

Re-procurement and renewal of School Transport Contracts

Project details

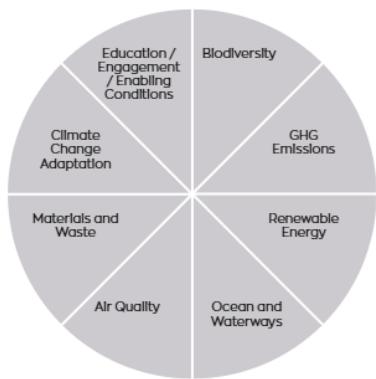
Assessment author

Beverley Kerswell

Project summary

strategic approach of setting up an agreed framework under which all routes will be procured for the next 8 years

Summary of assessment



- 1 Long term or significant negative impact
- 2 Short term or minor negative impact
- 3 No impact or neutral impact
- 4 Short term or minor positive impact
- 5 Long term or significant positive impact

Assessment scores

Biodiversity

Score

(3) No impact or neutral impact

Score justification

There are no anticipated impacts on biodiversity, and the project is not located in an area where such effects are expected.

GHG Emissions

Score

(3) No impact or neutral impact

Score justification

Our statutory responsibility to transport students which will be procured under the agreed framework to and from school inherently contributes to the carbon footprint, as vehicle usage remains essential to maintaining service delivery. While low carbon alternatives are continuing to develop across the transport industry, we have taken proactive steps to reduce emissions where feasible. Electric and hybrid vehicles are utilised on taxi contracted routes in line with the Taxi Licensing Emissions Policy, which supports our efforts to minimise environmental impact. However, the use of larger vehicles such as minibuses, combined with the longer distances involved in some journeys, presents ongoing challenges in fully adopting low carbon options at this stage.

Renewable Energy

Score

(3) No impact or neutral impact

Score justification

The project will have no impact on the provision or use of renewable energy

Ocean and Waterways

Score

(3) No impact or neutral impact

Score justification

No impact to Ocean and Waterway areas which may be effected

Air Quality

Score

(3) No impact or neutral impact

Score justification

Our statutory responsibility to transport students which will be procured under the agreed framework to and from school inherently contributes to the carbon footprint, as vehicle usage remains essential to maintaining service delivery. While low carbon alternatives are continuing to develop across the transport industry, we have taken proactive steps to reduce emissions where feasible. Electric and hybrid vehicles are utilised on taxi contracted routes in line with the Taxi Licensing Emissions Policy, which supports our efforts to minimise environmental impact. However, the use of larger vehicles such as minibuses, combined with the longer distances involved in some journeys, presents ongoing challenges in fully adopting low carbon options at this stage.

Materials and Waste

Score

(3) No impact or neutral impact

Score justification

This project will not create or increase waste volumes within the city. As it involves the procurement and delivery of student transport services rather than construction or material based activity, there are no processes that generate one off or long term waste streams. The project does not involve the supply of goods, single use packaged items, or other materials that might contribute to increased littering or pollution in the public realm

Climate Change Adaptation

Score

(3) No impact or neutral impact

Score justification

Our statutory responsibility to transport students which will be procured under the agreed framework has no anticipated climate related impact. The project does not affect Plymouth's resilience to the effects of Climate change, nor does it lead to any change in flood risk or contribute to urban heat island effects, as it only relates to operational transport arrangements once the framework is agreed.

Education / Engagement / Enabling Conditions

Score

(3) No impact or neutral impact

Score justification

This project is focused on ensuring the smooth and reliable delivery of Home to school transport, and while that remains its primary purpose, it does not currently create opportunities to introduce measures linked to climate mitigation or adaptation