

North Yorkshire County Council

Business and Environmental Services

Executive Members

11 November 2016

Critical Highway Infrastructure

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of report

- 1.1 To enable the Corporate Director, Business and Environmental Services in consultation with the Business and Environmental Services Executive Members to consider a Critical Highway Infrastructure for North Yorkshire.

2.0 Background

- 2.1 Inevitably certain highways are more important than others in terms of the overall function they serve. This can be because of the volume of traffic they carry, the size of the communities they link or the importance of the facilities they provide access to. As a result North Yorkshire's highway network is categorised by hierarchy for maintenance purposes and treatment priorities exist for winter gritting.
- 2.2 The term 'Critical Highway Infrastructure' has been used for some time to reference the most important parts of the network in the context of, for example, maintaining access during flood events. More recently it has featured in the self-assessment questionnaire which local highway authorities are required to carry out each year by the Department for Transport. This assessment is sometimes referred to as the 'HMEP (Highway Maintenance Efficiency Programme) Review' and we must achieve the highest level (Band 3) in 2016/17 to avoid a reduction in central government funding.
- 2.3 Question 8 of the HMEP assessment requires local authorities to have a 'comprehensive approach to managing current and future risks associated with highway infrastructure assets'. A fundamental part of this is for a local authority to have defined its Critical Highway Infrastructure and to have documented how the risks are being managed.
- 2.4 Historically North Yorkshire's Critical Highway Infrastructure has been recognised as the Priority 1 winter gritting routes. A strategic priority is given to keeping these routes safe and open when contending with ice, frost and snowfall and this same priority has been recognised in our response to flooding and other weather events. The Priority 1 gritting routes also align to the highest road categories in the maintenance hierarchy. These routes cover 2,300km and represents 28% of our surfaced road network.
- 2.5 Most recently, the latest draft of the proposed revisions to the UK Roads Liaison Group publication 'Well-maintained Highway Infrastructure' has been released for consultation. This includes a section on the definition of a 'Resilient Network' which,

in this context, is the same as the Critical Highway Infrastructure being referenced in this report. The guidance given is that such a network should provide:

- Connectivity between major communities
- Links to the strategic highway network
- Connectivity across authority boundaries where appropriate
- Links to transport interchanges
- Access to emergency facilities including Fire & Rescue, Police, Ambulance Services and hospitals
- Links to critical infrastructure (ports, power stations, water treatment works etc)
- Principal transport routes, access to rail and bus stations and to bus garages and other depots
- Other locally important facilities

3.0 Proposed Action

- 3.1 It is essential that the County Council properly plans its response to emergency situations. These can be, for example, extreme weather events or major incidents involving the emergency services. At such times keeping the highway network available for use can be particularly challenging and it is important to be able to recognise those roads and bridges which are critical. In this context they are the roads and bridges for which plans are in place to be able to keep them open or, if closure is unavoidable, measures to deal with the situation have been identified.
- 3.2 In this context, the Priority 1 gritting routes would be too large a network to be viewed as 'critical' in such situations. Hence a Critical Highway Infrastructure has been developed and this is in Appendix A. It must be stressed that this does not replace the current arrangements for winter gritting treatment nor does it change the County Council's response to winter conditions and the current winter priorities will continue to apply in exactly the same way as they have done previously.
- 3.3 The Critical Highway Infrastructure has been defined as the network which provides access to and connection between the main population centres, which also serve as the locations where shops, businesses and other services are concentrated. The network also takes account of the primary operational bases used by the emergency responders and the location of national infrastructure assets.
- 3.4 For these routes, the strategic risks have been identified which has included highlighting the main bridges which can become a focus for attention during flood events. The total length of the 'critical' routes is 1040km. These routes link the main population centres which have a combined population of 64% of North Yorkshire's residents. In addition further communities lie alongside or near to these routes which means that, overall, the critical network supports the movement of a very high proportion of the community.

4.0 Equalities Implications

- 4.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010 and a copy of the Equalities Impact Assessment is attached as Appendix B.

5.0 Financial Implications

5.1 There are no financial implications associated with these proposals.

6.0 Legal Implications

6.1 There are no legal implications associated with these proposals.

7.0 Recommendation

7.1 It is recommended that the Corporate Director, Business and Environmental Services in consultation with the Business and Environmental Services Executive Members approves the Critical Highway Infrastructure.

BARRIE MASON
Assistant Director – Highways & Transportation

Author of Report: Mike Roberts

Background Documents: None

CRITICAL HIGHWAY INFRASTRUCTURE

This is defined as the network which provides access to and connection between the main population/service centres, emergency responders' primary operational bases and national infrastructure assets.

MAIN POPULATION/SERVICE CENTRES

Catterick Garrison
Hawes
Leyburn
Reeth (Swaledale)
Richmond

Bedale
Easingwold
Great Ayton
Northallerton
Stokesley
Thirsk

Filey
Scarborough
Whitby

Helmsley
Kirbymoorside
Malton
Norton-on-Derwent
Pickering

Bentham
Cross Hills
Grassington
Ingleton
Settle
Skipton

Boroughbridge
Harrogate
Knaresborough
Masham
Pateley Bridge
Ripon

Sherburn-in-Elmet
Selby
Tadcaster

EMERGENCY RESPONDERS' OPERATIONAL BASES

FRS – located in all above centres except Gt Ayton, Norton, Cross Hills, Ingleton and Pateley Bridge. Additional local bases exist at Danby, Goathland, Lofthouse, Lythe (on A174), Robin Hoods Bay, Snainton (on A170) and Summerbridge (on B6165 near Pateley Bridge).

NYP – located in all the above centres except Easingwold, Norton, Bentham and Cross Hills. Additional local bases exist at Eggborough (on A19), Hampsthwaite and Barlby (on A19) together with the reserve HQ at Newby Wiske (near A167).

YAS – located in all the above centres except Catterick Garrison, Hawes, Leyburn, Reeth, Bedale, Easingwold, Gt Ayton, Stokesley, Helmsley, Norton, Pickering, Bentham, Cross Hills, Boroughbridge, Knaresborough, Masham and Tadcaster. An additional local base exists at Bainbridge.

NATIONAL INFRASTRUCTURE ASSETS

Friarage Hospital, Northallerton
Scarborough General Hospital
Whitby Community Hospital
Malton Community Hospital
Harrogate District Hospital
Selby War Memorial Hospital

Drax Power Station
Eggborough Power Station

CRITICAL HIGHWAY INFRASTRUCTURE

All 'A' class roads (principal roads)
B6270 to Reeth
Range Road/Leyburn Road, Catterick Garrison
B1365 Thirsk Road/High Street, Stokesley
B1257 Helmsley Road, Stokesley
Thirsk Road/Long Street/York Road, Easingwold
Bagdale/New Quay Street/Bridge Street/Church Street, Whitby
B1248 York Road/Yorkersgate/Castlegate, Malton
B1257 Old Maltongate/Old Malton Road, Malton

B1248 Church Street/Commercial Street/Scarborough Road, Norton-on-Derwent
B6480 to Bentham
B6480 through Giggleswick and Settle
B6265 Skipton to Grassington
B6265 Grassington to Pateley Bridge
B6265 Pateley Bridge to Ripon
B6165 Pateley Bridge to Ripley
Leeming Lane to Horsefair to A168, Boroughbridge
Low Street/Milford Road, Sherburn-in-Elmet

MAIN RIVER BRIDGES ON CRITICAL ROUTES

B6270 Grinton Great Bridge (Swale)
B6270 Reeth Bridge
A6108 Lownethwaite Bridge (Swale)
A6108 Mercury Bridge (Swale)
A6108 Catterick Great Bridge (Swale)
A6108 Skeeby Bridge (Gilling Beck)
A684 Moss Bridge (Ure)
A684 Holmehead Bridge (Ure)
A684 Appersett New Bridge (Ure)
A684 Hawes Bridge (Gayle Beck)
A684 Bainbridge Bridge (Bain)
A684 Hestholme Bridge (Bishopton Beck)
A684 Wensley Great Bridge (Ure)
A6108 Middleham Bridge (Ure)
A167 Croft Bridge (Tees)

A173 Great Ayton Bridge (Leven)
B1365 Stokesley Bridge (Leven)
A172 Rook Wood Bridge (on Stokesley bypass) (Leven)
A684 Morton-on-Swale Bridge (Swale)
A61 Skipton-on-Swale Bridge (Swale)
A167 Topcliffe Bridge (Swale)
A170 Sutton Beck Bridge

A170 Ayton New Bridge (Derwent)
A170 East Ayton Bridge (Derwent)
Whitby Swing Bridge (Esk)
A170 Whitby High-level Bridge (Esk)

B1248 County (Malton) Bridge (Derwent)
A170 Helmesley Bridge (Rye)
A170 Welburn Bridge (Hodge Beck)

A170 Dove Bridge (Dove)

B6265 Grassington Bridge (Wharfe)

A59 Bolton Wharfe Bridge (Wharfe)

A629 Kildwick Bridge (Aire)

A59 Inghey River Bridge (Aire)

A65 Coniston Bridge (Aire)

A65 Greta Bridge (Greta)

B6480 Ribble Bridge (Settle) (Ribble)

A65 Runley Bridge (on Settle bypass) (Ribble)

A6108 Masham Bridge (Ure)

A6108 North Bridge (Ripon) (Ure)

A61 Duchess of Kent Bridge (on Ripon bypass) (Ure)

B6265 Boroughbridge Bridge (Ure)

A168 Arrows Bridge (on Boroughbridge bypass) (Ure)

B6265 Pateley Bridge (Nidd)

A61 Killinghall New Bridge (Nidd)

A59 Knaresborough High Bridge (Nidd)

A658 Rampart Bridge (on Knaresborough bypass) (Nidd)

A659 Tadcaster Bridge (Wharfe)

A19 Selby Toll Bridge (Ouse)

A63 Selby Swing Bridge (Ouse)

A19 Chapel Haddesley Bridge (Aire)

A1041 Carlton Bridge (Aire)

Note: Wharfe bridges on A658 and A61 at boundary managed by LCC and Derwent bridges on A163, A63 and A645 at boundary managed by ERYC.

KEY RISKS ON CRITICAL ROUTES (MITIGATION IN BRACKETS)

A684 Wensleydale – frequent flooding (diversion routes established)

A6108/B6270 Swaledale – risk of landslips (geotechnical monitoring regime in place)

A684 Morton-on-Swale – risk of flooding (diversion route established)

A170 Sutton Bank – regular blockages (diversion route established)

A169 Fylingdales – risk of heavy snow (targeted gritting response / diversion route)

B1248/B1257 Malton/Norton – risk of flooding (diversion route/NYLRF pumping plan)

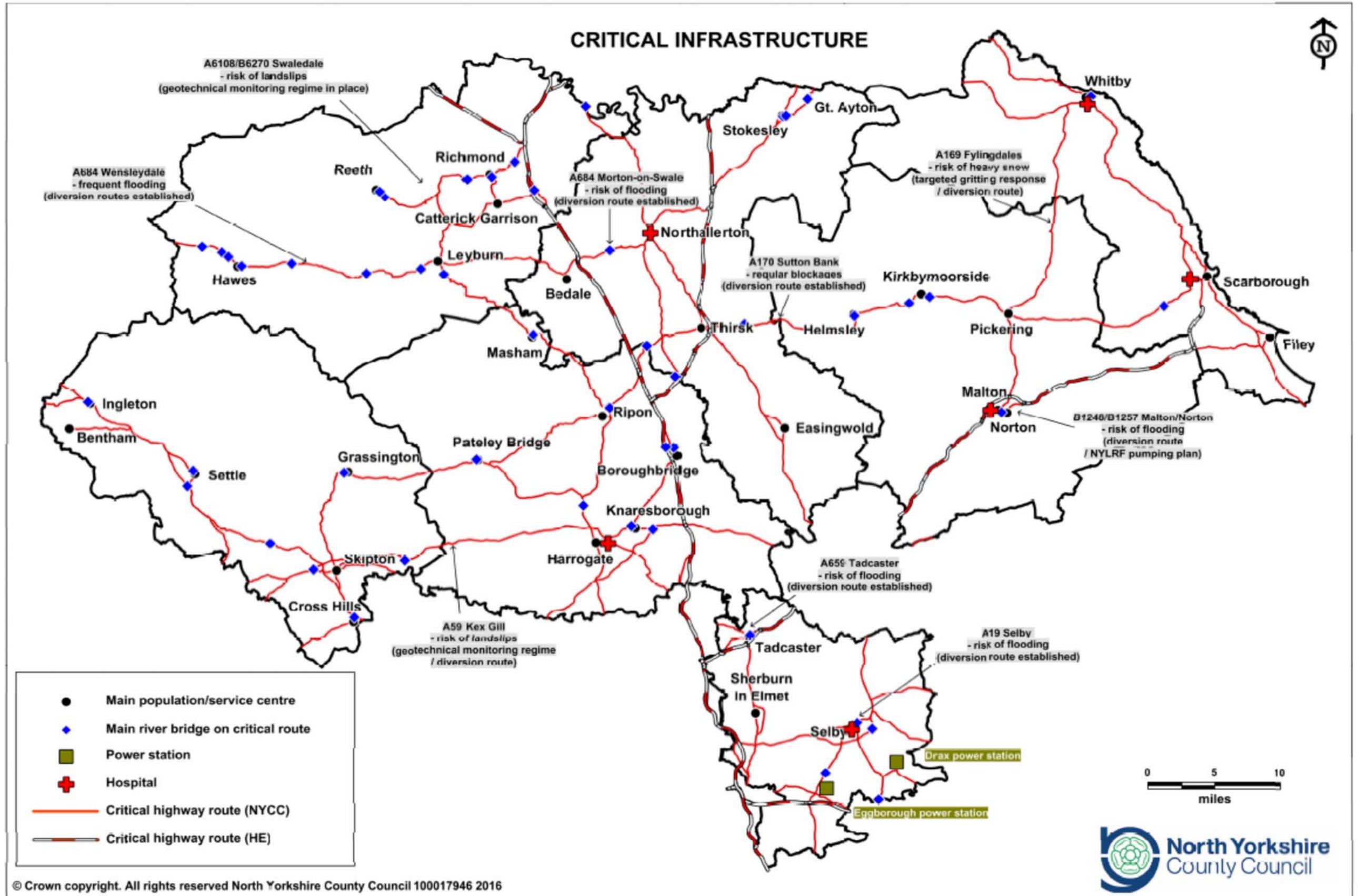
A59 Kex Gill – risk of landslips (geotechnical monitoring regime / diversion route)

A659 Tadcaster – risk of flooding (diversion route established)

A19 Selby – risk of flooding (diversion route established)

Mike Roberts

19 May 2016



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 & Environmental Services		
Service area	Highways & Transportation		
Proposal being screened	Definition of Critical Highway Infrastructure		
Officer(s) carrying out screening	Mike Roberts		
What are you proposing to do?	Seek approval for the definition of a Critical Highway Infrastructure		
Why are you proposing this? What are the desired outcomes?	Compliance with national guidance to have a prioritised network which informs strategic decisions during emergency situations.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No – this proposal simply formalises the operational responses given at present.		
<p>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 NYCC's additional agreed characteristics? As part of this assessment, please consider the following questions:</p> <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? <p>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.</p>			
Protected characteristic	Yes	No	Don't know/No info available
Age		no	
Disability		no	
Sex (Gender)		no	
Race		no	
Sexual orientation		no	
Gender reassignment		no	
Religion or belief		no	
Pregnancy or maternity		no	
Marriage or civil partnership		no	
NYCC additional characteristic			
People in rural areas		no	
People on a low income		no	
Carer (unpaid family or friend)		no	
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		

<p>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.</p>	<p>No – the proposal supports the services provided by emergency responders.</p>			
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p>X</p>	<p>Continue to full EIA:</p>	
<p>Reason for decision</p>	<p>The proposal assists in delivering a structured response to emergency situations.</p>			
<p>Signed (Assistant Director or equivalent)</p>	<p>Barrie Mason</p>			
<p>Date</p>	<p>1 November 2016</p>			