

**Annex 4c – CRC Environmental consideration summary**

Environmental consideration	In what way is this factor relevant, or not relevant, to the service, policy or practice
<b>Natural resources</b>	Not relevant
<b>Waste</b>	<p>Most waste will divert to alternative Recycling Centre facilities, bulky waste or kerbside collections, and commercial outlets. It is possible that some residents may choose to dispose of their recyclables in their residual waste bin as an alternative to using a CRC, however there is no evidence that changes to the service to date have negatively impacted on recycling rates and residual waste volumes. The service will continue to take steps such as increasing reuse and trialling further black back sorting initiatives as part of the CRC transformation programme.</p>
<b>Pollution and nuisances</b>	<p>From our experience of recent changes to the service, and anecdotal evidence from other local authorities who have closed sites fly-tipping is not expected to increase. In recent years the service have introduced measures to enforce against illegitimate use of CRCs by traders and this is reflected in the lower amounts of waste and visitors that the service is now dealing with. However it's possible that some traders are still illegitimately using the CRCs that are proposed for closure, and therefore there is a risk that fly-tipping could increase.</p> <p>Bonfires and noise pollution are already regulated in order for them to prevent them from becoming a nuisance. We will closely monitor this with district and borough councils to understand if this is an issue.</p> <p>The service have reviewed the catchment areas for the CRCs located at Bagshot, Cranleigh, Dorking and Warlingham to determine the vehicle emissions impact on households having to travel further in a car to reach an alternative CRC should these sites close. Using average return journey road distances in the original and new catchment areas, postcode survey data, CRC traffic count data, and typical emissions from a passenger vehicle, the closure of these sites would in theory lead to an estimated increase in vehicle emissions of an additional 571 tonnes per annum (equivalent to the energy used in 70 homes a year).</p> <p>However, this is the worst case scenario with <u>all</u> current car trips from these sites in 2018/19 transferring over to alternative CRCs in 2019/20. Based on our previous experience of changes to the service, we believe the impact will likely lead to less emissions, as we believe not all current users of these CRCs will make the additional journey to an alternative CRC. The service will also seek to minimise impact further by communicating to residents that they should try not to make specific trips to a CRC, and should instead, where possible, do this as part of one of their everyday car journeys such as going to shopping centres, or to work.</p> <p>It's also important to note that the recent service changes that have been introduced in the last few years have seen a significant fall in car journeys to Surrey's CRCs, which in theory could have led to a decrease in vehicle emissions.</p>

<b>Population and human health</b>	<p>In recent years no road traffic accidents have been reported involving vehicles turning to/from recycling centres which are near to those earmarked for closure. The service are currently modelling traffic flow, and will consider any further assessments that are required, and what mitigations we may be able to offer with the local highway and/or the configuration of alternative sites before any sites close.</p> <p>Fly-tipping and vehicle emissions see above.</p>
<b>Water resources</b>	Fly-tipping see above.
<b>Biodiversity</b>	Not relevant.
<b>Landscape and visual</b>	Fly-tipping see above.
<b>Cultural heritage/archaeology</b>	Not relevant.
<b>Transport and access</b>	In theory, increased traffic to an alternative CRC could cause further congestion. However this will be mitigated by restoring seven day opening at these sites. Also the advance communications programme will advertise other modes of waste disposal that are available at the kerbside or commercially.
<b>Land use</b>	Not relevant.
<b>Land stability and climate</b>	Vehicle emissions see above.
<b>Cumulative effects</b>	None identified.