

Matrix to Assess Climate Change Impacts

Aim is to reduce Carbon Emissions (CO2) by 80% by 2050	Positive impact	Negative impact	Mitigation measure	Effect on CO2 emissions (+ or - tonnes of CO2)	Opportunity to promote
Water Water Use and Flooding	Neutral impact: there would be no anticipated effect.				
Energy Energy efficiency and energy saving in buildings, including opportunities for installation of renewable energy generation	Neutral impact: there would be no anticipated effect.				
Air Air quality, pollution	X		By encouraging personalised transport options, including the use of public transport and walking. There may be a beneficial effect on air quality through fewer people using specialised transport options.	Any putative beneficial effect cannot be anticipated since it will depend on the Care Management teams undertaking assessments for each individual.	The individualised assessment process means that healthier and more sustainable transport options could be promoted if appropriate.
Waste – reducing, reusing and recycling	Neutral impact: there would be no anticipated effect.				

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waste					
Land Use of brown-field and green-field sites	Neutral impact: there would be no anticipated effect.				
Bio-diversity Effects on bio-diversity including green space, trees, rivers and streams	Neutral impact: there would be no anticipated effect.				
Transport Travelling to deliver service. Discouraging car use and encouraging walking, cycling and use of public transport	X		As above within the 'Air Quality' section. It would also allow us to quantify the provision of Council-organised transport through better recording on the Mosaic system.		
Buildings Adaptability of buildings to heat or flooding. Use of green roofs, rainwater harvesting etc.	Neutral impact: there would be no anticipated effect.				

Commentary on any differences in financial costings for climate change mitigation / adaptation measures including energy efficiency and potential external grant sources

As discussed within Section 6.1.3 of the Adult Social Care Scrutiny Committee paper, the cost impact of introducing a Transport Policy cannot be estimated at this stage since it will depend on several variables.

Potential “whole life costing” savings ie: increased installation costs will achieve running cost savings over lifetime; including reduced use of resources eg: water saving devices

As above.

Explanation of Proposal chosen in context of results matrix assessment, including what mitigating steps can and have been taken

It is recommended that a Transport Policy is adopted since it is anticipated to have a beneficial effect on climate change by:

- Encouraging usage of more sustainable transport options if appropriate and within an acceptable level of risk.
- Allowing the Council to quantify the use of Council-organised transport options through more accurate recording on the Mosaic system.

Total Tonnes of CO2 & DEC rating of building to be occupied: TO BE QUOTED DIRECTLY IN CABINET REPORT

As detailed above, this cannot be quantified at present.