

Eco Impact Checklist

Title of report: Bus Service 11/11A Tender				
Report author: Nicola Phillips				
Anticipated date of key decision				
Summary of proposals: Permission to undertake the procurement of a new bus service 11/11A contract.				
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	Both	<p>The service 11/11A is operated by buses which emit climate changing gases.</p> <p>This will see either the continuation of the existing service or a reduced level of service so we should not see an increase in gases produced from the service.</p> <p>If the service is withdrawn, passengers may not travel, or take alternative modes (e.g. walking or driving). It is not possible to assess the net effect.</p>	The tendering process includes a method statement setting out steps the operators are taking to reduce fuel consumption, for example driver training, telematics, alternative fuels or vehicles to be Euro V or VI (As best practice) standard.
Bristol's resilience to the effects of climate change?	No	N/A		
Consumption of non-renewable resources?	Yes	-ive	Vehicles will continue to consume non-renewable fuels. The net impact depends on the level of service provision, and choices made by passengers .	The tendering process includes a method statement setting out steps the operators are taking to reduce fuel consumption.
Production, recycling or disposal of waste	No	N/A		
The appearance of the city?	Yes	+ive	Services facilitate less congestion	

			though the net effect on appearance of the city is unlikely to be significant	
Pollution to land, water, or air?	Yes	-ive	Vehicles operating on the service will emit pollutants detrimental to local air quality	Operators will be asked to provide an option for Euro 5 or Euro 6 as best practice -compliant buses, which will reduce the emission of air pollutants in comparison with current arrangements. Options will be scored at tender stage.
		+ve	Services provide for a reduction in private car journeys, which could lead to a net benefit, depending on the level of patronage.	
Wildlife and habitats?	No	N/A		
Consulted with:				
<u>Summary of impacts and Mitigation - to go into the main Cabinet/ Council Report</u>				
<p>The significant impacts of this proposal are...</p> <ul style="list-style-type: none"> • The operation of supported buses will result in the emission of climate changing gases, consumption of fossil fuels and air pollution. • Supported bus services provide an alternative to private car use <p>The proposals include the following measures to mitigate the impacts...</p> <ul style="list-style-type: none"> • Vehicles used on the services will be compliant with the Euro-5 emissions standard, or Euro 6 as best practice • As part of the quality specification we will give bidders additional points for reducing their environmental impact and fuel consumption. <p>The net effects of the proposals are</p> <ul style="list-style-type: none"> • The net effect of supported buses depends on the number of buses operating (in comparison with current arrangements), the level of patronage, and alternative methods of transport passengers would take if the service was not available. • The change in environmental impact from current arrangements is likely to be positive, as the new service will use Euro-5 compliant buses. 				
Checklist completed by:				
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Date:	04/12/2018			
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Environmental Performance Team

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