



Environmental Impact Assessment [version 1.2]

Title: Portway Park and Ride Bus Access Improvements	
<input type="checkbox"/> Policy <input type="checkbox"/> Strategy <input type="checkbox"/> Function <input type="checkbox"/> Service <input checked="" type="checkbox"/> Other [Project/]	<input type="checkbox"/> New <input type="checkbox"/> Already exists / review <input checked="" type="checkbox"/> Changing
Directorate: Growth and Regeneration	Lead Officer name: Toby Clayton
Service Area: City Transport	Lead Officer role: Senior Public Transport Officer and Project Manager for the Portway Park and Ride bus access improvements

Step 1: What do we want to do?

The purpose of this Env. 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 and One City Ecological Emergency Strategy. Under these strategies BCC has committed to achieving net zero carbon emissions from its direct activities by 2025, and for all emissions by 2030. It has also committed to ensuring that 30% of land within the city is managed for nature, to find ways to reduce and eliminate threats to wildlife and habitat, and to achieve biodiversity net gain.

This assessment should be started at the beginning of the process by someone with a good knowledge of the proposal and service area, and sufficient influence over the proposal. It is good practice to take a team approach to completing the Env. Impact Assessment. 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.

The aim of the project is "To create a new access and egress for bus services travelling to and from the North and the West of the Portway Park and Ride site that make public transport people's natural choice in mode of travel to enhance social, wellbeing, economic and environmental outcomes."

The Portway is the northwest section of the A4, a route linking Bristol to London. It connects Bristol City centre to Avonmouth, Portbury, Severnside, the M5, and communities in North Somerset, South Wales, South Gloucestershire, and beyond.

The A4 Portway has been identified as a high priority corridor with the ability to move a large amount of people from areas in northwest Bristol to the city centre in a short space of time. It is recognised as a high priority corridor in both WECA's Bus Infrastructure Programme and Phase 1 of the City Regional Sustainable Transport Settlement (CRSTS). The A4 Portway has been identified under Initiative B1 of WECA's Bus Service Improvement Plan (BSIP) as having significant potential to facilitate infrastructure that prioritises public transport over general traffic, as well as improving opportunities for other modes of sustainable transport.

At the northern end of the A4 Portway is the Portway Park and Ride site. The site currently facilitates Stagecoach West's service number 9 travelling from the Portway Park and Ride site to Brislington Park and Ride site via the City Centre and Temple Meads. At present the infrastructure at the bus junction is set up to facilitate bus services travelling to and from the east (city centre direction). This layout presents issues for future bus service development into Avonmouth, Severnside and the north, YTL Arena shuttles wishing to use the site when travelling to and from the YTL Arena along the M5, and rail replacement services.

To achieve the aim, the project has set out on meeting the following objectives

1. Improving the journey time, punctuality, and reliability of bus services along the corridor by delivering enhanced access to/from Portway P&R site

2. To deliver a P&R facility that has the capacity to accommodate event shuttle buses for the YTL Arena in time for the Arena opening in 2025/ 2026
3. Safeguard the possibility of running new or additional services from the Portway P&R site northbound to serve Avonmouth, Weston Super Mare, Portbury, Portishead, Severnside, South Gloucestershire, North Somerset, South Wales etc
4. Increase the proportion of trips that are made by bus
5. Reduce levels of air pollution and CO2 emissions through mode shift from private car to public transport

1.2 Will the proposal have an environmental impact?

Could the proposal affect 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, or if you plan to complete the assessment at a later stage please state this clearly here and request review by the Environmental Performance Team.

Yes **No** [please select]

The project should have a positive environmental impact in the future. It is anticipated that the outcomes of this project will encourage people to make greater use of sustainable transport modes, reducing reliance on the private car and subsequently reducing emissions and their impact on the environment and society.

Step 2: How might the proposal impact?

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 etc. Env. Impact Assessments (Env.IA) (sharepoint.com)

2.1 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 decision pathway report alongside other key considerations.

Yes **No** **Not applicable** [please select]

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

The project is set to deliver measures that improve highway infrastructure. The project has been subjected to an optioneering process through the business case development, whereby the preferred option was selected based on an assessment of its performance against criteria derived from the objectives. Environmental factors, including impact on trees, has been fundamental in the optioneering process.

In order to access funding to carry out the works the preparation of a business case is required. During the appraisal of the scheme within the business case process, an Environmental Appraisal will be undertaken to understand the impacts (benefits and adverse) of the scheme on the built and natural environments, and people with reference to relevant legislation and in accordance with the DfT's Transport Appraisal Guidance.

2.2 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 [One City Climate and Ecological Emergency strategies](#).

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

Mitigation actions are only required when there is a likely negative impact. Where mitigations indicate a follow-on action, include this in the 'Action Plan' Section 3.2 below. Remember that where mitigations are listed these are expected to be incorporated into the proposal and properly actioned.

GENERAL COMMENTS (highlight any potential issues that might impact all or many categories)

The outcomes of this project should encourage a shift in the use of transport modes whereby the number of trips being made on public transport, walking, and cycling increase, and the number of trips made in private vehicles reduce, consequently reducing the levels of emissions in the area. Reduction in levels of emissions will have knock on benefits to habitats and wildlife in the environmentally sensitive areas adjacent to the site.

<p>ENV1 Carbon neutral: Emission of climate changing gases <i>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. Will the proposal lead to the emission of carbon dioxide, methane, or fluorinated gases in either the implementation and / or operation phase? Consider the scale and timeframe of the impact, particularly if the proposal will lead to ongoing emissions beyond the target dates.</i></p> <p><input type="checkbox"/> No impact</p>	<p>Benefits</p>	<p>Once the scheme has been delivered it should lead to a reduction in vehicle emissions in the area, as more people are encouraged to make use of public transport, walking, and cycling.</p>
	<p>Enhancing actions</p>	<p>The outcomes of this project should be enhanced by the Bristol Clean Air Zone. The Clean Air Zone aims to discourage private vehicles that produce the most emissions from entering the city centre, it is anticipated that the owners of these vehicles may switch to public transport, walking, or cycling for trips into the Clean Air Zone.</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 that are reliant on traditional fuels, such as petrol and diesel. The use of these vehicles could increase levels of emissions around the construction areas.</p>
	<p>Mitigating actions</p>	<p>Construction Management Plan to be produced prior to construction phase that will outline the environmental controls for noise & vibration, and air quality & dust control. If available to the contractor, we may request that they use electric vehicles for some of the construction work.</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 <i>Consider how your proposal will support increased space for nature, reduce the use of pesticides, reduce pollution to waterways, and reduce consumption of products that undermine ecosystems around the world. If your proposal will directly lead to a reduction in habitat within Bristol, then consider how your proposed mitigation will lead to a biodiversity net gain. Be sure to refer to quantifiable changes wherever possible.</i></p> <p><input type="checkbox"/> No impact</p>	<p>Benefits</p>	<p>Reduced levels of emissions to be beneficial to the environmentally sensitive areas / wildlife rich areas adjacent to the site.</p>
	<p>Enhancing actions</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>Light, noise, dust pollution could cause adverse impacts during the construction stage. There are proposals to remove ten trees and some hedges at the Portway P&R site to facilitate construction of a new bus access / egress.</p>
	<p>Mitigating actions</p>	<p>Construction Management Plan to be produced prior to construction phase that will outline the environmental controls for noise & vibration, and air quality & dust control, and light. The removal of the ten trees will be mitigated by planting replacement trees on site, in line with the Bristol Tree Replacement and BNG Standards. Ecologist to be present on site to supervise the removal of the trees and advise on meeting BNG requirements.</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>ENV3 A cleaner, low-waste city: Consumption of resources and waste</p> <p><i>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</i></p> <p><input checked="" type="checkbox"/> No impact</p>	Benefits	
	Enhancing actions	
	Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years	
	Adverse impacts	
	Mitigating actions	
Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years		
<p>ENV4 Climate resilience: Bristol’s resilience to the effects of climate change</p> <p><i>Bristol’s climate is already changing; even in a best-case scenario instances of extreme weather will increase in future. Consider how the proposal will perform during periods of extreme weather (heat and flooding). Consider if the proposal will lead to an increased risk to BCC assets during extreme weather and consider how the proposal will impact Bristol’s resilience to extreme weather as a whole.</i></p> <p><input type="checkbox"/> No impact</p>	Benefits	The proposals that emerge as part of the project will not contradict the proposals of the emerging Avon Flood Strategy / Flood Defence proposals by BCC.
	Enhancing actions	
	Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input checked="" type="checkbox"/> 5+ years	
	Adverse impacts	
	Mitigating actions	
Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years		
<p>Prevention of Pollution to air, water, or land</p> <p><i>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.</i></p> <p><input type="checkbox"/> No impact</p>	Benefits	The outcomes of the project should reduce the occurrence of air pollution by encouraging people to make use of sustainable transport modes as opposed to their private vehicles.
	Enhancing actions	
	Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input checked="" type="checkbox"/> 5+ years	
	Adverse impacts	
	Mitigating actions	
Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years		

Step 3: Actions and Measurement

3.1 How has this impact assessment informed or changed the proposal?

What are the main conclusions of this assessment? Use this section to provide an overview of your findings. This summary can be included in decision pathway reports etc.

If you have identified any significant negative impacts which cannot be mitigated, provide a justification showing how the proposal is proportionate, necessary, and appropriate despite this.

Summary of positive impacts / opportunities to support the One City Climate and Ecological Strategies:
<ul style="list-style-type: none">• Reduced vehicle emissions• Reduced volume of traffic – reduction in emissions, visual & noise pollution• Improved quality of the highway – reduction in noise pollution• Increased uptake in sustainable travel methods
Summary of significant negative impacts and how they can be mitigated or justified:
<ul style="list-style-type: none">• Removal of 10 trees and some hedges• Potential for increased noise, light and dust pollution during construction phase• Additional carbon emissions during the construction phase

3.2 Action Plan

Use this section to set out any actions you have identified to improve data, enhance benefits, or mitigate impacts etc. This action plan should be updated at each stage of the project. Please be aware that the Environmental Performance Team may use this action plan as an audit checklist during the project's implementation or operation.

Improvement / action required	Responsible Officer	Timescale
Construction Management Plan to be produced before the construction period commences	Civils' contractor	June 2024
Monitoring and Evaluating the outcomes of the scheme against the project aims and objectives	BCC PM	Post-construction
Certified ecologist to be present on site for the removal of the trees	BCC PM	Post FBC sign off
Ensure that the impact of the lost trees and hedgerows are offset in line with Arboriculture Impact Assessment, Landscape Plan, Preliminary Ecological Appraisal, Arboriculture Method Statement, and is under consultation with a certified Ecologist.	BCC PM	September 2024

3.3 How will the impact of your proposal and actions be measured?

How will you know if you have been successful? Once the activity has been implemented, this impact assessment should be periodically reviewed to make sure your changes have been effective, and your approach is still appropriate.

A Monitoring and Evaluation plan will be produced before the scheme is implemented so that it is ready to assess the outputs upon completion of the scheme. The plan will be considerate of the issues set out in the Environmental Impact Assessment and the plan will help to inform updates to the Equalities Impact Assessment. There will be monitoring of general bus passenger usage, air quality data, as well as more specific information from the Quality of Life Survey and Transport Focus Annual Bus Passenger Survey.
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Step 4: Review

The Environmental Performance Team 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.

Environmental Performance Team Review: Daniel Shelton	Submitting author: T. L. Clayton
Date: 26/05/2023	Date: 26/05/2023

¹ Review by the Environmental Performance Team 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.