

## Eco Impact Checklist

<b>Title of report:</b> Joint Local Transport Plan 4 (JLTP4) sign off for adoption				
<b>Report author:</b> Jacob Pryor				
<b>Anticipated date of key decision:</b> Non-key decision				
<b>Summary of proposals:</b> <ol style="list-style-type: none"> <li>1. The JLTP4 is the statutory transport plan for the West of England.</li> <li>2. BCC Cabinet Member for transport and the Mayor's office signed off the draft plan to go out to public consultation in February and March 2019.</li> <li>3. The plan has been edited following engagement and public consultation.</li> <li>4. Key edits that have been made are (Final Plan in Appendix A): <ol style="list-style-type: none"> <li>a. Commitments for action on climate change, following declaration of climate emergency from all authorities</li> <li>b. Reference to how JLTP4 aligns with the 17 UN Sustainable Development Goals</li> <li>c. Wording amendments to demand management elements</li> <li>d. Wording amendments to reallocating road space elements</li> <li>e. Wording amendments relating to the Joint Spatial Plan and Joint Transport Study</li> <li>f. Amendments to categorisation of the major transport scheme programme as a result of the Joint Spatial Plan outcome</li> <li>g. Scheme/area specific amendments as a result of progress since draft document and to respond to public consultation</li> </ol> </li> </ol> <p>The adopted JLTP4 will be an interim document with a full review and refocused document to follow that will be produced alongside the future spatial plan for the West of England.</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	The Plan proposes increasing investment in sustainable transport in order to encourage residents to use alternatives to private car travel. By taking this stance the Plan will indirectly help to reduce emissions of climate change gases.	
		-ive	The Plan proposes a range of improvements to transport infrastructure in the region. Through the	

			extraction and transportation of materials and the construction phase of the schemes GHG emission will be produced, although these should be outweighed by the operational emissions savings generated by these projects. In this way the Plan will indirectly contribute to GHG emissions	
Bristol's resilience to the effects of climate change?	YES	+ive	Providing improved facilities for sustainable transport contributes to the resilience of the transport network due to reduced reliance on private motor transport.	
Consumption of non-renewable resources?	YES	+ive	Promotion of sustainable travel resulting in mode-shift from single occupancy vehicle use will reduce consumption of non-renewable fossil fuels.	
		-ive	Construction of new transport infrastructure will require the use of non-renewable materials	Specific mitigation measures will be applied to relevant individual projects, rather than being addressed in the JLTP.
Production, recycling or disposal of waste	YES	-ive	Development of the facilities will result in the production of waste products associated with construction.	Specific mitigation measures will be applied to relevant individual projects, rather than being addressed in the JLTP.
The appearance of the city?	YES	+ive	Providing new infrastructure for	

			walking and cycling (in particular) is likely to improve the visual amenity of the city.	
Pollution to land, water, or air?	YES	-ive	Building new infrastructure may cause noise, dust, odour, or light pollution.	Specific mitigation measures will be applied to relevant individual projects, rather than being addressed in the JLTP.
		+ve	Promoting sustainable transport will have a positive impact on air quality in the city - especially those interventions that encourage more cycling and walking trips. Encouraging residents to switch from private car to public transport also has a net positive impact on air quality.	
Wildlife and habitats?	YES	+ve	Some new transport infrastructure may include features that enhance wildlife and habitats, such as verges and wildlife tunnels under main roads contributing to wildlife corridors, or bat friendly new lighting schemes.	
		-ive	Creating new transport infrastructure has the potential to impact Wildlife and Habitats.	Specific mitigation measures will be applied to relevant individual projects, rather than being addressed in the JLTP.
<b>Consulted with:</b>				
<b>Summary of impacts and Mitigation - <u>to go into the main Cabinet/ Council Report</u></b>				
The overall transport strategy will have many significant environment impacts (some of which will be beneficial) through major and minor works and the impact on travel in the region. Benefits will include improved resilience, a better balance of travel modes, and air				

quality improvements, although in the short term, works may cause increases in congestion, emissions, and waste.

The key mitigation measure is the promotion of sustainable and cleaner modes of travel. Because this is an overall strategy, specific mitigation of short term negative impacts for specific projects and works should be addressed during the planning phases of those projects.

A Full Strategic Environmental Assessment was created for the JLTP4 and can be found through this link: <https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2015/05/JLTP4-Environmental-Report.pdf>

The net effects of the proposals will be beneficial.

**Checklist completed by:**

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Date:	09/01/2020
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