

**BRISTOL CITY COUNCIL  
CABINET**

**21 JULY 2011**

**Report of:** Strategic Director – Neighbourhoods & City Development

**Title:** Rapid Transit Major Transport Scheme Bids: **Ashton Vale to Temple Meads and City Centre Bus Rapid Transit Scheme; North Fringe to Hengrove Package and South Bristol Link**

**Ward:** Cabot, Lawrence Hill, Southville, Bishopsworth, Bedminster, Frome Vale, Lockleaze, Eastville, Ashley, Easton, Windmill Hill, Filwood, Bishopsworth, Hartcliffe, Hengrove and Whitchurch Park

**Officer Presenting Report:** Alun Owen – Service Director (Major Projects) City Development

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**RECOMMENDATIONS**

1. That Cabinet endorse the three rapid proposals for the Ashton Vale to Temple Meads and City Centre Bus Rapid Transit Scheme, North Fringe to Hengrove Package and South Bristol Link, and continue to support development of the schemes through to submission of the Best and Final Funding Bid (BAFFB) to the Department for Transport by 9 September 2011.
2. That In the event that Programme entry is gained in December 2011 Cabinet approves the proposals outlined in this report to commence the statutory procedures for the implementation of Highway and Traffic Management schemes associated with the North Fringe to Hengrove Package and the South Bristol Link within the Bristol City Council area
3. That in the event that it is not possible to acquire the site by agreement within the required project time frame Cabinet approves the use of Compulsory Purchase Powers for the acquisition of land where needed for these schemes.

## Summary

These schemes are a key component of the integrated strategy for the West of England, underpinned by the Joint Local Transport Plan 3 (JLTP3), Bristol Core Strategy and the Greater Bristol Strategic Transport Study (GBSTS) which are geared towards maintaining Bristol's economic competitiveness and prosperity.

These projects have already been in development for over 3 years. It is unlikely that the DfT will even consider further funding bids for the next 4 years and if these bids are not successful it is likely that it will be many years before Bristol City Council has a similar opportunity to address in such a comprehensive manner the growing transport problems within the city.

Identified as part of GBSTS in 2006, the vision remains for a network of sustainable bus rapid transit (BRT) corridors across the sub-region. They would connect the key areas of employment, leisure and housing, offer fast, reliable and comfortable journeys and provide a real alternative to the use of private cars. Jointly promoted across the sub-region by Bristol City Council, North Somerset Council, South Gloucestershire Council and Bath and North East Somerset Council the three BRT corridors of Ashton Vale to Temple Meads and City Centre (AVTM), North Fringe to Hengrove Package (NFHP) and South Bristol Link (SBL) form part of this proposed network.

Each BRT corridor has their own local objectives. These are listed in Appendix A. However, the overall JLTP3 vision for a transport system is one that:

- Provides affordable, low carbon, accessible, integrated, efficient and reliable transport networks to achieve a more competitive economy and better connected more active and health communities;
- Recognises the whole journey, will all modes playing their part;
- Is co-ordinated through ticketing, timetables, interchanges and marketing;
- Seeks to improve customer satisfaction; and
- That recognises the important role of the car.

The five goals in the JLTP3 are to:

- Reduce carbon emissions;
- Support economic growth;
- Promote accessibility;
- Contribute to better safety, security and health; and
- Improve the quality of life and a healthy natural environment.

Major Scheme Business Cases (MSBC) submissions were made for each rapid transit scheme. In the case of AVTM, (the first of the MSBC submissions to be made, during March 2009) 'Programme Entry' was awarded by the Department for Transport (DfT) in March 2010. The process was subsequently suspended pending the Comprehensive Spending Review (CSR), before NFHP and SBL could be awarded the same status. A Transport and Works Act Order (TWAo) application for AVTM was made to the Secretary of State in June 2010. Following the statutory objection period, the TWAo process was also put on hold, pending the outcome of the CSR

at which point the DfT issued new Major Scheme Guidance in Autumn 2010.

Following the CSR, AVTM was placed within the 'Development Pool' (those schemes where value for money has already been established by the DfT) with NFHP and SBL placed in the 'Prequalification Pool' (those schemes with a valid Programme Entry Bid lodged with the DfT prior to the suspension of Major Scheme guidance). In December 2010, scheme promoters were invited to submit an Expression of Interest restating their intent to proceed with their schemes. As a result of this, in February 2011, NFHP and SBL were successfully admitted to the 'Development Pool' with all three schemes then invited to submit a 'best and final' bid for funding (BAFFB) to the DfT on 9 September 2011. An announcement is to be made in December 2011 over which schemes have been successful in achieving 'Programme Entry'.

**The significant issues in the report are:**

This report provides an update to Cabinet on the status of the three BRT schemes and seeks endorsement for the BAFFB submission and future support for further development of the schemes.

It is unlikely that DfT will consider further funding bids for at least 4 years. Failure of these bids will put back the prospect of improvements to the transport network by many years.

As part of the BAFFB submission, promoters are required to undertake a review of their schemes in order to reduce scheme costs. This will remain ongoing through to final submission of the BAFFB in September, but has included a process of 'value engineering'. This has been undertaken without impacting on the overall benefits of the schemes.

The DfT have requested that scheme promoters consider if it is possible to accelerate the delivery of their schemes to maximise spend during the current CSR period (which ends April 2015). Both NFHP and SBL have a revised programme that meets this aspiration.. This requires the NFHP and SBL to undertake certain activities, such as statutory processes, earlier on than normally needed.

The DfT also expect a greater level of local contribution. Under the previous Major Scheme Guidance issued by DfT, this contribution was approximately 10%. A commitment has been made by the Authorities to fund up to 50% of the total scheme cost through local contributions.

There is currently no certainty of DfT funding for any of the schemes, therefore any preparatory work undertaken for these schemes is at the Council's own risk.

## Policy

1. These schemes are consistent with Council policy and priorities which include the Joint Local Transport Plan 3, Bristol's Core Strategy and the GBSTS. They are also aligned with both South Gloucestershire's and North Somerset's Core Strategies. The JTLP3 provides the statutory basis for the Bristol City Council's transport.
2. The implementation of these schemes will provide an effective integrated BRT transport system that offers an alternative to car use, reduces congestion and consequential carbon emissions, supports the city's dynamic and growing economy and improves quality of life. They also support the aspirations for a prosperous and inclusive community, and seek to ensure a sustainable future for Bristol, North Somerset and South Gloucestershire.

## Consultation

### Internal

3. These schemes have been consulted upon extensively within the Council and many of the different areas have been involved in developing the scheme proposals. This includes:

- Traffic Management
- Legal
- City Development
- City Transport
- Finance
- Bristol Engineering Consultancy
- City Design Group

### External

4. Each scheme has also undertaken significant consultation throughout the development of the scheme proposals. This remains ongoing and has included (but is not limited to): Community Involvement Groups, Neighbourhood Planning Network, Network Rail, the Environment Agency, the newly formed Local Enterprise Partnership (LEP) and scheme objectors. A summary of the consultation undertaken to date is set out below for each scheme:

#### *Ashton Vale to Temple Meads and City Centre*

5. In November 2008, a full public consultation programme was undertaken consisting of advertised public exhibitions and stakeholder presentations. Stakeholder engagement has continued throughout 2009 and 2010 and has remained an important aspect in developing the scheme.

6. In June 2010, when Programme Entry was still 'active', a Transport and Works Act Order (TWAO) application was submitted. This was preceded by a series of Neighbourhood Planning Network (NPN) meetings to engage with the local community on the progress of the scheme and was followed by the statutory objection period after submission of the application. It is expected that a Public Inquiry will take place in the spring of 2012.
7. A full consultation summary was presented in the Cabinet Report December 2009 and as part of the TWAO application in 2010. Further stakeholder engagement continues through to BAFFB submission during 2011. We are actively engaging with key stakeholders such as the Environmental Agency and Network Rail and a series of engagement meetings have been arranged with the Neighbourhood Planning Network for North Bristol, Central Bristol and South Bristol for July 2011. The Local Enterprise Partnership (LEP) are also in the process of obtaining letters of support from businesses.

*North Fringe to Hengrove Package*

8. Full public consultation as part of the original MSBC was undertaken from November 2009 until February 2010. This included a postcard distribution to over 45,000 households, advertised public exhibitions, static exhibitions at key employers, the distribution of pamphlets to local libraries and council offices and stakeholder presentations to key bodies such as the Neighbourhood Planning Network (to engage with the local community and key community groups), GWE Business West and the Bristol Chamber of Commerce amongst others. The 'Ask Bristol' website was also used from January 2010 to February 2010 for the city centre proposals. A full summary of the consultation undertaken was presented in the Cabinet Report March 2010. In summary within Bristol:
  - There was general support for significant improvements in the quality, affordability and reliability of the public transport network;
  - The majority of respondents to the questionnaire considered traffic congestion to be a problem when driving in Bristol and were also dissatisfied or very dissatisfied with the current public transport from their neighbourhood to the City Centre;
  - In South Bristol, concern was expressed over the route option which skirted the Northern Slopes. Clarification was also sought as to the level of intervention required in Knowle West, particularly along Creswicke Road and how the route would potentially fit within the Knowle West Regeneration Framework. The level of congestion that the route may encounter in West Street and East Street in Bedminster was also seen as a challenge;
  - Significant concern was expressed over the location and potential environmental impact of the M32 park and ride site as well as the impacts on local roads and agricultural land. Consideration is

being given to mitigation measures to address these matters as part of the environmental assessment;

- Proposals to substantially improve public transport interchange in the city centre and implications for car access provoked both strongly supporting and also opposing views in the local media; and
  - Whilst support for the concept of rapid transit services was expressed, there was a desire to see opportunities for a wider range of operators to participate in the provision of services, and potential operating frameworks are being considered which will facilitate this.
9. The elevation of the NFHP into the 'Development Pool' in February 2011 has required a further stakeholder engagement plan to be prepared with that process currently ongoing through to BAFFB submission. We are actively engaging with key stakeholders such as the Highways Agency, Network Rail and the Bristol Chamber of Commerce. A series of engagement meetings have also been arranged with the Neighbourhood Planning Network for North Bristol, Central Bristol and South Bristol for July 2011. The Local Enterprise Partnership (LEP) are also in the process of obtaining letters of support from businesses.

#### *South Bristol Link*

10. In the years leading up to development of the current scheme there have been several relevant public consultation exercises. These have included:
- Three rounds of consultation and information supply in developing the wider transport strategy for the GBSTS (2004-2006);
  - Two rounds of public consultation as part of the A38-A370 Link Road Study (2001); and
  - Consultation associated with development of Local Plans and Core Strategies for the two councils.
11. The current scheme was consulted on in November and December 2009. This consultation included the distribution of over 6,000 postcards to households in affected areas, notices to local press and media and the printing of 3,000 pamphlets and questionnaires distributed via local libraries, community centres and at three public exhibitions.
12. A full summary report of the consultation was presented in the Cabinet Report March 2010. Opposition to the scheme was generally from the people perceived as being most affected by the proposals, including residents of King George's Road and Long Ashton along with a number of groups including Hands off Long Ashton, Bristol Green Party, Alliance Against South Bristol Ring Road and Friends of the Earth.

13. The views of those who support the scheme are that it will improve access, help regenerate South Bristol, be good for local businesses and form a valuable component of essential infrastructure. Support for the scheme has come from over 60 businesses, including those at Imperial Park, Symes Avenue, Hengrove Park, Cater Business Park and Ashton Vale, as well as from individuals and neighbourhood groups in South Bristol and GWE Business West.
14. The elevation of the SBL into the 'Development Pool' in February 2011 has required a stakeholder engagement plan to be prepared with that process currently ongoing through to BAFFB submission. We are actively engaging with key stakeholders such as Network Rail and the Bristol Chamber of Commerce. A series of engagement meetings have also been arranged with the Neighbourhood Planning Network for North Bristol, Central Bristol and South Bristol for July 2011. The Local Enterprise Partnership (LEP) are also in the process of obtaining letters of support from businesses.

## **Context**

15. The AVTM, NFHP and SBL are primarily BRT schemes and part of a wider package of measures proposed by the current Joint Local Transport Plan 3. The schemes have been identified for central government funding since 2006. Schemes in the Joint Local Transport Plan 3 form an integrated package of strategic measures geared towards addressing the transport problems of the West of England. The GBSTS, commissioned by the four authorities, GOSW and the RDA (at the time) confirmed the need for such a programme of measures including the South Bristol Link, public transport improvements, demand management, cycling and walking measures, to address the loss of productivity from congestion experienced by the sub-region at present (estimated cost £300m pa). The study forecast that without these interventions the congestion situation in Bristol would get far worse by 2026, leading to the city losing its competitiveness.
16. The Spending Review settlement from 2010 means that the DfT are able to provide over £1.5 billion for all local authority major schemes nationally, in the period up to 2014/15. This includes around £600 million for schemes that are already committed, and over £900 million for new schemes – which include the three scheme presented here. We are now seeking to submit 'best and final' funding bids to the DfT on 9 September 2011 for all the schemes described within this report.
17. DfT has also indicated that it is unlikely that there will be any substantial further bidding rounds for 4 years. The implication of this is that the council's ability to be able to deal with the growing transport problems will be severely reduced. The success of these schemes in their current form is therefore of great importance.

18. Currently, the total value of all new schemes nationally exceeds the £900 million available funds by a factor of 1.5. In order to secure value for money and to ensure government funding goes as far as possible, the DfT have challenged promoters to reduce scheme bids by reviewing options for cost reductions, including scope changes that improve value for money and increasing local contributions.
19. The three schemes identified in this report are being promoted by the following Authorities:
  - Ashton Vale to Temple Meads and City Centre – Bristol City and North Somerset Councils;
  - North Fringe to Hengrove Package – Bristol City and South Gloucestershire Councils; and
  - South Bristol Link – Bristol City and North Somerset Councils.
20. In 2010, AVTM was awarded 'Programme Entry' status by the DfT following submission of a Major Scheme Business Case (MSBC) a year earlier. Both the NFHP and SBL submitted an MSBC in March 2010.
21. An initial position was presented to the DfT in December 2010 that sought to increase the level of local contribution and cost reductions. This is summarised below:
  - AVTM – the level of local contribution was increased to 30% and scheme costs were reduced through value engineering from £51.6m to £49.9m (outturn);
  - NFHP – the level of local contribution was increased to 50% and scheme costs were reduced through value engineering from £194.2m to £101.8m (outturn); and
  - SBL - the level of local contribution was increased to 38% and scheme costs were reduced through value engineering from £57.4m to £44.6m (outturn).
22. As part of the BAFFB and the earlier Expression of Interest submission, DfT asked scheme promoters to consider whether they could accelerate the delivery of their schemes to maximise spend during the current CSR period (which ends April 2015). To this end, Bristol City Council, South Gloucestershire Council and North Somerset Council developed a new programme for both the NFHP and the SBL. This new accelerated programme enables an early start to construction and the majority of construction to be undertaken during the CSR period. In addition there are some statutory processes to be completed. These processes include the implementation of Highway and Traffic Management schemes associated with the NFHP and the SBL within the Bristol City Council area and the use of CPO for the



acquisition of land where needed for these schemes. We would only seek to begin these processes if Programme Entry is gained in December 2011. Some aspects of the schemes will also be subject to the statutory planning process.

## Proposal

23. High quality BRT will provide a fast, frequent and reliable public transport service with new, low-emission vehicles, high quality passenger facilities, information and interchanges and safe and secure access to stops. Services will run on routes largely separated from car traffic, and will be given priority over other road users at traffic signals when running on the public highway. Following technology reviews which assessed a range of potential modes, it is intended that the rapid transit routes will utilise new, high profile articulated vehicles offering a high quality ride. Although the specific vehicle type has not yet been confirmed, opportunities for low emission vehicles will be investigated as part of the overall specification. It is anticipated that other services may be able to use the rapid transit alignments providing they meet appropriate quality standards.

### *Ashton Vale to Temple Meads and City Centre*

24. The degree to which any possible reductions in scope has been possible, is constrained by the extent of the TWAO application. However, the areas where some refinement has been possible includes:
  - Reduction in the width of the maintenance track from 4m to 3m;
  - Relocation of the Silbury Road stop;
  - Removal of Ashton Avenue Swing Bridge cantilever footway;
  - Realignment of the Heritage Railway to save the potential demolition of the green metal shed;
  - Simplification of the temporary Prince Street Bridge structure;
  - Re-specification of the off-bus ticket machines;
  - Optimisation of the ITS infrastructure and CCTV;
  - Rebase the costs to Q4 2010 rates; and
  - Design amendments resulting from the refinement of the scheme, including confirmation of the detailed design of the potential stadium and amendments to the City Centre scheme.
25. On this basis, the scope of the proposals remain largely consistent with the proposal submitted to Cabinet in January 2010. The scope of the current proposal is summarised below and a plan of the route is attached as Appendix B1.
26. The AVTM corridor consists of both guided and non-guided busway. The guided section of the route (running between Long Ashton Park and Ride site, through to the north side of Prince Street Bridge) will be

along a special track segregated from the existing road network. Vehicles using this busway will be fitted with special guide wheels to ensure kerb guidance through this section, but still allowing them to operate on a normal road. Throughout the central area of Bristol the vehicle will run on-street with priority measures.

27. There will be a set of core services running frequently from Long Ashton Park and Ride to Bristol Temple Meads and on to Cabot Circus, Broadmead and the Centre (running on-street in an anti-clockwise loop around the city). Additional services to and from North Somerset will make use of the alignment to provide faster journey times and improved reliability. The route between Long Ashton Park and Ride and M-Shed will wherever possible include a parallel cycling and pedestrian route.

#### *North Fringe to Hengrove Package*

28. The key changes that have been made following the 'value engineering' exercise include:
  - The extent of segregated running for Rapid Transit services in the North and East Fringe has been reviewed and targeted at areas most affected by congestion; this will be sufficient to maintain a rapid and reliable public transport service. This has included a more direct route between Aztec West and Cribbs Causeway (via the A38), replacement of guided busway with conventional bus priority, the retention of existing roundabouts along Bradley Stoke Way and the removal of westbound priority lanes on the Rapid Transit route to Emerson's Green.
  - The Stoke Gifford Transport Link (SGTL) would be reduced to a single carriageway with additional bus priority in one direction either north or southbound; however, bridges would be built for 4-lanes to future-proof the alignment. Rapid Transit services would follow the SGTL throughout its length and serve the Harry Stoke development;
  - The Park and Ride sites at Emerson's Green and Parkway Station have been retained with reduced on-site facilities at Emerson's Green and fewer spaces near Parkway Station;
  - The M32 Park and Ride site is no longer part of the scheme and has been deferred for future funding. A bus-only junction onto the M32 has been kept in the scheme so that priority can be given to rapid transit services from the North and East Fringe getting onto and off the motorway;
  - The proposed bus, cycle and pedestrian bridge over the New Cut has been revised to deliver a more affordable structure through reducing the length and width by providing a guided busway, whilst still meeting appropriate design criteria;
  - The scope of materials and landscaping for the city centre interchange and associated pedestrian upgrades has been

reviewed, to reduce spend whilst still providing an appropriate and significant uplift in the quality of the public realm and retaining the benefits to public transport passengers;

- The extent of segregated running for rapid transit services in South Bristol and the city centre has been similarly refined in scope; the latter has included a revision to the associated traffic management measures on Baldwin Street;
  - Rapid Transit stop infrastructure has been reviewed to retain stop and interchange quality at a lower cost and to a higher quality than conventional bus facilities;
  - Re-specification of the off-bus ticket machines;
  - Optimisation of the Intelligent Transport Systems (ITS) infrastructure and CCTV;
  - Rebase the costs to Q4 2010 rates.
29. The scope of the changes has been targeted at reducing cost yet ensuring that the scheme elements target the areas which need priority for rapid transit.
30. The operational arrangements will remain largely the same, with frequent core services from Hengrove Park to Knowle West via Bedminster to the city centre and onto Aztec West and Cribbs Causeway via the University of the West of England and the M32 rapid transit only junction. A plan for the route is attached as Appendix B2.

#### *South Bristol Link*

31. The key changes that have been made following the 'value engineering' exercise include:
- Between the A370 and A38, the proposed central segregated busway has been replaced with traditional nearside bus lanes. This still offers the same journey time reliability to rapid transit vehicles and to the Airport Flyer.;
  - Between the A38 and the Hengrove Park roundabout, the proposed central segregated busway has been replaced with traditional nearside bus lanes on the approach to significant junctions. This still offers journey time reliability to rapid transit vehicles whilst significantly reducing the projects footprint in areas where bus lanes are not necessary;
  - The proposed climbing lane heading south over the A38 for heavy vehicles has been removed;
  - Minor alignment changes have been made to reduce the impact on Highridge Common;
  - The proposed signalisation of the roundabout at the junction of Cater Road/Whitchurch Lane/Hengrove Way has been removed;
  - The bus stops at Imperial Park have been removed;
  - Re-specification of the off bus ticket machines;
  - Optimisation of the ITS infrastructure and CCTV; and

- Rebase the costs to Q4 2010 rates.
32. The rapid transit operational arrangements remain largely the same and will feed into the route for AVTM. BRT vehicles would run predominantly on nearside bus lanes except near the A370 where a guided busway will link to the Long Ashton Park and Ride site. A segregated cycle and pedestrian path will be provided along the length of the scheme to facilitate access by bicycle or on foot. A plan for the route is attached as Appendix B3.

### **Other Options Considered**

33. In 2006, the conclusions of the GBSTS recommended a package of measures to support the sustainable growth of the sub-region. As part of this wider package of measures, GBSTS set out the plan for the development of a BRT network. It identified corridors in the network that would serve many of the new residential and employment developments.
34. Within this context, each scheme has also undertaken their own assessment of other available option through the MSBC process. Both the route and technology option selection process has followed DfT's guidance on the development and appraisal of major transport scheme bids.

#### *Ashton Vale to Temple Meads*

35. In developing the MSBC, a series of detailed studies were undertaken to consider both route and technology options. This has included:
- Assessment of the short-listed corridor options, June 2007
  - Assessment of rapid transit technology options, August 2007
  - Further assessment of rapid transit technology options including a review of wider (non-bus) technology options (largely based on capacities and costs) and more detailed, route specific assessment of bus-based, Tram Train and Ultra Light Rail Technologies (ULRT), Summer 2008
36. Further option assessment work was also undertaken as part of the Major Scheme Development process to consider:
- Alignment alternatives within the corridor;
  - Lower Cost Alternative; and
  - Next Best Alternative.

37. These are presented in greater detail within the MSBC submission.

38. Most recently, an alternative proposal to the current AVTM BRT scheme was presented to the Council by promoters of ULRT. This sought to replace the existing BRT proposals with a different alignment and different technology. Both schemes are mutually exclusive.
39. Following an extensive review by Bristol City Council and in accordance with the DfT's scheme appraisal guidance it was found that the proposal did not offer a viable alternative to BRT. In particular, when compared directly to the BRT scheme, the ULRT would cost more, and offer a weaker economic case. The development work needed for the ULRT alternative, including obtaining TWA powers, would rule out delivery within the current DfT spending review period - a key criteria for the DfT when determining which schemes to fund and which would lead to the failure of the AVTM and SBL parts of the bid.

*North Fringe to Hengrove Package*

40. In developing the MSBC, a series of detailed studies were undertaken to consider both route and technology options. This has included:
  - Assessment of the short-listed corridor options, June 2007;
  - Options Assessment Report, March 2010; and
  - Technology Review, February 2010.
41. Further option assessment work was also undertaken as part of the Major Scheme Development process to consider:
  - Alignment alternatives within the corridor;
  - Lower Cost Alternative; and
  - Next Best Alternative.

These are presented in further detail within the MSBC submission.

*South Bristol Link*

42. In development of the MSBC, a series of detailed studies were undertaken to consider both route and technology options. This has included:
  - Assessment of the short-listed corridor options, June 2007; and
  - Options Appraisal Report, February 2009.
43. Further option assessment work was also undertaken as part of the Major Scheme Development process to consider:

- Alignment alternatives within the corridor
- Lower Cost Alternative
- Next Best Alternative

These are presented in further detail within the MSBC submission.

## **Risk Assessment**

All the schemes have an established Risk Management Strategy in place. This is supported by frequent monitoring of the risk register and the provision of regular updates to the Project Board. The schemes have been, and continue to be subject to Quantitative Risk Assessments at key milestones during the project lifecycle. Local Partnership Gateway Reviews also form part of the review process to manage risk.

44. The main strategic risks of not agreeing to the course of action as set out in this Cabinet report are as follows:
- Failure to submit a credible BAFFB - This may result in damage to the reputation of the City Council and sub-region, and have a consequential impact on the wider schemes that are currently subject to funding bids to government;
  - Failure to deliver the strategic transport infrastructure – This will result in an inability for the Council to meet some of the policy objectives identified in Bristol’s Core Strategy;
  - Failure to deliver the major scheme programme of the Joint Local Transport Plan. This has a potential impact on the comprehensive area assessment and future potential transport funding;
45. The actions being implemented to mitigate these risks are:
- Seek to maintain full local political backing for the all of the scheme proposals;
  - Maintain full support from the Local Enterprise Partnership;
  - Maintain on-going dialogue and support of key stakeholders;
  - Maintain ongoing dialogue with DfT; and
  - Recognise the need to maintain progress against the current programme and progress TWAO activities in parallel to the BAFFB.

## **Public Sector Equality Duties**

46. Before making a decision, section 149 of the Equality Act 2010 requires that each decision-maker considers the need to promote equality for persons with the following “protected characteristics”: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. Each decision-maker must, therefore, have due regard to the need to:
- i) Eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.
  - ii) Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to --
    - remove or minimise disadvantage suffered by persons who share a relevant protected characteristic;
    - take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it (in relation to disabled people, this includes, in particular, measures to take account of disabled persons' disabilities);
    - encourage persons who share a protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
  - Foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to –
    - tackle prejudice; and
    - promote understanding.
47. All three schemes are currently at the planning and development stage. To assist in this process, Equalities Impact Assessment screening documents have been completed for each scheme and are attached as Appendix C.
48. The projects have taken in to consideration issues raised, particularly in relation to accessibility requirements for rapid transit infrastructure and services.
49. Further consultation will be undertaken for each scheme to ensure that due regard has been given to the concerns previously raised.

50. Due regard will be given to help promote equality for individuals with a protected characteristic
51. Brief summary of key points to consider:
  - Many bus services are being used proportionally more by older people and women. Alternative bus routes could be affected which could mean less choice for individuals.
  - Any changes or increases in transport fares could have an effect on vulnerable individuals from under-represented groups that may be on a low income.
  - For all schemes, accessible provision needs to be addressed. Amongst wheelchair users, there is concern that the number of spaces will be restricted. Any agreed recommendations must ensure that disabled individuals are not disproportionately disadvantaged when using the service.
  - Consideration will need to be given to whether the transport on offer is likely to either be level access or ramped.
  - The presence of new infrastructure could inhibit or add risk, real or perceived, to existing patterns of movement.
52. Each scheme should be considered in the context of all the other major transport schemes identified within the JLTP. The Council will need to take the necessary steps to ensure that equality objectives are met.
53. In relation to the three projects Cabinet will need to consider the equality implications of each scheme and the impact that potential changes to services could have on people who share a relevant protected characteristic.
54. Full Equality Impact Assessments will be undertaken as the schemes are progressed to ensure that equality issues / concerns are considered.

### **Environmental checklist**

55. The Cabinet Report considers three discrete schemes. The impacts of these have been considered individually, and a summary for each can be found in the three checklists attached at Appendix D. In addition, each scheme requires a statutory Environmental Impact Assessment (EIA) to be completed, with an Environmental Statement (ES) to be submitted with any TWAO application. An EIA and ES have been completed for AVTM, and EIA's are progress for the other two.
56. In summary, the significant impacts of these schemes are likely to be:



Positive:

- Provision of a more sustainable mode of transport, with improved journey times and reliability.
- Reduced congestion
- Improved cycling/ walking facilities may encourage an additional shift away from private car use.
- Improvement in the appearance of some parts of the city
- Improvements in local air quality/ noise along some parts of the routes.

Negative:

- Impacts on the appearance of some parts of the city, which may be considered adverse.
- Negative impacts in local air quality/ noise along some parts of the routes.
- Construction-related impacts and nuisances to people
- Construction-related impacts on biodiversity.
- Risk of pollution during construction.
- Consumption of raw materials and generation of waste during construction
- No significant impact on climate changing gases

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

- Mitigation to control the nuisances and risk of accidents during construction through implementation of a Construction Environmental Management Plan
- Mitigation to reduce the vulnerability of transport infrastructure from flooding under present conditions and in the face of increased flooding due to climate change
- Mitigation to address negative changes in the appearance of the city
- Mitigation to address the risk of land, air, water, and noise pollution
- Mitigation to address impact on protection sites, habitats, and protected species

58. Full details will be contained within the EIA's.

59. The net effects of the proposals are Positive.

60. There are likely to be significant negative impacts in the short term (mainly due to construction), and longer-term positive impacts (mainly due to a shift from private car use).

61. For the AVTM route, using DfT appraisal criteria, it is predicted that the positive impacts will outweigh the negative impacts. The balance of impacts for the other schemes is believed to be positive, but cannot be confirmed until the EIAs have been completed.
62. For AVTM, a full EIA and ES have been submitted as part of the TWAO application. This remains under review through scheme development. Whilst there are some impacts on local sites, mitigation has been identified where required. These impacts, proposed mitigation measures and residual effects are included in the 10th December Cabinet report.
63. The EIA for both the NFHP and SBL are currently in the process of development. Mitigation measures will be implemented as appropriate once the EIA is completed.

## **Legal and Resource Implications**

### **Legal**

#### *Ashton Vale to Temple Meads and City Centre*

64. The relationship between the authorities is governed by the Joint Working Agreement (as endorsed by the Joint Transport Executive Committee) and supplemented by a Joint Promotion Agreement. This will give both authorities the powers they require. The key heads of terms were attached to the 10th December Cabinet report and give an overview of all the issues that will be governed by the agreement.
65. This proposal is currently subject to a Transport and Works Act Order (TWAO) , jointly promoted by Bristol City and North Somerset Councils as the scheme crosses the authorities boundaries. The application was submitted in June 2010. This has been necessary for the section of the scheme from the Long Ashton Park and Ride to Prince Street Bridge.
66. A TWAO authorises guided transport schemes, and can confer the range of powers needed to put such a scheme into practice. The TWAO includes compulsory powers to buy land, closure or alteration of roads and footpaths and provides the statutory authority to operate. It is also the most appropriate way to deal with any significant alterations to existing rail configurations.
67. A TWAO can only authorise guided transport systems and matters deemed to be ancillary to the guided system. The works in the central city area from north of Prince Street Bridge will be secured through BCC's permitted development powers Traffic Regulation Orders and other highway powers.

68. Following the statutory objection period, the proposed scheme received 189 objections, 2 representations and 1 letter of support.
69. The TWAO process is now on hold pending the BAFFB submission to DfT by 9<sup>th</sup> September 2011.

*North Fringe to Hengrove Package and South Bristol Link*

70. These two schemes were admitted to the Development Pool in February 2011 and the Council's as promoters of the schemes will have to review the proposals in order to be able to submit their proposals for the BAFFB to DfT by the September deadline.
71. Further progression of the schemes will be dependent on receiving approval through the BAFFB process.
72. In the event the bids for these two schemes progress it will be necessary for the constituent local authorities involved in the respective schemes to enter into a Joint Promotion Agreement to reflect how the project will be run and managed through to completion.
73. Because there are no formal DfT approvals in place for the schemes all preparatory work is undertaken at the Council's own risk and expense.
74. The schemes as proposed may need to use Compulsory Purchase Powers (CPO) for the acquisition of land within the Bristol City Council area to support the implementation of the highway and traffic management schemes associated with NFHP and SBL.
75. CPO powers would only be exercised should it become clear that a negotiated settlement with landowners cannot be achieved within the programmed timescale.
76. If CPO powers are exercised regard must be had to the Human Rights Act 1998 which incorporates into UK domestic law the European Convention on Human Rights. In exercising CPO powers the following convention rights may be engaged:

Article 8: The right to protect private and family life, home and correspondence. No public authority can interfere with these rights except if is in accordance with law and is necessary and in the interest of national security, public safety or the economic well being of the country.

Article 1: of the first protocol of the ECHR protects the rights of everyone to the peaceful enjoyment of possessions. No one can be deprived of possessions except in the public interest and subject to the relevant national and international laws.

There is a need to strike a balance between the rights of the individual and the wider interests of the public. However in the light of the significant environmental and economic benefits that will flow from the proposed schemes, it is concluded that, if necessary, the exercise of CPO powers will be in the public interest and will not constitute any unlawful interference with property rights.

**(Legal advice provided by Joanne Mansfield, Principal Solicitor)**

## Financial

### (a) Revenue

77. Details of year by year revenue forecasts are not available at the time of writing, pending an update of the models; however, economic appraisal previously undertaken indicated that fares revenue should as a minimum equate to the operating costs of providing the rapid transit services. The authorities do not propose to own and operate the rapid transit service, and will engage with private operators as part of the finalisation of the operating framework for the rapid transit network. Revenue from access charges would also be received by the authorities from operators of other bus services which use the segregated alignment.

### (b) Capital

The capital funding for the schemes is as set out in the following table. This also shows BCC's contribution.

Scheme	Major Scheme Business Case (£m)			Current Target (£m)				Bristol Contribution (£m)
	DfT	Local	Total	DfT	Local	Total	% Local	
Bath Transportation Package	56	12	68	36	23	59	38%	0
Ashton Vale to Bristol City Centre Rapid Transit	44	8	52	35	15	50	30%	12
Weston Package	12	4	16	11	5	15	30%	0
<b>Sub total</b>	<b>112</b>	<b>24</b>	<b>136</b>	<b>82</b>	<b>43</b>	<b>124</b>		<b>12</b>
North Fringe to Hengrove Package	170	24	194	51	51	102	50%	21
South Bristol Link	50	7	57	28	17	45	38%	9
<b>Sub total</b>	<b>220</b>	<b>31</b>	<b>251</b>	<b>79</b>	<b>68</b>	<b>147</b>		<b>30</b>
<b>Overall Total</b>	<b>332</b>	<b>55</b>	<b>387</b>	<b>161</b>	<b>111</b>	<b>271</b>		<b>42</b>

Officers are currently working on the potential funding options for the

BCC local contribution of £42m. They include;

Council Tax Increase  
Council Capital Receipts  
Local Transport Plan Funding  
Section 106/Community Infrastructure Levy  
Tax Increment Financing  
Supplementary Business Rate  
Workplace Parking Levy

Analysis of a potential mix that could form the basis of a 25 year funding programme will be presented in a report to the September Cabinet meeting.

78. The Joint Promoters of each scheme (i.e. the Local Authorities) are now expected to fund 100% of any increase in costs above the final Approved Scheme Cost. To mitigate this risk an appropriate risk layer has been included within the total scheme cost. This remains under continual review and will be subject to a further Quantitative Risk Assessment before submission of the BAFFB.
79. *Ashton Vale to Temple Meads via City Centre*  
For AVTM, the total outturn cost is now £49.9m. This will be funded 70% (£34.8m) by the DfT and 30% (£15.1m) from local authorities and third party contributions. The project cost-sharing methodology between authorities has remained unaffected. Bristol City Council's share will remain 80% of local authority and third party contributions and North Somerset Council's share will be 20%.
- North Fringe to Hengrove Package*
80. For the NFHP, the total outturn cost is £101.8m. This will be funded 50% (£51m) by the DfT and 50% (£51m) from local authorities and third party contributions. Bristol City Council's share will be 40% of the local authority and third party contributions and South Gloucestershire Council's share will be 60%.
- South Bristol Link*
81. For SBL, the total outturn cost is £44.6m. This will be funded 70% (£27.7m) by the DfT and 30% (£16.6m) from local authorities and third party contributions. Bristol City Council's share will be 50% of any local authority and third party contributions and North Somerset Council's share will be 50%.

82. A number of funding options are currently under consideration to meet Bristol's contribution to all three schemes.

**(Financial advice provided by Mike Harding, Finance Business Partner, Neighbourhoods and City Development)**

**Land**

*Ashton Vale to Temple Meads*

83. The vast majority of land is in BCC ownership. Power to compulsorily acquire land will be obtained through the TWAO. However it is hoped that agreement will be reached with individual land owners. Any land acquisition in the city centre would be made under separate agreements or CPO applications.

*North Fringe to Hengrove Package*

84. The vast majority of land is in BCC ownership. Some land may be required for the NFHP, but we are currently seeking to minimise these land requirements through the design process.
85. BCC Officers will use their best endeavours to obtain land by negotiation with landowners, but to minimise the likelihood that scheme progress will be delayed, it is essential to commence CPO procedures from the outset.
86. The schemes to be implemented for the Package will involve Traffic Regulation Orders and other Orders. These will be progressed in accordance with normal procedures, including informal consultations, formal consultations, and public advertisement. Any objections will need to be considered formally by the Executive Member.
87. The scheme also passes over the Stapleton Allotments and Smallholdings. The allotments will all be relocated within the site whilst any smallholdings affected will be offered suitable land as close as possible to their original holding.

*South Bristol Link*

88. The scheme within Bristol is mainly on land within BCC ownership. The scheme crosses Highridge Common and replacement land may be on land that would need to be acquired from private landowners. This requirement for land is currently being assessed.
89. Officers will use their best endeavours to obtain land by negotiation with landowners, but to minimise the likelihood that scheme progress will be delayed, it is essential to commence CPO procedures from the outset.

## **Personnel**

90. Not applicable - there are no personnel issues arising from this report.

## **Appendices:**

- Appendix A – Listing of Individual Scheme Objectives
- Appendix B – Plan of the Proposed Scheme Alignments
- Appendix C – Equalities Impact Assessment Screening Forms
- Appendix D – Eco-Impact Assessment Checklists

## **LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

### **Background Papers:**

91. [www.travelplus.org.uk](http://www.travelplus.org.uk) and <http://www.westofengland.org/> – for all information and background documents relating to the three schemes.

## **APPENDIX A: List of Individual Scheme Objectives**

### **Ashton Vale to Temple Meads to City Centre BRT scheme**

There are six primary objectives for this scheme, underpinned by a range of secondary objectives. These can be summarised as:

#### **Economic Growth**

- Promote sustainable development by providing high quality public transport links.
- Improve integration of the public transport network.

#### **Greener and safer transport system which improves quality of life in our communities**

- Improve safety along the corridors by reducing use of private cars.
- Improve access to public transport for areas that currently have poor provision.
- Promote social inclusion by improving access to employment, retail, community, leisure and educational facilities.

#### **Carbon Reduction**

- Extend choice of transport modes for all, in particular for private car drivers, to encourage a shift to public transport.



## **North Fringe to Hengrove Package**

The five core North Fringe to Hengrove Package Programme objectives can be summarised as follows:

- To support a buoyant economy, improve quality of life for sub regional residents and improve local and national travel
- To tackle congestion and encourage the shift to new forms of public transport and realise the associated economic, environmental, climate change, safety and health benefits; and
- To enhance opportunities for regeneration and sustainable growth through the linking of areas of economic and housing expansion, promoting equality of opportunity and security through improved connectivity to education, employment, leisure, health and retail facilities.

There is also a secondary layer of project specific objectives that are shown in Table 2.1 of the Major Scheme Business Case (of March 2010).

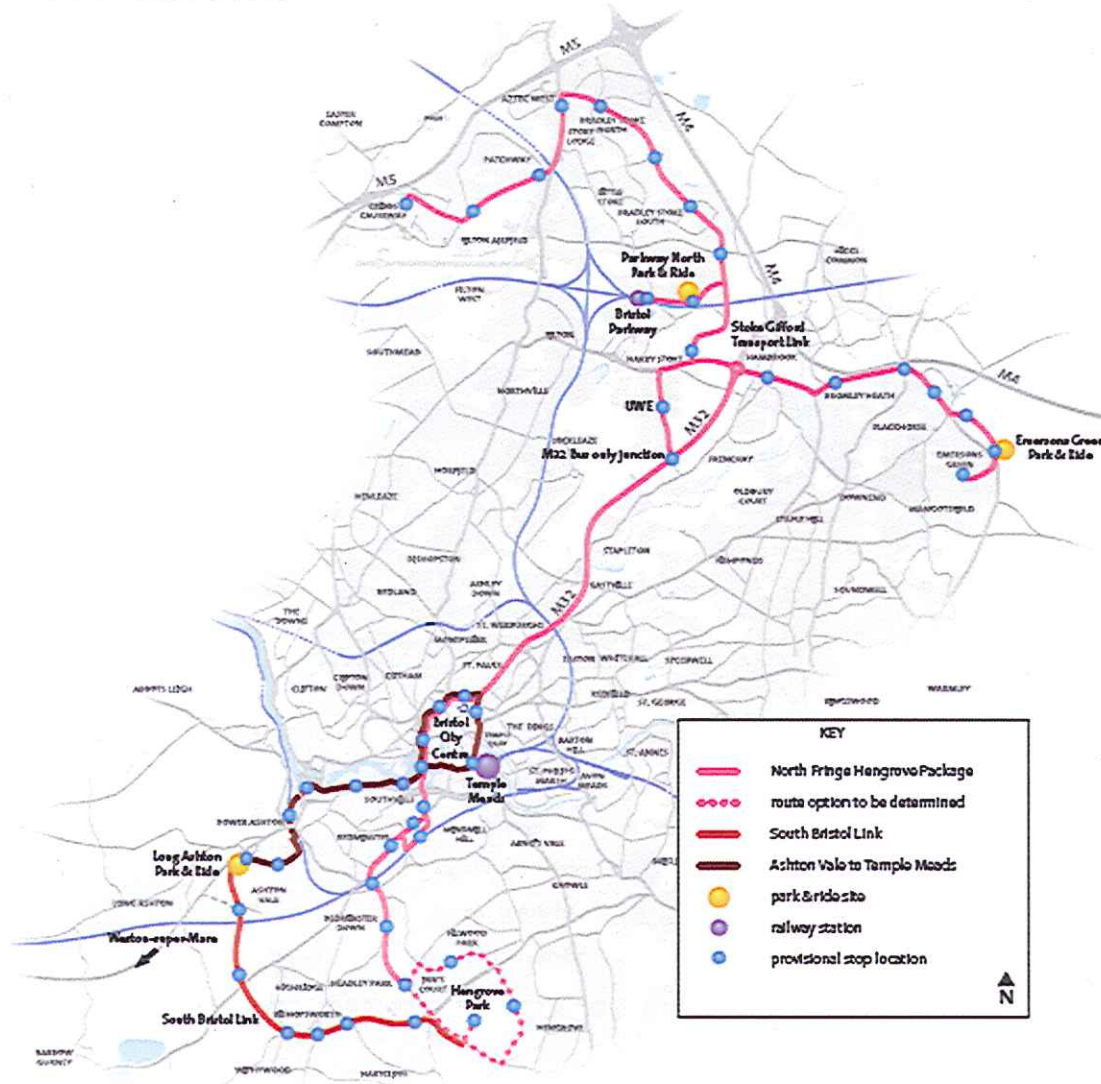
## **South Bristol Link**

The SBL objectives were considered carefully at project inception, following preparation of an initial review of historic projects that were seen as relevant to the South Bristol Link. The objectives are:

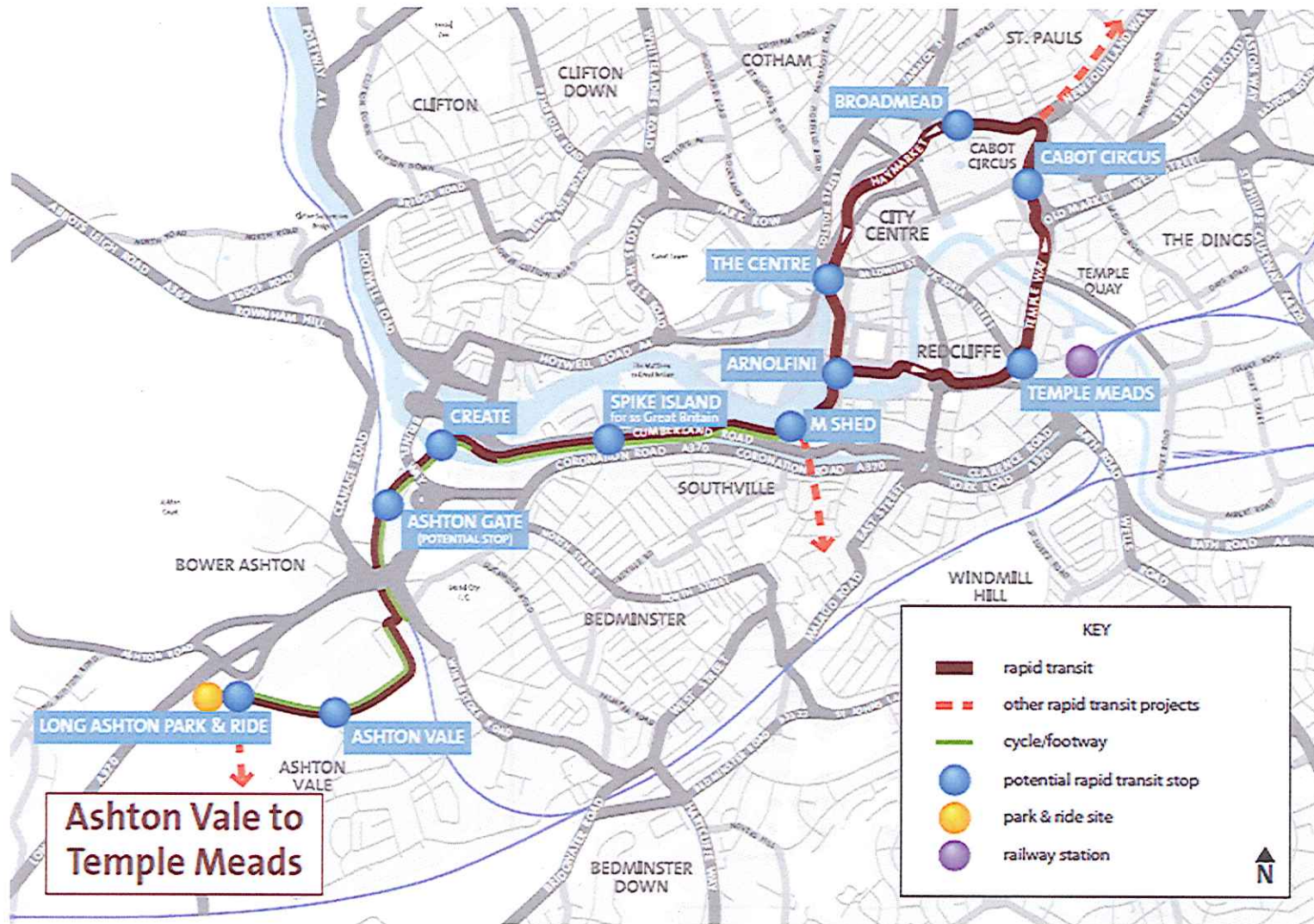
- To facilitate regeneration and growth in South Bristol;
- To reduce congestion in South Bristol and adjacent areas of North Somerset;
- To improve accessibility from South Bristol to the City Centre and to strategic transport links, including the trunk road network and Bristol International Airport.

# APPENDIX B: Plans of the Proposed Scheme Alignments

## AVTM, NFHP & SBL BRT Network



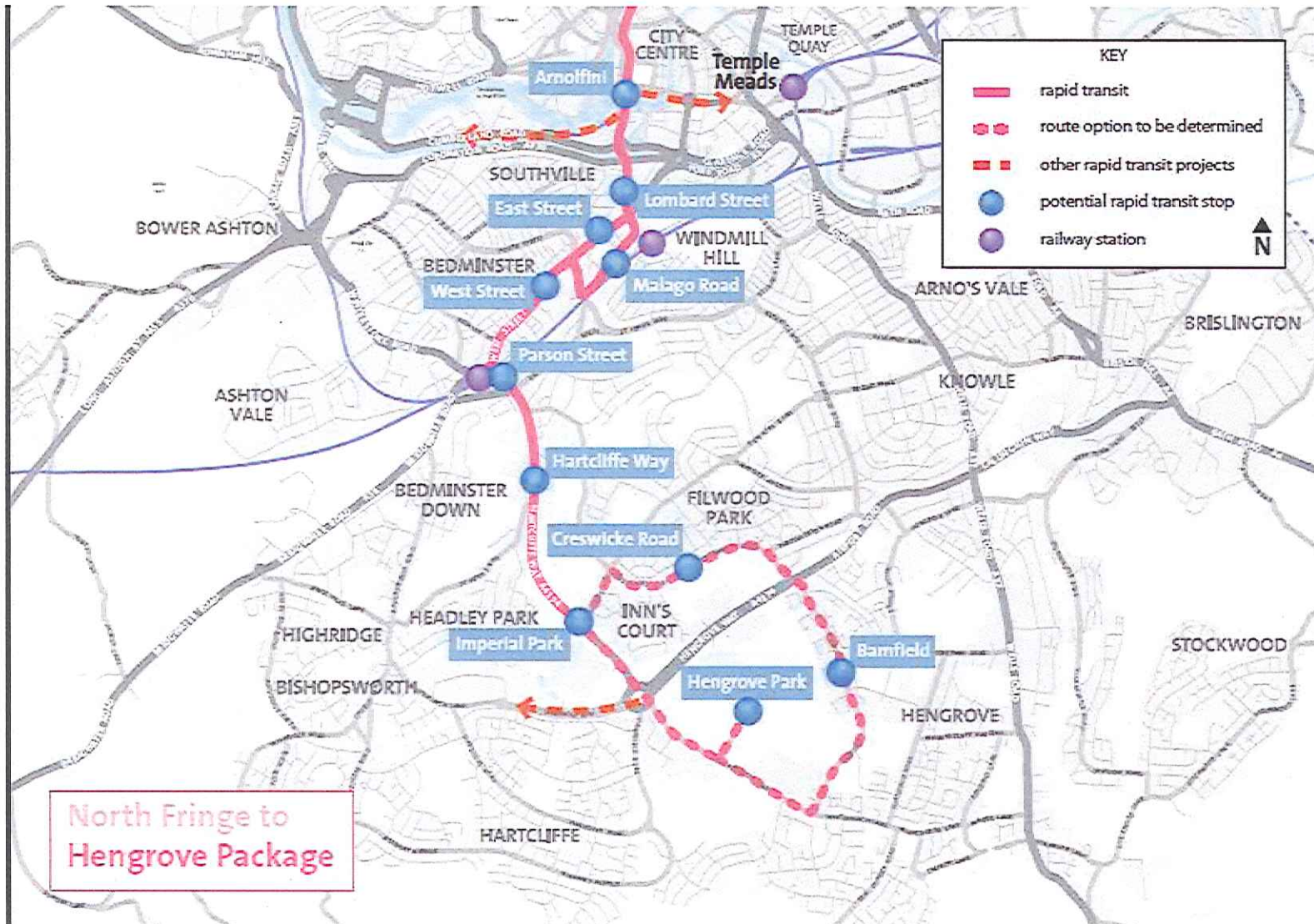
## B1) Ashton Vale to Temple Meads and City Centre BRT scheme

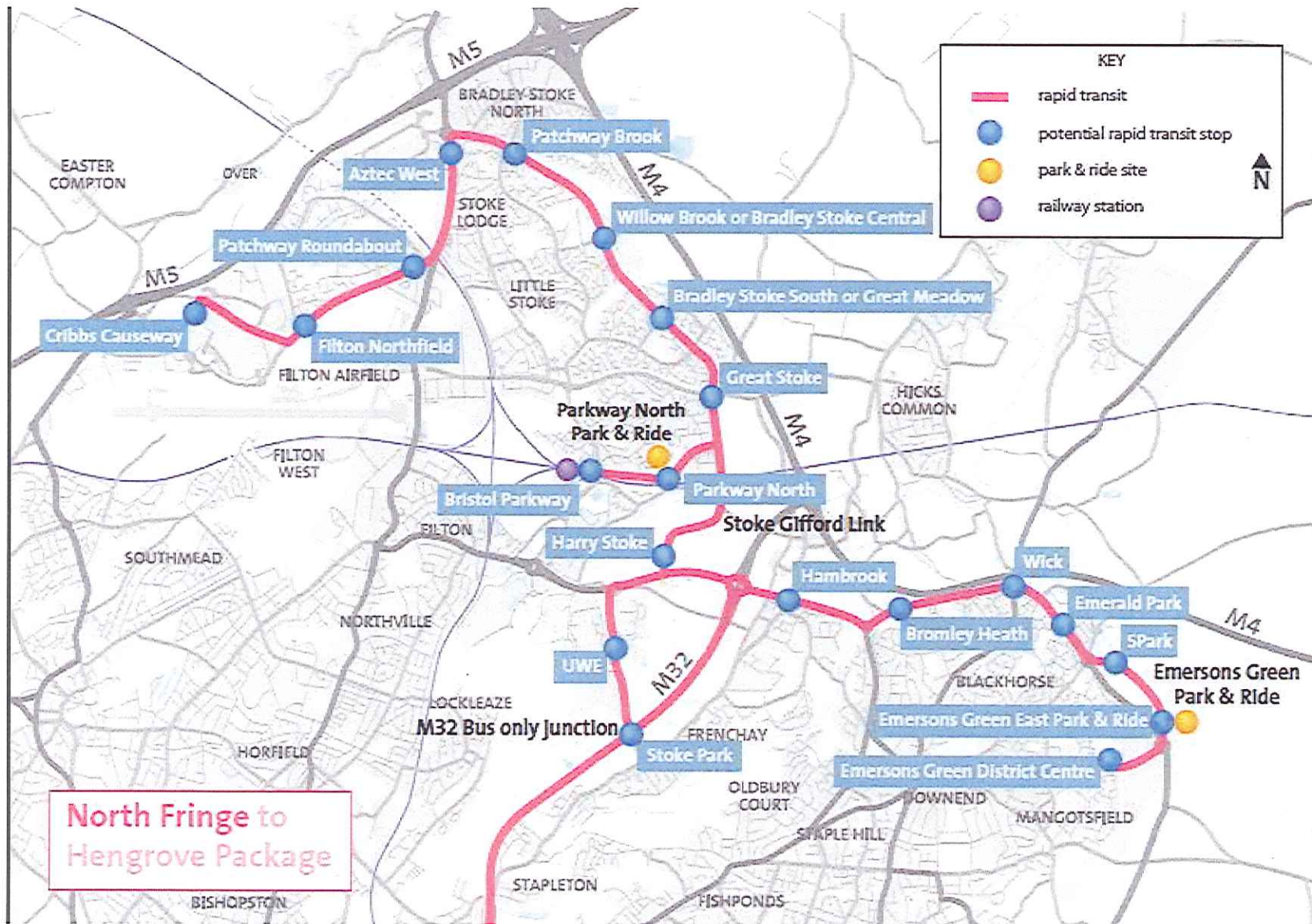


**Ashton Vale to Temple Meads**



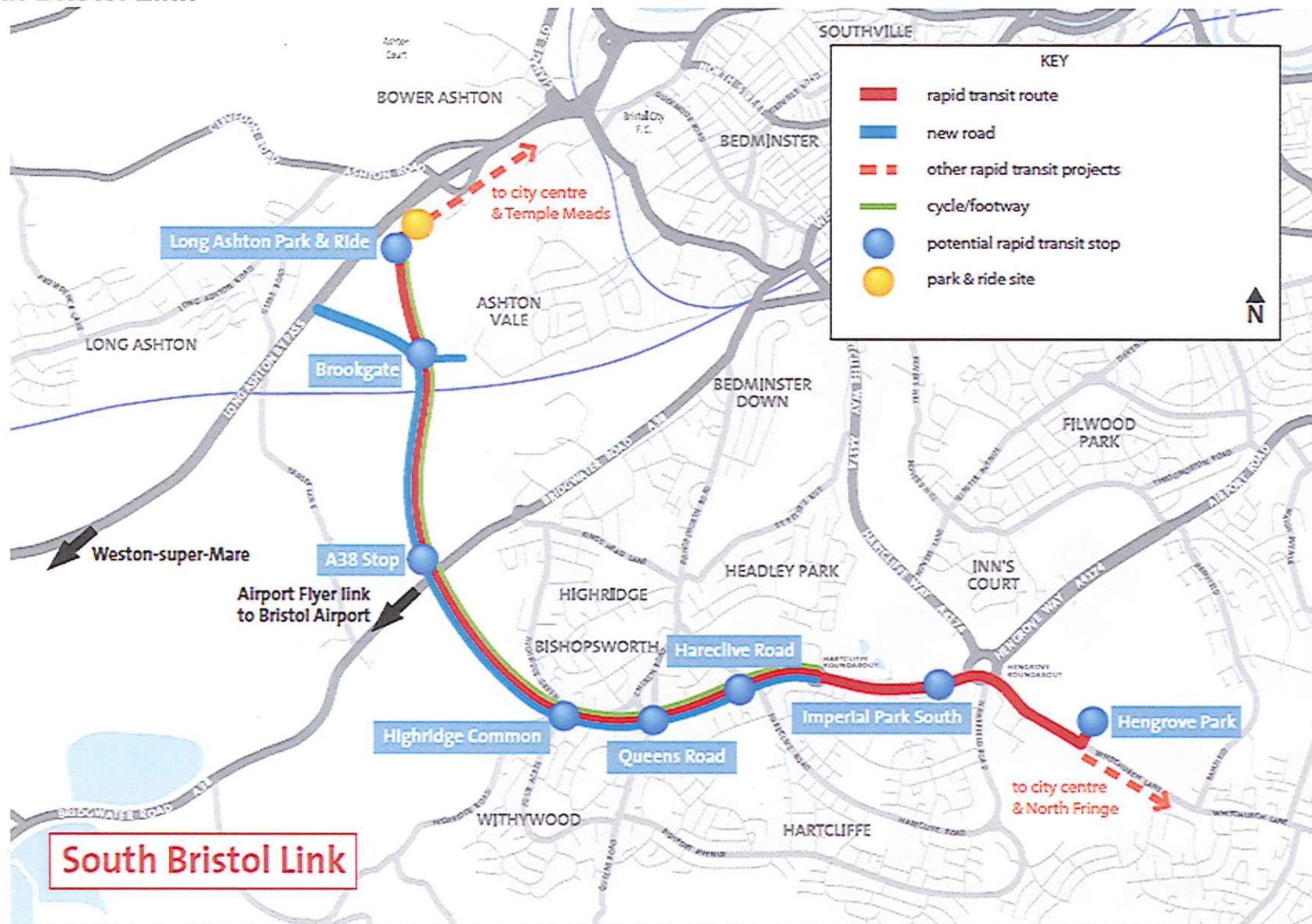
## B2) North Fringe to Hengrove Package







### B3) South Bristol Link



**BRISTOL CITY COUNCIL**  
**Equality Impact Assessment – Part One - Screening**

**Screening - South Bristol Link – Preparation of Major Scheme Business Case**

Part one of an EqIA – 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 EqIA.

<b>Name of policy, project, service, contract or strategy being assessed</b>	South Bristol Link – Preparation of Major Scheme Business Case
<b>Directorate and Service</b>	City Development – Major Projects
<b>Names and roles of officers completing the assessment</b>	Mike Sweet (Project Manager) Darren Pacey (Consultant Project Manager)
<b>Main contact telephone number</b>	0117 903 6707
<b>Date</b>	4 <sup>th</sup> March 2010 6 <sup>th</sup> July 2011 – Reviewed

## South Bristol Link

### Project summary

The West of England sub-region is promoting a transport strategy that includes the South Bristol Link (SBL). The scheme comprises a single carriageway road, rapid transit and adjacent cycling and pedestrian route. At its northern end the rapid transit links with the Ashton Vale-Temple Meads Rapid Transit; at its southern end, near the proposed new South Bristol Community Hospital, it links with the planned North Fringe - Hengrove rapid transit route.

The local objectives of the scheme are:

- To facilitate regeneration and growth in South Bristol;
- To reduce congestion in South Bristol and adjacent areas of North Somerset;
- To improve accessibility from South Bristol to the city centre and to strategic transport links, including the trunk road network and Bristol International Airport [BIA].



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

	<b>Key Questions</b>	<b>Notes / Answers</b>	<b>Any actions needed? By whom?</b>
1.1	Is this a new policy, project, service, contract or strategy or a review of an existing one?	New project / service	
1.2	What is the main purpose of the policy, project, service, contract or strategy?	<p>To facilitate regeneration and growth in South Bristol.</p> <p>To reduce congestion in South Bristol and adjacent areas of North Somerset.</p> <p>To improve accessibility from South Bristol to the city centre and to strategic transport links, including the trunk road network and Bristol International Airport [BIA].</p>	
1.3	What are the main activities of the policy, project, service, contract or strategy?	<p>To develop a major scheme business case, for submission to the Department for Transport at the end of March 2010 for funding.</p> <p>For potential development, design and procurement of the scheme between 2014/15 and 2016/17.</p>	

1.4	Who are the main beneficiaries? Whose needs is it designed to meet?	People, businesses and employees in South Bristol	
1.5	Which staff carry out the policy, project, service, contract or strategy?	<p>Combined staff of West of England partnership, Bristol City Council and North Somerset Council</p> <p>Transport projects and associated teams during development.</p>	
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?	<p>Yes</p> <p>Elements of the project / service rely on an officer's judgement, however key decisions are subject to members (Cabinet approval) and Department for Transport decisions.</p> <p>There will also be extensive public and stakeholder engagement as part of the planning application process.</p>	<p>Planning applications will require more detailed assessment of scheme's impact on different groups in the community.</p>
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	<p>Yes</p> <p>The project is a sub-regional transport project established through the West of England Partnership Office.</p>	

	<p>monitoring categories Should the partnership arrangements have an EqIA?</p>	<p>The project is jointly promoted and funded by BCC and North Somerset Council.</p>	
<p><b>1.8</b></p>	<p>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?</p> <p>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.</p>	<p>This project is the first stage in preparing a business case to apply for funding to achieve a transport improvements for Bristol.</p> <p>This screening EQIA links into other major transport schemes in the Joint Local Transport Plan (JLTP), which include key projects such as the following:</p> <ul style="list-style-type: none"> <li>• North Fringe- Hengrove Package</li> <li>• Cycling City</li> <li>• Ashton Vale to Temple Meads Rapid Transit.</li> </ul> <p>The above key projects are either in the process of or will need to complete an EQIA.</p> <p>It is recognised that some equality groups may have specific concerns / issues which will be established in detail as the project progresses.</p> <p>Ongoing engagement with equalities</p>	

	<p>Gender (include Transgender)  Disability  Age  Race  Sexual Orientation  Faith/Belief</p> <p>Do any other specific groups have particular needs relevant to the policy, project, service, contract or strategy?</p>	<p>representatives to be undertaken throughout the scheme development process.</p> <p>Some of the area's of concern will be:</p> <ul style="list-style-type: none"> <li>• Disability groups request that new infrastructure is fully DDA compliant and that service delivery from Providers is regulated and appropriate enforcement powers are considered.</li> <li>• Older people are concerned as to whether the concessionary fare scheme will apply to the new services.</li> <li>• As the fares in Bristol are already high Equality groups on a low income are concerned that the cost of travel will increase.</li> <li>• The presence of new infrastructure can inhibit or add risk, real or perceived, to existing patterns of movement</li> <li>• Request that the project monitors the services being provided as the new routes could effect other bus routes, which could then mean less choice for vulnerable individuals.</li> </ul>	
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1.9	<p>Did you use any data to inform your initial thoughts above? What data do you already have?</p>	<p>The scheme is derived from the 2005 Joint Local Transport Plan (JLTP) and Greater Bristol Strategic Transport Study (2006).</p> <p>These assessed the current and forecast transport needs for the sub-region and identified the rapid transit scheme as part of the solution for those issues.</p> <p>The JLTP was based on consultation and analysis of user needs and demands for the transport system this included information about existing public transport services and equalities data as well as social inclusion and accessibility data (amongst others).</p>	
1.10	<p>Are there gaps in the data that require you to do further work? What are these gaps?</p>	<p>Further consultation with representatives from equality groups is needed to help inform the more detailed design of the scheme.</p>	<p>Engage with equalities groups in developing scheme details.</p>

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.

### **Additional comments / recommendations**

The draft screening Equalities Impact Assessment for the South Bristol Link – Preparation of Major Scheme Business Case has been signed off at this stage as it is being presented to Cabinet in March 2010.

### **Recommendations**

Further equalities work with stakeholders will need to be progressed as the project moves forward.

As this project links into other major transport schemes in the Joint Local Transport Plan (JLTP) attention will need to be given to the following key projects so that issues / concerns that overlap are identified and considered.

- North Fringe- Hengrove link
- Cycling City
- Ashton Vale to Temple Meads Rapid Transit.

The signing of this screening form has been agreed on the basis of the above recommendation.

Signed: Bob Fowler

Service Manager

Date: 8<sup>th</sup> March 2010

Signed: Jane Hamill

Directorate Equalities Adviser

Date: 8<sup>th</sup> March 2010

**Review of the existing EqIA completed on 6<sup>th</sup> July 2011 in preparation for the Cabinet report submission in July 2011.**

No additional equalities elements to take into consideration at this stage but further equalities work will need to be undertaken as the project progresses.

Signed: Bob Fowler

Signed: Jane Hamill

Manager Major Projects - Team 1

Directorate Equalities Adviser

Date: 6<sup>th</sup> July 2011

Date: 6<sup>th</sup> July 2011

## BRISTOL CITY COUNCIL

### Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit

#### 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	Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit
Directorate and Service	City Development
Names and roles of officers completing the assessment	Bob Fowler, Major Transport (AVTM Senior Responsible Owner)
Main contact telephone number	(0117) 603 6579
Date	Completed - 19th October 2009 Reviewed - 15 <sup>th</sup> June 2011



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

	<b>Key Questions</b>	<b>Notes / Answers</b>	<b>Any actions needed? By whom?</b>
1.1	Is this a new policy, project, service, contract or strategy or a review of an existing one?	New project/service – new rapid transit services from North Somerset and Long Ashton Park and Ride to Bristol Temple Meads and the City Centre with a parallel pedestrian link and cyclising facility between Long Ashton Park and Ride and the Museum of Bristol.	
1.2	What is the main purpose of the policy, project, service, contract or strategy?	Introduction of new rapid transit public transport services from 2015 / 2016.	
1.3	What are the main activities of the policy, project, service, contract or strategy?	<p><b>Project development stage:</b></p> <ul style="list-style-type: none"> <li>• Preparation and submission of planning applications and associated consents.</li> <li>• Procurement / tendering of construction and operating companies.</li> <li>• Monitoring construction contract.</li> </ul> <p><b>Implementation stage:</b></p> <ul style="list-style-type: none"> <li>• Provision of rapid transit public transport services</li> </ul>	

1.4	Who are the main beneficiaries? Whose needs is it designed to meet?	Implementation stage: <ul style="list-style-type: none"> <li>• General public, public transport users and pedestrians / cyclists.</li> </ul>	
1.5	Which staff carry out the policy, project, service, contract or strategy?	Project development stage: <ul style="list-style-type: none"> <li>• Transport projects staff</li> </ul> Implementation stage: <ul style="list-style-type: none"> <li>• Services will be run by private operators.</li> <li>• Traffic management will be involved in monitoring usage of the bus way.</li> <li>• Potentially revenue protection and maintenance staff.</li> </ul>	
1.6	Are there areas of the policy or function that could be governed by an officer's judgement? e.g. home visits "where appropriate". If so, is there guidance on how to exercise this to prevent any possible bias/prejudice creeping in?	Yes  Elements of the project / service rely on an officer's judgement, however key decisions are subject to members (Cabinet approval) and Department for Transport decisions.	
1.7	Is the Council working in Partnership with other organisations to implement this policy or function?	Yes. The project is a sub-regional transport project established through the West of England Partnership Office. The project is	

	<p>Should this be taken into consideration? e.g. Agree equalities monitoring categories Should the partnership arrangements have an EqIA?</p>	<p>jointly promoted and funded by BCC and North Somerset Council.</p>	
<p>1.8</p>	<p>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?</p> <p>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.</p>	<p><b>General points.</b> All existing BCC policies will apply to the new rapid transit services.</p> <p>New infrastructure to follow accessibility legislation and be fully compliant and in line with the Equality Act 2010 (previously known as the DDA)</p> <p>Concessionary fare scheme will apply to services.</p> <p>Ongoing engagement with representative groups to be undertaken throughout scheme development process.</p> <p><b>All Groups</b> Alternative bus routes could be affected which could mean less choice for individuals.</p> <p>As the fares in Bristol are high this could have an effect on individuals from under-represented groups that may be on a low</p>	



	Age	<p>customers can point the location they want to get off.</p> <p>BSL Forum have requested that consideration is given to make sure that the bus transit and transit stops are well-lit at night so that Deaf people are still able to communicate with their friends.</p> <p>BPAC would ask that consideration is given with reference to disability / equalities training and that it is made available for all front line staff.</p> <p>BPAC asked if the routes to be established are along fair socio-economic determinants as well as by other influencing factors, which means that routes do not avoid deprived sections of the population.</p> <p><b>See all groups</b>  Many older people with mobility difficulties continue to be discouraged from using Bristol's buses for fear that they will not be able to get to a seat before the bus moves off.</p> <p>Concern raised by BOPF as they felt that the Rapid transit' may imply fewer stops, which in turn would mean that older people</p>	
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	<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>would have to travel further to get to them and that the off-road routing would mean that the stops created may be less convenient for older users. Other than park and riders, older people felt that it was difficult to see how they would be able to access this system conveniently.</p> <p><b>See all groups</b> No specific response received to date from the Race Forum.</p> <p><b>See all groups</b> No specific response received to date from the LGB Forum</p> <p><b>See all groups</b> No specific response received to date from the Faith Forum</p> <p><b>See all groups</b></p>	
1.9	<p>Did you use any data to inform your initial thoughts above? What data do you already have?</p>	<p>The scheme is derived from the 2005 Joint Local Transport Plan (JLTP), which assessed the current, and forecast transport needs for the sub-region and identified the</p>	

		<p>rapid transit scheme as part of the solution for those issues.</p> <p>The JLTP was based on consultation and analysis of user needs and demands for the transport system this included information about existing public transport services and equalities data as well as social inclusion and accessibility data (amongst others).</p>	
1.10	<p>Are there gaps in the data that require you to do further work? What are these gaps?</p>	<p>As the project progresses further feedback / involvement to help inform the design of the scheme / proposals will be needed from equalities stakeholders / groups.</p>	

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.

### **Additional comments / recommendations**

The draft screening Equalities Impact Assessment for the Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit – Preparation of Major Scheme Business Case has been signed off at this stage as it is being presented to Cabinet in July 2011.

### **Recommendations**

Although there has been some equalities stakeholder involvement previously through a consultation process further equalities work with stakeholders will still need to be progressed as the project moves forward and a full equalities impact assessment will need to be completed.

As this project links into other major transport schemes in the Joint Local Transport Plan (JLTP) attention will need to be given to the following key projects so that issues / concerns that overlap are identified and considered.

- South Bristol Link
- Cycling City
- North Fringe to Hengrove Package

The signing of this screening form has been agreed on the basis of the above recommendation.

Signed: Bob Fowler

Manager Major Projects - Team 1

Date: 5<sup>th</sup> July 2011

Signed: Jane Hamill

Directorate Equalities Adviser:

Date: 5<sup>th</sup> July 2011



**BRISTOL CITY COUNCIL**  
**Equality Impact Assessment – Part One - Screening**

**Screening - North Fringe to Hengrove Package – Preparation of Major Scheme Business Case**

Part one of an EqIA – 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 EqIA.

<b>Name of policy, project, service, contract or strategy being assessed</b>	North Fringe to Hengrove Package – Preparation of Major Scheme Business Case
<b>Directorate and Service</b>	City Development – Major Projects
<b>Names and roles of officers completing the assessment</b>	David Prosser (Project Manager North Bristol and M32 P&R section) and Darren Pacey (Project Manager – City Centre and South Bristol section)
<b>Main contact telephone number</b>	0117 903 6826 0117 903 7481
<b>Date</b>	4 <sup>th</sup> February 2010 6 <sup>th</sup> July 2011 – Reviewed

## **Project summary**

The West of England sub-region is promoting a transport strategy that includes the North Fringe to Hengrove Package (NFHP). The rapid transit component would link South Bristol with the northern and east fringes via the City Centre and would link with routes that are being progressed between Temple Meads and Ashton Vale, and as part of the South Bristol Link.

The local objectives of the scheme are detailed in the following paragraphs.

### **City Centre and M32 corridor**

- Support a buoyant economy, improve quality of through and extended choice of transport modes for all, to improve access to education, retail, tourism & employment in central Bristol
- Encourage the shift to new and existing forms of sustainable transport for orbital movements through and radial journeys to/from central Bristol and the M32 corridor, realising the associated environmental, climate change, safety and health benefits
- Tackle congestion in Bristol City Centre & the M32 corridor to limit the economic, environmental and health damage that is associated with it.
- Support sustainable development in the developments of central Bristol such as Harbourside, Temple Quay, Cabot Circus, Temple Meads, St Pauls, Old Market and Lawrence Hill, linking with South Bristol, North Fringe and East Fringe.
- Promote equality of opportunity through improved connectivity for, to/from the North Fringe, East Fringe and South Bristol to central Bristol, to education and employment facilities.

## **North and East Fringe**

- Support a buoyant economy, improve quality of life through an extended choice of transport modes for all, to improve access to education & employment in the North and East Fringe of Bristol, including the proposed Science Park.
- Encourage the shift to new and existing forms of sustainable transport for orbital and radial journeys and realise the associated environmental, climate change, safety and health benefits, in particular on the M32 and A4174 corridors.
- Tackle congestion in the Stoke Gifford Area and along the A4174 and M32 corridors to limit the economic, environmental and health damage that is associated with it.
- Support sustainable development in the committed developments of Harry Stoke, East of Coldharbour Lane, Cheswick, Emerson's Green East and SPark by linking with key employment areas including Bristol City Centre and the North Fringe and onward connectivity into South Bristol.
- Promote equality of opportunity through improved connectivity for the Bradley Stoke, Stoke Gifford and Emerson's Green areas to education and employment facilities as well as onward connectivity into Bristol City Centre and South Bristol.

## **South Bristol**

- Support a buoyant economy; improve quality of life through an extended choice of transport modes for all, to improve access to education & employment.
- Encourage the shift to new and existing forms of sustainable transport for orbital and radial journeys and realise the environmental, climate change, safety and health benefits.

- Tackle congestion in the Bedminster area and limit the economic, environmental and health damage that is associated with it.
- Support sustainable development and regeneration in South Bristol, including at Hengrove Park and Knowle West by providing transport links that facilitate inward investment in South Bristol and onward connectivity into Bristol City Centre and the North / East Fringe.
- Promote equality of opportunity through improved access to employment, retail, community, leisure and educational facilities, particularly in Hengrove Park, Bedminster, Bristol City Centre and the North / East Fringe.

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

	<b>Key Questions</b>	<b>Notes / Answers</b>	<b>Any actions needed? By whom?</b>
1.1	Is this a new policy, project, service, contract or strategy or a review of an existing one?	<p>New project / service</p> <p>The North Fringe to Hengrove package is a programme of measures including new rapid transit services from South Gloucestershire (Cribbs Causeway and Emerson's Green, and including links to Bristol Parkway) via Stoke Lane and the M32 to the City Centre and south to Hengrove Park.</p> <p><b>Previous proposal</b> It also includes a Park and Ride at the Stapleton smallholdings site, two park and ride sites in South Gloucestershire (Emerson's Green and Parkway) and a transport link road at Stoke Gifford.</p> <p><b>EqlA reviewed July 2011 as changes made to the project.</b></p> <p><b>Park and ride site at the Stapleton smallholdings site has been put on hold and so the following is the reviewed position:</b></p>	

		<p><b>It will now include a rapid transit only junction at the Stapleton smallholdings site, a rapid transit only bridge over the Avon New Cut, two park and ride sites in South Gloucestershire (Emerson's Green and Parkway) and a transport link road at Stoke Gifford.</b></p>	
1.2	<p>What is the main purpose of the policy, project, service, contract or strategy?</p>	<ul style="list-style-type: none"> <li>• To encourage a shift to new forms of public transport and realise the associated environmental, climate change, safety and health benefits.</li> <li>• To help reduce congestion</li> <li>• To enhance access and opportunities for economic regeneration and sustainable growth.</li> <li>• To promote equality of opportunity and security through improved connectivity to education, employment, leisure, health and retail facilities.</li> </ul>	
1.3	<p>What are the main activities of the policy, project, service, contract or</p>	<p>To develop a major scheme business case, for submission to the Department for</p>	

	strategy?	<p>Transport at the end of March 2010 for funding. For potential development, design and procurement of rapid transit services and associated construction between 2013/14 and 2016/17.</p> <p>Start of operation in 2017</p>	
1.4	Who are the main beneficiaries? Whose needs is it designed to meet?	People and employees in South and Central Bristol and the North Fringe.	
1.5	Which staff carry out the policy, project, service, contract or strategy?	<p>Combined staff of West of England partnership, Bristol City Council and South Gloucestershire Council</p> <p>Transport projects and associated teams during development.</p>	
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?	<p>Yes</p> <p>Elements of the project / service rely on an officer's judgement, however key decisions are subject to members (Cabinet approval) and Department for Transport decisions.</p>	

1.7	<p>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 EqIA?</p>	<p>Yes</p> <p>The project is a sub-regional transport project established through the West of England Partnership Office.</p> <p>The project is jointly promoted and funded by BCC and South Gloucestershire Council.</p>	
1.8	<p>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?</p> <p>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.</p>	<p>This project is the first stage in preparing a business case to apply for funding to achieve a transport improvements for Bristol.</p> <p>This screening EQIA links into other major transport schemes in the Joint Local Transport Plan (JLTP), which include key projects such as the following:</p> <ul style="list-style-type: none"> <li>• South Bristol Link</li> <li>• Cycling City</li> <li>• Ashton Vale to Temple Meads Rapid Transit.</li> </ul> <p>The above key projects are either in the process of or will need to complete an EQIA.</p>	



	<p>Gender (include Transgender)  Disability  Age  Race  Sexual Orientation  Faith/Belief</p> <p>Do any other specific groups have particular needs relevant to the policy, project, service, contract or</p>	<p>It is recognised that some equality groups may have specific concerns / issues which will be established via the current consultation process being undertaken by the Project Manager for the Ashton Vale to Temple Meads and City Centre rapid transit route as this project has progressed further.</p> <p>Ongoing engagement with equalities representatives to be undertaken throughout the scheme development process.</p> <p>Some of the area's of concern will be:</p> <ul style="list-style-type: none"> <li>• Disability groups request that new infrastructure is fully DDA compliant and that service delivery from Providers is regulated and appropriate enforcement powers are considered.</li> <li>• Older people are concerned as to whether the concessionary fare scheme will apply to the new services.</li> <li>• As the fares in Bristol are already high Equality groups on a low income are concerned that the cost of travel will increase.</li> <li>• Request that the project monitors the</li> </ul>	
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	strategy?	services being provided as the new routes could effect other bus routes, which could then mean less choice for vulnerable individuals.	
1.9	Did you use any data to inform your initial thoughts above? What data do you already have?	<p>The scheme is derived from the 2005 Joint Local Transport Plan (JLTP). This assessed the current and forecast transport needs for the sub-region and identified the rapid transit scheme as part of the solution for those issues.</p> <p>The JLTP was based on consultation and analysis of user needs and demands for the transport system this included information about existing public transport services and equalities data as well as social inclusion and accessibility data (amongst others).</p>	
1.10	Are there gaps in the data that require you to do further work? What are these gaps?	<p>Further consultation with representatives from equality groups is needed to help inform the design of the scheme proposals.</p> <p>Consultation will either be direct or via the linked projects.</p>	

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.

### **Additional comments / recommendations**

The draft screening Equalities Impact Assessment for the North Fringe to Hengrove Package – Preparation of Major Scheme Business Case has been signed off at this stage as it is being presented to Cabinet in March 2010.

### **Recommendations**

Further equalities work with stakeholders will need to be progressed as the project moves forward.

As this project links into other major transport schemes in the Joint Local Transport Plan (JLTP) attention will need to be given to the following key projects so that issues / concerns that overlap are identified and considered.

- South Bristol Link
- Cycling City
- Ashton Vale to Temple Meads Rapid Transit.

The signing of this screening form has been agreed on the basis of the above recommendation.

Signed: Bob Fowler

Signed: Jane Hamill

Service Manager:

Directorate Equalities Adviser

Date: 2<sup>nd</sup> March 2010

Date: 2<sup>nd</sup> March 2010

**Review of the existing EqlA completed on 6<sup>th</sup> July 2011 in preparation for the Cabinet report submission in July 2011.**

**Relevant changes to project assessed:**

Park and ride at the Stapleton smallholdings site has been put on hold and so the proposal is to include a rapid transit only junction at the Stapleton smallholdings site, a rapid transit only bridge over the Avon New Cut, two park and ride sites in South Gloucestershire (Emerson's Green and Parkway) and a transport link road at Stoke Gifford.

Although this could potentially affect many individuals who would want to use the new Park and Ride site this would not disproportionately have an effect on equality groups as the impact would be relevant for all residents.

The scheme is derived from the 2005 Joint Local Transport Plan (JLTP) and is consistent with the 2011 plan.

The signing of this reviewed screening form has been agreed on the basis of the above comments / recommendations.

Signed: Bob Fowler

Manager Major Projects - Team 1

Date: 6<sup>th</sup> July 2011

Signed: Jane Hamill

Directorate Equalities Adviser:

Date: 6<sup>th</sup> July 2011

## Appendix D1

### Eco Impact Checklist

<b>Title of report:</b> Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit				
<b>Report author:</b> Carolyn Francis				
<b>Anticipated date of key decision:</b>				
<b>Summary of proposals:</b>				
Will the proposal impact on...	Yes/No	+ive or -ive	If yes...	
			Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	No		In the long term, the scheme itself is predicted to result in CO <sub>2</sub> benefits generated through modal shift. .	High performance, low emission vehicles to be used. Use of alternative fuels is being explored.
	Yes	-ive	In the short term, construction will require use of energy and material resource	Sea/river transport of materials to site will be used where practicable to reduce emissions compared to use of HGVs. Scope for recycling of materials, e.g. black top recycling during road re-alignments
Bristol's vulnerability to the effects of climate change?	Yes	Neutral overall	In the short to medium term, the scheme will not increase the risk of flooding and is considered to provide some flood alleviation benefit to local areas.  Avon Crescent, Cumberland Road and Cumberland Road Bridge underpass are vulnerable to tidal flooding.	Much of the scheme has a good level of flood protection to 1:100 year flood elevation between Aston Vale Park and Ride and Ashton Avenue Bridge and in the city centre.  At Avon Crescent and Cumberland Road, the scheme improves the level of protection from annual to 1:5 years currently and provides

			<p>In the long term:</p> <p>- sections of the scheme are located in the flood plain and may be at risk to flooding without additional protection as no part is higher than approximately 10m above sea level</p>	<p>further protection to 1:200 years, taking account of sea level rise to year 2070.</p> <p>Alleviation of flooding at Cumberland Road Bridge Underpass is provided by a trough with raised edges which will improve the current level of protection against flooding through the underpass and provide the potential for further protection to 1:200 years, taking account of sea level rise to year 2070.</p> <p>In the city centre, as no additional impermeable area is proposed, drainage is to the existing city centre network.</p> <p>Elsewhere, sustainable drainage works include attenuation ponds to restrict discharge rates to current levels before outfalling to existing watercourses, and filter drains and grass swales with discharge to groundwater. The design will include allowances for increased storm intensity and depth expected from climate change.</p>
Consumption of non-renewable resources?	Yes	-ve	<p>In the short-term, there will be a requirement for fossil fuels and other non-renewable materials &amp; products for the construction of infrastructure &amp; vehicle provision.</p>	<p>Consider environmental performance of design and materials, e.g. procurement of sustainable products, product life cycle analysis.</p>

		+ve	In the long term, it is anticipated that the modal shift from the private car to public transport should reduce the consumption of fossil fuels for the movement of the same number of travellers, although this is not quantifiable at this stage.	The environmental performance of the construction contractor, including accreditation to ISO14001 will be considered during the tendering process.
Production, recycling or disposal of waste	Yes	-ve	In the short term, waste will be generated from the demolition & construction works.	<p>Construction contractors will be legally obliged to prepare a Site Waste Management Plan (SWMP) for projects over £300k, which detail how waste will be minimised, and recycling promoted.</p> <p>Secondary aggregates and recycled materials should be prioritised for usage in construction.</p> <p>A Code of Construction Practice (CoCP) has been drafted in consultation with the relevant authorities, and would be included in the construction contract. The CoCP includes guidelines for the handling and disposal of contaminated materials and other waste streams generated.</p> <p>The Construction Environmental Management Plan (CEMP) and Materials Management Plan (MMP) will also describe sustainable</p>

				construction requirements, including waste minimisation and recycling.
The appearance of the city?	Yes	-ve	Effect on urban edge with impact on open field at Ashton Gate.	Planting to provide visual screening and landscape integration.
		-ve	Visual impact at properties in Ashton Vale	Planting to provide visual screening
		-ve	Impact of new large scale railway over-bridge at Winterstoke Road.	Quality of design and appearance of the bridge structure.
		Neutral	Route alongside Brunel Way well screened.	Appropriate planting.
		+ve	Ashton Gate Swing Bridge.	Refurbishment of historic structure.
		-ve	New signalised junction at Avon Crescent	None.
		-ve	Impact on character of Cumberland Basin through introduction of new structures	Design of busway in character using appropriate materials, retention of stone walls and replacement of important railings.
		-ve	Effects on heritage railway and character of dockside	Relocation of railway lines and other railway features and use of materials in keeping with existing character.
		+ve	Prince Street Bridge	Removal of existing signage and other street clutter
		Pollution to land, water, or air?	Yes	-ve
-ve	Demolition & construction works			The selected contractor(s) must work



			<p>may cause accidental contamination of local watercourses and surface water drains.</p>	<p>in accordance with guidance issued in all relevant Environment Agency Pollution Prevention Guidelines (PPGs).</p> <p>Implementation of best practice site investigation ground protection measures.</p> <p>Implementation of MMP and CEMP.</p> <p>The CEMP will specify measures to reduce pollution risk – for example, by specifying that waste will be stored in designated areas and isolated from surface drains through appropriate bunding if required. The CEMP will include measures to control dust and emissions during the works.</p>
		-ve	<p>Demolition and construction works will produce dust and combustion emissions from plant.</p>	
		-ive / +ive	<p>On opening of the scheme there will be improvements in local air quality in some sections and deterioration in others, but overall the balance in changes in air quality is not considered significant.</p>	
		-ive	<p>Demolition and construction works likely to cause major noise impact for properties in close proximity to the scheme.</p>	<p>CEMP will include measures to control noise.</p>
		-ive	<p>In the longer term, there will be a slight increase in noise due</p>	

		-ive	<p>to general increase in traffic levels.</p> <p>Major noise increase for small number of dwellings by Ashton Vale and Landmark Court and some properties on Cumberland Road by the Floating Harbour.</p>	<p>2m high acoustic barrier at Ashton Vale. The back of the houses on Cumberland Road are shielded from noise attenuation due to their elevated position and walls to end of some gardens. No mitigation possible for Landmark Court due to proximity of the scheme.</p>
Wildlife and habitats?	Yes	-ve	<p>Scenarios I, II, and III – loss of 1.1ha and fragmentation of Bower Ashton Mineral Railway SNCI.</p>	<p>CEMP to minimise damage to habitats, disturbance to fauna and accidental spillages.</p>
		-ve	<p>Scenario II – loss of 0.55ha of Ashton Vale Fields SNCI. Loss of foraging / commuting lines for bats.</p>	<p>Destructive searches and translocation of reptiles</p>
		-ve	<p>All scenarios – potential construction impacts from disturbance, dust, and in the event of accidental spillages.</p>	<p>New linear planting along sections of the route. Potential for habitat enhancement along Colliter’s Brook.</p>
		-ve	<p>All scenarios – loss of small areas of Biodiversity Action Plan priority habitat such as marshy grassland.</p>	<p>Improved management of key remaining habitats.</p>
		+ve	<p>Protected species in the vicinity of the scheme: bats, otter, water vole, nesting birds and reptiles.</p> <p>Mitigation measures offer scope for enhancements.</p>	<p>Protected species mitigation: replace hedgerows to maintain bats flight paths, remove one bat roost, lighting to reduce disturbance to bats; mammal ledges under bridges.</p>
<b>Consulted with:</b>				

## Summary of impacts and Mitigation

The benefits of the scheme are...

- Improve journey times and reliability from the south west of the sub-region to Bristol City Centre and to Bristol Temple Meads Railway Station
- Opportunity to improve connectivity with Bristol International Airport
- Provision of a high quality, more sustainable choice of travel by rapid transit, cycling or walking
- Shift of journeys to more environmentally sustainable transport modes
- Shift of journeys to a safer transport mode
- Improving physical activity and quality of life by encouraging walking and cycling
- Better use of an under-used existing transport corridor and retaining road network capacity
- Refurbishment of historic Ashton Gate Swing Bridge and improvement of appearance of Prince Street Bridge

The significant adverse impacts of this proposal are....

- Adverse impacts on the appearance of the city, the heritage railway and dockside
- Slight changes in local air quality, both positive and negative, along the route
- Slight increase in noise due to general increase in traffic, and major impacts at two locations Ashton Vale and the Floating Harbour
- Construction-related nuisances to people due to noise and air quality
- Construction-related impacts on habitats, flora, and fauna, including small areas of land-take, severance of habitats of local/Country value, disturbance to protected species
- Risk of pollution during construction
- Consumption of raw materials during construction
- Generation of wastes during construction
- No significant impact on climate changing gases
- Neutral impact on flood risk after mitigation

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

- Mitigation to control the nuisances and risk of accidents during construction through implementation of a Construction Environmental Management Plan
- Mitigation to reduce the vulnerability of transport infrastructure from flooding under present conditions and in the face of increased flooding due to climate change
- Mitigation to address changes in the appearance of the city
- Mitigation to address the risk of land, air, water, and noise pollution
- Mitigation to address impact on protection sites, habitats, and protected species

The net effects of the proposals are positive.

The proposal provides a more sustainable mode of transport, with the overall impact dependent on levels of usage

**Checklist completed by:**

Name:	Tim Morris
Dept.:	CD – Major Projects
Extension:	9037122
Date:	22 June 2011
Verified by Sustainable City Group	Steve Ransom

## Appendix D2

### Eco Impact Checklist

<b>Title of report:</b> Bristol NFH Package - Environmental Assessment				
<b>Report author:</b> N Rowson (Atkins)				
<b>Anticipated date of key decision:</b> 21 July 2011				
<p><b>Summary of proposals:</b>            Recommendation that Cabinet endorse the proposals for the North Fringe to Hengrove Package, and approve the submission to the Department for Transport of a Best and Final Bid for Programme Entry.            This Eco-Impact Assessment updates the environmental impact summary for the project submitted for the MSBC submission in March 2010.</p>				
Will the proposal impact on...	Yes/No	+ive or -ive	If yes...	
			Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	Yes	+ive	In the long-term, it is anticipated that the North Fringe to Hengrove BRT should reduce emissions assuming there will be a modal shift from the private car to public transport. This benefit will be reduced by comparison to the MSBC due to the omission of the M32 P+R	The construction of the Rapid Transit Scheme should aim to achieve CEEQUAL (Civil Engineering Environmental Quality Assessment) "Very Good" standard as a minimum.
		-ive	In the short-term, emissions from the use of energy and materials during the physical construction /infrastructure development works.	
		-ive	Once delivered, Rapid Transit Vehicles will emit climate changing gases during operation. There may be a slight increase in this over MSBC due to omission of dedicated bus lanes	Energy efficient, low emission vehicles to be used.
Bristol's vulnerability to the effects of climate change?	Yes	-ive	In the long term, the Rapid Transit Scheme may; - Be at risk of flooding &	Full flood risk assess-



			<p>impact on the appearance of the city e.g.</p>	<p>all effects and appropriate landscape mitigation has been commissioned and is being developed in consultation with BCC Urban Design team.</p>
		+ive	<p>Highway improvements such as the upgrading of surfaces and street furniture such as bus stops are likely to improve local visual impact.</p>	<p>The identification of opportunities for street scene improvements in areas adjoining the scheme. hoarding in urban areas; Early identification of design palette for street furniture etc; and, low level lighting and cut off lighting.</p>
		-/+ive	<p>Earthworks, road widening and limited new sections of bus way are likely to cause some adverse visual impact, particularly through open areas of the city, during construction but overall streetscape enhancements will be positive.</p>	<p>The retention of vegetation and mitigation planting where appropriate.</p>
		-/+ive	<p>Proposal for new bridge over New Cut within Conservation Area / potential alterations to Prince Street Bridge (GII LB)</p>	<p>Agreeing all works to listed structures with English Heritage &amp; sensitive treatment in line with character of the structure and local area. Involvement of CABE or local equivalent in assessment of design quality.</p>
Pollution to land, water, or air?	yes	+ive	<p>An improved sustainable transport system should reduce the level of traffic on Bristol's roads and therefore local air pollutants such as PM10 and NOx</p>	
		-ive	<p>Demolition &amp; construction works may cause accidental pollution to land.</p>	<p>Contractors performance in this area will be considered during the tendering process.</p>

		-ive	Demolition & construction works may cause accidental contamination of local watercourses and surface water drains.	In addition, the chosen contractor(s) must work in accordance with guidance issued in all relevant Environment Agency Pollution Prevention Guidelines (PPGs).
		-ive	Demolition & construction may produce localised emissions & dust.	
		-ive	Noise will be created during construction works & upon completion.	Contractors to use best practicable means to control noise
		-ive	Light pollution may cause a nuisance to nearby residents.	Low level lighting & cut off lighting to be installed.
Wildlife and habitats?	Yes	-/+ive	The creation of new infrastructure / developments may impact on flora and fauna.	Works to minimise construction phase disturbance and disruption.  Relocation/Translocation of any protected species  Habitat creation/improvement, creation and repair of habitats and corridors.  Retention of existing vegetation. Replanting of any vegetation removed during construction

**Consulted with:**

Consultations during the MSBC and EoI phases included Natural England, Environment Agency, English Heritage Bristol City Archaeologist and wildlife groups. A further round of consultations will be held with Statutory and local environmental bodies during the development of the scheme design and Environmental Impact Assessment.

**Summary of impacts and Mitigation**

The significant impacts of this proposal are....

- Habitat loss in Little Stoke/Harry Stoke area of new build could result in a significant impact (Ecological).
- Impacts on statutory and non statutory designated sites – unlikely to be significant if mitigated correctly (Ecological).
- Bridge over New Cut – unlikely to have significant impacts if designed and built



correctly and does not impact on listed harbour walls(Ecological/Heritage).

The proposals are likely to have a minor or negligible impact on cultural heritage. There would be no change in relation to Stoke Park. The impact on below ground archaeological remains and the setting of Listed Buildings and Conservation Areas within the City Centre and South Bristol is likely to be negligible or slight (East and West Street within Bedminster are likely to be areas of greater potential archaeological impact due to shallow depth of deposits in this area).

The proposal for the construction over the New Cut from Bathurst Basin could have a moderate / large negative impact on buried archaeological remains, historic and listed structures, setting of listed buildings and the character of the City Docks Conservation Area. Proposals to alter / strengthen Prince Street Bridge (Grade II Listed Building) could also have implications for the historic fabric and appearance of the structure.

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

Primary mitigation of the South Bristol Core Route Option should include designs appropriate to the character of the area.


Mitigation for the potential impact on buried archaeological remains will be subject to further evaluation in areas where deposits may be particularly vulnerable.

The net effects of the proposals on cultural heritage are likely to be negligible or slight (with the exception of the proposed New Cut bridge)

Omission of dedicated BRT lanes and the M32 P+R will significantly reduce overall adverse impacts by comparison with the MSBC scheme

The net effects of the proposals are positive.

**Checklist completed by:**

Name:	Darren Pacey
Dept.:	CD – Major Projects
Extension:	07827-859739
Date:	22 June 2011
Verified by Sustainable City Group	Steve Ransom 

## Appendix D3

### Eco Impact Checklist

<b>Title of report:</b> South Bristol Link – Environmental Assessment				
<b>Report author:</b> Nick Rowson (Atkins)				
<b>Anticipated date of key decision:</b> 21 July 2011				
<p><b>Summary of proposals:</b>            Recommendation that Cabinet endorse the proposals for the South Bristol Link and approve the submission to the Department for Transport of a Best and Final Bid for Programme Entry.            This Eco-Impact Assessment updates the environmental impact summary for the project submitted for the MSBC submission in March 2010.</p>				
Will the proposal impact on...	Yes/No	+ive or -ive	If yes...	
			Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	Yes	-ive	In the short-term, Greenhouse Gas emissions during construction of the Scheme would be expected to be increased for the immediate locality.	Rapid Transit vehicles to be high specification, low emission vehicles. It is expected that the Scheme would relieve congestion at other locations within the Bristol network, resulting in an overall reduction in Greenhouse Gas emissions from idling vehicles for example within the Bristol area.
		-ive	At Operation, private vehicles and Rapid Transit Vehicles would emit Greenhouse Gases.	The construction of the Rapid Transit Scheme should aim to achieve CEEQUAL (Civil Engineering Environmental Quality Assessment) "Very Good" standard as a minimum.
		+ive	On opening, it is anticipated that the South Bristol Link will give a small reduction in Greenhouse Gas emissions, compared with the Do Minimum scenario.	
Bristol's vulnerability to the effects of climate change?	Yes	-ive	<p>Flooding:</p> <p>The Scheme would cross several areas of Environment Agency designated flood zones. Additional hardstanding created by the Scheme and associated increased speeds and quantities of surface water runoff have the potential to exacerbate flooding in these areas, which is likely to become more</p>	In accordance with PPS25, a Flood Risk Assessment (FRA) will be prepared for the Scheme as part of the EIA and for the approval of the Environment Agency. The aim of this FRA is to identify and assess flood risks from all sources of flooding both to the Scheme and from its development. It would also outline how these risks would be managed at present,



				This will be undertaken in consultation with the BCC Urban Design and Landscape Teams.
Pollution to land, water, or air?	Yes	Unknown	The Scheme is expected to result in a small overall improvement in Local Air Quality (PM <sub>10</sub> and NO <sub>2</sub> ) but more detailed studies are needed to confirm the nature and location of local impacts.	A CEMP would be employed during construction, to be written in accordance with ISO14001 Environmental Management Systems. This would incorporate measures to reduce construction impacts of noise, emissions to air, lighting, dust and contamination.
		-ive	The scheme will potentially disturb a number of old and recently closed landfill sites giving rise to direct pollution risk from construction and indirect from the disposal to landfill of the excavated material.	The Contractor's performance in this area would be considered during the tendering process. In addition, the Contractor must work in accordance with guidance issued in all relevant Environment Agency Pollution Prevention Guidelines (PPGs).
		-ive	Demolition & construction works may cause accidental pollution to land.	
		-ive	Demolition & construction works may cause accidental contamination of local water-courses and surface water drains.	
		-ive	Demolition & construction works may produce increased emissions & dust.	
		-ive	Noise would be created during construction works.	
		-ive	Light pollution may cause a Statutory Nuisance to nearby residents.	In order to limit light pollution, all lighting should be directional and light cut-off canopies provided.
Wildlife and habitats?	Yes	-ive	The Scheme would have no direct impact as a result of damage or disturbance for the	A full Environmental Impact Assessment would be undertaken for the Scheme, in accordance with the Town

		<p>majority of international and statutory designated sites for nature conservation. However, the Scheme proposals would require land take from the known foraging and commuting grounds of both greater and lesser horseshoe bats, which are primary reasons for the designation of the North Somerset and Mendip Bats SAC. There would be an adverse impact to the non-statutory designations of Colliters Brook Site of Importance for Nature Conservation (SINC) and Ashton Vale Fields SINC which the proposed Scheme runs through and adjacent to. Hedgerows which are categorised as Important under the Hedgerows Regulations 1997 are expected to be affected as a result of the Scheme. There will be a potential adverse impact to the Highridge Common land, in particular to the area now maintained for wildlife interest and to historic hedgerow boundaries</p>	<p>and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. This would include an Ecological Impact Assessment, and would detail appropriate mitigation and compensation. This would act to reduce or eliminate potential adverse ecological impacts. Mitigation measures should include an ecological watching brief with works undertaken under appropriate Natural England Protected Species licences which would ensure the minimisation of construction phase disturbance and disruption. Land take would require compensation in the form of suitable habitat creation. The provision of alternative commuting and dispersal corridors such as replanted hedges and hopovers would also act to reduce the impact to bats.</p> <p>All internationally designated sites within 2km of the Scheme would require an Appropriate Assessment Screening Matrix under the Conservation (Natural Habitats, &amp;c.) Regulations 1994 (As Amended). The matrix would determine the likely impact of the Scheme, identify the necessity for Appropriate Assessment and additional mitigation measures to reduce and/ or eliminate this impact.</p>
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**Consulted with:**

**Summary of impacts and Mitigation**

Work completed to date indicates that the SBL should deliver long term environmental benefits for Bristol's carbon footprint and local air quality, and these outweigh the short term impacts outlined within the Environmental Impact Assessment. This is due to reduced congestion in other locations and the assumption of a modal shift from private vehicle to public transport. More detailed and comprehensive surveys and studies, forming the scope of the EIA study, will be required to confirm these findings.

The proposals include the following measures to reduce the impacts:

- Full Environmental Impact Assessment to be undertaken for the Scheme, in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.
- Mitigation to effect the emission of Climate Changing (Greenhouse) gasses.
- The construction of the Scheme should aim to achieve CEEQUAL (Civil Engineering Environmental Quality Assessment) "Very Good" standard as a minimum.
- The production of a Construction Environmental Management Plan, in accordance with the requirements of ISO14001.
- Mitigation to address Bristol's vulnerability to the effects of Climate Change.
- Mitigation to address the use of raw materials for construction and operation of the Scheme through a Scheme Sustainability Appraisal and the CEMP.
- Energy efficient, low-emission Rapid Transit fleet to be used.
- Mitigation to address changes in the appearance (townscape and visual impact) of the city.
- Mitigation to address the risk of land, air, water, noise and light pollution at the construction and operational stage.
- Mitigation to address impact on nature conservation and biodiversity at the construction and operational stage.

The net effects of the proposals are positive.

**Checklist completed by:**

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