

Eco Impact Checklist

| Title of report: City Regions Sustainable Transport Settlement (CRSTS) Funding 2022-2026 | | | | |
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| Report author: Douglas Sole | | | | |
| Anticipated date of key decision: 5th April | | | | |
| <p>Summary of proposals: Seeking approval to accept funding from WECA to develop transport infrastructure projects over the next 5 years. Also, to accept funding for maintenance and legacy local transport projects in 2022/23. Projects being delivered will include separate cabinet reports, except for the 2022/23 Maintenance and legacy transport projects, so this assessment is only of those schemes.</p> <p>This includes highways, structures and lighting maintenance, traffic signals and urban traffic management system replacement, public rights of way improvements, school streets projects, casualty reduction schemes and local area committee led transport improvements. Full details are included in Appendix A.2.</p> | | | | |
| 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 | Both | The delivery of maintenance and infrastructure schemes will release climate changing gas, but the main objective of most schemes is to increase active travel, therefore reducing car traffic and so reducing the long-term release of such gases | Maintenance have completed an assessment of direct and indirect CO2 from works and are working with contractors to ensure that materials used are as low carbon as possible, including consideration to be made for materials to have recycled content. |
| Bristol's resilience to the effects of climate change? | Yes | +ve | Specifically flood projects will reduce the impact of extreme weather events | Including sustainable drainage solutions in all projects wherever possible, funding is specifically allocated for SUDS projects. If input needed into areas that would benefit from SUDS projects or areas at risk team could talk to Sustainable City climate resilience colleagues. |
| Consumption of non-renewable resources? | Yes | -ve | Maintenance schemes will use | Maintenance plan their asset replacements to |

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| | | | concrete and other non-renewable materials to maintain and repair highways, structures, and footways | ensure that the lifetime of highways and structures is maximised, and ensure that full reconstruction of assets is very rare |
| Production, recycling or disposal of waste | Yes | -ve | Waste will be generated through repairs/ construction process | Contractors to create a waste management plan and follow waste hierarchy. |
| The appearance of the city? | Yes | +ve | Repair of outdated and damaged assets will improve the appearance of the city, and local transport schemes could improve appearance | Where changes are made to the city's appearance teams will work with City Design and local stakeholders to help maximise the positive impact |
| Pollution to land, water, or air? | No | +ve/-ve | <p>Funding allocated for infrastructure improvements to encourage active travel, reduction in car journeys will reduce air pollution.</p> <p>Pollution from contractors travelling to site to complete works.</p> <p>Funding has been allocated for works to take place on bridges, near waterways, potential for spillages to cause pollution into water ways.</p> | <p>Aim to procure local contractors to reduce travel distance where possible.</p> <p>When works take place on bridges contractors to have a full emergency spill response plan and equipment in place.</p> |
| Wildlife and habitats? | Yes | -ve | Any infrastructure works can disrupt local wildlife. Some schemes may include removal of trees to allow delivery, however this is not yet confirmed | Assessment of local wildlife will take place on a scheme by scheme basis and timing of works arranged to minimise disruption. If trees are removed there will be full consultation with the tree teams and the project will seek to achieve net |

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| | | | | biodiversity gain. |
| <p>Consulted with: No consultation at this point, as this report is only covering funding approval. Consultation will take place with all relevant teams once schemes enter delivery and design.</p> | | | | |
| <p>Summary of impacts and Mitigation - <u>to go into the main Cabinet/ Council Report</u></p> | | | | |
| <p>The significant impacts of this proposal are the impacts of structures and highways maintenance schemes in usage of non-renewable materials (e.g. concrete and asphalt) and carbon causing gas emission. These are statutory duties to complete however, so can only be mitigated not fully prevented.</p> <p>The proposals include the following measures to mitigate the impacts: Scheme level assessments of carbon emissions, lifetime plans for asset maintenance to reduce need for reconstruction, long term objectives to reduce car usage and scheme level assessments of wildlife and habitat impact during delivery. Further assessment is not possible at a programme level and will need to be carried out later in delivery.</p> <p>The net effects of the proposals are a minor-ve impact in the short term and a possible +ve impact in the long term, with projects aimed at reducing the long-term carbon costs of maintenance and reducing car usage in the city area.</p> | | | | |
| <p>Checklist completed by:</p> | | | | |
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| Extension: NA | | | | |
| Date: 20/02/22 | | | | |
| Verified by Environmental Performance Team | | Nicola Hares / Daniel Shelton– Environmental Project Manager | | |