

**North Yorkshire Council**  
**Environment Executive Members**

**24 January 2025**

**Highways Capital Programme**

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

**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 12 September 2024.

**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 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 Corporate Director and Environment Executive Member 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 Environment Executive Members meeting held on 12 September 2024 outlining schemes to be added to the HCFP and a further report will be presented in February 2025 confirming schemes to be delivered in 2025/26.
- 3.4 The 2025/26 highways capital maintenance allocation was confirmed by the Department for Transport on 20 December 2024. This represents an increase of £15.4M compared to 2024/25. Officers are in the process of using this information to finalise the 2025/26 highways capital annual programme. A report seeking approval for this annual programme will be presented at the February 2024 Environment Executive Member meeting for Highways and Transportation, which is scheduled for 28 February.
- 3.5 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.

#### **4.0 SCHEMES ADDED TO THE HCFP**

- 4.1 It is proposed to add 19 new schemes, with a combined value of £2,005,264 to the Highways Capital Forward Programme. As discussed at the Environment Executive Members Meeting on 12 September 2024, entry on to the forward programme does not guarantee delivery in a specific year. However, if schemes are linked to improvements to ensure the safety of specific asset(s), delivery may commence in the remainder of this financial year.
- 4.2 The proposed schemes were identified through ongoing asset condition and engineering assessments carried out since the forward programme was approved on 12 September 2024. Details of the schemes are provided in Appendix A.

#### **5.0 FINANCIAL IMPLICATIONS**

- 5.1 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.
- 5.2 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

#### **6.0 LEGAL IMPLICATIONS**

- 6.1 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.
- 6.2 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.

#### **7.0 EQUALITIES IMPLICATIONS**

- 7.1 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.
- 7.2 A copy of the Equalities Impact Assessment Screening Form is not required' form is attached as Appendix B.

#### **8.0 CLIMATE CHANGE IMPLICATIONS**

- 8.1 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.

## **9.0 REASONS FOR RECOMMENDATIONS**

- 9.1 The recommendations will enable Council officers, working alongside NYH and partner organisations to finalise designs and deliver the schemes listed in Appendix A with expected delivery start dates within the 2024/25 financial year.

## **10.0 RECOMMENDATION**

- 10.1 It is recommended that the Corporate Director of Environment, in consultation with the Environment Executive Member Highways & Transportation
- i) Authorises the additions to the Highways Capital Forward Programme for Structural Highway Maintenance identified since the last Highways Capital Programme report dated 12 September 2024

### **APPENDICES:**

Appendix A - Schemes to be added to Highways Capital Forward Programme

Appendix B - Equalities Impact Assessment Screening Form

Appendix C - Climate change impact assessment

### **BACKGROUND DOCUMENTS: N/A**

Barrie Mason  
Environment  
County Hall, Northallerton  
24 January 2025

Report Author – James Gilroy – Team Leader Highways Asset Management

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

## Schemes to be added to Highways Capital Forward Programme

| Area | Link & Section | Scheme name  | Town / Village | Scheme Cost       |
|------|----------------|--|----------------|-------------------|
| 3    | U2265/1/75     | U2265 Smiths Lane SD                                   | Egton Bridge   | £ 27,995          |
| 3    | U2264/1/40     | U2264 Nab End Lane SD                                  | GlaiSDale      | £ 26,090          |
| 3    | U2313/1/30     | U2313 Lease Rigg Lane SD                               | Grosmont       | £ 24,972          |
| 3    | U2312/1/30     | U2312 Lease Rigg Lane To Moss Brow SD                  | Grosmont       | £ 24,972          |
| 3    | U2314/1/50     | U2314 Lease Rigg To Esk Valley SD                      | Grosmont       | £ 6,754           |
| 3    | C1/5/75        | C1 Rake Lane To High Farm SD                           | Lealholm       | £ 19,166          |
| 3    | C1/5/70        | C1 Ellergates SD                                       | Lealholm       | £ 19,166          |
| 3    | U2338/1/50     | U2338 Summerfield Lane SD                              | Stainsacre     | £ 11,143          |
| 3    | C1/5/95        | C1 Southgate Farm To Guisborough To Whitby Road SD     | Stonegate      | £ 18,974          |
| 3    | C1/5/85        | C1 High Farm To Southgate Farm SD                      | Stonegate      | £ 18,974          |
| 3    | C56/2/90       | C56 Dean Hall Brow SD                                  | Ugglebarnby    | £ 16,058          |
| 4    | C63/2/40       | C63 Bell End Green Landslip                            | Low Bell End   | £ 1,100,000       |
| 5    | A65/4/80       | A65 Hellifield Road Special                            | Gargrave       | £ 50,000          |
| 5    | U1918/2/30     | U1918 Back Lane To Field Rock Quarry (Disused) Special | Otterburn      | £ 75,000          |
| 5    | U2271/2/70     | U2271 Thorpe Lane Retaining Wall                       | Thorpe         | £ 100,000         |
| 5    | U2248/2/50     | U2248 Station Road To Church Road Special              | Threshfield    | £ 31,000          |
| 6    | B6162/1/50     | B6162 Otley Road Drainage                              | Harrogate      | £ 50,000          |
| 6    | U2702/9/70     | U2702 Ilton Manor Farm To Parish Boundary R&R*         | Ilton          | £ 85,000          |
| 6    | A59/3/85       | A59 Kex Gill Landslip*                                 | Blubberhouse   | £ 300,000         |
|      |                |  | <b>Total</b>   | <b>£2,005,264</b> |

\*Indicates scheme is planned for delivery in Q4 24/25

SD = Surface Dressing Scheme

R&R = Resurfacing and /or reconstruction scheme

Special = Special Engineering scheme

## Equalities Impact Assessment Screening Form

|   |   |           |                                     |
|---|---|-----------|-------------------------------------|
| <b>Equality impact assessment screening form</b><br>(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>  | Environment   |           |                                     |
| <b>Service area</b>   | H&T   |           |                                     |
| <b>Proposal being screened</b>  | Environment Executive Member Report – Highways Capital Programme January 2025   |           |                                     |
| <b>Officer(s) carrying out screening</b>  | James Gilroy  |           |                                     |
| <b>What are you proposing to do?</b>  | Agree additions to the Highways Capital Programme in advance of the next scheduled capital programme Environment 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>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?</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> |   |           |                                     |
| <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>                                 |   |           |                                     |
| <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>NYC 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</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 report focuses on the overarching capital maintenance funding position.</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 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. |   |                       |
| <b>Signed (Assistant Director or equivalent)</b>   | Barrie Mason  |   |                       |
| <b>Date</b>  | 09/01/2025  |   |                       |

## 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 in the summary section of the form below.

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

|  |   |
|--|---|
| Title of proposal  | Addition of schemes to the Highways Capital Forward Programme   |
| Brief description of proposal  | <ul style="list-style-type: none"> <li>Authorises the additions to the Highways Capital Forward Programme for Structural Highway Maintenance contained in Appendix A identified since the last Highways Capital Programme report dated 12 September 2024</li> </ul> |
| 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   | 24.12.2024  |

**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.

The other option that was considered was to plan based on a lower value of DfT funding at £40M

**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> | <p><b>Positive impact</b><br/>(Place a X in the box below where</p> | <p><b>No impact</b><br/>(Place a X in the box below where</p> | <p><b>Negative impact</b><br/>(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"> <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> | <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 <b>greenhouse gas emissions</b> 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   |   |  |  |  |
|   | Other   |   | 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><b>Positive impact</b><br/>(Place a X in the box below where</p> | <p><b>No impact</b><br/>(Place a X in the box below where</p> | <p><b>Negative impact</b><br/>(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"> <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> | <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 <b>waste</b>: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>  | x   |   |   | <p>Establish the use of more sustainable construction techniques</p>  |   | <p>Look to use more recycled material in construction and through the selection of lower carbon techniques</p> |
| <p>Reduce <b>water</b> consumption</p>  |   | x   |   |   |   |  |
| <p>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>  |   | x   |   |   |   |  |
| <p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>  | x   |   |   | <p>Delivery of landslip remedial based schemes to help reduce severance issues</p>  |   |  |
| <p>Enhance <b>conservation</b> and wildlife</p>   |   | 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><b>Positive impact</b><br/>(Place a X in the box below where</p> | <p><b>No impact</b><br/>(Place a X in the box below where</p> | <p><b>Negative impact</b><br/>(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"> <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> | <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 <b>North Yorkshire's landscape</b></p>  |   | <p>x</p>  |   |   |   |  |
| <p>Other (please state below)</p>   |   | <p>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.

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.

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       |                                      |
| Completion date | 24.12.2024                           |

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

**Date:** 09/01/2025