

**Report title: Rapid Transit Major Transport Scheme Bids :
South Bristol Link**

**Wards affected: Bishopsworth, Bedminster, Filwood, Hartcliffe, Hengrove and
Whitchurch Park**

Strategic Director: Neighbourhoods and City Development

**Report Author: Alun Owen – Service Director (Major Projects)
Neighbourhoods and City Development**

RECOMMENDATION FOR THE MAYOR'S APPROVAL:

- 1.** That the Mayor authorise the making of a Compulsory Purchase Order (CPO) by the North Somerset Council as lead authority for the South Bristol Link scheme under sections 8,239,240 and 246 of the Highway Act 1980 in respect of all land shown edged in red at Appendix 1 and as may be required for SBL (including land that may be required as replacement Special Category Land and /or for environmental enhancement or mitigation).
- 2.** That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to make any Side Road Orders (SRO's) as may be required for the scheme under s8 of the Highway Act 1980.
- 3.** That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to make any Traffic Regulation Orders (TRO's) under the Highway Act 1980 as may be required for the SBL scheme.
- 4.** That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to make an application to the Secretary of State for Communities and Local Government for the grant of a certificate under section 19 of the Acquisition of Land Act 1981 in respect of any special category land that may be required for the scheme.
- 5.** That the Mayor authorises North Somerset as lead authority for the SBL scheme to take all necessary steps to secure the making , confirmation and implementation of the CPO TRO ,SRO and section 19 Certificate , including publication and service of all notices, requisitions for information, statement of reasons and the preparation and presentation of the Councils case at any public inquiry to secure confirmation of the CPO , SRO, TRO and section 19 Certificate by the Secretary of State.
- 6.** That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to instruct the SBL Project Team's legal advisors , Burges Salmon solicitors LLP to prepare such documentation as may be required for the Orders and s19 Certificate.

7. That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to enter into agreements with landowners to secure the withdrawal of objections to any Orders and / or s19 Certificate , including, where appropriate , seeking exclusion of land from the compulsory purchase order.
8. That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to negotiate and agree terms for the acquisition by agreement of any land interests that may be required for the SBL.
9. That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to make any necessary payments of compensation (including interim payments) either as agreed with landowners or as determined by the Lands Chamber of the Upper Tribunal in relation to acquisition / overriding of properties /interests.
10. That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to transfer land and land rights acquired by North Somerset Council (whether by compulsion or negotiation) within Bristol City Councils administrative area for the puposes of the SBL to Bristol City Council in accordance with the terms of the JPA.
11. That the Mayor authorise North Somerset Council as lead authority for the SBL to make any road classification order as necessary in relation to the SBL

Key background / detail:

- a. Purpose of report: To seek approval for North Somerset Council to undertake all legal procedures associated with the delivery of the South Bristol Rapid Transit Project.
- b. Key details:
 1. Bristol City Council has entered into Joint Promotion Agreements (JPA's) with both North Somerset and South Gloucestershire Councils . These set out how the councils will jointly colloborate to promote NHF and SBL , confirms that North Somerset Council is to be the lead authority for SBL, and South Gloucestershire shall be the lead authority for NHF, and also sets out the costs allocation on the projects as between each authority. In additon the JPA between North Somerset and Bristol City Council contains provisions allowing North Somerset Council and Bristol City Council to access the powers available under S8 of the Highways Act 1980 – exercise of these powers by agreement between North Somerset and Bristol City Council will allow North Somerset Council to promote and deliver the whole of the SBL scheme.
 2. SBL will likely require the promotion of a compulsory purchase order (CPO) side road orders (SRO's) and Traffic Regulation Orders (TRO's) (the orders). As the scheme will also likely involve the replacement of special category land (on Highridge Common) a s19 certificate under the Acquisition of Land Act 1981 will be needed.

**BRISTOL CITY COUNCIL
CABINET
29 May 2013**

REPORT TITLE: Rapid Transit Major Transport Scheme Bids : South Bristol Link

Ward(s) affected by this report: Bishopsworth, Bedminster, Filwood, Hartcliffe, Hengrove and Whitchurch Park

Strategic Director: Neighbourhoods and City Development

Report author: Alun Owen – Service Director (Major Projects)
Neighbourhoods and City Development

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Purpose of the report:

To seek approval for North Somerset Council to undertake all legal procedures associated with the delivery of the South Bristol Rapid Transit Project.

RECOMMENDATION FOR THE MAYOR'S APPROVAL:

1. That the Mayor authorise the making of a Compulsory Purchase Order (CPO) by the North Somerset Council as lead authority for the South Bristol Link scheme under sections 8,239,240 and 246 of the Highway Act 1980 and any other powers considered necessary (including section 260 and the creation of new rights under 250 if required) in respect of all land shown edged in red at Appendix 1 and as may be required for SBL (including land that may be required as replacement Special Category Land and /or for environmental enhancement or mitigation)
2. That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to make any Side Road Orders (SRO's) as may be required for the scheme under s8 of the Highway Act 1980
3. That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to make any Traffic Regulation Orders (TRO's) under the Highway Act 1980 as may be required for the SBL scheme.
4. That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to make an application to the Secretary of State for Communities and Local Government for the grant of a certificate under section 19 of the Acquisition of Land Act 1981 in respect of any special category land that may be required for the scheme.
5. That the Mayor authorises North Somerset as lead authority for the SBL scheme to take all necessary steps to secure the making, confirmation and implementation of

the CPO TRO ,SRO and section 19 Certificate (including confirmation of the preferred option for the exchange land), including approval of the CPO plan and publication and service of all notices, requisitions for information, statement of reasons and the preparation and presentation of the Councils case at any public inquiry to secure confirmation of the CPO , SRO, TRO and section 19 Certificate by the Secretary of State.

6. That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to instruct the SBL Project Team's legal advisors , Burges Salmon solicitors LLP to prepare such documentation as may be required for the Orders and s19 Certificate.
7. That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to enter into agreements with landowners to secure the withdrawal of objections to any Orders and / or s19 Certificate , including, where appropriate , seeking exclusion of land from the compulsory purchase order.
8. That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to negotiate and agree terms for the acquisition by agreement of any land interests that may be required for the SBL.
9. That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to make any necessary payments of compensation (including interim payments) either as agreed with landowners or as determined by the Lands Chamber of the Upper Tribunal in relation to acquisition / overriding of properties /interests.
10. That the Mayor authorise North Somerset Council as lead authority for the SBL scheme to transfer land and land rights acquired by North Somerset Council (whether by compulsion or negotiation) within Bristol City Councils administrative area for the puposes of the SBL to Bristol City Council in accordance with the terms of the JPA.
11. That the Mayor authorise North Somerset Council as lead authority for the SBL to make any road classification order as necessary in relation to the SBL.

The proposal:

Background

1. Since securing Department of Transport Funding for the three rapid transit schemes (Ashton Vale to Bristol City Centre , North Fringe to Hengrove Package (NFH) and the South Bristol Link (SBL)) in November 2011 work has been progressing on the scheme design for each package. The Inquiry in relation to the Transport and Works Act Order for the Ashton Vale to Bristol City Centre was held in June and July 2012 with a decision expected by the Secretary of States in June 2013. Planning applications in respect of South Bristol Link and North Fringe to Hengrove package will be submitted to North Somerset, Bristol City Council and South Gloucestershire as respective planning authorities in due course.
2. Previous Cabinet reports of the 21st July 2011 and 4th October 2012 have asked Cabinet for support in relation to the BFFB bids prior to their submission in

September 2011 and in relation to funding required to support the progression of the bids towards gaining approval for the Final Business Case from the Secretary of State.

3. Bristol City Council has entered into Joint Promotion Agreements (JPA's) with both North Somerset and South Gloucestershire Councils . These set out how the councils will jointly collaborate to promote NHF and SBL , confirms that North Somerset Council is to be the lead authority for SBL, and South Gloucestershire shall be the lead authority for NFH, and also sets out the costs allocation on the projects as between each authority. In addition the JPA between North Somerset and Bristol City Council contains provisions allowing North Somerset Council and Bristol City Council to access the powers available under S8 of the Highways Act 1980 – exercise of these powers by agreement between North Somerset and Bristol City Council will allow North Somerset Council to promote and deliver the whole of the SBL scheme.
4. SBL will likely require the promotion of a compulsory purchase order (CPO) side road orders (SRO's) and Traffic Regulation Orders (TRO's) (the orders). As the scheme will also likely involve the replacement of special category land (on Highridge Common) a s19 certificate under the Acquisition of Land Act 1981 will be needed.

The proposal

5. This report seeks approval for the Council to authorise North Somerset to exercise all appropriate powers to deliver the SBL scheme on behalf of BCC pursuant to section 8 of the Highways Act 1980 and to put in place all necessary administrative arrangements required under the respective constitutions of each authority to enable North Somerset to act on Bristol City Council's behalf. Bristol City Council and its officers will continue to be involved in the design, decision making and delivery of the project in accordance with the JPA but the overall exercise of the legal powers required to deliver the project will rest with and be exercised by North Somerset Council.

Policy

The three schemes which form the rapid transit network forms part of the Council's overall aims to :

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

The Local Enterprise Partnership (LEP) has a target to deliver 95,000 jobs by 2030. The Authorities Core Strategies require the delivery of 72,000 new homes and associated jobs by 2026, all of which will put further strain on the existing transport network which suffers from a lack of investment and chronic congestion due to a failure for investment to keep pace with existing economic development and expansion in the area. Investment in the rapid transit network will be key to delivering and supporting economic growth.

These schemes are consistent with Council policies and priorities which include the Joint Local Transport Plan 3, Bristol's Core Strategy and GBSTS. They are also aligned with both South Gloucestershire's and North Somerset's Core Strategies. The JTLTP3 provides that statutory basis for BCC's transport policies.

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 improve the quality of life. They also support the aspirations for a prosperous and inclusive community and to ensure a sustainable future for Bristol, North Somerset and South Gloucestershire.

Specifically, the benefits of SBL (as dealt with in previous reports) are:

- (i) to facilitate regeneration in South Bristol;
- (ii) reduce congestion in South Bristol and adjacent areas of North Somerset;
- (iii) improve accessibility from South Bristol to the City centre and to strategic transport links including the trunk road network and Bristol International Airport.

Whilst much of the SBL will use existing highway, land and rights over land that is in third party ownership or where ownership is not clear, may need to be acquired, in the absence of agreement, by CPO. The Highways Act 1980 authorises BCC, as highway authority, to compulsorily acquire any land needed. Previous Cabinet reports of 21st July 2011 and 4th October 2012 consider the use of CPO powers and authorise BCC to use such powers if necessary to deliver the SBL. The purpose of this report is to authorise NSC to utilise those CPO powers on BCC's behalf. For the reasons given in this report and the previous Cabinet reports (and supporting documents), it is considered that there is a compelling case in the public interest to deliver the SBL and to use CPO for these purposes if necessary.

The previous Cabinet reports also consider the Human Rights Act 1998 which incorporates into domestic law the European Convention on Human Rights. It is considered the position remains that exercise of CPO powers will not constitute any unlawful interference with those rights.

Consultation and scrutiny input:

The internal and external parties referred to in the previous Cabinet report have continued to be and will be the subject of ongoing consultation.

Other options considered:

To proceed with the project on the basis that each authority makes its own CPO's, SRO's and TRO's, this would increase both the costs and risks associated with the delivery of the project as it will entail running parallel processes and trying to keep them to the same timetable.

Risk management / assessment:

The key risks to the schemes remain those detailed in the previous Cabinet report. The key risk attached to the current proposal is the delay and additional costs that will arise to the SBL project if the processes are not streamlined and managed through a S8 agreement between the two authorities.

FIGURE 1

The risks associated with the implementation of the (subject) decision :

No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation)	CURRENT RISK		RISK OWNER
		(Before controls)			(After controls)		
		Impact	Probability		Impact	Probability	
1	Legal challenge to the decision to allow North Somerset Council to exercise powers on behalf of Bristol City Council	Medium	Medium	Exercise of the powers under the Highways Act 1980 to undertake the specified actions set out in the recommendation	Medium	Low	SRO/ Project Manager

FIGURE 2

The risks associated with not implementing the (subject) decision:

No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation)	CURRENT RISK		RISK OWNER
		(Before controls)			(After controls)		
		Impact	Probability		Impact	Probability	
1	Not implementing the recommendation of the report will result in BCC and NS running two sets o parallell sets of processes to implement the SBL project which could lead to delays to the project as the parallell sets of processes will be harder to keep in track and it will be more time consuming and expensive to deal with any statutory processes required to implement the SBL project	High	High	Rigorous project management will need to be maintained , but any objection management and process delays will be outside the project teams control as it will be dependant on timing and objection management with the Secretary of State, and close management of the parallell processes	High	High	SRO/ project Manager

Public sector equality duties:

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 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, steps 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.

iii) 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.

Attached at Appendix 1

Eco impact assessment – see previous report for relevant considerations

Resource and legal implications:

Financial implications:

There are no direct financial implications arising from this report. The reports included as appendices identify the detailed financial issues at that time.

Advice given by Mike Allen, Finance Business Partner

Date 17 May 2013

c. Legal implications:

The statutory processes and consents that are necessary to implement the South Bristol Link remain unchanged as a result of this proposal and remain in the programme to ensure the delivery of the project

The exercise of the powers under s8 of the Highways Act 1980 will enable North Somerset Council to undertake key tasks associated with the project resulting in a timely uniform approach to the delivery of the scheme, a reduction in the risks associated with the processes and a saving of time and costs.

Advice given by Joanne Mansfield , solicitor

Date 2nd May 2013

d. Land / property implications:

N/A

e. Human resources implications:

N/A

Appendices:

Appendix 1 - SBL Impact Assessment

Appendix 2 - Cabinet report - 21 July 2011

Appendix 3 - Cabinet report - 4 October 2012

Access to information (background papers):

Cabinet Report - 21 July 2011 (appendix 2)

Cabinet Report - 4 October 2012 (appendix 3)

APPENDIX 1



Bristol City Council Equality Impact Assessment Form

South Bristol Link (SBL)

Directorate and Service: Neighbourhoods and City Development – Major Projects

Lead officer: Steve Riley, Project Manager

Additional people completing the form:

Start date for EqIA: 13 February 2013 (for this version, as the project approaches submission of the planning application; a previous version was compiled in July 2011 at an earlier stage of the project's development)

Estimated completion date: Monitoring of scheme impacts will continue until opening in early 2017

Step 1 – Use the following checklist to consider whether the proposal requires an EqIA

1. What is the purpose of the proposal?

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 an adjacent cycling and pedestrian route. At its northern end the rapid transit links with the planned Ashton Vale-Temple Meads Bristol Rapid Transit (BRT) route; at its southern end, near South Bristol Community Hospital, it links with the planned North Fringe-Hengrove BRT 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 Airport

2. Could this be relevant to our public sector equality duty to:	High	Medium	Low
a) Promote equality of opportunity	Y		
b) Eliminate discrimination		Y	
c) Promote good relations between different equalities communities?		Y	

If you have answered 'low' to question 2, please describe your reasons - N/A

3. Could the proposal have a positive effect on equalities communities?

Yes

Please describe your initial thoughts as to the proposal's positive impact

The project is designed to benefit all residents, employees, and businesses in South Bristol through meeting the following three objectives:

- 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 Airport

4. Could the proposal have a negative effect on equalities communities?

Yes

Please describe your initial thoughts as to the proposal's negative impact

The project is designed to benefit all, as detailed in question 3, above; however, possible negative impacts are identified in Step 5.

Step 2	Describe the Proposal
2.1	<p>Briefly describe the proposal and its aims? What are the main activities, whose needs is it designed to meet, etc.</p> <p>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 an adjacent cycling and pedestrian route. At its northern end the rapid transit links with the planned Ashton Vale-Temple Meads (AVTM) BRT route; at its southern end, near South Bristol Community Hospital, it links with the planned North Fringe-Hengrove (NFHP) BRT route. The local objectives of the scheme are:</p> <ul style="list-style-type: none"> • 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 Airport
2.2	<p>If there is more than one service* affected, please list these: N/A</p>
2.3	<p>Which staff or teams will carry out this proposal?</p> <p>Combined staff of West of England Partnership, Bristol City Council, and North Somerset Council are preparing the planning application and carrying out the relevant consultation.</p> <p>Scheme construction will be tendered as a Design and Build contract and carried out by an external party under contract to BCC and or NSC.</p>

Step 3	Current position: What information and data by equalities community do you have on service uptake, service satisfaction, service outcomes, or your workforce (if relevant)?
3.1	<p>Summarise how equalities communities are currently benefiting from your service* here (& add an electronic link to the information if possible).</p> <p>There is no current service; around 80% of the SBL will be new road constructed where none is currently present. There are, therefore, no relevant public transport services provided on the same route either.</p>
3.2	<p>Then compare to the relevant benchmark (eg. the % of people from each community who use your services* with the % of people within the relevant equalities community who live in your local area or in the city of Bristol).</p> <p>See section 3.1</p>
3.3	<p>Evaluate what the data in 3.1 & 3.2 tells you about how the current position affects people from equalities communities (see Guidance for further information and examples).</p> <p>See section 3.1</p>

Step 4	Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqIA
4.1	<p>Describe any consultations that have taken place on the proposal. Please include information on when you consulted, how many people attended, and what each equalities community had to say (& provide a web link to the detailed consultation if possible).</p> <p>A meeting with representatives of equalities groups was held on 24 August 2012, at which an earlier version of the EqIA was discussed; this was a joint event covering the NFHP route alongside SBL. Excluding five Council Officers and design consultants from the project, and the Council’s Equalities Adviser, the nine attendees of this forum represented:</p> <ul style="list-style-type: none"> • Bristol Disability Equality Forum • Bristol Physical Access Chain • Bristol Shopmobility • Guide Dogs for the Blind • Older People’s Forum • RNIB <p>A number of general BRT-related points and comments on vehicle types and bus stops were provided, and can be found in the minutes of the meeting. The following comments were made specifically in reference to SBL:</p> <ol style="list-style-type: none"> 1. The 3m shared cycleway and footway was thought sufficient, but segregation was requested (although a white line would not show up for a cane user).

Step 4	Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqIA
	<ol style="list-style-type: none"> 2. It was requested that this provision be continuous along the whole route. 3. The RNIB had concerns over uncontrolled crossings on a 4-lane road, and any staggered crossings. 4. There was consensus that no BRT stop should be a request stop. 5. It was accepted that technical guidance and safety audits will help determine the level of lighting provision. Agreed that it would be provided for safety reasons and at least during the operational hours of the BRT. 6. Traffic speed should be appropriate to the function of the area. <p>A second stakeholder forum was held on 20 November 2012, providing feedback on the August event and allowing additional comments on the scheme (updated following the pre-application consultation held during the summer of 2012). With the same exclusions as noted above, the seven attendees of the second forum represented:</p> <ul style="list-style-type: none"> • Action for Blind People • Deaf Equality Officer - Bristol City Council • Bristol Physical Access Chain • Bristol Shopmobility • Guide Dogs for the Blind • Older People's Forum

<p>Step 4</p>	<p>Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqIA</p>
	<p>Further general BRT-related points were provided, and can be found in the minutes of the meeting.</p> <p>The following comments were made specifically in reference to SBL:</p> <ol style="list-style-type: none"> 1. Re point 2, above, it was confirmed that the cycle and pedestrian provision would be continuous on one side of the road. 2. Re point 3, above, it was confirmed that uncontrolled crossings would be subject to detailed design, and were in addition to signalised crossing facilities at junctions. 3. Re point 5, above, lighting was requested by representatives for deaf and visually impaired people; it was suggested that sensors could be installed to conserve energy. 4. A further query was made regarding segregation of the shared use path, noting that a physical separation would be better for vulnerable users and that guide dogs would be unlikely to see a painted line.
<p>4.2</p>	<p>Please include when and how the outcome of the consultation was fed back to the people whom you consulted.</p> <p>Feedback was provided during the equalities stakeholder meeting in August 2012 and at a further meeting in November 2012; additional comments on the scheme were provided at the second meeting (see section 4.1).</p>

Step 4	Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqIA
	Providing feedback of the second meeting remains an action to be completed, and will be tied in with consultation on this draft of the EqIA document.

Step 5	Giving due regard to the impact of your proposal on equalities communities
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Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
<p>Age</p> <p>Older people are concerned as to whether the concessionary fare scheme will apply to the new services.</p> <p>Some young / older people may feel that a relocated bus stop worsens their access to public transport.</p> <p>Public transport is one of the largest concerns for older people, including Sunday services, long waiting times, bus service changes/removal, and inadequate evening services.</p>	<p>It can be confirmed that this will be the case.</p> <p>All bus stop relocations will be analysed to ensure that all aspects of accessibility and other aspects are taken into account.</p> <p>By improving services and passenger numbers, profitability will increase thereby encouraging the operation of additional journeys. Comments to be fed back to bus operators.</p>

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
<p>Disability</p> <p>Physical segregation of the shared use path would be better for vulnerable users, with guide dogs and users of canes unlikely to see a painted line.</p> <p>Blind people could have concerns over uncontrolled crossings on a 4-lane road, and any staggered crossings.</p> <p>Lighting for the pedestrian and cycle path has been requested by representatives for deaf and visually impaired people.</p> <p>Disability groups request that new infrastructure is fully DDA compliant and that service delivery from providers is regulated and appropriate enforcement powers are considered.</p>	<p>This will be considered by the road safety audits, and amended in the detailed design if required.</p> <p>This will be considered by the road safety audits, and amended in the detailed design if required. All uncontrolled crossings are provided in addition to signalised crossing facilities at junctions.</p> <p>This will be considered by the road safety audits, and amended in the detailed design if required. There is a balance to be struck, particularly in the rural part of the route, between safety and light pollution/blight to the landscape. Lights coming on via a sensor system could be considered, but would have a significant impact on scheme costs.</p> <p>It can be confirmed that this will be the case.</p>

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
<p>Some disabled people may feel that access to public transport is difficult.</p> <p>Some disabled people, especially those with a visual impairment, may feel that timetable information is difficult to access.</p> <p>Some disabled people may feel that a relocated bus stop worsens their access to public transport.</p> <p>Some disabled people may feel that access to public transport is made more difficult if the</p>	<p>Raised kerb bus stops and low floor buses will improve access, with the associated dropped kerbs (with tactile paving) at local road crossings.</p> <p>Alternative timetable formats will be made available on request.</p> <p>‘Real Time’ information displays at key stops will be provided with an audio facility activated by a key fob which can be obtained from the RNIB / BCC.</p> <p>How to obtain the RTI information via SMS will be promoted at bus stops.</p> <p>Paper versions of timetables will be available from the Council Telephone Information Team and online.</p> <p>All bus stop relocations will be analysed to ensure that all aspects of accessibility and other aspects are taken into account.</p> <p>Out of scope of this project, although all First bus drivers are trained to NVQ levels, but the level in</p>

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
drivers are not trained to deal with their disability.	relation to impairments may need to be checked; maps of routes inside the buses would assist deaf passengers to specify their destination. Comments to be fed back to bus operators.
<p data-bbox="277 612 421 651">Ethnicity</p> <p data-bbox="277 692 1084 815">Some people whose first language is not English may feel excluded from consultation if they cannot understand the consultation materials.</p>	<p data-bbox="1120 692 2011 778">Translation into relevant community languages will be provided on request.</p>
Gender	See all groups
Pregnancy & maternity	See all groups
Religion and belief	See all groups
Sexual orientation	See all groups
Transgender	See all groups

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
<p>Any other relevant specific groups (all groups)</p> <p>It has been requested that the pedestrian and cycle route be continuous along the whole route.</p> <p>No BRT stop should be a request stop.</p> <p>Traffic speed should be appropriate to the function of the area.</p> <p>As the fares in Bristol are already high Equality groups on a low income are concerned that the cost of travel will increase.</p> <p>The presence of new infrastructure can inhibit or add risk, real or perceived, to existing patterns of movement.</p> <p>Request that the project monitors the services being provided as the new routes could effect other bus routes, which could then mean less</p>	<p>It can be confirmed that this will be the case.</p> <p>It can be confirmed that this will be the case.</p> <p>In the urban areas, the speed limit is proposed to be 30mph. A possible median strip, landscaping, and the sinuosity of the road will help enforce this.</p> <p>A maximum fare can be set within the QPS (Quality Partnership Scheme). This must be financially viable for operators; if it is not then the QPS process is open to statutory challenge from operators.</p> <p>Where additional traffic is likely to be added to existing roads, detailed design will assist in providing crossing and other facilities to retain as many previous uses of the road as possible.</p> <p>It can be confirmed that this will be the case.</p>

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
<p>choice for vulnerable individuals.</p> <p>Some groups may feel a perceived safety risk waiting for and using public transport.</p> <p>Some groups may feel they have poor access to transport if they do not have their own car.</p> <p>Some groups may feel they have poor access to transport if fare information is not well advertised. As fares and ticket types can be amended by operators at short notice, information provision on fares is an operator's responsibility.</p> <p>Although new low-floor buses improve access, this can be at the expense of the available seating space; additionally, inconsiderate use of seats (young people downstairs, or bags on seats) exacerbates this problem.</p>	<p>New 'safe haven' shelters with improved lighting will be provided. In addition, improved reliability, 'Real Time' information provision, and CCTV in new buses should reduce this.</p> <p>Better public transport provision will improve accessibility for those unable to use a private car.</p> <p>Comments to be fed back to bus operators.</p> <p>Low floor buses are now a construction and use requirement.</p> <p>Comments to be fed back to bus operators.</p>

5.2	Next Steps
1.	Contact will be made with bus operators over a number of issues: <ul style="list-style-type: none">• General issues over services and vehicles• Driver training• Fares (as they do or do not relate to the QPSs)• Ticket types and changes made to these
2.	Road Safety Audits – stages 1-2 on the designs, stage 3 on the completed scheme before opening
3.	Detailed design remains to be completed

Step 6	Meeting the aims of the Public Sector Equality Duty
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The SBL project, as part of the overall rapid transit network, helps to promote equality through improvements to physical access, information, highway safety, personal safety (eg CCTV), and promotion of sustainable and healthier modes of transport.

These improvements will clearly be beneficial towards promoting equality of opportunity, the first element of our Public Sector Equality Duty, given the project's objectives that will benefit all parts of the community:

- 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 Airport

The other elements of the duty – eliminating discrimination and promoting good relations – should not be significantly affected by the implementation of a road / rapid transit scheme.

Step 5 of this EqIA indicates where a potential negative impact has been identified with regard to any of the equalities strands. As this section has shown, there is a mitigating action or change identified for almost all of the concerns that have been raised directly by equalities representatives or suggested by the Project Team. With all these actions put in place, it is considered that the scheme will indeed deliver its stated objectives, leading to the above benefits for all members of the community.

Step 7	Monitoring arrangements
7.1	<p>The monitoring and evaluation plan for SBL, a requirement before full approval can be granted by the Department for Transport (DfT), is still being prepared. As most of the projected benefits are to be seen in terms of traffic movements, usage of public transport and other sustainable means, and local business performance, a differential impact on equalities groups is expected to be very small.</p> <p>Of the 18 transport-focussed monitoring strands still to be confirmed, there are three that could be amended to collect some rudimentary equalities information to be used in before and after evaluation – public transport patronage, public user satisfaction, and pedestrian numbers. These surveys, the middle one carried out face-to-face on buses, could include some basic equalities questions.</p>

Step 8	Publish your EqIA
8.1	<p>Signed: _____ Signed: _____</p> <p>Service Director: _____ Directorate Equalities Adviser: _____</p> <p>Date: _____ Date: _____</p>
8.2	<p>Can this EqIA can be published on the web. Yes /No</p> <p>If no, please explain why the proposal is confidential and cannot be published</p>

**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

Contact Telephone Number: (0117) 903 7481

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 9th 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
Sub total	112	24	136	82	43	124		12
North Fringe to Hengrove Package	170	24	194	51	51	102	50%	21
South Bristol Link	50	7	57	28	17	45	38%	9
Sub total	220	31	251	79	68	147		30
Overall Total	332	55	387	161	111	271		42

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 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).

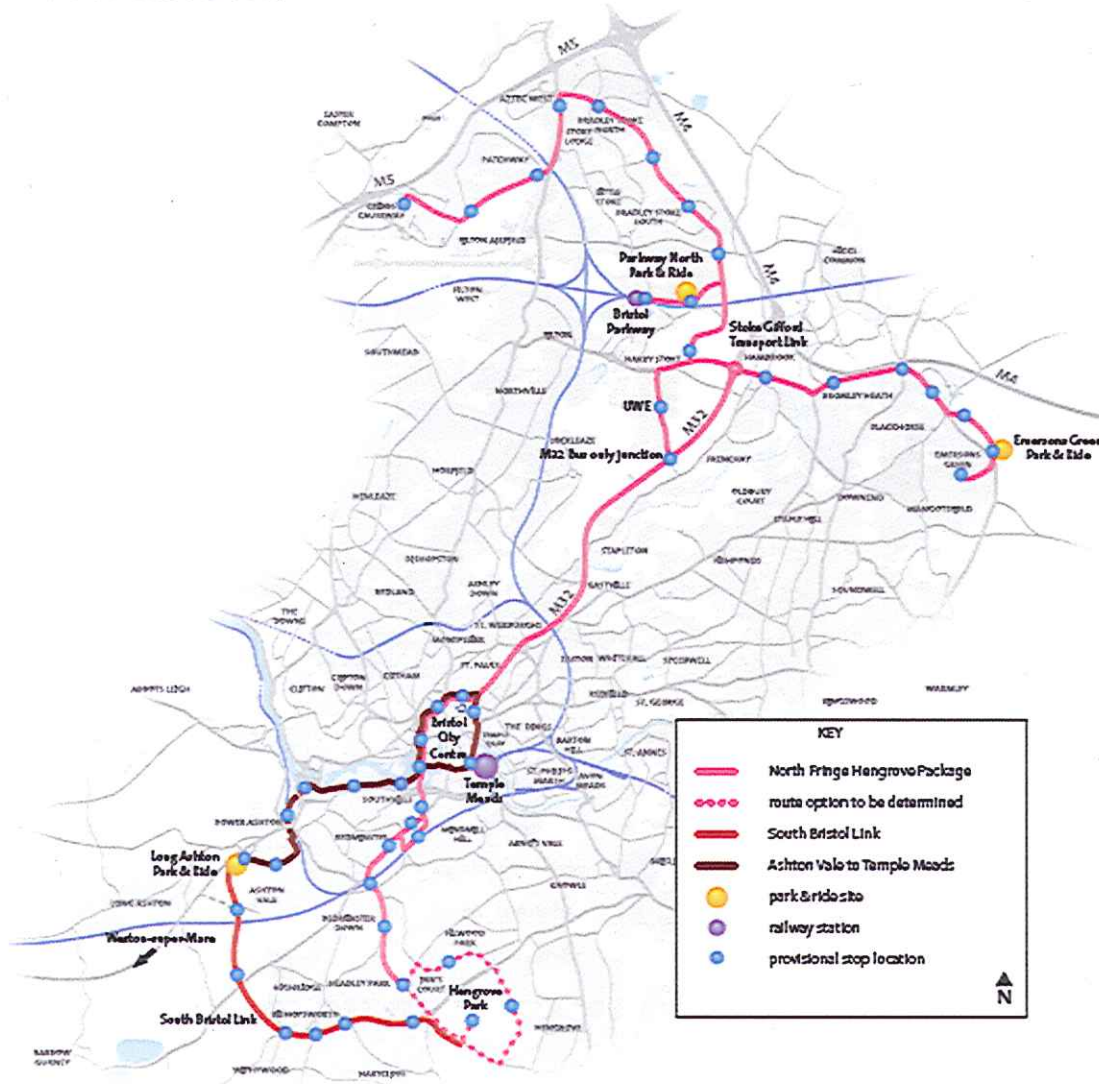
South Bristol Link

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:

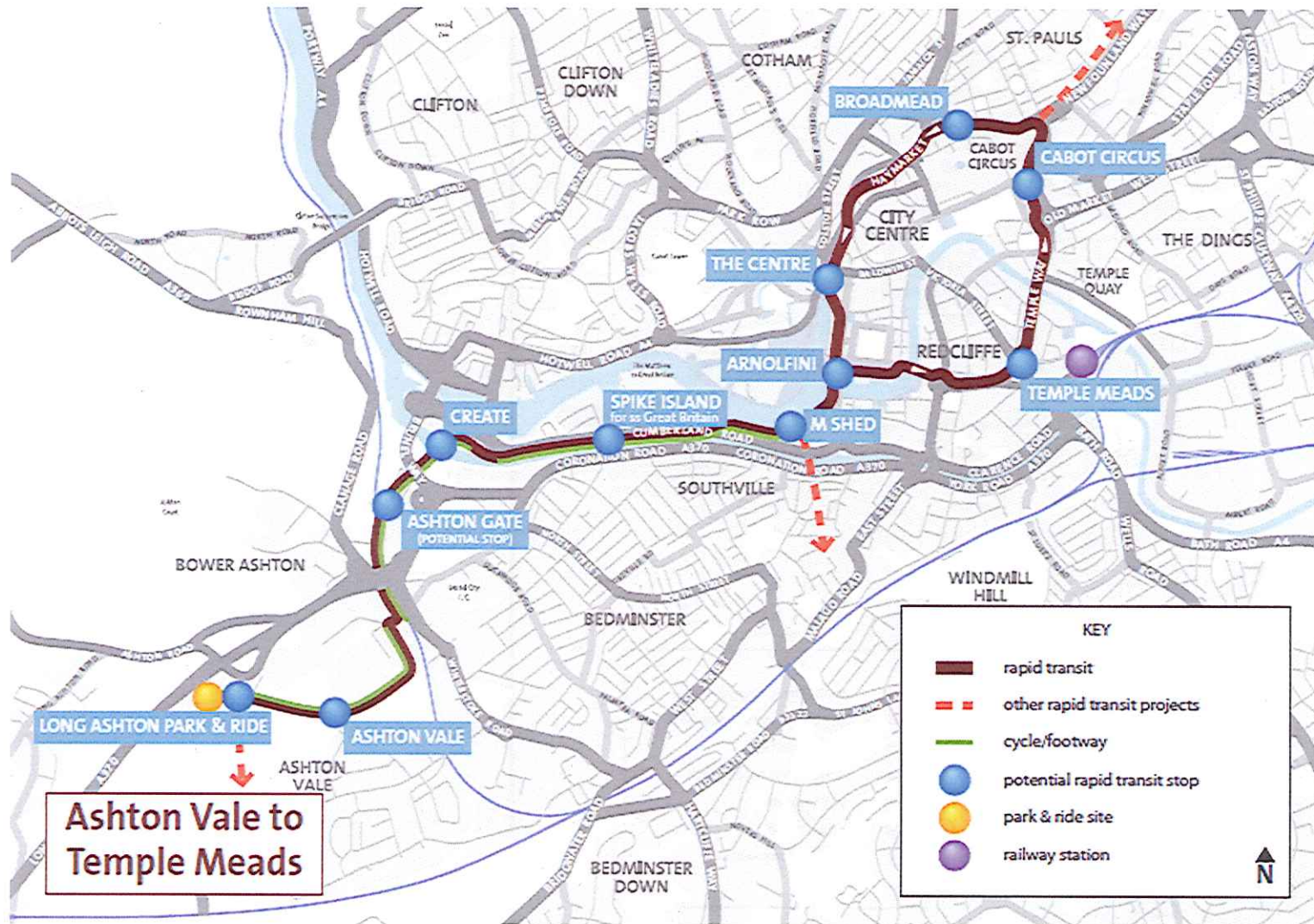
- To facilitate regeneration and growth in South Bristol;
- To reduce congestion in South Bristol and adjacent areas of North Somerset;
- To improve accessibility from South Bristol to the City Centre and to strategic transport links, including the trunk road network and Bristol International Airport.

APPENDIX B: Plans of the Proposed Scheme Alignments

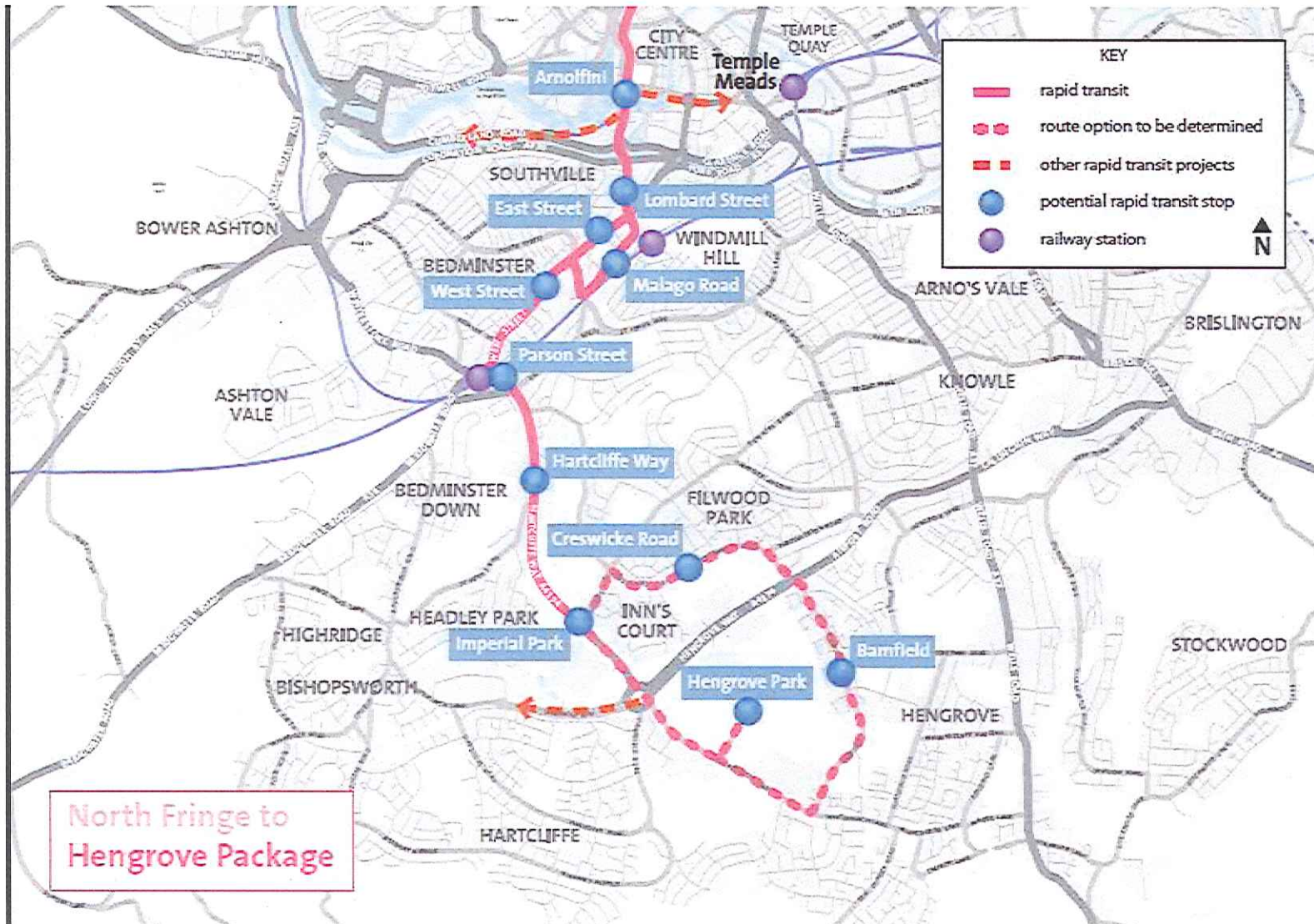
AVTM, NFHP & SBL BRT Network

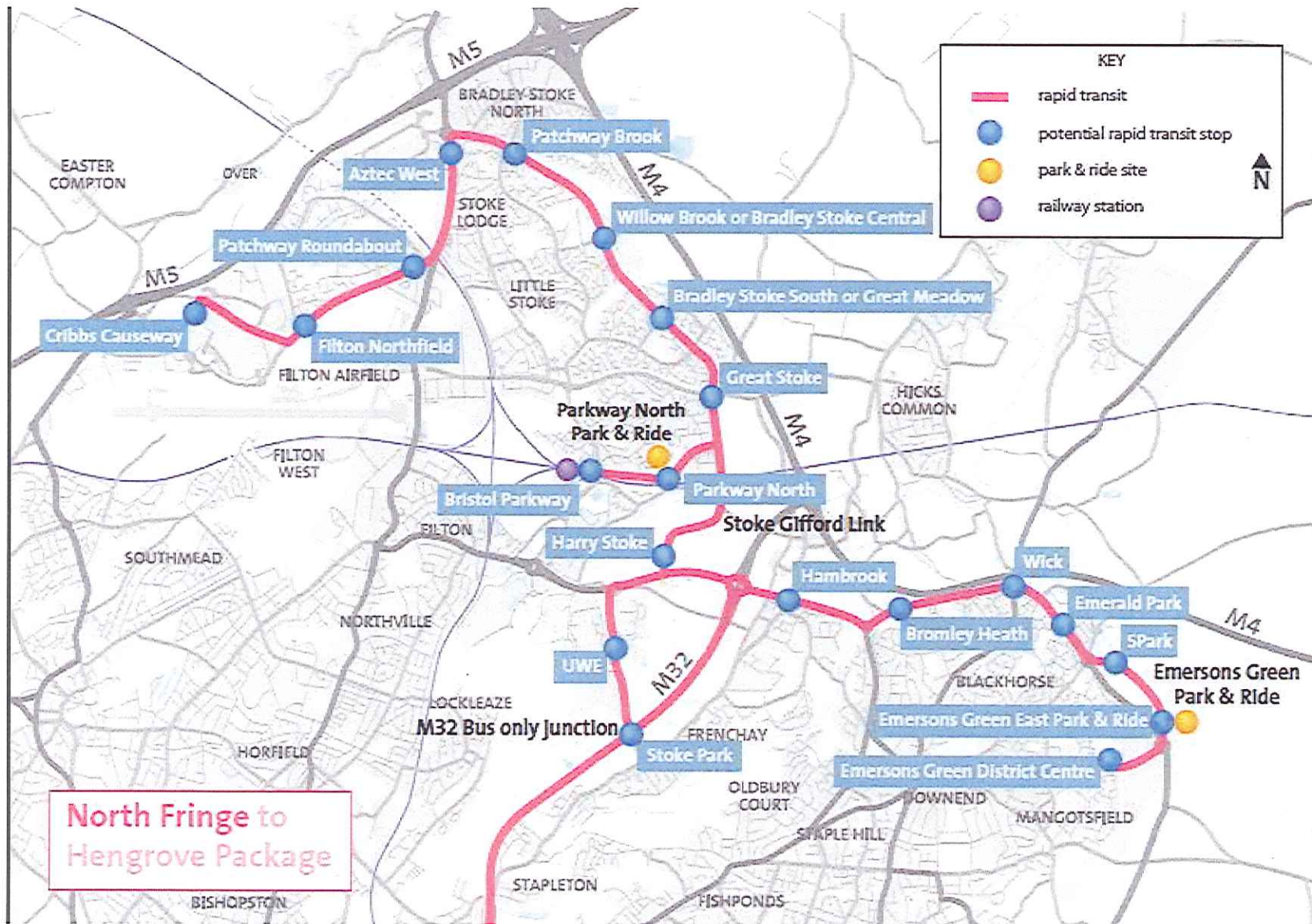


B1) Ashton Vale to Temple Meads and City Centre BRT scheme

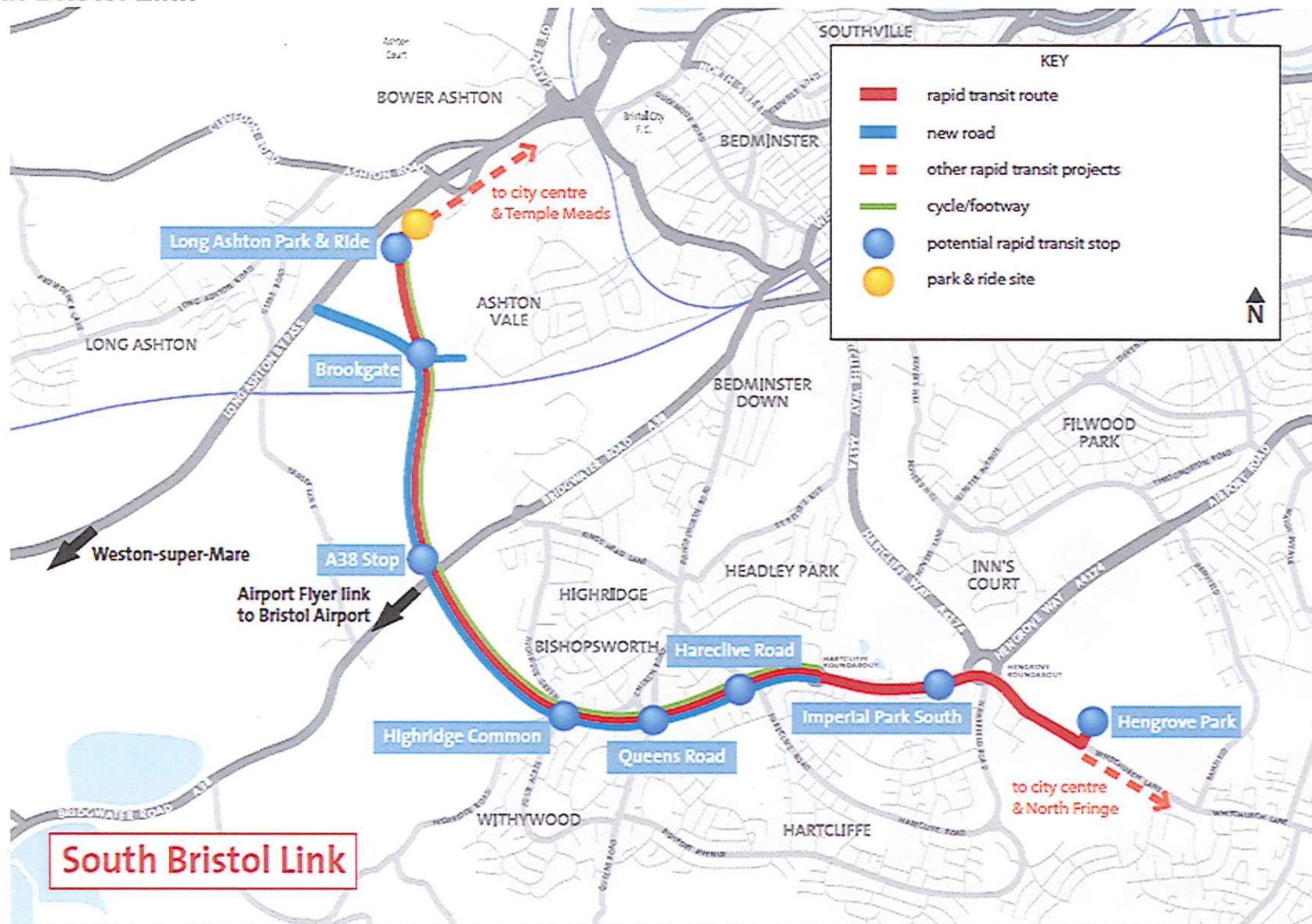


B2) North Fringe to Hengrove Package





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.

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

	Key Questions	Notes / Answers	Any actions needed? By whom?
1.1	Is this a new policy, project, service, contract or strategy or a review of an existing one?	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>	Planning applications will require more detailed assessment of scheme's impact on different groups in the community.
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>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>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"> • North Fringe- Hengrove Package • Cycling City • Ashton Vale to Temple Meads Rapid Transit. <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"> • Disability groups request that new infrastructure is fully DDA compliant and that service delivery from Providers is regulated and appropriate enforcement powers are considered. • Older people are concerned as to whether the concessionary fare scheme will apply to the new services. • As the fares in Bristol are already high Equality groups on a low income are concerned that the cost of travel will increase. • The presence of new infrastructure can inhibit or add risk, real or perceived, to existing patterns of movement • 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. 	
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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: 8th March 2010

Signed: Jane Hamill

Directorate Equalities Adviser

Date: 8th March 2010

Review of the existing EqIA completed on 6th 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: 6th July 2011

Date: 6th 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 th June 2011

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

	Key Questions	Notes / Answers	Any actions needed? By whom?
1.1	Is this a new policy, project, service, contract or strategy or a review of an existing one?	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>Project development stage:</p> <ul style="list-style-type: none"> • Preparation and submission of planning applications and associated consents. • Procurement / tendering of construction and operating companies. • Monitoring construction contract. <p>Implementation stage:</p> <ul style="list-style-type: none"> • Provision of rapid transit public transport services 	

1.4	Who are the main beneficiaries? Whose needs is it designed to meet?	Implementation stage: <ul style="list-style-type: none"> • General public, public transport users and pedestrians / cyclists. 	
1.5	Which staff carry out the policy, project, service, contract or strategy?	Project development stage: <ul style="list-style-type: none"> • Transport projects staff Implementation stage: <ul style="list-style-type: none"> • Services will be run by private operators. • Traffic management will be involved in monitoring usage of the bus way. • Potentially revenue protection and maintenance staff. 	
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>General points. 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>All Groups 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>	

	<p>Gender (include Transgender)</p> <p>Disability</p>	<p>income.</p> <p>See all groups No specific response received to date from the Women's Forum.</p> <p>See all groups</p> <p>Will there be enough provision for wheelchair users or will the numbers be restricted.</p> <p>Will there be level access or will it be ramped, as there are current issues around drivers refusing wheelchair users access even though the spaces are available.</p> <p>BSL Forum would like a clear communication strategy to be considered, using not just audio announcements but also by using visual announcement systems so that the Deaf can be made aware if for example there are problems with the transit, timings and for other notification purposes.</p> <p>BSL forum would like basic deaf awareness training made available for all transit staff</p> <p>BSL Forum would request that all drivers have visual maps of all stops so that Deaf</p>	
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	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>See all groups 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>See all groups No specific response received to date from the Race Forum.</p> <p>See all groups No specific response received to date from the LGB Forum</p> <p>See all groups No specific response received to date from the Faith Forum</p> <p>See all groups</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: 5th July 2011

Signed: Jane Hamill

Directorate Equalities Adviser:

Date: 5th 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.

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

	Key Questions	Notes / Answers	Any actions needed? By whom?
1.1	Is this a new policy, project, service, contract or strategy or a review of an existing one?	<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>Previous proposal 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>EqlA reviewed July 2011 as changes made to the project.</p> <p>Park and ride site at the Stapleton smallholdings site has been put on hold and so the following is the reviewed position:</p>	

		<p>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.</p>	
1.2	<p>What is the main purpose of the policy, project, service, contract or strategy?</p>	<ul style="list-style-type: none"> • To encourage a shift to new forms of public transport and realise the associated environmental, climate change, safety and health benefits. • To help reduce congestion • To enhance access and opportunities for economic regeneration and sustainable growth. • To promote equality of opportunity and security through improved connectivity to education, employment, leisure, health and retail facilities. 	
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"> • South Bristol Link • Cycling City • Ashton Vale to Temple Meads Rapid Transit. <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"> • Disability groups request that new infrastructure is fully DDA compliant and that service delivery from Providers is regulated and appropriate enforcement powers are considered. • Older people are concerned as to whether the concessionary fare scheme will apply to the new services. • As the fares in Bristol are already high Equality groups on a low income are concerned that the cost of travel will increase. • Request that the project monitors the 	
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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: 2nd March 2010

Date: 2nd March 2010

Review of the existing EqlA completed on 6th 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

Signed: Jane Hamill

Manager Major Projects - Team 1

Directorate Equalities Adviser:

Date: 6th July 2011

Date: 6th July 2011

Appendix D1

Eco Impact Checklist

Title of report: Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit				
Report author: Carolyn Francis				
Anticipated date of key decision:				
Summary of proposals:				
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 ₂ 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 & products for the construction of infrastructure & 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>
Consulted with:				

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

Title of report: Bristol NFH Package - Environmental Assessment				
Report author: N Rowson (Atkins)				
Anticipated date of key decision: 21 July 2011				
<p align="center">Summary of proposals:</p> <p>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.</p> <p>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. Energy efficient, low emission vehicles to be used.
		-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	
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-

		-ive	<p>increase water runoff by creating more impermeable surfaces or removing trees.</p> <p>- Not be robust enough to cope with extreme temperature variations, or violent storms.</p> <p>Removal of dedicated BRT lanes significantly reduces the additional, new hard surfacing and as such will lessen the –ive impacts.</p>	<p>ment and inclusion of all flood and water anagement measures (SUDS) within the scheme. Will require approval of the Environment Agency.</p> <p>Sites have been screened by Planning Officers and they have determined that an Environmental Impact Assessment is required.</p>
Consumption of non-renewable resources?		-ive	<p>In the short-term, there will be a requirement for fossil fuels and other non-renewable materials & products for the construction of infrastructure & vehicle provision. But this will be reduced relative to the MSBC due to omission of dedicated bus lanes, omission of M32 P+R and reduction in scheme scope</p>	<p>Consider environmental performance of design and materials.</p> <p>The environmental performance of the construction contractor, including accreditation to ISO14001 will be considered during the tendering process.</p>
		+ive	<p>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, although this is not quantifiable at this stage.</p>	
Production, recycling or disposal of waste	Yes	-ive	<p>In the short term, waste will arise from demolition & construction works.</p>	<p>Construction contractors will be legally obliged to prepare site waste management plans, which detail how waste will be minimised, and recycling promoted.</p>
The appearance of the city?	Yes	+/-ive	<p>The construction of the BRT infrastructure will</p>	<p>A Full Environmental Impact Assessment of</p>

			<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 & 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 & 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

Title of report: South Bristol Link – Environmental Assessment				
Report author: Nick Rowson (Atkins)				
Anticipated date of key decision: 21 July 2011				
<p>Summary of proposals: 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 ₁₀ and NO ₂) 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, &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:

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

**BRISTOL CITY COUNCIL
CABINET
4 October 2012**

REPORT 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(s) affected
by this report:**

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

Strategic Director: Neighbourhoods & City Development

Report author: Alun Owen – Service Director (Major Projects) Neighbourhoods and City Development

Contact telephone no. (0117) 903 7481
& e-mail address: alun.owen@bristol.gov.uk

Report signed off by executive member: Cllr Tim Kent

Purpose of the report:

The previous report of 21 July 2011 asked Cabinet for their continued support for the development of the BFFB bids to DfT and their submission in September 2011. As a result of these bids programme entry was successfully gained for all three schemes in December. This report updates that position and requests further approvals to take the project forward together with the provision of £4.65m required for 2012/13 from the total of the £10 m allocated to the BRT from the Bristol's Future Package.

RECOMMENDATION for Cabinet approval:

1. That Cabinet continues to support the development of the schemes to enable the Department for Transport to grant full approval of the bids by December 2013.
2. That Cabinet approves the release of £4.65 m from the total of £10 m allocated to the schemes as part of the Bristol's future Package. This amount is required to fund the forecast costs of the schemes over 2012/13.
3. That Cabinet approves the application for the necessary statutory consents, licences and orders to enable project delivery in a timely manner. This will include, eg. planning applications, compulsory purchase orders, applications to statutory undertakings (gas, water and electricity), Transport and Highways orders, Town and Village Green applications.
4. That delegated authority is granted to the Strategic Director for Neighbourhoods and City Development and the Council's Section 151 Officer to further development of the schemes to full approval without recourse to Cabinet.

The Proposal:

Background

The three rapid transit schemes (**Ashton Vale to Bristol City Centre, North Fringe to Hengrove Package and the South Bristol Link**) form the rapid transit network which will be a higher quality experience, reliable, easy to use and understand, with modern vehicles. The rapid transit network will have clear information, fast boarding and 'smartcard' ticketing linking with wider bus and rail services, creating a new way of travelling and be a catalyst for transforming public travel across the West of England area.

The rapid transit network forms part of our overall aims to:

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

The Local Enterprise Partnership (LEP) has a target to delivery 95,000 jobs by 2030. Further to this will be the challenge of delivering 72,000 new homes and associated jobs by 2026 as set out in the Authorities Core Strategies which will further strain a transport system that already suffers from chronic congestion because the development of transport infrastructure and services has not kept pace with economic development and expansion in the area. Investment in the rapid transit network will be key to delivering this economic growth.

With over 25,000 passengers per day (at least 5 million passengers per year) expected upon the commencement of the rapid transit operations, the tested package of five infrastructure schemes in the West of England (including the Bath Transportation Package and Weston Package) is expected to deliver additional economic output of £356 million per year (2010 prices) within the area.

Finance

The BFFB programme costs were in line with those reported as targeted in the previous Cabinet Report. The level of DfT grant funding remains the same.

BCC, SGC and NSC are responsible for providing all the funding for the feasibility work (This element of work is not DfT grant funded).

The costs of there works are £21.7 m and are included in the total BAFFB scheme costs above. Details are provided below

	Total Development Costs (£m)	Funded 2011/12 (£m)	Funding requirement 2012/13 (£m)	Funding requirement in later years (£m)
Ashton Vale to Temple Meads	5.0	1.1	3.4	0.5
South Bristol Link	9.4	1.1	2.3	6.0
North Fringe Hengrove Package	7.3	0.4	4.5	2.4
Total	21.7	2.6	10.2	8.9

The feasibility funding requirement is allocated between the Authorities as follows

	Total Development Costs (£m)	Funded 2011/12 (£m)	Funding requirement 2012/13 (£m)	Funding requirement in later years (£m)
Bristol	11.6	1.65	5.65	4.4
South Glos.	4.4	0.20	2.70	1.4
North Somerset	5.7	0.75	1.85	3.1
Total	21.7	2.6	10.2	8.9

An allocation of £ 4.65 m is required from the total of £10 m allocated to the BRT from the Bristol's Future Package to provide the funding for Bristol's share of the 2012/13 development expenditure. Details are provided below.

BCC Funding requirement 2012/13

	(£m)
Total Development costs	5.65
Less already allocated	1.00
Net Funding Allocation required	4.65

Statutory Consents

Projects of this size and complexity require a wide range of statutory consents. These are all required to be completed before the Department of Transport will give final approval.

These consents in the main will be applied for in the next 6 months. They include, but are not exhaustive to, Planning Permission; Building Regulations; Compulsory Purchase Orders, Statutory Undertakings Consents; Transport & Highways Orders.

There may also be a requirement to deal with any Town and Village Green applications.

Ensuring that there is Cabinet approval for the application for all statutory requirements on these projects will ensure that the programme timetable is achieved and that the projects proceed in good order.

Policy

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.

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 and Scrutiny Input:

The internal and external parties referred to in the previous cabinet report have continued and will be the subject of ongoing consultation.

Other Options considered:

Other options considered again remain in line with the previous Cabinet Report

Risk management / assessment:

The key risks on the Schemes remain those detailed in the previous Cabinet Report. The Key risk attached to the current proposal is the funding of the cost of delaying work on the programme for 2012/13 and beyond in the event that the BRT programme is not granted full approval by the Department of Transport in December 2012.

FIGURE 1

The risks associated with the implementation of the *decision* :

No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation).	CURRENT RISK		RISK OWNER
		<i>(Before controls)</i>			<i>(After controls)</i>		
		Impact	Probability		Impact	Probability	
1		High	Medium		High	Low	

FIGURE 2

The risks associated with not implementing the *(subject)* decision:

No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK		RISK CONTROL MEASURES Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation).	CURRENT RISK		RISK OWNER
		<i>(Before controls)</i>			<i>(After controls)</i>		
		Impact	Probability		Impact	Probability	
1		High	High		High	Medium	

Public sector equality duties:

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 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, steps 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.

iii) 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.

Public Sector Equality Issues

As reported previously in 21st July Cabinet report – see Appendix 1

Environmental checklist / eco impact assessment

As reported previously in 21st July Cabinet report. – see Appendix 2

Resource and legal implications:

Finance

a. Financial (revenue) implications:

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.

b. Financial (capital) implications:

Development costs on the programme must be funded by the Authorities without any DfT grant support. BCC needs to fund feasibility costs of £ 5.65 m in respect of 2012/13 expenditure as set out in the body of the report. An allocation of £1 m has already been made from LTP grant monies. A further allocation from the Bristol's future Package is therefore required to progress the schemes to full approval.

Advice given by Peter Barralett, Finance Team Manager, Major Projects
Date 6 September 2012

c. Legal implications:

Ashton Vale to Temple Meads and City Centre Rapid Transit Scheme

Cabinet received advice on the legal aspects of the above scheme in the report dated 21 July 2011. To recap, the proposed scheme is subject to a Transport and Works Act Order (TWAO), jointly promoted by the City Council and North Somerset Council as the scheme crosses the authorities' boundaries. A TWAO authorises guided transport schemes, and can confer the range of powers needed to put such a scheme into practice. Other elements of the required works are to be secured through permitted development powers and other powers. The scheme was designated with 'Programme Entry' (approval in principle) funding allocation by the DfT in December 2011 through the Best and Final Bid (BAFB) funding process. Following the statutory TWAO objection period, the proposed scheme received objections and other representations culminating in a public inquiry which sat from 22 May to 4 July 2012. The Inspector forecast his completion (and submission to DfT) of his report (along with other related reports) for the beginning of November 2012. It is anticipated that, in line with Transport and Works Act Guidance, the Order may be granted by the end of May 2013, but this is subject to Secretary of State decisions.

North Fringe to Hengrove Package and South Bristol Link

As with the Ashton Vale scheme, Cabinet has received legal advice on these projects. Both schemes were designated with 'Programme Entry' (approval in principle) funding allocation by the DfT in December 2011 through the Best and Final Bid (BAFB) funding process. Further promotion and full funding approval from the DfT, of the schemes will be subject to all requisite statutory consents, licences and permissions. These may include Compulsory Purchase, obtaining necessary planning permissions, marine licenses, flood defence consents, harbour revision orders and possibly development consent orders (which are similar in scope to TWAOs). Many of these will entail environmental impact assessments and may culminate in public inquiry. Procurement rules will also need to be adhered to as required. With regards the joint working relationships between the City Council and adjacent authorities, these are to be governed by the Joint Working and Promotion Agreements.

Legal advice provided by: P Malarby, Senior Solicitor
Date: 6 September 2012

d. Land / property implications:

As reported previously

Advice given by N/A

e. Human resources implications:

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

Advice given by N/A

Appendices:

- Appendix 1 – Equality Impact Assessments**
- Appendix 2 - Eco Impact Assessments**

Access to information (background papers):

Cabinet report 21 July 2011

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

BRISTOL CITY COUNCIL

Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit

Equality Impact Assessment – Part One - Screening

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.

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 th June 2011

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

	Key Questions	Notes / Answers	Any actions needed? By whom?
1.1	Is this a new policy, project, service, contract or strategy or a review of an existing one?	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>Project development stage:</p> <ul style="list-style-type: none"> • Preparation and submission of planning applications and associated consents. • Procurement / tendering of construction and operating companies. • Monitoring construction contract. <p>Implementation stage:</p> <ul style="list-style-type: none"> • Provision of rapid transit public transport services 	

1.4	Who are the main beneficiaries? Whose needs is it designed to meet?	Implementation stage: <ul style="list-style-type: none"> • General public, public transport users and pedestrians / cyclists. 	
1.5	Which staff carry out the policy, project, service, contract or strategy?	Project development stage: <ul style="list-style-type: none"> • Transport projects staff Implementation stage: <ul style="list-style-type: none"> • Services will be run by private operators. • Traffic management will be involved in monitoring usage of the bus way. • Potentially revenue protection and maintenance staff. 	
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>General points. 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>All Groups 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>	

	<p>Gender (include Transgender)</p> <p>Disability</p>	<p>income.</p> <p>See all groups No specific response received to date from the Women's Forum.</p> <p>See all groups</p> <p>Will there be enough provision for wheelchair users or will the numbers be restricted.</p> <p>Will there be level access or will it be ramped, as there are current issues around drivers refusing wheelchair users access even though the spaces are available.</p> <p>BSL Forum would like a clear communication strategy to be considered, using not just audio announcements but also by using visual announcement systems so that the Deaf can be made aware if for example there are problems with the transit, timings and for other notification purposes.</p> <p>BSL forum would like basic deaf awareness training made available for all transit staff</p> <p>BSL Forum would request that all drivers have visual maps of all stops so that Deaf</p>	
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	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>See all groups 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>See all groups No specific response received to date from the Race Forum.</p> <p>See all groups No specific response received to date from the LGB Forum</p> <p>See all groups No specific response received to date from the Faith Forum</p> <p>See all groups</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: 5th July 2011

Signed: Jane Hamill

Directorate Equalities Adviser:

Date: 5th July 2011

BRISTOL CITY COUNCIL
Equality Impact Assessment – Part One - Screening

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.

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

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

	Key Questions	Notes / Answers	Any actions needed? By whom?
1.1	Is this a new policy, project, service, contract or strategy or a review of an existing one?	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>	Planning applications will require more detailed assessment of scheme's impact on different groups in the community.
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>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>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"> • North Fringe- Hengrove Package • Cycling City • Ashton Vale to Temple Meads Rapid Transit. <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 representatives to be undertaken throughout</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>the scheme development process.</p> <p>Some of the area's of concern will be:</p> <ul style="list-style-type: none"> • Disability groups request that new infrastructure is fully DDA compliant and that service delivery from Providers is regulated and appropriate enforcement powers are considered. • Older people are concerned as to whether the concessionary fare scheme will apply to the new services. • As the fares in Bristol are already high Equality groups on a low income are concerned that the cost of travel will increase. • The presence of new infrastructure can inhibit or add risk, real or perceived, to existing patterns of movement • 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. 	
1.9	Did you use any data to inform your	The scheme is derived from the 2005 Joint	

	<p>initial thoughts above? What data do you already have?</p>	<p>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: 8th March 2010

Signed: Jane Hamill

Directorate Equalities Adviser

Date: 8th March 2010

Appendix 2

Eco Impact Checklist

Title of report: Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit				
Report author: Carolyn Francis				
Anticipated date of key decision:				
Summary of proposals:				
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 ₂ benefits generated through modal shift. . In the short term, construction will require use of energy and material resource	High performance, low emission vehicles to be used. Use of alternative fuels is being explored.
	Yes	-ive		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 further protection to

			<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>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	In the short-term, there will be a requirement for fossil fuels and other non-renewable materials & products for the construction of infrastructure & vehicle provision.	Consider environmental performance of design and materials, e.g. procurement of sustainable products, product life cycle analysis.

		+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 construction</p>

				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	Demolition & construction works may cause accidental pollution to land.	Contractors performance in this area will be considered during the tendering process.
		-ve	Demolition & construction works may cause accidental	The selected contractor(s) must work in accordance with

		contamination of local watercourses and surface water drains.	<p>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.</p> <p>The CEMP will include measures to control dust and emissions during the works.</p>
	-ve	Demolition and construction works will produce dust and combustion emissions from plant.	
	-ive / +ive	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.	
	-ive	Demolition and construction works likely to cause major noise impact for properties in close proximity to the scheme.	CEMP will include measures to control noise.
	-ive	In the longer term, there will be a slight increase in noise due to general increase in	

		-ive	<p>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>
Consulted with:				

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 

		-ive	<p>- Be at risk of flooding & increase water runoff by creating more impermeable surfaces or removing trees.</p> <p>- Not be robust enough to cope with extreme temperature variations, or violent storms.</p> <p>Removal of dedicated BRT lanes significantly reduces the additional, new hard surfacing and as such will lessen the -ive impacts.</p>	<p>Full flood risk assessment and inclusion of all flood and water anagement measures (SUDS) within the scheme. Will require approval of the Environment Agency.</p> <p>Sites have been screened by Planning Officers and they have determined that an Environmental Impact Assessment is required.</p>
Consumption of non-renewable resources?		-ive	<p>In the short-term, there will be a requirement for fossil fuels and other non-renewable materials & products for the construction of infrastructure & vehicle provision. But this will be reduced relative to the MSBC due to ommission of dedicated bus lanes, ommission of M32 P+R and reduction in scheme scope</p>	<p>Consider environmental performance of design and materials.</p> <p>The environmental performance of the construction contractor, including accreditation to ISO14001 will be considered during the tendering process.</p>
		+ive	<p>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, although this is not quantifiable at this stage.</p>	
Production, recycling or disposal of waste	Yes	-ive	<p>In the short term, waste will arise from demolition & construction works.</p>	<p>Construction contractors will be legally obliged to prepare site waste management plans, which detail how waste will be minimised, and recycling promoted.</p>

The appearance of the city?	Yes	+/-ive	The construction of the BRT infrastructure will impact on the appearance of the city e.g.	A Full Environmental Impact Assessment of all effects and appropriate landscape mitigation has been commissioned and is being developed in consultation with BCC Urban Design team.
		+ive	Highway improvements such as the upgrading of surfaces and street furniture such as bus stops are likely to improve local visual impact.	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.
		-/+ive	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.	The retention of vegetation and mitigation planting where appropriate.
		-/+ive	Proposal for new bridge over New Cut within Conservation Area / potential alterations to Prince Street Bridge (GII LB)	Agreeing all works to listed structures with English Heritage & sensitive treatment in line with character of the structure and local area. Involvement of CABE or local equivalent in assessment of design quality.
Pollution to land, water, or air?	yes	+ive	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	
		-ive	Demolition & construction works may	Contractors performance in this area will be

		-ive	cause accidental pollution to land.	considered during the tendering process.
		-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
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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 

Eco Impact Checklist

Title of report: South Bristol Link – Environmental Assessment				
Report author: Nick Rowson (Atkins)				
Anticipated date of key decision: 21 July 2011				
<p>Summary of proposals: 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 Gasses.	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 frequent with a changing climate.</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, and also taking account of climate change over the

			<p>Omission of dedicated BRT lanes over the majority of the scheme will significantly reduce the potential adverse impact of this by comparison to the MSBC scheme.</p> <p>The new rail crossing creates a new opening in the rail embankment which may exacerbate flooding to the north.</p>	<p>lifetime of the development.</p> <p>A Construction environmental Management Plan (CEMP) would be employed during construction detailing the reasonable and precautionary steps to be taken for the prevention of pollution of the water environment and risk of flooding.</p> <p>Sustainable Urban Drainage Systems will be comprehensively implemented for the Scheme (and include pollution control)</p>
Consumption of non-renewable resources?	Yes	-ive	<p>Non-renewable materials such as fossil fuels would be required at the construction stage.</p>	<p>A CEMP would be required during construction, to be written in accordance with ISO14001 Environmental Management Systems. A Sustainability Appraisal would also be required for the Scheme. The scheme will maximise the use of reclaimed/re-used aggregates and use eco-friendly materials where appropriate.</p> <p>The environmental performance of the construction contractor, including accreditation to ISO14001 would be considered during the tendering process.</p>
		+ive	<p>At operation, it is anticipated that a modal shift from the private car to public transport associated with the BRT element, as well as reduced congestion on the wider Bristol road network, would result in a reduction in fossil fuel consumption.</p>	
Production, recycling or disposal of waste	Yes	-ive	<p>Waste arising from the construction of the Scheme would be applicable in the short term.</p>	<p>The Scheme would require the production of a Site Waste Management Plan for the construction, which would detail how waste should be minimised and recycling promoted throughout the Scheme construction.</p>
The appearance of the city?	Yes	+ive	<p>Highway improvements such as the upgrading of surfaces and street furniture are likely to improve local</p>	<p>The formal Environmental Impact Assessment to accompany the planning application for the scheme will include a Landscape and Visual Impact</p>

			townscape and visual impact.	Assessment, and would detail appropriate mitigation measures such as screening planting. This will be undertaken in consultation with the BCC Urban Design and Landscape Teams.
Pollution to land, water, or air?	Yes	Unkno wn	The Scheme is expected to result in a small overall improvement in Local Air Quality (PM ₁₀ and NO ₂) 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 watercourses 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	In order to limit light pollution, all lighting should be directional and light cut-

			residents.	off canopies provided.
Wildlife and habitats?	Yes	-ive	<p>The Scheme would have no direct impact as a result of damage or disturbance for the 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>A full Environmental Impact Assessment would be undertaken for the Scheme, in accordance with the Town 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 hop-overs 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, &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>
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:

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