

North Yorkshire Council

Executive Members

26 January 2024

Highways Capital Programme

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

1.0 PURPOSE OF REPORT

- 1.1 To seek agreement from the Corporate Director of Environment in consultation with the Executive Member for Highways and Transportation to:
- a) 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
 - b) add further schemes to the 2023/24 and 2024/25 Highway Capital Annual Programmes due to the recent announcement of additional funding for highway maintenance.
- 1.2 To update the Corporate Director of Environment and the Executive Member for Highways and Transportation on:
- a) future funding assumptions from 2025/26 onwards.

2.0 SUMMARY

- 2.1 This report identifies schemes that are being added to the Highways Capital Forward Programme (HCFP) for future delivery and schemes that are being added to the 2024/25 Highway Capital Annual Programme as a result of the recent announcement of additional capital funding from Department for Transport (DfT) for 2023/24 and 2024/25.

3.0 BACKGROUND

- 3.1 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.
- 3.2 The Executive Member for Highways and Transportation will be aware that 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.
- 3.3 In line with 3.2 above, the report was considered at the Executive Member meeting held on 25 August 2023 outlining schemes to be added to the HCFP with a further report presented in November 2023 confirming schemes to be delivered in 2024/25.
- 3.4 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.

- 3.5 Following the cancellation of the HS2 project north of Birmingham, the Government announced how funding originally allocated to the HS2 scheme was going to be redirected to fund other transport projects as part of the “Network North” funding proposals. This included an increase in funding for local highway maintenance.
- 3.6 In November 2023 the Department for Transport (DfT) announced how much funding would be awarded to local highway authorities and combined authorities. This announcement included details of additional funding for 23/24 (in year) and 24/25, alongside details of additional highway maintenance funding from 2023 to 2034.

4.0 SCHEMES ADDED TO THE HCFP

- 4.1 It is proposed to add eight new schemes, with a combined value of £916,000 to the Highways Capital Forward Programme. As discussed at the Environment Executive Members Meeting on 25 August 2023, entry on to the forward programme does not guarantee delivery in a specific year, however it is likely that some of these schemes will be delivered in 2023/24 and 2024/25.
- 4.2 The proposed schemes were identified through ongoing asset condition and engineering assessments carried out since the forward programme was approved on 25 August 2023. Details of the schemes are provided in Appendix A.

5.0 ADDITIONAL FUNDING

- 5.1 North Yorkshire Council was awarded the following from the Road Resurfacing Fund (RRF) funded from Network North Transport funding.
- £4.704M of additional funding for 23/24
 - £4.704M of additional funding for 24/25
- 5.2 This funding is an addition to the existing funding for 23/24 and 24/25. A summary of DfT funding for North Yorkshire Council is outlined below

Year	Base Funding	Additional Funding Post Budget 2023	Network North Road Resurfacing Fund	Total
2023/24	£40.068M	£6.582M	£4.704M	£51.354M
2024/25	£40.068M		£4.704M	£44.772M

- 5.3 Additionally, a proposed minimum uplift of £314.185M between 2023/24 and 2033/34 was announced. It is anticipated that this uplift in funding will be in addition to the existing base funding level. It is unclear if the additional £9.408M already announced is included within this minimum uplift figure. It should be noted that the current base funding settlement finishes in March 2025 and future base funding would be subject to approval at the next Comprehensive Spending Review. Should the base funding remain at its current level of £40.068M from 2025 onwards the additional funding could represent a 66% increase in funding per year over the next decade.
- 5.4 We are awaiting further information from DfT on how the funding will be allocated, profiling of funding between 2025 and 2034, requirements for reporting and any other points that need to be considered going forward. In the interim officers are developing various programme scenarios to identify how additional funding could be allocated highway asset types. An update will be provided to a future meeting when we have more information available

6.0 2023/24 AND 2024/25 ADDITIONAL FUNDING

- 6.1 As per 5.2 above, we have received £9.408M of additional funding. The DfT is clear that the funding should be used for new schemes, not for covering costs of existing schemes in the programme. Additionally, if we are unable to demonstrate that funding was not invested in additional maintenance activity, then they could potentially reduce or amend future funding grants to us.
- 6.2 The funding can be used for the delivery of works on a range of highway assets, with guidance from DfT stating that “the Road Resurfacing Fund for local highways maintenance, particularly for the resurfacing of carriageways, cycleways, and footways to prevent potholes and other road defects from occurring, as well as tackling other asset management priorities, such as keeping local bridges and other highway structures open and safe.”
- 6.3 Given the timing of the announcement of funding, delivering new schemes in year within 23/24 will be extremely challenging. Carrying out works over the winter period can be challenging due to weather conditions. Additionally supply chains will struggle to deliver these works within the remaining 3 months of the financial year. Within the DfT guidance there is no stipulation that the funding awarded in 2023/24 has to be spent in year.
- 6.4 In line with the above requirements a programme of works has been developed, which includes £7.807M of works costs alongside £1.60M of associated overhead costs. The programme of proposed schemes is outlined in appendix B. Design and development work is well underway and delivery programmes are being developed. We envisage 2024/25 schemes will be delivered from mid-April 2024, with the bulk of schemes delivered during Q2 2024/25
- 6.5 There is a requirement from DfT for us to develop a plan of how the funding will be spent and to be confirmed and made public by 15 March 2024. This is for 2023/24 funding, 2024/25 funding and the additional funding that was awarded following the March 2023 Budget, which was approved at the May 2023 Executive Member meeting. The bulk of these schemes have either been delivered or are in the process of being delivered.
- 6.6 In addition to the publication of the plan of how the funding will be spent, we are also required to produce quarterly updates to the DfT, outlining delivery progress throughout 2024/25.

7.0 FINANCIAL IMPLICATIONS

- 7.1 Any additional costs associated with implementation of the schemes named in Appendix A 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.
- 7.2 The 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.
- 7.3 Costs associated with the schemes outlined in Appendix B will be funded by the additional £9.408M of funding. The funding for these schemes is ring fenced, and should schemes slip in to future years, the funding would be carried forward with them. DfT guidance is clear that the £9.408M funding is for new schemes that otherwise would not have been delivered.

8.0 LEGAL IMPLICATIONS

- 8.1 The Council, in its capacity as the Local Highway Authority, Street Authority and Local Traffic Authority must act in accordance with a wide range of statutory powers and duties imposed by legislation.
- 8.2 The proposed schemes to be added to the HCFP have been developed and prioritised in line with the relevant legislation such as the Highways Act 1980, the New Roads and Street Works Act 1991, the Road Traffic Regulation Act 1984, the Transport Act 2000, the Traffic Management Act 2004 and the Flood and Water Management Act 2010.

9.0 EQUALITIES IMPLICATIONS

- 9.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendations. The principles and documents discussed in this report are recommended for use in the Well-managed Highway Infrastructure Code of Practice. Officers consider that there are no adverse impacts arising from the recommendations in this report.
- 9.2 A copy of the 'Record of Decision that Equality Impact Assessment is not required' form is attached as Appendix C.

10.0 CLIMATE CHANGE IMPLICATIONS

- 10.1 A Climate Change Impact Assessment has been carried out, see Appendix D. 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 our Teckal contractor, NY Highways and partner organisations to develop designs and deliver the schemes listed in Appendices A and B of this report.

12.0 RECOMMENDATION(S)

- 12.1 It is recommended that the Corporate Director of Environment, in consultation with the Executive Member Highways and Transportation.
- a) authorises the addition of schemes listed in Appendix A to the Highways Capital Forward Programme for Structural Highway Maintenance identified since the last Highways Capital Programme report dated 25 August 2023
 - b) authorises the addition of schemes listed in Appendix B to the 2023/24 and 2024/25 Highway Capital Annual Programme, due to the recent announcement of additional funding for highway maintenance.

APPENDICES

- Appendix A – Proposed Schemes to be added to Highways Capital Forward Programme
Appendix B – Costs Associated with Schemes Outlined in Appendix A
Appendix C – Record of Decision that Equality Impact Assessment
Appendix D – Climate Change Impact Assessment

BACKGROUND DOCUMENTS: N/A

Barrie Mason Highways and Transportation, Parking Services, Street Scene, Parks and Grounds
Assistant Director
County Hall
Northallerton

Report Author – James Gilroy – Team Leader Highways Asset Management
Presenter of Report – James Gilroy – Team Leader Highways Asset Management

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

Area 1 = Richmondshire

Area 2 = Hambleton

Area 3 = Scarborough

Area 4 = Ryedale

Area 5 = Craven

Area 6 = Harrogate

Area 7 = Selby

R&R = Restructure and Resurfacing scheme.

Schemes to be added to Highways Capital Forward Programme

Area	Link & Section	Hierarchy	Scheme name	Town / Village	Scheme Cost
1	C29/1/80	4b	C29 Lanthwaite To Tan Hill Retaining Wall	Arkle Town	£500,000
1	U424/1/40	4b	U424 Whaw Village Road Retaining Wall	Whaw	£60,000
5	U784/2/30	4b	U784 Back Lane (East) Drainage	Long Preston	£60,000
6	C423/1/60	4b	C423 Kirkgate R&R	Ripon	£100,000
6	U2932/1/50	4b	U2932 Duck Hill R&R	Ripon	£100,000
7	U1104/2/40	4b	U1104 New Road R&R	Little Smeaton	£32,053
7	U1104/2/60	4b	U1104 Castle Hills Road R&R	Womersley	£32,053
7	U1104/2/80	4b	U1104 Castle Hills Road R&R	Womersley	£32,053
				Total	£916,159

Schemes added in to 2023/24 and 2024/25 annual programmes

2023/24

Area	Link & Section	Hierarchy	Scheme name	Proposed Treatment PSDP or R&R	Town	Scheme Cost
1	U424/1/40	4b	Lathe Retaining Wall	Retaining Wall	Whaw	£ 60,000
	Various	Various	Traffic Signal Upgrades	Various	Various	£ 163,000
	Various	Various	Bridge Assessment & Investigation	Various	Various	£ 112,000
					Total	£ 335,000

2024/25

Area	Link & Section	Hierarchy	Scheme Name	Proposed Treatment PSDP Or R&R	Town	Scheme Cost
1	A684/5/60	3a	A684 Burton Bridge R&R	R&R	Constable Burton	£ 264,864
1	A684/5/70	3a	A684 Conyers Lane R&R	R&R	Constable Burton	£ 286,936
2	U1808/1/50	4b	U1808 Boltby R&R	R&R	Boltby	£ 160,531
2	U1809/1/30	4b	U1809 Boltby R&R	R&R	Boltby	£ 160,531

Area	Link & Section	Hierarchy	Scheme Name	Proposed Treatment PSDP Or R&R	Town	Scheme Cost
2	A684/8/05	3a	A684 Brompton & Stokesley Road R&R	R&R	Northallerton	£ 488,585
2	A61/9/30	3a	A61 Long Street R&R	R&R	Thirsk	£ 234,166
2	C26/1/80	4a	C26 Station Road R&R	R&R	Stokesley	£ 279,526
2	C136/1/20	4a	C136 Tanton Road Patching	Patching	Seamer	£ 22,571
2	C136/1/30	4a	C136 Tanton Road Patching	Patching	Seamer	£ 22,571
2	C136/1/40	4a	C136 Tanton Road Patching	Patching	Seamer	£ 22,571
2	U638/2/50	4b	U638 Yearsley Moor To South Lodge Patching	Patching	Yearsley	£ 69,292
3	C75/1/40	4a	C75 Carr Lane R&R	R&R	Folkton	£ 65,000
3	U2265/1/85	4b	U2265 Delves Lane Patching	Patching	Egton Bridge	£ 50,000
3	C56/1/65	4a	C56 Egton Lane Patching	Patching	Egton	£ 42,000
3	A64/1/80	2	A64 Falsgrave Road R&R	R&R	Scarborough	£ 101,000
3	U298/1/20	4b	U298 Fir Tree Drive Patching	Patching	Filey	£ 40,000
3	A170/5/70	2	A170 Fothill Lane To Pickering Road Patching	Patching	Hutton Buscel	£ 21,000
3	A169/3/90	3b	A169 Guisborough Road To The Carrs Patching	Patching	Sleights	£ 66,000
3	A170/5/20	2	A170 High Street Patching	Patching	Brompton	£ 21,000
3	U192/1/40	4a	U192 Larpool Lane Patching	Patching	Whitby	£ 30,000
3	A170/5/60	2	A170 Main Road Patching	Patching	Wykeham	£ 21,000
3	U827/4/50	3a	U827 Manor Road R&R	R&R	Scarborough	£ 220,000

Area	Link & Section	Hierarchy	Scheme Name	Proposed Treatment PSDP Or R&R	Town	Scheme Cost
3	A1039/2/20	3b	A1039 Muston Road R&R	R&R	Filey	£ 230,000
3	A1039/2/20	3b	A1039 Muston Road R&R	R&R	Filey	£ 80,000
3	U479/4/50	4b	U479 Park Avenue R&R	R&R	Scarborough	£ 66,000
3	U481/4/50	4b	U481 Park Street Patching	Patching	Scarborough	£ 40,000
3	U805/4/70	4a	U805 Peasholm Drive R&R	R&R	Scarborough	£ 70,000
3	U787/4/50	4a	U787 Market Street R&R	R&R	Scarborough	£ 25,000
3	U784/4/50	4a	U784 Cross Street R&R	R&R	Scarborough	£ 66,000
3	A165/2/90	3a	A165 Road From Cayton Bay Roundabout To Filey Road Roundabout R&R	R&R	Cayton	£ 75,000
3	A165/3/10	3a	A165 Road From Cayton Bay Roundabout To Filey Road Roundabout R&R	R&R	Cayton	£ 75,000
3	A174/2/10	3b	A174 Sandsend Road Patching	Patching	Sandsend	£ 70,000
3	A1039/2/60	3b	A1039 Scarborough Road R&R	R&R	Filey	£ 53,000
3	A1039/2/80	3b	A1039 Scarborough Road R&R	R&R	Filey	£ 116,000
3	U2265/1/75	4b	U2265 Smiths Lane Patching	Patching	Egton Bridge	£ 50,000
3	A1039/2/40	3b	A1039 Station Avenue R&R	R&R	Filey	£ 70,000
3	U412/1/50	4b	U412 West End Patching	Patching	Muston	£ 25,000
3	A64/1/90	2	A64 Westborough R&R	R&R	Scarborough	£ 101,000
3	A171/2/20	3a	A171 White Way Patching	Patching	Cloughton	£ 150,000
3	A170/5/30	2	A170 Wood Gate To Ruston Pumping Station Patching	Patching	Brompton	£ 21,000

Area	Link & Section	Hierarchy	Scheme Name	Proposed Treatment PSDP Or R&R	Town	Scheme Cost
3	A170/5/40	2	A170 Wood Gate To Ruston Pumping Station Patching	Patching	Brompton	£ 21,000
4	C181/2/10	4a	C181 Blue Hill R&R	R&R	Whitwell On The Hill	£ 83,993
4	U3447/2/30	4b	U3447 Daleside Road R&R	R&R	Rosedale Abbey	£ 54,067
4	U3447/2/70	4b	U3447 Daleside Road R&R	R&R	Rosedale Abbey	£ 54,067
4	A170/3/90	2	A170 Keld Head R&R	R&R	Pickering	£ 192,137
4	C20/1/80	3b	C20 Main Street R&R	R&R	Normanby	£ 87,491
4	C69/1/40	4b	C69 Main Street Patching	Patching	Ebberston	£ 48,814
4	C69/1/60	4b	C69 Main Street Patching	Patching	Ebberston	£ 41,378
4	C20/1/85	3b	C20 Marton Road R&R	R&R	Marton	£ 90,000
4	U466/2/70	4b	U466 Mill Lane R&R	R&R	Birdsall	£ 67,995
4	U533/2/10	4b	U533 Riders Lane Patching	Patching	Crambe	£ 25,600
4	U533/2/20	4b	U533 Riders Lane Patching	Patching	Crambe	£ 31,236
4	U533/2/40	4b	U533 Riders Lane Patching	Patching	Crambe	£ 42,068
4	U533/2/50	4b	U533 Riders Lane Patching	Patching	Crambe	£ 39,517
4	U1870/2/60	4b	U1870 Sand Hutton To Upper Helmsley Road Patching	Patching	Upper Helmsley	£ 97,461
4	U1870/2/80	4b	U1870 Sand Hutton To Upper Helmsley Road Patching	Patching	Upper Helmsley	£ 7,781
4	U253/2/20	4b	U253 Terrington To Bulmer Road Patching	Patching	Ganthorpe	£ 73,616
4	U253/2/40	4b	U253 Terrington To Bulmer Road Patching	Patching	Ganthorpe	£ 55,069

Area	Link & Section	Hierarchy	Scheme Name	Proposed Treatment PSDP Or R&R	Town	Scheme Cost
4	U253/2/60	4b	U253 Terrington To Bulmer Road Patching	Patching	Ganthorpe	£ 13,735
4	U253/2/80	4b	U253 Terrington To Bulmer Road Patching	Patching	Ganthorpe	£ 16,913
4	C354/1/60	4a	C354 Thrussendale Road Patching	Patching	Acklam	£ 39,700
4	C354/1/70	4a	C354 Thrussendale Road Patching	Patching	Acklam	£ 26,590
4	C354/1/80	4a	C354 Thrussendale To Acklam Wold Patching	Patching	Acklam	£ 8,532
4	U254/2/50	4b	U254 Village Street Patching	Patching	Ganthorpe	£ 8,156
4	A170/4/05	2	A170 Westgate R&R	R&R	Pickering	£ 87,377
5	B6480/3/70	3b	B6480 Duke Street R&R	R&R	Settle	£ 160,000
5	U793/2/30	4b	U793 Langbar Lane	R&R	Long Preston	£ 150,000
5	B6480/1/70	3b	B6480 Main Street R&R	R&R	High Bentham	£ 154,440
5	U784/2/30	4b	U784 Back Lane (East) Drainage	Drainage	Long Preston	£ 60,000
6	C269/1/30	3b	C269 A6 Park Row R&R R&R	R&R	Knaresborough	£ 99,000
6	U2932/1/50	4b	U2932 Duck Hill R&R	R&R	Ripon	£ 100,000
6	C423/1/60	4b	C243 Kirkgate R&R	R&R	Ripon	£ 100,000
6	C262/1/10	3b	C262 A6 Spofforth R&R R&R	R&R	Spofforth	£ 85,800
6	C262/1/20	3b	C262 Follifoot Lane R&R	R&R	Spofforth	£ 66,000
6	U309/3/50	3b	U309 Green Lane R&R	R&R	Harrogate	£ 187,000
6	U437/3/50	4a	U437 Lancaster Park Road R&R	R&R	Harrogate	£ 170,000
6	C263/2/90	3b	C263 Roecliffe Lane R&R	R&R	Boroughbridge	£ 105,600
6	U2758/2/50	4b	U2758 New Road	R&R	Sharow`	£ 110,000

Area	Link & Section	Hierarchy	Scheme Name	Proposed Treatment PSDP Or R&R	Town	Scheme Cost
6	U2757/2/50	4b	U2757 Sharow Lane	R&R	Sharow	£ 110,000
7	A1041/2/20	3a	A1041 Bawtry Road R&R	R&R	Selby	£ 23,750
7	A1041/2/60	3a	A1041 Bawtry Road R&R	R&R	Selby	£ 118,800
7	A19/1/95	3a	A19 Doncaster Road R&R	R&R	Selby	£ 172,300
7	A19/2/10	3a	A19 Gowthorpe R&R	R&R	Selby	£ 38,500
7	A1041/2/80	3a	A1041 Park Street R&R	R&R	Selby	£ 75,300
					Total	£ 7,472,927

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	Environment		
Service area	H&T		
Proposal being screened	Executive Member Report – Highways Capital Programme January 2024		
Officer(s) carrying out screening	James Gilroy		
What are you proposing to do?	Agree additions to the Highways Capital Forward Programme in advance of the next scheduled capital programme Executive Member report. Addition of schemes to the 2023/24 and 2024/25 Highways Capital Annual Programmes as a result of additional DfT funding		
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.		
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or 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 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		
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 report focuses on the overarching capital maintenance funding position.		
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	15/01/24		

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 Headline Allocations 2023/24
Brief description of proposal	Agree additions to the Highways Capital Forward Programme in advance of the next scheduled capital programme Executive Member report. Addition of scheme to the 2023/24 and 2024/25 Highways Capital Annual Programmes as a result of additional DfT funding
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	05.01.2023

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.

N/A

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

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

The points raised in respect of profiling the capital programme enable scheme delivery to match available DfT funding. The proposal is cost neutral

<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>	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	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		x		Repairs to existing infrastructure		
	Emissions from construction			x	<p>Some emissions from construction vehicles</p> <p>Emissions associated with construction materials etc</p>	<p>Where possible – ensure that vehicle mileage is reduced by planning vehicle movements / diversion routes etc</p> <p>Look to use more recycled material in construction and through the selection of lower carbon techniques</p>	
	Emissions from running of buildings		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"> • 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.
Other		x				
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic	x			Establish the use of more sustainable construction techniques		Look to use more recycled material in construction and through the selection of lower carbon techniques
Reduce water consumption		x				
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 retaining wall schemes to help reduce severance issues		

<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>
Enhance conservation and wildlife		x				
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape		x				
Other (please state below)		x				

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

Steps will be taken to ensure that construction emissions are reduced as far as possible.

Sign off section

This climate change impact assessment was completed by:

Name	James Gilroy
Job title	Team Leader Highway Asset Management
Service area	Highways and Transport
Directorate	Environment
Signature	J Gilroy
Completion date	05.01.2024

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 15/01/24