

Carbon Impact Assessment:

Initial assessment

What are the proposed outcomes of the policy/decision?

The Department for Transport (DfT) calculate a budget allocation for each Highway Authority using a needs based formula. This is based on several factors including; total road length by classification and condition; the number of bridge structures and whether they require significant maintenance or strengthening; and the number of street lighting columns over 40 years old. The funding is available for supporting capital maintenance; highway enhancements; road safety statistics; public transport patronage; traffic congestion; accessibility; and tackling pollution.

The Council expects to be allocated a total transport settlement of £4,193k per year between 2020/21 – 2022/23 comprising of £1,407k Integrated Transport Block Grant and £2,786k Capital Maintenance Block Grant, although this funding has been devolved to the Combined Authority by Government.

In addition to the £4,193k the Council is expected to continue to allocate additional funding of £805k to support the maintenance of the highway network and £230k for slab replacement. Further grant funding of £580k is also to be awarded through the Incentive Fund as the Council is now within Band 3, therefore ensuring it is awarded its full share of the funding.

The Council has therefore developed a programme of work which sets out how it intends to undertake the resultant works.

Now consider whether any of the following aspects will be affected:

Aspect	Likely climate effect:			Commentary
	+ve	-ve	neutral	
The council's energy consumption via buildings (electricity, gas, oil). Tick +ve if consumption will reduce.			X	<p>Although no new street light columns will be added, as part of the programme we will be replacing and repairing columns which have been out of service, which could change energy consumption. For example, some street lights which have been out of use may be used again but others that have been day-burning will now only be using energy at the correct times of night. The vast majority of our street light columns are LED which ensures that we are keeping energy consumption to a minimum.</p> <p>In addition the programme of work will include the installation of further electric vehicle charging posts and whilst this will increase the Council's overall energy consumption it will allow residents in the local area to continue the transition away from a reliance on fossil fuels.</p>
The council's energy consumption via travel (eg petrol). Tick +ve if consumption will reduce.			X	No direct impact to Council travel however delivery of the Transport Programme of Works 2020/21 – 2022/23 will contribute to the transportation aims of both the Council and the Government by encouraging/enabling travel by sustainable modes. Further, it will facilitate sustainable growth, improve accessibility to key services, provide safer roads and reduce congestion, leading to an improved environment and better air quality.
The councils water usage (especially hot water). Tick +ve if consumption will reduce.			X	No Impact
Creation of renewable energy. Tick +ve if it increases renewable energy production.			X	No Impact

Carbon offsetting – will the proposal offset carbon emissions such as through tree planting. Tick +ve if yes.			X	No Impact
Reducing carbon emissions through amending ongoing activities not covered above eg management of land, such as peat soils, in a way which reduces carbon dioxide emissions. Tick +ve if yes.			X	No Impact
If the project involves the creation or acquisition of a building, has the energy rating been considered. Are / will measures be included to make the building energy efficient? Tick +ve if yes.			X	No Impact
Embodied carbon - will the project involve purchasing new materials? Tick -ve if new materials will be purchased.		X		We are keen to ensure that the schemes are designed in a way that seeks to minimize the amount of carbon embodied within the materials and processes used in the construction stage. Skanska have recently developed a comprehensive tool that allows the design team to select materials based on levels of embodied carbon (not just cost and suitability) which will allow conscious decisions to be made that seek to reduce the overall impact of the scheme. This is only in the early stages of development and therefore it is only likely to have an impact in the schemes that are delivered towards the end of the programme.

What information is available to help the environmental impacts identified above to be quantified?

Once we have confirmed numbers of street lights which are to be repaired we will be in a position to quantify the change in energy usage. In the later stage of the programme we will be able to capture more information relating to embodied carbon.

Can any differences be justified as appropriate or necessary?

Whilst some aspects of this programme may have negative overall impacts the Council has a statutory duty to maintain the highway network and steps are being taken to identify ways in which this can be done in a sustainable way.

Are any remedial or mitigation actions required?

No

Once implemented, how will you monitor the actual impact?

Given the broad nature of the schemes and works to be completed it is very difficult to quantify the actual impact across all areas. However we will be able to monitor energy consumption through street lights and EV charging for example. Moving forward we may be in a position to use data sets such as census data to give a general indication to see if walking/ cycling and public transport usage has increased as a result of the scheme however it would still be difficult to attribute the change entirely to any of these works.

Overall summary to be included in your covering report.

The nature of this type of work means that the Council will be purchasing new materials with embodied carbon but this cannot be avoided if the Council is to meet its statutory duty to maintain the Highway. However, more broadly the Council will be improving accessibility through the dropped kerb programme encouraging walking, there will be improvements made to cycle lanes and additional cycle parking to be introduced at various location in the city this will have a positive impact on the number of cyclists. The improvements to bus stops and shelters and improving accessibility for bus users through the installation of raised kerbs will increase the number of public transport users, all of these measures will ultimately reduce single occupancy car journeys and therefore result in a reduction in carbon emissions. To summarize the project as a whole will have a positive impact and will reduce carbon emissions.

Policy review date	At each stage of the scheme development process
Assessment completed by	Sohail Ilyas
Date Initial CIA completed	09/03/2020
Signed by Head of Service	Charlotte Palmer
Date approved by the Transport and Environment Team and supporting comments	11/03/2020