

# Appendix 4

| Project / Proposal Name or Reference:                                      |   | Date:                                | Your Name:  |  |
|--|---|--------------------------------------|---|--|
| Draft Hackney Carriage and Private Hire Vehicle Strategy 2023-2028         |   | 28-Jun-23                            | Matthew Golledge  |  |
| 1. IMPACT ON CARBON EMISSIONS  |   |                                      |   |  |
| HOW WILL THIS PROJECT/PROPOSAL AFFECT:                                     | CONSIDERATIONS<br><i>See guidance below on determining whether negative or positive impacts are High, Medium or Low</i>   | IMPACT?<br><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<br>* No extra energy use is involved or any additional energy use will be met from renewable sources = Nil Impact<br>* Energy use will be reduced or renewable energy sources will replace existing fossil fuel energy = Positive Impact | Medium Positive                      | Consider:<br>- Energy efficiency measures<br>- Renewable energy<br>- Reducing demand for energy   |  |
| 2 WASTE GENERATION   | * More waste will be generated (by RBC or others) = Negative Impact<br>* No waste will be generated = Nil Impact<br>* Less waste will be generated OR amount of waste that is reused/ recycled will be increased = Positive Impact  | Nil                                  | Consider:<br>- Re-usable/recycled goods<br>- Recycling facilities<br>- Reducing/reusing resources   |  |
| 3 USE OF TRANSPORT   | * RBC or others will need to travel more OR transport goods/people more often/further = Negative Impact<br>* No extra transport will be necessary = Nil Impact<br>* The need to travel, the use of transport and/or of fossil fuel-based transport will be reduced = Positive Impact  | Medium Positive                      | Consider:<br>- Use of public transport<br>- Reducing need to travel or transport goods<br>- Alternative fuels/electric vehicles/walking and cycling |  |
| 2. IMPACT ON RESILIENCE TO THE EFFECTS OF CLIMATE CHANGE                   |   |                                      |   |  |
| HOW WILL THIS PROJECT/PROPOSAL AFFECT THE ABILITY OF READING TO WITHSTAND: | CONSIDERATIONS<br><i>See guidance below on determining whether negative or positive impacts are High, Medium or Low</i>   | IMPACT?<br><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<br>* No increase in exposure to heat stress = Nil Impact<br>Reduced exposure of vulnerable people and/or infrastructure to heat stress = Positive Impact   | Nil                                  | Greater need for cooling, ventilation, shading and hydration methods  |  |
| 5 DROUGHT  | * Water use will increase and/or no provision made for water management = Negative Impact<br>* Levels of water use will not be changed = Nil Impact<br>* Provision made for water management, water resources will be protected = Positive Impact   | Nil                                  | Greater need for water management and perhaps reserve supplies  |  |
| 6 FLOODING   | * Levels of surface water run-off will increase, no management of flood risk = Negative Impact<br>* Levels of surface water run-off & flood risk are not affected = Nil Impact<br>* Sustainable drainage measures incorporated, positive steps to reduce & manage flood risk = Positive Impact                                      | Nil                                  | Consider flood defence mechanisms or alternative arrangements (business continuity)   |  |
| 7 HIGH WINDS / STORMS  | * Exposure to higher wind speeds is increased or is not managed = Negative Impact<br>* No change to existing level of exposure to higher wind speeds = Nil Impact<br>* Exposure to higher wind speeds is being actively managed & reduced = Positive Impact   | Nil                                  | Greater need for stabilisation measures, robust structures resilient to high winds  |  |
| 8 DISRUPTION TO SUPPLY CHAINS  | * Exposure to supply chain disruption for key goods and services is increased = Negative Impact<br>* No change in exposure to supply chain disruption for key goods and services = Nil Impact<br>* Exposure to supply chain disruption for key goods and services is reduced = Positive Impact                                      | Nil                                  | Source key goods and services locally as it reduces exposure to supply chain disruption and boosts the local economy                                |  |

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

Net Medium Positive

*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)    | * No publicity<br><br>* Relevant risks to the Council or community are Low or none<br>* No impact on service or corporate performance<br>* No impact on capital assets; or relates to minor capital assets (minor works)  |
| Medium Impact (M) | * Local publicity (good or bad)<br>* Relevant risks to the Council or community are Medium<br>* Affects delivery of corporate commitments<br>* Affects service performance (e.g.: energy use; waste generation, transport use) by more than c.10%<br>* Relates to medium-sized capital assets (individual buildings or small projects)    |
| High Impact (H)   | * National publicity (good or bad)<br>* Relevant risks to the Council or community are Significant or High<br>* Affects delivery of regulatory commitments<br>* Affects corporate performance (e.g.: energy; waste, transport use) by more than c.10%<br>* 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 please note you may need to supplement this climate impact assessment with commentary on other (non-climate) environmental impacts:

Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in our Climate Emergency Strategy this figure is lower in Reading with transport accounting for around 20% of carbon emissions, however significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency. In order to achieve our sustainable transport vision and meet our climate change goals, we will need to reduce car use both within and through the borough of Reading and we will need to do this by providing attractive and viable alternatives through prioritising and promoting public transport and active travel schemes. The Transport Strategy recognises the role taxis can play in the integrated transport network. Therefore, by encouraging the adoption of ULEV and electric vehicles for the trips that still need to be made they can be made to be more sustainable with a lower impact on the environment and climate change as well as reducing the impact of poor air quality in Reading.