

## Eco Impact Checklist

<b>Title of report:</b> City Regions Sustainable Transport Settlement – Maintenance and Integrated Transport Block Allocation 2023/24				
<b>Report author:</b> Penny Gilg				
<b>Anticipated date of key decision:</b> March 2023 Cabinet				
<b>Summary of proposals:</b> Seeking approval to accept funding from WECA to deliver transport infrastructure and highways maintenance projects during financial year 2023/24. Previous approval in principle given in CRSTS cabinet approval dated 5 <sup>th</sup> April 2022. 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 A1.				
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 schemes will release climate changing gas, however if assets are not maintained their condition will worsen and this could lead to safety congestion (and hence air quality) issues. If assets are not maintained unplanned reactive repairs work may be required which could have more significant negative impacts.	The Council's maintenance team 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  Funding allocates budget to support SUDS (Sustainable Urban Drainage) for capital projects.	n/a as impact is positive.
Consumption of non-renewable resources?	Yes	-ve	Maintenance schemes will use concrete and other non-renewable	Maintenance plan their asset replacements to ensure that the lifetime of highways and

			<p>materials to maintain and repair highways, structures, and footways.</p> <p>If assets are not maintained unplanned reactive repairs work may be required which could have more significant negative impacts.</p>	<p>structures is maximised, and ensure that full reconstruction of assets is very rare.</p> <p>Use of new materials is being investigated and the industry continues to make advancements in the area.</p>
Production, recycling or disposal of waste	Yes	-ve	<p>Waste will be generated through repairs/ construction process.</p> <p>If assets are not maintained unplanned reactive repairs work may be required which could have more significant negative impacts.</p>	<p>Contractors to create a waste management plan and follow waste hierarchy.</p>
The appearance of the city?	Yes	+ve	<p>Repair of outdated and damaged assets will improve the appearance of the city, and local transport schemes could improve appearance.</p>	<p>Where changes are made to the city's appearance teams will work with City Design and local stakeholders to help maximise the positive impact.</p>
Pollution to land, water, or air?	No	Both	<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>n/a as impact is positive</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	<p>Any infrastructure works have the potential to disrupt local wildlife,</p>	<p>Assessment of local wildlife will take place on a scheme by scheme basis and timing</p>

			specifics aren't known at this time at a programme level – individual projects and schemes will undertake the necessary investigations.	of works arranged to minimise disruption.
<b>Consulted with:</b> No consultation at this point, as this report is only covering funding approval. Consultation will take place with all relevant teams on a scheme by scheme basis.				
<b>Summary of impacts and Mitigation - <u>to go into the main Cabinet/ Council Report</u></b>				
<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. Furthermore if assets are not maintained unplanned reactive repairs work may be required which could have more significant negative impacts.</p> <p>The proposals include the following measures to mitigate the impacts: Lifetime plans for asset maintenance to reduce need for reconstruction, long term council objectives to reduce car usage (and hence need for maintenance) 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 on a scheme by scheme basis.</p> <p>The net effects of the proposals are a minor-ve impact in the short term with a possible +ve impact in the long term, with projects aimed at reducing the long-term carbon costs of reactive maintenance or repairs.</p>				
<b>Checklist completed by:</b>				
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