



# Environmental Impact Assessment [version 1.0]

<b>Title:</b> Detailed Five Year Programme for Application of Bristol Clean Air Zone net proceeds		
<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 checked="" type="checkbox"/> Strategy <input type="checkbox"/> Function <input type="checkbox"/> Service <input type="checkbox"/> Other [please state]	<input type="checkbox"/> New <input checked="" type="checkbox"/> Already exists / review	<input type="checkbox"/> Changing
<b>Directorate:</b> Growth and Regeneration	<b>Lead Officer name:</b> Alex Hearn	
<b>Service Area:</b> Economy of Place	<b>Lead Officer role:</b> Director of economy of Place	

## 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 [Sustainable City and Climate Change Service](#) 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 proposal is to agree a detailed programme for applying the net proceeds from the Bristol Clean Air Zone in to four thematic investment areas now that the council has been able to forecast income over the expected lifetime of the Clean Air Zone.

The four thematic areas are:

1. Improving public transport, including through funding the council's contribution to the regional Transport Levy, and with additional investment for supported bus services.
2. Match funding for City Regional Sustainable Transport Settlement (CRSTS) to deliver improvements to public transport corridors and new active travel routes across the city and region.
3. Improving and maintaining infrastructure, to make improvements to the network and to maintain these to support ongoing and growing use of public transport, walking and cycling as alternatives to private car use.
4. Enabling local and neighbourhood transport schemes through funding for projects across the city

This is in line with the Bristol Clean Air Zone Charging Order (adopted 2022) and the Joint Local Transport Plan (adopted 2019).

The proposal within the Cabinet paper is to fund a series of transport projects and services that should help to reduce the need by private car and to sustain and increase the use of public transport, walking and cycling within the city.

Overall, this should have a positive environmental impact, but as projects are developed and delivered, it will be important minimise the impact of implementation, through for example use of materials, low carbon fuels, impact on habitats, impact on surface water run-off.

## 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 [Sustainable City and Climate Change Service](#).

If 'Yes' complete the rest of this assessment.

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	[please select]
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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](#).

<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not applicable	[please select]
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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)

This is a proposal for the application of net proceeds from the Clean Air Zone into thematic areas of investment. The thematic areas deliver the specific objectives and policies of the West of England Joint Local Transport Plan which is supported by a full Environmental Impact Assessment and available to read [here](#).

As the proposal is effectively an investment strategy as opposed to a set of detailed projects, it is not possible to quantify its benefits or adverse impacts at this stage, except to observe that it supports increased use of public transport and walking and cycling across the city, which is generally seen to be positive for the city's environment as well as unlocking more sustainable forms of development and reduce inequalities.

It is possible to indicate how the proposal will support projects that will have benefits in relation to the Corporate Environmental Objectives and the potential adverse impacts that should be mitigated. It is anticipated that as

projects are designed, developed and implemented, the benefits and adverse impacts will be able to be quantified.

**ENV1 Carbon neutral: Emissions of climate changing gases**

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 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.

Consider the scale and timeframe of the impact, particularly if the proposal will lead to ongoing emissions beyond the 2025 and 2030 target dates.

[Further guidance](#)

No impact

**Benefits**

The proposal will support projects that we can anticipate will support efforts to decarbonise transport in the city as increased bus patronage and increased participation in walking and cycling can result in fewer cars overall.

It can also support more sustainable forms of development and regeneration in the city which can reduce the need to travel generally because of increased densities and a mix of uses.

**Enhancing actions**

Developing projects and using services to better connect populations with services, employment and learning to optimise modal shift, while recognising that communities should not be dislocated from alternatives to car use.

**Persistence of effects:**  1 year or less  1 – 5 years  5+ years

**Adverse impacts**

The proposal will fund projects that will result in changes to the city's highway network through engineering and construction which will likely result in carbon emissions.

**Mitigating actions**

Through project design, development and delivery seek to maximise the use of previously used materials such as aggregates to reduce emissions which could manifest in embodied carbon of projects.

**Persistence of effects:**  1 year or less  1 – 5 years  5+ years

**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.

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.

If your proposal will directly lead to a reduction in habitat within Bristol, then consider how your proposed

**Benefits**

Projects could result design outputs that create more space for nature through urban and landscape design and tree planting and therefore increase the amount of land managed for nature.

**Enhancing actions**

Reduced use of pesticides for maintenance of new, improved and existing public transport, walking and cycling infrastructure can help to reduce levels of pollution that enter waterways and this improve water quality.

**Persistence of effects:**  1 year or less  1 – 5 years  5+ years

**Adverse impacts**

While projects are not developed or fully developed, changes to Bristol's transport and highway infrastructure may result in a reduction in habitat as new infrastructure is delivered.

<p>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 type="checkbox"/> <b>No impact</b></p>	<p><b>Mitigating actions</b></p>	<p>Seek to avoid this outcome as much as possible and require biodiversity net gain through the development and implementation of proposals.</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>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><a href="#">Further guidance</a></p> <p><input type="checkbox"/> <b>No impact</b></p>	<p><b>Benefits</b></p>	<p>The increased use of public transport is a more efficient means of transporting people per vehicle and should help to minimise consumption of resources per capita.</p>	
	<p><b>Enhancing actions</b></p>	<p>A shift toward more efficient and electrified bus can help to reduce the overall resource consumption of the fleet.</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>	<p>Construction and engineering projects consume materials and resources that become embodied and can generate waste through unused materials.</p>	
	<p><b>Mitigating actions</b></p>	<p>Maximise the reuse of materials and aggregates within new infrastructure projects.</p> <p>Develop waste minimisation strategies through construction method statements.</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>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><b>Benefits</b></p>	<p>Renewing and maintaining the highway network can help to secure the city’s resilience to extreme events.</p> <p>New infrastructure can support enhanced drainage.</p>	
	<p><b>Enhancing actions</b></p>	<p>Seek to use sustainable urban drainage and adaptive construction designs and materials that can withstand climate changes</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>	<p>The potential for projects to negatively impact surface water run-off</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 type="checkbox"/> No impact</p>	<p><b>Mitigating actions</b></p>	<p>Fully explore through design and ensure coordination with local and regional flood defence and resilience projects.</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>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><input type="checkbox"/> No impact</p>	<p><b>Benefits</b></p>	<p>Projects will help to reduce the likelihood of pollution and sustain improved air quality by improvements to access, safety, reliability, frequency and affordability of sustainable public transport and walking and cycling as alternatives to driving.</p>
	<p><b>Enhancing actions</b></p>	<p>A shift toward more efficient and electrified bus can help to reduce polluting impacts of the fleet.</p> <p>Maximise the reuse of materials and aggregates within new infrastructure projects.</p> <p>Develop waste minimisation strategies through construction method statements.</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>	<p>Construction and engineering projects consume materials, resources and fuel can generate pollution and impacts on the air quality that become embodied and can generate waste through unused materials.</p>
	<p><b>Mitigating actions</b></p>	<p>Maximise the reuse of materials and aggregates within new infrastructure projects.</p> <p>Develop waste minimisation strategies through construction method statements.</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>	

## 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
Instruct project specific Environmental Impact Assessments as proposals are developed to understand and quantify the adverse and positive impacts in greater detail and explore enhancing and mitigating actions	Alex Hearn	Ongoing for five years (when a new plan will replace this one)

## 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 from the [Sustainable City and Climate Change Service](#) 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 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):**

The scale of the funding will make the impacts significant, whichever specific projects are funded. This money may also unlock additional resources by providing match funding, or be used on projects with ecological or resilience co-benefits (such as cycle paths built into flood defences, or with SUDs or planting schemes). The main benefits are likely to be related to emissions reduction and air quality improvements through encouraging modal shift.

### **Summary of significant adverse impacts and how they can be mitigated:**

If a significant part of the funding was spent on active and public transport infrastructure, there could be significant impacts from emissions, land use, runoff and waste associated with construction. These could be mitigated by smart and resilient material choices and designs for drainage, flood defence, planting, communications, etc. Adverse impacts will often only apply during construction and are likely to be greatly outweighed by the benefits of the projects over their lifetime.

<b>Environmental Performance Team Reviewer:</b> Giles Liddell, Environmental Performance Co-ordinator	<b>Submitting author:</b> <b>Alex Hearn, Director Economy of Place</b>
<b>Date:</b> 12/01/2024	<b>Date:</b> 12/01/2024

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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.