

North Yorkshire County Council

Business and Environmental Services

Executive Members

26 February 2021

Highways Capital Programme 2020/21

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 BES Executive Members, for additions to the Highways Capital Works Programme for Structural Highway Maintenance for 2020/21 identified since the last Highways Capital Programme report dated 23 August 2019
- 1.2 To update Corporate Director, Business and Environmental Services (BES), and BES Executive Members on schemes that have been moved from the 2020/21 Highways Capital programme in to the 2021/22 programme.

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, when the following years schemes are reported; followed by a winter 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 23 August 2019.
- 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 in-year 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 Introduced in the 2021/22 Capital Works Programme

- 3.1 The following schemes are proposed to be added to the 2021/22 programme, in advance of the next scheduled Highways Capital Programme report:
 - Lowdales Landslip
 - The Delves Landslip
 - M62, Junction 34, Selby
- 3.2 Further details can be found in Appendix 1.

4.0 Schemes to be carried forward into later years

- 4.1 In total 18 schemes are to be moved from 2020/21 into 2021/22 for delivery. This is in addition to the 35 schemes that were identified at the BES Executive Members meeting held 23 October 2020. Funding for these schemes will be from the 2021/22 Highways capital budgets, with the exception of the local contribution for the A19 Chapel Haddlesey scheme, with the funding for this being moved from 2020/21 to 2021/22, as agreed by the Corporate Director BES in consultation with BES Executive members at their 18 December 2020 meeting.
- 4.2 Details of the schemes to be moved can be found in Appendix 2.

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 Programme.
- 5.2 Budgets for schemes carried over into 2021/22 will remain in the financial year 2020/21, helping to absorb any costs associated with new schemes entering the 2020/21 programme and costs increases to existing schemes within the 2020/21 programme. As outlined in section 4.1, schemes moved in to 2021/22 will be funded from the 2021/22 highways capital budget. This approach seeks to ensure that the overall Capital programme is delivered on time and to budget.
- 5.3 Further information from Department of Transport on the 2021/22 capital funding allocation has now been received and a further report setting out the detail will be presented at the March 2021 BES Executive members meeting.
- 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, Street Authority and Traffic Authority has a wide range of statutory duties imposed by a variety of legislation.
- 7.2 Although the decision to carry out these schemes has been made in-year, it was developed and prioritised in line with the relevant legislation and approved Council policies.
- 7.3 It is the view of officers that there are no legal implications in terms of adding these schemes to the capital programme.

8.0 Climate Change Impact

- 8.1 A climate change impact assessment has been carried out, see Appendix 3. The negative impact of the schemes added to the capital programme are minimal. Steps will be taken during construction to reduce construction emissions as far as possible

9.0 Recommendation

- 9.1 It is recommended that the Corporate Director, BES and the BES Executive Members
- Agree the additional schemes for delivery in the 2021/22 financial year.
 - Note the schemes that have been moved in to 2021/22 for delivery.

BARRIE MASON
Assistant Director - Highways and Transportation

Author of Report: Allan McVeigh

Background Documents: Photographs to be presented at meeting

Scheme to be added to the Capital Programme

District	Location	Address	Est Cost/£	Reason for addition
Scarborough	Lowdales	U538	£58,000	Landslip caused by recent bad weather has resulted in slippage of the adjoining bank. This is the only road into Lowdales
Scarborough	The Delves, Egton Bridge	U2265	£30,000	Landslip recently formed due to bad weather has caused significant damage to the road. This is the only access to the property
Selby	Junction 34	M62 Junction 34	£139,000	Recent poor weather conditions have significantly damaged the carriageway. Uneven road surface warnings have been placed on site to warn motorists. Full resurfacing of the bridge deck is required.

Schemes to be moved from 2020/21 to 2021/22

District	Scheme Description	Original Programme year	Amount to Carry Over	Reason
Richmondshire	Area 1 Constable Burton R&R	20/21	£65,673	Work reprogrammed to deliver alongside A684 Safer Roads fund schemes.
Richmondshire	Area 1 Satronside R&R	20/21	£164,200	Reviewing received tender information to identify more cost effective delivery proposals
Richmondshire	Cravengate, Richmond	18/19	£150,000	Reviewing received tender information to identify more cost effective delivery proposals
Richmondshire	Area 1 Feetham R&R	20/21	£150,000	Reviewing received tender information to identify more cost effective delivery proposals
Hambleton	Area 2 Felixkirk R & R	20/21	£69,075	A BT service (not shown on the stats plans) running down the edge of the carriageway, was identified during pre-site meeting, which requires a diversion.
Ryedale	Area 4 Thornton Le Clay R&R	20/21	£19,400	Moved to 21/22 to combine with a wider package of works.
Ryedale	Area 4 Norton Footway R&R , Yorkersgate	19/20	£40,500	Moved to 21/22 to combine with wider package of works in Malton
Harrogate	Area 6 High Bridge Knaresborough	18/19	£140,000	Designs still to be finalised.
Harrogate	Area 6 Greenhow Hill Landslips	19/20	£300,000	Design and Geotechnical work ongoing to develop a long term solution at this location
Harrogate	Area 6 New Road Scotton Drainage	20/21	£26,000	Design work and discussions with landowner close to being finalised, looking to deliver in early 21/22.
Selby	Area 7 Gate Bridge Culvert, Church Fenton	19/20	£51,000	Ongoing design discussions with Canal & Rivers trust.
Selby	Chappel Haddlesey NYCC Contribution	20/21	£1,245,000	Scheme and funding moved forward as local contribution.
Selby	Area 7 Fairburn Crag	20/21	£89,997	Working through geotechnical and detailed design.

Appendix 1

Craven	Greta Bridge	20/21	£80,000	Delays in procurement process
Hambleton	Three Gables Bridge	20/21	£150,000	Delays in procurement process
Craven	Snaygill Ings Bridge	19/20	£100,000	Awaiting agreement from Network Rail on line closures etc to enable the works to take place
Richmondshire	Croft Old Spar Bridge	20/21	£9,000	Delay in procurement has moved scheme delivery from March in to early 2021/22
Hambleton	A167 Retaining Wall	20/21	£90,000	Co-ordinating with local drainage scheme which needs to be completed before retaining wall works
	TOTAL		£ 2,939,845	

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 Programme 2020/21 - Approval of schemes not included at previous BES Executive Members meeting.		
Officer(s) carrying out screening	Kirstine Rudd		
What are you proposing to do?	Agree additions to the 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 three 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)	<i>Barrie Mason</i>		
Date	15/02/2021		

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 2020/21 – October 2020/21 Update
Brief description of proposal	1.1 To seek agreement from the Corporate Director, Business and Environmental Services (BES), in consultation with BES Executive Members, for additions to the Highways Capital Works Programme for Structural Highway Maintenance for 2020/21 identified since the last Highways Capital Programme report dated 23rd August 2019
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	09.10.2020

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 capital programme, as not carrying out the scheme in Appendix 1 would create a safety risk for highway users.

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.

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 Programme.

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

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			Repairs to existing infrastructure		
	Emissions from construction			x	Some 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					
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>	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>
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				
Enhance conservation and wildlife		x				
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape		x				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>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>

<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.</p> <p>Minimal negative impact of the added scheme. Helps to ensure safety for all road users & repairs an existing highway asset. Steps will be taken to ensure that construction emissions are reduced as far as possible.</p>
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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	11.02.2021

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 15/02/2021