

Project / Proposal Name or Reference:		Date:	Your Name:	
Moving Traffic Enforcement Climate Impact Assessment		01-Sep-22	Helen Taverner	
1. IMPACT ON CARBON EMISSIONS				
HOW WILL THIS PROJECT/PROPOSAL AFFECT:	CONSIDERATIONS <i>See guidance below on determining whether negative or positive impacts are High, Medium or Low</i>	IMPACT? <i>Use drop down list</i>	GUIDANCE IF NEGATIVE/NIL RATING HAS BEEN AWARDED	SUMMARISE HOW YOU PLAN TO MANAGE AND REDUCE ANY NEGATIVE IMPACTS
1	ENERGY USE * More energy will be consumed or emissions generated (by RBC or others) = Negative Impact * No extra energy use is involved or any additional energy use will be met from renewable sources = Nil Impact * Energy use will be reduced or renewable energy sources will replace existing fossil fuel energy = Positive Impact	Low Negative	Consider: - Energy efficiency measures - Renewable energy - Reducing demand for energy	Procurement of electricity supply is outside of the control of this project, however cameras will only be activated when a contravention is detected meaning lower energy consumption than the previous model of 'always recording'.
2	WASTE GENERATION * More waste will be generated (by RBC or others) = Negative Impact * No waste will be generated = Nil Impact * Less waste will be generated OR amount of waste that is reused/recycled will be increased = Positive Impact	Nil	Consider: - Re-usable/recycled goods - Recycling facilities - Reducing/reusing resources	No waste is generated by this project
3	USE OF TRANSPORT * RBC or others will need to travel more OR transport goods/people more often/further = Negative Impact * No extra transport will be necessary = Nil Impact * The need to travel, the use of transport and/or of fossil fuel-based transport will be reduced = Positive Impact	Low Positive	Consider: - Use of public transport - Reducing need to travel or transport goods - Alternative fuels/electric vehicles/walking and cycling	Greater control of the transport network will result in a more efficient public transport network and in turn a higher use of these services, therefore reducing private vehicles on the roads.
2. IMPACT ON RESILIENCE TO THE EFFECTS OF CLIMATE CHANGE				
HOW WILL THIS PROJECT/PROPOSAL AFFECT THE ABILITY OF READING TO WITHSTAND:	CONSIDERATIONS <i>See guidance below on determining whether negative or positive impacts are High, Medium or Low</i>	IMPACT? <i>Use drop down list</i>	GUIDANCE IF NEGATIVE/NIL RATING HAS BEEN AWARDED	SUMMARISE HOW YOU PLAN TO MANAGE AND REDUCE ANY NEGATIVE IMPACTS
4	HEATWAVES * Increased exposure of vulnerable people and/or infrastructure to heat stress = Negative Impact * No increase in exposure to heat stress = Nil Impact * Reduced exposure of vulnerable people and/or infrastructure to heat stress = Positive Impact	Nil	Greater need for cooling, ventilation, shading and hydration methods	Nil
5	DROUGHT * Water use will increase and/or no provision made for water management = Negative Impact * Levels of water use will not be changed = Nil Impact * Provision made for water management, water resources will be protected = Positive Impact	Nil	Greater need for water management and perhaps reserve supplies	Nil
6	FLOODING * Levels of surface water run-off will increase, no management of flood risk = Negative Impact * Levels of surface water run-off & flood risk are not affected = Nil Impact * Sustainable drainage measures incorporated, positive steps to reduce & manage flood risk = Positive Impact	Nil	Consider flood defence mechanisms or alternative arrangements (business continuity)	Nil
7	HIGH WINDS / STORMS * Exposure to higher wind speeds is increased or is not managed = Negative Impact * No change to existing level of exposure to higher wind speeds = Nil Impact * Exposure to higher wind speeds is being actively managed & reduced = Positive Impact	Nil	Greater need for stabilisation measures, robust structures resilient to high winds	Nil
8	DISRUPTION TO SUPPLY CHAINS * Exposure to supply chain disruption for key goods and services is increased = Negative Impact * No change in exposure to supply chain disruption for key goods and services = Nil Impact * Exposure to supply chain disruption for key goods and services is reduced = Positive Impact	Low Positive	Source key goods and services locally as it reduces exposure to supply chain disruption and boosts the local economy	Enhanced transport network control via this project will increase reliability of supply chains and decrease emissions of large vehicles through lessening idling times at relevant junctions and other locations.
		Net Low Positive		

Weighing up the negative and positive impacts of your project, what is the overall rating you are assigning to your project?:

This overall rating is what you need to include in your report/ budget proposal, together with your explanation given below.

Guidance on Assessing the Degree of Negative and Positive Impacts:

Note: Not all of the considerations/ criteria listed below will necessarily be relevant to your project

Low Impact (L)	<ul style="list-style-type: none"> * No publicity * Relevant risks to the Council or community are Low or none * No impact on service or corporate performance
Medium Impact (M)	<ul style="list-style-type: none"> * No impact on capital assets; or relates to minor capital assets (minor works) * Local publicity (good or bad) * Relevant risks to the Council or community are Medium * Affects delivery of corporate commitments * Affects service performance (e.g.: energy use; waste generation, transport use) by more than c.10% * Relates to medium-sized capital assets (individual buildings or small projects)
High Impact (H)	<ul style="list-style-type: none"> * National publicity (good or bad) * Relevant risks to the Council or community are Significant or High * Affects delivery of regulatory commitments * Affects corporate performance (e.g.: energy; waste; transport use) by more than c.10% * Relates to major capital assets (larger buildings and infrastructure projects)

In the box below please summarise any relevant policy context, explain how the overall rating has been derived, highlight significant impacts (positive and negative) and explain actions being taken to mitigate negatives and increase positives. This text can be replicated in the 'Environment and Climate Impacts' section of your Committee Report, though the environmental and climate impact of this project is categorised as 'net low positive'. The cameras are being sited at existing busy locations across the highway network and will have some negative impacts due to increased power consumption through operation and construction. However, the process of enforcement encouraging less congestion should result in fewer emissions of all vehicles and improve the transport network for all users including freight and delivery. There is a possibility more people will use public transport because of increased reliability, which in turn will remove private vehicles from the network, reducing emissions.