Eco Impact Checklist

Title of report: A4-A4174 Challenge Fund maintenance and cycle path				
Report author: Steve Riley				
Anticipated date of key decision: Cabinet, 6 March 2018				
Summary of proposals: Major maintenance of the A4 (Bath Road) and A4174 corridor, with expansion to construct a 3m shared-use path with LGF funding alongside the deeper repair on the Airport Road section of the A4174. By reducing expensive and disruptive reactive maintenance over a number of years (impossible to exactly quantify), this project produces a positive Cost-Benefit Ratio of 1:7.9 (Challenge Fund only).				
Will the proposal impact on...	Yes/ No	+ive or -ive	If Yes…	
			Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	Y	+ve	The new road surface will promote smoother and more efficient journeys and reduce the need for future maintenance and traffic management measures; the provision of a new/ improved walking and cycling facility will encourage increased use of sustainable travel choices.	
Bristol's resilience to the effects of climate change?	Y	+ve	As above, road journeys will see reduced disruption in the future, while the new sustainable facility will discourage additional car trips and aid in the mitigation of housing proposals in the area.	
Consumption of non-renewable resources?	Y	+ve -ve	More use of sustainable transport. Construction activities will involve the use of resources.	 Use sustainable procurement practices for resources needed for the

				project.
Production, recycling or disposal of waste	Y	-ve	The old highway being replaced may contain contaminated material (tar). Construction activities will generate waste.	Sample cores of the road have been ordered to assess this possibility. In small quantities, the contractor will remove the material to an approved disposal site; in larger quantities, it can be recycled and reused in the new base layers. Ensure the waste hierarchy is applied throughout the project. Ensure waste is disposed of correctly and legally.
The appearance of the city?	Y	+ve	The reconstruction of the carriageway will result in a new uniform surface with no patches from historical repairs or access by utility companies; this will be retained through a s58 agreement to limit non-emergency access for five years after completion.	
Pollution to land, water, or air?	Y	-ve +ve	It is considered possible that the verge to the north of Airport Road contains asbestos in the form of pre-fab housing that was destroyed several decades ago and capped with concrete.	Trial pits will be dug to ascertain whether asbestos is present; if so, a safe and suitable method of disposal will be agreed with BCC Pollution Control. Construction team will need to be aware of Brislington Brook wildlife corridor that is in close proximity to Airport Road and ensure waste is contained and controlled to not pollute the area.

		+ve	Works to the structure of the road have been identified as necessary works, the proposal to combine cycle path construction means that the road will be closed for less time meaning congestion and air quality impacts will be significantly lowered. When completed the proposed works should reduce traffic congestion and increase sustainable transport use which will improve air quality in the area.	
Wildlife and habitats?	Y	+ve	The verge to the north of Airport Road is identified as a wildlife corridor, and this land will be protected by widening the new shared-use path into the carriageway rather than the verge.	

Consulted with: Local ward members and affected frontagers, all of whom support the proposals (in transport terms).

Summary of impacts and Mitigation - <u>to go into the main Cabinet/ Council Report</u>

The significant impacts of this proposal are the positive provision of new sustainable transport infrastructure while allowing motorised vehicle journeys to be made more efficiently and protecting an existing wildlife corridor. Proposals to combine road surface works and cycle path construction works will reduce construction duration meaning that congestion and air quality impacts of the overall works will be significantly lowered.

The proposals include the following measures to mitigate the impacts: recycling of any contaminated (tar-bound) material encountered (if in suitable quantities); safe disposal of asbestos-containing material (if encountered).

The net effects of the proposals are positive.

Checklist completed by:	
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Verified by Environmental Performance Team	Nicola Hares, 7 February 2018