

Eco Impact Checklist

Title of report: Transport of Deceased on Behalf of HM Senior Coroner for Avon

Report author: John Pitchers, Service Manager: Mortuary and Coroner Support

Anticipated date of key decision: 4th July 2023

Summary of proposals:

The procurement and award of a contract for the transport of deceased on behalf of HM Senior Coroner for Avon, in accordance with The Public Contracts Regulations 2015.

The rapid transport of the deceased from place of death to an appropriate mortuary is public health matter.

HM Senior Coroner for Avon's area covers the four unitary authorities of Bath & North East Somerset, Bristol City, North Somerset and South Gloucestershire Councils. The intention is to continue to contract this service for the Avon Coroner.

All HM Coroner referred deaths must to be removed from either the hospital or the community to a mortuary, which in the Avon area is to the public mortuary at Flax Bourton, North Somerset, pending post mortem examination. Occasionally the deceased may need to be moved to another mortuary, e.g. contingency partner in Gloucester or for deceased children to specialist units at Great Ormond Street, London.

The contract service level for the collection of the deceased for transport is ≤90 mins anywhere within the community.

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	<p>There will be greenhouse gas emissions from the vehicles used for transport.</p> <p>The vehicle type and transport mileage is not known for this contract. For reference, the CO2e emissions a large car would produce over 1,000 miles would be (scope 1 + scope 3): Petrol 0.44+0.56t, LPG 0.43+0.48t, CNG 0.38+0.46t, Diesel 0.34+0.42t, Hybrid 0.25+0.31t, Plug hyb 0.11+0.21t, Battery elec 0+0.11t.</p>	<p>Vehicles will use the shortest routes to the given mortuary and try to choose travel times that avoid the heaviest traffic</p> <p>When vehicles are replaced, cleaner vehicles should be chosen. Electric vehicles are likely to be suitable if overall mileage per day is limited. If early replacement is needed to meet Clean Air Zone standards, there is grant funding available.</p> <p>If refrigerated compartments are used in vehicles, replacement systems should use</p>

			2023 government carbon factors used.	refrigerants with a very low global warming potential (GWP).
Bristol's resilience to the effects of climate change?	Yes	-ive	There will be greenhouse gas emissions from the vehicles used for transport.	Vehicles will use the shortest routes to the given mortuary and try to choose travel times that avoid the heaviest traffic When vehicles are replaced, cleaner vehicles should be chosen. If early replacement is needed to meet Clean Air Zone standards, there is grant funding available.
Consumption of non-renewable resources?	Yes	-ive	The vehicles are likely to run mainly on fossil fuels.	Vehicles will use the shortest routes to the given mortuary and try to choose travel times that avoid the heaviest traffic When vehicles are replaced, more fuel-efficient vehicles should be chosen. If early replacement is needed to meet Clean Air Zone standards, there is grant funding available.
Production, recycling or disposal of waste	No		N/A	N/A
The appearance of the city?	No		N/A	N/A
Pollution to land, water, or air?	Yes	-ive	Pollutant emissions from the vehicles used for transport affect local air quality	Vehicles will use the shortest routes to the given mortuary and try to choose travel times that avoid the heaviest traffic Request within the contract that the vehicles used are modern, regularly serviced and ideally not diesel vehicles. Here is a hierarchy of the least to

				<p>most polluting vehicle:</p> <ul style="list-style-type: none"> • Electric Vehicles • Plug in Petrol Hybrid • Petrol hybrid • Gas or petrol • Plug in Diesel Hybrid • Diesel Hybrid • Diesel <p>There are grants available for vehicles not meeting Clean Air Zone requirements.</p>
Wildlife and habitats?	No		N/A	N/A
Consulted with:				
Summary of impacts and Mitigation - <u>to go into the main Cabinet/ Council Report</u>				
<p>The significant environmental impacts of this proposal are likely to be related to transport: greenhouse gas emissions, other pollutants, contribution to traffic congestion and use of non-renewable fuels. The actual contractor and vehicles to be used are not yet known. Choosing routes and travel times to avoid traffic are key mitigation measures, alongside prioritising cleaner and more efficient replacement vehicles in future (but which are still suitable for the purpose).</p> <p>The net environmental effects of the proposals are likely to be unchanged from the existing contract: the emissions from vehicles being somewhat harmful. However, the service is essential, the mileage is not expected to be very large.</p>				
Checklist completed by:				
Name:			John Pitchers	
Dept.:				
Extension:				
Date:			22 nd June 2023	
Verified by Environmental Performance Team			Giles Liddell, Project Manager - Environmental	