

North Yorkshire Council

Environment Executive Members

24 October 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 - Environment in consultation with the 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 26 September 2025.

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 – Environment and Executive Member for Highways and Transportation will be aware that usual practice is to present three main reports per year; one in the Spring outlining expected headline allocations for the following year, one in the summer identifying schemes to be added to the HCFP; followed by a report in Autumn confirming the schemes to be delivered in the following year's annual programme.
- 3.3 In line with 3.2 above, the report was considered at the Environment Executive Members meeting held on 26 September 2025 outlining schemes to be added to the HCFP with a further report planned for February 2026 confirming schemes to be delivered in 2026/27.
- 3.4 Although advanced planning is maximised through the implementation of a three-year rolling capital works programme, there are occasions when it is necessary, for sound operational reasons, to introduce new schemes into the forward programme.

4.0 SCHEMES ADDED TO THE HCFP

- 4.1 It is proposed to add three new schemes, with a combined value of £1.21M to the Highways Capital Forward Programme. As discussed at the Executive Members meeting on 26 September 2025, entry on to the forward programme does not guarantee delivery in a specific year. However, if a scheme is 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 26 September 2025. Details of the schemes are provided in Appendix A. The schemes at Moor Monkton and North Duffield are required due to severe cracking that has formed in the carriageway surface following prolonged dry weather conditions this year. These roads are being managed locally to ensure highway safety until the proposed capital funded maintenance schemes can be delivered. The scheme at Gargrave is repairs to a damaged retaining wall, again this is being managed locally to ensure highway safety until the proposed capital maintenance scheme is delivered.

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 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 2025/26 financial year.

10.0 RECOMMENDATION(S)

- 10.1 It is recommended that the Corporate Director – Environment, in consultation with the Executive Member for Highways and Transportation authorises the additions to the Highways Capital Forward Programme for Structural Highway Maintenance identified since the last Highways Capital Programme report dated 26 September 2025.

APPENDICES:

Appendix A – List of Schemes to be added to the Highways Capital Forward Programme

Appendix B – Equalities Impact Assessment Screening Form

Appendix C – Climate Change Impact Assessment

BACKGROUND DOCUMENTS: None

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