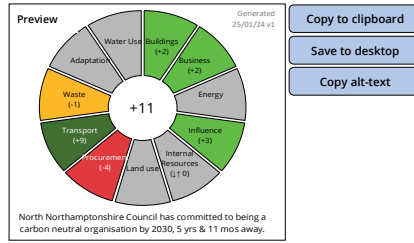


Climate Change Impact Assessment Tool (v1)

Directorate & Service Area	Place & Economy/Strategic Transport
Report Name	Bus Service Improvement Plan
Report date	5.2.24
Report author & role	Chris Wragg, Head of Strategic Transport
Proposal Summary	Following Scrutiny Management Board requesting officers to attend the Place & Environment Scrutiny Committee to provide information on, and answer member questions around, the Bus Service Improvement Plan CCIA 5.2.24
Export filename	Bus Service Improvement Plan CCIA 5.2.24 .png



Category	Impact	Notes / Justification for score / existing work (see guidance sheet or CCIA detailed notes for more information)	Score (-5 to +5)	Mitigations (If the impact is negative, please provide a mitigating action for reducing the impact going forward)
Buildings	Building construction	N/A		
Buildings	Building use	The referenced ZEBRA Bid includes the provision of electric bus charging points at Stagecoach's Kettering depot.	+2	
Buildings	Green / blue infrastructure	N/A		
Business	Developing green businesses	N/A		
Business	Marketable skills & training	N/A		
Business	Sustainability in business	The referenced ZEBRA Bid would see stagecoach introducing its first electric buses in North Northamptonshire	+2	
Energy	Energy efficiency	N/A		
Energy	Reducing energy demand	N/A		
Energy	Switching to low-carbon energy supply	N/A		
Influence	Communication & engagement	The referenced ZEBRA Bid would include buses which would be branded for their zero-emission characteristics and would be a visible (and moving) advert for zero emission technology	+1	
Influence	Wider influence	N/A		
Influence	Working with communities	N/A		
Influence	Working with partners	The Enhanced Partnership with bus operators is intended to increase the partnership working with bus operators, although many initial improvements will be contracted.	+2	
Influence				
Internal Resources	Material / infrastructure requirement	The current proposals largely use existing resources, but may involve some additional infrastructure or new Buses .	-2	Expanding bus services will inevitably require more buses. As electric buses are new technology, they are necessarily new vehicles.
Internal Resources	Staff time requirement	The Council has already increased its public transport staffing to enhance the resources in this area. This is partly funded by Government grant	-1	This is a priority area in climate change terms
Internal Resources	Staff travel requirement	The proposals would have a negligible impact on staff travel.		
Internal Resources	External funding	The proposals make extensive use of Government grant funding which has been obtained by the Council for	+3	
Internal Resources				
Land use	Carbon storage	N/A		
Land use	Improving biodiversity adaptation	N/A		
Land use	Natural flood management	N/A		
Land use				
Procurement	Food & Drink	N/A		
Procurement	Products	The proposals will increase the overall number of buses operating in North Northamptonshire/	-2	Increasing the number of buses operating it essential to increasing public transport use, which is a key climate change objective.
Procurement	Single-use plastic	N/A		
Procurement	Services	The proposals will increase the Council's procurement of public transport services, including the Council taking on services which were previously commercially provided.	-2	Using public funding (and procurement) to increase the number of buses is key to increasing public transport use, which is a key climate change objective.
Procurement				
Transport	Decarbonising vehicles	The ZEBRA Bid, if successful, will introduce the first electric buses in North Northamptonshire. This is on the principal X4 service which is responsible for around 25% of all bus travel in the Council area	+3	
Transport	Improving infrastructure	While improved public transport is not currently a priority, due to lack of capital funding, it will form some part of the proposals.	+1	
Transport	Demand reduction			
Transport	Supporting people to use public transport	The proposal includes a number of new bus services and increased frequency on others	+4	
Transport	Supporting people to use active travel	As most people access bus services on foot, the proposals will inter alia increase walking.	+1	
Transport				
Waste	End of life disposal / recycling	If successful, the ZEBRA Bid will mean some older buses are superseded and will be scrapped. (or replace other vehicles which will be scrapped) This involves some recycling of suitable components/materials	-1	Techniques for recycling buses are well established. Most buses go for scrap in South Yorkshire because that is the centre of the metal recycling industry.
Waste	Waste volume			
Waste				
Adaptation	Drought vulnerability	N/A		
Adaptation	Flooding vulnerability	N/A		
Adaptation	Heatwave vulnerability	N/A		
Adaptation				
Water Use	Improving water-use efficiency	N/A		
Other	Other 1			
Other	Other 2			
Other	Other 3			
Other	Other 4			