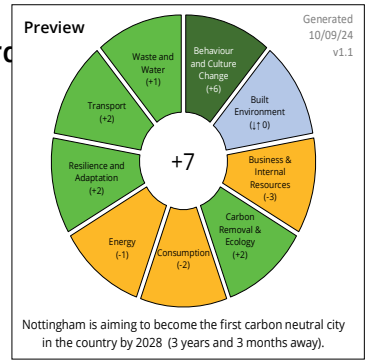
Carbon Impact Assessment Dashboard



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Report Name	Cycle and Footbridge over the River Trent
Report date	26.07.24
Report author	Helen Wallace
Project Notes	Construction of a pedestrian and cycle bridge over the River Trent
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Category	Impact	Notes / justification for score / existing work (see guidance sheet or attached notes for more information)	Score (-5 to +5)	Carbon Neutral Policy Team Comment (assigned to Clare Foster to review)
Behaviour and Culture Change	Communication & engagement	in June 2023 and sets out how local community and other stakeholders can get involved in the preparaion of local planning policy documents and decisions on planning applications. Rushcliffe Borough Council's SCI was adopted in March 2019. The need for pre-application consultation is detailed in the National Planning Policy Framework (NPPF) and sets out importance of early engagement with stakeholders. The proposals were first made public in the Waterside Supplementary Planning Document (SPD), which was adopted on 18th June 2019 following a public consultation period between 5th November 2018 and 25th January 2019. These proposals provided three potential options for the new river crossing, and the option receiving the greatest level of support was identified and progressed. During the pre-bid stage the City Council engaged a number of stakeholders including local cycling and walking groups, East Midlands Gateway Sustainable Transport Group, Disability Inclusion Groups, Local Access Forums and Greater Nottingham Cycle Development Group. In February 2021 a multi-agency steering group was ste up to include Canal and River Trust, Environment Agency, Nottm City Council, Notts County Council and Rushcliffe Borough Council.	+1	
Behaviour and Culture Change	Wider influence	It will provide safe crossing to both pedestrians and cycles and will offer an alternative to the hard to navigate Lady Bay Bridge. The proposals have demonstrated to other stakeholders (Canal and River Trust, Environment Agency, Notts County Council and Rushcliffe Borough Council) that Nottingham City Council are leading on proposals and improvements to address climate change and encourage more sustainable methods of transport.	+1	
Behaviour and Culture Change	Working with communities	Wide consultation took place in 2021. This included press releases, social media updates, letters and emails to resident and other stakeholders. The proposals were first made public in the Waterside Supplementary Planning Document (SPD), which was adopted on 18th June 2019 following a public consultation period between 5th November 2018 and 25th January 2019. These proposals provided three potential options for the new river crossing, and the option receiving the greatest level of support was identified and progressed. Out of the 1,198 people repsonding to an on-line survey 83% recognised the impact on addressing climate change and supported the scheme.	+1	
Behaviour and Culture Change	Working with partners	In summer 23 local groups, which included the sailing club, rugby club and local residents were updated on the design and allowed to comment. There comments were fed back to the design team which resulted in tweaks to alleviate their concerns. In February 2021 a multi-agency steering group was ste up to include Canal and River Trust, Environment Agency, Nottm City Council, Notts County Council and Rushcliffe Borough Council. All members of the steering group have shared their specific target in relation to climate change which have been fed into the design. An example of this is to introduce off-line ponds on adjacent land to support Biodiversity Net Gain (BNG). Nottingham City Council have engaged a specialist to undertake a Flood Risk Assessment, in consultation with the Environment Agency, and these off-line ponds will create a water displacemt volume of 285m^3.	+3	

Built Environment	Building construction	The project will construct a cycle and foot bridge over the river Trent. Its approach will consist of both steps and ramps and an additional smaller bridge, over the Trent Basin, will provide access to green space and a safe crossing. The bridge itself will not use existing materials. However, discussions are taking place with the adjacent developer.(Blueprint) to reuse materials from the demolition of a building on site, as aggregate for their construction	-	
Built Environment	Building use	N/A	-	
Built Environment	Switching away from fossil fuels	All diesel plant used during construction will be modern Euro5/6 compliant and well maintained to ensure optimal efficiency. Plant will also be switched off / throttled down when not in continual use. Personal transport to/from site will include EVs and PHEVs to further reduce diesel use from commuting activities. The bridge will be primarily constructed from steel and concrete and cannot be avoided as these materials provide the strength that is required for such a construction. This will be mediated by tight procurement criteria and use of recycled materials, reduced carbon concrete/steel etc where possible. The contractor will specify the use of additives to concrete (e.g. GGBS/PFA) which will reduce the amount of Portland cement and hence embodies carbon.	-	
Business & internal resources	Developing green businesses	N/A	-	
Business & internal resources	Marketable skills & training	The contractor has included the follows TOMS (Target Operating Model) within its proposals: •6 local direct employees for one year or duration of the project •20 local employees for one year or duration of the project through the supply chain •64 engagement hours of staff spent at local schools and colleges (e.g. career talks, curriculum support, safety talks). •14 weeks of work experience £2.5m of local spend	-	
Business & internal resources	Sustainability in business	N/A	-	
Business & internal resources	Material / infrastructure requirement	This project will impact on the use of existing infrastrucutre (Power supply) and Council resource (inpections and maintenance).	-3	
Carbon Removal & Ecology	Carbon storage	N/A	-	
Carbon Removal & Ecology	Biodiversity & Ecology	A detailed landscaping scope has been drawn up, which specifies the planting of native species.At the time of planning submission there was no requirement for Biodiversity Net Gain (BNG). However, the project team have met with the Environment Agency (EA), Wildlife Trust and local Friends Group and have agreed the addition of an off -line pond to an area near the construction site. This will be created in the current nature reserve and will encourage water voles and other species. A variety of surveys have taken place in the area, by specialist ecologists, who have identified badgers. Although the location of the sett does not impact on construction, due to the distance between, its location will be considered and respected. Bat, badger, bird and water vole surveys will be repeated prior to start on site to ensure these species are protected.There is a need to remove around 8 trees from the site. However, these will be replaced on a 2:1 basis.	+2	
Carbon Removal & Ecology	Bee friendly city	N/A	-	
Carbon Removal & Ecology	Carbon offsets	N/A	-	
Consumption	Food & Drink	N/A	-	
Consumption	Products	N/A	-	
Consumption	Services	N/A	-	
Consumption	Local and low-carbon production	The contractor will specify the use of additives to concrete (e.g. GGBS/PFA) which will reduce the amount of Portland cement and hence embodies carbon. The bridge steel section sizing has been designed to be as slender as possible to reduce the raw materail consumption and crane size.	-2	
Energy	Local renewable generation capacity	All proposed lighting will be LED. During construction the main compound will be powered through a mains connection.The cabins will include sensor-controlled LED lighting throughout as standard, thermostatic controls on all heaters, double glazing and insulation to ensure energy efficiency. As construction will take place during the winter months, and lighting will be required for longer periods, it is not possible to generate sufficient power by use of solar/pv. There is also limited space on site so it would not be possible to house solar/pv panels. Once the bridge is complete, the surrounding areas and bridge handrail will need lighting when dark. Therefore solar/PV would not provide sufficient power for this.	-1	
Energy	Reducing energy demand	N/A	-	
Energy	Improved energy storage	N/A	-	

Resilience and Adaptation	Green / blue infrastructure	Green/blue infrastructure – the project will take advantage of existing riverside environment to enhance local amenity and quality of life, including introduction of planters to north bank and landscaping to south bank.	+2	
Resilience and Adaptation	Natural flood management	Natural flood management - flood compensation area to be provided outside the construction site (off-line pond)	-	
Resilience and Adaptation	Drought vulnerability	Drought vulnerability – the scheme is not anticipated to have any impact on drought vulnerability.	-	
Resilience and Adaptation	Flooding vulnerability	Flooding vulnerability – A Flood Risk Assessment (FRA) has been undertaken. The construction will take place in a Flood Zone 3. The development on the South Bank is shown to result in a 285m³ of the floodplain, which is considered to be negligible. However, the project will include wetland areas which will provide compensation volume. This has been discussed with the EA and will provide biodiversity and habitat benefits.	-	
Resilience and Adaptation	Heatwave vulnerability	Heatwave vulnerability - the scheme is not anticipated to have any impact on heatwave vulnerability.	-	
Transport	Staff travel requirement	N/A	-	
Transport	Decarbonising vehicles	N/A	-	
Transport	Improving infrastructure	N/A	-	
Transport	Supporting people to use active travel	N/A	-	
Transport	Reduced need to travel	The bridge has been specifically designed for both pedestrian and cycle use.It will provide a safe alternative crossing and open up the green space on both side of the rive Trent. Specifically designed for pedestrians and cyclists. It has excellent links to a network of cycle routes.	+2	
Waste and Water	Single-use plastic	Single use plastic - Single use plastics will be avoided where practicable. When placing orders, alternatives to single use plastic products / packaging will be prioritised.	-	
Waste and Water	End of life disposal / recycling	N/A		
Waste and Water	Waste volume	Waste volume. Target of minimum 95% of non-hazardous construction waste to be diverted from landfill. Current forecast volume is 2,100m^3 of waste from construction activities and consumables from site establishments. Waste will be segregated for recycling - wood, metals, card/paper etc.	+1	
Waste and Water	Water use	N/A	-	