

North Yorkshire County Council
Business and Environmental Services
Executive Members

27 May 2022

Highways Capital Programme Headline Allocations 2023/24

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of Report

- 1.1 That the Corporate Director, Business and Environmental Services (BES) in consultation with BES Executive Member for Highways and Transportation,
- i. Agree the indicative headline structural highways maintenance capital allocations for 2023/24 based on current planning assumptions.
 - ii. Grant approval to carry out the relevant procurement processes
- 1.2 To seek agreement from the Corporate Director, Business and Environmental Services (BES), in consultation with the BES Executive Member for Highways and Transportation, to authorise additions to the Highways Capital Forward Programme for Structural Highway Maintenance identified since the last Highways Capital Programme report dated 20 August 2021.

2.0 Background

- 2.1 The delivery of the capital works programme is the tangible outcome of the whole of life cycle asset management approach outlined within the North Yorkshire County Council Highways Asset Management Framework.
- 2.2 Specifically the programming and delivery of capital works align with the Highways Infrastructure Asset Management Strategy. As such the objectives of the capital works programme are as follows:
- Maximise and demonstrate Value for Money (VfM)
 - Manage VfM and drive efficiencies over the whole programme term, not just the financial year at hand.
 - Deliver on time and to budget, safely and without incident
- 2.3 The North Yorkshire County Council Highways Capital Programme is made up of four specific elements:
- Street Lighting
 - Bridges and Structures
 - Integrated Transport
 - Structural Highway Maintenance
- 2.4 This report seeks to provide an update on funding assumptions for 2023/24 and 2024/25 capital programme and an indicative overview of the headline allocation per the four elements outlined above for 2023/24

3.0 Funding Position and funding assumptions

- 3.1 As outlined at the 25 March 2022 BES Executive members meeting, the Department for Transport (DfT) confirmed our indicative funding settlements for 2023/24 and 2024/25 on 28 February 2022. The settlement is £40.07M for each financial year and is in line the confirmed funding received for the 2022/23 annual programme.

Whilst the greater certainty of funding is welcomed as it allows for improved forward planning, the levels of funding for 23/24 and 24/25 are the same as those for 21/22 and 22/23. This represents a real terms cut in funding. Inflationary pressures in the wider economy and in particular in the construction sector will further reduce the amount of work that we can deliver across our highways network as a result.

- 3.2 Information supplied with the settlement identified that the DfT is seeking to further incentivise the award of highway capital funding in the future. At present we are required to submit an annual response to the DfT incentive fund self-assessment questionnaire. The questionnaire is designed to enable authorities to assess their progress on the implementation of good practice, to ensure effective and efficient delivery of highway services. This incentivised element of funding currently accounts for £4.11M of the overall £40M funding settlement.
- 3.3 It is unclear at this point in time what the incentivised funding will look like in the future. DfT has confirmed that there will be a series of engagement sessions during 2022 to update Local Highway Authorities, with a view to implementation of the new incentivised funding structure from April 2023.
- 3.4 For the purposes of planning the annual programme for 23/24 and identifying a working budget, we have assumed that we will retain our Band three status for incentive funding and as such receive the full £40.07M of funding.
- 3.5 Work is underway to develop new schemes for inclusion in the Highways Capital Forward Programme (HCFP). A report will be brought to a future meeting of the Corporate Director and BES Executive Members, to approve the addition of these schemes to the forward programme, the expectation is that this will be in August 2022. In Summer 2021 a revised process for managing the highway capital programme was introduced. This process is outlined below.
- 3.6 Phase one, the HCFP. This effectively is a long list of approved schemes that do not yet have a delivery date or year assigned to them. It is important to note that inclusion within the forward programme does not guarantee delivery in a specific financial year.
- 3.7 Phase two, the Highways Capital Annual programme. Once a more firm indication of future years funding is known, an annual programme is developed, which will be made up of selected schemes from the forward programme up to the value of available funding. This is confirmed in late autumn for schemes to be delivered the following financial year. Schemes not included within the annual programme will remain on the forward programme for inclusion in future year's annual programmes.
- 3.8 Phase three, the Highways Capital Delivery Programme. Once schemes are confirmed for delivery within a financial year as part of the annual programme, the delivery programme is developed. This will be an operational programme with scheme start and finish dates included. Monitoring of in year programme delivery is carried out against the delivery programme.
- 3.9 This revised process allows us to develop a bank of "on the shelf delivery ready" schemes in advance, allowing for more efficient scheme delivery and the ability to respond more quickly to any changes in funding. It also provides more flexibility and improves forward visibility of future work for North Yorkshire Highways, allowing them to work more closely and efficiently with their wider supply chain.
- 3.10 A report will be presented to a future meeting of the Corporate Director BES and BES Executive Members detailing the schemes to be included within the 2023/24 annual programme. The expectation is that this will be in November 2022.

3.11 Typically, we seek to have a level of over programming of up to 10% within the Highways Annual capital programme to allow some level of flexibility to take in to account potential scheme delays for example. Continued monitoring of in year programme delivery allows any overspend and underspend issues to be identified, and if required we can either move schemes in or out of the delivery programme for a specific year to ensure that we spend at or slightly above the available budget.

4.0 Proposed 2023/2024 Headline Allocations

4.1 Based on the estimated funding of £40.07m, the following headline allocations are proposed for Highways Capital maintenance funding in 2023/24. A summary of the overall headline allocations can be found in Appendix A

4.2 **Street Lighting**
The funding will continue the upgrade of the existing street lighting stock. The proposed allocation for 2022/23 is £0.8M which is in line with the allocation for recent years.

4.3 **Bridges.**
The funding will continue to be targeted at maintaining and strengthening the existing structures stock. The analysis of routine or special inspection reports will identify and prioritise those bridges and structures in need of treatment. The proposed allocation for 2022/23 is £2.29M which is broadly in line with the allocation for previous years.

4.4 **Integrated Transport**
The proposed headline allocation for Integrated Transport for 2022/23 is £1.14M. The remainder of the Integrated Transport funding allocation totalling £1.90M is utilised to supplement highway maintenance budgets in accordance with current policy.

4.5 **Top Slice allocations**
In line with previous years, there will be an element of “top-slicing” for specific activities and projects. These include traffic data collection and modelling, highway condition surveys, structures inspections; and pavement investigation and analysis.

Project	2023/24 Allocation /£
Network Condition Surveys (SCANNER / SCRIM / CVI)	350,000
NYCC Traffic Data Collection Contract	70,000
Site Investigation and Analysis	300,000
Highway Drainage Assets	40,000
Bridges & Structures Inspections	220,000
Pre-Planning Application Advice	33,600
Bridges AMX asset management software	12,200

4.6 There are further costs associated with the delivery of the Capital Programme. This includes design fees, staffing costs and contractor overhead costs. The proposed allocation for these costs is £10.84M.

External Fees (consultancy)	£1.90M
North Yorkshire Highways costs	£4.80M
<u>Capital Recharge Contribution</u>	<u>£4.14M</u>
Total	£10.84M

- 4.7 Highway Drainage.
The proposed allocation is £600K which is in line with previous years.
- 4.8 Landslip Schemes
Landslips can occur at any time of the year although many are identified at an early stage as a consequence of routine Highway Safety Inspections. Area Offices submit locations which are subsequently prioritised countywide. The proposed allocation is £600K which is in line with previous years.
- 4.9 Other Special Engineering Schemes:
The annual programme of Other Special Engineering Schemes is based upon locations identified by Area Offices which do not fall 'objectively' into other works categories, e.g. areas of cobbles or setts, laybys and guardrails etc. Area Offices identify the rationale behind their submissions and the countywide programme is determined based upon an assessment of need and network priority. The proposed allocation is £600K which is in line with previous years.
- 4.10 Vehicle Restraint Systems (VRS):
As a consequence of progressing our cyclical service inspection regime on our VRS assets we have identified a significant programme of required upgrading and repairs. In addition to this, inspections on assets over 15 years old are required every 2 years to assess condition and assist in prioritising repair works. In line with previous years, the proposed allocation is £300K.
- 4.11 Cattle Grids:
Each Area Office has identified and prioritised an on-going annual programme of cattle grid maintenance schemes. It is proposed that the allocation continues to be set at £200K.
- 4.12 Footway Surface Treatment and Schemes
It is intended to continue to fund maintenance of the footway network (approximately 4250km) in line with existing allocations. This level of funding in conjunction with our robust cyclic inspection regime is responsible for the gradual reduction in the number of successful Third Party Insurance claims. Funding for footways surface treatments and schemes is split in to the following categories;
- 4.13 Category 1a, 1 and 2 footways
The DfT have traditionally monitored the condition of the most heavily used element of the Footway network (Category 1a, 1 and 2), in a similar way to carriageways and as a result the scheme based programme is based upon network condition surveys with schemes prioritised across the whole of the countywide network The proposed allocation is £400K
- 4.14 Category 3,4 & 5 footways
The scheme based programme for Category 3, 4 & 5 Footways is based upon locations initially identified by Local Area Offices which are subsequently condition surveyed, and assessed in the same way as the heavily used footway network with the resulting schemes prioritised across the whole of the countywide network. As a consequence of introducing a local version of the Footway Network Survey (FNS), whereby the footway condition is identified by Highways Officers during their routine Highway Safety Inspections, Area Offices can now make more objective submissions of locations for assessment and prioritisation. The proposed allocation is £1.0M
- 4.15 Category 3,4 & 5 Surface Treatments

The Surface Treatment budget acknowledges that many of the lesser used footways (Categories 3, 4 & 5) benefit in the same way as carriageways with the application of preventative maintenance treatments. The budget allocation is based upon the (estimated) percentage of footway network in each Area; each Area Office is responsible for the identification of their programme which is based upon local knowledge and the cyclical Highway Safety Inspections. The proposed allocation is £520K.

4.16 Footway Patching

The patching budget is allocated on the percentage of that category of footway network within the Highways Area Office boundary. The proposed allocation is £100K for Category 1a, 1 & 2 footways and £125K for: Category 3, 4 & 5 footways.

4.17 Cycleways/Cycle Tracks:

This budget is used for maintenance of the network of cycleways/ cycle tracks that form part of the highway network. The proposed allocation is £60K which is in line with previous years.

4.18 Category 6 Roads (Unsurfaced Unclassified Roads)

Although our UUR network at 730km in length is only 8% of our network length, it is important for recreational users including walkers, horse riders, motorcyclists and 4x4 drivers. Due to various factors, one of which being the Mechanically Powered Vehicles effect upon the often loose surface of these routes, their deterioration, once begun, can accelerate rapidly. The allocation for 2022/23 is proposed to remain at £200K.

4.19 Carriageway Maintenance

Just under half (£19.28M) of the overall budget is allocated to carriageway structural maintenance activities, including surface treatment, resurface and reconstruction and patching schemes. Proposed allocations are outlined below.

Surface Treatment	£5.93M
Resurface and reconstruction	£7.43M
<u>Patching Schemes</u>	<u>£5.92M</u>
<u>Total</u>	<u>£19.28M</u>

4.20 Allocations are based on overall network condition. Headline data of the overall network condition is outlined below.

Indicator / Target	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	Change from 2020/21
% Principal A roads where maintenance should be considered (NI 130-1)	3%	3%	4%	3.0%	2.8%	
% Non-principal B and C roads where maintenance should be considered (NI 130-2)	5%	5%	5%	3.0%	3.0%	
% A roads with a SCRIM level of more than 0 below investigatory level (NI 130-3)	35%	44%	46%	31.0%	43.0%	

% B,C & U roads with a SCRIM level of more than 0 below investigatory level (NI 130-3)	31%	42%	31%	28.0%	34.3%	
% of Unclassified roads requiring maintenance treatment (BVPI 224b)	18%	21%	20%	20.0%	17.0%	

- 4.21 In general, highway condition has either improved or stayed relatively constant from 2020/21 in to 2021/22. There has been a significant improvement in the condition of the unclassified network.
- 4.22 SCRIM data has shown a deterioration from 2020/21. The figure for 2021/22 takes in to consideration amendments made to the site investigatory levels (ILs) across the network that were implemented in summer 2021, reflecting our more robust approach to have higher ILs for the rural network with higher traffic speeds.
- 4.23 The headline trends by each network hierarchy are outlined below. These figures illustrate the continuing trend of improvement across the network, with only the Category 2 network showing a slight deterioration in condition.

Network Hierarchy	% of Roads Where Maintenance Should be considered				
	2017/18	2018/19	2019/20	2020/21	2021/22
2 (Strategic)	1%	1%	2%	1.0%	1.3%
3a (Strategic)	4%	5%	6%	4.0%	3.5%
3b (Strategic)	4%	4%	5%	4.0%	3.1%
4a (Local)	13%	14%	14%	12.0%	9.4%
4b (Local)	17%	19%	19%	19.0%	16.0%

- 4.24 Further analysis of this data and the preparation of highway condition data dashboards is being carried out at present and will be shared at a future BES Executive Members meeting.
- 4.25 The allocation of budgets across the carriageway network by area is based on the principles of the Highway Maintenance Investment Tool (HMIT) as approved by the Corporate Director BES in consultation with BES Executive Members in June 2018. This allows funding to be allocated to each hierarchy by highways areas, based on the condition of the network. The objective with this approach is to, as a minimum, maintain the strategic network in its current level of condition and to continue to improve the condition of the local network.
- 4.26 Whilst the headline data shows a trend of improvement, given the real terms reduction in funding up until 2024/25, it is recognised that this trend will become more difficult to maintain going forward. As such the underlying philosophy of the carriageway works programme is used to maximise the delivery of preventative treatments such as surface dressing. These treatments are intended to extend the 'useful' life of the pavement and delay the requirement to undertake more major (Resurfacing / Reconstruction) scheme based maintenance activities.
- 4.27 It is important to note that whilst the condition of the strategic network remains broadly constant, there are sites on this network that require maintenance activity. Given the size and scale of the local network (which accounts for around two thirds of the total network length) alongside the target of improving its condition, the local network has typically received the majority of funding in recent years.

- 4.28 Given the existing budget levels and the funding split targeted towards the local road network, it has become more challenging to deliver more expensive schemes on the strategic network. To seek to start to address this in 23/24 we are proposing to adjust the funding split between the local and strategic network. This will mean that the strategic network will receive £2.3M more than originally planned in 23/24. This will help to deliver more schemes on the strategic network and contribute towards mitigating against reduced funding levels in the short to medium term. The split of funding between the local and strategic networks is outlined below

Network	Proposed Funding Allocation	Original Funding Allocation
Local Network -	£10.965M (56.85%)	£13.239M (68.64%)
Strategic Network	£8.321M (43.15%)	£6.047M (31.36%)

- 4.29 Through our ongoing programme of carriageway condition data assessments we will continue to monitor the condition of both the strategic and local network. Information collated will inform future decisions on how to allocate funding across the network.

5.0 New Schemes to be added to the Highways Capital Forward Programme

- 5.1 It is proposed to add two new schemes, with a combined value of £47.2K to the Highways Capital Forward Programme. As outlined at the BES Executive Members Meeting on 20 August 2021, entry on to the forward programme does not guarantee delivery in a specific year. It does however approve the proposed scheme for future delivery. By adding these schemes to the forward programme now, it provides additional time for design and development for potential scheme delivery in 22/23.
- 5.2 The proposed schemes were identified through ongoing asset condition and engineering assessments carried out since the forward programme was approved on 20 August 2021. Details of the schemes are provided in Appendix B.

6.0 Financial Implications

- 6.1 Sections 3 and 4 above and Appendix A set out and summarise the financial aspects of this report relative to the Highways Capital Programme Headline Allocations for 2023/24.
- 6.2 The contents of this report make no changes to the BES Capital Plan expenditure limits.

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 'Record of Decision that Equality Impact Assessment is not required' form is attached as Appendix C.

8.0 Legal Implications

- 8.1 The County 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.
- 8.2 The proposed capital programme allocations and schemes 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.

9.0 Climate Change Implications

- 9.1 A climate change impact assessment has been carried out, see Appendix D. Steps will be taken during scheme delivery and construction to reduce emissions as far as possible

10.0 Recommendation

- 10.1 It is recommended that the Corporate Director BES in consultation with the BES Executive Member for Highways and Transportation
- i. Agree the indicative headline structural highways maintenance capital allocations based on current planning assumptions.
 - ii. Grant approval to carry out the relevant procurement processes.
- 10.2 Authorises the additions to the Highways Capital Forward Programme for Structural Highway Maintenance contained in Appendix B identified since the last Highways Capital Programme report dated 20 August 2021.

BARRIE MASON
Assistant Director - Highways and Transportation

Author of Report; James Gilroy

Background Documents: None

Sources of Funding Statement 2023/24

SOURCES OF FUNDING			2023/24 £s
Grant	Local Transport Plan	Needs base Incentive	16,454,000
		Incentive Element	4,113,000
		Integrated Transport	3,046,000
		Pothole Funding	16,454,000
		LTP Sub Total	40,067,000
Revenue Contribution		Countywide CPE	57,000
		TOTAL	40,124,000

Applications of Funding Statement 2023/24

		Programmable Budget £s
Block Allocations	Integrated Transport Allocation	1,120,000
	Bridges Allocation	2,290,000
	Street lighting Allocation	800,000
Top Slices (Inspections & Surveys)	Network Condition Surveys (SCANNER / SCRIM / CVI)	350,000
	NYCC Traffic data Collection Contract	70,000
	Site investigation / Pavement Investigation	300,000
	Bridge Inspections	220,000
	Highway Drainage Infrastructure Inspections	40,000
	Bridges AMX	12,000
	Pre-Planning Application Advice	33,600
Fees & Overheads	External Fees (Consultants)	1,900,000
	North Yorkshire Highways costs	4,800,000
	Capital Recharge contribution	4,140,000
CPE	CPE Allocation	57,000
UUR	Cat 6 UURs	200,000
Footways & Cycleways	Cat 1a, 1 and 2 Footways	400,000
	Patching Cat 1a, 1 and 2 Footways	100,000
	Cat 3, 4 and 5 Footways	1,000,000
	Surface Treatment Cat 3, 4 and 5 Footways	520,000
	Patching Cat 3,4 and 5 Footways	125,000
	Cycle ways & Cycle tracks Schemes	60,000
Other Engineering Schemes	Landslip Schemes	600,000
	Drainage Schemes	600,000
	Vehicle Restraint Systems (VRS)	300,000
	Other 'Special Engineering Schemes'	600,000
	Cattle Grids	200,000
Carriageways	Allocation for Carriageways	19,286,400
	TOTAL	40,124,00

Schemes to be added to the Highways Capital Forward Programme

District	Location	Address	Est Cost/£	Reason for addition
Ryedale	Goose Track Lane Culvert	West Lilling	£14,500	Damaged culvert which has resulted in a road closure. Proposed scheme is to reconstruct the culvert.
Selby	Fulham Lane,	Womersley	£32,700	Damaged culvert headwall. Proposed scheme is to reconstruct and realign the headwall and realign the adjacent dyke.

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	BES		
Service area	H&T		
Proposal being screened	BES Executive Member Report – Highways Capital Programme Headline Allocations 2023/24		
Officer(s) carrying out screening	James Gilroy		
What are you proposing to do?	That the Corporate Director, Business and Environmental Services (BES) and BES Executive Member for Highways and Transportation, -approve the headline highways structural maintenance capital allocations based on current planning assumptions -Approve the development of the draft highways capital programme based on the indicative highways capital allocation		
Why are you proposing this? What are the desired outcomes?	Approval to spend the Highways Capital Budget on identified schemes.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	Yes- IRO £40million of Capital funding each financial year		
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:			
<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		✓	

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		
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 report focuses on the overarching capital maintenance funding position.		
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 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.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	18 May 2022		

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 Headline Allocations 2022/2023
Brief description of proposal	<ul style="list-style-type: none"> • Agree the indicative headline structural highways maintenance capital allocations for 2023/24 based on current planning assumptions. • Grant approval to carry out the relevant procurement processes • Authorises the additions to the Highways Capital Forward Programme for Structural Highway Maintenance contained in Appendix B identified since the last Highways Capital Programme report dated 20 August 2021
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	13.05.2021

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.

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>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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 greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	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					
Minimise pollution (including air, land, water, light and noise)		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>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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>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>				
<p>Other (please state below)</p>		<p>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.

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	BES
Signature	J Gilroy
Completion date	13.05.2021

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 18 May 2022