

North Yorkshire County Council

Business and Environmental Services

Executive Members

27 March 2023

Highways Capital Programme

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 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 26 August 2022.

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 The Executive Member – Highways and Transportation will be aware that the usual practice is to present three main reports per year; one in the Spring outlining expected headline allocations for the following year, one in the summer identifying schemes to be added to the HCFP; followed by a report in Autumn confirming the schemes to be delivered in the following year's annual programme.
- 2.3 In line with 2.2 above, the report was considered at the BES Executive Member meeting held on 26 August 2022 outlining schemes to be added to the HCFP and a further report was presented on 30 November 2022 confirming schemes to be delivered in 2023/24.
- 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 As part of the Budget Statement announced 15 March 2023, it was announced that an additional £200M of funding was to be provided to local highway authorities for Highways Capital maintenance in 2023/24. For North Yorkshire this accounts for an additional £6.53M of funding in 2023/24. Officers are currently in the process of developing proposals, and we will report to a future meeting on the use of this additional funding.

3.0 New Schemes to be added to the Forward Capital Works Programme

- 3.1 It is proposed to add 22 new schemes, with the combined value of £1.38M to the HCFP. As outlined at the BES Executive Member meeting on 26 August 2022, 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 sites to the forward programme now, it provides additional time for scheme design and development.

3.2 A full list of schemes to be added to the forward programme is provided in Appendix 1.

4.0 Financial Implications

4.1 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.

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

5.0 Equalities Implications

5.1 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.

6.0 Legal Implications

6.1 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.

6.2 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.

7.0 Climate Change Impact

7.1 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.

8.0 Recommendation

8.1 It is recommended the Corporate Director, Business and Environmental Services (BES), in consultation with the BES Executive Member for Highways and Transportation authorise additions to the Highways Capital Forward Programme for Structural Highway Maintenance (Appendix 1) identified since the last Highways Capital Programme report dated 26 August 2022.

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

Link & Section	Scheme Name	Proposed Treatment	Area	Town	Scheme Budget (£)	Hierarchy
U197/1/50	U197 Snaizeholme Road Retaining Wall	Retaining Wall	Richmondshire	Widdale	80,000	4b
C16/1/30	C16 High Street Retaining Wall	Retaining Wall	Hambleton	Great Ayton	80,000	3b
A61/7/50	A61 Busby Stoop To Skipton Bridge Repair	Bridge Repair	Hambleton	Skipton-On-Swale	60,000	3a
A170/3/15	A170 New Road To Catter Bridge Footway Slurry Sealing	Footway Slurry Sealing	Ryedale	Keldholme	11,934	2
A170/3/10	A170 New Road Footway Slurry Sealing	Footway Slurry Sealing	Ryedale	Kirkbymoorside		2
U442/2/50	U442 Parliament Street Footway Slurry Sealing	Footway Slurry Sealing	Ryedale	Norton	16,198	4b
U301/2/40	U301 Pool Court Footway Slurry Sealing	Footway Slurry Sealing	Ryedale	Pickering	8,881	4b
U301/2/60	U301 Millfield Close Footway Slurry Sealing	Footway Slurry Sealing	Ryedale	Pickering	8,704	4b
U301/2/20	U301 Millfield Close Footway Slurry Sealing	Footway Slurry Sealing	Ryedale	Pickering		4b
U191/2/50	U191 Market Place Footway Slurry Sealing	Footway Slurry Sealing	Ryedale	Pickering	3,060	4b
U191/2/50	U191 Market Place Footway Slurry Sealing	Footway Slurry Sealing	Ryedale	Pickering	3,213	4b
C66/1/10	C66 Undercliffe To Newbridge Footway Slurry Sealing	Footway Slurry Sealing	Ryedale	Pickering	17,748	3b
C66/1/05	C66 The Ropery Footway Slurry Sealing	Footway Slurry Sealing	Ryedale	Pickering		3b
A170/4/05	A170 Westgate Drainage	Drainage	Ryedale	Pickering	79,000	2
C90/1/20	C90 Strensall To Sheriff Hutton Road Drainage	Drainage	Ryedale	Sheriff Hutton	20,000	3b
U316/2/50	U316 The Crescent Footway Slurry Sealing	Footway Slurry Sealing	Ryedale	Thornton Dale	9,578	4b
U270/2/30	U270 Roxby Road Footway Slurry Sealing	Footway Slurry Sealing	Ryedale	Thornton Dale	2,183	4b

APPENDIX 1

U283/2/50	U283 Greengate Lane Drainage	Drainage	Ryedale	Thornton Dale	10,000	4b
U1810/2/50	U1810 High Street Footway Slurry Sealing	Footway Slurry Sealing	Ryedale	West Heslerton	7,711	4b
C356/1/80	C356 West Lutton To East Lutton Road Footway Slurry Sealing	Footway Slurry Sealing	Ryedale	West Lutton	8,160	4a
C359/1/05	C359 Newlands Lane To West Lutton Road Footway Slurry Sealing	Footway Slurry Sealing	Ryedale	West Lutton	3,672	4a
A59/3/80	A59 Kex Gill Road R&R	R&R	Harrogate	Blubberhouses	350,000	2
A59/3/80	A59 Kex Gill Road Landslip	Landslip	Harrogate	Blubberhouses	200,000	2
Countywide	Gully Maintenance	Drainage	Various	Various	270,000	Various
Countywide	Bridge Parapet Maintenance	Bridge Repairs	Various	Various	130,000	Various

Key

R&R = Resurface & Reconstruction scheme

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

Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No, the proposals do not negatively affect any groups of people.		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No, the proposal will have no effect on how other organisations work.		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	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.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	16/03/23		



Climate change impact assessment

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

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

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

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

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

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

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

Title of proposal	Highways Capital Programme
Brief description of proposal	To seek agreement from the Corporate Director, Business and Environmental Services (BES), in consultation with BES Executive Member for Highways and Transportation, to authorise additions to the Highways Capital Forward Programme for Structural Highway Maintenance identified since the last Highways Capital Programme report.
Directorate	BES
Service area	Highways and Transportation
Lead officer	James Gilroy
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	13.03.2023

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

No other 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.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise greenhouse gas emissions e.g. reducing emissions</p>	<p>Emissions from travel</p>	<p>X</p>		<p>More efficient planning and coordination of future highway works, will help to reduce emissions form 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.
from travel, increasing energy efficiencies etc.	Emissions from construction	X			More efficient planning and coordination of future highway works, will help to reduce emissions from construction vehicles.	Where possible – ensure that vehicle mileage is reduced by planning vehicle movements / diversion routes etc	
	Emissions from running of buildings	X					
	Other		x				
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		X			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.		
Reduce water consumption			x				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
Minimise pollution (including air, land, water, light and noise)	x					
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers	X			Delivery of landslip schemes to help potential reduce severance issues		
Enhance conservation and wildlife		x				
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape		x				
Other (please state below)		x				

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

N/A

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

The development of a forward programme will help to improve efficiency of delivery, reducing waste and emissions through improved coordination and planning of works.

Sign off section

This climate change impact assessment was completed by:

Name	James Gilroy
Job title	Team Leader Highway Asset Management
Service area	Highways and Transport
Directorate	BES
Signature	J Gilroy
Completion date	13.03.2023

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 16/03/23