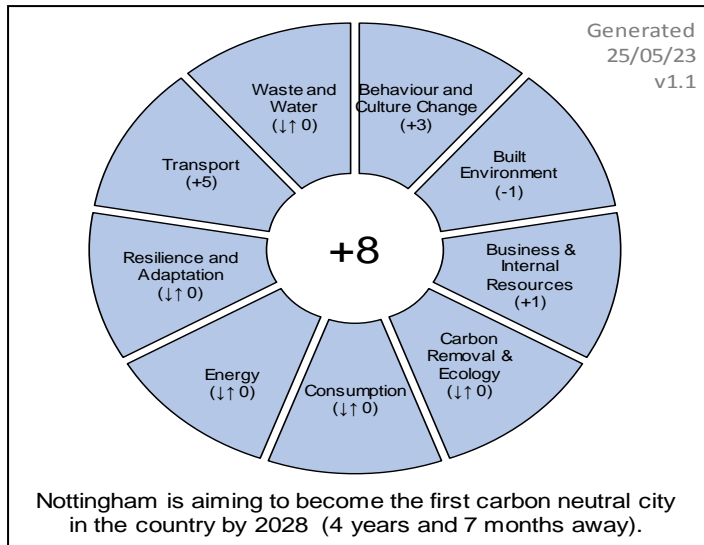


Active Travel funding carbon impact assessments to accompany 20th June Exec Board report.

Appendix 3:

Carbon impact assessment for a new cycle route along Porchester Road

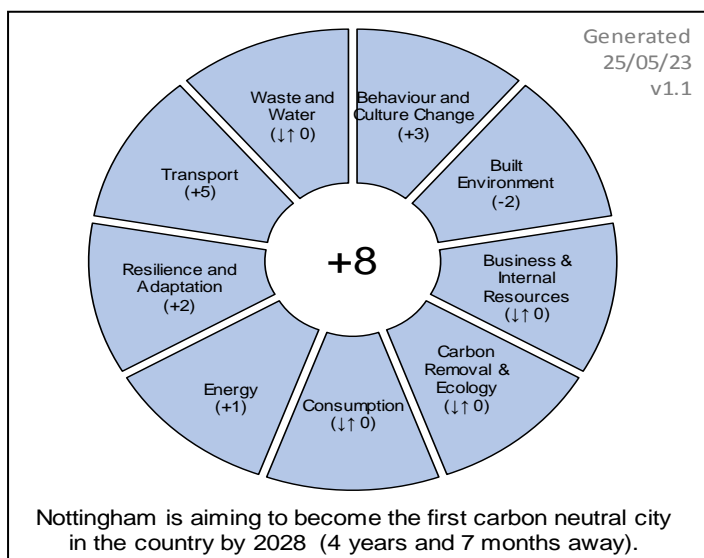


The funding will be used to deliver a segregated cycle corridor and associated pedestrian benefits along Porchester Road. This will have a positive effect in encouraging sustainable travel habits, which is reflected in the cultural and behaviour change score, this in turn will help convert motor traffic trips into more sustainable modes and ensure less confident cyclists can cycle more.

It is accepted that construction will cause carbon. But the net benefit of this on both carbon and health by encouraging sustainable active travel outweighs this disbenefit as demonstrated in the infographic.

Appendix 4

Carbon impact assessment for the London Road/Station Street/Great Northern Close junction



The funding will be used to deliver a traffic junction that greatly improves provision for pedestrians and cyclists as well removing a major obstacle in what is to become an east-west cycle corridor that is almost completely off road from one side of the city (Colwick) to the other (Lenton Abbey).

This will have a positive effect in encouraging sustainable travel habits, which is reflected in the transport and cultural and behaviour change score, this in turn will help convert motor traffic trips into more sustainable modes and ensure less confident cyclists can cycle more.

It is accepted that construction will cause carbon. But the net benefit of this on both carbon and health by encouraging sustainable active travel outweighs this disbenefit as demonstrated in the infographic. The junction design has also incorporated planting, the use of plants and soil instead of tarmac will have a positive impact on carbon reduction as well as sustainable drainage.