

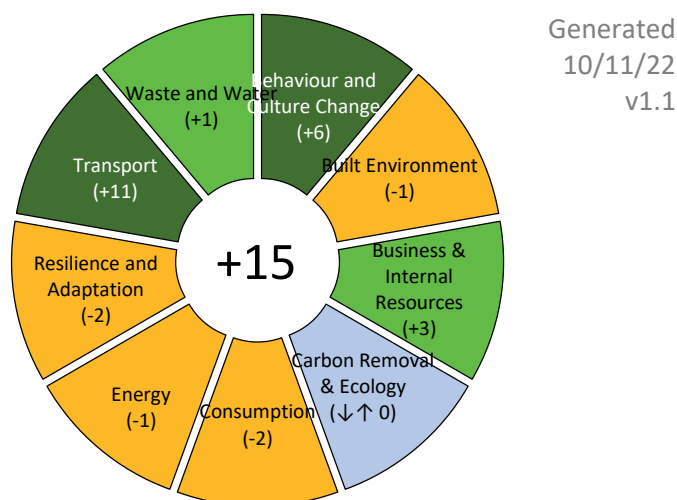
## Appendix G

### Carbon Impact Assessment for Active Travel Social Prescribing Programme - summary

*What are the biggest costs and benefits of this activity in terms of the climate?*

The Carbon Impact Assessment dashboard shows that the biggest benefits of this programme are for supporting uptake of low carbon travel options through walking and cycling with a score of +11 for transport theme. This programme scores positively for these reasons:

- The primary purpose of this funding programme is to support behaviour change to more walking and cycling for local journeys and to enable walking and cycling to other social prescribing activities supported by journey planning advice and journey buddying to promote sustainable travel options. Therefore no adverse high carbon transport impacts are anticipated, e.g. generating significant additional journeys by car.
- Activities will be commissioned where possible from local service providers based in the Nottingham area and will be delivered at a hyper-local level within the target communities so reducing the distance to travel. If travel is required for clients to take part in an activity in another part of the city, the choice of delivery locations will take into account accessibility by public transport giving people the choice of a low carbon travel option.
- Many local walking and cycling service providers already use cargo bikes to transport equipment for events and activities. The carbon neutral credentials of suppliers will be considered as part of the procurement process, and any service providers commissioned to run activities that do not have access to a cargo bike or electric van will be encouraged to apply as a local business to benefit from the council's Electric Van Experience and ecargo bike hire offers.



Nottingham is aiming to become the first carbon neutral city in the country by 2028 (5 years and 1 months away).

The programme also scores well (+6) for behaviour change for these reasons:

- Using a co-design approach to ensure services delivered will meet the needs of and address barriers to walking and cycling for people in the target areas
- This is a national pilot which will add to knowledge and good practice about achieving active travel behaviour change and the learning will be transferable to wider travel behaviour change initiatives. We will be one of 11 national pilot areas so influencing national transport policy to support active travel.
- This programme is building on and developing our partnership working with Nottingham Place-based Partnership, Nottingham GP Alliance, Nottingham University Hospitals Trust, Nottingham CVS, local sustainable transport service providers, Active Nottinghamshire and the Together We Move Collective.
- The programme include measures to embed an active travel culture with the social prescribing workforce which will support progress towards a carbon neutral city.

The programme has a small negative score for resilience and adaptation (-2) because walking and cycling activity is very sensitive to wet weather and to extreme heat events, and in particular undertaking physical activity and being outside in extreme heat would be particularly harmful for those with underlying health conditions whom this programme is aiming to reach. However there are mitigation measures which can put in place to reduce these impacts including: providing services at suitable indoor venues, rescheduling events and activities if local or national extreme weather or public health alerts are issued, including advice in training packages for safe cycling in wet weather and use of sunscreen and hydration for outdoor exercise such as walking and cycling, partnership schemes with Rohan and others to support affordable access to outdoor clothing and footwear to enable walking and cycling in wet weather.

Other negative impacts are associated with the whole life costs for manufacture and delivery of additional bike stock and the associated modular office/workshop unit and storage containers for the bike library fleet at Harvey Hadden. However these are small-scale and localised and outweighed by the long-term positive benefits of enabling cycling for people who previously have not engaged in this activity. In terms of mitigation the environmental credentials of the suppliers and the product specifications will be considered at the procurement stage. Note 20 of the 60 bikes are proposed to be refurbished bikes converted to e-bikes which provides costs savings and recycles unwanted bikes so reducing waste and use of resources. The details of the modular office unit are to be confirmed but it is expected that this will piggyback onto existing systems and services at Harvey Hadden.

This assessment shows the benefits outweigh the dis-benefits and the programme scores a very positive +15 for its overall carbon impact.

*Are there measures already included in your plan to minimise the costs and maximise benefits with respect to climate change?*

- Yes the procurement strategy for this programme is to set up frameworks for provision of walking and cycling services to utilise a pool of local small-scale providers across the city which will help to reduce the travel associated with service delivery and many of these local organisations are already exemplars for sustainable business travel and early adopters of measures such as e-cargo bikes. Establishing service frameworks will enable us to contract local providers more easily who are not on existing transport services frameworks.
- Mitigation measures to adapt the programme delivery in response to wet weather and extreme heat episodes are set out above.

*What are the constraints which stop you doing more?*

- The funding package is limited to delivery in six wards of the city selected at the Feasibility Study stage for their health need and proximity to planned capital investment in walking and cycling infrastructure. More funding would be needed to extend this work programme to the whole city and for activity beyond March 2025. However the good practice and learning from this programme will inform development of other active travel behaviour change packages as additional DfT funding comes on stream.

*What method(s) if any are available to monitor our climate performance on this activity?*

- There will be a rigorous monitoring and evaluation of travel behaviour change of participants supported by the programme and it would be possible to infer the carbon savings from transport for the reported activity to give a measure of the carbon impact, However this is not a primary requirement of DfT's monitoring framework for this funding programme so would have to be done as a secondary activity to support carbon reporting which may require additional funding and resource.