



Environmental Impact Assessment [version 1.1]

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| Proposal title: Linear Parking | | |
| Project stage and type: <input type="checkbox"/> Initial Idea Mandate <input type="checkbox"/> Outline Business Case <input checked="" type="checkbox"/> Full Business Case | | |
| <input type="checkbox"/> Policy <input type="checkbox"/> Strategy <input type="checkbox"/> Function <input checked="" type="checkbox"/> Service | <input type="checkbox"/> New | <input checked="" type="checkbox"/> Changing |
| <input type="checkbox"/> Other [please state] | <input type="checkbox"/> Already exists / review | |
| Directorate: Management of Place | Lead Officer name: Sarah Clark | |
| Service Area: Traffic & Highways | Lead Officer role: Parking Manager | |

Step 1: What do we want to do?

The purpose of this Environmental Impact Assessment is to help you develop your proposal in a way that is compliant with the council’s policies and supports the council’s strategic objectives under the [One City Climate Strategy](#), the [One City Ecological Emergency Strategy](#) and the latest [Corporate Strategy](#).

This assessment should be started at the beginning of the project proposal process by someone with a good knowledge of the project, the service area that will deliver it, and sufficient influence over the proposal to make changes as needed.

It is good practice to take a team approach to completing the Environmental Impact Assessment. See further [guidance](#) on completing this document. Please contact the [Environmental Performance Team](#) early for advice and feedback.

1.1 What are the aims and objectives/purpose of this proposal?

Briefly explain the purpose of the proposal and why it is needed. Please use plain English, avoiding jargon and acronyms.

Within the context of Bristol’s Transport Policy we are proposing a range of initiatives to make more efficient use of on and off street, public car parking spaces, while considering how the management of these spaces can help drive behaviour change towards sustainable modes of travel; maximise the use of kerb space (given increasing demands for car clubs, cycle hangars, scooter parking and EV charging) and further improve air quality. The proposal considered for this assessment is:

- Amend the Pay & Display tariff structure to introduce linear parking charges, meaning that the same hourly rate applies all day.

1.2 Will the proposal have an environmental impact?

Could the proposal have either a positive or negative effects for the environment now or in the future? If ‘No’ explain why you are sure there will be no environmental impact, then skip steps 2-3 and request review by the [Environmental Performance Team](#).

If ‘Yes’ complete the rest of this assessment.

| | | |
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| <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | [please select] |
|--|------------------------------------|-----------------|

There is an expected reduction in transport emissions through the proposal which encourages a shift to more sustainable modes of transport. The proposal which aims to increase prices of parking will disincentivise private vehicle use in favour of active or public transport. However, drivers seeking to avoid paying for parking may drive further in search of alternative parking, increasing their emissions slightly. However, it is expected that this negative impact will be more than offset by the modal shift associated with the proposal and EV adoption is expected to increase regardless of local policies due to the national EV mandate.

1.3 If the proposal is part of an options appraisal, has the environmental impact of each option been assessed and included in the recommendation-making process?

If 'Yes' please ensure that the details of the environmental impacts of each option are made clear in the pros and cons section of the [project management options appraisal document](#).

Yes
 No
 Not applicable
 [please select]

If 'No' explain why environmental impacts have not been considered as part of the options appraisal process.

Step 2: What kinds of environmental impacts might the project have?

Analysis of impacts must be rigorous. Please demonstrate your analysis of any impacts of the proposal in this section, referring to evidence you have gathered. See detailed [guidance documents](#) for advice on identifying potential impacts.

2.1 Does the proposal create any benefits for the environment, or have any adverse impacts?

Outline any potential benefits of the proposal and how they can be maximised. Identify how the proposal will support [our corporate environmental objectives](#) and the wider [One City Climate and Ecological Emergency strategies](#).

Consider how the proposal creates environmental impacts in the following categories, both now and in the future.

Reasonable efforts should be made to quantify stated benefit or adverse impacts wherever possible.

Where the proposal is likely to have a beneficial impact, consider what actions would enhance those impacts. Where the proposal is likely to have a harmful impact, consider whether actions would mitigate these impacts.

Enhancements or mitigation actions are only required when there is a likely impact identified. Remember that where enhancements or mitigation actions are listed, they should be assigned to staff and appropriately resourced.

| GENERAL COMMENTS (highlight any potential issues that might impact all or many categories) | | |
|---|-------------------|---|
| | | |
| <p>ENV1 Carbon neutral: Emissions of climate changing gases</p> <p>BCC has committed to achieving net zero emissions for its direct activities by 2025, and to support the city in achieving a Just Transition to net zero by 2030.</p> <p>Will the proposal involve transport, or the use of energy in buildings? Will the proposal involve the purchase of goods or services? If the answer is yes</p> | Benefits | There is expected to be a reduction in emissions associated with this proposal encouraging a shift to more sustainable modes of transport as an impact of the proposal. |
| | Enhancing actions | None |
| Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input checked="" type="checkbox"/> 5+ years | | |

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| <p>to either of these questions, there will be a carbon impact.</p> <p>Consider the scale and timeframe of the impact, particularly if the proposal will lead to ongoing emissions beyond the 2025 and 2030 target dates.</p> <p>Further guidance</p> <p><input type="checkbox"/> No impact</p> | <p>Adverse impacts</p> | <p>Drivers seeking to avoid paying for parking may drive further in search of alternative parking, increasing their emissions slightly.</p> |
| | <p>Mitigating actions</p> | <p>Keeping parking charges within the limits of what would be considered reasonable would minimise impacts of drivers seeking alternative parking.</p> |
| | <p>Persistence of effects: <input type="checkbox"/> 1 year or less <input checked="" type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years</p> | |
| <p>ENV2 Ecological recovery: Wildlife and habitats BCC has committed to 30% of its land being managed for nature and to halve its use of pesticides by 2030.</p> <p>Consider how your proposal can support increased space for nature, reduced use of pesticides, reduce pollution to waterways, and reduce consumption of products that undermine ecosystems around the world.</p> <p>If your proposal will directly lead to a reduction in habitat within Bristol, then consider how your proposed mitigation can lead to a biodiversity net gain. Be sure to refer to quantifiable changes wherever possible.</p> <p>Further guidance</p> <p><input type="checkbox"/> No impact</p> | <p>Benefits</p> | <p>None</p> |
| | <p>Enhancing actions</p> | <p>None</p> |
| | <p>Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years</p> | |
| | <p>Adverse impacts</p> | <p>None</p> |
| | <p>Mitigating actions</p> | <p>None</p> |
| <p>Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years</p> | | |
| <p>ENV3 A cleaner, low-waste city: Consumption of resources and generation of waste</p> <p>Consider what resources will be used as a result of the proposal, how they can be minimised or swapped for less impactful ones, where</p> | <p>Benefits</p> | <p>Increased modal shift away from private vehicle use reduces the overall consumption of materials in the city (vehicles, fuel).</p> |
| | <p>Enhancing actions</p> | <p>None</p> |
| | <p>Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input checked="" type="checkbox"/> 5+ years</p> | |

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| <p>they will be sourced from, and what will happen to any waste generated</p> <p>Further guidance</p> <p><input type="checkbox"/> No impact</p> | <p>Adverse impacts</p> | None |
| | <p>Mitigating actions</p> | None |
| | <p>Persistence of effects: <input checked="" type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years</p> | |
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| <p>ENV4 Climate resilience: Bristol’s resilience to the effects of climate change</p> <p>Bristol’s climate is already changing, and increasingly frequent instances of extreme weather will become more likely over time.</p> <p>Consider how the proposal will perform during periods of extreme weather (particularly heat and flooding).</p> <p>Consider if the proposal will reduce or increase risk to people and assets during extreme weather events.</p> <p>Further guidance</p> <p><input type="checkbox"/> No impact</p> | <p>Benefits</p> | None |
| | <p>Enhancing actions</p> | None |
| | <p>Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input checked="" type="checkbox"/> 5+ years</p> | |
| | <p>Adverse impacts</p> | None |
| | <p>Mitigating actions</p> | None |
| <p>Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years</p> | | |
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| <p>Statutory duty: Prevention of Pollution to air, water, or land</p> <p>Consider how the proposal will change the likelihood of pollution occurring to air, water, or land and what steps will be taken to prevent pollution occurring.</p> | <p>Benefits</p> | Proposals to support modal shift will lead to a reduction in air pollution across the city. |
| | <p>Enhancing actions</p> | None |
| | <p>Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input checked="" type="checkbox"/> 5+ years</p> | |
| | <p>Adverse impacts</p> | None |

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| Further guidance <input type="checkbox"/> No impact | Mitigating actions | None |
| | Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years | |

Step 3: Actions

3.1 Action Plan

Use this section summarise and assign responsibility for any actions you have identified to improve data, enhance beneficial, or mitigate negative impacts. Actions identified in section two can be grouped together if named responsibility is under the same person.

This action plan should be updated at each stage of the project. Please be aware that the Sustainable City and Climate Change Service may use this action plan as an audit checklist during the project’s implementation or operation.

| Enhancing / mitigating action required | Responsible Officer | Timescale |
|---|---------------------|-----------|
| Ensure sustainability is prioritised in any procurement exercise | Sarah Clark | 1 year |
| Continue to measure air quality, vehicle use, traffic etc to assess impacts of proposals and inform future policy | Sarah Clark | 5+ years |
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Step 4: Review – for completion by the Environmental Performance Team

The Sustainable City and Climate Change Service need at least five working days to comment and feedback on your impact assessment. Assessments should only be marked as reviewed when they provide sufficient information for decision-makers on the environmental impact of the proposal. Please seek feedback and review from the [Environmental Performance Team](#) before final submission of your decision pathway documentation¹.

Where impacts identified in this assessment are deemed significant, they will be summarised here and included on the cover sheet of the decision pathway documentation.

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| Summary of significant beneficial impacts and opportunities to support the Climate, Ecological and Corporate Strategies (ENV1,2,3,4): BCC’s Environmental Impact Assessment has determined significant beneficial impacts from the proposal: |
| Summary of significant adverse impacts and how they can be mitigated: BCC’s Environmental Impact Assessment has determined significant adverse impacts from the proposal: |

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| Environmental Performance Team Reviewer: Nicola Hares – Environmental Performance Officer | Submitting author: Dominic Hitchcock |
| Date: 18/12/2024 | Date: 18/12/2024 |

¹ Review by the Environmental Performance Team confirms there is sufficient information for decision makers to consider the most relevant environmental impacts at the current stage of the proposal. This is not an endorsement or approval of the proposal.

