

## Eco Impact Checklist

<b>Title of report:</b> Emergency Active Travel Fund – Bristol Streetspace				
<b>Report author:</b> Pete Woodhouse				
<b>Anticipated date of key decision:</b> 3 <sup>rd</sup> November				
<b>Summary of proposals:</b>				
To approve the receipt of funding from WECA of up to £3.74m for the purpose of delivering schemes to promote Active Travel and facilitate social distancing, in line with the Government's Emergency Active Travel Fund				
Will the proposal impact on...	Yes/No	+ive or -ive	If Yes...	
			Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	Yes	+	Promoting alternatives to car use during the pandemic and in the longer term will help reduce greenhouse gas emissions. This is important in the context of Transport being the biggest contributor by sector to the UK's CO2 output.	
		-	Installing new bus, walking and cycling lanes will require the use of equipment and machinery that emit carbon emissions	Use equipment using clean fuels (e.g. solar electronic signage and night time lighting, electric plant) where possible.
Bristol's resilience to the effects of climate change?	Yes	+	Implementing sustainable transport measures across the network will help build resilience by providing realistic and attractive alternatives to car use.	
Consumption of non-renewable resources?	Yes	+	Reducing reliance on car use and promoting alternatives will provide a net benefit for reducing the	

		-	consumption of non-renewable fossil fuels  Installing new bus, walking and cycling lanes will require the use of equipment, materials and machinery that either emit carbon emissions or have embedded emissions within extraction and refinement process.	Teams within EoP and MoP will work with colleagues in the Environment Team to ensure that where possible sustainable, longer lasting, and/or recyclable materials are considered over more carbon intensive equivalents.
Production, recycling or disposal of waste	Yes	-	Installing new bus, walking and cycling lanes will require the use of equipment and machinery that produces waste products	Minimise waste where possible and ensure that waste material segregation, storage, treatment and disposal is suitable and legal.
The appearance of the city?	Yes	+	While the temporary walking and cycling schemes have had an arguably negative impact on public realm the programme hopes to turn these schemes into permanent features. The delivery of more walking, cycling and bus lanes should reduce the overall quantity of motor vehicles in the central area and local neighbourhoods	
Pollution to land, water, or air?	Yes	+	Promoting alternatives to car use during the pandemic and in the longer term will help reduce the presence of air pollutants. This is important in the context of the city's statutory obligation to	

			bring NO2 within legal limits in the shortest time possible. Planting trees as part of schemes will contribute to improved air quality.	
Wildlife and habitats?	Yes	+	Removing general traffic lanes and installing better pedestrians and cycling infrastructure in their place will provide opportunities for tree planting and Sustainable Urban Drainage projects	

**Consulted with:**

**Summary of impacts and Mitigation - to go into the main Cabinet/ Council Report**

The significant impacts of delivering schemes are carbon emissions and waste produced during works (and embodied carbon from the sourcing and production of materials). These are likely to be significantly outweighed by the reduction in emissions and improvement in air quality from encouraging active travel and public transport options. The actual impact will depend on the permanence of measures and the overall impact of multiple small changes.

Measures to mitigate impacts included in these proposals include options to minimise emissions and waste, and embodied carbon through the careful choice of equipment and materials. Planting trees as part of schemes is likely to further contribute to improved air quality.

The net effects of the proposals are likely to be positive.

**Checklist completed by:**

Name:	Jacob Pryor
Dept.:	Economy of Place
Extension:	
Date:	05/10/2020
Verified by Environmental Performance Team	Giles Liddell