

## Eco Impact Checklist

<b>Title of report:</b> Active Travel Fund tranche 4				
<b>Report author:</b> Juliet Gardner				
<b>Anticipated date of key decision:</b> 6 June 2023				
<b>Summary of proposals:</b> This report seeks retrospective approval from Cabinet to accept the funding from DfT via WECA for the submission of the Active Travel Fund tranche 4 bid that was submitted in February. The maximum amount the Council could receive is £2,968,204.				
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	There will be carbon emissions associated with the implementation phase of the sustainable transport infrastructure, however the works will be relatively small and make use of existing road surfaces via road space reallocation wherever possible.	The schemes support active and sustainable transport infrastructure and will encourage modal shift to decrease private vehicle usage.
Bristol's resilience to the effects of climate change?	Yes	+ive	The scheme is likely to result in less vehicle trips and miles, and therefore less vehicle emissions around the schemes due to improved infrastructure.	
Consumption of non-renewable resources?	Yes	-ive	Decarbonising the transport network will lead to reduced consumption of fossil fuels, however it will also require the consumption of various non-renewable resources through the delivery of improved active and sustainable transport infrastructure.	Increased circular use of resources when delivering proposed changes to infrastructure is required to mitigate against consumption of non-renewable resources. However, this is limited to the ability of BCC's Framework contractors to do so.
Production, recycling, or disposal of waste	Yes	unkno wn	The schemes will improve walking and cycling infrastructure by building new cycle paths and improvements such	In building the schemes, the contractor will adhere to agreements set out in the contract

			as dropped kerbs and tactile paving to help pedestrian accessibility.	regarding waste management. For the Old City & King Street project, the project team will engage with BCC's internal Service and Waste Teams, as well as key local stakeholders to help best understand how to support recycling (and other service) schemes where possible.
The appearance of the city?	Yes	+ive	The schemes intend to result in greater levels of cycling and walking infrastructure largely via road space reallocation. The Old City and King Street scheme specifically will limit vehicles in the area and will pedestrianise this area to make it more pleasant for people using the area.	
Pollution to land, water, or air?	No		N/A	
Wildlife and habitats?	Potential			The council has committed to managing at least 30% of the land within Bristol for the benefit of wildlife by 2030. Where schemes may go through parks, relevant stakeholders will be consulted with to ensure ecology and biodiversity are not impacted or harmed, opportunities for enhancement are realised, and that biodiversity net gain is achieved.

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

The significant impacts of this proposal are associated with the implementation / construction of sustainable transport infrastructure. However, these impacts are expected to be relatively small due to the approach of adjusting the existing road network wherever possible rather than undertaking extensive resurfacing. Extending and improving the active travel network within the city is necessary to support large scale modal shift and achieve our 2030 net zero goals.

The proposals include the following measures to mitigate the impacts, circular use of resources wherever possible, consultation with relevant stakeholders regarding possible impacts on biodiversity seeking to enhance opportunities and mitigate negative impacts achieving biodiversity net gain through these works.

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

**Checklist completed by:**

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Date:	08.03.2023
Verified by Environmental Performance Team	Daniel Shelton 08.03.2023