

**North Yorkshire County Council**  
**Business and Environmental Services**  
**Executive Members**

**25 March 2022**

**Highways Capital Programme 2022/23**

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

**1.0 Purpose of Report**

- 1.1 To seek agreement from the Corporate Director, Business and Environmental Services (BES), in consultation with the BES Executive Member for Access, to authorise additions to the Highways Capital Forward Programme for Structural Highway Maintenance identified since the last Highways Capital Programme report dated 20 August 2021.
- 1.2 To update the Corporate Director, Business and Environmental Services (BES), and BES Executive Member for Access on the funding settlement received for 2022/23 and indicative funding allocations for 2023/24 and 2024/25.

**2.0 Background**

- 2.1 The Highways Capital Programme is made up of four specific elements; these are Street Lighting; Bridges and Structures; Integrated Transport and Structural Highway Maintenance. Each of these elements is subject to prioritisation methods based upon an assessment of the required outcomes.
- 2.2 BES Executive Members will be aware that usual practice is to present two main reports per year; one in the summer, identifying schemes to be added to the forward programme; followed by a further report, when necessary changes to the programme are reported along with the headline allocations for the programme for the year after.
- 2.3 In line with 2.2 above, the report was considered at the BES Executive Members meeting held on 20 August 2021.
- 2.4 Although advanced planning is maximised through the implementation of a three-year rolling capital works programme, there are occasions when it is necessary, for sound operational reasons, to introduce new schemes into the forward programme.
- 2.5 In a similar way it is sometimes not possible to deliver programmed schemes in the financial year initially intended, these schemes are then re-programmed into later years when implementation of works can take place.

**3.0 New Schemes to be added to the Highways Capital Forward Programme**

- 3.1 It is proposed to add three new schemes, with the combined value of £310K to the Highways Capital Forward Programme. As outlined at the BES Executive Members Meeting on 20 August 2021, entry on to the forward programme does not guarantee delivery in a specific year. It does however approve the proposed scheme for future delivery. By adding these schemes to the forward programme now, it provides additional time for design and development for potential scheme delivery in 22/23.

- 3.2 The proposed schemes were identified through ongoing asset condition and engineering assessments carried out since the forward programme was approved on 20 August 2021.
- 3.3 A full list of schemes to be added to the forward programme is provided in Appendix 1.

#### **4.0 2022/23 Highways Capital funding Settlement.**

- 4.1 The Department for Transport (DfT) confirmed our funding settlement for 2022/23 on 28 February. The settlement is £40.07M and is in line with what we had predicted and had based the 2022/23 annual programme around.
- 4.2 Alongside the 2022/23 settlement, DfT also advised indicative settlements for 2023/24 and 2024/25. These are identical to the 2022/23 settlement and as such do not include any allowance for increasing costs and inflationary pressures.
- 4.3 The settlement letter also identified that the DfT is seeking to further incentivise the award of highway capital funding in the future. At present we are required to submit an annual response to the DfT incentive fund self-assessment questionnaire. The questionnaire is designed to enable authorities to assess their progress on the implementation of good practice, to ensure effective and efficient delivery of highway services. This incentivised element of funding currently accounts for £4.11M of the overall £40M funding settlement.
- 4.4 It is unclear at this point in time what the incentivised funding will look like in the future. DfT has confirmed that there will be a series of engagement sessions during 2022 to update Local Highway Authorities, with a view to implementation of the new incentivised funding structure from April 2023.

#### **5.0 Financial Implications**

- 5.1 Any additional costs associated with implementation of the scheme/s named in Appendix 1 will be accounted for as part of the routine strategic management of the Highways Capital Works annual Programme for the year in which the schemes are added to.
- 5.2 The 2022/23 annual programme was developed based on an assumed £40M funding settlement, which is what we have received. It also takes in to consideration any financial impact of schemes that have been moved in year from 21/22 to 22/23 and also any over programming in 21/22.
- 5.3 Officers continue to monitor the delivery of the 21/22 programme and its associated impact on 22/23, alongside confirmed costs for 22/23 schemes as they are procured and delivered through NY Highways. Where required officers, will adjust the 22/23 programme to manage any financial and/or operational impacts.
- 5.4 The contents of this report make no changes to the BES Capital Plan expenditure limits.

#### **6.0 Equalities Implications**

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

## **7.0 Legal Implications**

- 7.1 The County Council as Local Highway Authority 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 County Council is also required to manage its road network to secure the expeditious movement of traffic in that network.
- 7.2 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.

## **8.0 Climate Change Impact**

- 8.1 A climate change impact assessment has been carried out, see Appendix 3. 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.

## **9.0 Recommendation**

- 9.1 It is recommended that the Corporate Director – Business and Environmental Services (BES), in consultation with the BES Executive Member for Access:
- i) authorises the additions to the Highways Capital Forward Programme for Structural Highway Maintenance contained in Appendix 1 identified since the last Highways Capital Programme report dated 20 August 2021 and
  - ii) notes the update provided on highway maintenance capital funding for the 2022/23 Highways Capital Annual Programme.

BARRIE MASON  
Assistant Director - Highways and Transportation

Author of Report: James Gilroy

Background Documents: None

**Schemes to be added to the Highways Capital Forward Programme**

<b>District</b>	<b>Location</b>	<b>Address</b>	<b>Est Cost/£</b>	<b>Reason for addition</b>
Harrogate	Fell Beck Culvert	Rainton	£80,000	Collapsed Culvert, which has resulted in a road closure. Proposed scheme is to reconstruct and strengthen the culvert
Harrogate	A59 Kex Gill Drainage	Blubberhouses	£30,000	Maintenance of existing slope drainage plus installation of some new drainage channels as part of on-going monitoring and management.
Countywide	Bridge Assessments	Various	£200,000	Review of existing bridge assessments and carrying out new assessments to ensure that weight restrictions and abnormal load restrictions / permissions are up to date.

<b>Initial equality impact assessment screening form</b> (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
<b>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</b>			
<b>Directorate</b>	Business and Environmental Services		
<b>Service area</b>	Highways & Transportation		
<b>Proposal being screened</b>	Highways Capital Forward Programme Approval of schemes not included at previous BES Executive Members meeting.		
<b>Officer(s) carrying out screening</b>	<b>James Gilroy</b>		
<b>What are you proposing to do?</b>	Agree additions to the Highways Capital Programme in advance of the next scheduled capital programme BES Executive Member report.		
<b>Why are you proposing this? What are the desired outcomes?</b>	Minimise the duration between scheme identification and agreement for inclusion on the agreed capital programme.		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	No, the proposal will result in reprioritisation of the current allocations to enable the additional schemes to be delivered.		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic</b> As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p><b>If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.</b></p>			
<b>Protected characteristic</b>	<b>Yes</b>	<b>No</b>	<b>Don't know/No info available</b>
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	

Marriage or civil partnership		✓	
<b>NYCC additional characteristic</b>			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	<b>No, the proposals do not negatively affect any groups of people.</b>		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (E.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	<b>No, the proposal will have no effect on how other organisations work.</b>		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	✓	Continue to full EIA:
<b>Reason for decision</b>	The allocation of funding is based on the 'manage, maintain and improve' (MMI) hierarchy set out in LTP4 which has been the subject of a full EIA. This concluded that the introduction of fewer improvement schemes may have a greater impact on people with mobility difficulties or without access to private vehicles as there will be fewer new facilities provided e.g. pedestrian crossings, dropped kerbs, bus stop accessibility improvements; however, it is also considered that prioritising maintenance, particularly for footways, through the MMI hierarchy is likely to produce a net benefit for people with the same protected characteristics; particularly in terms of age and disability.		
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason		
<b>Date</b>	14/03/22		



### Appendix 3 Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk)

**Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:**

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

However, you will still need to summarise your findings in the summary section of the form below.

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>Highways Capital Programme 2020/21 – October 2020/21 Update</b>
<b>Brief description of proposal</b>	To seek agreement from the Corporate Director, Business and Environmental Services (BES), in consultation with BES Executive Member for Access, to authorise additions to the Highways Capital Forward Programme for Structural Highway Maintenance identified since the last Highways Capital Programme report dated 20 August 2021.
<b>Directorate</b>	<b>BES</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>James Gilroy</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	
<b>Date impact assessment started</b>	<b>10.03.2022</b>

**Options appraisal**

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

No other options were progressed for adding schemes to the forward capital programme.

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

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

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?					Explain why will it have this effect and over what timescale?	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.		<b>Positive impact</b> (Place a X in the box below where	<b>No impact</b> (Place a X in the box below where	<b>Negative impact</b> (Place a X in the box below where	Where possible/relevant please include: <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>		
Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	x			More efficient planning and coordination of future highway works, will help to reduce emissions form construction vehicles.		
	Emissions from construction	X			More efficient planning and coordination of future highway works, will help to reduce emissions form construction vehicles.	Where possible – ensure that vehicle mileage is reduced by planning vehicle movements / diversion routes etc.	
	Emissions from running of buildings	X					
	Other		x				

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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic	X			A more long-term programme will potentially increase the potential for in-situ materials recycling on highway schemes, helping to reduce waste sent to landfill.		
Reduce <b>water</b> consumption		x				
Minimise <b>pollution</b> (including air, land, water, light and noise)	x					
Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers	X			Delivery of drainage schemes to help potential reduce severance issues		
Enhance <b>conservation</b> and wildlife		x				
Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b>		x				

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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Other (please state below)		x				

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

<p><b>Summary</b> 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.</p> <p>The development of a forward programme will help to improve efficiency of delivery, reducing waste and emissions through improved coordination and planning of works.</p>
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**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	<b>James Gilroy</b>
<b>Job title</b>	<b>Team Leader Highway Asset Management</b>
<b>Service area</b>	<b>Highways and Transport</b>
<b>Directorate</b>	<b>BES</b>
<b>Signature</b>	<b>J Gilroy</b>
<b>Completion date</b>	<b>10.03.2022</b>

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

**Date: 14/03/22**