

**BRISTOL CITY COUNCIL
CABINET
4 October 2012**

REPORT TITLE: Transport Investment Programme

Ward(s) affected by this report: Citywide

Strategic Director: Rick Palmer – Strategic Director, Neighbourhoods and City Development

Report author: Alistair Cox – Service Manager, City Transport

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Report signed off by executive member: Cllr Tim Kent

Purpose of the report:

To summarise the key areas of the core programme of transport investment over the next 3 years (as separate from the Transport Major Scheme programme), including allocation of Investing In Bristol's Future funding and to seek approval for the elements of the programme that could exceed £500,000 and require formal cabinet approval.

RECOMMENDATION for Cabinet approval:

1. That funding is approved for Portway Park & Ride Rail Platform (Key Decision in excess of £500k).
2. The Cabinet endorse the wider programme of spend as detailed in Table 1
3. That the Service Director for Transport, in consultation with the Executive Member for Transport, be given delegated authority to implement the proposed projects listed in Table 1 as referred to above.

Background:

During 2012 investment in transport has received a substantial boost through three new funding streams

- £16m of Transport funding in the "Investing In Bristol's Future" package;
- Local Sustainable Transport Fund (LSTF) providing £9.25m specifically for Bristol and a wider range of West of England improvements; and
- Better Bus Area Fund providing an additional £3.7m,

This funding has allowed us to bring in additional match funding from third parties ranging from public sector bodies to transport operators and businesses.

Several key elements of the programme have already received Cabinet approval:

26 July 2012 - Citywide Rollout of 20mph speed limits - £2.325m

Further areas of significant investment in new schemes in addition to the LTP Capital Programme are summarised below:-

Table 1

	Scheme	Cost	Description
1	Bristol Metro / Local Rail Development	£0.75m	Bristol Metro Development & rail station re-opening scoping project, and construction of Portway Park & Ride Rail Platform
2	Street lighting	£1M	White light conversion, to reduce future energy costs from street lighting.
3	Road repair and resurfacing	£1M	Repair and resurfacing works to approximately 6 km of roads
4	Bus and public transport infrastructure	£1.25m	Bus stop upgrades, smart ticketing,
	Better Bus Fund and LSTF Public Transport	£4.2m	Bus priority and junction upgrades, bus stop upgrades, on bus displays with audio announcements, youth fares pilot
5	Communities: Local Sustainable Transport Grants/Active Neighbourhood Fund	£2m	Additional revenue and capital funding to support neighbourhoods
6	LSTF Business Engagement Programme	£0.76m	Working with employers to encourage active and sustainable travel
7	LSTF Schools / Transitions Programme	£1.15m	Ground breaking work to widen access and lock in sustainable travel
8	LSTF Walking & Cycling Infrastructure	£2.75m	Further enhancements on key corridors recognising the importance of high quality infrastructure

Proposals:

The main areas of future transport investment over the next 3 years include:

1. Bristol Metro Development & rail station re-opening scoping project & Portway Park & Ride Platform (£0.75m)

Portway Station

This funding will enable construction of the first new railway station in the Bristol area for over 15 years at Portway Park & Ride.

The platform will link the Park & Ride site to the Severn Beach Line rail services, significantly expanding the customer catchment of the service and providing improved access to Temple Meads, Temple Quay and the new Local Enterprise Zone. Planned opening late Summer 2013. Work is currently underway to develop the Planning Application. However the provisional cost estimate is £500,000 to allow for contingency and unforeseen risks at this stage of the design process.

Given the uncertainties of final design issues and costs at this stage cabinet approval is

sought for project spend within a total budget ceiling of up to £650,000.

To contextualise these costs in the wider rail industry a new station would typically cost in excess of £10m.

Greater Bristol Metro

The Portway Station fits in with the wider plans to achieve a cross Bristol 30 minute train service.

We have been successful in taking the Greater Bristol Metro from a concept to securing the inclusion of phase 1 within the Invitation to Tender for the Greater Western Franchise. Bidders are being advised that phase 1 is intended to be operational from 2017.

Alongside this the authorities are now commencing work on the business case to demonstrate value for money and to seek the funding required to allow construction for the new infrastructure to commence by 2015. A project team is being set up and additional expertise will be recruited to the Councils to ensure that we strengthen the depth of technical and commercial skills in this area.

2. Street lighting – white light conversion.

An additional £1M will be invested over two years, accelerating the retrofitting the existing residential road street lights with white light lamps, and bringing forward additional energy savings of £250,000 per annum. This is linked to the savings commitments incorporated in the Medium Term Financial Plan. The additional investment builds on the 10,500 lanterns retrofitted over the last 18 months on main and distributor roads across the city, generating an energy saving of approximately £700k per annum. The intention is to spend £700,000 in 2012/13 and £300,000 in 2013/14. This will pay for 12,500 lamp retrofits across the whole of the city. When these works are complete nearly 70% of the city's 34,000 street lights will have been fitted with low energy lamps. Works are already underway and savings are on track in line with forecast.

3. Road repair and resurfacing:

Investment of an additional £1 million over 3 years to accelerate delivery of a number of critical road repairs and improvements, including planned resurfacing works to some 24 roads, which are listed below, with initial phasings over the three year period. These schemes were derived through the established technical assessment based on highway condition appraisal.

2012/13

- Romney Avenue, Lockleaze
- Throgmorton Road, Filwood
- St. Marks Road, Lawrence Hill / Easton
- Queens Road, Bishopsworth / Hartcliffe
- Chapel Green Lane, Cotham
- Downend Road, Lockleaze
- St. Johns Lane, Windmill Hill
- Pembroke Road, Avonmouth
- Melvin Square, Filwood
- Daventry Road, Filwood
- Long Acre Road, Whitchurch Park

2013/14

- Kendon Drive, Horfield
- Embleton Road / Wigton Crescent, Southmead
- Nibley Road/ Hung Road, Avonmouth
- North Road, Redland
- Windmill Hill, Windmill Hill

2014/15

- St Peters Rise, Hartcliffe
- Brook Road, Ashley
- Speedwell Road, Hillfields/St George East
- Church Road, Horfield/Bishopston
- Avonvale Road, Lawrence Hill
- Soundwell Road, St George East
- Belland Drive, Whitchurch Park
- Lower Cheltenham Place, Ashley

4. Bus and public transport infrastructure

Building on the success of the Greater Bristol Bus Network (GBBN), £1.25M has been allocated from the Investing in Bristol's Future funding, and will be targeted towards the upgrade of key bus stops to the standard on the GBBN. Bus Routes identified include A4 Portway to support the Portway Park and Ride service, bus stops that serve supported services 501 and 502 between Shirehampton and the South Gloucestershire border and the 505/506 routes serving Shirehampton and Southmead. These will be the first upgradings of orbital routes.

The £4.2m funding from the Better Bus Area Fund and LSTF will be targeted towards a number of network wide initiatives, such as WiFi and Next Stop displays on vehicles and driver awareness training. Some more targeted enhancements include the upgrading of the original Showcase 1 bus route (service 75 Cribbs Causeway to Hengrove and service 76 Henbury to Hengrove), to a GBBN standard, city centre interchange displays, enhancements to the 8/9 service through Clifton and Redland, Victoria Street bus stop upgrades and possible bus lane extension.

5. Communities: Local Sustainable Transport Grants / Active Neighbourhood Fund. £2m of investment over 3 years aimed at complementing the strategic transport programme with local transport projects identified by local communities and Neighbourhood Partnerships. Funding comprises two grant funds:

- A £1m Highways Infrastructure and Road Safety Grant for kick-starting transport infrastructure schemes in local areas, aimed at improving accessibility, safety and quality of life in Bristol and encouraging more people to walk, cycle, or use public transport. Demand for this local grant fund has proved high with over £4.6M in grant applications received in 2012. These have been considered very carefully and the results of the assessment of these are set out in Appendix B, with allocations supporting 17 projects.
- A £1m Active Neighbourhood Transport Grant for projects and activities to be delivered by communities that support and strengthen local economies (encouraging people to walk or cycle to neighbourhood shops and services, rather

than driving to other locations) and increasing physical activity to improve health, through greater use of walking and cycling for local journeys. A number of applications to this grant pot have been received and a second round of bidding will open in January 2013 and close in March 2013.

6. LSTF Business Engagement Programme

Further development of a programme of working with employers and businesses to increase the use of sustainable travel modes for commuting and business journeys. Building on the successful Cycling City projects and first phase of the LSTF project, this programme will continue to work with major employers in the city and more than 50 companies signed up to the successful Cycle Champions network. It will also implement a more intensive programme of “softer measures” and grants for sustainable infrastructure targeted at key employers identified as having the greatest potential to reduce car use.

Further work will be undertaken with Bristol University and the University of West of England, who with a combined total of nearly 50,000 staff and students, provide an opportunity to substantially increase the number of sustainable transport journeys in Bristol. This programme will continue to help increase the number of staff and students travelling by bike, foot, public transport and car sharing, including travel information and promotions, provision of cycle facilities and further enhancements to public transport services.

7. LSTF Schools / Transitions Programme

Enhancing the successful Cycling City schools programme, developing a new approach to delivering travel behaviour change which encompasses all sustainable modes of transport and targets a broader range of year groups, including working with pupils at key life stages such as the move to secondary school, and end of school move to colleges and work. The programme will work with 70 schools and five colleges over the next 3 years. It will also encourage young people to defer car ownership.

8. LSTF Walking & Cycling Infrastructure.

Building on the successes of Cycling City, the LSTF project will invest £2.3m in new cycle routes, and improvements at targeted locations to further enhance the cycle network and continue the substantial growth in cycling in Bristol.

Current schemes include enhancements to Stokes Croft Gateway, on the A38 North, bringing improvements to a critical section of the busiest cycle route in the city; pedestrian improvements to the Promenade on the A38 Gloucester Road, further enhancing pedestrian movement and public space at this key local retail centre; Safety improvements to A4 Bath Bridges and further sections of the Concorde Way cycle route improving access from this new cycle route through St. Werburghs to the City Centre.

Consultation and Scrutiny Input:

a. Internal consultation:

Wide-ranging consultation has been conducted both prior to the Expression of Interest and in developing the full business case. Members, Neighbourhoods, Key stakeholders and Businesses have been engaged in terms of raising awareness

and as partners in delivering potential LSTF Projects. The Sustainable Development and Transport Scrutiny Commission has also considered the LSTF business case. This engagement has demonstrated broad support for the approach to the business case, and specific issues raised have been taken on board in developing the business case submission

b. External consultation:

Neighbourhood Partnerships have been engaged through attendance at Neighbourhood Forums. Key Stakeholder and business events have been held in April 2011 and again in October. Weekly “drop in” sessions were also held to engage with wider groups, including Equalities Communities representatives.

Other Options considered:

- Options not to submit bids under the Local Sustainable Transport Fund and Better Bus Fund were considered. However this was viewed as preventing Bristol City Council from accessing significant opportunities to build on plans for taking forward sustainable travel measures.
- The overall approach to the LSTF programme was assessed using the Department for Transport’s EAST option appraisal tool. The approach and programme which has been successful in attracting government funding was the optimal option derived from this methodology.

Risk management / assessment:

The principal risks associated with these Transport programmes or projects are:

Overspending on projects or programmes. There are a number of major projects in the programme which depend on local discretionary resources, and prudent cost planning and good project management are required.

Underspending / resources to deliver. With the scale of funding and relatively short delivery timescale, it will be essential to manage the capacity to deliver these projects. There are a number of consultancy frameworks set up to support LSTF and other Transport Projects which can be utilised in order to cover capacity shortfalls.

The projects and programmes listed in this report already have individual risk registers, or will develop them as the projects are developed.

Public sector equality duties:

A screening EQiA has been completed for the LSTF project as part of the overall investment programme, highlighting the potential for the programmes to positively impact on equalities communities. Individual projects identified in the Transport Capital Programme, or funded from the Investing in Bristol’s Future Fund will produce individual EQiA’s or screening assessments where required and further equalities work with stakeholders will be progressed as the projects are further developed. Further detailed Step 2 Equalities Impact Assessments will be undertaken as required on the individual measures taken forward as part of these programmes.

Regarding Portway Park and ride. This project is at the early stage of inception, and many

variables are yet to be worked up. As the detail of the project is progressed an individual EQIA screening process will be undertaken and a full EQIA will be produced if required.

Environmental checklist / eco impact assessment –

The overall investment programme covering the Local Sustainable Transport Fund has been subject to a specific Eco-IA which was completed in October 2011. A number of small revisions have been made to this Eco-IA and this is set out in Appendix C to this report. In summary this considers that:-

The significant impacts of the programme are:-

- Long-term positive impacts: Investment in, and promotion of, public transport, walking and cycling, providing for a reduction in car journeys and associated emissions.
- Short term negative impacts: the use of fuels and materials for construction of capital projects, and associated production of waste.

The proposals include the following measures to mitigate the impacts:-

- Individual engineering and construction projects will be subject to the appropriate controls, including Environmental Impact Assessments, procurement, planning, and waste management.
- It is noted that any new planning permissions will need to comply with the following policies from the Core Strategy:
 - BCS 13 - Climate change – mitigation and adaptation
 - BCS 14 - Sustainable energy
 - BCS 15 - Sustainable design and construction
 - BCS 16 - Flood risk and water management
 - BCS 21 – Quality Urban Design

The net effects of the proposals are positive.

As set out in the mitigation measures above, individual projects identified in the Transport Capital Programme, LSTF Programme, or funded from the Investing in Bristol's Future Fund will produce individual Environmental Checklists or Eco Impact Assessments where required and will be progressed as the projects are further developed.

Portway Park and ride. This project is at the early stage of inception, and many variables are yet to be worked up. As the detail of the project is progressed and an Environmental checklist will be completed and an Ecological Assessment will be produced if required.

Resource and legal implications:

Finance

a. Financial (revenue) implications:

The £4.6m of Revenue funding identified in this report is funded from the Local Sustainable Transport Fund which has already received approval on 26th July 2012.

Advice given by Chris Williams, Finance Team Manager, Neighbourhoods and City Development
Date 7 September 2012

b. Financial (capital) implications:

Many of the capital elements of this programme are funded through the LSTF project and Local Transport Plan Capital Programme and have already received approval including the Portway Park & Ride Rail Platform works as part of the Bristol Metro / Local Rail Development Project.

The prudential borrowing for the £6m of local transport schemes funded from the Investing in Bristol's future fund was approved by Cabinet on 26th January 2012.

Advice given by Chris Williams Finance Team Manager, Neighbourhoods and City Development
Date 7th September 2012

c. Legal implications:

A legal agreement has been put in place to clarify responsibilities across and between the 4 Unitary Authorities in relation to the LSTF Programme. This sets out Bristol's role as Accountable Body in the programme, as well as a participant organisation. The Grant Conditions have been received from the DfT. Legal Services will ensure that any issues are identified and dealt with.

Advice given by P Malarby, Senior Solicitor (Highways & Transport)
Date 7 September 2012

d. Land / property implications:

Not applicable

e. Human resources implications:

There are no significant HR resource implications.

Advice given by Chris Dagger/HR Business Partner
Date 7 September 2012

Appendices:

Appendix A – Capital Programme Tables from Cabinet report 26/1/12

Appendix B – Highways Infrastructure and Road Safety Grant Assessment Results

Appendix C – Eco Impact Assessment

Access to information (background papers):

Joint Local Transport Plan 3, March 2011 <http://travelplus.org.uk/our-vision/joint-local-transport-plan-3/read-the-final-jltp3-strategy>

CITY DEVELOPMENT (CD)

Appendix A

<u>THREE YEAR CAPITAL PROGRAMME - 2012/13 ONWARDS</u> <u>EARMARKED</u>	<u>PROJECT</u> <u>COST</u> £'000	<u>2012/13</u> £'000	<u>2013/14</u> £'000	<u>2014/15</u> £'000
<u>Committed Projects before 31.3.12</u>				
Mainstream & One-Off	31,858	24,984	4,012	2,862
<u>New Projects - 2012/13 Starts</u>				
Major Schemes				
Local Contribution to Rapid Transit	1,000	1,000		
Public Transport Infrastructure				
Bus Priority / Improvements	300	300		
Minor Schemes	109	109		
Road Safety				
Residents Parking Zones (subject to consultation)	1,500	1,500		
Devolved to Neighbourhood Partnerships for Minor Traffic Schemes	347	347		
City Wide 20mph	150	150		
Minor schemes	70	70		
Smarter Travel Choices				
Walking and Cycling Infrastructure	450	450		
Minor Schemes	227	227		
Transport Asset Maintenance and Improvement	3,719	3,719		
<u>Investing in Bristol's Future Package</u>				
Bus Rapid Transit	10,000		5,000	5,000
Transport - Minor Schemes				
Street Lighting white light conversion	1,000	500	500	
St James Barton (Bear Pit) pedestrian scheme	1,000	1,000		
Road repair and resurfacing	1,000	500	250	250
Bristol Metro and rail station re-opening scoping project	750	300	450	
Upgrade bus stops and smart ticketing capability	1,250	1,050	200	
Minor Works	1,000	300	300	400
Capitalised R & M (spend authorised by Corporate Property Services)	2,330	2,330		
Conservation/ E.I.P/ Engineering Design	280	280		
Asbestos remediation works	505	505		
<u>Future Capital Project Aspirations</u>				
<u>2013/14 - 2014/15</u>				
Project Development & Implementation	9,054		3,860	5,194
Maintenance	6,141		3,163	2,978
Capitalised R & M (spend authorised by Corporate Property Services)	4,660		2,330	2,330
Conservation/ E.I.P/ Engineering Design	560		280	280
Asbestos remediation works	1,010		505	505
<u>TOTAL CAPITAL PROGRAMME</u>	80,270	39,621	20,850	19,799

Highways Infrastructure and Road Safety Grant - -

APPENDIX B

Approved Schemes

NP Number	Neighbourhood Partnership Area	Group	Scheme	Final Result	Amount	Match Funding
NP1	Avonmouth,Kingsweston	Avonmouth , Kingsweston NP	Westbury Lane crossing	Approve subject to detailed funding	£20,000	£11,633
NP2	Henbury, Brentry, Southmead	Henbury, Brentry, Southmead NP	Knole Lane crossing point	Approve subject to detailed funding	£12,000	£3,000
NP3	Henleaze, Stoke Bishop, W.O.T	Henleaze, Stoke Bishop, W.O.T NP	Henleaze Infants/Jnr School pavement build out Park Grove	Approve subject to detailed funding	£20,000	£3,500
NP3	Henleaze, Stoke Bishop, W.O.T	Henleaze, Stoke Bishop, W.O.T NP	Stoke Lane parking restrictions	Approve subject to detailed funding	£4,000	£4,000
NP4	Horfield, Lockleaze	Horfield, Lockleaze NP	Part fund zebra crossing Kellaway Ave	Approve subject to detailed funding	£20,199	£5,801
NP5	Greater Fishponds Area	Greater Fishponds Traffic &Transport Sub Group	Forest Road widening	Approve subject to detailed funding	£75,000	-
NP6	Bishopston, Cotham and Redland	Bishopston, Cotham and Redland Highways and Transport Sub Group	Junction alterations North/Cromwell Rd	Approve subject to detailed funding	£45,000	-
NP7	Cabot, Clifton, Clifton East	Clifton Suspension Bridge Trust	Safety and environmental improvements to Suspension Bridge Rd	Approve subject to detailed funding	£100,000	£125,000
NP8	Ashley, Easton, Lawrence Hill	Sustrans on behalf of The Limes Nursery Play in Action group	Junction improvement Bristol to Bath Railway Path BBRP	Approve subject to detailed funding.	£80,000	in kind
NP8	Ashley, Easton, Lawrence Hill	St Werburghs Neighbourhood Association	4 priority areas	Approve subject to detailed funding.	£36,000	£10,000
NP9	St George	St George NP	Speeding, road safety Troopers Hill Rd	Approve subject to detailed funding.	£30,000	-
NP10	Greater Bedminster	Ashton Gate Triangle Neighbourhood Improvement Group	Toll House junction alterations	Approve subject to detailed funding.	£17,800	£14,000

Approved Schemes Contd.

NP11	Filwood, Knowle, Windmill Hill	Filwood, Knowle, Windmill Hill NP	Victoria Park Primary safe route to school	Approve subject to detailed funding.	£60,000	£5,000
NP12	Greater Brislington	Greater Brislington NP	Broomhill Rd parking	Approve subject to detailed funding.	£15,000	-
NP13	Dundry View	Dundry View NP	Fulford Rd lay-by and Pavey Rd traffic calming	Approve subject to detailed funding.	£25,200	£1,800
NP14	Hengrove, Stockwood	Hengrove, Stockwood NP	Walsh Ave	Approve subject to detailed funding.	£92,000	£8,000
NP4 & NP6	Henleaze, Stoke Bishop, W.O.T & Bishopston, Cotham and Redland	Henleaze, Stoke Bishop, W.O.T & Bishopston, Cotham and Redland	Coldharbour Rd crossing	Approve subject to detailed funding.	£24,820	-
Approved Schemes					Totals	£677,019 £191,734

The above projects approved subject to detailed design, feasibility and consultation.

Highways Infrastructure and Road Safety Grant

Reserve Schemes

NP Number	Neighbourhood Partnership Area	Group	Scheme	Final Result	Amount Match Funding	
NP1	Avonmouth,Kingsweston	Avonmouth , Kingsweston NP	Shire View Inc crossings	Reserve list, No signals element	£70,000	£20,604
NP2	Henbury, Brentry, Southmead	Henbury, Brentry, Southmead NP	Crow Lane Shops parking scheme	Reserve list, further development required	£99,500	£500
NP4	Horfield, Lockleaze	Horfield, Lockleaze NP	Pathway to connect with bus routes and local amenities	Reserve list,check if adopted highway	£30,000	-
NP5	Greater Fishponds Area	On Behalf of Clay Bottom and Dubbers Lane Residents	PROW 240 &241 Upgrade paths, steps and lighting	Reserve	£35,500	-
NP6	Bishopston, Cotham and Redland	Redland And Cotham Amenities Society	Redland Green road crossing	Reserve	£35,000	-
NP8	Ashley, Easton, Lawrence Hill	Old Market Community Association	3 Phase traffic reconfiguration	Reserve, though Community transport Officer to assist with further development	£100,000	£300,000
NP9	St George	St George NP	Bryants Hill refuge island	Reserve	£15,000	-
NP11	Filwood, Knowle, Windmill Hill	Filwood, Knowle, Windmill Hill NP	Address traffic issues on St Martins Rd Knowle	Reserve	£35,000	-
NP10	Greater Bedminster	Greville Rd Neighbours	Greville Rd DIY streets	Reserve further development required	£35,000	possibly
NP11	Filwood, Knowle, Windmill Hill	Filwood, Knowle, Windmill Hill NP	Axbridge Rd Knowle pavement parking measures	Reserve	£60,000	£30,000
NP12	Greater Brislington	Greater Brislington NP	Talbot Road	Reserve Feasibility Study Only	£15,000	-
NP13	Dundry View	Dundry View NP	Elm Tree Corner corridor scheme	Reserve	£58,000	£4,000
NP14	Hengrove, Stockwood	Hengrove, Stockwood NP	Stockwood Lane	Reserve	£70,000	-
Reserve Schemes				Totals	£658,000	£355,104

Title of report: Transport Investment Programme				
Report author: Alistair Cox				
Anticipated date of key decision: Cabinet 4th October				
<p>Summary of proposals:</p> <p>The report summarises the key areas of the programme of transport Investment over the next 3 years, including allocation of Investing In Bristol's Future funding and to seek approval for the elements of the programme that could exceed £500,000 and require formal cabinet approval.</p> <p>There are 3 main areas recommended for cabinet approval which includes:</p> <ol style="list-style-type: none"> 1. That funding is approved for Portway Park & Ride Rail Platform (Key Decision in excess of £500k). 2. The cabinet endorse the wider programme of spend 3. That the Service Director for Transport, in consultation with the Executive Member for Transport, be given delegated authority to implement the proposed projects listed in Table 1 				
Will the proposal impact on...	Yes/ No	+ive or -ive	If yes...	
			Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	y	+ve	<p>Enhancements to public transport and cycling facilities will provide for a reduction in emissions.</p> <p>Increased use of sustainable modes for commuting (through area travel plans and on key commuter routes projects) will provide for a reduction in emissions.</p> <p>As will promotional and travel awareness work as part of the transitions projects.</p>	

		-ve	Construction and engineering of capital measures requires combustion of fossil fuels.	<p>See overall environmental mitigation measures in the summary.</p> <p>Contractors will submit a method statement detailing how construction impacts will be minimised.</p>
Bristol's vulnerability to the effects of climate change?	y	+ve	Providing for use of alternative modes of travel improves resilience.	
		-ve	Specific capital schemes may have a negative impact. For example, increasing impermeable surfaces.	<p>See overall environmental mitigation measures in the summary.</p> <p>Specific schemes will comply with the principles for assessing the vulnerability of transport options, as set out in the JLTP3.</p>
Consumption of non-renewable resources?	y	+ve	Enhancements and promotion of public transport, walking and cycling (as set out above) will provide for a reduction in consumption of fossil fuels.	
		-ve	Construction of new infrastructure consumes materials and fuels.	<p>See overall environmental mitigation measures in the summary.</p> <p>Contractors will submit a method statement detailing how construction impacts will be minimised.</p> <p>It is likely that longer-term benefits will outweigh these short-term impacts.</p>
Production, recycling or disposal of waste	y	-ve	Waste will be produced through infrastructure & engineering works.	Projects in excess of £300k are required to produce a statutory Site Waste Management Plan, which will detail the types of waste

				generated, and how they will be managed.
The appearance of the city?	y	+ve	Under the Vibrant Streets and Key Centres projects, public realm improvements and streetscene enhancements will have a positive impact.	
		?	New infrastructure will alter the appearance of the city. These alterations may be positive or negative.	See overall environmental mitigation measures in the summary. To be considered as part of the planning process with appropriate mitigation measures.
Pollution to land, water, or air?	y	+ve	As set out in the JLTP, In terms of promoting sustainable travel and reducing car trips, the bid is predicted to deliver a small improvement in local air quality, though this is not quantifiable.	Construction sites will be registered to the considerate constructors scheme. Any potential impacts on air quality of major schemes will be considered during the planning process.
		-ve	It's likely that any engineering & construction works will create noise and dust. There is also the possibility of accidental releases of fuels and chemicals to land or water.	Contractors will be required to submit method statements, detailing how they will manage site-based environmental risks.
Wildlife and habitats?	y	-ve	Development of infrastructure may harm wildlife & habitats.	The EIA process will identify impacts and with the advice of the Council's natural environment team, mitigation measures will be implemented as recommended in the SEA. There should be no net loss to biodiversity/ habitats and opportunities for enhancement should be explored.

Consulted with: Steve Ransom, Sustainable City Group

Summary of impacts and Mitigation - to go into the main Cabinet/ Council Report

The significant impacts of this proposal are....

- Long-term positive impacts: Investment in, and promotion of, public transport, walking and cycling, providing for a reduction in car journeys and associated emissions.
- Short term negative impacts: the use of fuels and materials for construction of capital projects, and associated production of waste.

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

- Individual engineering and construction projects will be subject to the appropriate controls, including Environmental Impact Assessments, procurement, planning, and waste management.
- It is noted that any new planning permissions will need to comply with the following policies from the Core Strategy:
BCS 13 - Climate change – mitigation and adaptation
BCS 14 - Sustainable energy
BCS 15 - Sustainable design and construction
BCS 16 - Flood risk and water management
BCS 21 – Quality Urban Design
- The net effects of the proposals are:- Positive

Checklist completed by:

Name:	Ed Minihane
Dept.:	Neighbourhoods and City Development
Extension:	X36712
Date:	07/09/2012
Verified by Sustainable City Group	Andy Edwards/Steve Ransom