

Eco Impact Checklist

Title of report: MetroWest Phase 1 – Initial Promotion Agreement				
Report author: Andrew Davies				
Anticipated date of key decision 3 July 2018				
<p>Summary of proposals: To seek approval to delegate authority to the Transport Service Director, in consultation with Legal and Democratic Services, to sign and seal an Initial Promotion Agreement (Version 3) in conjunction with the four West of England (WoE) councils and the West of England Combined Authority (WECA), for the continued development of the MetroWest Phase 1 rail project.</p> <p>The Initial Promotion Agreement (IPA3) will enable the required Development Consent Order (DCO) for the scheme to be submitted to programme. The IPA3 does not place any obligation or liability on any of the authorities to construct the project.</p> <p>This proposal seeks approval to continue the development of the project. A full Environmental Impact Assessment (EIA) process has already been undertaken for the project. www.metrowestphase1.org/peir</p>				
Will the proposal impact on...	Yes/No	+ive or -ive	If Yes... Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	Yes		Enhancements to the rail network contribute to a reduction in emissions through increased sustainable travel choices. Some negative impacts of increased diesel train frequency.	Enhancement of the local rail network off sets negative air quality impacts of increased train frequencies.
Bristol's resilience to the effects of climate change?	Yes	+ive	Enhancements to the rail network contribute to a reduction in emissions through increased sustainable travel choices.	Enhancement of the local rail network.
		+/- ive	As assessed through the EIA there is risk of flooding to the lines but overall the completed railway is not expected to	Further details can be found in the EIA.

			increase impacts of flooding.	
Consumption of non-renewable resources?	Yes	+ive	Enhancements to the rail network contribute to a reduction in emissions through increased sustainable travel choices.	Enhancement of the local rail network.
		-ive	Construction of new infrastructure consumes materials and fuels	Aim to minimise the use of non-renewable materials. Construction Management plan to be agreed.
Production, recycling or disposal of waste	Yes	-ive	Waste will be produced through infrastructure and engineering works	Ensure that waste is disposed of correctly and legally. Waste will be disposed of according to Network Rail's policy, more information can be found in the EIA. The impact has been assessed as a short term negative impact.
The appearance of the city?	Yes	+ive	Enhancements to the rail network contribute to wider travel choices and less reliance on the private car.	Enhancement of the local rail network.
		-ive	There may be some effects to Heritage sites/ building	Mitigation measures are covered within the EIA.
Pollution to land, water, or air?			Enhancements to the rail network contribute to a reduction in emissions through increased sustainable travel choices. Some negative impacts of increased diesel train frequency. Construction works	Enhancement of the local rail network off sets negative air quality impacts of increased train frequencies. Mitigation measures

			will temporarily affect local air quality; some works will be within the air quality management area. Car parking may be situated on contaminated land and some works may be affected by proximity to the old Priory Farm Landfill site, this is described in the EIA.	covered in EIA and impacts have been assessed as not significant. Mitigation measures covered in EIA and this is not seen as a significant impact.
Wildlife and habitats?	Yes	-ive	Development of infrastructure has the potential to harm wildlife and habitats during construction. Further information can be seen within the EIA.	Ecology surveys to inform construction timing, methodology and mitigation measures. Mitigation measures are covered within the EIA.

Consulted with:

Summary of impacts and Mitigation - to go into the main Cabinet/ Council Report

The significant impacts of this proposal are to continue the development of the MetroWest Phase 1 project thereby enhancing the local rail network and contributing to wider travel choices and less reliance on the private car. Some negative impacts during construction and; air quality impacts of increasing train frequencies, but these are not significant impacts.

The proposals include the following measures to mitigate the impacts.. a full EIA process has been undertaken which identifies a range of mitigation measures.

The net effects of the proposals are more sustainable travel patterns promoted by enhancing the local rail network, as part of a wider transport strategy.

Checklist completed by:

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Verified by Environmental Performance Team	Nicola Hares