

Appendix F Eco Impact Checklist

Title of report: YTL Arena Bristol – Travel Mitigations					
Report author: John Roy					
Anticipated date of key decision; January 2022					
Summary of proposals:					
<p>The scheme contains two packages: walking and cycling, and traffic management. These packages will complement a number of interventions, being delivered by the developer through a S106 agreement, which will develop a network for walking and cycling and traffic supported by traffic management.</p>					
Package 1 – Walking and Cycling improvements along 6 routes comprising:					
<ul style="list-style-type: none"> • Segregated cycle provision; • Widened footways; • Parking control measures; • Provision of dropped kerbs and tactile paving; • Provision of improved crossing facilities; and • Improved signage and wayfinding. 					
Package 2 – the traffic package contains the following elements:					
<ul style="list-style-type: none"> • MOVA/SCOOT signal upgrades and junction co-ordination at A38 Gloucester Road / Monks Park Avenue / Toronto Road junction; M5 Junction 16 and Aztec West roundabout; Four signal controlled junctions on the A38 between the Arena/CPNN access and Filton Avenue; and A38 southbound entry to the Filton Roundabout. • Relocation of two A38 southbound bus stops; and • Traffic management system/control centre through the use of new infrastructure and smart technology to integrate linking of signalised junctions; bus priority at signals; crowd management and local management using CCTV; Variable Message Signs; and air quality monitoring. 					
The packages will enable travel in the area in a safe and sustainable manner.					
Will the proposal impact on...	Yes/ No	+ive or -ive	If Yes...		
			<table border="1"> <tr> <td>Briefly describe impact</td> <td>Briefly describe Mitigation measures</td> </tr> </table>	Briefly describe impact	Briefly describe Mitigation measures
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Emission of Climate Changing Gases?	Yes	-	Construction and operation of the scheme will result in the emission of greenhouse gasses	The project has the potential to remove vehicles from the network resulting in a net reduction in carbon over the lifetime of the scheme
		+	Environmental improvement can encourage the less active to take up walking for transport, as well as encouraging those who were already active to walk more.	Segregated cycle provision; Widened footways; Parking control measures; Provision of dropped kerbs and tactile paving; Provision of improved crossing facilities; and Improved signage and wayfinding. Any landscaping measures, including tree and low ground level planting may have some positive benefit for air and built environment quality
Bristol's resilience to the effects of climate change?	Yes	-	The proposal may mean a minimal increased risk of flooding through increased impermeable surfaces.	The design of any mitigation will be developed to minimise impact on the local drainage network.
Consumption of non-renewable resources?	Yes	+	The project will provide improvements that increase active travel and reduce the need to travel by car. In an urban area, 41% of short car trips (up to 69% when including escort, large-retail shopping and 'as passenger' car trips) could realistically be shifted to active travel.	The project is mitigation in itself to minimise the consumption of non-renewables.

Production, recycling or disposal of waste	No			
The appearance of the city?	Yes	+	The project will introduce new public realm and functional/useable space that can be used by all citizens.	
Pollution to land, water, or air?	No			
Wildlife and habitats?	No			
Consulted with:				
Summary of impacts and Mitigation - <u>to go into the main Cabinet/ Council Report</u>				
The impact of this proposal is a contribution to incentivising modal shift and the reduction of associated pollutants.				
The net effects of the proposals are positive.				
Checklist completed by:				
Name:		John Roy		
Dept.:		Strategic City Transport		
Extension:				
Date:		14/12/2021		
Verified by Environmental Performance Team		Daniel Shelton 14/12/2021		