

Eco Impact Checklist

Title of report: Better Bus Area				
Report author: Alistair Cox				
Anticipated date of key decision: Cabinet 28 November 2013				
Summary of proposals:				
The report summarises the key areas of the programme of Better Bus Area investment over the next 3 years to seek approval for the delivery of the project in Bristol.				
There are 3 main areas recommended for cabinet approval which are;				
<p>1. That the Mayor endorse the Better Bus Area wider programme of spend (as detailed in Table 1) and agree to proceed with the proposals contained in this report.</p> <p>2. That the Mayor agrees that Bristol City Council will deliver the project in collaboration with Bath and North East Somerset and South Gloucestershire Council and is accountable body with Government for the partnership authorities.</p> <p>3. That the Service Director for Transport, in consultation with the Assistant Mayor, Executive for Transport, Planning, Strategic Housing and Regeneration, be given delegated authority to proceed with the proposed project (listed in Table 1) and authorised to implement the option best suited to the local circumstances and that brings the most benefit in terms of modal shift from car to bus.</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?	Y	+ve	Enhancements to public Transport will provide for a reduction in emissions.	
		-ve	Construction and engineering of capital measures requires combustion of fossil fuels.	See overall environmental mitigation measures in the summary. Contractors will submit a method statement detailing how construction impacts will be minimised.

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

			positive or negative.	To be considered as part of the planning process with appropriate mitigation measures.
Pollution to land, water, or air?	y	+ve	As set out in the JLTP, in terms of promoting sustainable travel and reducing car trips, the proposal is likely to deliver a small improvement in local air quality, though this is not quantifiable.	Construction sites will be registered to the considerate contractors scheme.
		-ve	It is likely that any engineering and construction works will create noise and dust. There is also the possibility of accidental releases of fuels and chemicals or water.	Contractors will be required to submit method statements, detailing how they will manage site-based environmental risks.
Wildlife and habitats?	y	-ve	Development of infrastructure may harm wildlife and habitats.	With the advice of the Council's natural environment team, mitigation measures will be implemented. There should be no net loss to biodiversity/habitats and opportunities for enhancement should be explored.

Consulted with:

Steve Ransom, Sustainable City & Climate Change Service.

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

The significant impacts of this proposal are...

- Long-term positive impacts: investment in, and promotion of public transport providing for a reduction in car journeys and associated emissions.
- Short term negative impacts: the use of fuels and materials for construction of capital projects, and associated production of waste. It is noted that many of the engineering proposals are fairly minor – for example the installation of signage and enforcement cameras.

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

- Individual engineering and construction projects will be subject to the appropriate controls: operations, procurement, planning and waste management.

- It is noted that any new planning permissions will need to comply with the following policies from the Core Strategy:
 - BCS 13- Climate change – mitigation and adaptation.
 - BCS 14 – Sustainable energy
 - BCS 15 - Sustainable design and construction
 - BCS 16 – Flood risk and water management
 - BCS 21 – Quality Urban Design.

The net effects of the proposals are positive

Checklist completed by:

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