

Eco Impact Checklist

Title of report: Transport Capital Budget Allocation 2019/20				
Report author: John Roy				
Anticipated date of key decision: 4 th June 2019				
<p>Summary of proposals: To seek approval for the budget allocation of the Transport Capital Programme for 2019/20 as detailed in Appendix A. This is not the full Transport Capital Programme, as excludes specific grant allocations which are subject of their own Cabinet reports e.g. Cycle Safety Fund, Office for Low Emission Vehicles (OLEV) etc.</p> <p>This report only focuses on funding from Department for Transport grants, which primarily but not exclusively, come via West of England Combined Authority (WECA) as follows;</p> <ul style="list-style-type: none"> • Highways Capital Maintenance; • Integrated Block; • Incentive Funding • Pothole Funding c/f 17/18; • Winter Pothole Funding 18/19. <p>As well as Bristol City Council own funding allocations as follows;</p> <ul style="list-style-type: none"> • Highways Capital Maintenance general allocation; • Highways Capital Maintenance allocation for Redcliffe Bridge and Chocolate Path projects 				
Will the proposal impact on...	Yes/No	+ive or -ive	If Yes...	
			Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	Yes	+ive	Enhancements to public transport and cycling facilities will contribute to a reduction in emissions through increased sustainable travel choices. New road surfaces will promote smoother and more efficient journeys and reduce the need for future maintenance and traffic management measures. Match funding for EV taxi charge points will encourage the use electric vehicles within the city.	
		-ive	Construction and	Use sustainable procurement practices for

			engineering requires combustion of fossil fuels.	resources needed for projects undertaken. Aim to use local suppliers and contractors where possible to reduce travel distance.
Bristol's resilience to the effects of climate change?	Yes	+ive -ive	Drainage repairs will help to alleviate flood risk Specific schemes may have a negative impact. For instance, increasing impermeable surfaces.	
Consumption of non-renewable resources?		+ive -ive	Enhancements to public transport and cycling facilities will contribute to a reduction in emissions through increased sustainable travel choices. Construction of new infrastructure consumes materials and fuels.	Ensure contractors use sustainably sourced materials where possible. Utilise the industries advancements in technology to minimise the volume of non-renewable resources, Currently some recycled materials are used for road surfacing, research is being undertaken to use innovative technologies such as plastic roads for future works, continue to research this option. Consider contractor travel, look to procure local contractors/

			the possibility of accidental releases of fuels and chemicals to land or water Construction works have associated traffic congestion which negatively effects air	Effective traffic management can reduce congestion.
Wildlife and habitats?	Yes		Development of infrastructure may harm wildlife & habitats.	Where projects may lead to development on existing green land ensure the council's ecology officer is involved to give advice about ecology in the area.
Consulted with:				
<u>Summary of impacts and Mitigation - to go into the main Cabinet/ Council Report</u>				
<p>The significant impacts of this proposal are in construction and maintenance works and the associated carbon emissions and material use. There are positive impacts in that improved infrastructure will encourage sustainable travel choices.</p> <p>The proposals include the following measures to mitigate the impacts - Contractor and waste management plans will be created where needed. The team could look at local procurement for contractors and materials.</p> <p>The net effects of the proposals are mixed. If managed correctly the negative impacts can be minimised.</p>				
Checklist completed by:				
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Verified by Environmental Performance Team			Nicola Hares	