



Environmental Impact Assessment [version 1.1]

Proposal title: City Centre Transport Corridor – Temple Way		
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"/> Other [please state]	<input checked="" type="checkbox"/> New <input type="checkbox"/> Already exists / review	<input type="checkbox"/> Changing
Directorate: Growth & Regeneration	Lead Officer name: Peter Snowman	
Service Area: Strategic City Transport	Lead Officer role: Project 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.

This project consists of a series of bus and cycle improvements along Temple Way in Bristol City Centre (see Figure 1). It has the strategic goal of facilitating sustainable travel into and through the city.

Bus Priority: Proposed inbound and outbound bus priority along Temple Way. The bus interventions will contribute to a near complete anti-clockwise loop of bus priority around the city centre.

Cycle Lane: Two-way cycle route proposed along Temple Way parallel to the southbound carriageway. The cycle infrastructure will offer a segregated cycle route which will complement and connect to existing segregated cycled lanes along Temple Way, Victoria Street, the Bristol to Bath Cycle Path and Concorde Way.

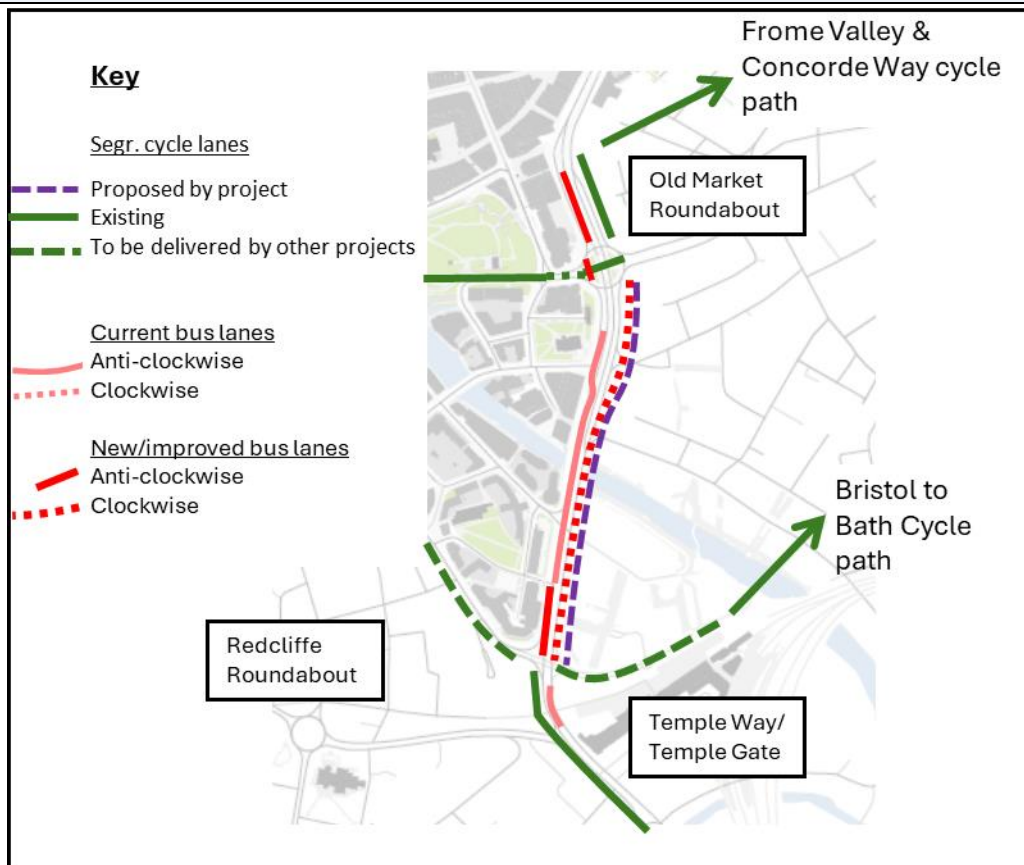


Figure 1: Map of existing and new bus lanes and cycle routes in Temple Way

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.

Yes No [please select]

In the short term, this project could lead to increased congestion while the scheme is being built which could lead to increased vehicle emissions.

Once it has been built, the project has the strategic goal of facilitating sustainable and active travel, which should reduce traffic and therefore reduce vehicle emissions in the long-term.

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)		
The Environmental impacts of the project have been assessed by Aecom within the Non-Monetised Impacts section of the Economic Dimension of the FBC. Relevant excerpts are included below.		
<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 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</p>	Benefits	“Greenhouse Gas emissions may be reduced if commuters choose to travel by bus, bicycle, or foot, thereby reducing journeys taken by private vehicles. However, a modal shift is not guaranteed. First Bus are in the process of electrifying their fleet, therefore, reductions in Greenhouse Gas emissions from the bus fleet will happen over time.”
	Enhancing actions	This project is part of an ongoing programme of activities to promote and facilitate active and sustainable travel in the city.
	Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input checked="" type="checkbox"/> 5+ years	
	Adverse impacts	During the construction phase the contractors commissioned to complete the works may need to use vehicles and equipment that could increase emissions, noise, vibration, and dust.

<p>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>Mitigating actions</p>	<p>A Construction Management Plan will be produced prior to construction phase that will outline the environmental controls for air quality, noise, vibration, and dust control.</p>	
<p>Persistence of effects: <input checked="" type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years</p>			
<p>ENV2 Ecological recovery: Wildlife and habitats</p> <p>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>“The Narroways Millennium Green Local Nature Reserve (LNR) and Avon New Cut LNR, Tree Preservation Order (TPO) trees, the Bristol Feeder Canal, Deciduous Woodland and Traditional Orchard priority habitats are located in close proximity to the scheme. There is unlikely to be a modal shift. However, a greater number of commuters travelling by bus or bike may lead to lower vehicle flows. In turn, noise levels and harmful pollutants produced by cars may be reduced. Improving the environment for ecological receptors.”</p>	
	<p>Enhancing actions</p>	<p>This project is part of an ongoing programme of activities to promote and facilitate active and sustainable travel in the city.</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>		
	<p>Adverse impacts</p>	<p>During the construction phase the contractors commissioned to complete the works may need to use vehicles and equipment that could increase emissions, noise, vibration, and dust.</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 they will be sourced from, and what will happen to any waste generated</p>	<p>Mitigating actions</p>	<p>A Construction Management Plan will be produced prior to construction phase that will outline the environmental controls for air quality, noise, vibration, and dust control.</p>	
	<p>Persistence of effects: <input checked="" type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years</p>		
	<p>Benefits</p>		
	<p>Enhancing actions</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>Adverse impacts</p>	<p>During the construction phase the works will use resources and create waste.</p>	

<p>Further guidance</p> <p><input type="checkbox"/> No impact</p>	<p>Mitigating actions</p>	<p>Contractors will be required to adhere to the policies in the Highways & Associated Works Framework regarding the use of sustainable methods and materials and the responsible disposal of waste (A site waste management plan will be created to ensure this).</p>
<p>Persistence of effects: <input checked="" type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years</p>		
<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>	
<p>Enhancing actions</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>It is possible that extreme weather conditions will discourage people from using active and sustainable means of transport, potentially returning to private vehicles and undermining the scheme outcomes.</p>	<p>Mitigating actions</p> <p>BCC is engaged in an ongoing programme of activities to encourage active and sustainable travel. It is hoped that this behaviour change will mitigate the potential effects of climate change on travel habits.</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>		
<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>Further guidance</p> <p><input type="checkbox"/> No impact</p>	<p>Benefits</p>	<p>“The scheme is located within Air Quality Management Area (AQMA) 10. AQMA 10 was declared for exceedances in the 24-hour mean targets for Particulate Matter (PM10) and annual mean targets for Nitrogen Dioxide (NO2). PM10 and NO2 emissions may be reduced if commuters choose to travel by bus bicycle or foot, reducing the number of journeys taken by the private car. However, a modal shift is not guaranteed and emissions from private vehicles may not be reduced. First Bus are in the process of electrifying their fleet which may reduce emissions produced by buses.”</p>
<p>Enhancing actions</p>	<p>This project is part of an ongoing programme of activities to promote and facilitate active and sustainable travel in the city, which will lead to a reduction in pollution from vehicle emissions.</p> <p>The scheme is situated within Bristol Clean Air Zone (CAZ) and it is anticipated that this will enhance the outcomes of the project. The CAZ aims to discourage private vehicles that produce the most polluting emissions from entering the city centre, and it is hoped that owners of these vehicles will switch to active and sustainable modes of travel for trips into the city centre.</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>

	Adverse impacts	During the construction phase there is a danger of increased pollution, both in the form of air pollution from vehicle emissions, and of potential air and land pollution from the groundworks.
	Mitigating actions	A Construction Management Plan will be produced prior to construction phase that will outline the environmental controls for managing the risk of pollution.
	Persistence of effects: <input checked="" 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
Construction Management Plan to be completed before the Construction phase begins.	Contractor	Pre-Construction
Check that the Constriction Management Plan has been completed satisfactorily and that any actions contained in it are completed.	BCC Project Manager	Pre-Construction

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.

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:

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.

Environmental Performance Team Reviewer: Nicola Hares – Environmental Project Manager	Submitting author: Peter Snowman
Date: 30/12/2024	Date: 20/12/2024