

Eco Impact Checklist

Title of report: Using City Regional Sustainable Transport Settlement (CRSTS) Liveable Neighbourhood funding to complete Streetspace schemes				
Report author: Steven Riley				
Anticipated date of key decision: 24 January 2023				
<p>Summary of proposals: Seven projects have been utilising Government funding (Active Travel Fund) to investigate and deliver active travel improvements in Bristol. This funding ended in March 2022, so it is proposed that a proportion of the CRSTS Liveable Neighbourhood (LN) funding is used to finish the projects. A summary of each project can be found below:</p> <ol style="list-style-type: none"> 1 Princess Victoria Street. Engage with local residents and businesses to seek ideas to integrate in making the timed road closure look and feel more permanent. 2 Overton Road. Provide a road closure to encourage sustainable transport and place making by Gloucester Road. 3 Rosemary Lane. Provide a road closure to encourage sustainable transport through a green area on the route to the local primary school. 4 Old City pedestrianisation. Construct the scheme that has already had an OBC approved by WECA but has missed the funding window. 5 Cotham Hill. Provide the full amount of funding for the highly popular scheme that it was thought had been agreed with Active Travel England. 6 St Mark's Road. Provide a contribution for cycling improvements to a project being progressed by City Design and Highway Maintenance. 7 University Road. Provide higher quality materials to the existing road closure. <p>Two further projects have been identified that are looking to utilise the CRSTS funding to deliver local transport improvements, that were not part of the initial funding stream (Active Travel Fund):</p> <ol style="list-style-type: none"> 1 Denmark Street. Engage with local businesses to seek ideas to make the timed road closure look and feel more permanent. 2 Chandos Road. Provide a road closure to encourage sustainable transport and place making as sought (and trialled) by local residents and businesses. 				
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	+ive	The scheme is predicted to lead to a reduction in carbon emissions due to modal shift.	
		-ive	Short-term increased emissions from traffic delays during construction and the	This will be managed via a Construction Management Plan and close engagement with

			use of materials containing carbon.	Network Management.
Bristol's resilience to the effects of climate change?	Yes	+ive	<p>Improve infrastructure to make materials more climate resilient.</p> <p>Include greater sustainable drainage systems to reduce impact of flooding.</p>	
Consumption of non-renewable resources?	Yes	-ive	Resources to build the infrastructure will be needed.	Consider environmental performance of design and materials, in accordance with the best practice.
Production, recycling or disposal of waste	Yes	-ive	Waste will be produced through infrastructure and engineering works	<p>Consider environmental performance of design, contractors, and materials to ensure that waste is minimised.</p> <p>Where appropriate ensure detailed consideration of materials when going to tender, so that contractors are scored on the sustainability of how they intend to build the infrastructure.</p> <p>Contractors are legally required to implement a Site Waste Management Plan where appropriate.</p>
The appearance of the city?	Yes	-ive/ +ive	<p>Additional transport and associated infrastructure will change the appearance of the city.</p> <p>This could include the introduction of</p>	<p>Any changes will be subject to the consultation with the public.</p> <p>Working with the Place Making Team, best practice will be followed to produce aesthetically</p>

			trees that provide sustainability benefits via drainage and shade.	pleasing interventions, especially those involving greening.
Pollution to land, water, or air?		+ive	There should be an overall reduction in exposure to noise from reduced traffic levels.	
		+ive	Modal shift to active travel modes should improve local air quality by reducing emissions of fine particulates and NO ₂ .	
		-ive	Construction works may cause pollution to watercourses, generate nuisance, dust, and noise during works.	Contractor to work in accordance with relevant Environment Agency pollution prevention guidance (PPG). Considerate contractor scheme for dust and noise.
		-ive	Upgrade of infrastructure may cause noise and light pollution to residents.	Contractor to use all practicable means to control noise and light working hours only. Consult Ecologists on plans to minimise impacts to sensitive wildlife if applicable to the project.
Wildlife and habitats?	No	N/A	Projects should not impact any wildlife or habitats	
Consulted with: Most teams in the Transport Service and Place Making. The seven schemes that were formerly part of the ATF funding stream all included public engagement in the winter of 2020-21.				
Summary of impacts and Mitigation - <u>to go into the main Cabinet/ Council Report</u>				
The significant impacts of this proposal are:				

- The aim of this project is to improve infrastructure for easier and more accessible walking and cycling within Bristol. Whilst we cannot be certain about what modes of transport people will transfer from, if the forecasted targets are achieved, there will be a positive impact in terms of reduced CO₂ emissions, pollutants detrimental to local air quality, congestion, and noise.
- Negative impacts are mostly related to the construction of new transport infrastructure, such as the consumption of raw materials, noise, and traffic delays.

The proposals include the following measures to mitigate the impacts:

- The schemes will be designed so as not to impact on or make worse the flood risk in the area and include sustainable drainage systems.
- Consider environmental performance of design and materials, in accordance with best practice.
- Environmental performance of design, contractors and materials will be considered to ensure that waste is minimised and site waste management plan's will be implemented where appropriate.
- Any changes to the appearance of the city will be subject to the internal quality assurance process and design will be considered in consultation with the public and works delivered sympathetically with the historic public realm.
- Contractor to work in accordance with relevant Environment Agency pollution prevention guidance (PPG) and use all practicable means to control noise and light working hours only.

The net effects of the proposals are positive.

Checklist completed by: Dan Lassey

Name:	Dan Lassey
Dept.:	City Transport
Extension:	
Date:	29.11.2022
Verified by Environmental Performance Team	Daniel Shelton 01.12.2022