

# Consolidated Active Travel Fund

## Project details

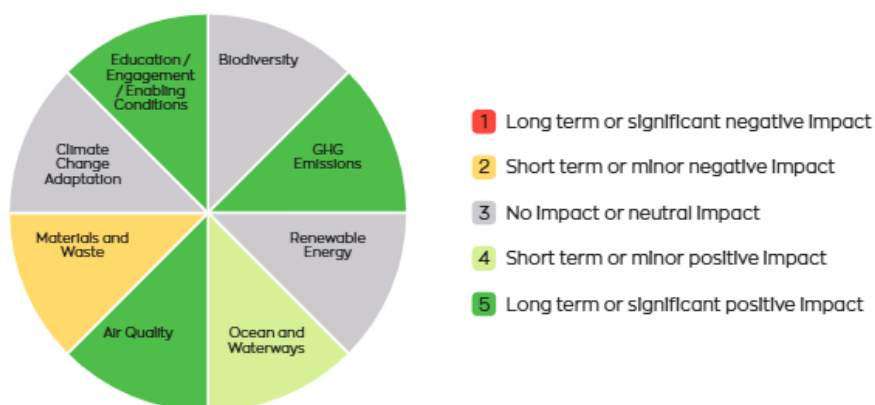
### Assessment author

Richard Banner

### Project summary

A number of walking and cycling improvements

## Summary of assessment



Overall this programme has a positive climate impact

## Assessment scores

### Biodiversity

#### Score

(3) No impact or neutral impact

#### Score justification

The programme has no anticipated impact on Biodiversity

### GHG Emissions

### Score

(5) Long lasting or extensive positive impact

### Score justification

The immediate impact of the proposals will be an increase in carbon emissions as a direct result of the construction of the schemes

### Mitigatory measures applied:

Delivery of the schemes 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) No impact or neutral impact

### Score justification

The programme has no impact on renewable energy

## Ocean and Waterways

### Score

(4) Short term or limited positive impact

### Score justification

Improvement of walking and cycling routes 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.

### Mitigatory measures applied:

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. (Environment Agency, 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) Long lasting or extensive positive impact

### Score justification

New route 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.

## **Materials and Waste**

### **Score**

(2) Short term or limited negative impact

### **Score justification**

An upgrade to existing cycle paths and delivery of new crossings will require limited construction works. Nonetheless additional carbon intensive materials will be required to deliver the upgrades. The construction process will follow appropriate waste management processes and residual waste is expected to be minimal.

## **Climate Change Adaptation**

### **Score**

(3) No impact or neutral impact

### **Score justification**

The programme has no impact on climate change adaption

## **Education / Engagement / Enabling Conditions**

### **Score**

(5) Long lasting or extensive positive impact

### **Score justification**

The programme will deliver new routes, improved crossings and will encourage more residents to walk and cycle, providing the conditions to enable change.