

North Yorkshire County Council

Business and Environmental Services

Executive Members

26 March 2021

Highways Capital Programme 2021/22

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of Report

- 1.1 To update the Corporate Director, Business and Environmental Services (BES), and BES Executive Members, on the Highway Capital funding settlement received for 2021/22 and to outline the implications for the 2021/22 Highways Capital Programme.

2.0 Background

- 2.1 The current Local Transport Plan (LTP) capital funding period (2015/16 to 2020/21) has been a five year package with indicative allocations for each following year confirmed by the Department for Transport (DfT) in the previous December. The certainty of funding this has provided over a sustained period is consistent with good asset management and has allowed local highway authorities (LHA) to plan ahead and in North Yorkshire's case, to deliver quite successfully, a three-year rolling programme of highways capital works.
- 2.2 With LTP capital funding due to run out from 1 of April 2021, LHAs have been waiting for the DfT to confirm funding allocations for 2021/22. In the absence of any confirmation and in order to allow for a forward capital works programme to continue being developed, North Yorkshire County Council (NYCC) officers liaised with DfT officials over how best to plan. They agreed a sensible approach would be to assume that the allocations for 2021/22 will be in line with those received in 2020/21, with a caveat that this was subject to ministerial approval and the outcomes of the Comprehensive Spending Review (CSR) planned for July 2020.
- 2.3 Therefore, officers based their planning assumptions on the 2020/21 settlement, which was £52.68M, but did not include the £5.61M of additional funds received as a result of the reallocation of the Challenge Fund funding and the previous Pothole Action Fund which finished in 20/21. This assumed a 2021/22 total funding allocation of £47.07M.
- 2.4 At the June 2020 meeting, the Corporate Director and BES Executive Members were presented with a report seeking approval for indicative headline allocations of funding for the 2021/22 Highways Capital Programme.
- 2.5 Based on this planning assumption, work commenced on design and development of schemes for delivery in 2021/22, with the final list of proposed schemes being approved by the Corporate Director and BES Executive Members in August 2020.

- 2.6 Due to the impact of Covid, the CSR was pushed back to November 2020. It was originally anticipated that this would set the government's spending priorities for the following five years, which would have enabled the DfT to provide information to LHAs on their proposed future capital funding allocations up to 2025/26. As it turned out, the CSR in November 2020 only outlined funding for the financial year 2021/22, with a further CSR for future years to be conducted later in 2021.
- 2.7 As part of the CSR in November the Chancellor announced £1.7 billion in 2021/22 for local roads. This was identified as funding for maintenance and upgrades to tackle potholes, relieve congestion and boost connectivity. At the time of release, no further information was available from the DfT.
- 2.8 It was anticipated that the DfT would follow up with more clarity on the funding allocations, setting out a timetable for when each LHA would receive notification of how much that they would receive. In the absence of further information from the DfT, and in line with the approach taken by other LHAs, the County Council continued with its initial planning assumption of £47.07M.

3.0 Funding Settlement

- 3.1 The 2021/22 funding settlement was confirmed by DfT on 15 February 2021. The settlement for NYCC was £40.07M. This was £12.56M (23.4%) less than 2020/21 and £7M (14.9%) less than the planning assumption for 2021/22.
- 3.2 This settlement assumes that NYCC retains its Band 3 incentive fund status. In line with DfT guidance, the NYCC incentive fund self-assessment questionnaire response was submitted to DfT on 5 March which confirmed a self-assessment of Band 3. Incentive funding accounts for £4.11M of the overall settlement and the expectation is that confirmation of the Incentive Fund allocation will be made available in April 2021.

4.0 2020/21 Programme Delivery

- 4.1 Generally, unless there is an underspend or ring-fenced funding for specific scheme delivery, schemes moved from one year to the next do not take their allocated funding with them. As such, the size of the programme increases
- 4.2 Typically we spend at or slightly above the overall budget, with any overspends managed through year-end. At present there are £2.5M of LTP funded Executive approved programmed schemes that have been slipped to 21/22 and, as such, we will be carrying forward the funding to pay for those schemes. It should be noted that we are on target to deliver a £48.75M LTP Capital Programme against the backdrop of changed working practices and additional work streams as result of Covid.
- 4.3 As delivery of the 2020/21 capital programme continues, it is predicted that by year-end, schemes to the value of £13.8M will have been slipped in to 2021/22. The movement of these schemes is a result of issues encountered in scheme delivery, coordination with other activities on the highway, cost increases and new schemes added to the programme in year.

5.0 Impact on 2021/22 Programme

- 5.1 Taking into consideration the carry over of £2.5m from 2020/21 alongside our budget of £40.07M, we have an available budget of £42.57M for 21/22. Based on the carry over scheme value of £13.8M and reduction in funding of £7M against our planning assumption this means that the 2021/22 Highways Capital Programme is currently £17.68M (42%) over programmed.

- 5.2 Typically, we seek to have a level of over programming in the region of 10% within the capital programme to allow some level of flexibility to take into account potential scheme delays for example. This would mean a programme value for 2021/22 of approximately £46.8M. To achieve this programme value would require the movement of £13.4M of scheme value from the 2021/22 programme in to future years.
- 5.3 To address this, a review of the programme has been carried out to identify schemes that could be moved for delivery in future years. The review of the programme was not solely focussed on carriageway and footway scheme delivery. LTP capital funded allocations and proposed programmes across all asset types were reviewed.
- 5.4 The review has sought to ensure that the impact on our proposed programme of proactive treatments, (such as surface dressing and pre surface dressing patching for sites to be surface dressed in 2022/23) has been minimised as much as possible. This is in line with asset management principles, helping to maximise the amount of network that we are able to treat in both 2021/22 and 2022/23,
- 5.5 The conclusion of the review is that in total schemes to the value of £13.4M are recommended to be moved in to future years. A summary of the proposed funding reductions across asset types and budget headings is shown in the table below.

Budget Area	Budget Heading	Scheme Value to slip in to future years (£000s)
Network Strategy	Proactive Coring	300
Network Strategy	Highway Condition Surveys	100
Network Strategy	Site Investigation & Traffic Data Collection	200
Network Strategy	Drainage Investigation	20
Footways	Cat 1&2 Footways	417
Footways	Cat 3&4 Footways	702
Footways	Slurry Sealing	509
Carriageway	SD	37
Carriageway	Patching	1333
Carriageway	R&R	7389
Carriageway	Cat 6 UURs	23
Others	Cycleways	10
Others	Other Specials	501
Others	VRS	600
Others	Landslips	410
Others	Drainage	380
Others	Cattle Grids	61
Bridges & Structures	Bridges	260
AIP	Accident Investigation and Prevention	40
Street lighting	Street lighting	150
Total		13442

- 5.6 Schemes required for addressing highway safety concerns have been retained for 2021/22 delivery. An assessment was made of any schemes that were moved in to future years, to ensure that they were able to last an additional amount of time prior to being treated. These sites will continue to be inspected in line with the requirements in our highway safety inspection manual.
- 5.7 It is the aim to deliver any slipped schemes in 22/23, however this is dependent upon the funding settlement for 22/23.
- 5.8 Further analysis of potential future funding scenarios is ongoing. Officers will report to this meeting in April, to update the Corporate Director and BES Executive members on headline allocation assumptions for 2022/23, which would ordinarily be reported at this meeting
- 5.9 Members with schemes moved in their areas have been contacted to inform them of the process and what schemes have been impacted. They have been offered the opportunity to comment and discuss the proposals with their respective area team and also to make representations at this meeting if required.
- 5.10 A full list of schemes to the value of £13.4M, which will be moved from 2021/22 to future years can be found in Appendix A.

6.0 Other funding sources

- 6.1 Following recent funding announcements from central government related to cycling and The Levelling Up fund, officers are continuing to identify ways in which these funding sources could complement and enhance the delivery of the 2021/22 Highways Capital Programme.
- 6.2 Notification was received from DfT on 12 November 2020 that NYCC had been awarded £1,011,750 for the second round of the Active Travel Fund. This was split £809,400 capital and £202,350 revenue.
- 6.3 The first phase of consultation on the four schemes included in the Active Travel Fund bid concluded on 23 February with 2300 online surveys completed. The initial results of the survey show that 64% support the Whitby scheme, 44% support the A59 scheme, 43% support the Victoria Avenue scheme and 38% support the Otlands Drive scheme. Feedback from the first round of consultation will be taken on board to inform the designs which will be consulted on in the second round of consultation planned for late March. Following completion of the second round of consultation a decision will be made on which schemes to proceed with to construction.
- 6.4 On 3 March 2021 DfT wrote to all Local Authorities regarding indicative allocations for active travel funding for 2021/22. NYCC have been allocated £207,000 revenue funding and this will be paid in May following submission of a summary of work. We are awaiting proformas for supplying this information and the deadline for submission is 19 April. The DfT will write shortly confirming capital funding allocations for local authorities for 2021/22. In the case of capital funding, only those authorities with well-developed Local Cycling and Walking Infrastructure Plans (LCWIPs) and a pipeline of ambitious and high-quality schemes which meet the new standards will receive any capital funding in 2021/22. We will be providing information back to the DfT by 19 March regarding the status of our LCWIPs.
- 6.5 Following the announcement of the Levelling Up Fund in the Budget on 3 March, officers have been reviewing available funding opportunities and are in the process of

developing potential bids. The first bidding round closes on 18 June, with potential further bidding rounds following this. Further updates will be presented to this meeting ahead of any bid being submitted.

7.0 Financial Implications

7.1 The key financial implications have been highlighted in Sections 3 to 6 of this report.

8.0 Equalities Implications

8.1 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. See Appendix 2

9.0 Legal Implications

9.1 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, including 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.

9.2 The re-profiling of the 2021/22 capital programme allocations and schemes has been carried out 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.

10.0 Climate Change Impact

10.1 A climate change impact assessment has been carried out, see Appendix 3. Steps will be taken during scheme delivery construction to reduce emissions as far as possible.

11.0 Recommendation

11.1 It is recommended that the Corporate Director, BES and the BES Executive Members note the Highway Capital funding settlement received for 2021/22 and the implications on the 2021/22 Highways Capital Programme and approve the proposed changes to the 2021/22 programme.

BARRIE MASON
Assistant Director - Highways and Transportation

Author of Report: James Gilroy

APPENDIX 1

Area	Scheme Type	Scheme Description	Cost (£)
1	Footway	Area 1 Catterick Garrison Footway R&R	60,545
1	Footway	Area 1 Middleham Footway R&R	12,648
1	R&R	Area 1 Constable Burton R&R	110,000
1	R&R	Area 1 Gandale Camp R&R	40,342
1	R&R	Area 1 Marrick R&R	135,045
1	R&R	Area 1 - Cat 3a R&R - Gilling West	53,000
1	R&R	Area 1 C109 Marrick to Reels Head R&R	75,200
1	R&R	Area 1 C122 Hudswell to Holly Hill R&R	84,500
1	R&R	Area 1 C229 Eryholme Lane R&R	9,800
1	R&R	Area 1 C29 Langthwaite to Tan Hill R&R	60,000
1	R&R	Area 1 C7 Eppleby to Greystones R&R	58,300
1	R&R	Area 1 U1384 Uckerby Hall Road R&R	18,700
1	R&R	Area 1 U1385 Uckerby Grange Road R&R	10,800
1	R&R	Area 1 U215 Fossdale Road Simonstone R&R	5,500
1	R&R	Area 1 U224 Kettlewell Lane, Camms House R&R	21,700
1	R&R	Area 1 U891 Kaygram Lane West Witton R&R	3,000
1	Surface Dressing	Area 1 Cat 3a Urban Surface Dressing (Skeeby)	37,000
1	Footway Slurry	Area 1 Slurry Seal	43,366
1	Specials	Richmond Cobbles (budget reduction)	75,000
2	Drainage	Area 2 York Road Drainage	108,000
2	Drainage	Area 2 Carlton Miniott Drainage	30,000
2	Footway	Area 2 Northallerton Footway R&R	51,141
2	Footway	Area 2 Thirsk Footway R&R	
2	Landslip	Area 2 Alne Landslip	52,000
2	Landslip	Area 2 Great Ayton Landslip	50,000
2	Landslip	Area 2 Kilburn Landslip	125,000
2	R&R	Area 2 Cat 2 Urban York Road R'bout R&R	150,000
2	R&R	Area 2 Blakey Lane R & R	550,423
2	R&R	Area 2 Emgate R & R	94,000
2	R&R	Area 2 Station Rd Thirsk R & R	653,929
2	Footway Slurry	Area 2 Slurry Seal	81,934
2	Special	Area 2 Market Place Phase 2 Special	100,000
3	Footway	Area 3 Scarborough Footway R&R (Huntriss)	124,800
3	Patch	Area 3 Scarborough 3a Patching	187,289
3	patch	Area 3 3b Patching, Scarborough	115,510
3	patch	Area 3 4a patching, Scarborough R&R	70,000
3	R&R	Area 3 New Road, Robin Hoods Bay - Cat 4b R&R	72,800
3	R&R	Area 3 Muston R&R	41,919
3	R&R	Area 3 A170 Stepney Hill, Woodlands R&R	656,682
3	R&R	Area 3 Filey R&R	26,000
3	R&R	Area 3 Gladstone Road, Scarborough R&R	84,867
3	R&R	Area 3 Runswick Bay R&R	45,000
3	R&R	Area 3 Scarborough Central R&R	231,410
3	R&R	Area 3 Scarborough North R&R	225,539
3	Footway Slurry	Area 3 Slurry Seal	93,564
3	Special	Area 3 Scarborough Specials	104,792
4	Drainage	Area 4 Butterwick Drainage	13,500

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Area	Scheme Type	Scheme Description	Cost (£)
4	Drainage	Area 4 Hovingham Drainage	25,000
4	Drainage	Area 4 Langton Drainage	15,000
4	Footway	Area 4 Kirkbymoorside Footway R&R	65,522
4	Footway	Area 4 Little Barugh Footway R&R	2,338
4	Landslip	Area 4 East Heslerton Landslip	40,000
4	Landslip	Area 4 Leppington Landslip	25,000
4	R&R	Area 4 Black Dike R&R	53,694
4	R&R	Area 4 Brambling R&R	10,378
4	R&R	Area 4 Braygate Street R&R	127,122
4	Footway	Area 4 Broughton footway R&R	35,950
4	R&R	Area 4 Butterwick R&R	128,724
4	R&R	Area 4 Castle View R&R	49,685
4	R&R	Area 4 Cockayne R&R	59,654
4	R&R	Area 4 East Knapton R&R	57,138
4	R&R	Area 4 Foston to Whitwell R&R	126,777
4	R&R	Area 4 Gillamoor R&R	63,027
4	R&R	Area 4 Jamiie Craggs R&R	32,198
4	R&R	Area 4 Lilling Back Lane R&R	121,629
4	R&R	Area 4 Middlecave Road R&R	37,069
4	R&R	Area 4 Oak Busk Lane R&R	57,746
4	R&R	Area 4 Sherburn R&R C72	147,673
4	R&R	Area 4 Thorn Wath R&R	41,855
4	Footway Slurry	Area 4 Slurry Seal	47,181
5	Footway	Area 5 Cowling Footway R&R	16,000
5	Footway	Area 5 Cracoe Footway R&R	26,000
5	Footway	Area 5 Embsay Footway R&R	42,066
5	Patch	Area 5 Cononley Patching	16,500
5	Patch	Area 5 Lane Ends Lane, Cowling, Patching	15,000
5	R&R	Area 5 Ingleton R&R	15,000
5	R&R	Area 5 Buckden R & R	75,000
5	R&R	Area 5 Ingleton R & R	20,821
5	R&R	Area 5 Long Preston R & R	30,000
5	R&R	Area 5 Newby Head R & R	53,000
5	R&R	Area 5 Skreholme R & R	35,000
5	R&R	Area 5 Station Road, Grassington R & R	100,000
5	R&R	Area 5 Watery lane, Airton R & R	26,000
5	Footway Slurry	Area 5 Slurry Seal	44,065
5	Special	Area 5 Skipton Specials	62,400
6	Drainage	Area 6 York Road Drainage	30,000
6	Drainage	Area 6 Harrogate Road Drainage	60,000
6	Drainage	Area 6 Ripon Road Drainage	40,000
6	Landslip	Area 6 Bogs Lane Harrogate Landslip	118,450
6	Patch	Area 6 A59 Hopper Lane Deep Patching	210,000
6	Patch	Area 6 A59 Menwith Hill Deep HRA Patching	63,000
6	Patch	Area 6 A661 Wetherby Road HRA Deep Patching	20,000
6	Patch	Area 6 Bradford Road Deep Patching	570,000
6	Patch	Area 6 A658 Huby Village Deep Patching	44,000
6	R&R	York Road, Green Hammerton	70,000

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Area	Scheme Type	Scheme Description	Cost (£)
6	R&R	Area 6 Abbey Road Knaresborough R&R	45,480
6	R&R	Area 6 Ainsty Road Harrogate R&R	17,016
6	R&R	Area 6 A61 Ripley Southern Roundabout to Red Lion Pub	60,000
6	R&R	Area 6 Albert Street HRA Resurfacing	138,670
6	R&R	Area 6 Blind Lane, Knaresborough Resurfacing	30,600
6	R&R	Area 6 Claro Road Area patch and R & R	382,998
6	R&R	Area 6 Dallamires Lane Roundabout R&R	59,454
6	R&R	Area 6 Hopperton Patch and R & R	228,161
6	Footway Slurry	Area 6 Slurry Seal	134,577
6	Special	Area 6 Leeming Lane Special	30,900
6	Special	Area 6 Bower Street Special	30,000
6	Special	Area 6 Forest Moor Road Special	25,000
6	Patch	Area 6 A658 Huby Village HRA Deep Patching	55,000
6	Cattle Grid	Cattle Grid Eavestone Healey	62,400
7	Drainage	Area 7 Toulston, Rudgate	6,000
7	Drainage	Area 7 Barlby Drainage	52,000
7	Footway	Area 7 Selby Footway R&R	17,852
7	Footway	Area 7 Balby Footway R&R	101,764
7	Footway	Area 7 Brayton Footway R&R	19,804
7	Footway	Area 7 Byram Footway R&R	199,014
7	Footway	Area 7 Drax Footway R&R	5,665
7	Footway	Area 7 Escrick Footway R&R	66,575
7	Footway	Area 7 Hirst Courtney Footway R&R	5,163
7	Footway	Area 7 Islington Footway R&R	15,408
7	Footway	Area 7 Kellington Footway R&R	93,856
7	Footway	Area 7 Selby Footway R&R	24,770
7	Footway	Area 7 Thorpe Willoughby Footway R&R	48,551
7	Patch	Area 7 Long Lane, Great Heck Patch	11,183
7	R&R	Area 7 Station Road Tadcaster R&R	157,208
7	R&R	Area 7 Ashtree Drive Brayton R&R	17,970
7	R&R	Area 7 Aviation Road Sherburn Ind Est R&R	65,262
7	R&R	Area 7 B1222/1/60 Moor Lane R&R	16,874
7	R&R	Area 7 B1222/1/85 Bishopdike Road R&R	189,731
7	R&R	Area 7 B1223 Wistow Road R&R	31,344
7	R&R	Area 7 Bondgate Selby R&R	104,047
7	R&R	Area 7 Centre Lane Tadcaster R&R	47,425
7	R&R	Area 7 Croftway Camblesforth R&R	36,634
7	R&R	Area 7 Dane Street Sherburn Ind Est R&R	36,269
7	R&R	Area 7 Great Close Cawood R&R	27,742
7	R&R	Area 7 Greenfield Drive Brayton R&R	5,939
7	R&R	Area 7 Industrial Estate Station Road R&R	22,908
7	R&R	Area 7 Maple Grove Brayton R&R	10,452
7	R&R	Area 7 Mayfield Road Brayton R&R	21,780
7	R&R	Area 7 Milford Road South Milford R&R	46,650
7	R&R	Area 7 Oxtton Drive Tadcaster R&R	51,503
7	R&R	Area 7 Park Lane Barlow R&R	101,539

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Area	Scheme Type	Scheme Description	Cost (£)
7	R&R	Area 7 Selby Road Eggborough R&R	42,736
7	R&R	Area 7 The Maltings Eggborough R&R	49,284
7	R&R	Area 7 The Poplars Brayton R&R	32,039
7	R&R	Area 7 Westfield Crescent R&R	46,552
7	R&R	Area 7 Westfield Square R&R	4,636
7	R&R	Area 7 Wharfedale Crescent R&R	24,544
7	R&R	Area 7 York Road Islington R&R	62,691
7	Footway Slurry	Area 7 Slurry Seal	63,927
7	Special	Area 7 Sherburn in Elmet Special	73,316
Bridges	Bridge	Commondale Station South	20,000
Bridges	Bridge	Lakeside Footbridge (A4)	30,000
Bridges	Bridge	Rarey Drive (A4)	70,000
Bridges	Bridge	Pinder Canal (A5)	100,000
Bridges	Bridge	Thirelby (A2)	40,000
Bridges	Bridge	Skellgill (A1)	100,000
Network Strategy	Coring	Proactive Coring	300,000
Network Strategy	Site Investigation	Site Investigation and drainage investigation (Budget Reduction)	220,000
Network Strategy	VRS	Vehicle Restraint Systems (Budget Reduction)	600,000
Network Strategy	Highway Condition Surveys	SCANNER Surveys (Budget Reduction)	100,000
Network Strategy	UUR	UUR Allocation (Budget Reduction)	22,500
Network Strategy	Cycleway	Cycleway Essential Maintenance (Budget Reduction)	10,000
Network Strategy	AIP	Accident Investigation and Prevention (Budget Reduction)	40,000
Network Strategy	Street Lighting	Street Lighting Allocation (Budget Reduction)	150,000
Total			13,400,00

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 2021/22 Update in relation to 2021/22 funding and implications on the Highways Capital Programme		
Officer(s) carrying out screening	James Gilroy		
What are you proposing to do?	Updating Corporate Director and BES Executive Members on the funding settlement received for 21/22 and to update them on the schemes that are being recommended to be moved in to future years from 21/22.		
Why are you proposing this? What are the desired outcomes?	To receive approval for the proposed changes.		
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 in to future years as a result of reduced funding. No changes have been made to the accessibility budget.		
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	16/03/21		

Climate change impact assessment
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	1.2 To update the Corporate Director, Business and Environmental Services (BES), and BES Executive Members, on the Highway Capital funding settlement received for 2021/22 and to outline the implications on the 2021/22 Highways Capital Programme and approve the proposed changes to the 2021/22 programme.
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	12.03.2021

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 re-profiling schemes to the 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.

The points raised in respect of re profiling the capital programme enable scheme delivery to match available 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>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 from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	<p>x</p>		<p>Repairs to existing infrastructure</p>		
	<p>Emissions from construction</p>		<p>x</p>	<p>Some emissions from construction vehicles</p>	<p>Where possible – ensure that vehicle mileage is reduced by planning vehicle</p>	

<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>movements / diversion routes etc</p>	
	Emissions from running of buildings		x				
	Other		x				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		x					
<p>Reduce water consumption</p>		x					
<p>Minimise pollution (including air, land, water, light and noise)</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>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>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		x				
<p>Enhance conservation and wildlife</p>		x				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		x				
<p>Other (please state below)</p>		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.

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	BES
Signature	J Gilroy
Completion date	12.03.2021

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

Date: 16/03/21