



# Environmental Impact Assessment [version 1.0]

<b>Proposal title:</b> City wide roll-out of Pre-Timed Max settings on stand-alone push button pedestrian crossings		
<b>Project stage and type:</b> <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 checked="" type="checkbox"/> Function <input type="checkbox"/> Service	<input type="checkbox"/> New	<input checked="" type="checkbox"/> Changing
<input type="checkbox"/> Other [please state]	<input type="checkbox"/> Already exists / review	
<b>Directorate:</b> Growth & Regeneration	<b>Lead Officer name:</b> James Dowling	
<b>Service Area:</b> Highways & Traffic	<b>Lead Officer role:</b> Signals & Traffic Control 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 email [environmental.performance@bristol.gov.uk](mailto:environmental.performance@bristol.gov.uk) 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.

A Pre Timed Max (PTM) setting on a stand-alone push button pedestrian crossing will give instantaneous demand to pedestrians when the button is pushed, regardless of whether traffic is approaching. The benefits of this project are promoting and increasing the proportion of journeys undertaken by walking and cycling. And secondly to positively impact citizens’ health with the provision of infrastructure to prioritise active travel.
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### 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 sending this form to [environmental.performance@bristol.gov.uk](mailto:environmental.performance@bristol.gov.uk)

If ‘Yes’ complete the rest of this assessment.

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	[please select]
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Each stand-alone crossing would be assessed before converting to PTM by a BCC Signals Engineer, and we would reserve the right to turn off PTM settings if it was causing other unintended consequences.
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### 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.

### 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.

<b>GENERAL COMMENTS</b> (highlight any potential issues that might impact all or many categories)		
<p><b>ENV1 Carbon neutral: Emissions of climate changing gases</b></p> <p>BCC has committed to achieving net zero emissions for its direct activities by 2025, and to support the city in achieving 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>	<b>Benefits</b>	<p>Implementing Pre-Timed Maximum (PTM) settings at stand-alone pedestrian crossings where Signal Engineers have approved it is likely to encourage active (emissions-free) travel by making crossing busy roads quicker, without significantly altering traffic flows. It would be difficult to quantify how many people might switch travel mode for what percentage of their journeys each time such a measure is implemented. If most crossings start to change immediately when a button is pushed, it will be obvious to motorists and may cause them to reconsider their travel choices.</p>
	<b>Enhancing actions</b>	
<p><b>Persistence of effects:</b>    <input type="checkbox"/> 1 year or less       <input type="checkbox"/> 1 – 5 years       <input checked="" type="checkbox"/> 5+ years</p>		
	<b>Adverse impacts</b>	

<p>will lead to ongoing emissions beyond the 2025 and 2030 target dates.</p> <p><a href="#">Further guidance</a></p> <p><input type="checkbox"/> <b>No impact</b></p>	<p><b>Mitigating actions</b></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><b>ENV2 Ecological recovery: Wildlife and habitats</b></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><a href="#">Further guidance</a></p> <p><input checked="" type="checkbox"/> <b>No impact</b></p>	<p><b>Benefits</b></p>	
<p><b>Enhancing actions</b></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><b>Adverse impacts</b></p>		
<p><b>Mitigating actions</b></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><b>ENV3 A cleaner, low-waste city: Consumption of resources and generation of waste</b></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><b>Benefits</b></p>	
<p><b>Enhancing actions</b></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><b>Adverse impacts</b></p>		

<p><a href="#">Further guidance</a></p> <p><input checked="" type="checkbox"/> <b>No impact</b></p>	<p><b>Mitigating actions</b></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><b>ENV4 Climate resilience: Bristol’s resilience to the effects of climate change</b></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><a href="#">Further guidance</a></p> <p><input checked="" type="checkbox"/> <b>No impact</b></p>	<p><b>Benefits</b></p>	
<p><b>Enhancing actions</b></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><b>Adverse impacts</b></p>		
<p><b>Mitigating actions</b></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><b>Statutory duty: Prevention of Pollution to air, water, or land</b></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><a href="#">Further guidance</a></p>	<p><b>Benefits</b></p>	<p>Implementing Pre-Timed Maximum (PTM) settings at stand-alone pedestrian crossings where Signal Engineers have approved it is likely to encourage active (pollution-free) travel by making crossing busy roads quicker, without significantly altering traffic flows. It would be difficult to quantify how many people might switch travel mode for what percentage of their journeys each time such a measure is implemented. If most crossings start to change immediately when a button is pushed, it will be obvious to motorists and may cause them to reconsider their travel choices.</p>
<p><b>Enhancing actions</b></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><b>Adverse impacts</b></p>		

<input type="checkbox"/> <b>No impact</b>	<b>Mitigating actions</b>	
	<b>Persistence of effects:</b> <input type="checkbox"/> <b>1 year or less</b> <input type="checkbox"/> <b>1 – 5 years</b> <input type="checkbox"/> <b>5+ years</b>	

### Step 3: 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

### Step 4: Review

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 by emailing [environmental.performance@bristol.gov.uk](mailto:environmental.performance@bristol.gov.uk) before final submission of your decision pathway documentation<sup>1</sup>.

Where impacts identified in this assessment are deemed significant, they will be summarised here by the Sustainable City and Climate Change Service and must be included in the ‘evidence base’ section of the decision pathway cover sheet.

<b>Summary of significant beneficial impacts and opportunities to support the Climate, Ecological and Corporate Strategies (ENV1,2,3,4):</b>
<b>Summary of significant adverse impacts and how they can be mitigated:</b>

<b>Environmental Performance Team Reviewer:</b> Giles Liddell, Environment Performance Co-ordinator	<b>Submitting author:</b> James Dowling, Signals & Traffic Control Manager
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<sup>1</sup> Review by the Sustainable City and Climate Change Service confirms there is sufficient analysis for decision makers to consider the likely environmental impacts at this stage. This is not an endorsement or approval of the proposal.

**Date:**

11/02/2025

**Date:**

11/02/2025