

North Yorkshire County Council
Business and Environmental Services

Executive Members

24 September 2021

Highways Capital Programme 2021-22

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 2021/22 identified since the last Highways Capital Programme report dated 21 August 2020

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 21 August 2020.
- 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 to be 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:
- Main Street Ulleskelf Drainage
 - St John's Road Scarborough
- 3.2 Further details can be found in Appendix 1.

4.0 Financial Implications

- 4.1 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.
- 4.2 The contents of this report make no changes to the BES Capital Plan expenditure limits.

5.0 Equalities Implications

- 5.1 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.

6.0 Legal Implications

- 6.1 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.
- 6.2 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.
- 6.3 It is the view of officers that there are no legal implications in terms of adding these schemes to the capital programme.

7.0 Climate Change Impact

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

8.0 Recommendation

- 8.1 It is recommended that the Corporate Director, BES and the BES Executive Members
 - i. Agree the additional schemes for delivery in the 2021/22 financial year.

BARRIE MASON
Assistant Director - Highways and Transportation

Author of Report: James Gilroy

Background Documents: Photographs to be presented at meeting

Schemes to be added to the 2021/22 Highways Capital Programme

District		Location	Address	Est Cost/£	Reason for addition
Selby		Ulleskelf	Main Street	£35,000	Replace or relocate existing drainage pipe to reduce instances of highway flooding and potential impact on nearby residential properties.
Scarborough		Scarborough	St Johns Road	£12,000	Investigate, excavate and make safe a void located beneath the carriageway surface.

Schemes to be added to the 2021/22 Highways Capital Programme

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 - 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 the 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		✓	

APPENDIX 2

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	<i>09.09.2021</i>		

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 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 2021/22 identified since the last Highways Capital Programme report dated 21st August 2020
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	09.09.2021

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 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

APPENDIX 3

How will this proposal impact on the environment?		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?	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
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.					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 		
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				

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<p>Minimise pollution (including air, land, water, light and noise)</p>		<p>x</p>				
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p>x</p>				
<p>Enhance conservation and wildlife</p>		<p>x</p>				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>x</p>				

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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.						
Other (please state below)		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.</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	09.09.2021

Authorised by relevant Assistant Director (signature):

Date: