938 Kings Gardens Micro Surfacing	Micro Surfacing	Sowerby	£ 5,500
U1938/1/50	4b	U1938 Kings Gardens Micro Surfacing	Micro Surfacing	Sowerby	£ 4,125
U1938/1/70	4b	U1938 Kings Gardens Micro Surfacing	Micro Surfacing	Sowerby	£ 4,730
U1948/1/20	4b	U1948 Kings Meadows Micro Surfacing	Micro Surfacing	Sowerby	£ 13,915

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U1948/1/40	4b	U1948 Kings Meadows Micro Surfacing	Micro Surfacing	Sowerby	£ 2,420
U1948/1/60	4b	U1948 Kings Meadows Micro Surfacing	Micro Surfacing	Sowerby	£ 2,255
U1948/1/80	4b	U1948 Kings Meadows Micro Surfacing	Micro Surfacing	Sowerby	£ 9,735
B1448/1/40	3b	B1448 Topcliffe Road Patching	Patching	Sowerby	£ 109,478
B1448/1/30	3b	B1448 Topcliffe Road Patching	Patching	Sowerby	£ 109,478
U1950/1/20	4b	U1950 Saxty Way SD	SD	Sowerby	£ 8,606
U1950/1/30	4b	U1950 Saxty Way SD	SD	Sowerby	£ 985
U1950/1/40	4b	U1950 Saxty Way SD	SD	Sowerby	£ 1,642
U1950/1/50	4b	U1950 Saxty Way SD	SD	Sowerby	£ 2,626
U1950/1/60	4b	U1950 Saxty Way SD	SD	Sowerby	£ 1,290
U1950/1/70	4b	U1950 Saxty Way SD	SD	Sowerby	£ 1,290
U1889/1/30	4b	U1889 Cocked Hat Park SD	SD	Sowerby	£ 5,839
U1889/1/50	4b	U1889 Cocked Hat Park SD	SD	Sowerby	£ 2,861
U1889/1/70	4b	U1889 Cocked Hat Park SD	SD	Sowerby	£ 1,173
C91/1/25	3b	C91 West Lane SD	SD	Stillington	£ 29,259
B1257/4/75	3b	B1257 Cricket Field Traffic Circus To Great Broughton Patching	Patching	Stokesley	£ 68,317
B1257/4/80	3b	B1257 Cricket Field Traffic Circus To Great Broughton Patching	Patching	Stokesley	£ 68,317
B1365/1/90	3b	B1365 Tanton Bridge To Castle Hill SD	SD	Stokesley	£ 29,560
B1365/1/85	3b	B1365 Tanton Bridge To Castle Hill SD	SD	Stokesley	£ 30,720
B1365/1/80	3b	B1365 Strikes Roundabout To Tanton Bridge SD	SD	Stokesley	£ 47,605
B1257/4/80	3b	B1257 Cricket Field Traffic Circus To Great Broughton SD	SD	Stokesley	£ 23,228
B1257/4/75	3b	B1257 Cricket Field Traffic Circus To Great Broughton SD	SD	Stokesley	£ 48,352
B1257/4/70	3b	B1257 Cricket Field Traffic Circus To Great Broughton SD	SD	Stokesley	£ 31,834
B1365/1/30	3b	B1365 Springfield Slurry Sealing	Slurry Sealing	Stokesley	£ 13,833
U2029/1/50	4b	U2029 The Avenue Slurry Sealing	Slurry Sealing	Stokesley	£ 5,619
U2052/1/50	4b	U2052 Westfield Road Slurry Sealing	Slurry Sealing	Stokesley	£ 1,223
U2051/1/40	4b	U2051 Fairfield Road Slurry Sealing	Slurry Sealing	Stokesley	£ 4,837
U2027/1/50	4b	U2027 Sowerby Crescent Slurry Sealing	Slurry Sealing	Stokesley	£ 12,944

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U2023/1/30	4b	U2023 Allen Grove Slurry Sealing	Slurry Sealing	Stokesley	£ 2,320
U2026/1/50	4b	U2026 Allen Grove Slurry Sealing	Slurry Sealing	Stokesley	£ 2,712
U2023/1/30	4b	U2023 Allen Grove Slurry Sealing	Slurry Sealing	Stokesley	£ 956
U2049/1/50	4b	U2049 Eastfields Slurry Sealing	Slurry Sealing	Stokesley	£ 8,275
U2049/1/50	4b	U2049 Eastfields Slurry Sealing	Slurry Sealing	Stokesley	£ 1,028
U2125/1/50	4b	U2125 Springfield Garden Slurry Sealing	Slurry Sealing	Stokesley	£ 3,244
C1/3/50	3b	C1 Stokesley To Tame Bridge Slurry Sealing	Slurry Sealing	Stokesley	£ 5,407
B1365/1/20	3b	B1365 West Green Slurry Sealing	Slurry Sealing	Stokesley	£ 3,189
U2028/1/30	4b	U2028 West Green Slurry Sealing	Slurry Sealing	Stokesley	£ 2,596
A170/1/65	2	A170 Sutton Bank Special	Special (Recurring)	Sutton-Under-Whitstonecliffe	£ 100,000
C88/1/15	3b	C88 Low Lane Patching	Patching	Thirkleby	£ 68,149
C88/1/15	3b	C88 Low Lane Patching	Patching	Thirkleby	£ 77,727
C88/1/20	3b	C88 Low Road Patching	Patching	Thirkleby	£ 77,727
A19/5/72	2	A19 York Road Patching	Patching	Thirkleby	£ 44,444
A19/5/64	2	A19 York Road SD	SD	Thirkleby	£ 73,328
A19/5/58	2	A19 York Road SD	SD	Thirkleby	£ 15,015
A19/5/74	2	A19 York Road Patching	Patching	Thirsk	£ 44,444
U1917/1/70	4b	U1917 St Marys Walk SD	SD	Thirsk	£ 10,341
U1924/1/50	4b	U1924 St Marys Way SD	SD	Thirsk	£ 5,534
U1932/1/50	4b	U1932 Fairfield SD	SD	Thirsk	£ 1,243
U2116/1/50	4b	U2116 Stoneybrough Close SD	SD	Thirsk	£ 2,697
U2096/1/50	4b	U2096 St Marys Avenue SD	SD	Thirsk	£ 2,580
U1930/1/50	4b	U1930 St Marys Close SD	SD	Thirsk	£ 2,580
U1931/1/50	4b	U1931 St Marys Drive SD	SD	Thirsk	£ 2,017
U2117/1/50	4b	U2117 Herriot Way SD	SD	Thirsk	£ 6,308
U2118/1/30	4b	U2118 Darrowby Close SD	SD	Thirsk	£ 4,878
U2118/1/70	4b	U2118 Darrowby Close SD	SD	Thirsk	£ 1,008
U2119/1/50	4b	U2119 Drovers Way SD	SD	Thirsk	£ 2,673
U2120/1/50	4b	U2120 Allerdale Close SD	SD	Thirsk	£ 1,313

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		Area 2 Thirsk Market Place Phase 1 Special	Special	Thirsk	£ 176,400
C100/1/50	4a	C100 York Bridge Road Patching	Patching	Tollerton	£ 116,628
C100/1/60	4a	C100 York Bridge Road Patching	Patching	Tollerton	£ 116,628
A167/1/60	3a	A167 Long Street Rejuvenator	Rejuvenator	Topcliffe	£ 7,031
A167/2/10	3a	A167 Front Street Rejuvenator	Rejuvenator	Topcliffe	£ 7,031
A167/2/20	3a	A167 Church Street Rejuvenator	Rejuvenator	Topcliffe	£ 7,031
C10/1/50	4a	C10 Warlaby To Newby Wiske SD	SD	Warlaby	£ 23,426
C10/1/55	4a	C10 Warlaby To Newby Wiske SD	SD	Warlaby	£ 13,629
C10/1/60	4a	C10 Warlaby To Newby Wiske SD	SD	Warlaby	£ 12,537
C36/1/10	4a	C36 Road From Well Crossroads To West Tanfield SD	SD	West Tanfield	£ 25,366
C36/1/15	4a	C36 Road From Well Crossroads To West Tanfield SD	SD	West Tanfield	£ 20,031
C126/1/20	4a	C126 Nosterfield Road SD	SD	West Tanfield	£ 31,263
U638/2/50	4b	U638 Yearsley Moor To South Lodge SD	SD	Yearsley	£ 14,314

Area 3 (Scarborough) Schemes for inclusion in the Highways Capital Forward Programme

Link & Section	Hierarchy	Scheme Name	Treatment Type	Town	Budget
U2248/1/40	4b	U2248 Easton Lane Parapet Maintenance	Parapet Maintenance	Ainthorpe	£ 75,000
A171/5/05	3a	A171 Guisborough Road R&R	R&R	Aislaby	£ 125,000
C81/1/20	4a	C81 Main Road R&R	R&R	Aislaby	£ 120,000
Various A3	Various	Various A3 Multiple Locations Tbc Locally In Area 3 Cat 1a,1 2 Footway Patching	Cat 1a,1 2 Footway Patching	Area Wide	£ 112,102
Various A3	Various	Various A3 Multiple Locations Tbc Locally In Area 3 Cat 3,4,5 Footway Patching	Cat 3,4,5 Footway Patching	Area Wide	£ 90,662
Various A3	Various	Various A3 Multiple Locations Tbc Locally In Area 3 Spray Injection Patching	Spray Injection Patching	Area Wide	£ 71,400
Various A3	Various	Various A3 Multiple Locations Tbc Locally In Area 3 Urban Surfaced Prow	Urban Surfaced Prow	Area Wide	£ 30,600
U604/1/60	4b	U604 Cayley Lane Patching	Patching	Brompton	£ 50,000
A170/5/20	2	A170 High Street R&R	R&R	Brompton	£ 245,000
A170/5/10	2	A170 Road From Low Garth To West Brow Patching	Patching	Brompton By Sawdon	£ 125,000
U575/1/20	4b	U575 Limestone Road Landslip	Landslip	Burniston	£ 100,000
A171/2/05	3a	A171 High Street R&R	R&R	Burniston	£ 415,000
C1/4/80	4a	C1 Station Road Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Castleton	£ 100,000
A64/1/20	2	A64 Seamer Road R&R	R&R	Crossgates	£ 255,000
C1/5/15	4a	C1 Lodge Lane Patching	Patching	Danby	£ 10,000
C1/5/20	4a	C1 Danby Lodge To Lodge Bridge SD / Micro	SD / Micro	Danby	£ 52,696
C81/1/50	4b	C81 Dunsley Lane Drainage	Drainage	Dunsley	£ 25,000
C214/1/70	4a	C214 Wades Lane SD / Micro	SD / Micro	East Barnby	£ 55,715
B1261/1/65	3b	B1261 Cayton Low Road R&R	R&R	Eastfield	£ 435,000
U2307/1/20	4b	U2307 Aislabyside Road Patching	Patching	Egton	£ 35,000

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U2307/1/40	4b	U2307 Aislabyside Road Patching	Patching	Egton	£ 25,000
U2307/1/60	4b	U2307 Aislabyside Road Patching	Patching	Egton	£ 30,000
C56/1/70	4a	C56 Egton Lane SD / Micro	SD / Micro	Egton	£ 20,000
C56/1/65	4a	C56 Egton Lane SD / Micro	SD / Micro	Egton	£ 30,000
C56/1/60	4a	C56 Egton Lane SD / Micro	SD / Micro	Egton	£ 15,000
U2265/1/85	4b	U2265 Delves Lane Landslip	Landslip	Egton Bridge	£ 100,000
U2265/1/85	4b	U2265 Delves Lane SD	SD	Egton Bridge	£ 21,000
A1039/2/10	3b	A1039 Mill Lane Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Filey	£ 50,000
U309/1/50	4b	U309 West Road Patching	Patching	Filey	£ 130,000
A1039/2/60	3b	A1039 Scarborough Road R&R	R&R	Filey	£ 350,000
A1039/2/80	3b	A1039 Scarborough Road R&R	R&R	Filey	£ 205,000
U325/1/50	4a	U325 Mitford Street Special	Special	Filey	£ 150,000
A171/2/90	3a	A171 Sneaton Corner To Evan Howe Pond R&R	R&R	Fylingdales	£ 185,000
A171/2/95	3a	A171 Sneaton Corner To Evan Howe Pond R&R	R&R	Fylingdales	£ 180,000
A171/3/30	3a	A171 Fern Farm To Latter Gate Hills Drainage	Drainage	Fylingdales Moor	£ 80,000
U2413/1/50	4b	U2413 Stoupe Brow Landslip	Landslip	Fylingdales Moor	£ 60,000
C85/1/95	3b	C85 Thorpe Lane Landslip	Landslip	Fylingthorpe	£ 100,000
C56/1/50	4a	C56 Carr Lane Landslip	Landslip	Glaisdale	£ 100,000
U2286/1/30	4b	U2286 Limber Hill To Bank Lane Large Scale Land Slip	Large Scale Land Slip	Glaisdale	£ 150,000
U2257/1/10	4b	U2257 Hart Leap To Lamb Fold Hill SD / Micro	SD / Micro	Glaisdale	£ 60,661
U2257/1/20	4b	U2257 Hart Leap To Lamb Fold Hill SD / Micro	SD / Micro	Glaisdale	£ 45,230
U2257/1/30	4b	U2257 Hart Leap To Lamb Fold Hill SD / Micro	SD / Micro	Glaisdale	£ 46,385
U2257/1/40	4b	U2257 Hart Leap To Lamb Fold Hill SD / Micro	SD / Micro	Glaisdale	£ 43,659
U2257/1/50	4b	U2257 Glaisdale Rigg SD / Micro	SD / Micro	Glaisdale	£ 62,693

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C82/1/10	3b	C82 Cow Wath Bank To Bracken Howe R&R	R&R	Goathland	£ 155,000
C214/4/20	4b	C214 Goldsborough Lane SD	SD	Goldsborough	£ 15,000
C214/4/40	4b	C214 Goldsborough Lane SD	SD	Goldsborough	£ 9,000
C214/4/60	4b	C214 Goldsborough Lane SD	SD	Goldsborough	£ 9,500
C214/3/40	4b	C214 Goldsborough Lane SD	SD	Goldsborough	£ 10,000
C214/3/20	4b	C214 Goldsborough Lane SD	SD	Goldsborough	£ 12,000
C214/3/10	4b	C214 Goldsborough Lane SD	SD	Goldsborough	£ 11,000
C214/3/60	4b	C214 Road From Goldsborough Lane To Cliff House Farm Lane SD	SD	Goldsborough	£ 15,500
C214/3/80	4b	C214 Road From Goldsborough Lane To Cliff House Farm Lane SD	SD	Goldsborough	£ 6,000
C214/3/40	4b	C214 Goldsborough Lane SD	SD	Goldsborough	£ 10,000
U2313/1/50	4b	U2313 Lease Rigg Lane Drainage	Drainage	Grosmont	£ 15,000
U2312/1/50	4b	U2312 Lease Rigg Lane To Moss Brow Drainage	Drainage	Grosmont	£ 15,000
C70/3/40	4a	C70 Storr Lane Large Scale Drainage	Large Scale Drainage	Hackness	£ 150,000
C71/1/70	4a	C71 Storr Lane To Mowthorp Road Patching	Patching	Hackness	£ 50,000
C70/4/70	4a	C70 Gatela Road To Helwath Road Patching	Patching	Harwood Dale	£ 55,000
C226/1/40	4b	C226 Back Lane Drainage	Drainage	Hawsker	£ 35,000
U2349/1/70	4b	U2349 Road From High Normanby To Whitby To Scarborough Road Patching	Patching	High Normanby	£ 70,000
U2277/1/50	4b	U2277 Road To St Hildas Farm Drainage	Drainage	Hinderwell	£ 25,000
C1/5/45	4a	C1 Houlsyke Bridge To Lawns Farm Patching	Patching	Houlsyke	£ 15,000
C1/5/50	4a	C1 Lawns Farm To High Park Farm SD / Micro	SD / Micro	Houlsyke	£ 61,710
C1/5/45	4a	C1 Houlsyke Bridge To Lawns Farm SD / Micro	SD / Micro	Houlsyke	£ 45,265
C1/5/35	4a	C1 Houlsyke Bridge To Lawns Farm SD / Micro	SD / Micro	Houlsyke	£ 21,793
C1/5/30	4a	C1 Lawns Road SD / Micro	SD / Micro	Houlsyke	£ 46,365

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C1/5/25	4a	C1 Lawns Road SD / Micro	SD / Micro	Houlsyke	£ 31,680
C214/1/50	4b	C214 Kitter Lane To Broom House Lane Drainage	Drainage	Hutton Mulgrave	£ 50,000
C1/5/75	4a	C1 Rake Lane To High Farm SD / Micro	SD / Micro	Lealholm	£ 56,241
C1/5/55	4a	C1 Lealholm Lodge To High Park Farm Lane SD / Micro	SD / Micro	Lealholm	£ 35,475
U2335/1/50	4b	U2335 Lousy Hill Lane Patching	Patching	Littlebeck	£ 65,000
C80/1/90	4a	C80 Low Lane Drainage	Drainage	Lythe	£ 15,000
C80/1/80	4a	C80 Low Lane Patching	Patching	Lythe	£ 15,000
C80/1/90	4a	C80 Low Lane Patching	Patching	Lythe	£ 35,000
A174/2/40	3b	A174 Lythe Bank R&R	R&R	Lythe	£ 275,000
A174/2/40	3b	A174 Lythe Bank Special (Recurring)	Special (Recurring)	Lythe	£ 55,000
A174/2/60	3b	A174 Road From High Street Lythe To Mickleby Hole R&R	R&R	Mickleby	£ 105,000
U116/4/50	4b	U116 Fieldstead Crescent Cat 1a, 1 2 Footway R&R	Cat 1a, 1 2 Footway R&R	Newby	£ 100,000
U810/4/70	3b	U810 Throxenby Lane Drainage	Drainage	Newby	£ 50,000
A165/3/85	3a	A165 Burniston Road Patching	Patching	Newby	£ 215,000
C216/1/20	4a	C216 Back Lane To Guisborough Road Drainage	Drainage	Newholm	£ 35,000
U2306/1/50	4b	U2306 Cliff Lane Drainage	Drainage	Newholm	£ 50,000
U2276/1/30	4b	U2276 Mounter Beck To Jacobs Well Landslip	Landslip	Newton Mulgrave	£ 100,000
U2276/1/30	4b	U2276 Mounter Beck To Jacobs Well R&R	R&R	Newton Mulgrave	£ 55,000
U2276/1/70	4b	U2276 Newton Lane Special	Special	Newton Mulgrave	£ 50,000
B1447/1/30	3b	B1447 Hooks House To Garage Drainage	Drainage	Robin Hoods Bay	£ 50,000
B1447/1/40	3b	B1447 Raw Pasture Bank Patching	Patching	Robin Hoods Bay	£ 90,000
B1416/1/80	3b	B1416 High Street Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Ruswarp	£ 85,000
U192/1/30	4a	U192 Glen Esk Road Large Scale Land Slip	Large Scale Land Slip	Ruswarp	£ 200,000
B1416/1/80	3b	B1416 High Street R&R	R&R	Ruswarp	£ 165,000
A174/2/10	3b	A174 Sandsend Road Footway Slurry	Footway Slurry	Sandsend	£ 14,500

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A174/2/20	3b	A174 Sandsend Road Footway Slurry	Footway Slurry	Sandsend	£ 19,000
A174/2/30	3b	A174 Sandsend Bridge To Sandsend Road Gully Maintenance	Gully Maintenance	Sandsend	£ 30,000
A171/1/70	2	A171 Scalby Road Patching	Patching	Scalby	£ 55,000
U37/4/50	4b	U37 South Street Patching	Patching	Scalby	£ 45,000
U39/4/50	4b	U39 Tibby Butts Patching	Patching	Scalby	£ 80,000
U35/4/50	4b	U35 Scalby Beck Road Patching	Patching	Scalby	£ 55,000
U43/4/50	4b	U43 Barmoor Lane SD	SD	Scalby	£ 9,000
U577/1/30	4b	U577 Barmoor Lane SD	SD	Scalby	£ 29,000
U577/1/70	4b	U577 High Barmer SD	SD	Scalby	£ 18,000
U804/4/50	4b	U804 Wykeham Street Cat 1a,1 2 Footway R&R	Cat 1a,1 2 Footway R&R	Scarborough	£ 50,000
U3780/1/50	4b	U378 Ramsey Street Footway Slurry	Footway Slurry	Scarborough	£ 2,500
U3780/1/30	4b	U378 Ramsey Street Footway Slurry	Footway Slurry	Scarborough	£ 500
U3780/1/70	4b	U378 Ramsey Street Footway Slurry	Footway Slurry	Scarborough	£ 1,500
U419/4/90	4b	U419 Vernon Road Patching	Patching	Scarborough	£ 150,000
U511/4/50	4b	U511 Box Hill Patching	Patching	Scarborough	£ 65,000
A64/1/60	2	A64 Seamer Road R&R	R&R	Scarborough	£ 250,000
A64/1/80	2	A64 Falsgrave Road R&R	R&R	Scarborough	£ 200,000
A165/3/35	2	A165 Northway R&R	R&R	Scarborough	£ 275,000
A165/3/45	2	A165 Columbus Ravine R&R	R&R	Scarborough	£ 66,000
A165/3/60	2	A165 Dean Road R&R	R&R	Scarborough	£ 170,000
A165/3/30	2	A165 Ramshill Road R&R	R&R	Scarborough	£ 252,500
A165/3/25	2	A165 Filey Road R&R	R&R	Scarborough	£ 195,000
A165/3/20	2	A165 Filey Road R&R	R&R	Scarborough	£ 330,000
U826/4/50	3a	U826 Valley Road R&R	R&R	Scarborough	£ 125,000
U824/4/50	3b	U824 Dean Road R&R	R&R	Scarborough	£ 200,000
U823/4/50	3b	U823 West Street R&R	R&R	Scarborough	£ 140,000
U823/4/70	3b	U823 West Street R&R	R&R	Scarborough	£ 85,000
U821/4/30	3b	U821 Holbeck Hill R&R	R&R	Scarborough	£ 290,000
U764/4/50	3b	U764 Dean Road R&R	R&R	Scarborough	£ 170,000
C237/1/40	3b	C237 Manor Road R&R	R&R	Scarborough	£ 195,000
U194/4/50	3b	U194 Maple Drive R&R	R&R	Scarborough	£ 170,000
U756/4/50	3b	U756 Valley Road R&R	R&R	Scarborough	£ 220,000
U765/4/50	3b	U765 Ramshill Road R&R	R&R	Scarborough	£ 85,000
C237/1/80	3b	C237 Northstead Manor Drive R&R	R&R	Scarborough	£ 280,000

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U792/4/50	4a	U792 Trafalgar Street West R&R	R&R	Scarborough	£ 95,000
U774/4/50	4a	U774 Queens Parade R&R	R&R	Scarborough	£ 125,000
U418/4/50	4a	U418 Westwood R&R	R&R	Scarborough	£ 155,000
U510/4/50	4b	U510 Barrys Lane R&R	R&R	Scarborough	£ 175,000
U414/4/50	4b	U414 Victoria Street R&R	R&R	Scarborough	£ 65,000
U395/4/50	4b	U395 Prospect Road R&R	R&R	Scarborough	£ 48,000
U176/4/50	4b	U176 Woodall Avenue R&R	R&R	Scarborough	£ 55,000
U471/4/50	4b	U471 Elm Road R&R	R&R	Scarborough	£ 25,000
U489/4/50	4b	U489 West Bank R&R	R&R	Scarborough	£ 55,000
U458/4/50	4b	U458 New Park Road R&R	R&R	Scarborough	£ 25,000
U488/4/50	4b	U488 St James Road R&R	R&R	Scarborough	£ 100,000
U732/4/50	3b	U732 Eastborough Special	Special	Scarborough	£ 100,000
C74/1/80	3b	C74 Seamer Moor Lane Patching	Patching	Seamer	£ 65,000
A169/3/85	3b	A169 Guisborough Road To The Carrs Footway Slurry	Footway Slurry	Sleights	£ 5,500
A169/3/90	3b	A169 Guisborough Road To The Carrs Footway Slurry	Footway Slurry	Sleights	£ 6,220
A169/3/80	3b	A169 Coach Road Footway Slurry	Footway Slurry	Sleights	£ 4,000
U2330/1/50	4b	U2330 Ingham Close Footway Slurry	Footway Slurry	Sleights	£ 3,000
U2325/1/50	4b	U2325 The Avenue Patching	Patching	Sleights	£ 45,000
A169/3/85	3b	A169 Guisborough Road To The Carrs R&R	R&R	Sleights	£ 125,000
A169/3/90	3b	A169 Guisborough Road To The Carrs R&R	R&R	Sleights	£ 55,000
A169/3/60	3b	A169 Blue Bank Special (Recurring)	Special (Recurring)	Sleights	£ 80,000
C70/2/25	4b	C70 Snainton Lane Drainage	Drainage	Snainton	£ 25,000
B1258/1/95	3b	B1258 Welldale Beck To High Street Patching	Patching	Snainton	£ 55,000
A170/4/90	2	A170 High Street R&R	R&R	Snainton	£ 195,000
B1416/1/20	3b	B1416 Sneaton Corner To Red Gate Patching	Patching	Sneaton	£ 125,000
B1416/1/30	3b	B1416 Red Gate To Sandstone Quarry Patching	Patching	Sneaton	£ 85,000
C78/1/60	4a	C78 Gainforth Wath Road Patching	Patching	Staintondale	£ 55,000

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C1/5/85	4a	C1 High Farm To Southgate Farm Cattle Grid	Cattle Grid	Stonegate	£ 50,000
C1/5/90	4a	C1 High Farm To Southgate Farm Patching	Patching	Stonegate	£ 15,000
C1/5/95	4a	C1 Southgate Farm To Guisborough To Whitby Road SD / Micro	SD / Micro	Stonegate	£ 58,685
C80/1/50	4a	C80 Broom House Lane Drainage	Drainage	Ugthorpe	£ 15,000
C80/1/60	4a	C80 Broom House Lane Patching	Patching	Ugthorpe	£ 15,000
A170/5/90	2	A170 Pickering Road R&R	R&R	West Ayton	£ 400,000
C214/2/60	4a	C214 Scar Lane SD / Micro	SD / Micro	West Barnby	£ 36,996
C214/2/40	4a	C214 Scar Lane SD / Micro	SD / Micro	West Barnby	£ 20,798
U2241/1/50	4b	U2241 Westerdale side Landslip	Landslip	Westerdale	£ 50,000
U19/1/50	3b	U19 Brunswick Street Cat 1a,1 2 Footway R&R	Cat 1a,1 2 Footway R&R	Whitby	£ 25,000
U10/1/20	4a	U10 Spital Bridge Cat 1a,1 2 Footway R&R	Cat 1a,1 2 Footway R&R	Whitby	£ 75,000
U12/1/20	3a	U12 Bagdale Cat 1a,1 2 Footway R&R	Cat 1a,1 2 Footway R&R	Whitby	£ 85,000
A174/1/10	3a	A174 Prospect Hill Cat 1a,1 2 Footway R&R	Cat 1a,1 2 Footway R&R	Whitby	£ 55,000
A171/4/70	3a	A171 Prospect Hill Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Whitby	£ 125,000
A171/4/30	3a	A171 Helredale Road Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Whitby	£ 75,000
U12/1/40	3a	U12 Bagdale Drainage	Drainage	Whitby	£ 25,000
B1460/1/40	3b	B1460 Victoria Farm To Westbourne Avenue Footway Slurry	Footway Slurry	Whitby	£ 5,500
B1460/1/60	3b	B1460 Victoria Farm To Westbourne Avenue Footway Slurry	Footway Slurry	Whitby	£ 2,500
U2839/1/50	4b	U2839 Chancel Way Footway Slurry	Footway Slurry	Whitby	£ 2,500
U2839/1/50	4b	U2839 Chancel Way Footway Slurry	Footway Slurry	Whitby	£ 500
U2840/1/50	4b	U2840 Priory Drive Footway Slurry	Footway Slurry	Whitby	£ 1,500
U2842/1/50	4b	U2842 Chancel Way Footway Slurry	Footway Slurry	Whitby	£ 1,000

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U85/1/50	4b	U85 Westbourne Road Footway Slurry	Footway Slurry	Whitby	£ 1,700
U192/1/50	4a	U192 Larpool Lane Footway Slurry	Footway Slurry	Whitby	£ 3,647
U3535/1/40	4b	U3535 Bluebell Grove Footway Slurry	Footway Slurry	Whitby	£ 1,050
U2460/1/50	4b	U2460 Fairmead Court Footway Slurry	Footway Slurry	Whitby	£ 1,300
A171/4/30	3a	A171 Helredale Road Footway Slurry	Footway Slurry	Whitby	£ 16,000
A171/4/20	3a	A171 Stainsacre Lane Footway Slurry	Footway Slurry	Whitby	£ 5,000
U3609/1/20	4b	U3609 Botany Way Footway Slurry	Footway Slurry	Whitby	£ 1,700
U3609/1/90	4b	U3609 Discovery Way Footway Slurry	Footway Slurry	Whitby	£ 1,750
U2711/1/30	4b	U2711 Cholmley Way Footway Slurry	Footway Slurry	Whitby	£ 4,500
A171/4/05	3a	A171 Stainsacre Lane Footway Slurry	Footway Slurry	Whitby	£ 25,000
A171/3/80	3a	A171 Stainsacre Lane Footway Slurry	Footway Slurry	Whitby	£ 5,000
A171/4/70	3a	A171 Prospect Hill R&R	R&R	Whitby	£ 270,000
A171/4/70	3a	A171 Prospect Hill R&R	R&R	Whitby	£ 245,000
A171/4/90	3a	A171 Guisborough Road R&R	R&R	Whitby	£ 200,000
A171/4/95	3a	A171 Guisborough Road R&R	R&R	Whitby	£ 120,000
A171/4/20	3a	A171 Stainsacre Lane R&R	R&R	Whitby	£ 250,000
A174/1/10	3a	A174 Prospect Hill R&R	R&R	Whitby	£ 260,000
A174/1/60	3b	A174 Upgang Lane R&R	R&R	Whitby	£ 205,000
A174/1/90	3b	A174 Upgang Lane R&R	R&R	Whitby	£ 280,000
B1460/1/70	3b	B1460 Castle Road R&R	R&R	Whitby	£ 255,000
B1460/1/40	3b	B1460 Victoria Farm To Westbourne Avenue R&R	R&R	Whitby	£ 285,000
U192/1/40	4a	U192 Larpool Lane SD / Micro	SD / Micro	Whitby	£ 21,000
U27/1/30	3b	U27 St Hildas Terrace Special	Special	Whitby	£ 20,000
A171/1/50	2	A171 Scalby Road R&R	R&R	Woodlands	£ 320,000
A171/1/30	2	A171 Scalby Road R&R	R&R	Woodlands	£ 215,000
C237/1/30	3b	C237 Woodland Ravine R&R	R&R	Woodlands	£ 330,000
U268/4/70	4b	U268 Chestnut Bank R&R	R&R	Woodlands	£ 65,000

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U268/4/30	4b	U268 Osborne Park R&R	R&R	Woodlands	£ 95,000
A170/5/60	2	A170 Main Road Drainage	Drainage	Wykeham	£ 50,000

Area 4 (Ryedale) Schemes for inclusion in the Highways Capital Forward Programme

Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
C354/1/60	4a	C354 Thrussendale Road SD	SD	Acklam	£ 7,970
C354/1/70	4a	C354 Thrussendale Road SD	SD	Acklam	£ 7,970
C354/1/80	4a	C354 Thrussendale To Acklam Wold SD	SD	Acklam	£ 7,970
U597/2/50	4b	U597 Given Dale Road SD	SD	Allerston	£ 23,550
C174/1/97	4b	C174 Old Station Road SD	SD	Ampleforth	£ 3,518
C194/1/20	4a	C194 Headlands Road Cattle Grid	Cattle Grid	Appleton Le Moors	£ 50,000
Various A4	Various	Various A4 Multiple Locations Tbc Locally In Area 4 Cat 3,4,5 Footway Patching	Cat 3,4,5 Footway Patching	Area Wide	£ 63,164
Various A4	Various	Various A4 Multiple Locations Tbc Locally In Area 4 Gully Maintenance	Gully Maintenance	Area Wide	£ 57,000
Various A4	Various	Various A4 Multiple Locations Tbc Locally In Area 4 Parapet Maintenance	Parapet Maintenance	Area Wide	£ 35,700
Various A4	Various	Various A4 Multiple Locations Tbc Locally In Area 4 Spray Injection Patching	Spray Injection Patching	Area Wide	£ 71,400
Various A4	Various	Various A4 Multiple Locations Tbc Locally In Area 4 Urban Surfaced Prow	Urban Surfaced Prow	Area Wide	£ 11,600
U466/2/70	4b	U466 Mill Lane SD	SD	Birdsall	£ 19,269
C355/1/70	4a	C355 Leavening To Moor Hill Drainage	Drainage	Burythorpe	£ 50,000
C58/1/70	4a	C58 Cowhouse Bank SD	SD	Carlton	£ 16,544
U1865/2/30	4b	U1865 Whinny Lane SD	SD	Claxton	£ 24,198
U533/2/10	4b	U533 Riders Lane SD	SD	Crambe	£ 11,065
U533/2/20	4b	U533 Riders Lane SD	SD	Crambe	£ 11,065
U533/2/40	4b	U533 Riders Lane SD	SD	Crambe	£ 11,065
U533/2/50	4b	U533 Riders Lane SD	SD	Crambe	£ 11,065
U533/2/60	4b	U533 Duffits Lane SD	SD	Crambe	£ 14,131
U1763/2/50	4b	U1763 Village Street SD	SD	East Knapton	£ 11,114
B1258/1/70	3b	B1258 West Knapton To Snainton Road SD	SD	Ebberston	£ 43,706

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
B1258/1/80	3b	B1258 West Knapton To Snainton Road SD	SD	Ebberston	£ 43,706
B1415/1/80	4a	B1415 Penniston Lane To B1258 SD	SD	Ebberston	£ 5,233
C93/2/10	3b	C93 Scotchman Lane R&R	R&R	Flaxton	£ 239,115
U1860/2/30	4b	U1860 Barney Lane SD	SD	Flaxton	£ 11,425
U1860/9/50	4b	U1860 Road From Malton Lane To Stugdale House SD	SD	Flaxton	£ 9,580
C93/2/40	3b	C93 Rice Lane Slurry Sealing	Slurry Sealing	Flaxton	£ 4,401
C93/2/40 & 10	3b	C93 Rice Lane Slurry Sealing	Slurry Sealing	Flaxton	£ 2,565
C181/1/60	4a	C181 Main Street Drainage	Drainage	Foston	£ 60,000
C363/1/10	4b	C363 Ganton Road Patching	Patching	Foxholes	£ 25,116
C363/1/20	4b	C363 Foxholes Manor Road To Ganton Wold Patching	Patching	Foxholes	£ 5,055
C363/1/30	4b	C363 Foxholes Manor Road To Ganton Wold Patching	Patching	Foxholes	£ 66,165
C363/1/40	4b	C363 Foxholes Manor Road To Ganton Wold Patching	Patching	Foxholes	£ 45,284
C363/1/50	4b	C363 Foxholes Manor Road To Ganton Wold Patching	Patching	Foxholes	£ 26,510
C363/1/10	4b	C363 Ganton Road Patching	Patching	Foxholes	£ 25,116
C363/1/20	4b	C363 Foxholes Manor Road To Ganton Wold Patching	Patching	Foxholes	£ 5,055
C363/1/30	4b	C363 Foxholes Manor Road To Ganton Wold Patching	Patching	Foxholes	£ 66,165
C363/1/40	4b	C363 Foxholes Manor Road To Ganton Wold Patching	Patching	Foxholes	£ 45,284
C363/1/50	4b	C363 Foxholes Manor Road To Ganton Wold Patching	Patching	Foxholes	£ 26,510
U253/2/20	4b	U253 Terrington To Bulmer Road SD	SD	Ganthorpe	£ 22,060
U253/2/40	4b	U253 Terrington To Bulmer Road SD	SD	Ganthorpe	£ 22,060
U253/2/60	4b	U253 Terrington To Bulmer Road SD	SD	Ganthorpe	£ 22,060
U253/2/80	4b	U253 Terrington To Bulmer Road SD	SD	Ganthorpe	£ 22,060

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
U254/2/50	4b	U254 Village Street SD	SD	Ganthorpe	£ 2,442
U254/2/10	4b	U254 Village Street SD	SD	Ganthorpe	£ 2,442
C363/1/60	4b	C363 Ganton Hill Patching	Patching	Ganton	£ 26,692
C363/1/70	4b	C363 Ganton Hill Patching	Patching	Ganton	£ 26,692
C363/1/80	4b	C363 Woodside Road Patching	Patching	Ganton	£ 36,066
C363/1/60	4b	C363 Ganton Hill Patching	Patching	Ganton	£ 26,692
C363/1/70	4b	C363 Ganton Hill Patching	Patching	Ganton	£ 26,692
C363/1/80	4b	C363 Woodside Road Patching	Patching	Ganton	£ 36,066
U525/1/50	4b	U525 Main Street Patching	Patching	Ganton	£ 24,110
C363/1/60	4b	C363 Ganton Hill Patching	Patching	Ganton	£ 26,692
C363/1/70	4b	C363 Ganton Hill Patching	Patching	Ganton	£ 26,692
C363/1/80	4b	C363 Woodside Road Patching	Patching	Ganton	£ 36,066
C363/1/60	4b	C363 Ganton Hill Patching	Patching	Ganton	£ 26,692
C363/1/70	4b	C363 Ganton Hill Patching	Patching	Ganton	£ 26,692
C363/1/80	4b	C363 Woodside Road Patching	Patching	Ganton	£ 36,066
U525/1/50	4b	U525 Main Street Patching	Patching	Ganton	£ 24,110
C61/3/90	4b	C61 Gillamoor Bank To Lund Road Cattle Grid	Cattle Grid	Gillamoor	£ 50,000
U56/2/50	4b	U56 Elm Green Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Helmsley	£ 18,903
A170/2/30	2	A170 Bondgate R&R	R&R	Helmsley	£ 146,415
U517/2/50	4b	U517 Village Street Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	High Hutton	£ 14,497
B1257/2/10	3b	B1257 Malton Road To Hovingham High Street R&R	R&R	Hovingham	£ 49,790
B1257/2/15	3b	B1257 Malton Road R&R	R&R	Hovingham	£ 60,176
C20/2/50	3b	C20 Main Street SD	SD	Hutton Le Hole	£ 28,555
A169/2/25	3b	A169 Whitby Road SD	SD	Kingthorpe	£ 40,415
U290/2/30	4b	U290 West Pasture Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Kirkbymoorside	£ 6,465
A170/2/90	2	A170 New Road To Kirkdale Lane SD	SD	Kirkbymoorside	£ 91,100

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
U539/2/30	4b	U539 Feversham Drive SD	SD	Kirkbymoorside	£ 3,377
U539/2/70	4b	U539 Feversham Drive SD	SD	Kirkbymoorside	£ 3,377
A169/2/85	3b	A169 Saltergate Bank SD	SD	Lockton	£ 34,839
U3548/2/70	4b	U3548 Back Lane SD	SD	Lockton	£ 3,107
U3548/2/30	4b	U3548 Hudgin Lane SD	SD	Lockton	£ 3,107
U350/2/30	4b	U350 Milton Avenue Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Malton	£ 41,558
C172/2/80	4a	C172 Braygate Street Patching	Patching	Malton	£ 13,349
C172/2/90	4a	C172 Castle Howard Road Patching	Patching	Malton	£ 30,125
C172/2/95	4a	C172 Castle Howard Road Patching	Patching	Malton	£ 83,519
C172/2/80	4a	C172 Braygate Street Patching	Patching	Malton	£ 13,349
C172/2/90	4a	C172 Castle Howard Road Patching	Patching	Malton	£ 30,125
C172/2/95	4a	C172 Castle Howard Road Patching	Patching	Malton	£ 83,519
U346/2/50	4b	U346 East Mount R&R	R&R	Malton	£ 60,100
U332/2/30	4a	U332 Middlecave Road R&R	R&R	Malton	£ 112,488
U332/2/70	4a	U332 Middlecave Road R&R	R&R	Malton	£ 112,045
B1257/1/25	3a	B1257 Newbiggin R&R	R&R	Malton	£ 102,967
B1257/1/20	3a	B1257 Wheelgate R&R	R&R	Malton	£ 56,252
U343/2/30	4a	U343 Princess Road SD	SD	Malton	£ 2,466
U343/2/70	4a	U343 Peasey Hills Road SD	SD	Malton	£ 7,835
U459/2/30	4b	U459 Swinton Lane SD	SD	Malton	£ 23,286
U459/2/30	4b	U459 Swinton Lane SD	SD	Malton	£ 23,286
B1248/2/40	3a	B1248 York Road Slurry Sealing	Slurry Sealing	Malton	£ 15,327
U368/2/50	4b	U368 Bramble Walk Slurry Sealing	Slurry Sealing	Malton	£ 2,601
U364/2/30	4b	U364 Pippin Road Slurry Sealing	Slurry Sealing	Malton	£ 6,957
U394/2/50	4b	U394 Dickens Road Slurry Sealing	Slurry Sealing	Malton	£ 9,963
U395/2/30	4b	U395 Fitzjohn Close Slurry Sealing	Slurry Sealing	Malton	£ 10,872
B1257/1/30	3a	B1257 Broughton Road Slurry Sealing	Slurry Sealing	Malton	£ 6,003
U178/2/50	4b	U178 High Back Side SD	SD	Middleton	£ 7,512

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
U179/2/20	4b	U179 Church Lane SD	SD	Middleton	£ 7,512
U85/2/70	4b	U85 Gale Lane Patching	Patching	Nawton	£ 63,902
U85/2/50	4b	U85 Gale Lane Patching	Patching	Nawton	£ 6,782
U85/2/30	4b	U85 Gale Lane Patching	Patching	Nawton	£ 2,935
U85/2/70	4b	U85 Gale Lane Patching	Patching	Nawton	£ 63,902
U85/2/50	4b	U85 Gale Lane Patching	Patching	Nawton	£ 6,782
U85/2/30	4b	U85 Gale Lane Patching	Patching	Nawton	£ 2,935
C66/1/50	4a	C66 Yatts Road SD	SD	Newton On Rawcliffe	£ 18,543
C66/1/60	4a	C66 Yatts Road SD	SD	Newton On Rawcliffe	£ 18,543
B1248/1/60	3b	B1248 Norton To Beverly Road SD	SD	North Grimston	£ 42,124
U412/2/50	4b	U412 Leat Close Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Norton	£ 41,700
U411/2/50	4b	U411 Hunters Way Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Norton	£ 85,688
B1248/1/70	3b	B1248 Beverley Road SD	SD	Norton	£ 34,462
B1248/1/80	3b	B1248 Beverley Road SD	SD	Norton	£ 34,462
U418/2/70	4b	U418 Whitewall Slurry Sealing	Slurry Sealing	Norton	£ 3,366
U3306/1/50	4b	U3306 Eden Works SD	SD	Old Malton	£ 6,707
U386/2/50	4b	U386 Wise House Lane SD	SD	Old Malton	£ 20,556
A169/2/05	3b	A169 Kirkham Lane Cat 1a,1 2 Footway Patching	Cat 1a,1 2 Footway Patching	Pickering	£ 22,175
A170/4/10	2	A170 Eastgate R&R	R&R	Pickering	£ 202,439
A170/4/15	2	A170 Thornton Road R&R	R&R	Pickering	£ 155,436
A169/2/05	3b	A169 Kirkham Lane R&R	R&R	Pickering	£ 88,671
A169/2/10	3b	A169 Whitby Road SD	SD	Pickering	£ 40,415
A169/2/15	3b	A169 Whitby Road SD	SD	Pickering	£ 40,415
A169/2/20	3b	A169 Whitby Road SD	SD	Pickering	£ 40,415
C66/1/40	4a	C66 Yatts Road SD	SD	Pickering	£ 18,543
U227/2/30	4b	U227 East Ings Lane SD	SD	Pickering	£ 12,344
U217/2/80	4b	U217 Lendales Lane SD	SD	Pickering	£ 17,739
U217/2/70	4b	U217 Ings Lane SD	SD	Pickering	£ 17,739
U217/2/60	4b	U217 Leas Lane SD	SD	Pickering	£ 17,739
U301/2/20	4b	U301 Millfield Close SD	SD	Pickering	£ 3,809
U301/2/60	4b	U301 Millfield Close SD	SD	Pickering	£ 3,809
U301/2/40	4b	U301 Pool Court SD	SD	Pickering	£ 3,809

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
U230/2/50	4b	U230 Bean Sheaf Lane SD	SD	Pickering	£ 14,361
C197/1/70	4a	C197 Marton Lane Special	Special	Pickering	£ 15,000
C197/1/60	4a	C197 Marton Lane Special	Special	Pickering	£ 5,000
U214/2/70	4b	U214 Firthland Road Special	Special	Pickering	£ 30,000
U191/2/50	4b	U191 Market Place Special	Special	Pickering	£ 30,000
C191/1/10	4b	C191 Wykeham Dale Patching	Patching	Pockley	£ 29,144
C191/1/20	4b	C191 Wykeham Dale Patching	Patching	Pockley	£ 55,987
C191/1/30	4b	C191 Main Street Patching	Patching	Pockley	£ 66,226
C191/1/10	4b	C191 Wykeham Dale Patching	Patching	Pockley	£ 29,144
C191/1/20	4b	C191 Wykeham Dale Patching	Patching	Pockley	£ 55,987
C191/1/30	4b	C191 Main Street Patching	Patching	Pockley	£ 66,226
B1257/3/10	3b	B1257 Rievaulx Bank To Newgate Bank SD	SD	Rievaulx	£ 47,465
U1768/2/90	4b	U1768 Collinsons Lane SD	SD	Rillington	£ 21,812
C63/1/80	4a	C63 Pry Hills Lane Patching	Patching	Rosedale Abbey	£ 2,248
C63/1/90	4a	C63 Pry Hills Lane Patching	Patching	Rosedale Abbey	£ 22,564
C63/1/95	4a	C63 Pry Hills Lane Patching	Patching	Rosedale Abbey	£ 4,087
C63/2/05	4a	C63 Pry Hills Lane Patching	Patching	Rosedale Abbey	£ 4,348
C63/1/80	4a	C63 Pry Hills Lane Patching	Patching	Rosedale Abbey	£ 2,248
C63/1/90	4a	C63 Pry Hills Lane Patching	Patching	Rosedale Abbey	£ 22,564
C63/1/95	4a	C63 Pry Hills Lane Patching	Patching	Rosedale Abbey	£ 4,087
C63/2/05	4a	C63 Pry Hills Lane Patching	Patching	Rosedale Abbey	£ 4,348
U130/2/80	4b	U130 Gill Lane SD	SD	Rosedale Abbey	£ 5,656
C63/2/50	4a	C63 Knott Road SD	SD	Rosedale East	£ 23,862
U3446/2/50	4b	U3446 Battling Hills Lane SD	SD	Rosedale East	£ 9,590
U1790/2/70	4b	U1790 Beckside SD	SD	Settrington	£ 4,756
U3143/1/50	4b	U3143 Beckside SD	SD	Settrington	£ 4,756
U1791/2/70	4b	U1791 Church Lane SD	SD	Settrington	£ 17,864

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
C72/2/10	4a	C72 St Hildas Street Patching	Patching	Sherburn	£ 93,450
C72/2/10	4a	C72 St Hildas Street Patching	Patching	Sherburn	£ 93,450
C72/1/80	4a	C72 Sked Dale To Sherburn SD	SD	Sherburn	£ 28,877
C93/2/70	3b	C93 Road From West Lilling To The Lodge Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Sheriff Hutton	£ 24,298
C93/2/70	3b	C93 Road From West Lilling To The Lodge R&R	R&R	Sheriff Hutton	£ 84,811
A170/2/20	2	A170 Thirsk To Scarborough Road R&R	R&R	Sproxton	£ 75,760
A170/2/25	2	A170 Thirsk To Scarborough Road R&R	R&R	Sproxton	£ 75,760
B1257/2/85	3b	B1257 Low Street SD	SD	Sproxton	£ 13,688
U235/2/30	4b	U235 Middle Head Road SD	SD	Stape	£ 9,060
U235/2/50	4b	U235 Middle Head Road SD	SD	Stape	£ 9,060
U235/2/70	6	U235 Middle Head Road SD	SD	Stape	£ 9,060
U234/2/05	4b	U234 Keys Beck Road SD	SD	Stape	£ 26,053
U234/2/10	4b	U234 Keys Beck Road SD	SD	Stape	£ 26,053
U234/2/20	4b	U234 Keys Beck Road SD	SD	Stape	£ 26,053
U523/1/30	4b	U523 Old Malton Road Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Staxton	£ 13,032
C172/2/70	4a	C172 Braygate Street Patching	Patching	Swinton	£ 12,984
C172/2/70	4a	C172 Braygate Street Patching	Patching	Swinton	£ 12,984
U650/2/80	4b	U650 Mowthorpe Lane Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Terrington	£ 13,706
C90/2/30	3b	C90 Flat Top Farm To North Lodge SD	SD	Terrington	£ 26,228
C90/2/40	3b	C90 Flat Top Farm To North Lodge SD	SD	Terrington	£ 26,228
C90/2/50	3b	C90 Flat Top Farm To North Lodge SD	SD	Terrington	£ 26,228
U650/2/80	4b	U650 Mowthorpe Lane Slurry Sealing	Slurry Sealing	Terrington	£ 873
C172/1/80	4a	C172 Main Street Slurry Sealing	Slurry Sealing	Terrington	£ 7,551
U499/2/30	4b	U499 Gatehowe Road SD	SD	Thixendale	£ 19,663

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
U499/2/70	4b	U499 Gatehowe Road SD	SD	Thixendale	£ 19,663
C351/1/05	4b	C351 Thixendale To Fimber Road SD	SD	Thixendale	£ 11,755
C351/1/10	4b	C351 Thixendale To Fimber Road SD	SD	Thixendale	£ 11,755
C351/1/15	4b	C351 Thixendale To Fimber Road SD	SD	Thixendale	£ 11,755
C351/1/20	4b	C351 Thixendale To Fimber Road SD	SD	Thixendale	£ 11,755
C351/1/30	4b	C351 Thixendale To Fimber Road SD	SD	Thixendale	£ 11,755
C351/1/40	4b	C351 Thixendale To Fimber Road SD	SD	Thixendale	£ 11,755
A170/4/30	2	A170 Pickering Road Cat 1a,1 2 Footway Patching	Cat 1a,1 2 Footway Patching	Thornton Dale	£ 30,165
U265/2/30	4b	U265 Peaslands Lane SD	SD	Thornton Dale	£ 17,909
U263/2/30	4b	U263 Church Lane SD	SD	Thornton Dale	£ 5,415
U263/2/70	4b	U263 Church Lane SD	SD	Thornton Dale	£ 5,415
U261/2/30	4b	U261 Brook Lane SD	SD	Thornton Dale	£ 2,869
U261/2/90	4b	U261 Road From Spur North To Junction Track Right Before New House SD	SD	Thornton Dale	£ 2,869
U261/2/70	4b	U261 Road From Spur North To Junction Track Right Before New House SD	SD	Thornton Dale	£ 2,869
U659/2/70	4b	U659 High Street SD	SD	Thornton Le Clay	£ 23,374
C70/2/55	4b	C70 Keepers Cottage To Broad Head Farm Drainage	Drainage	Troutsdale	£ 75,000
U1870/2/60	4b	U1870 Sand Hutton To Upper Helmsley Road SD	SD	Upper Helmsley	£ 21,679
U1870/2/80	4b	U1870 Sand Hutton To Upper Helmsley Road SD	SD	Upper Helmsley	£ 21,679
U628/1/60	4b	U628 Weaverthorpe To Fosters Wold Plantation SD	SD	Weaverthorpe	£ 27,085
U628/1/80	4b	U628 Weaverthorpe To Fosters Wold Plantation SD	SD	Weaverthorpe	£ 27,085
C91/2/98	4b	C91 Castle Howard Station Road SD	SD	Welburn	£ 9,379
C93/2/60	3b	C93 Goose Track Lane R&R	R&R	West Lilling	£ 108,342

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
U1855/2/50	4b	U1855 Lilling Back Lane SD	SD	West Lilling	£ 16,298
C181/2/05	4a	C181 Onhams Lane SD	SD	Whitwell On The Hill	£ 20,192
C181/2/10	4a	C181 Blue Hill SD	SD	Whitwell On The Hill	£ 20,192
U167/2/50	4b	U167 Coppice Lane SD	SD	Wrelton	£ 12,388
C359/2/20	4a	C359 Station Road Special	Special	Yedingham	£ 25,000

Area 5 (Craven) Schemes for inclusion in the Highways Capital Forward Programme

Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
U1900/2/10	4b	U1900 Hellifield Road SD	SD	Airton	£ 1,628
U1900/2/20	4b	U1900 Calton Lane SD	SD	Airton	£ 3,133
U1900/2/30	4b	U1900 Calton Lane SD	SD	Airton	£ 19,670
Various A5	Various	Various A5 Multiple Locations TBC Locally In Area 5 Cat 1a,1 2 Footway Patching	Cat 1a,1 2 Footway Patching	Area Wide	£ 79,553
Various A5	Various	Various A5 Multiple Locations TBC Locally In Area 5 Cat 3,4,5 Footway Patching	Cat 3,4,5 Footway Patching	Area Wide	£ 124,671
Various A5	Various	Various A5 Multiple Locations TBC Locally In Area 5 Gully Maintenance	Gully Maintenance	Area Wide	£ 57,000
Various A5	Various	Various A5 Multiple Locations TBC Locally In Area 5 Parapet Maintenance	Parapet Maintenance	Area Wide	£ 35,700
Various A5	Various	Various A5 Multiple Locations TBC Locally In Area 5 Spray Injection Patching	Spray Injection Patching	Area Wide	£ 71,400
Various A5	Various	Various A5 Multiple Locations TBC Locally In Area 5 Urban Surfaced PROW	Urban Surfaced PROW	Area Wide	£ 39,000
U2285/2/60	4b	U2285 Water Gate To Wooden Bridge SD	SD	Barden	£ 14,070
U2285/2/70	4b	U2285 Water Gate To Wooden Bridge SD	SD	Barden	£ 18,284
U2285/2/80	4b	U2285 Water Gate To Wooden Bridge SD	SD	Barden	£ 13,174
U2285/2/20	4b	U2285 Storiths Lane SD	SD	Beamsley	£ 15,596
U2285/2/40	4b	U2285 Storiths Lane SD	SD	Beamsley	£ 12,236
A59/3/35	2	A59 Bolton Bridge Bypass Patching	Patching	Bolton Abbey	£ 50,000
B6160/1/25	3b	B6160 Yew Ring To Cavendish Memorial Rejuvenator	Rejuvenator	Bolton Abbey	£ 15,025
B6160/1/30	3b	B6160 Yew Ring To Cavendish Memorial Rejuvenator	Rejuvenator	Bolton Abbey	£ 15,025
B6160/1/40	3b	B6160 Yew Ring To Cavendish Memorial Rejuvenator	Rejuvenator	Bolton Abbey	£ 15,025

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
B6160/1/25	3b	B6160 Yew Ring To Cavendish Memorial Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Bolton Abbey	£ 47,619
B6160/1/30	3b	B6160 Yew Ring To Cavendish Memorial Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Bolton Abbey	£ 31,251
B6160/1/40	3b	B6160 Yew Ring To Cavendish Memorial Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Bolton Abbey	£ 20,295
C33/1/10	3b	C33 Gargrave Road Rejuvenator	Rejuvenator	Broughton	£ 13,451
C33/1/10	3b	C33 Gargrave Road Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Broughton	£ 17,490
U1983/2/20	4b	U1983 Langstrothdale Road To Bank Bottom SD	SD	Buckden	£ 11,998
U1983/2/30	4b	U1983 Langstrothdale Road To Bank Bottom SD	SD	Buckden	£ 10,385
U1983/2/40	4b	U1983 Langstrothdale Road To Bank Bottom SD	SD	Buckden	£ 10,857
U1983/2/60	4b	U1983 Langstrothdale Road To Bank Bottom SD	SD	Buckden	£ 13,440
U1983/2/80	4b	U1983 Langstrothdale Road To Bank Bottom SD	SD	Buckden	£ 7,424
B6160/2/05	3b	B6160 Church Lane To Drebley Lane Drainage	Drainage	Burnsall	£ 5,000
U689/2/50	4b	U689 Barnoldswick Lane SD	SD	Burton In Lonsdale	£ 4,620
U689/2/70	4b	U689 Barnoldswick Lane SD	SD	Burton In Lonsdale	£ 11,571
U1900/2/40	4b	U1900 Badger Butt Lane To Abbey Hill SD	SD	Calton	£ 15,435
C248/1/30	4b	C248 Moor Lane To Babyhouse Lane Rejuvenator	Rejuvenator	Carleton	£ 11,203
C248/1/40	4b	C248 Moor Lane To Babyhouse Lane Rejuvenator	Rejuvenator	Carleton	£ 11,203
U2334/2/50	3b	U2334 Heslaker Lane Rejuvenator	Rejuvenator	Carleton	£ 14,088
U2334/2/70	3b	U2334 Heslaker Lane Rejuvenator	Rejuvenator	Carleton	£ 14,088

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
C248/1/30	4b	C248 Moor Lane To Babyhouse Lane Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Carleton	£ 11,235
C248/1/40	4b	C248 Moor Lane To Babyhouse Lane Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Carleton	£ 23,240
U2334/2/50	3b	U2334 Heslaker Lane Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Carleton	£ 20,970
U2334/2/70	3b	U2334 Heslaker Lane Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Carleton	£ 29,745
U702/2/50	4b	U702 Chapel Farm To Oddies Lane SD	SD	Chapel-Le-Dale	£ 14,994
U702/2/70	4b	U702 Chapel Farm To Oddies Lane SD	SD	Chapel-Le-Dale	£ 11,897
U702/2/90	4b	U702 Chapel Farm To Oddies Lane SD	SD	Chapel-Le-Dale	£ 16,695
U704/2/30	4b	U704 Philpin Lane SD	SD	Chapel-Le-Dale	£ 6,363
U704/2/70	4b	U704 Philpin Lane SD	SD	Chapel-Le-Dale	£ 8,621
C387/1/85	4b	C387 Wenning Bank Bridge To A65t Underpass R&R	R&R	Clapham	£ 150,000
C248/1/10	4b	C248 Babyhouse Lane Rejuvenator	Rejuvenator	Cononley	£ 11,203
C248/1/20	4b	C248 Babyhouse Lane Rejuvenator	Rejuvenator	Cononley	£ 11,203
U2348/2/30	4a	U2348 Netherghyll Lane SD	SD	Cononley	£ 19,478
C248/1/10	4b	C248 Babyhouse Lane Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Cononley	£ 13,248
C248/1/20	4b	C248 Babyhouse Lane Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Cononley	£ 15,015
U2576/2/50	4b	U2576 Fold Lane Patching	Patching	Cowling	£ 25,000
U2425/2/50	4b	U2425 Pad Cote Lane R&R	R&R	Cowling	£ 50,000
U2430/2/70	4b	U2430 Lane Ends Lane SD	SD	Cowling	£ 12,616
U2429/2/50	4b	U2429 Old Lane SD	SD	Cowling	£ 24,554
U2386/2/50	4b	U2386 Victoria Road Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Crosshills	£ 30,000
B6160/1/05	3b	B6160 Bolton Road Drainage	Drainage	Draughton	£ 10,000
C248/1/50	4b	C248 Moor Lane Patching	Patching	Elslack	£ 30,000

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
C248/1/60	4b	C248 Moor Lane Patching	Patching	Elslack	£ 30,000
C248/1/70	4b	C248 Moor Lane Patching	Patching	Elslack	£ 30,000
U1935/2/50	4b	U1935 Smithy Croft Road Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Gargrave	£ 40,000
U1921/2/50	4b	U1921 Swire Croft Road Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Gargrave	£ 25,000
A65/4/80	2	A65 Hellifield Road Patching	Patching	Gargrave	£ 25,000
C33/1/20	3b	C33 Church Street Rejuvenator	Rejuvenator	Gargrave	£ 13,451
C33/1/40	3b	C33 Church Street Rejuvenator	Rejuvenator	Gargrave	£ 13,451
C33/1/60	3b	C33 Church Street Rejuvenator	Rejuvenator	Gargrave	£ 13,451
C33/1/20	3b	C33 Church Street Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Gargrave	£ 33,957
C33/1/40	3b	C33 Church Street Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Gargrave	£ 20,196
C33/1/60	3b	C33 Church Street Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Gargrave	£ 31,185
C33/1/80	3b	C33 Church Street Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Gargrave	£ 15,543
U841/2/30	4b	U841 Raines Road SD	SD	Giggleswick	£ 6,650
U841/2/70	4b	U841 Raines Road SD	SD	Giggleswick	£ 7,161
U1891/2/30	4b	U1891 Bankwell Road SD	SD	Giggleswick	£ 7,578
U1891/2/70	4b	U1891 Bankwell Road SD	SD	Giggleswick	£ 4,970
U1894/2/80	4b	U1894 Church Street SD	SD	Giggleswick	£ 5,845
U1894/2/90	4b	U1894 Belle Hill SD	SD	Giggleswick	£ 525
U2396/2/50	4b	U2396 Beech Street Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Glusburn	£ 30,000
B6265	3b	B6265 Tyke Hill Landslip	Landslip	Grassington	£ 100,000
U2256/2/70	4b	U2256 Bull Ing Lane R&R	R&R	Grassington	£ 30,000
U2285/2/50	4b	U2285 Wooden Bridge To Low Storiths Lane SD	SD	Hazlewood	£ 12,964
U2274/2/70	4b	U2274 Back Lane SD	SD	Hebden	£ 3,402
U2276/2/50	4b	U2276 Church Lane SD	SD	Hebden	£ 1,250
A65/4/70	2	A65 Hall Field To Robins Barn Patching	Patching	Hellifield	£ 35,000

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
U2264/2/20	4b	U2264 Fleets Lane Rejuvenator	Rejuvenator	Hetton	£ 11,839
U2264/2/40	4b	U2264 Fleets Lane Rejuvenator	Rejuvenator	Hetton	£ 11,839
U2264/2/60	4b	U2264 Fleets Lane Rejuvenator	Rejuvenator	Hetton	£ 11,839
U1900/2/70	4b	U1900 Skeld Gate To Burwains Lane SD	SD	Hetton	£ 16,646
U1900/2/80	4b	U1900 Norton View Farm To Croft House SD	SD	Hetton	£ 2,781
U1900/2/90	4b	U1900 Burwains Lane To Hetton Lodge SD	SD	Hetton	£ 747
U1900/2/95	4b	U1900 Norton View Farm To Croft House SD	SD	Hetton	£ 343
U2264/2/20	4b	U2264 Fleets Lane Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Hetton	£ 12,152
U2264/2/40	4b	U2264 Fleets Lane Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Hetton	£ 6,137
U2264/2/60	4b	U2264 Fleets Lane Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Hetton	£ 15,031
U2264/2/80	4b	U2264 Wood Gill Plantation To Boss Moor Quarries Surface Treatment (Rejuv)	Surface Treatment (Rejuv)	Hetton	£ 16,403
U702/2/20	4b	U702 Oddies Lane SD	SD	Ingleton	£ 11,519
U702/2/30	4b	U702 Oddies Lane SD	SD	Ingleton	£ 12,023
U8045/9/30	4b	U8045 Twisleton Lane SD	SD	Ingleton	£ 6,773
C387/1/80	4b	C387 Wenning Bank To Reebys Lane R&R	R&R	Keasden	£ 150,000
U817/2/50	4b	U817 Stainforth Road To Holmehead SD	SD	Langcliffe	£ 3,808
U815/2/50	4b	U815 Winskill Road SD	SD	Langcliffe	£ 11,494
U791/2/50	4b	U791 Flat Lane SD	SD	Long Preston	£ 15,754
U2344/2/30	4b	U2344 Side Gate SD	SD	Lothersdale	£ 13,724
U2344/2/50	4b	U2344 Hawshaw Road SD	SD	Lothersdale	£ 10,049
A629/1/50	2	A629 Keighley Road Patching	Patching	Low Bradley	£ 15,000
U2361/2/50	4b	U2361 College Road Patching	Patching	Low Bradley	£ 15,000
U810/2/40	4b	U810 Gordale Lane SD	SD	Malham	£ 16,338
U810/2/60	4b	U810 Hawthorns Lane SD	SD	Malham	£ 20,566
U810/2/80	4b	U810 Smearbottoms Lane SD	SD	Malham Moor	£ 9,324
U705/2/30	4b	U705 Winterscales Road SD	SD	Ribblehead	£ 7,445

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
U705/2/50	4b	U705 Winterscales Road SD	SD	Ribblehead	£ 7,865
U705/2/70	4b	U705 Winterscales Road SD	SD	Ribblehead	£ 14,826
U2562/2/50	4b	U2562 Church Lane R&R	R&R	Rylstone	£ 35,000
A65/3/40	2	A65 Settle Bypass Patching	Patching	Settle	£ 50,000
U2173/2/50	4b	U2173 North Parade Drainage	Drainage	Skipton	£ 5,000
A629/1/55	2	A629 Rotary Way Patching	Patching	Skipton	£ 50,000
B6265/1/10	3b	B6265 Mill Bridge Patching	Patching	Skipton	£ 15,000
B6265/1/15	3b	B6265 Raikes Road Patching	Patching	Skipton	£ 50,000
A6069/1/40	3b	A6069 Belmont Street R&R	R&R	Skipton	£ 80,000
C131/1/80	3b	C131 Limehouse Lane R&R	R&R	Skipton	£ 120,000
C111/1/30	3b	C111 Craven Street SD	SD	Skipton	£ 7,739
C111/1/60	3b	C111 Cavendish Street SD	SD	Skipton	£ 10,332
A6131/1/85	3b	A6131 The Bailey SD	SD	Skipton	£ 19,866
A6131/1/90	3b	A6131 The Bailey SD	SD	Skipton	£ 32,225
U2117/2/30	4b	U2117 Roughaw Road Special	Special	Skipton	£ 69,221
U2149/2/70	4b	U2149 Greatwood Avenue Special	Special	Skipton	£ 31,680
U2181/2/50	4b	U2181 Whinny Gill Road Special	Special	Skipton	£ 49,579
U2173/2/50	4b	U2173 North Parade Special	Special	Skipton	£ 23,760
U2429/2/70	4b	U2429 Buck Stone Lane SD	SD	Sutton	£ 29,540
U2520/2/30	4b	U2520 Dodgson Lane SD	SD	Thornton In Craven	£ 6,244
U2271/2/30	4b	U2271 Thorpe Lane SD	SD	Thorpe	£ 15,988
U2271/2/50	4b	U2271 Thorpe Lane SD	SD	Thorpe	£ 13,587
U2271/2/70	4b	U2271 Thorpe Lane SD	SD	Thorpe	£ 15,215
U2272/2/50	4b	U2272 Bolland Lane SD	SD	Thorpe	£ 13,255
U2273/2/10	4b	U2273 Main Road Through Thorpe SD	SD	Thorpe	£ 616
U2273/2/50	4b	U2273 Kail Lane SD	SD	Thorpe	£ 10,332
U2244/2/50	4b	U2244 Moor Lane SD	SD	Threshfield	£ 9,359
U1938/2/50	4b	U1938 Chapel Lane SD	SD	Winterburn	£ 4,615
U1939/2/30	4b	U1939 Winterburn Lane SD	SD	Winterburn	£ 13,286
U1939/2/70	4b	U1939 Winterburn Lane SD	SD	Winterburn	£ 12,390
U1900/2/50	4b	U1900 Abbey Hill SD	SD	Winterburn	£ 17,908

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
U1900/2/60	4b	U1900 Winterburn Lane SD	SD	Winterburn	£ 17,115

Area 6 (Harrogate) Schemes for inclusion in the Highways Capital Forward Programme

Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
B6265/4/35	3a	B6265 Moor Lane To Studley Royal Patching	Patching	Aldfield	£ 27,084
B6265/4/35	3a	B6265 Moor Lane To Studley Royal Retexture	Retexture	Aldfield	£ 50,142
U3379/2/30	4b	U3379 Allerton Park Lane SD	SD	Allerton Park	£ 29,737
U3379/2/70	4b	U3379 Allerton Lane SD	SD	Allerton Park	£ 32,958
C273/2/95	4a	C273 Dam Bridge To District Boundary SD	SD	Angram	£ 26,725
C273/2/90	4a	C273 Dam Bridge To District Boundary SD	SD	Angram	£ 27,981
Various A6	Various	Various A6 Multiple Locations Tbc Locally In Area 6 Cat 1a,1 2 Footway Patching	Cat 1a,1 2 Footway Patching	Area Wide	£ 37,086
Various A6	Various	Various A6 Multiple Locations Tbc Locally In Area 6 Cat 3,4,5 Footway Patching	Cat 3,4,5 Footway Patching	Area Wide	£ 68,037
Various A6	Various	Various A6 Multiple Locations Tbc Locally In Area 6 Gully Maintenance	Gully Maintenance	Area Wide	£ 57,000
Various A6	Various	Various A6 Multiple Locations Tbc Locally In Area 6 Parapet Maintenance	Parapet Maintenance	Area Wide	£ 35,700
Various A6	Various	Various A6 Multiple Locations Tbc Locally In Area 6 Spray Injection Patching	Spray Injection Patching	Area Wide	£ 71,400
Various A6	Various	Various A6 Multiple Locations Tbc Locally In Area 6 Urban Surfaced Prow	Urban Surfaced Prow	Area Wide	£ 40,600
A61/7/40	3a	A61 Baldersby To Skipton Bridge Patching	Patching	Baldersby	£ 28,660
A61/6/90	3a	A61 Wards Corner To Baldersby Gate Patching	Patching	Baldersby	£ 131,760
A61/7/10	3a	A61 Wards Corner To Baldersby Patching	Patching	Baldersby	£ 131,760
A61/7/20	3a	A61 Wards Corner To Baldersby Patching	Patching	Baldersby	£ 131,760

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A61/7/30	3a	A61 Baldersby Village Patching	Patching	Baldersby	£ 79,056
A61/7/40	3a	A61 Baldersby To Skipton Bridge Patching	Patching	Baldersby	£ 87,840
U667/1/30	4b	U667 Pinfold Close Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Bickerton	£ 25,000
U667/1/70	4b	U667 Pinfold Close Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Bickerton	£ 25,000
U2807/2/40	3b	U2807 Wreaks Road R&R	R&R	Birstwith	£ 120,000
U2807/2/60	3b	U2807 Clint Bank R&R	R&R	Birstwith	£ 120,000
B6265/5/20	3a	B6265 Boroughbridge Road Patching	Patching	Bridge Hewick	£ 16,836
B6265/5/25	3a	B6265 Boroughbridge Road Patching	Patching	Bridge Hewick	£ 16,836
B6265/5/20	3a	B6265 Boroughbridge Road Retexture	Retexture	Bridge Hewick	£ 55,235
B6265/5/25	3a	B6265 Boroughbridge Road Retexture	Retexture	Bridge Hewick	£ 31,289
C233/1/40	3b	C233 Dishforth Road Patching	Patching	Copt Hewick	£ 40,608
C233/1/50	3b	C233 Dishforth Road Patching	Patching	Copt Hewick	£ 40,608
C233/1/60	3b	C233 Dishforth Road Patching	Patching	Copt Hewick	£ 40,608
C233/1/70	3b	C233 Dishforth Road Patching	Patching	Copt Hewick	£ 40,608
C233/1/80	3b	C233 Dishforth Road Patching	Patching	Dishforth	£ 40,608
C31/2/10	3b	C31 High Grantley To Grantley Hall SD	SD	Grantley	£ 34,762
U3385/2/50	4b	U3385 New Lane R&R	R&R	Green Hammerton	£ 30,000
A59/4/70	2	A59 Skipton Road Patching	Patching	Hampsthwaite	£ 18,446
A59/4/80	2	A59 Skipton Road R&R	R&R	Hampsthwaite	£ 315,000
A59/4/70	2	A59 Skipton Road Retexture	Retexture	Hampsthwaite	£ 76,356
U174/3/30	4b	U174 Kendal Road Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Harrogate	£ 70,000
	3a	Oatlands Drive Crossing	Crossing	Harrogate	£ 115,000
	2	Wetherby Road Crossing	Crossing	Harrogate	£ 115,000
U218/3/70	4b	U218 Skipton Road To Devonshire Place Patching	Patching	Harrogate	£ 3,150
U218/3/50	4b	U218 Devonshire Place Patching	Patching	Harrogate	£ 3,150
U187/3/50	4b	U187 County Parade Patching	Patching	Harrogate	£ 5,250

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U188/3/50	4b	U188 County Square Patching	Patching	Harrogate	£ 3,885
U161/3/50	4b	U161 Claro Avenue Patching	Patching	Harrogate	£ 5,250
U326/3/50	4b	U326 Hambleton Road Patching	Patching	Harrogate	£ 12,600
U1/3/50	4b	U1 Ainsty Road Patching	Patching	Harrogate	£ 1,050
U295/3/50	4b	U295 Gascoigne Crescent Patching	Patching	Harrogate	£ 14,700
U41/3/50	4b	U41 Avondale Road Patching	Patching	Harrogate	£ 6,300
U683/3/50	4b	U683 Slingsby Crescent Patching	Patching	Harrogate	£ 4,200
U683/3/70	4b	U683 Slingsby Crescent Patching	Patching	Harrogate	£ 5,040
U164/3/50	4b	U164 Skipton Road To Granby Road Patching	Patching	Harrogate	£ 10,080
U303/3/50	4b	U303 Granby Road Patching	Patching	Harrogate	£ 33,600
U357/3/50	4b	U357 Highgate Park Patching	Patching	Harrogate	£ 420
U680/3/50	4b	U680 Silverfields Road Patching	Patching	Harrogate	£ 21,000
U641/3/50	4b	U641 Roseville Avenue Patching	Patching	Harrogate	£ 8,680
U1206/3/50	5	U1206 Willaston Road Patching	Patching	Harrogate	£ 17,220
U641/3/50	4b	U641 Roseville Avenue Patching	Patching	Harrogate	£ 11,200
U1257/3/50	5	U1257 Silverfields Road Rear Patching	Patching	Harrogate	£ 7,000
U643/3/50	4b	U643 Roseville Road Patching	Patching	Harrogate	£ 14,000
U642/3/50	4b	U642 Roseville Drive Patching	Patching	Harrogate	£ 4,375
U19/3/50	4b	U19 Anchor Road Patching	Patching	Harrogate	£ 5,250
U1266/3/50	5	U1266 Road Rear Of Torrs Road Patching	Patching	Harrogate	£ 2,800
U786/3/50	4b	U786 Torrs Road Patching	Patching	Harrogate	£ 4,375
U470/3/50	4b	U470 Lynton Gardens Patching	Patching	Harrogate	£ 3,500
U1321/3/50	5	U1321 Road Rear Of Hurstleigh Terrace Patching	Patching	Harrogate	£ 10,500
U392/3/50	4b	U392 Hurstleigh Terrace Patching	Patching	Harrogate	£ 12,600
U98/3/50	4b	U98 Bramham Drive Patching	Patching	Harrogate	£ 57,750
U98/3/70	4b	U98 Bramham Drive Patching	Patching	Harrogate	£ 2,100
U98/3/90	4b	U98 Bramham Drive Patching	Patching	Harrogate	£ 2,520

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U108/3/50	4b	U108 Burnby Close Patching	Patching	Harrogate	£ 3,360
U485/3/50	4b	U485 Markenfield Road Patching	Patching	Harrogate	£ 28,000
U74/3/50	4b	U74 Beningbrough Drive Patching	Patching	Harrogate	£ 6,300
U536/3/50	4b	U536 Nunnington Crescent Patching	Patching	Harrogate	£ 6,720
U331/3/60	4b	U331 Harewood Road Patching	Patching	Harrogate	£ 8,400
A6040/1/90	2	A6040 Knaresborough Road R&R	R&R	Harrogate	£ 246,000
U412/3/50	3a	U412 Kings Road R&R	R&R	Harrogate	£ 395,000
U873/3/50	3b	U873 Woodfield Road R&R	R&R	Harrogate	£ 160,000
U873/3/70	4b	U873 Woodfield Road R&R	R&R	Harrogate	£ 180,000
U67/3/50	4b	U67 Belford Road R&R	R&R	Harrogate	£ 38,250
U68/3/50	4b	U68 Belford Square R&R	R&R	Harrogate	£ 38,250
U787/3/50	4b	U787 Tower Street R&R	R&R	Harrogate	£ 38,250
U374/3/50	4b	U374 Hollins Crescent R&R	R&R	Harrogate	£ 74,063
U731/3/50	4b	U731 St Lukes Close R&R	R&R	Harrogate	£ 24,063
U251/3/50	4b	U251 Elmwood Street R&R	R&R	Harrogate	£ 33,813
U607/3/50	4b	U607 Prospect Place R&R	R&R	Harrogate	£ 26,375
U34/3/50	4b	U34 Ashville Grove R&R	R&R	Harrogate	£ 30,813
U600/3/50	4b	U600 Princes Square R&R	R&R	Harrogate	£ 59,000
U710/3/50	4b	U710 St Andrews Walk R&R	R&R	Harrogate	£ 55,000
U413/3/50	4b	U413 Kingsley Close R&R	R&R	Harrogate	£ 60,125
U398/3/30	4b	U398 John Street R&R	R&R	Harrogate	£ 35,000
U35/3/50	4b	U35 Avenue Close R&R	R&R	Harrogate	£ 85,000
U3197/1/50	4b	U3197 College Road And College Street Rear R&R	R&R	Harrogate	£ 31,813
U177/3/50	4b	U177 Coppice Drive R&R	R&R	Harrogate	£ 190,000
U704/3/50	4b	U704 St Andrews Crescent R&R	R&R	Harrogate	£ 76,656
U703/3/50	4b	U703 St Andrews Avenue R&R	R&R	Harrogate	£ 113,094
U706/3/50	4b	U706 St Andrews Parade R&R	R&R	Harrogate	£ 20,344
U710/3/70	4b	U710 St Andrews Walk R&R	R&R	Harrogate	£ 13,500

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U705/3/50	4b	U705 St Andrews Grove R&R	R&R	Harrogate	£ 12,425
U413/3/50	4b	U413 Kingsley Close R&R	R&R	Harrogate	£ 60,125
U398/3/30	4b	U398 John Street R&R	R&R	Harrogate	£ 35,000
U35/3/50	4b	U35 Avenue Close R&R	R&R	Harrogate	£ 85,000
C47/1/50	3b	C47 Forest Lane SD	SD	Harrogate	£ 21,326
C47/1/60	3b	C47 Forest Lane SD	SD	Harrogate	£ 14,492
U3076/1/50	4a	U3076 Park Parade To The Stray SD	SD	Harrogate	£ 1,091
U3233/1/50	4a	U3233 Skipton Road To Regent Parade SD	SD	Harrogate	£ 1,555
U3075/1/50	4a	U3075 Coach Road SD	SD	Harrogate	£ 15,545
U535/3/50	4b	U535 Norwood Grove SD	SD	Harrogate	£ 10,434
U535/3/90	4b	U535 Norwood Grove SD	SD	Harrogate	£ 3,579
U535/3/70	4b	U535 Norwood Grove SD	SD	Harrogate	£ 2,669
U765/3/50	4b	U765 Sutton Grange Close SD	SD	Harrogate	£ 8,736
U347/3/50	4b	U347 Hartwith Close SD	SD	Harrogate	£ 6,006
U243/3/50	4b	U243 Eavestone Grove SD	SD	Harrogate	£ 5,035
U243/3/80	4b	U243 Eavestone Grove SD	SD	Harrogate	£ 1,517
U243/3/70	4b	U243 Eavestone Grove SD	SD	Harrogate	£ 1,699
U243/3/60	4b	U243 Eavestone Grove SD	SD	Harrogate	£ 2,002
U450/3/50	4b	U450 Laverton Gardens SD	SD	Harrogate	£ 6,491
U305/3/50	4b	U305 Grantley Close SD	SD	Harrogate	£ 3,094
U305/3/70	4b	U305 Grantley Close SD	SD	Harrogate	£ 1,517
U862/3/50	4b	U862 Winksley Grove SD	SD	Harrogate	£ 12,243
U862/3/70	4b	U862 Winksley Grove SD	SD	Harrogate	£ 4,037
U330/3/60	4b	U330 Mowbray Square SD	SD	Harrogate	£ 3,656
U330/3/50	4b	U330 Harcourt Road SD	SD	Harrogate	£ 9,392
U330/3/30	4b	U330 Harcourt Drive SD	SD	Harrogate	£ 20,792
U521/3/50	4b	U521 Mowbray Square SD	SD	Harrogate	£ 12,977
U522/3/50	4b	U522 Myrtle Road SD	SD	Harrogate	£ 3,656
U781/3/50	4b	U781 The Grove SD	SD	Harrogate	£ 5,664
U330/3/90	4b	U330 Harcourt Drive SD	SD	Harrogate	£ 3,695

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U330/3/80	4b	U330 Harcourt Drive SD	SD	Harrogate	£ 3,695
U330/3/70	4b	U330 Harcourt Drive SD	SD	Harrogate	£ 4,522
U573/3/50	4b	U573 Park Parade SD	SD	Harrogate	£ 34,767
U621/3/30	4b	U621 Regent Parade SD	SD	Harrogate	£ 20,383
U154/3/50	4b	U154 Christ Church Oval SD	SD	Harrogate	£ 22,010
U570/3/50	4b	U570 Park Chase SD	SD	Harrogate	£ 8,532
U159/3/10	4b	U159 Park Parade To Skipton Road SD	SD	Harrogate	£ 22,225
U159/3/20	4b	U159 Christ Church Track SD	SD	Harrogate	£ 7,098
U159/3/40	4b	U159 Church Square SD	SD	Harrogate	£ 9,034
U159/3/80	4b	U159 Church Square SD	SD	Harrogate	£ 6,954
U159/3/60	4b	U159 Church Square SD	SD	Harrogate	£ 9,177
U286/3/50	4b	U286 Freemans Way SD	SD	Harrogate	£ 15,343
U3186/1/50	4b	U3186 Freemans Way SD	SD	Harrogate	£ 1,721
U3185/1/50	4b	U3185 Freemans Way SD	SD	Harrogate	£ 1,219
U3184/1/50	4b	U3184 Freemans Way SD	SD	Harrogate	£ 4,732
U386/3/30	4b	U386 Hornbeam Park Avenue SD	SD	Harrogate	£ 28,320
U388/3/30	4b	U388 Hornbeam Square East SD	SD	Harrogate	£ 9,320
U388/3/50	4b	U388 Hornbeam Square North SD	SD	Harrogate	£ 8,388
U388/3/70	4b	U388 Hornbeam Square West SD	SD	Harrogate	£ 8,890
U389/3/50	4b	U389 Hornbeam Square South SD	SD	Harrogate	£ 4,947
U3231/1/50	4b	U3231 Hornbeam Square South SD	SD	Harrogate	£ 1,004
A59/8/10	2	A59 Holly Cottage To Rainshaw Farm R&R	R&R	Hopperton	£ 29,000
U3378/2/70	4b	U3378 Hopperton Street SD	SD	Hopperton	£ 56,341
U3373/2/30	4b	U3373 Whixley Lane SD	SD	Hunsingore	£ 45,267
A61/6/40	2	A61 Smith Lane To Kendal View SD	SD	Hutton Conyers	£ 33,466
A61/6/50	2	A61 Smith Lane To Kendal View SD	SD	Hutton Conyers	£ 23,426
A61/6/55	2	A61 Hutton Grange To Kendal View SD	SD	Hutton Conyers	£ 33,382
A61/6/60	2	A61 Hutton Grange To Kendal View SD	SD	Hutton Conyers	£ 31,290

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A61/6/70	2	A61 Hutton Grange To Baldersby Gate SD	SD	Hutton Conyers	£ 46,601
A59/4/15	2	A59 Skipton Road Patching	Patching	Kettlesing	£ 18,446
A59/4/20	2	A59 Skipton Road Patching	Patching	Kettlesing	£ 18,446
A59/4/25	2	A59 Skipton Road Patching	Patching	Kettlesing	£ 18,446
A59/4/30	2	A59 Skipton Road Patching	Patching	Kettlesing	£ 18,446
A59/4/35	2	A59 Skipton Road Patching	Patching	Kettlesing	£ 18,446
A59/4/40	2	A59 Skipton Road Patching	Patching	Kettlesing	£ 18,446
A59/4/50	2	A59 Skipton Road Patching	Patching	Kettlesing	£ 18,446
A59/4/60	2	A59 Skipton Road Patching	Patching	Kettlesing	£ 18,446
A59/4/15	2	A59 Skipton Road Retexture	Retexture	Kettlesing	£ 39,766
A59/4/20	2	A59 Skipton Road Retexture	Retexture	Kettlesing	£ 84,143
A59/4/25	2	A59 Skipton Road Retexture	Retexture	Kettlesing	£ 42,941
A59/4/30	2	A59 Skipton Road Retexture	Retexture	Kettlesing	£ 102,665
A59/4/35	2	A59 Skipton Road Retexture	Retexture	Kettlesing	£ 31,903
A59/4/40	2	A59 Skipton Road Retexture	Retexture	Kettlesing	£ 103,723
A59/4/50	2	A59 Skipton Road Retexture	Retexture	Kettlesing	£ 44,302
A59/4/60	2	A59 Skipton Road Retexture	Retexture	Kettlesing	£ 96,466
A59/4/90	2	A59 Skipton Road R&R	R&R	Killinghall	£ 315,000
U2819/2/50	3b	U2819 Chain Bar Lane R&R	R&R	Killinghall	£ 180,000
U2676/2/70	4b	U2676 St Johns Walk R&R	R&R	Kirby Hill	£ 50,000
U3070/2/50	4b	U3070 Schoolhouse Terrace R&R	R&R	Kirk Deighton	£ 30,000
U3392/2/10	4a	U3392 Gilsthwaite Lane Landslip	Landslip	Kirk Hammerton	£ 70,000
U3478/2/50	4b	U3478 Skip Bridge Loop Special	Special	Kirk Hammerton	£ 30,000
B6164/1/95	3b	B6164 Wetherby Road R&R	R&R	Knaresborough	£ 315,000
C269/1/60	3b	C269 Stockwell Road R&R	R&R	Knaresborough	£ 100,000
U1314/3/50	4b	U1314 Gimbald Crag Close SD	SD	Knaresborough	£ 46,326
U1314/3/70	4b	U1314 Gimbald Crag Close SD	SD	Knaresborough	£ 1,572
U1104/3/90	4b	U1104 Gimbald Crag Link SD	SD	Knaresborough	£ 16,462

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U1104/3/50	4b	U1104 Gimbald Crag Road SD	SD	Knareborough	£ 33,090
U1104/3/70	4b	U1104 Gimbald Crag Road SD	SD	Knareborough	£ 1,572
B6161/1/20	3a	B6161 Leathley Lane Patching	Patching	Leathley	£ 58,560
B6161/1/25	3a	B6161 Leathley Lane Patching	Patching	Leathley	£ 14,640
B6161/1/20	3a	B6161 Leathley Lane Retexture	Retexture	Leathley	£ 102,731
B6161/1/25	3a	B6161 Leathley Lane Retexture	Retexture	Leathley	£ 23,814
A61/5/67	2	A61 Harrogate Road Drainage	Drainage	Littlethorpe	£ 100,000
A61/5/67	2	A61 Harrogate Road R&R	R&R	Littlethorpe	£ 175,000
A61/5/60	2	A61 Harrogate Road R&R	R&R	Littlethorpe	£ 175,000
C273/2/30	4a	C273 Tockwith Road Patching	Patching	Long Marston	£ 25,380
C273/2/40	4a	C273 Tockwith Road Patching	Patching	Long Marston	£ 25,380
C273/2/50	4a	C273 Tockwith Road Patching	Patching	Long Marston	£ 15,750
B6265/5/30	3a	B6265 Boroughbridge Road To Leeming Lane Patching	Patching	Marton Le Moor	£ 16,836
B6265/5/35	3a	B6265 Boroughbridge Road To Leeming Lane Patching	Patching	Marton Le Moor	£ 16,836
B6265/5/40	3a	B6265 Boroughbridge Road To Leeming Lane Patching	Patching	Marton Le Moor	£ 16,836
B6265/5/45	3a	B6265 Boroughbridge Road To Leeming Lane Patching	Patching	Marton Le Moor	£ 16,836
B6265/5/50	3a	B6265 Boroughbridge Road To Leeming Lane Patching	Patching	Marton Le Moor	£ 16,836
B6265/5/55	3a	B6265 Boroughbridge Road To Leeming Lane Patching	Patching	Marton Le Moor	£ 16,836
B6265/5/30	3a	B6265 Boroughbridge Road To Leeming Lane Retexture	Retexture	Marton Le Moor	£ 54,574
B6265/5/35	3a	B6265 Boroughbridge Road To Leeming Lane Retexture	Retexture	Marton Le Moor	£ 52,854
B6265/5/40	3a	B6265 Boroughbridge Road To Leeming Lane Retexture	Retexture	Marton Le Moor	£ 36,250
B6265/5/45	3a	B6265 Boroughbridge Road To Leeming Lane Retexture	Retexture	Marton Le Moor	£ 57,418

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B6265/5/50	3a	B6265 Boroughbridge Road To Leeming Lane Retexture	Retexture	Marion Le Moor	£ 56,294
B6265/5/55	3a	B6265 Boroughbridge Road To Leeming Lane Retexture	Retexture	Marion Le Moor	£ 43,990
C31/3/15	3b	C31 Thorpe Road SD	SD	Masham	£ 23,108
C31/3/20	3b	C31 Thorpe Road SD	SD	Masham	£ 28,919
C31/3/25	3b	C31 Thorpe Road SD	SD	Masham	£ 11,884
U2737/1/30	4b	U2736 Friars Hurst To Railer Bank SD	SD	North Stainley	£ 797
A661/1/50	3a	A661 Roundabout To Braham Hall R&R	R&R	Plompton	£ 25,000
A661/1/60	3a	A661 Roundabout To Braham Hall R&R	R&R	Plompton	£ 325,000
C379/1/45	4a	C379 Thorn Hill To Gouthwaite Bridge Landslip	Landslip	Ramsgill	£ 25,000
C371/1/10	3b	C371 Kirkby Road Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Ripon	£ 20,000
U3105/2/50	3b	U3105 Dallamires Lane Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Ripon	£ 70,000
B6265/5/05	3a	B6265 Boroughbridge Road Patching	Patching	Ripon	£ 16,836
B6265/4/55	3a	B6265 Studley Road Patching	Patching	Ripon	£ 27,084
U3105/2/50	3b	U3105 Dallamires Lane R&R	R&R	Ripon	£ 221,400
U3039/2/50	4a	U3039 Firby Lane R&R	R&R	Ripon	£ 35,000
U3024/2/50	4a	U3024 Moss Arcade R&R	R&R	Ripon	£ 80,000
U3024/2/70	4a	U3024 Victoria Grove R&R	R&R	Ripon	£ 48,900
U3036/2/80	4b	U3036 Alma Gardens R&R	R&R	Ripon	£ 90,000
U3031/2/50	4b	U3031 Ailcey Road R&R	R&R	Ripon	£ 180,000
U3032/2/50	4b	U3032 Saxon Road R&R	R&R	Ripon	£ 25,000
B6265/4/55	3a	B6265 Studley Road Retexture	Retexture	Ripon	£ 51,068
B6265/5/05	3a	B6265 Boroughbridge Road Retexture	Retexture	Ripon	£ 72,699
C31/2/05	3b	C31 Risplith To Grantley Hall SD	SD	Risplith	£ 21,326
A61/6/30	2	A61 Hutton Bank SD	SD	Sharow	£ 42,501
U2886/3/70	4a	U2886 Haggs Road SD	SD	Spofforth	£ 31,355
U2886/2/50	4a	U2886 Haggs Road SD	SD	Spofforth	£ 36,449
U2886/2/30	4a	U2886 Haggs Road SD	SD	Spofforth	£ 46,107
B6265/4/50	3a	B6265 Studley Road Patching	Patching	Studley Roger	£ 27,084
B6265/4/50	3a	B6265 Studley Road Retexture	Retexture	Studley Roger	£ 71,376

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B6265/4/45	3a	B6265 Studley Royal To Wheatbrigs Plantation Patching	Patching	Studley Royal	£ 27,084
B6265/4/40	3a	B6265 Studley Royal To Wheatbrigs Plantation Patching	Patching	Studley Royal	£ 27,084
B6265/4/45	3a	B6265 Studley Royal To Wheatbrigs Plantation Retexture	Retexture	Studley Royal	£ 45,445
B6265/4/40	3a	B6265 Studley Royal To Wheatbrigs Plantation Retexture	Retexture	Studley Royal	£ 37,242
C273/2/10	4a	C273 Fleet Lane Patching	Patching	Tockwith	£ 8,400
C273/2/15	4a	C273 Marston Road Patching	Patching	Tockwith	£ 8,400
C273/2/20	4a	C273 Marston Road Patching	Patching	Tockwith	£ 25,380
C279/1/60	4a	C279 High Street Patching	Patching	Whixley	£ 3,150
C279/1/20	4b	C279 Clockhill Field Lane Patching	Patching	Whixley	£ 14,213
C279/1/30	4b	C279 Clockhill Field Lane Patching	Patching	Whixley	£ 14,213
C279/1/35	4b	C279 Clockhill Field Lane Patching	Patching	Whixley	£ 14,213
U3374/2/50	4b	U3374 Braker Lane Patching	Patching	Whixley	£ 67,200
U3370/2/30	4a	U3370 Church Street Patching	Patching	Whixley	£ 13,125
U2968/1/30	4b	U2968 Starra Field Lane Patching	Patching	Whixley	£ 13,125
U3371/2/30	4b	U3371 High Street Patching	Patching	Whixley	£ 5,250
C279/1/60	4a	C279 High Street Patching	Patching	Whixley	£ 3,150
U3373/2/50	4b	U3373 Scate Moor Lane SD	SD	Whixley	£ 22,435
U3373/2/70	4b	U3373 Scate Moor Lane SD	SD	Whixley	£ 30,244
C279/1/40	4b	C279 Stone Gate Special	Special	Whixley	£ 8,000

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Area 7 (Selby) Schemes for inclusion in the Highways Capital Forward Programme

Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
Various A7	Various	Various A7 Multiple Locations Tbc Locally In Area 7 Cat 1a,1 2 Footway Patching	Cat 1a,1 2 Footway Patching	Area Wide	£ 36,627
Various A7	Various	Various A7 Multiple Locations Tbc Locally In Area 7 Cat 3,4,5 Footway Patching	Cat 3,4,5 Footway Patching	Area Wide	£ 40,996
Various A7	Various	Various A7 Multiple Locations Tbc Locally In Area 7 Gully Maintenance	Gully Maintenance	Area Wide	£ 57,000
Various A7	Various	Various A7 Multiple Locations Tbc Locally In Area 7 Parapet Maintenance	Parapet Maintenance	Area Wide	£ 35,700
Various A7	Various	Various A7 Multiple Locations Tbc Locally In Area 7 Spray Injection Patching	Spray Injection Patching	Area Wide	£ 71,400
Various A7	Various	Various A7 Multiple Locations Tbc Locally In Area 7 Urban Surfaced Prow	Urban Surfaced Prow	Area Wide	£ 27,400
A19/3/08	2	A19 Road From Market Weighton Road To Selby Road SD	SD	Barlby	£ 12,791
A19/2/94	2	A19 Barlby New By-Pass SD	SD	Barlby	£ 11,366
A19/2/82	2	A19 Barlby New By-Pass SD	SD	Barlby	£ 11,847
A1041/1/70	3a	A1041 Camblesforth Road Patching	Patching	Barlow	£ 13,017
A1041/1/75	3a	A1041 Camblesforth Road Patching	Patching	Barlow	£ 58,713
U953/2/70	4b	U953 Camela Lane SD	SD	Barlow	£ 14,943
U875/2/30	4b	U875 Shaftesbury Avenue SD	SD	Beal	£ 3,353
U876/2/30	4b	U876 The Oval SD	SD	Beal	£ 7,058
U880/2/20	4b	U880 Biggin Lane To Biggin Bridge Patching	Patching	Biggin	£ 25,585
U880/2/40	4b	U880 Oxmoor Lane Patching	Patching	Biggin	£ 33,619
U687/1/70	4b	U687 Marsh Lane Drainage	Drainage	Bolton Percy	£ 28,380
U897/2/50	4b	U897 Beaumont Place R&R	R&R	Brayton	£ 29,975
A1041/1/50	3a	A1041 Selby Road Patching	Patching	Camblesforth	£ 3,247
A1041/1/60	3a	A1041 Selby Road Patching	Patching	Camblesforth	£ 18,714

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
U953/2/50	4b	U953 Camela Lane SD	SD	Camblesforth	£ 19,904
U957/2/30	4b	U957 Brigg Lane SD	SD	Camblesforth	£ 18,887
U957/2/50	4b	U957 Brigg Lane SD	SD	Camblesforth	£ 33,058
U2924/1/50	4b	U2924 From Brigg Lane To End Of Cul De Sac SD	SD	Camblesforth	£ 11,335
U959/2/50	4b	U959 Beech Tree Lane SD	SD	Camblesforth	£ 10,382
U1612/2/50	4b	U1612 Manor Drive SD	SD	Camblesforth	£ 6,014
U958/2/50	4b	U958 Manor Close SD	SD	Camblesforth	£ 4,193
U954/2/50	4b	U954 Mill Lane SD	SD	Camblesforth	£ 18,714
U961/2/30	4b	U961 Oaklands SD	SD	Camblesforth	£ 14,322
U956/2/50	4b	U956 Oaklands Crescent SD	SD	Camblesforth	£ 3,759
U964/2/50	4b	U964 Croft Road SD	SD	Camblesforth	£ 21,234
U965/2/50	4b	U965 Croftway SD	SD	Camblesforth	£ 8,096
U966/2/50	4b	U966 Underwit Road SD	SD	Camblesforth	£ 2,713
U962/2/30	4b	U962 Pinewood Drive SD	SD	Camblesforth	£ 17,795
U1715/2/50	4b	U1715 Lingcroft Close SD	SD	Camblesforth	£ 2,169
U1499/2/50	4b	U1499 Sandway Drive SD	SD	Camblesforth	£ 5,706
U1654/2/50	4b	U1654 Millfield Drive SD	SD	Camblesforth	£ 8,029
U963/2/50	4b	U963 Prospect Close SD	SD	Camblesforth	£ 1,771
C314/1/10	4a	C314 Biggin Bridge To Scalm Lane SD	SD	Cawood	£ 22,262
C314/1/20	4a	C314 Biggin Bridge To Scalm Lane SD	SD	Cawood	£ 18,199
C314/1/30	4a	C314 Biggin Bridge To Scalm Lane SD	SD	Cawood	£ 31,333
C314/1/40	4a	C314 Scalm Lane SD	SD	Cawood	£ 24,065
C314/1/50	4a	C314 Scalm Lane SD	SD	Cawood	£ 14,403
U701/1/30	4b	U701 Hagg Lane SD	SD	Cawood	£ 7,345
C312/1/60	4a	C312 Busk Lane Patching	Patching	Church Fenton	£ 15,888
U782/1/20	4b	U782 Road From Busk Lane To Moor Lane Patching	Patching	Church Fenton	£ 20,286
U880/2/60	4b	U880 Oxmoor Lane Patching	Patching	Church Fenton	£ 36,018
U880/2/80	4b	U880 Brackenhill Lane Patching	Patching	Church Fenton	£ 24,619
U1464/2/50	4b	U1464 Ings Road Patching	Patching	Cliffe	£ 17,364
C319/1/30	4a	C319 Cliffe Cottage To Lara Bridge SD	SD	Cliffe	£ 32,759
U1470/2/70	4b	U1470 Turnham Lane SD	SD	Cliffe	£ 7,466

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
C290/1/80	4a	C290 Street Lane Patching	Patching	Colton	£ 24,223
C290/1/60	4a	C290 Braegate Lane Patching	Patching	Colton	£ 9,405
C290/1/50	4a	C290 Braegate Lane Patching	Patching	Colton	£ 17,761
A19/3/44	2	A19 Riccall Road SD	SD	Escrick	£ 13,638
A19/3/38	2	A19 Riccall Road SD	SD	Escrick	£ 20,215
A19/3/32	2	A19 Riccall Road SD	SD	Escrick	£ 9,269
A19/3/28	2	A19 Riccall Road SD	SD	Escrick	£ 18,419
C323/1/15	4a	C323 Road From Fairburn North Roundabout To End Of Cul De Sac Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Fairburn	£ 5,999
C323/2/20	4a	C323 Hillam Road SD	SD	Gateforth	£ 21,122
C323/2/30	4a	C323 Hillam Road SD	SD	Gateforth	£ 11,422
C323/2/40	4a	C323 Hillam Road SD	SD	Gateforth	£ 11,230
U1077/2/30	4b	U1077 Heck Lane SD	SD	Hensall	£ 14,466
C323/1/90	4a	C323 Village Street SD	SD	Hillam	£ 17,099
C323/1/95	4a	C323 Hillam Common Lane SD	SD	Hillam	£ 16,878
C323/2/05	4a	C323 Hillam Common Lane SD	SD	Hillam	£ 21,915
C323/2/10	4a	C323 Hillam Common Lane SD	SD	Hillam	£ 25,050
U873/2/50	4b	U873 Stocking Lane SD	SD	Kellingley	£ 1,604
U873/2/50	4b	U873 Stocking Lane SD	SD	Kellingley	£ 7,973
A63/1/40	2	A63 Selby Road Patching	Patching	Monk Fryston	£ 29,147
A63/1/30	2	A63 Selby Road Patching	Patching	Monk Fryston	£ 28,293
C319/1/60	4a	C319 Cornelius Causeway Patching	Patching	North Duffield	£ 12,514
C319/1/70	4a	C319 Cornelius Causeway Patching	Patching	North Duffield	£ 16,976
U1494/2/30	4b	U1494 Green Lane Patching	Patching	North Duffield	£ 24,660
U1492/2/50	4b	U1492 Hugh Field Lane Patching	Patching	North Duffield	£ 11,558
U1493/2/50	4b	U1493 Hugh Field North Lane Patching	Patching	North Duffield	£ 8,773
U1494/2/30	4b	U1494 Green Lane R&R	R&R	North Duffield	£ 62,700
U768/1/50	4b	U768 Robinsons Lane Patching	Patching	Osgodby	£ 16,861
U756/1/50	4b	U756 Church Street Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Riccall	£ 5,643

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Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
U760/1/30	4b	U760 King Rudding Lane SD	SD	Riccall	£ 73,224
A19/3/20	2	A19 Road From Selby Road To Main Street SD	SD	Riccall	£ 21,459
A19/3/14	2	A19 Road From Selby Road To Main Street SD	SD	Riccall	£ 22,932
U1364/2/30	4b	U1364 Black Fen Lane Patching	Patching	Selby	£ 29,909
U1366/2/50	4b	U1366 Sand Lane Patching	Patching	Selby	£ 11,314
U1225/2/50	4b	U1225 Carentan Close R&R	R&R	Selby	£ 16,748
U1224/2/50	4b	U1224 Normandy Close R&R	R&R	Selby	£ 6,930
B1222/1/60	3b	B1222 Moor Lane SD	SD	Sherburn-In-Elmet	£ 34,372
B1222/1/85	3b	B1222 Bishopdyke Road SD	SD	Sherburn-In-Elmet	£ 24,589
C319/1/80	4a	C319 Blackwood Road Patching	Patching	Skipwith	£ 20,347
U794/1/30	4b	U794 Common Road Patching	Patching	Skipwith	£ 15,506
C288/1/10	3b	C288 Wighill Lane Cat 3,4,5 Footway R&R	Cat 3,4,5 Footway R&R	Tadcaster	£ 29,106
U836/1/30	4b	U836 Edgerton Drive SD	SD	Tadcaster	£ 6,292
U836/1/50	4b	U836 Edgerton Drive SD	SD	Tadcaster	£ 884
U836/1/70	4b	U836 Edgerton Drive SD	SD	Tadcaster	£ 952
U837/1/50	4b	U837 Edgerton Court SD	SD	Tadcaster	£ 2,341
U838/1/50	4b	U838 Edgerton Garth SD	SD	Tadcaster	£ 1,646
U877/1/50	4b	U877 Aspen Way SD	SD	Tadcaster	£ 1,946
U876/1/50	4b	U876 Cedar Drive SD	SD	Tadcaster	£ 2,321
U878/1/50	4b	U878 Beech Walk SD	SD	Tadcaster	£ 1,953
U839/1/30	4b	U839 Fairfield Road SD	SD	Tadcaster	£ 9,348
U839/1/50	4b	U839 Fairfield Road SD	SD	Tadcaster	£ 684
U839/1/70	4b	U839 Fairfield Road SD	SD	Tadcaster	£ 968
U840/1/50	4b	U840 Fairfield Way SD	SD	Tadcaster	£ 3,723
U840/1/30	4b	U840 Fairfield Way SD	SD	Tadcaster	£ 882
U840/1/70	4b	U840 Fairfield Way SD	SD	Tadcaster	£ 957
U1820/2/50	4b	U1820 Roth Hill Lane Patching	Patching	Thorganby	£ 22,245
U1373/2/50	4b	U1373 Field Avenue Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 19,158
U1374/2/50	4b	U1374 Wood Lane Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 3,050

Appendix A

Link & Section	Hierarchy	Scheme Name	Treatment Type	Location	Budget
U1375/2/70	4b	U1375 Wood Close Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 5,078
U1376/2/50	4b	U1376 The Coppice Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 3,264
U1337/2/50	4b	U1337 Sandway Avenue Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 8,359
U1324/2/70	4b	U1324 Orchard Way Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 19,065
U1338/2/30	4b	U1338 Sandway Drive Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 11,969
U1339/2/50	4b	U1339 Sandway Close Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 2,976
U1325/2/30	4b	U1325 Meadow Drive Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 12,462
U1328/2/50	4b	U1328 Linden Way Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 9,300
U1326/2/50	4b	U1326 Meadow Close Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 2,409
U1327/2/50	4b	U1327 Meadow Garth Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 2,024
U1330/2/30	4b	U1330 Foxdale Avenue Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 17,205
U1334/2/50	4b	U1334 Tudor Close Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 1,726
U1335/2/50	4b	U1335 Stuart Grove Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 2,403
U1332/2/50	4b	U1332 Norman Close Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 3,083
U1331/2/50	4b	U1331 Saxon Close Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 3,013
U1606/2/50	4b	U1606 Acorn Way Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 2,670
U1396/2/50	4b	U1396 Laurel Close Slurry Sealing	Slurry Sealing	Thorpe Willoughby	£ 4,620
B1223/2/80	3b	B1223 New Road Landslip (Retaining Wall)	Landslip (Retaining Wall)	Ulleskelf	£ 360,000
C312/1/70	4a	C312 Five Lane Ends To Church Fenton Patching	Patching	Ulleskelf	£ 9,014
C312/1/80	4a	C312 Five Lane Ends To Church Fenton Patching	Patching	Ulleskelf	£ 10,553
C312/1/90	4a	C312 Five Lane Ends To Church Fenton Patching	Patching	Ulleskelf	£ 21,598
A19/0/60	3a	A19 Doncaster Road SD	SD	Whitley	£ 13,766
U693/1/50	4b	U693 Long Lane Patching	Patching	Wistow	£ 67,375
U1364/2/70	4b	U1364 Dickey Lane Patching	Patching	Wistow	£ 6,687

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

Name	Town	Road Name	Scheme Budget	Area
Garden Wood	Caldwell	B6274	£ 100,000.00	1
Low Green	Catterick	Low Green	£ 80,000.00	1
Tunstall Road	Catterick		£ 20,000.00	1
Side Bank Wood	Downholme	A6108	£ 200,000.00	1
Widdale Head	Hawes	B6255	£ 90,000.00	1
West Stonesdale	Keld	U/C	£ 80,000.00	1
Cornforth Hill	Richmond		£ 30,000.00	1
Osmotherley	Osmotherley	Uncl	£ 120,000.00	2
South Otterington	South Otterington	A167	£ 175,000.00	2
Worsall	Worsall	Uncl	£ 60,000.00	2
Yoadwath footbridge	Hutton Le Hole	F/Pth	£ 40,000.00	4
Dove Bridge	Keldholme	A170	£ 150,000.00	4
Long Gill (West)	Hesley	Uncl	£ 60,000.00	5
Potts Beck (Litton)	Litton	C394	£ 150,000.00	5
Tin Footbridge	Skipton	F/Pth	£ 450,000.00	5
Shaw (Stainburn)	Beckwithshaw	B6161	£ 120,000.00	6
Burley Bank	Killinghall	C257	£ 120,000.00	6
Swinney	Masham	C48	£ 150,000.00	6
North (Ripon)	Ripon	A6108	£ 250,000.00	6
Stainley	South Stainley	Uncl	£ 100,000.00	6
Gowdall Culvert	Gowdall		£ 100,000.00	7
Park Street Railway	Selby	A1041	£ 400,000.00	7

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		
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 County 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.		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</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 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.</p>			
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		✓	

Appendix B

Marriage or civil partnership		✓	
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 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	02/09/2024		



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	New Schemes for inclusion in the Highways Capital Forward Programme
Brief description of proposal	To seek agreement from the Corporate Director, Environment, in consultation with Cllr. Keane Duncan Executive Member for Highways and Transportation, to add new schemes to the Highways Capital Forward 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	12.08.2024

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.

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)	No impact (Place a X in the box below where)	Negative impact (Place a X in the box below where)	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)	No impact (Place a X in the box below where)	Negative impact (Place a X in the box below where)	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 continue to use lower carbon treatments on our network in 25/26. 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</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>carriageway structure is removed, crushed and graded, then is mixed with a Cementous additive and is then re-laid and Surface Rejuvenator and retexturing processes. 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>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>Taking steps to reduce the amount of material being taken to landfill and taking steps to safely encapsulate 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>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>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>				

<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 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	
Completion date	12.08.2024

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

Date: **02/09/2024**

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North Yorkshire Council

Environment Executive Members

12 September 2024

Opposed Definitive Map Modification Order - Restricted Byways 15.75/83, 15.70/56, 15.70/57, 15.75/84, Gillgate Road and Appleby Lane, Kirkby Malzeard and Laverton Modification Order 2022

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

1.0 PURPOSE OF THE REPORT

- 1.1 To advise the Corporate Director of Environment of the proposed submission to the Secretary of State (SoS) of an opposed Definitive Map Modification Order (DMMO). A location plan is attached to this report as Appendix A. The Order routes are shown in Appendices B and C.
- 1.2 An Order Making Authority cannot confirm a DMMO where there are outstanding unresolved objections; the Order must be forwarded to the SoS for determination on whether or not it should be confirmed.
- 1.3 To request the Corporate Director, in consultation with the Local Member and Executive Member for Highways & Transportation, to decide what stance North Yorkshire Council (NYC) will take in its submission of the opposed Order to the SoS.

2.0 BACKGROUND

- 2.1 The application for the DMMO was submitted to North Yorkshire County Council by the British Horse Society on 08 February 2017 to record two sections of Restricted Byway - Gillgate Road and Appleby Lane.
- 2.2 The Order section of Gillgate Road is not recorded in the List of Streets (LoS) or on the Definitive Map. It runs for approximately 709 metres from a junction with the C372/U2960/2 road in Laverton village (point A on the plan at Appendix B), generally westwards to the end of the tarmacked section of Gillgate Road (recorded on the LoS as U2956/2) north of Bucks House (point C on the plan at Appendix B). The route is enclosed between hedges and fences. The western section of Gillgate Road is predominantly earth and grass and the eastern section is predominantly crushed stone.
- 2.3 The section of Appleby Lane affected by the Order is also not recorded in the LoS or the Definitive Map. It runs for approximately 229 metres from the end of the tarmacked section of Appleby Lane (recorded as highway U2955/2 on the LoS) near Beckmeetings Farm (point D on the plan at Appendix C), south-westwards to a ford at Carlesmoor Beck and terminates at a junction with the unsurfaced unclassified road (UUR) U2954/2, Belford Lane/Drift Lane (point F on the map at Appendix C). It is a grass and earth route enclosed between hedges.

- 2.4 The application was supported by an extensive range of historical documentary evidence:
- Laverton Township map (circa 1780)
 - Kirkby Malzeard Inclosure Act (1787), extract
 - Kirkby Malzeard Inclosure Award (1789) [*Richmond Estate Copy c1789*], Extracts of Transcription and extracts of original award
 - Kirkby Malzeard Boundary Map (1730), extract
 - Analysis of Inclosure Award & maps by Sue Hogg, Pennine Packhorse Trails Trust
 - Kirkby Malzeard Township Map (c1790), extracts
 - Plan of Allotments on Kirkby Moor (1788), extracts
 - Plan/Map of Kirkby Malzeard, Laverton, Grewelthorpe (1832) showing Mrs Lawrence Estate, extracts
 - Plan of Land. Laverton & Ripon (1860). Estate map drawn by Robert Telford, extracts
 - Plan of Estate of Earl de Grey of Ripon (1869), extracts
 - Tithe Map and Extract of Award for Kirkby Malzeard (1840)
 - Laverton Tithe Award and map (1840), extracts
 - Finance Act (1910), extracts: Register of Entries, Finance Act 1910 Maps, Finance Act 1910 Field Book entry
 - Leeds Corporations Water Works Act (1910), extracts of plans
 - Ordnance Survey (1890s) Object Names Book entries
 - Correspondence from North Yorkshire County Council Highways Department (1999)
 - UK Government Land Registry Data on ownership
 - A paper on the value of Ordnance Survey maps for proving rights of way
 - Extracts of Ordnance Survey (OS) maps: 1861 1 inch to 1 mile, 1925 1 inch to 1 mile, 1897 6 inch to 1 mile
 - Extracts of Commercial Maps: Jeffrey's map of Yorkshire (1771), Greenwood's map of Yorkshire (1817, 1834), Cary's map of Yorkshire (1825), JH Frank's map of Yorkshire (1840), Story's Motoring and Cycling map (1926)
 - Copy of PINS Order Decision FPS/P2745/7/46
- 2.5 On the basis of the evidence submitted, officers believed that the relevant evidential standard had been met for the making of an Order i.e., 'reasonably alleged'.
- 2.6 An informal consultation was carried out and no objections were received and so the Principal DMO determined to proceed to make an Order under delegated powers.
- 2.7 The Order was sealed by NYCC on 01 April 2022 and was subsequently advertised, attracting 10 objections. However, it was found that there was a technical error on the Order plans which meant that the Order was flawed and would have to be remade. The Order was remade in an amended form on 05 July 2022 and was subsequently advertised. This attracted 8 objections of which all 8 remain outstanding. The Council cannot confirm a DMMO where there are outstanding objections; the Order must be forwarded to the Secretary of State for resolution.
- 2.8 Any comments received from local Members are provided below. In accordance with the constitution requirements protocol for reports to the Corporate Director, Environment and the Environment Executive Member, the relevant local Member, has been provided with access to a copy of this report and has been invited to the meeting on 12 September 2024.
- 3.0 CURRENT DECISION TO BE MADE**
- 3.1 In submitting an opposed Order to the SoS the Council needs to express whether, on the basis of the available evidence, it;

- supports confirmation of the Order,
- believes the Order should not be confirmed, or
- considers the evidence is either so finely balanced or is particularly unclear and wishes to take a neutral stance.

3.2 The current decision to be made is which stance the Council is to take within its submission of this opposed DMMO to the SoS.

4.0 COMMENTS ON THE EVIDENCE

4.1 The following is a summary of, and comment on, the evidence presented to date:

4.2 Evidence Supporting Confirmation of the Order:

- 4.2.1 The 18th Century evidence suggests that the sections of Order route were ways which pre-existed the inclosures of the area in the late 1780s. The Laverton Township map (circa 1780) depicts the land where the routes are located prior to the Kirkby Malzeard Inclosure Act (1787) and Award (1789). West of Laverton, there were two ancient enclosures with Kirkby Malzeard Common lying in between them. The first short section of the Gillgate Road Order route can be identified as going to the eastern old enclosure from Laverton village and terminating in a gate/barrier at the edge of the old enclosure. The route is not shown over the old enclosures. It appears that the western end of Appleby Lane (E to F on the Order Plan in Appendix C) is shown as an enclosed lane south of the western old enclosure and the Common, although the resolution of the map as submitted is not very clear to define an alignment of D to E.
- 4.2.2 The Inclosure Award evidence suggests that the sections of Order route were ways which already existed, and they are mentioned in relation to the newly set out inclosure roads. The sections of Appleby Lane and Gillgate Road which are recorded as highways on the LoS are those sections that were set out in the Inclosure Award. The section of Appleby Lane now recorded on the LoS was set out in the Award as 'Dallowgill Road' a 27ft carriage and occupation road. The Order section of Appleby Lane was referred to as being an 'ancient lane called Beck Meetings Lane' which Dallowgill Road leads to. The section of Gillgate Road recorded in the LoS is set out in the Award as 'Intack Road' a 27ft carriage and occupation road running from Dallowgill Road to the west side of the old inclosures. The Order section of Gillgate Road is referred to as being a [pre-existing] 'road' which the newly set out Gelgate Public Carriage Road ran to and into, in Laverton village.
- 4.2.3 The newly set out roads were carriage and occupation roads of 27ft in breadth. They are not specifically denoted as public, but neither are they denoted as being restricted to the use of certain individuals. The award sets out three types of carriage roads: public carriage roads (over 40ft wide) to be maintained by the parish, carriage roads less than 40ft wide, also to be maintained by the parish (these appear to be local roads rather than the more major public carriage roads), and private carriage roads of various widths for use by specific individuals named in the award e.g. Anthony Proctor and Thomas Weatherhead, who were stated to be responsible for maintenance. A previous PINS decision case submitted by the Applicant also makes reference to the Kirkby Malzeard Inclosure Act/Award. This decision states that this Award would appear to specifically name individuals in instances where the use of a route was restricted to use only by private individual occupiers rather than the wider public. As the Award states that inclosure roads were to be for the same uses as previously used, it can be inferred that the status of the newly set out routes is the same as any existing connecting section.

- 4.2.4 The Kirkby Malzeard Township (1790) map is contemporaneous with the inclosures and shows the situation after the changes had occurred. The Order section of Appleby Lane is shown as enclosed and uncoloured and with the label 'to Dallowgill' indicating it is a public route. The area around the eastern end of the Order section of Gillgate Road (A to B) is not covered by the map. The western section of Gillgate Road is just discernible as an enclosed route where it enters the old Common east of C, but it is not clearly shown as a defined route leading to the Intake Road inclosure road.
- 4.2.5 The Kirkby Malzeard Tithe Map and Apportionment (1840) suggests that the Order sections of the routes were regarded as public highways. Appleby Lane is shown on its current alignment enclosed from the surrounding land parcels and it is labelled 'to Dallagill' [Dallowgill] indicating that it was a public through route. The applicant suggests that the route is coloured sienna, which was a convention in tithe maps for showing public roads, however the colour reproduction as submitted is quite poor. Gillgate Road is depicted as an enclosed route with the exception of south of parcel 222 where its northern boundary is shown as a dotted rather than solid line. In the Apportionment, 222 is listed as 'Road pasture'. It is similarly apparently coloured sienna, as other current public roads. This is supportive that the Order (and the LoS) routes were public highways, most likely carriageways, at the time of the Kirkby Malzeard tithe.
- 4.2.6 19th Century estate maps, commercial maps and OS maps submitted mostly depict the routes as defined tracks and are generally consistent with other public roads in the area. This supports the conclusion that the routes were regarded as public highways/carriageways.
- 4.2.7 In the Finance Act (1910) assessments, the western section of Gillgate Road is shown as a white road, excluded from the surrounding hereditaments. This suggests that it was a public road. The remaining part of the route is shown as going through hereditament 244 and is not depicted separately. However, a deduction has been made in parcel 244 for a 'right of way on Lane'. There is no other right of way in the parcel which this deduction could have been for. This supports that section of Gillgate Road being a right of way, although it is not conclusive as to status. Appleby Lane is not shown as a separate white road and is within a very large parcel of land (358) owned by the Leeds Water Corporation. It appears from the relevant submitted documentation that the Leeds Water Corporation did not make any claims for any rights of way over its land in the vicinity, therefore the fact that Appleby Lane is not claimed as a right of way cannot be taken as an indication that it was a private rather than public road.

4.3 Evidence Against Confirmation of the Order:

- 4.3.1 None of the evidence put forward by the applicant contradicts the assertion that the Order routes were ancient carriageways although some of the submitted evidence offers only weak support or no support. Several objections have been made countering the evidence; these are raised in the objections section below.

5.0 **OBJECTIONS TO THE MADE ORDER**

- 5.1 A number of objections were received. The grounds for these objections are summarised below, together with Officer responses. Objection grounds 1 to 8 were submitted by various objectors, including representatives from the Trail Riders Fellowship (TRF) who stated that the routes should be recorded as Byways Open to All Traffic since they believe that public rights for MPVs (Mechanically Propelled Vehicles) exist over both routes. Objection grounds 9 to 12 were submitted by a representative of the Yorkshire Dales Green Lanes Alliance (YDGLA) objecting to the recording of Appleby Lane as a Restricted Byway, instead asserting that it should be recorded as a Bridleway. This objector did not object to the proposal to record Gillgate Road as a Restricted Byway.

- 5.2 **Objection 1:** (Raised by a number of objectors)
The Order routes appear to have been recorded on the NYCC List of Streets maintainable at public expense as Appleby Lane and Gillgate Road on the 02 May 2006. The public right for mechanically propelled vehicles is therefore preserved by the engagement of the exemption set out in section 67(2)(b) Natural Environment and Rural Communities Act 2006 (NERC Act).
- 5.2.1 Officer Comment/Response:
The sections of route affected by the Order are only the unsurfaced sections i.e. A-B-C and D-E-F as shown on the Order plans. Neither of these unsurfaced sections has any legally recorded status, as they are not recorded on the Definitive Map and appear never to have recorded in the List of Streets/Highway Records. Note: This fact has been confirmed by NYC Highways in documentary evidence we have submitted to objectors to rebut this point of objection. However, none were prepared to withdraw this objection.
- 5.3 **Objection 2** (Raised by two objectors)
The Order routes appear to be ordinary roads, used by the public mainly for the purposes of carriageway, that are outwith the scope of definitive map legislation, and would retain their rights for vehicles that existed prior to the NERC Act.
- 5.3.1 Officer Comment/Response:
We do not consider that these unsurfaced routes (which are not recorded on NYC Highways Records/the List of Streets) could be considered “ordinary” highways. It is not disputed that recreational motor vehicles have used the routes to some extent, whether lawfully or not, together with pedestrians, cyclists and horse riders. However, officers believe it unlikely that the use by MPVs is of such frequency/volume that the unsurfaced sections are part of the ‘ordinary road network’ which would have exempted extinguishment of MPV rights by section 67 of the NERC Act.
- 5.4 **Objection 3** (Raised by two objectors)
No new discovery under section 53(3)(c)(i) Wildlife and Countryside Act 1981 has occurred to engage powers to make a definitive map modification order.
- 5.4.1 Officer Comment/Response:
Officers consider that the application contained new evidence which merits an investigation and Order under section 53 of the Wildlife & Countryside Act.
- 5.5 **Objection 4:** (Raised by one objector)
The objector states it does not make any sense that there is not a continuous road from Beckmeetings Farm to Drift Lane and that the road/route is continuous from Appleby Lane-Gillgate Road to Bedford/Drift Lane. This is one continual road as shown on the map previously supplied. The objector states they have also used this road for many years and they see no reason to effectively close the middle section of the road as it makes no sense.
- 5.5.1 Officer Comment/Response:
It is indisputable that the Order route sections and the tarmac NYC-maintained sections on the List of Streets can be used as continuous through-routes for vehicles. The routes set out at inclosure and pre-existing routes have been differently recorded in Highway records and with consequent different maintenance responsibilities, even though it seems likely historic carriage rights existed over both the now tarmacked and unsurfaced sections. As a result of this difference, it appears that the NERC Act will have extinguished motor vehicle rights over the unrecorded unsurfaced sections which are subject to this Order. This is a consequence of statutory law, whether or not it seems sensible or fair.

- 5.6 **Objection 5:** (Raised by two objectors)
Part II of the Order schedule lists 'field gates' as limitations. The field gates appear to be unlawful obstructions rather than lawful limitations. The gates are not recorded in the inclosure award. The objector can find no evidence that these gates were present at the date of dedication of the highway.
- 5.6.1 Officer Comment/Response:
The sections of Order route are not included in the inclosure award. The gates listed are currently in existence on the route and appear to be of some antiquity. Therefore, it appears to be reasonable to include them in the Order, but should an Inspector wish to remove them as lawful limitations, we would have no objection to this.
- 5.7 **Objection 6:** (Raised by one objector)
This objector states he has personally used the route on a motorcycle and has not seen any damage that could be attributable to motorcycle use.
- 5.7.1 Officer Comment/Response:
The condition of the routes and their suitability or otherwise for use by MPVs are not a material consideration. The only issue to be decided for the purposes of a DMMO decision is what public rights of way exist over the routes.
- 5.8 **Objection 7** (Raised by the Trail Riders Fellowship)
Appleby Lane and Gillgate Road are shown on the Definitive Map as named routes. Appleby Lane and Gillgate Road are referred to in the Definitive Statement with further information to suggest they are county roads.
- 5.8.1 Officer Comment/Response:
The Ordnance Survey base map on which the Definitive Map has been drawn shows the physical existence of the enclosed tracks named Appleby Lane and Gillgate Road. The depiction of a route on an OS map is not proof of any public rights over that route. The Definitive Map issued in 1973 by the former West Riding County Council does not show any public rights of way existing over the sections marked as A-B-C and D-E-F on the Order plans. References in the Definitive Statement to 'the County Road known as Appleby Lane' refer to a tarmac section of the road which is recorded on current NYC Highways Records as U2955/2/50. U2955/2/50 does not include the Order route section of Appleby Lane (D-E-F as shown on the Order plans).
- 5.9 **Objection 8** (Raised by one objector)
Part II of the Order schedule states that where proposed RB 15.70/57 crosses a ford, to the north of the ford, the width of the way is 2.8 metres, but the rest is 4.8 metres. The objector states they can find no documentary indication that such a pinch point existed historically.
- 5.9.1 Officer Comment/Response:
There is no documentary indication of the width of the route D-E-F as it is not recorded in the Definitive Map or Highways Records and was not set out in the inclosure award (it appears to be a pre-existing ancient road called Beck Meetings Lane). This pinch point between walls and banks physically exists on the ground as the route enters the ford. It is likely that it existed historically although we cannot exclude the possibility that the local hydrology has gradually changed, and part of the bank has been increased over the years due to deposition of material. In the absence of historical evidence that the situation used to be different, we have recorded the widths which exist currently, but should an Inspector wish to amend the recorded width, we would have no objection to this.
- 5.10 **Objection 9** (raised by YDGLA)
Appleby Lane appears to be shown as part of a non-turnpike road running west from the village of Laverton on Thomas Jefferys' large scale map of Yorkshire, a map based on surveys in 1767-70. The Planning Inspectorate's Definitive Map Orders Consistency

Guidelines provide guidance on the interpretation of non-turnpike roads shown on 18th and 19th century maps in paragraphs 2.24 to 2.30, suggesting that such roads could be either a public bridleway or a highway for vehicles. Appleby Lane was described in 1789 as an “ancient lane (...) called Beck Meetings Lane”, the westward continuation (from D) of a carriage and occupation road with a width of 27 feet, by the commissioners of the inclosure award for Kirkby Malzeard and Laverton. At F, the Order route terminated on a way described by the inclosure commissioners as a private carriage and occupation road, with a width of 27 feet, the route which is now U2954. The fact that the eastward continuation of section D-E-F was specified as an occupation road, the westward continuation of section D-E-F was specified as a private carriage and occupation road, and that both continuations of D-E-F had a width less than that (40 feet) required for public carriage roads by the Act which enabled the inclosure, show that section D-E-F of the Order route did not have public vehicular rights at the end of the 18th century. Together these pieces of evidence indicate that these sections of the Order route had public bridleway rights at the end of the 18th century.

5.10.1 Officer Comment /Response:

As neither of the Order route sections were set out in the inclosure award, we do not consider this to be an entirely relevant objection. We think it more persuasive that the description of Appleby Lane as an ‘ancient lane’ is suggestive of carriage rights and also that Gillgate Lane was run into by a public carriage road set out in the Award. In relation to the inclosure sections of Appleby Lane and Gillgate Road, we concur with other PINS interpretations of this Inclosure award when considered by the Planning Inspectorate is that the important fact in determining whether the routes set out therein were public or not was not whether they met the width of 40 ft stated in the enabling Act, but instead whether they were stated to be for the use of specified individuals, and the fact that the routes were to be maintained by the parish rather than by individual occupiers.

5.11 **Objection 10** (YDGLA)

Later evidence does not demonstrate the subsequent dedication of public vehicular rights over this section of the Order route. For example: Greenwood’s map of 1817 shows section D-E-F of the Order route and its continuation over the southern section of what is now U2954 as crossroads, i.e. roads which were not turnpike roads. As above, the Planning Inspectorate’s Definitive Map Orders Consistency Guidelines indicate that a crossroad could be either a public bridleway or a highway for vehicles, so this evidence is not conclusive of public vehicular rights.

5.11.1 Officer Comment/Response:

As stated above, we believe that it is likely that the ‘ancient lane’ of Beck Meetings Lane as i.e. what is now D-E-F on the Order plan, probably was a highway for vehicles historically.

5.12 **Objection 11** (YDGLA)

The Laverton tithe map, drawn in 1838, shows section E-F of the Order route, and the section of what is now U2954 on which it terminates, as a single plot of land, numbered 432. The eastern continuation from E of the Order route in Kirkby Malzeard is indicated by the label “fr[om] Kirkbymalzeard”, confirming the evidence from Burdett’s map that it was a highway of some sort. Plot 432 is described in the Laverton tithe apportionment of 1840 as “Road”, owned by John Bacon Sawrey Morrith and occupied by Thomas Barker, and subject to tithe. Highways which were set out as public vehicular roads in the inclosure award are not numbered. The Laverton tithe award therefore indicates that section E-F (and U2954) was a private vehicular road with lesser public rights in 1838/40, as it was in the 18th century.

5.12.1 Officer comment response:

We do not consider that this evidence negates the Order section of Appleby Lane from being a public rather than private highway at the time.

5.13 **Objection 12 (YDGLA)**

The book of reference for a reservoir proposed by Leeds Corporation in 1901 describes section E-F of the Order route, and its continuations west and south from F (i.e. what is now U2954), as occupation roads owned by the Marquess of Ripon. This description indicates that public vehicular rights had not been dedicated over this section of the Order route at the beginning of the 20th Century.

5.13.1 Officer comment/Response:

It is our conclusion from the inclosure evidence that the routes were occupation roads but were also local public roads, maintainable by the Parish and were not restricted to use only by private individuals/occupiers.

6.0 **CONCLUSIONS ON THE EVIDENCE**

6.1 The Applicant asserts that the application/Order sections of Gillgate Road and Appleby Lane are part of an ancient highway network predating the inclosures in 1780s.

6.2 Those sections of Appleby Lane and Gillgate Road which are recorded on the List of Streets (i.e., those not the subject of the Order), appear to have been set out in the Kirkby Malzeard Inclosure Award of 1789 as a class of local carriageways not restricted to use by private individuals, and were maintainable by the Parish. It is reasonable to allege that these ancient roads linked to the inclosure roads would also have had carriageway rights historically. Other submitted evidence is generally suggestive that the Order route sections have been regarded as public carriageways/roads from the 19th Century onwards, but for some reason they were never recorded as publicly maintainable roads, unlike the inclosure roads.

6.3 As the Order sections are not recorded on the List of Streets it is most likely that rights for motor (mechanically propelled) vehicles were extinguished by section 67 of the NERC Act (2006). Various objectors have stated that they believe that the Order routes did in fact meet at least one exception named in the NERC Act, and thus that extinguishment would not have occurred (and that therefore the routes should be recorded as Byways Open to All Traffic). However, we have seen no cogent evidence that any such exception to extinguishment of MPV rights under NERC Act has occurred and therefore that is appropriate to record the application routes as Restricted Byways.

6.4 We consider that taken together, the historical evidence put forward by the Applicant meets the evidential standards of 'reasonably alleged' to make an Order and 'on balance of probabilities' to confirm the Order. Overall, it currently appears that there is sufficient evidence to conclude that the Definitive Map should be amended in accordance with the current Order, and therefore that, of the options outlined in paragraph 3.1, in this instance, the Council should support confirmation of the Order in its submission to the SoS.

7.0 **REPRESENTATIONS BY LOCAL MEMBER**

7.1 In the informal and the formal consultation, we received no response from the local Member in post at the time (Cllr Atkinson).

8.0 **EQUALITIES IMPLICATIONS**

8.1 There is a statutory requirement to investigate applications for Definitive Map Modification Orders, regardless as to whether the outcome would benefit or prejudice owners, occupiers or members of the general public, and as such it is considered that equality and diversity issues are not relevant to the outcome of the process. In any event it is considered that there are no significant equalities implications arising from this report.

9.0 FINANCIAL IMPLICATIONS

9.1 As the Authority is obliged to refer all opposed DMMOs to the Secretary of State there would be a cost to the Authority in preparing a submission to the Secretary of State and responding to any queries raised, and these costs would be for officer time which would be met by the respective staffing budgets. If the Inspector representing the Secretary of State chose to hold a Public Inquiry or Local Hearing, the costs of arranging, hosting and supporting the Inquiry/Hearing would unavoidably fall to the Council, which excluding any external advocacy, would be unlikely to exceed £1,000. Any such costs would be met from existing service budgets. If an Inquiry were to be held the Authority would be likely to appoint external advocacy in this instance. In cases where the Authority appoints external advocacy to represent it in any proceedings, the associated cost implications are estimated to be no more than £3,000, which would be met from existing service budgets.

10.0 LEGAL IMPLICATIONS

10.1 The Council as an Order Making Authority has a legal duty under Section 53 of the Wildlife & Countryside Act 1981 to keep the Definitive Map and Statement under continuous review. In doing so it shall modify the Definitive Map and Statement by means of legal Orders as a consequence of certain prescribed events which are set out in Section 53 of the Act, one of which is the discovery of evidence which shows that a right of way not shown on the definitive map and statement subsists or is reasonably alleged to subsist and should be shown.

10.2 An Order Making Authority cannot confirm a DMMO where there are outstanding unresolved objections; the Order must be forwarded to the Secretary of State for determination on whether or not it should be confirmed. Determination is by way of either a Public Inquiry, Local Hearing or written representations.

11.0 CLIMATE CHANGE IMPLICATIONS

11.1 This decision would have no positive or negative impact on climate change.

12.0 CONCLUSIONS

12.1 The test that needs to be considered at this stage in the process is whether, 'on the balance of probabilities' the available evidence adequately supports the assertion that the routes shown in the Order should be recorded as Restricted Byways.

12.2 Overall, it appears that there is sufficient evidence to conclude that the above test has been met and that objections raised are not sufficiently relevant or factually accurate to rebut this, and that the Definitive Map should be amended in accordance with the current Order. Therefore, of the options outlined in paragraph 3.1, officers consider that the Authority should support confirmation of the Order to add two sections of Restricted Byway as shown A-B-C and D-E-F on the Order plans at Appendix B and C.

13.0 RECOMMENDATION

13.1 It is recommended that the Corporate Director, in consultation with the Local Member and Executive Member for Highways & Transportation support confirmation of the Order within its submission of the case to the SoS.

APPENDICES:

Appendix A - Location Plan and Order Plans.

Appendix B – Order Plan – Gillgate Road

Appendix C – Order Plan – Appleby Lane

BACKGROUND DOCUMENTS:

File Ref: HAR/2017/05/DMMO

PAUL THOMPSON



Assistant Director - IPT, Licensing, PROW and Harbours

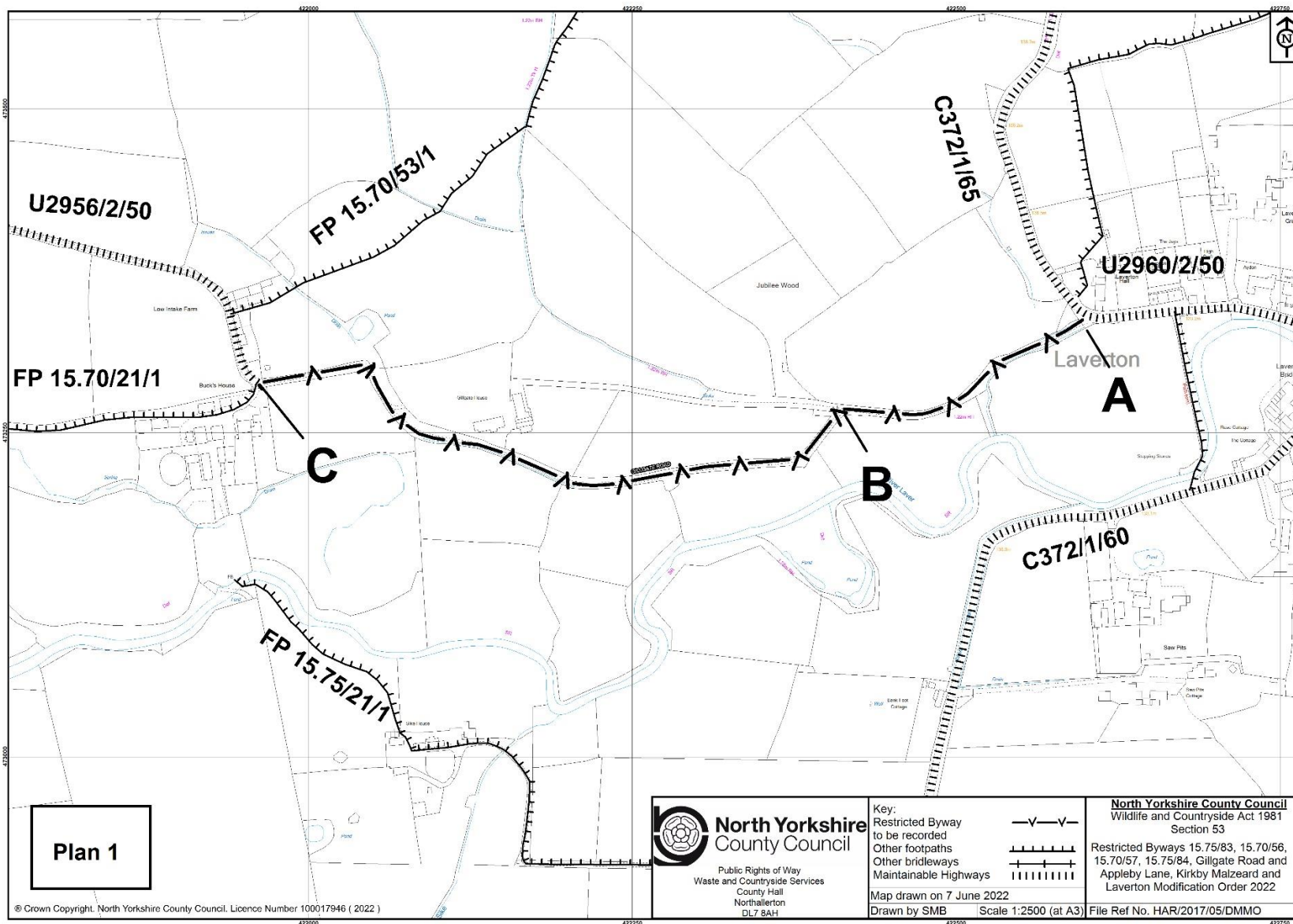
Report Author: Sarah Blakemore - Definitive Map Officer

Presenter of Report: Beth Brown – Principal Definitive Map Officer

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



 <p>North Yorkshire County Council</p> <p>Public Rights of Way Waste and Countryside Services County Hall Northallerton DL7 8AH</p>	<p>Key:</p>  <p>Location</p>	<p>North Yorkshire County Council</p> <p>Gillgate Road & Appleby Lane Outline Location Map</p>
	<p>Map drawn on 25 January 2022 Drawn by SMB Scale 1:15000</p>	<p>File Ref No. HAR/2017/05/DMMO</p>



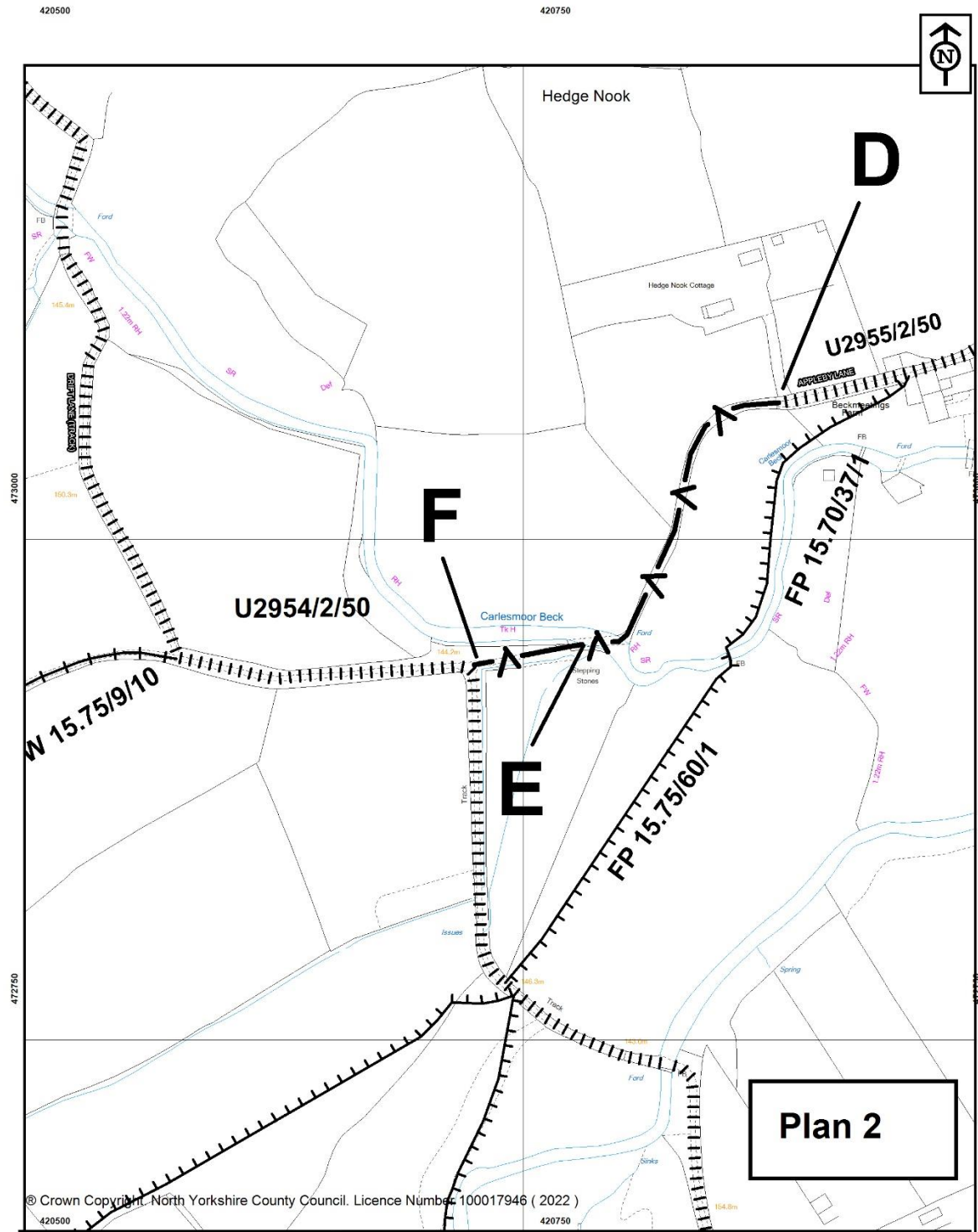
Plan 1

North Yorkshire County Council
 Public Rights of Way
 Waste and Countryside Services
 County Hall
 Northallerton
 DL7 8AH

Key:
 Restricted Byway to be recorded —V—V—
 Other footpaths —+—+—+—
 Other bridleways —|—|—|—|—
 Maintainable Highways —||—||—||—||—
 Map drawn on 7 June 2022
 Drawn by SMB Scale 1:2500 (at A3)


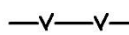

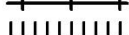

North Yorkshire County Council
 Wildlife and Countryside Act 1981
 Section 53
 Restricted Byways 15.75/83, 15.70/56,
 15.70/57, 15.75/84, Gillgate Road and
 Appleby Lane, Kirkby Malzeard and
 Laverton Modification Order 2022
 File Ref No. HAR/2017/05/DMMO

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Plan 2

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 <p>North Yorkshire County Council</p> <p>Public Rights of Way Waste and Countryside Services County Hall Northallerton DL7 8AH</p>	<p>Key:</p> <p>Restricted Byway to be recorded </p> <p>Other footpaths </p> <p>Other bridleways </p> <p>Maintainable Highways </p>	<p>North Yorkshire County Council Wildlife and Countryside Act 1981 Section 53 Restricted Byways 15.75/83, 15.70/56, 15.70/57, 15.75/84, Gillgate Road and Appleby Lane, Kirkby Malzeard and Laverton Modification Order 2022</p>
	<p>Map drawn on 7 June 2022</p> <p>Drawn by SMB</p>	<p>Scale 1:2500</p>

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