

Climate Impact Assessment, Appendix 6, Transport Capital Programme 2026/27 – entry of projects for Minor Works into the programme

Will the decision/proposal impact...	Impact	If an impact or potential impacts are identified:			
		Describe impacts or potential impacts on emissions from the Council and its contractors.	Describe impact or potential impacts on emissions across the Borough as a whole.	Describe any measures to mitigate emission impacts	Outline any monitoring of emission impacts that will be carried out
Emissions from non-domestic buildings?	None				
Emissions from transport?	Unknown	Temporary increases in emissions will arise from staff travel, site visits and construction activities associated with scheme delivery.	While construction impacts are short term, some schemes may support more efficient traffic movement, improved road safety and enhanced conditions for walking and wheeled movement. These changes have the potential to contribute indirectly to reduced vehicle emissions at a local level.	Efficient route planning and coordination of site visits Use of local contractors and suppliers where possible Minimising unnecessary vehicle movements	Given small impacts and infeasibility of monitoring carbon emissions arising from small scale traffic interventions, no monitoring is proposed. Council officer travel is included with the council's net zero 2030 greenhouse gas emissions accounting.
Emissions from waste, or the quantity of waste itself?	Increase	Most schemes will result in increased signing and lining, which will need to be disposed of at end of their useful life. The impact of this on emissions is considered small owing to small scale nature of schemes.	Negligible impact due to the scale of works.	Designing schemes to minimise additional infrastructure and material use Use of durable materials to reduce replacement frequency	Given small impacts and infeasibility of monitoring carbon emissions arising from small scale traffic interventions, no monitoring is proposed. However, waste management is controlled through contractor

					processes and monitored via contract management arrangements.
Emissions from housing and domestic buildings?	None				
Emissions from construction and/or development?	Increase	All highway schemes have construction emissions arising from the supply, installation, maintenance and operation of the schemes. The scale nature of these in the Minor Works programme is expected to be very small.	Impacts are expected to be very small in the context of overall borough emissions due to the limited scale of interventions.	Designers to develop schemes in an efficient manner to reduce additional asset.	Construction emissions are not monitored at individual scheme level but are considered through broader programme and contractor performance management.
Carbon capture (e.g. through trees)?	None				

Identify any emissions impacts associated with this decision which have not been covered by the above fields:

No additional significant emissions impacts have been identified beyond those outlined above. Given the small scale and localised nature of the schemes, any further impacts are expected to be negligible and proportionate. This will be kept under review as schemes are developed and implemented.

Will the proposal affect Council services' resilience to climate change, or the capacity of people living in the Borough to adapt to climate change?

No significant impacts on climate resilience or adaptive capacity have been identified at this stage, given the small scale and localised nature of the schemes. This will be kept under review as individual schemes are developed to ensure any potential impacts are identified and addressed.

Provide a summary of all impacts and mitigation/monitoring measures:

CO₂ emissions associated with the programme have not been quantified, reflecting the small scale and localised nature of the proposed works. At high level it is anticipated these will fall into three categories:

- Transport emissions, arising from staff travel and contractor activity during design and delivery
- Construction emissions, associated with materials, plant use and installation works
- Operational emissions, linked to the ongoing maintenance of highway assets

These sources are expected to result in minor increases in emissions, primarily during the construction phase, with limited ongoing operational impacts.

On account of the small-scale nature of the proposed works, the net carbon impact of the programme overall is anticipated to be low and proportionate to the scale of the interventions. Where possible, emissions will be minimised through efficient design, material use and delivery practices.

Supporting information:

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Please outline any research, data or information used to complete this Climate Impact Assessment.	None.
If quantities of emissions are relevant to and have been used in this form please identify which conversion factors have been used to quantify impacts.	None.
Validation	Tracking Reference: CIA641 Katie Rockett

Climate Change Officer