Environmental Impact Assessment [version 1.0]

Proposal title: Transport Funding bid – A432 (Fishponds Road)	
Project stage and type: ☒ Initial Idea Mandate ☐ Outline Business Case ☐ Full Business Case	
☐ Policy ☐ Strategy ☐ Function ☒ Service ☐ Other [please state]	☒ New ☐ Changing ☐ Already exists / review
Directorate: Growth and Regeneration	**Lead Officer name:** Jacob Pryor
Service Area: City Transport	**Lead Officer role:** Transport Policy, Bidding and Strategic Projects

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 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 A432 is a major road which runs from Bristol city centre to Old Sodbury in South Gloucestershire – a length of approximately 22km.

Between 01.08.2020 to 01.08.2023 there have been 140 collisions on this section of the A432, comprised of 1 fatal, 11 serious and 128 slight collisions. This resulted in 149 casualties including 1 fatal, 6 serious and 26 slight pedestrian casualties, and 3 serious and 32 slight cycle casualties.

The bid will provide investment in safety improvements for pedestrians and cyclists using the route including speed tables, revised speed limits and new pedestrian crossings.

The scheme has been modelled to prevent over 65 casualties over the next 20 years.

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

If 'Yes' complete the rest of this assessment.

☒ **Yes**	☐ **No**	[please select]

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.

The development of the proposal has largely been driven by the assessment criteria of the funding body which focuses on improving road safety outcomes. Typically transport projects will include an analysis of their environmental impacts but due to prohibitive bidding timescales set by the funder this was not possible for this project.

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.

GENERAL COMMENTS (highlight any potential issues that might impact all or many categories)
Generally speaking the construction of new transport infrastructure will carry adverse environmental impacts attributed to the extraction, installation, use and ongoing maintenance of the materials used. It's important to note that the proposal submitted to the funder provides an indication of the road safety improvements to be installed as part of the project but that the final scheme details will not be known until public consultation and further technical work is undertaken. We can assume that the package of works will include measures such as better crossing points, speed cushions and 'continuous footways.'

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	**Benefits**	The infrastructure to be installed through the proposal will make walking, wheeling and scooting trips more convenient, attractive, and safer. This should help to encourage people to reduce vehicle trips and provide carbon emission savings.

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**	**Enhancing actions**	Local consultation with the community will help to inform where the interventions will have the greatest impact which should help maximise the effectiveness of the improvements. In turn this has the potential to enhance the above-mentioned carbon savings through increased use of active travel.
	Persistence of effects:	☐ **1 year or less** ☐ **1 – 5 years** ☒ **5+ years**
	Adverse impacts	The proposal will produce carbon emissions attributed to the extraction, installation, use and ongoing maintenance of the materials used.
	Mitigating actions	The council is embarking on a process to re-tender its Highways build and maintenance contract in 2024. The tender questions being developed will include consideration of emissions from contractor vehicles, non-road mobile equipment and travel planning for works taking place within the Air Quality Management Area. *When we look at re-tendering we will look at a number of standards as well as tailor our quality questions and KPIS to ensure we deliver on carbon savings. – we especially rely on our partners to promote best practice, especially our tier one contractors, as they work nationally and are developing the industry.* *One of the biggest aspects is recording the carbon impact and we are working with Adept and Proving services to use the carbon calculator tool. Innovative Carbon Reporting Guidance Launches for UK's Local Highways - Highways Industry* *One of the biggest saving will be through warm mixes, which we are already use. National Highways have got good examples of this Highways England accelerates switch to lower carbon asphalts - GOV.UK (www.gov.uk)* *Again Highways England sets out carbon reduction measures in highway construction through its current delivery plan 5-year-delivery-plan-2020-2025-final.pdf (nationalhighways.co.uk). This is well summarised by ICE https://www.ice.org.uk/news-and-insight/the-infrastructure-blog/april-2021/how-roadbuilding-projects-create-co2-emissions. The methods employed by HE we would seek to ruplicate in our contracts such as low emission vehicles, off site construction, and off set through planting etc.* The contractors will comply with requirements to reduce the impact of works on traffic congestion. Tenders will also be marked on innovative responses to improve traffic congestion. Disruption to bus and cycle lanes, and pedestrian walkways will be minimised during works, to encourage people to continue using these modes of travel.
	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 mitigation can lead to a biodiversity net gain. Be sure to refer to quantifiable changes wherever possible. Further guidance ☒ **No impact**	**Benefits**	Given the very small-scale and localised nature of the works the proposal is unlikely to deliver any ecological benefits that contribute to improved wildlife and habitats
	Enhancing actions	N/A
	Persistence of effects: ☐ **1 year or less** ☐ **1 – 5 years** ☐ **5+ years**	
	Adverse impacts	Given the very small-scale and localised nature of the works the proposal is unlikely to create any adverse ecological impacts, particularly because improvements will take place on existing highways infrastructure as opposed to encroaching on green infrastructure
	Mitigating actions	N/A
	Persistence of effects: ☐ **1 year or less** ☐ **1 – 5 years** ☐ **5+ years**	
ENV3 A cleaner, low-waste city: Consumption of resources and generation of waste 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 Further guidance ☐ **No impact**	**Benefits**	Encouraging the use of active modes of travel over car use will reduce the consumption of non-renewable resources generated by petrol, diesel, and electric vehicles
	Enhancing actions	Local consultation with the community will help to inform where the interventions will have the greatest impact which should help maximise the effectiveness of the improvements. In turn this has the potential to enhance the above-mentioned resource savings through increased use of active travel.
	Persistence of effects: ☐ **1 year or less** ☐ **1 – 5 years** ☒ **5+ years**	
	Adverse impacts	The extraction, refinement, and installation of materials in the project will inevitably use non-renewable resources and generate waste products.
	Mitigating actions	The council is embarking on a process to re-tender its Highways build and maintenance contracts in 2024. Through the new contract the tender responses will ask about on-site reuse of aggregates and give credit for appropriate proposals.

		Contractors will be registered as waste carriers, and their understanding of the handling and disposal of hazardous and non-hazardous wastes (including contaminated asphalt) will be evaluated in the tender. The use of the latest sustainable road building standards, where appropriate, will also be encouraged through the tender.
	Persistence of effects: ☐ **1 year or less** ☐ **1 – 5 years** ☒ **5+ years**	
ENV4 Climate resilience: Bristol's resilience to the effects of climate change Bristol's climate is already changing, and increasingly frequent instances of extreme weather will become more likely over time. Consider how the proposal will perform during periods of extreme weather (particularly heat and flooding). Consider if the proposal will reduce or increase risk to people and assets during extreme weather events. Further guidance ☐ **No impact**	**Benefits**	The proposal should encourage the uptake of active travel. The diversification of Bristol's transport network to cater for different modes of travel more equally will improve our resilience to climate change as individuals and businesses will have alternative options if one system is compromised by extreme weather.
	Enhancing actions	Local consultation with the community will help to inform where the interventions will have the greatest impact which should help maximise the effectiveness of the improvements. In turn this has the potential to improve Bristol's resilience to climate change through increased use of active travel.
	Persistence of effects: ☐ **1 year or less** ☐ **1 – 5 years** ☒ **5+ years**	
	Adverse impacts	Aside from the indirect impacts noted above – associated with the production of climate forcing emissions – the proposal is not anticipated to have any adverse impacts on Bristol's resilience to climate change.
	Mitigating actions	N/A
	Persistence of effects: ☐ **1 year or less** ☐ **1 – 5 years** ☐ **5+ years**	
Statutory duty: Prevention of Pollution to air, water, or land 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.	**Benefits**	The proposal should encourage more trips by active travel which will provide air quality benefits as people switch from using vehicles for some journeys
	Enhancing actions	Local consultation with the community will help to inform where the interventions will have the greatest impact which should help maximise the effectiveness of the improvements. In turn this has the potential to improve air quality through increased use of active travel.
	Persistence of effects: ☐ **1 year or less** ☐ **1 – 5 years** ☒ **5+ years**	
	Adverse impacts	The extraction, refinement, installation, and ongoing maintenance of the materials used in the proposal will generate air pollution.

Further guidance ☐ **No impact**	**Mitigating actions**	As noted in sections above colleagues will seek assurances through the re-tendering of Bristol's Highways and Maintenance Framework including quality and innovation questions on use of recyclable materials and low-emission vehicles and machinery.
	Persistence of effects: ☐ **1 year or less** ☐ **1 – 5 years** ☐ **5+ years**	

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
Ensure that mitigations listed above are secured through the retendering of the Highways and Maintenance Contract	Nick Pates	2024/25
Ensure that engagement and consultation enhance the effectiveness of the improvements, drawing on local experiences and knowledge of how transport infrastructure is used.	Jacob Pryor	Summer 2024

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 before final submission of your decision pathway documentation[1].

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.

Summary of significant beneficial impacts and opportunities to support the Climate, Ecological and Corporate Strategies (ENV1,2,3,4):
There will both negative and positive impacts through these proposals. Negative impacts will come through construction works and measures to mitigate will come through procurement processes, site management and public consultation. Improved overall road networks will encourage active travel with positive benefits.
Summary of significant adverse impacts and how they can be mitigated:

[1] 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.

Environmental Performance Team Reviewer: Nicola Hares	**Submitting author:** Jacob Pryor
Date: 15/01/2024	**Date: 21/02/24**