

# North Yorkshire Council

## Environment Executive Members

24 April 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.
- 1.2 To provide an update on funding for 2025/26, including guidance received from the Department for Transport (DfT) on the criteria that we need to meet to ensure we receive our full allocation of additional highway maintenance funding in 2025/26

#### **2.0 SUMMARY**

- 2.1 This report identifies schemes that are being added to the Highways Capital Forward Programme (HCFP) for future delivery and provides an update on highway maintenance funding for 2025/26.

#### **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 further report 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 was 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 DfT on 20 December 2024. This represented an increase of £15.4M compared to 2024/25.
- 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 six new schemes, with a combined value of £129,000 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 UPDATE ON HIGHWAY MAINTENANCE FUNDING FOR 2025/26**

- 5.1 As outlined in the 28 February 2025 report to this meeting, a proportion of the final funding settlement for the 2025/26 was at risk, as per the following from DfT: *“You will also note that 25% of the funding uplift for 2025/26 will be contingent on local highway authorities demonstrating compliance with certain criteria aimed at driving best practice and continual improvement in highways maintenance practice. Further details of this will be set out in due course.”* In the event of NYC not meeting the criteria this would put £3.86M of funding at risk.
- 5.2 Details of the criteria were released by DfT on the 24 March 2025. NYC officers attended a further briefing session with DfT officials on the 26 March 2025. There are two deadlines by which we need to provide information to DfT, the 30 June 2025 and 31 October 2025. A summary of what is required by each deadline is provided below
- 5.3 For the 30 June deadline, we are required to provide a concise report to be published on our website detailing information on
- The extent and scale of our network
  - How much we spend on highway maintenance and the types of maintenance activity we deliver
  - Information on carriageway condition
  - An estimate on the number of potholes we fill each year
  - Details of our overall approach to asset management including
    - Adapting to climate change
    - Managing street works and utility works on our network
  - Schemes we are delivering 2025/26
- 5.4 For the 31 October deadline, we are required to provide DfT with information regarding
- The overall value of our highway asset
  - Historic maintenance expenditure
  - How we use customer satisfaction information
  - How we benchmark against other local highway authorities
  - How we measure performance including submission of national indicator information
  - Information on our asset management plans and wider network plans
- 5.5 We are confident that we have the required information in place to meet the requirements laid out above. Officers are working on pulling the required information together and will provide further updates to the Corporate Director and Executive member as needed.
- 5.6 On the 28 March 2025 the DfT confirmed funding allocations for the integrated transport Block (ITB). This is allocated via the York & North Yorkshire Combined Authority (YNYCA). Funding for North Yorkshire has been maintained at £3.046M for 2025/26 and YNYCA have confirmed that this will be transferred to NYC.

- 5.7 As outlined in the 28 February 2025 report both the £3.86M performance-based funding and the £3.046 ITB were included in the programme planning assumptions for 2025/26. This means that subject to meeting the required performance criteria from DfT, our funding allocation for highway maintenance and integrated transport in 2025/26 is £60.746M.
- 5.8 Additionally on 28 March 2025, DfT also announced a further £15.37M to YNYCA as part of the new Local Transport Grant for 2025/26. Informal discussions are ongoing with YNYCA to confirm how this funding will be divided between NYC and City of York and on what schemes and projects it will fund. At the appropriate time, a report will be presented to a future meeting of the Corporate Director Environment and Executive Members to update on allocations and seek relevant approvals for scheme delivery.

## **6.0 FINANCIAL IMPLICATIONS**

- 6.1 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.
- 6.2 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.
- 6.3 As outlined in 5.7, the performance-based funding and ITB were included within planning assumptions for 2025/26 delivery. As such at this stage they do not impact the 2025/26 capital plan.
- 6.4 A further report will be presented in the future setting out the allocations and scheme delivery of the additional funding of £15.37M announced as part of the new Local Transport Grant for 2025/26.

## **7.0 LEGAL IMPLICATIONS**

- 7.1 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.
- 7.2 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.

## **8.0 EQUALITIES IMPLICATIONS**

- 8.1 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.
- 8.2 A copy of the Equalities Impact Assessment Screening Form is not required' form is attached as Appendix B.

## **9.0 CLIMATE CHANGE IMPLICATIONS**

- 9.1 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.

## **10.0 REASONS FOR RECOMMENDATIONS**

- 10.1 The recommendations will enable Council officers, working alongside NYH and partner organisations to finalise designs and deliver the schemes listed in Appendix A with potential delivery start dates within the 2025/26 financial year.

## **11.0 RECOMMENDATIONS**

- 11.1 It is recommended that the Corporate Director 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
  - ii. Notes the update on funding for 2025/26

## **APPENDIX**

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:** None

Barrie Mason Highways and Infrastructure  
County Hall  
Northallerton

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

<b>Area</b>	<b>Link &amp; Section</b>	<b>Scheme name</b>	<b>Town / Village</b>	<b>Scheme Cost</b>
4	C63/2/30	New Road Drainage	Rosedale Abbey	£50,000
4	U1771/2/60	Low Moor Lane Drainage	Rillington	£30,000
4	C60/1/85	Bransdale Road to Cockayne Drainage	Cockayne	£8,000
4	U226/2/30	Haygate Lane Drainage	Pickering	£8,000
4	B1257/1/40	Broughton Road Drainage	Broughton	£3,000
4	C177/1/05	Stamford Bridge to Buttercrambe Drainage	Buttercrambe	£30,000
			<b>Total</b>	<b>£129,000</b>

## Equalities Impact Assessment Screening Form

<b>Equality impact assessment screening form</b> (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 April 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>	09/04/2025		

## 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	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
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	08.04.2024



**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> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (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				

<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>	<b>Positive impact</b> (Place a X in the box below where	<b>No impact</b> (Place a X in the box below where	<b>Negative impact</b> (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"> <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>
Other		x				
Minimise <b>waste</b> : 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 <b>water</b> consumption		x				
Minimise <b>pollution</b> (including air, land, water, light and noise)		x				
Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers	x			Delivery of highway drainage based 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>	<b>Positive impact</b> (Place a X in the box below where	<b>No impact</b> (Place a X in the box below where	<b>Negative impact</b> (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"> <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>
Enhance <b>conservation</b> and wildlife		x				
Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b>		x				
Other (please state below)		x				

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

N/A

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

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	08.04.2024

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

**Date:** 09/04/2025