

CABINET – 5TH SEPTEMBER 2013

EXECUTIVE SUMMARY OF AGENDA ITEM 5

Report title: Cycling Ambition Fund Grant

Wards affected: Cabot, Clifton, Lawrence Hill, Southville and Windmill Hill

Strategic Director: Neil Taylor, Interim Director, Regeneration

Report Author: Alistair Cox

RECOMMENDATION for the Mayor's approval:

- 1. To initiate the Cycling Ambition Fund project following the announcement from the DfT on August 12th, 2013 that the bid was successful**
- 2. To allocate the required total funding of £1,293,000 from the capital programme in 13/14 (£230k), 14/15 (£1,023m) and 15/16 (£40k).**

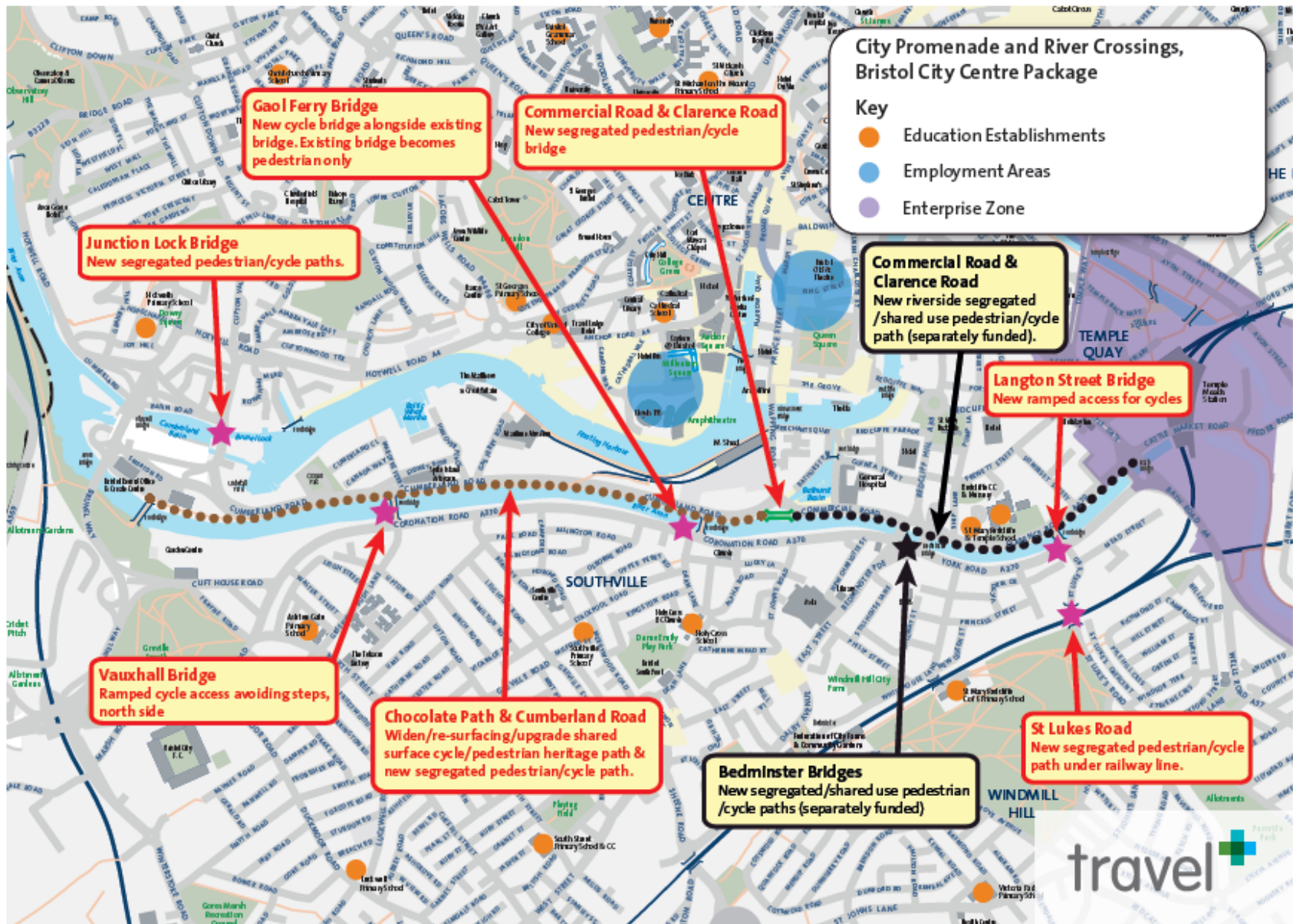
Key background / detail:

a. Purpose of report:

1. To gain formal approval to initiate the Cycling Ambition Fund (CAF) project following the announcement from Department for Transport (DfT) on 12th March, 2013 that the West of England bid was successful.

b. Key details:

2. On 12th August, 2013 DfT announced that the West of England Cycle Ambition Bid was successful.
3. The total bid package is £11,096,000 of which £7,766,000 is DfT grant and £3,330,000 is local contribution from Bristol City Council, B&NES and S. Glos councils inclusive of third party contribution. Bristol as the lead authority will handle the entire grant and will be responsible for allocating the designated grant funding to the other partner Councils
4. The Bristol City Council bid element comprises £4.864m DfT grant and £3.151m local contribution, some of which is thanks to the shared benefits with residents parking.
5. Details of the Bristol City Council element of the bid can be seen in the map overleaf.
6. The timescales for delivery very tight indeed and will require the support of partner organisations and other Council Departments to treat it as a priority scheme.



**BRISTOL CITY COUNCIL
CABINET
5 September 2013**

REPORT TITLE: Cycling Ambition Fund Grant

Ward(s) affected by this report: Cabot, Clifton, Lawrence Hill, Southville and Windmill Hill

Strategic Director: Neil Taylor, Interim Director, Regeneration

Report author: Alistair Cox, Service Manager, City Transport

**Contact telephone no. 0117 922 2940
& e-mail address: Alistair.cox@bristol.gov.uk**

Purpose of the report:

To gain formal approval to initiate the Cycling Ambition Fund (CAF) project following the announcement from Department for Transport (DfT) on 12th August, 2013 that the West of England bid was successful.

RECOMMENDATION for the Mayor's approval:

- 1. To initiate the Cycling Ambition Fund project following the announcement from the DfT on 12th August 2013 that the bid led by Bristol, in partnership with Bath and North East Somerset and South Gloucestershire, was successful**
- 2. To allocate the required matching funds of £1,293,000 from the capital programme in 13/14 (£230k), 14/15 (£1,023m) and 15/16 (£40k).**

The proposal:

1. Cycling helps to tackle many of the key challenges faced by Bristol and the wider sub-region: it supports economic growth by tackling congestion, improving accessibility and reducing absenteeism; it improves health by increasing physical activity and improving air quality as well as reducing carbon emissions. Many people also find that it improves their overall wellbeing.
2. Bristol has been ambitious about promoting and investing in cycling for at least the last 30 years, as well as in the forefront nationally. The results show that interventions such as Cycling City have been successful as Bristol doubled the number of people cycling to work between 2001 and 2011 with the highest growth of any UK local authority outside Central London.
3. There is clear evidence that investment in cycling does get "more people cycling, more safely, more often" and that high benefit to cost ratios are achieved through

investing in cycling, especially when the health benefits are included.

4. Following European experience, a consensus is emerging in Bristol and the UK, that we need to continue to be ambitious in providing, and innovative in designing, physical infrastructure in order to continue to support more people to feel safe in taking up cycling for pleasure and commuting. Increasingly, where possible, this involves segregation from motorised traffic and pedestrians, which has the potential to benefit all road users.
5. In February 2013 the Department for Transport announced an opportunity for cities that demonstrate ambitious plans for cycling to bid for funding. The funding was reserved for cities that have City Deals status, which included the West of England city region.
6. A joint West of England bid was submitted on 30th April, 2013 at that time the full bid was uploaded to the Travel West website (at this location <http://www.travelwest.info/node/703>). Bristol City Council project managed development of the bid, which contained cycle infrastructure improvements in S. Glos, B&NES and Bristol City. North Somerset Council supported the bid but is not an active delivery partner.
7. On 12th August 2013 DfT announced that the West of England Cycle Ambition Bid was successful.
8. Bristol City Council is identified as the accountable body for the whole bid. As with previous joint West of England bids S151 officer letters have been exchanged between S. Glos, B&NES and Bristol City Councils ensuring that there is agreement regarding financial responsibilities, risk and liabilities. These were submitted as part of the bid.
9. The Bristol bid element focuses on better links along the length of the River Avon from the Avon Bridge all the way to the Temple Quay Enterprise Zone, making it easier for people to cross the river and cycle alongside it. Proposals running from the west to east include:
 - Junction Lock Bridge: New segregated pedestrian and cycle paths
 - Vauxhall Bridge: Ramped cycle access avoiding steps on the north side
 - Chocolate Path and Cumberland Road: Widening, resurfacing and upgrading the shared cycle/pedestrian heritage path and a new segregated pedestrian and cycle path
 - Gaol Ferry Bridge: A new cycle bridge alongside the existing bridge, which would become pedestrian only
 - Commercial Road and Clarence Road: A new segregated pedestrian and cycle bridge
 - Bedminster Bridges: New segregated/shared use pedestrian and cycle paths (*separately funded*)
 - Commercial Road and Clarence Road: A new segregated/shared use pedestrian and cycle path (*separately funded*)
 - Langton Street Bridge: New ramped access for cycles
 - St Luke's Road: A new segregated pedestrian and cycle path under the railway line

10. The S. Glos bid element focuses on cycle improvements to Hambrook and sections of the Cribbs Causeway to Emersons Green Trunk Cycle Route.
11. The B&NES bid element focuses on improvement in Bath city centre including a new set of contra-flow cycle routes around the Seven Dials shared space, which will join up existing on-road cycle routes.
12. All of these proposals are illustrated in maps at Appendix 1 and may be updated during the implementation of the project in line with the Councils' and DfT's change control procedures.
13. The Bristol bid element is in line with existing Council priorities:
 - a. Enhance active and sustainable transport links for cycling and walking and reduce congestion in line with Joint Local transport Plan
 - b. Support the Local Economy
 - c. Address local environmental quality including, Air Quality, CO₂ emissions and noise pollution.
 - d. Improved health and wellbeing by delivering modal shift to inactive and hard to reach groups.

In addition to these existing priorities Full Council unanimously supported scrutiny recommendations to continue to invest in cycling and cycling safety in November 2012 and the Mayor has also recently publicly stated his ambition to continue to achieve significant increases in cycling.

14. The total bid package is £11,096,000 of which £7,766,000 is DfT grant and £3,330,000 is local contribution from Bristol City Council, B&NES and S. Glos councils inclusive of third party contribution.
15. Bristol as the lead authority will handle the entire grant and will be responsible for allocating the designated grant funding to the other partner Councils. The table below (Fig 1.0) provides further details regarding the Bristol component of the bid:

Fig 1.0 – Financial Breakdown Bristol City Council Bid Element

£000s	13/14	14/15	15/16	TOTAL
DfT Grant	1,101	3,763	-	4,864
BCC Capital Programme	230	1,023	40	1,293
Residents Parking Scheme Match	1,000	750	-	1,750
Third Party Contribution	52	56	-	108
TOTAL	2,383	5,592	40	8,015

16. As part of the bid we have been able to offer funds committed for Residents Parking in the local area as match funding, as both programmes will support and benefit each other; this project will support individuals who may be thinking of switching travel behaviour feel more confident about taking up cycling by providing safer options and routes. This was part of the bid to the DfT and has been endorsed by them. This does not require any virement of funds and the RPS budget will continue to be used to support the installation of residents parking in the area.

17. There is a possibility that additional match funds will be identified during the project timescale in addition to those identified in Fig 1.0 (as was/is the experience of the Cycling City and Local Sustainable Transport Fund projects).

18. It is vital to note that the bidding guidance stated DfT funds will have to be invested by March 2015 in order for them to be claimed in retrospect. This is a very tight timescale, especially given the ambitious nature of the proposal, and will require a significant level of support and priority from partners and corporately within the City Council.

Consultation and scrutiny input:

The consultation to date has been relatively limited due to the rapid timescales for submitting a bid, the lack of a guarantee of funding and the fact that each scheme that makes up the project will be subject to statutory consultation in any case.

a. Internal consultation:

Within the Transport Department

With City Design Group

With Docks Management

Scrutiny input to be determined

Assistant Mayor for Transport, Planning, Strategic Housing and Regeneration

b. External consultation:

This is not necessarily a definitive list and many of the individual schemes will be subject to statutory consultation processes in any case

- Local neighbourhood forums and partnerships as appropriate eg Southville, Cabot, Clifton and Windmill Hill,
- Local interest groups (eg Redcliffe Neighbourhood Planning Forum and Friends of Avon New Cut)
- Cycle Forum
- English Heritage
- Network Rail,
- Bus operators,
- Local residents, businesses and frontages
- Equalities forums including Disability Stakeholder representative groups
- Local Enterprise Partnership
- Health and Wellbeing Board
- Environment Agency
- Wildlife groups

Other options considered:

Do Nothing: This would have involved not bidding. The required level of match has been identified and was signed off by Finance colleagues during the preparation of the bid. As there is an opportunity to use this to gear in significant extra funds this option was discounted.

Consider other schemes/locations: Other locations were considered. This scheme has been selected because it was important the scheme was achievable in the short time scales available and that individual elements proposed formed a coherent whole, and although there are plenty of other sites where improved cycle infrastructure is desirable, this scheme

was the best identifiable option to ensure a compelling bid to Government. If approved the scheme proposed will have passed a rigorous cost/benefit analysis by DfT.

Risk management / assessment:

FIGURE 1							
The risks associated with the implementation of the (subject) decision :							
No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation).	CURRENT RISK		RISK OWNER
		(Before controls)			(After controls)		
		Impact	Probability		Impact	Probability	
1	Failure to secure DfT funding due to delays in programme.	High	High	Close adherence to DfT grant funding requirements. Robust programme and project management to ensure delivery in line with funding profile. Regular liaison and progress reporting to DfT and early identification of potential delays.	High	Med	Peter Mann
2	Underestimation/inflation of scheme costs.	High	High	Develop detailed and costed Project Plans for individual Projects. Benchmarking of costs against previous work and other LAs. Adequate contingency budgets in place as part of the bid. Strong Programme Management and change control processes to be put in place. Regular liaison and progress reporting to DfT. Assistant Mayor to approve all individual schemes	High	Med	Ed Plowden
3	Failure to deliver local authority funding.	High	Low	Close monitoring and regular reporting of local contribution spend and status. Commitment to UA funding contributions. Sign off by Finance colleagues	Med	Low	Peter Mann
4	Possible public objections for TROs, PROWs, planning applications, any required CPO etc and the potential for these to trigger a public enquiry	High	Medium	Ensuring correct processes and consultations are undertaken. Assurance reviews will be undertaken at appropriate stages in the project to check processes are being undertaken correctly. Assistant Mayor to approve all individual schemes	High	Low	Ed Plowden
5	Insufficient staff resources available within authorities and partners, especially alongside the WEP major schemes and other priorities.	Med	High	Ensure sufficient resources are identified and available to progress delivery in line with Programme Plan. Early commencement of recruitment, partnering or procurement arrangements for delivery.	Low	Low	Alistair Cox
6	Pressure on other parts of the UAs (such as planning and legal teams)	Med	High	Communication from Senior management of the need to prioritise the project .Develop and maintain buy-in of the scheme. Early identification of additional resource requirements.	Low	Low	Peter Mann
7	Statutory consultees including HA, SEBs (Natural England, English Heritage, Environmental Agency), etc object to the scheme.	Med	High	Early engagement with stakeholders, ensuring the project team engages with the correct staff. Encouraging a collaborative approach to problem solving the sources of any objections. Assistant Mayor to approve all individual schemes	Med	Med	Ed Plowden
8	Issues with scheme design effecting scheme viability such as utilities, flooding, ground conditions and contaminated land.	Med	High	To be explored during initial engineering feasibility work. Appropriate investigation to be undertaken. As per risk 7 above	Low	Med	Ed Plowden

9	Adverse weather (risk of flooding of works etc).	Med	Med	Schemes designed in time such that they can be delivered in the summer months. Contingency budgets where this is not possible	Low	Med	Ed Plowden
10	Negative coverage in the media or lack of public support for some components of the scheme	Med	Low	Development of communications strategy including early press engagement. Keep media and public informed through briefings and information sessions.	Low	Low	Alistair Cox

FIGURE 2

The risks associated with not implementing the (subject) decision:

No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation).	CURRENT RISK		RISK OWNER
		(Before controls)			(After controls)		
		Impact	Probability		Impact	Probability	
1	Loss of funding of grant awarded by DfT, which may impact on future funds	High	High	Explain to DfT why Bristol is no longer proposing to take this forward having bid for funds	High	High	Peter Mann
2	Loss of reputation with DfT which may impact on the ability to successfully bid for future funds	High	High	Ensure that any required explanation to DfT is specific and does not impact on other funds	High	Medium	Peter Mann
3	Loss of momentum from Cycling City and current rates of growth in cycling	Medium	Low	Concentrate on implementation of other projects and Scrutiny Commission recommendations on Cycling	Low	Low	Alistair Cox
4	Loss of ability to successfully deliver Local Transport Plan (LTP) aspirations	Low	Low	Ensure LTP delivery continues	Low	Low	Peter Mann

Public sector equality duties:

An initial EQIA has been undertaken which is at Appendix 3. It specifically mentions that more detailed assessments of each element of the scheme will need to be completed. However, as the schemes include providing for greater segregation from pedestrians, improved crossing points and replacing stairs with ramps in various locations the overall impact is likely to be positive.

Eco impact assessment

The aim of this project is to improve cycling infrastructure routes within Bristol. Whilst we cannot be certain about what modes of transport people will transfer from, if the forecasted targets are achieved, there will almost certainly 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 cycling infrastructure - e.g. consumption of raw materials, noise, and potential impacts on drainage and wildlife & habitats

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 techniques.

- Consider environmental performance of design and materials, in accordance with CEEQUAL “Very Good”.
- 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 current planning policies and design will be considered in consultation with English Heritage and works delivered sympathetically with the historic public realm and deliver heritage gain where possible.
- 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.
- Prepare & implement an ecological management plan where appropriate and in conjunction with Bristol's Biodiversity Action Plan.

A version of the full assessment is at Appendix 3
The net effects of the proposals are positive.

Resource and legal implications:

Finance

a. Financial (revenue) implications:

The match funding required by Department for Transport is for capital, not revenue, works on improving Bristol’s cycling infrastructure as outlined in paragraph 5. Whilst there may be some limited on-going maintenance requirement, this is to be contained within current budgets, and the construction will be to a high standard in order to minimise the need for on-going maintenance.

Advice given by Mike Allen / Finance Business Partner
Date 12 August 2013

b. Financial (capital) implications:

Total match funding required to be provided by Bristol City Council is £3.151m. The funds are sourced from existing capital budgets already allocated for Transport that now need to be formally allocated to this project in order to gear in the significant additional DfT funds. In addition there are existing s106 agreements that can be used to support this work.

As part of the bid we have been able to offer works committed for Residents Parking in the local area as match funding, as there are benefits to both programmes: the Residents Parking scheme will support the benefits realisation plan of this project of works, and this project of works will support individual behaviour change by creating more and safer options for walking and cycling. This does not require any virement of funds and the RPS budget will continue to be used to support the installation of residents parking in the area.

The project requires a key decision for capital expenditure in 2013/14. 2014/15 and 2015/16. The project will need a maximum of £1.401m of capital from these financial years as outlined in Paragraph 12, Figure 1, of the report.

Advice given by Mike Allen / Finance Business Partner, Neighbourhoods and City Development

Date 15 August 2013

c. Legal implications:

It will be necessary for the Council to undertake the various proposals in accordance with any terms and conditions of the grant funding and Council procurement rules. It may also be necessary to affect a number of the proposals under Highways Act highway improvement powers and the promotion of Traffic Regulation Orders involving public consultation. In the event of additional land being required to widen existing highways, negotiations will need to be undertaken to purchase the land in question - failing which consideration may need to be given to the exercise of powers of compulsory acquisition procedures subject to payment of compensation.

It will be necessary to seek further detailed legal advice covering planning, highways and land issues at the appropriate time.

Advice given by Peter Malarby Senior Solicitor (Highways & Transport)

Date 20/6/2013

d. Land / property implications:

The land required to undertake these proposals is principally within the ownership of Bristol City Council and managed by Highways and City Docks, with the exception of an area of land at Commercial Road/Bathurst Bridge which is in private ownership, which is a risk as a Compulsory Purchase Order may be required and the financial implications of this are not yet clear. This is the same piece of land required by the Ashton Vale to Temple Meads MetroBus project and the two project teams are working together to manage this work

Advice given by Chris Woods, Principal Portfolio Management Officer, Corporate

Property

Date 15/08/2013

e. Human resources implications:

There are no reductions, restructuring and/or redundancy implications. However, external specialist consultancy support would be required from staff with extensive experience of cycling projects for a period of 2 years. This support would be fully funded from external government funding.

Advice given by: Sandra Farquharson job title: People Business Partner

Neighbourhoods and City Development

Date 11-June-2013

Appendices:

Appendix 1: Annotated Maps of proposed interventions

Appendix 2: Equalities Impact Assessment

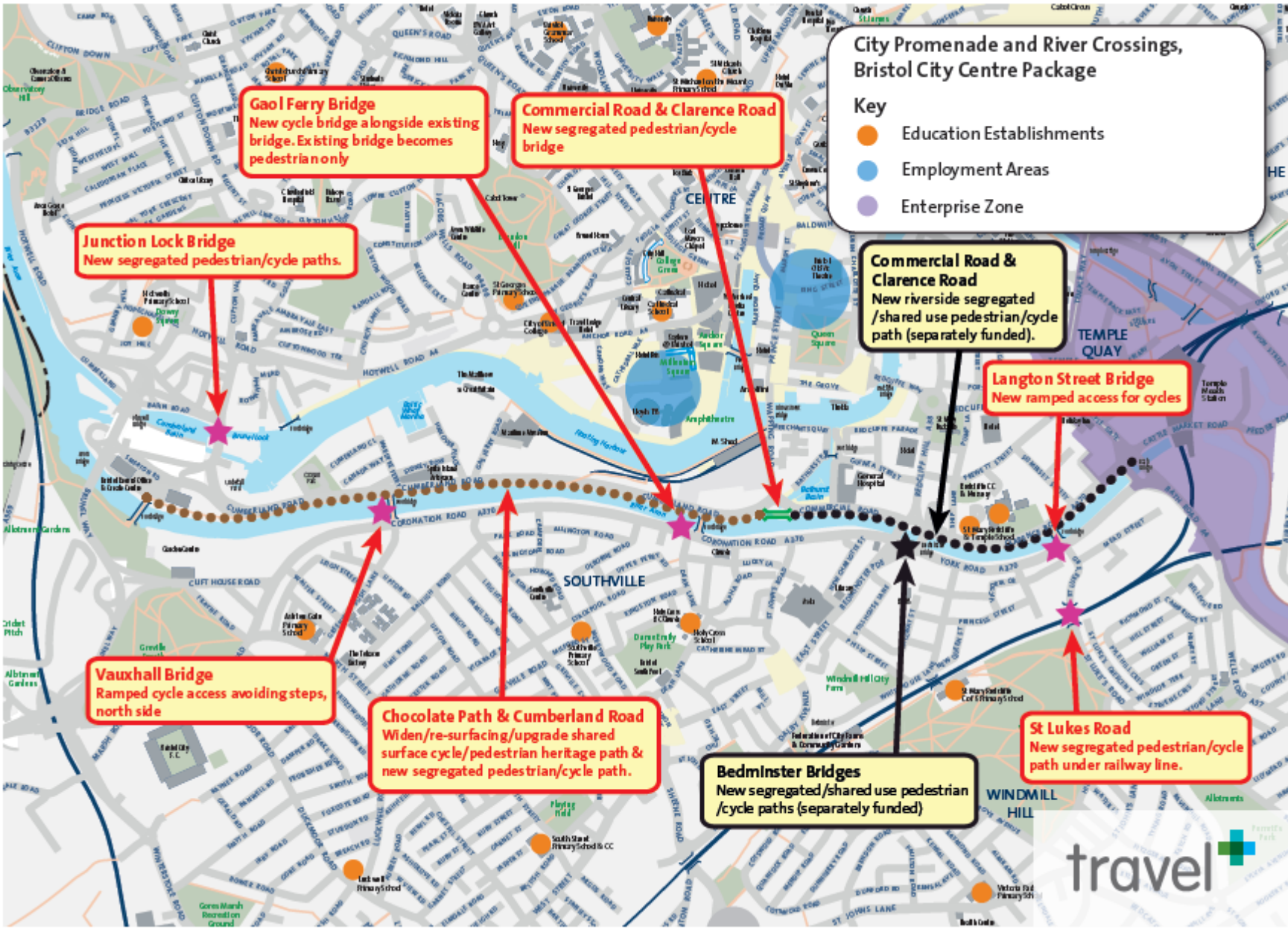
Appendix 3: Eco Impact Assessment

Access to information (background papers):

The Cycling Ambition Fund paperwork as submitted to the Government has been publicly available since the bid was submitted and is at this

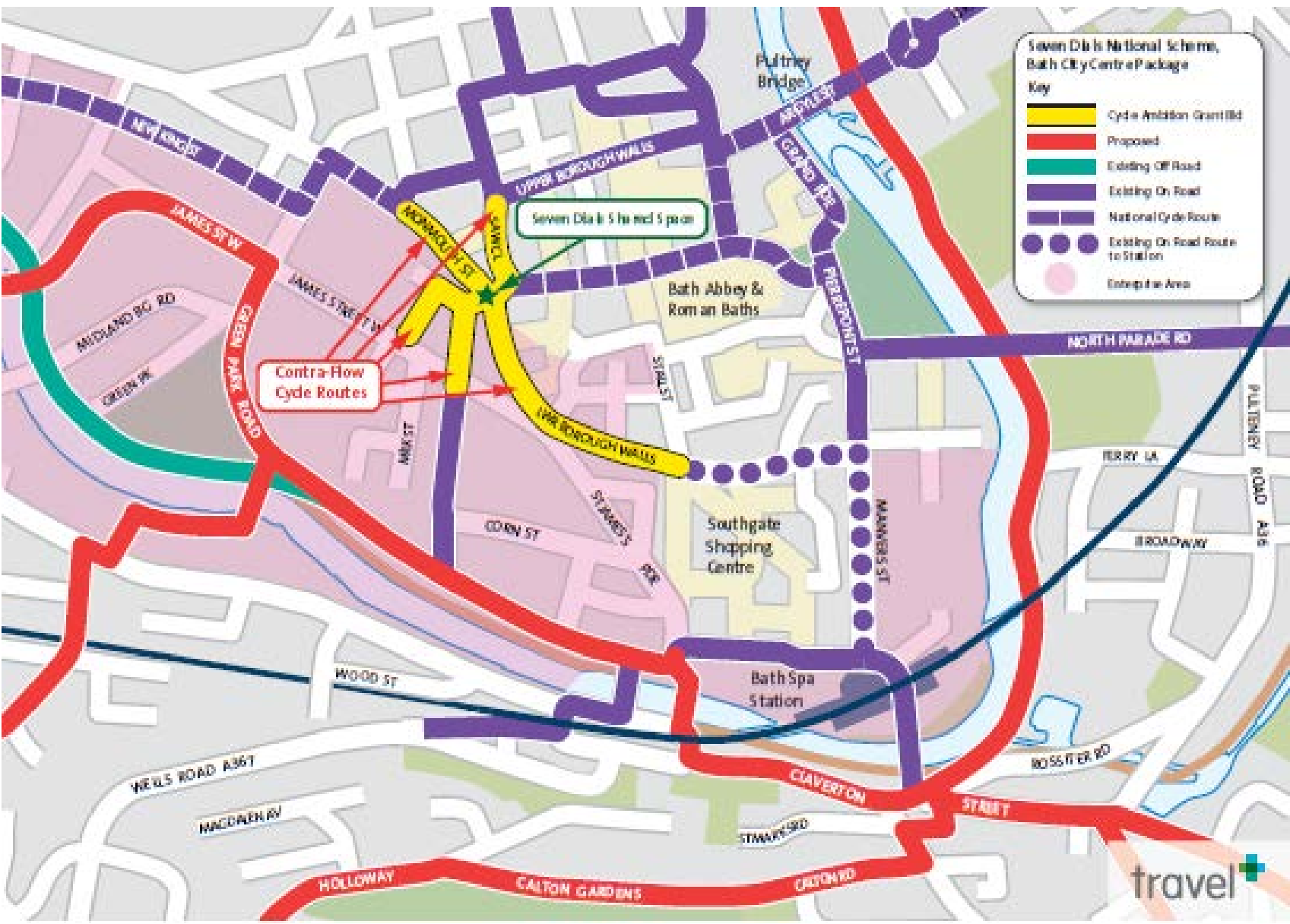
location: <http://www.travelwest.info/node/703>

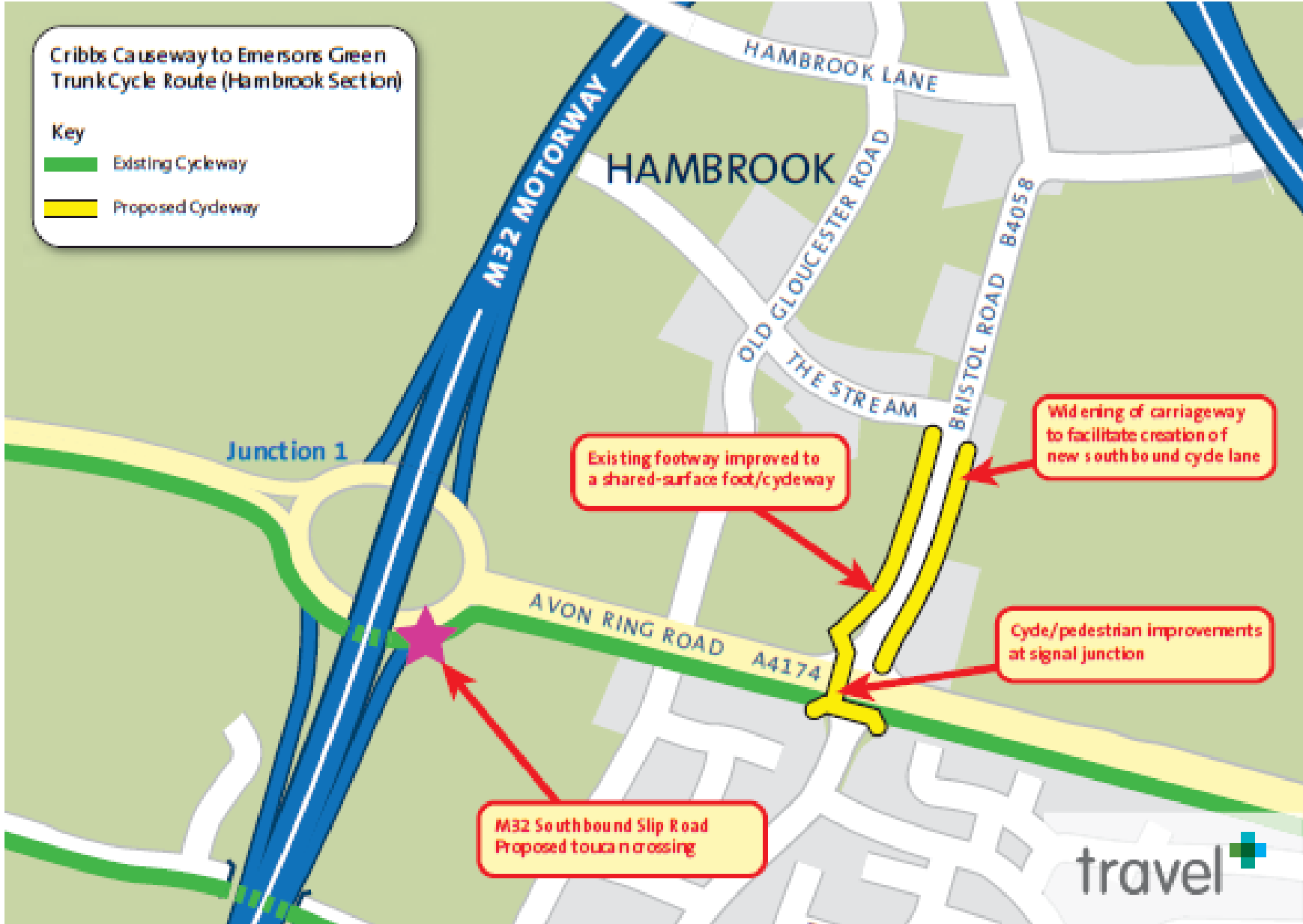
This includes the proposal, estimated costs and a business case (including estimated Benefit to Cost ratios).



APPENDIX 1: Annotated map of proposed interventions Bristol

APPENDIX 1B Map of proposed interventions
Bath and North East Somerset





APPENDIX 1C Map of proposed interventions South Gloucestershire



Bristol City Council Equality Impact Assessment Form

Cycle City Ambition Grant Bid

Directorate and Service: Neighbourhoods & City Development -
City Transport

Lead officer: Duncan Laird - Group Manager Transportation

Additional people completing the form: Mark Sweet - Transport -
Planning Officer

Start date for EqIA: April 2013

Estimated completion date: tbc

Step 1 – Use the following checklist to consider whether the proposal requires an EqlA

Cycle City Ambition Grant project to provide Promenade and River Crossings for cyclists. Project includes:

- Chocolate Path & Cumberland Rd – widen / re-surfacing / upgrade shared surface cycle / pedestrian heritage path & new pedestrian / cycle pathway
- Vauxhall Bridge – Ramped cycle access to replace steps on the north side
- Gaol Ferry Bridge – New cycle bridge alongside existing bridge. Existing bridge becomes pedestrian only, to overcome conflict due to high cycle and pedestrian flows.
- Langton Street Bridge – New ramped access for cycles, north and south sides
- Junction Lock Bridge – New segregated pedestrian / cycle paths using renewed existing bridge
- St Luke’s Road – New separate cycle path under railway line linking to Langton Street Bridge (road reduced to one lane signal controlled)

	High	Medium	Low
2. Could this be relevant to our public sector equality duty to:			
a) Promote equality of opportunity		✓	
		✓	

b) Eliminate discrimination		✓	
c) Promote good relations between different equalities communities?			

If you have answered 'low relevance' to question 2, please describe your reasons

3. Could the proposal have a positive effect on equalities communities?

Yes

Please describe your initial thoughts as to the proposal's positive impact

Re-surfacing the Chocolate Path, shared use pathways alongside the River Avon along with upgraded and new bridge crossings and railway tunnel along St Lukes Road will improve pedestrian and cycle connections for all equalities groups. The upgraded bridge crossings will have a particular positive impact for those with mobility issues and the disabled by creating improved surfaces along the routes removing steps and creating more space for pedestrians and cyclists.

4. Could the proposal have a negative effect on equalities communities?

Yes

Please describe your initial thoughts as to the proposal's negative impact

Care would need to be taken in the design of new shared-use paths, to mitigate against any conflict between users. Strong engagement procedures have evolved through the Cycling City Project, to work with various groups in the design and implementation of cycling infrastructure. The design and consultation on the measures included in the bid, will build on the procedures developed through Cycling City to ensure that any negative effects can be mitigated.

Particular engagement will be undertaken with Older People's and disability groups, who have previously reported that they do experience conflict with antisocial cycling, specifically in shared areas.

Additional comments

Only step 1 of this EqlA document has been completed at this stage due to the nature of preparing a bid to apply for a grant to enable this work to become a reality. It is therefore not necessary at this point to proceed with further sections of the EqlA, however due to the experience / knowledge gained from previous projects and stakeholder

engagement it is recognised that there could potentially be impacts as the projects are developed and implemented, so it is therefore recommended that decisions regarding each scheme are considered on a case by case basis and that the appropriate consultation / participation of equality groups are involved in each project at the earliest point possible in the process.

The EqIA has been signed off at this stage based on the comments above.

Signed:

Signed:

Service Director
Jane Hamill

Peter Mann - Transport
Equalities Adviser:

Date: 26th April 2013
2013

Date: 26th April

Appendix 3: Eco Impact Assessment

Eco Impact Checklist

Title of report: The Cycling Fund Ambition Grant
Report author: Ed Plowden (tbc)
Anticipated date of key decision: 5 September 2013

Summary of proposals:

- 1. Cycle route improvements for Bristol** In February 2013 the Department for Transport announced a chance for Cities that could demonstrate ambitious plans for Cycling to bid for funding. The funding was for Cities that have agreed City Deals with Central Government, which includes Bristol, and where appropriate also for neighbouring authorities.
- The proposal in Bristol is to improve facilities for cyclists along the “Avon New Cut” from the Langdon Street (“Banana”) Bridge to Merchants Road Bridge, as well as improvements under the railway bridge on St Lukes Road. A map of the proposed interventions is in the bid document and is replicated at Appendix 1. Some of the proposed elements are already in the pipeline thanks to funding from the Local Sustainable Transport Fund (for further information see <http://www.travelwest.info/lstf>) and the Local Enterprise Zone developments.

The check list below references the environmental impacts undertaken by consultants Halcrow as part of the submission process.

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	<p>The scheme is predicted to lead to a reduction in carbon emissions due to modal shift. By 2031, the scheme is predicted to reduce car kilometres by 4.9 million p.a. Using government carbon factors this equates to roughly 950 tonnes CO2 p.a.</p> <p>The scheme is predicted to reduce vehicle km by 5.5% by 2031.</p>	

		-ive	Short term increased emissions from traffic delays during construction & highway improvements	
Bristol's vulnerability to the effects of climate change?	Yes	-ive	The cycling routes are within flood risk zones of the River Avon.	The schemes will be designed so as not to impact on or make worse the flood risk in the area.
		-ive	Adding cycling infrastructure may increase the amount of impermeable surfacing, creating extra run-off.	Include sustainable drainage techniques.
Consumption of non-renewable resources?	Yes	-ive	Resources for additional cycling infrastructure will be required.	Consider environmental performance of design and materials, in accordance with CEEQUAL "Very Good"
Production, recycling or disposal of waste	Yes	-ive	Waste will be produced through infrastructure & engineering works	Consider environmental performance of design, contractors and materials to ensure that waste is minimised. Contractors are legally required to implement a Site Waste Management Plan where appropriate.
The appearance of the city?	Yes	-ive/+ive	Additional cycling infrastructure will change the appearance of the city. The cycle routes run past Grade II listed structures & scheduled ancient monuments.	Any changes will be subject to the current planning policies. Design will be considered in consultation with English Heritage and works delivered sympathetically with the historic public realm and deliver heritage gain where possible.
Pollution to land, water, or air?	Yes	+ive	There should be an overall reduction in exposure to noise from reduced traffic levels.	

		+ ve	Modal shift to cycling should improve local air quality by reducing emissions of fine particulates and NO ₂ . Assessed as slightly beneficial by Halcrow report. The project contains an element of funding to measure changes to air quality.	No need for mitigation of +ive benefit.
		-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.

Wildlife and habitats?			The cycle routes are close to or straddle the River Avon Site of Nature Conservation Interest (SNCI).	Prepare & implement an ecological management plan where appropriate and in conjunction with Bristol's Biodiversity Action Plan.
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Consulted with: Tanya Saker, Andrew Edwards, Steve Ransom, Sustainable City Team.

Summary of impacts and Mitigation

The significant impacts of this proposal are....

The aim of this project is to improve cycling infrastructure routes within Bristol. Whilst we cannot be certain about what modes of transport people will transfer from, if the forecasted targets are achieved, there will almost certainly 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 cycling infrastructure - e.g. consumption of raw materials, noise, and potential impacts on drainage and wildlife & habitats

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 techniques.
- Consider environmental performance of design and materials, in accordance with CEEQUAL "Very Good".
- 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 current planning policies and design will be considered in consultation with English Heritage and works delivered sympathetically with the historic public realm and deliver heritage gain where possible.
- 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.
- Prepare & implement an ecological management plan where appropriate and in conjunction with Bristol's Biodiversity Action Plan.

The net effects of the proposals are positive.

Checklist completed by: Ed Plowden

Name:	Ed Plowden
Dept.:	Transport
Extension:	X 36568
Date:	05/06/2013
Verified by Sustainable City Group	Tanya Saker