

**BRISTOL CITY COUNCIL
CABINET**

10 December 2009

Report of: Strategic Director - City Development

**Title: GREATER BRISTOL BUS NETWORK- PROCUREMENT OF
BUS SHELTERS- FOR BRISTOL**

Ward: ALL

Officer Presenting Report: David Bishop, Strategic Director
City Development

Contact Telephone Number: (0117) 922 2858

RECOMMENDATION

To authorise the purchase of replacement bus shelters from the existing provider.

Summary

The Greater Bristol Bus Network Scheme (GBBN) includes the provision of significantly improved passenger facilities at bus stops, including replacement bus shelters, raised kerbs and real time passenger information. There are existing bus shelters on the GBBN routes. This report seeks authority to purchase replacement shelters for the Bristol routes to the higher standard required from Clear Channel, the existing provider.

The significant issues in the report are:

- Replacement shelters are a key deliverable of the GBBN scheme;
- The scope of the Original Agreement with Clear Channel did not anticipate either the need to purchase replacement shelters, or technological advances such as real time passenger information (RTPI), nor does it allow procurement from alternative sources
- EU procurement regulations anticipate these issues and provide for a solution where there are unforeseen circumstances or technological change
- The new GBBN scheme and the requirement for Real time Information to be installed in shelters satisfy these criteria

Policy.

1. The Joint Local Transport Plan provides the statutory policy context for transport proposals. The JLTP aims are to tackle congestion through promoting the use of alternatives to the private car, encourage more sustainable patterns of travel behaviour, and manage the demand for travel by the private car, to improve accessibility and air quality.

It also identifies a network of major transport schemes needed to contribute to addressing these objectives. The GBBN Major Scheme for a strategic bus network is the first of these under construction now.

Consultation

Internal

1. Extensive consultation has been undertaken with Legal Services.

External

2. Consultation has been undertaken with Clear Channel.

Context

GBBN specifically includes the “provision of significantly improved passenger facilities at bus stops, including new shelters, raised kerbs and, at the most heavily used stops, real time information”.

Avon County Council entered into a contract (the ‘Original Agreement’) with Clear Channel, then Adshel, in 1991 for the provision and maintenance of shelters by Clear Channel. The scope of the Original Agreement was for Clear Channel to supply a finite number of advertising and free of advertising (FOA) shelters. This predated the current EU procurement regime.

The Original Agreement also included maintenance services to be performed by Clear Channel throughout the life of the contract until it expires in 2013. Clear Channel sell the advertising space in the shelters to pay for the costs associated with maintaining the shelters. The Council receives a proportion of this advertising revenue on an annual basis known as the ‘Rent Roll’, and will continue to do so until 2013.

The existing shelters provided under the Original Agreement served their purpose in 1991, but since then the public transport agenda has moved on and, aside from providing basic weather protection, shelters must now be specified in order to have an RTPI display installed in the future i.e. it needs to be the correct height, and have the correct brackets and wiring prior to installation. Therefore, the existing shelters are not fit for purpose.

Clear Channel have met their requirements under the Original Agreement and supplied the required number of advertising and FOA shelters and will continue to maintain the shelters until 2013 when the Original Agreement expires. There is no requirement nor scope within the Original Agreement, for Clear Channel to provide any replacement or additional shelters.

However, the Council cannot go out to tender for replacement shelters because to do so would result in a breach of contract claim from Clear Channel through the loss of advertising revenue.

This situation has put the Council in a dilemma because the existing shelters must be replaced with shelters that are fit for purpose and the Council could be at risk of losing Central Government funding if these are not delivered. However, due to the restrictions under the Original Agreement, the only option is to procure the shelters from Clear Channel also mindful of EU procurement regulations to ensure fair competition between providers.

Proposal

2. The Council will purchase replacement shelters from Clear Channel up to June 2013 when the Original Agreement expires. These will be installed along the following GBBN corridors:

- 1) A4 'Bath Road' from Temple Meads Station to the boundary with Bath & North East Somerset Council- 15 shelters**
- 2) A432 'Fishponds Road' from Old Market to the boundary with South Gloucestershire Council in Downend & Staple Hill- 28 shelters**
- 3) A4018 'Whiteladies Road' from College Green to the boundary with South Gloucestershire in Henbury- 38 shelters**
- 4) A369/A370 'Hotwells Road' from Anchor Road to the boundary with North Somerset- 8 shelters**
- 5) A37 'Wells Road' from Temple Meads Station to the boundary with Bath & North East Somerset Council in Whitchurch- 15 shelters**
- 6) Filton Avenue- 6 shelters**

The cost of **110** replacement shelters will be in the region of £1.8m.

However, Clear Channel will continue to maintain the shelters at their own expense as advertising revenue will still accrue and, as a result, the Council will continue to receive the 'rent roll' until 2013.

This approach will put the Council in a strong position when it comes to retendering the Original Agreement, as the Council will own the shelter stock.

In addition, should sufficient resources be available, replacement

shelters may be installed for the following proposed schemes before 2013:

- 1) The A38 Showcase Bus Route (Showcase 1) in order to bring the route up to the same standard as Showcase 2.
- 2) At other bus stop across the city where it is deemed there is a need.

Table 5.1 below shows the value of the various elements of the Original Agreement & the proposed new contract. The arrangements involve three elements (i) supply of shelters; (ii) maintenance services; and (iii) concessionary advertising services.

	Shelter	Maintenance	Advertising*
Original Agreement	£3.11m	£6.34m	£19.07m
2007 Replacement (along the A420 showcase route)	£450k	£165k	£19.07m
GBBN Replacement	£1.8m	£650k	£19.07m
Totals	£5,360,000	£7,155,000	£19,070,000

* Regardless of the replacement shelters installed in 2007 and the replacement shelters for GBBN, the total advertising revenue will remain continuous as the advertising space is replaced like for like.

Procurement

3.Replacement Shelters

The scope of the Original Agreement does not cover the purchase of replacement shelters. Unfortunately the restrictions under the Original Agreement also prevents the Council from procuring replacement shelters from an alternative provider. Essentially, the Original Agreement did not envisage that the original shelters would need updating. As a result if the Council were:-

- (i) to secure replacement shelters direct from Clear Channel, it runs the risk of being in breach of the EU procurement regime with the possibility of challenge from other bus shelter suppliers; or
- (ii) to appoint an alternative provider following a tender it may be seen to be acting contrary to its contractual obligations.

The arrangements involve three elements: supply of shelters, maintenance services and concessionary advertising space so it can be

concluded that the Original Agreement would be classified as a service concession contract and like wise any contract for replacement shelters would be classified in the same way. However, there is an exemption to the EU regulations that is applicable to service contracts.

To rely on this exemption the Council has to show that additional services are necessary due to unforeseen circumstances which cannot for economic or technical reasons be carried out separately from the Original Agreement without major inconvenience to the Council.

The provision of significant central government funding for strategic public transport corridor improvements including infrastructure was not envisaged at the time of the original bid. In addition, technological advances such as RTP1 were not foreseen by the parties at the time of the Original Agreement and both these unforeseen circumstances have necessitated the need for replacement shelters.

By breaking the agreement and tendering for an alternative supplier the Council is at risk of being required to pay significant compensation to Clear Channel, including loss of advertising revenue. It is therefore necessary to purchase the replacement shelters from Clear Channel.

Officers are confident that a reasonably robust argument supporting the application of the exemption could be made if challenged. In terms of value for money, the cost of the shelters is comparable with what other local authorities pay. The Council has previously purchased shelters from Clear Channel and, knowing the base cost of a standard type of shelter, can be confident the cost of a larger shelter offers value for money as the shelters come as a kit of parts. In addition, taking into account the high quality of these shelters and the maintenance service provided by Clear Channel, together with the 'rent roll' collected by the Council, it is considered the Council is getting value for money.

Other Options Considered

4.1) Conduct a tender process. If an alternative supplier was appointed this would be a breach of the Original Agreement, and Clear Channel could claim against the Council accordingly.

2) Reach an agreement with Clear Channel for the termination of the Original Agreement. This option is too costly. Based on figures submitted by Clear Channel on the average income earned per shelter per annum, this could be in excess of £3m.

3) Not procure the shelters until the expiry of the Original Agreement. This would seriously jeopardise the £42m central government funding.

Risk Assessment

5. The main risks of not agreeing to this course of action are as follows:-

It would jeopardise the £42m central government funding.

6. The main risks of agreeing to this course of action are as follows:-

Challenge from another supplier.

Clear Channel overcharging for the shelters.

7. The action taken to mitigate these risks is:-

It could jeopardise the £42m central government funding- approve the reports recommendation.

Challenger from another supplier- Ensure a robust audit trail in relation to the conditions that must be satisfied to use the procurement exemption, so that the Council can justify use of the exemption.

Equalities Impact Assessment

8. An Equalities Impact Assessment Screening Form is detailed in Appendix A.

Eco Impact Assessment

The Eco Impact Assessment is detailed in Appendix B.

9. The significant impacts of this proposal are:

Consumption of raw materials and electricity for the new shelters, and the creation of waste arising from disposal of old shelters.

The proposals are designed to encourage more people to use public transport and, consequently improve congestion and the environment by encouraging people out of their cars.

10. The proposals include the following measures to mitigate the impacts:

Use energy efficient lighting, including consideration of potential for daylight & motion sensors.

Identify opportunities for use of solar PV panels.

Utilise existing shelters at other bus stops across the City that are not on GBBN corridors e.g. on the Orbital routes served by the Councils supported services.

11. The net effects of the proposals are:

The replacement of the shelters will have a minor negative impact, and the installation of information displays may increase overall electricity consumption. However, higher quality shelters with better information may encourage people to switch from less sustainable modes of travel.

Legal and Resource Implications

Legal The recommendation is lawful and complies with the complex procurement requirements of this type, detailed legal advice has been given throughout and where necessary has been incorporated into the report.

Legal advice given by: Sheelagh Dawson,
Contracts Solicitor

Financial The purchase of 110 replacement shelters is currently budgeted for within the GBBN capital funding programme. The report identifies that one of the main risks of agreeing to the purchase of replacement shelters from Clear Channel, is the potential challenge from another supplier. This could then result in a additional financial cost to the council, however the legal comment states that the recommendation is lawful and complies with the complex procurement requirements of this type.

Revenue £0m

Capital £1.8m

Financial advice given by: Guy Curtis - Finance
Team Manager

Land N/A

Personnel N/A

Appendices: Appendix A - Equalities Impact Assessment

Appendix B - Eco Impact Checklist

ACCESS TO INFORMATION

Background Papers:

Joint Local Transport Plan

APPENDIX A
Equality Impact Assessment – Part One - Screening

Part one of an EqlA – the screening – should be carried out at the planning and development stage of a policy, project, service, contract or strategy. This form should be used in conjunction with the guidance and as the first part of a full EqlA.

Name of policy, project, service, contract or strategy being assessed	Greater Bristol Bus Network (GBBN)- Purchase of replacement bus shelters from Clear Channel
Directorate and Service	City Development, Transport Operations
Names and roles of officers completing the assessment	Stephen Pick, Senior Public Transport Officer
Main contact telephone number	0117 922 2858 (x22858)
Date	9th October 2009

1. Identify the aims of the policy, project, service, contract or strategy and how it is implemented

	Key Questions	Notes / Answers	Any actions needed? By whom?
1.1	Is this a new policy, project, service, contract or strategy or a review of an existing one?	Review of an existing contract with Clear Channel.	
1.2	What is the main purpose of the policy, project, service, contract or strategy?	To provide better waiting facilities at bus stops (through better weather protection, information) and encourage more people to use public transport.	
1.3	What are the main activities of the policy, project, service, contract or strategy?	The installation of replacement bus shelters at selected bus stops along the GBN corridors- A4 Bath Road, A37 Wells Road, A432 Fishponds Road, A4018 Whiteladies Road, A369/A370 Hotwells Road, Filton Avenue.	
1.4	Who are the main beneficiaries? Whose needs is it designed to meet?	Existing public transport users & potential public transport users.	
1.5	Which staff carry out the policy,	Officers in the Public Transport and Park	

	project, service, contract or strategy?	& Ride Group.	
1.6	Are there areas of the policy or function that could be governed by an officer's judgement? eg. home visits "where appropriate". If so, is there guidance on how to exercise this to prevent any possible bias/prejudice creeping in?	An officers judgement is required when deciding on specification and location of a shelter. This can be mitigated by undertaking patronage surveys at bus stops and also undertaking public consultation.	
1.7	Is the Council working in Partnership with other organisations to implement this policy or function? Should this be taken into consideration? eg. Agree equalities monitoring categories Should the partnership arrangements have an EqlA?	The Council will be working in partnership with Clear Channel to install the shelters.	
1.8	Taking the six strands of equalities, do you have any initial thoughts that any of the six equalities strands have particular needs relevant to the policy or function? Or is there anything in the policy, project, service, contract or strategy that you can think of at this stage that could discriminate or disadvantage any groups of people? ie.	Overall the service is aimed at increasing bus patronage through improving facilities at bus stops. Shelters will provide better weather protection, increased security through additional lighting, and also shelters provide the capability to install RTPi displays giving the passenger greater certainty on when their bus will arrive, including audio announcements.	

	<p>Gender (include Transgender)</p> <p>Disability</p> <p>Age</p> <p>Race</p> <p>Sexual Orientation</p> <p>Faith/Belief</p> <p>Do any other specific groups have particular needs relevant to the policy, project, service, contract or strategy?</p>	<p>The service will not discriminate or disadvantage against gender. A greater proportion of women may be encouraged to use public transport.</p> <p>The service will improve access to public transport for members of the public with a disability.</p> <p>The service will not discriminate or disadvantage against age.</p> <p>The service will not discriminate or disadvantage against race.</p> <p>The service will not discriminate or disadvantage against sexual orientation.</p> <p>The service will not discriminate or disadvantage against faith/belief</p> <p>No</p>	
1.9	<p>Did you use any data to inform your initial thoughts above?</p> <p>What data do you already have?</p>	<p>No. No data has been collected.</p>	

1.10	Are there gaps in the data that require you to do further work? What are these gaps?	N/A	

If the result of the screening process is that there is the potential for a significant impact on any equality group or if any equality group has significantly different needs, then a full equality impact assessment must be carried out. If you are unsure please seek advice from a directorate or corporate equalities officer.

Signed
Service Manager
Date

Signed
Directorate Equalities Adviser
Date

Appendix B

Eco Impact Checklist

Title of report: GBBN - Procurement of Bus Shelters				
Report author: David Bishop - Strategic Director - City Development				
Anticipated date of key decision: 10/12/09				
Summary of proposals: Purchase of replacement Bus Shelters				
Will the proposal impact on...	Yes/No	+ive or -ive	If yes...	
			Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	y	-ve	Consumption of electricity for lighting and displays	Use energy efficient lighting Consider motion & daylight sensors Consider use of solar PV panels
Bristol's vulnerability to the effects of climate change?	n			
Consumption of non-renewable resources?	y	-ve	Raw materials for new shelters	Ensure that environmental impact of materials is minimised and that they are recyclable.
Production, recycling or disposal of waste	y	-ve	Old bus shelters will need to be disposed	Maximise recycling
The appearance of the city?	y	+ve	New shelters may enhance appearance	
Pollution to land, water, or air?	n			
Wildlife and habitats?	n			
Consulted with:				
Summary of impacts and Mitigation - to go into the main Cabinet/ Council Report				
<p>The significant impacts of this proposal are.... Consumption of raw materials and electricity for the new shelters, and the creation of waste arising from disposal of the old shelters.</p> <p>The proposals include the following measures to mitigate the impacts ... Use energy efficient lighting, including consideration of potential for daylight & motion sensors. Identify opportunities for use of solar PV panels. Ensure that old shelters are recycled at licensed facilities.</p>				

The net effects of the proposals are....

The replacement of the shelters will have a minor negative impact, and the installation of information displays may increase overall electricity consumption. However, higher quality shelters with better information may encourage people to switch from less sustainable modes of travel.

Checklist completed by:

Name:

Dept.:

Extension:

Date:

Verified by
Sustainable City Group

Steve Ransom

Appendix 2: Eco-Impact Assessment - main steps

This process mirrors that used in the Equalities Impact Assessment process. The scale and extent of the assessment will depend upon the nature of the proposals.

1. Describe the proposals and scope the assessment
2. Gather any baseline data that is relevant/ practicable
3. Assess the impact
4. Identify Mitigation measures
5. Consult, if relevant
6. Revise the proposals to incorporate mitigation
7. If relevant set up monitoring of impacts
8. Publish when making key decision

GUIDANCE

Introduction

Cabinet and CMT want the environmental impacts (with a particular emphasis on climate change) to be identified, and reduced in all key decisions and major projects.

All proposals will need to build this assessment into the process, from as early a stage as possible. Given that it is not possible to require this for Cabinet Reports due in the next few months, a checklist assessment of the decision is being used, so Cabinet can understand the impacts, and mitigation measures being undertaken.

Officers drafting reports should liaise with the Environment & Sustainability Unit (contact, Steve Ransom, x24478) at the earliest opportunity, so that appropriate support in completing the checklist is available. The following guidance is intended to indicate the environmental issues that you will need to consider, and address as needed.

Will the proposal impact on ...

Emission of Climate Changing Gases?

Greenhouse gases in the atmosphere reflect solar radiation back towards earth, rather than allowing it to escape into space. Increased concentration of these gases is causing our climate to change. This includes the following gases:

- carbon dioxide - typically, this is emitted by burning fossil fuels
- methane - typically, this is emitted by waste decomposing in landfills

Does your proposal:

- Consume significant amounts of electricity, gas or oil?
- Use construction materials?
- Consume fuel for transport?
- Create bio-degradable waste to landfill?

Ideas For Mitigation

- Minimise the consumption of electricity and gas. E.g. Thermally efficient buildings. BREEAM.
 - Consider the embodied energy in your selection of construction materials
 - Increase the use of renewable energy
 - Reduce the need to travel or making a site easily accessible by public transport
 - Specify fuel efficient or alternative fuelled vehicles
 - Ensure that waste is minimised, and sent for recycling rather than landfill.
-

Bristol's vulnerability to the effects of climate change?

The emission of climate changing gases increases the risk of the following:

- Drought
 - Extreme rainfall causing flooding
-

- Higher temperatures
- Violent storms

It is therefore important that any proposals consider necessary adaption to the effects of a changed climate

Does your proposal?

- Site buildings or operations on flood plains?
- Increase water run-off by creating more impermeable surfaces, or removing trees?
- Place extra demand on the mains drainage system?
- Increase the use of mains water?
- Construct buildings unable to cope well with temperature variations/ place people at risk from heat stress, or require cooling in hotter summers?
- Create buildings unable to withstand violent storms?

Ideas For Mitigation

- Build away from flood plains, or if not possible, ensure that flood resilience is part of the design.
- Use sustainable drainage techniques such as permeable paving
- Recycle rain water
- Minimise water consumption
- Design buildings so they are robust

Consumption of non-renewable resources?

Some resources are renewable (e.g. wood), some are non-renewable but recyclable (e.g. steel) and others are non-renewable and not easily recyclable (e.g. some plastics)

Does your proposal?

- Use fossil fuels, and/ or products made from them (many plastics and chemicals)?
- Building materials such as metals, stone, concrete and cement?
- Use non-recyclable materials?

Ideas For Mitigation

- Use renewable materials such as sustainable timber
- Reduce the quantities of non-renewable materials through design and avoiding excess waste
- Use recycled materials instead of virgin, e.g. recycled paper

Production, recycling or disposal of waste

Producing waste, whether recycled or not, creates environmental impacts and costs money.

Does your proposal?

- Create significant amounts of waste?
- Create waste that will be recycled?

Ideas For Mitigation

- Design the proposal so that creation of waste is minimised
- Investigate options for re-using materials on-site

- Segregate waste to enable recycling and re-use
- Use readily reusable or recyclable materials (and ensure that reuse or recycling takes place).
- Compost biodegradable waste such as food.
- Ensure raw materials are stored carefully to avoid spoilage

Note: ensure that any waste management activities are compliant with relevant legislation.

The appearance of the city

Certain proposals will impact on the city's appearance, for example construction of buildings.

Does your proposal?

- Create a significant visible impact?
- Change the likelihood of litter, fly-tipping or vandalism?

Ideas For Mitigation

- Ensure that the proposal is appropriate to its surroundings in scale and visual appearance

Pollution of Land

Pollution to land can occur from agricultural, industrial or commercial activity, or by disturbing existing contamination. This can pose a risk to human health and the environment, directly or through contaminated water.

Does your proposal?

- Disturb land which may have been contaminated by previous activity? E.g. a former industrial site that is being redeveloped.
- Involve a process which generates pollutants with a potential to contaminate?
- Involve the storage of materials that would contaminate, if accidentally released?

Ideas For Mitigation

- The council's [Pollution Control](#) team can advise on issues related to contaminated land
- Ensure that procedures are in place to ensure that any potentially polluting materials are securely stored.

Pollution of Water Environments

Pollution of water damages aquatic plants and animals, and can harm human health, if the water is used for drinking, or recreation. Water pollution can be caused in a variety of ways. For example, sewage, effluent and greywater discharges, or construction activities.

Does your proposal?

- Create a sewage or effluent discharge? Are the discharge points connected correctly (i.e. foul water and not surface water)? Is it a heat discharge?
- Use or store materials that could leak and contaminate watercourses?
- Involve processes that could contaminate surface water drains? E.g. excessive

dust and mud from a construction site.

- Generate diffuse pollution, e.g. Run-off from a car park?
- Enclose, cover or intrude upon a watercourse?
- Damage river banks, beds & associated habitats?

Ideas For Mitigation

- Enhance & restore watercourses if possible.
- Ensure that procedures are in place to ensure that any potentially polluting materials are securely stored.
- Ensure that your site has an accurate drainage plan, and that pollutants are kept away from surface water drains. Have pollution control equipment available to contain spills.
- Ensure that sewage or effluent is discharged to foul sewer, and/ or obtain the appropriate permit to discharge.
- Incorporate sustainable drainage techniques, such as reed beds, permeable paving & swales.
- Establish vegetation along riverbanks
- Maintain a buffer zone between developments and river banks

Pollution of Air

Air Quality is a public health issue. The recently published UK air quality strategy estimates that 7 - 8 months of life is lost on average per person in the UK due to poor air quality, and health costs for air quality are estimated at being around £20 billion per year.

The main source is road transport - many roadside locations in Bristol breach the government's standards and there is also difficulty in meeting the JLTP ([Joint Local Transport Plan](#)) targets. More information: [Air Quality in Bristol](#)

Does your proposal?

- Impact on traffic flow or speed?
- Change vehicle fleet composition?
- Change the likely need or demand for travel by users, staff or suppliers?
- Impact upon industrial atmospheric emissions?
- Create dust from construction?
- Release volatile chemicals, for example from the use of solvents?

Ideas For Mitigation

- Provide for changes to more sustainable modes of transport
- Switch to less polluting vehicles
- Design your proposal so that congestion is reduced
- Damp down dust
- Ensure that any air emissions are appropriately licensed.

Pollution: Noise

There is increasing evidence that noise has adverse effects on health, particularly on cardiovascular disease. Other effects include sleep disturbance, cognitive functioning and mental health. Over 210 million people in Europe are exposed to levels of noise that present a risk to their health. It includes noise from surface transport and construction, as well as issues such as neighbour noise and late-night activity. Traffic noise affects more people than any other source of noise.

Does your proposal?

- Make changes in levels of transport noise?
- Create construction noise?
- Create changes that may result in increased neighbour noise? For example, late night activity.

Ideas For Mitigation

- Transport: speed reduction, calming, driver behaviour.
- Construction: hours of operation
- Noise proofing/ barriers

Wildlife and Habitats

- Under new legislation, we are obliged to conserve biodiversity in exercising our functions. In addition, a number of species and habitats are also legally protected as a result of their rarity, vulnerability or persecution.
- Trees make our city more attractive, keep us in touch with the changing seasons, provide essential shade in the summer and help remove pollutants from the air. They are valued by our citizens.

Bristol supports an exceptionally rich variety of wildlife and habitats, which contributes to the City's biodiversity (*defined as the variety of life, from genetic variation to communities of organisms*). Biodiversity can deliver important environmental, social, and economic benefits. For example, it is known that contact with nature can provide positive psychological, physical, and educational benefits.

Our native species and/or habitats may be at risk from:

- habitat loss and fragmentation
- disturbance
- degradation through lack of appropriate management
- pollution
- Invasive non-native species
- climate change

Does your proposal?

- Affect legally protected species or habitats (see Wildlife and Countryside Act, 1981; The Conservation (Natural Habitats, &c.) Regulations 1994; and the Protection of Badgers Act, 1992)?
- Affect sites designated for nature conservation (SPAs, Ramsar, SAC, SSSI, LNR,

SNCIs, WNS)?

- Impact on priority species or habitats listed in the UK or Local Biodiversity Action Plan (see <http://www.ukbap.org.uk/BAPGroupPage.aspx?id=112>) The Bristol BAP will be launched in September 2008.
- Affect people's access to wildlife?
- The ability of species and habitats to adapt to the effects of climate change (i.e. by reducing the effectiveness of the City's green corridors)?
- Result in the loss of trees?
- Create opportunities to incorporate existing trees or plant new trees?

Ideas For Mitigation

- Consider opportunities for ecological enhancement
- Use the Bristol Biodiversity Action Plan (BAP) for guidance on wildlife interests and accessibility
- Conduct an ecological assessment if there is a potential detrimental impact on biodiversity
- Check if you need a licence from Natural England, if you are affecting protected species
- Examine existing trees to see if they are worthy of retention
- Plant new trees if possible