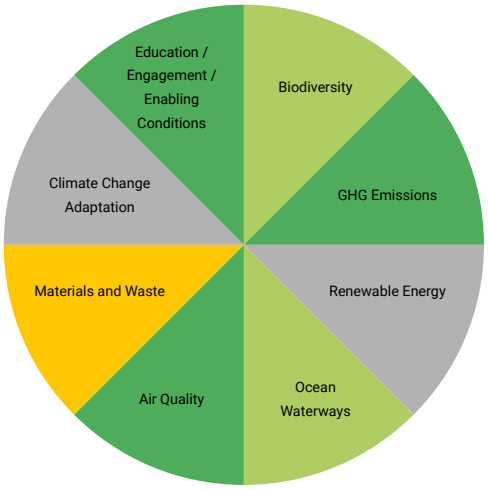
Active Travel Fund 5 FINAL



Assessment ID: ATF610

Assessment Author: Maria Kotowska

Project Summary:

- Walking and cycling network minor improvements (replace and enhance signage, dropped kerbs etc)
- Scheme development for Forder Valley Road – providing a design for the continuation of an on road cycle lane to address a recent collision on Forder Valley Road
- Acquisition of cycle lockers
- Delivery of Colesdown Hill (an existing capital project) - Reinstatement of an underbridge to allow the continuation of a walking and cycling route ensuring that the route is accessible for all users.

Summary of Assessment:

The short term negative impacts of the construction of the schemes are expected to be more than offset by the fact that the scheme is helping to encourage sustainable transport, so helping to reduce the climate and other environmental impacts of private motorised transport in the city.Without a significant reduction in motorised traffic, it will not be possible for the city to meet its climate emergency objectives.

Biodiversity Score: 2

Biodiversity Score Justification: Anticipate no impact on the natural environment for all elements except Colesdown Hill scheme. For Colesdown Hill Scheme the local biodiversity impact of the proposed scheme is -0.26.

Biodiversity Score Mitigate: Yes

Biodiversity Revised Score: 4

Biodiversity Revised Score Justification: Planning requirements will mean that the scheme will need to deliver a 10% biodiversity net gain. Therefore the scheme will need to deliver 0.29 units of biodiversity net gain. It is likely that the far more significant impact however is that the scheme is helping to support sustainable transport so helping to reduce the detrimental impacts of car use.

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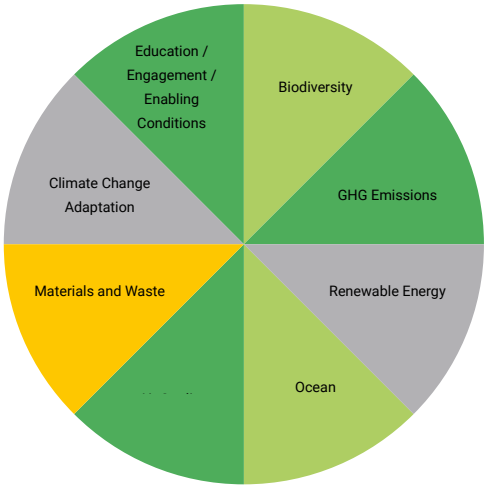


GHG Emissions Score: 2

GHG Emissions Score Justification: The immediate impact of the proposals will be an increase incarbon emissions as a direct result of the construction of the schemes and also the loss of of approximately 12 trees and also some habitat for Colesdown Hill Scheme.

GHG Emissions Score Mitigate: Yes

GHG Emissions Revised Score: 5

GHG Emissions Revised Score Justification: When upgraded the paths and cycle lockers will encourage more people to walk and cycle, providing viable alternatives and thus reducing the number of vehicles on the network.As transport is the most significant source of carbon emissions in the city, on balance, this will help to reduce the GHG emissions of the city of Plymouth.

Renewable Energy Score: 3

Renewable Energy Score Justification: Improvement of walking and cycling schemes and acquisition of cycle lockers will neither increase nor decrease the provisionof renewable energy.

Renewable Energy Score Mitigate: No

Ocean and Waterways Score: 3

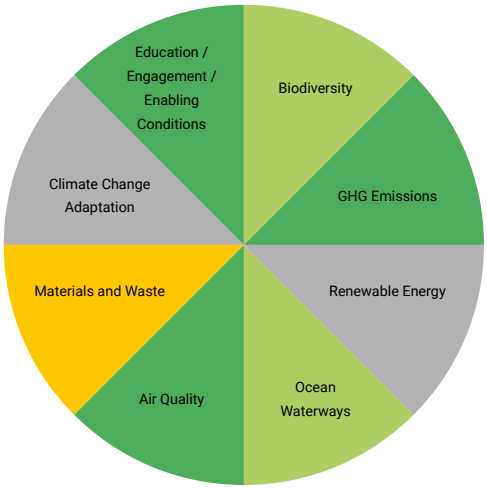
Ocean and Waterways Score Justification: Improvement of walking and cycling routes and acquisition of cycle lockers will have no impact as these proposals are not connected to the Ocean or waterways. For new routes, the schemes will involve an increase in impermeable area but the drainage designs will ensure that all run-off is dealt with on site.

Ocean and Waterways Score Mitigate: Yes

Ocean and Waterways Revised Score: 4

Ocean and Waterways Revised Score Justification: Road network pollutants come from tyre and

brake wear, exhaust emissions, oil and fuel deposits. All of these can and do enter the water



environment. In addition it's believed that 68,000 tonnes of microplastics are generated from tyre wear in the UK every year of which 7,000 to 19,000 tonnes enter surface waters. (EnvironmentAgency, towns, cities and transport: challenges for the water environment, October 2021). By helping to provide an alternative to the private car, this scheme could be expected to have a long term positive impact on water quality in Plymouth.

Air Quality Score: 5

Air Quality Score Justification: Acquisition of cycle lockers directly responds to a Net Zero Action Plan target. Route improvements and new routes delivery will encourage more residents to adopt active travel over car usage. Although there will be short term and minor impacts in terms of emissions from materials used and the construction process, when upgraded the paths will encourage more people to walk and cycle, providing viable alternatives and thus reducing the number of vehicles on the network. As transport is the most significant source of carbon emissions in the city, on balance, this will help to improve air quality in the city of Plymouth.

Air Quality Score Mitigate: No

Materials and Waste Score: 2

Materials and Waste Score Justification: An upgrade to existing cycle paths, delivery of the new ones and installation of cycle lockers will require limited construction works. Nonetheless additional carbon intensive materialswill be required to deliver the upgrades. The construction process will follow appropriate waste management processes and residual waste is expected to be minimal.

Materials and Waste Score Mitigate: No

Climate Change Adaptation Score: 3

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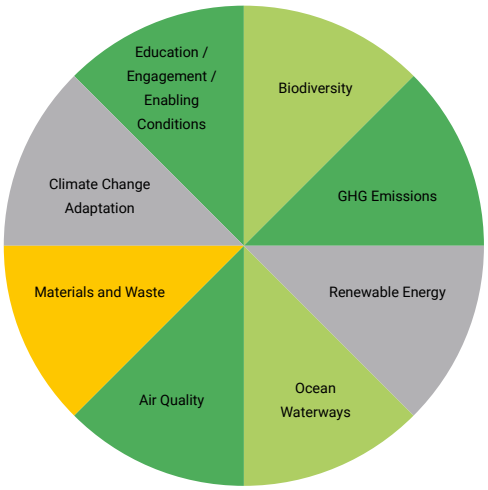
Climate Change Adaptation Score Justification: Consideration for climate change adaption isconsidered by South West Highways during development and delivery.

Climate Change Adaptation Score Mitigate: No



Education / Engagement / Enabling Conditions Score: 5

Education / Engagement / Enabling Conditions Score Justification: Delivering new routes, route improvements and provision of cycle lockers will encourage more residents to walk and cycle, providing the conditions to enable change.

Education / Engagement / Enabling Conditions Score Mitigate: No

Wheel Key

- Long lasting or severe negative impact
- Short term or limited negative impact
- No impact or neutral impact
- Short term or limited positive impact
- Long lasting or extensive positive impact