

Eco Impact Checklist

Title of report: MetroWest Phase 2 (Henbury rail line and increased rail services to Yate)				
Report author: Melanie Bufton/Andrew Davies				
Anticipated date of key decision: 04/06/2019				
Summary of proposals:				
<ol style="list-style-type: none"> 1. To provide an update on the MetroWest Phase 2 rail project. 2. To seek approval to continue to fund scheme development as per the Initial Promotion Agreement between Bristol City Council and South Gloucestershire Council for MetroWest Phase 2, subject to additional funding being secured from WECA. 3. To seek approval to delegate authority to the Executive Director of Growth & Regeneration, in consultation with the Cabinet Member for Transport, and; Legal and Democratic Services, to finalise, sign and seal an updated Initial Promotion Agreement in conjunction with South Gloucestershire Council. 4. To request approval for public consultation on highway options and improvements associated with the new Ashley Down rail station, and that approval for the final scheme be delegated to Director of Economy of Place in consultation with the Cabinet Member for Transport. 5. To request that Cabinet approve delegation of authority to Director of Economy of Place in consultation with the Cabinet Member for Transport with regard to next stages required to deliver the agreed final Ashley Down Station scheme. 				
Will the proposal impact on...	Yes/No	+ive or -ive	If Yes...	
			Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	Y	+ive	<p>Enhancements to the rail network contribute to a reduction in emissions through increased sustainable travel choices. Some negative impacts of increased diesel train frequency.</p> <p>Building car parks linked to the new stations at Henbury and Filton North. (Note: Ashley Down Station proposals do not include any public car parking. Two accessible blue badge parking bays are proposed, with no net gain in total car</p>	<p>Enhancement of the local rail network off sets negative air quality impacts of increased train frequencies.</p> <p>There is an opportunity here to look at installation of electric car charging points as part of parking spaces where car parks are built, encouraging alternative more sustainable travel.</p>

			parking).	
Bristol's resilience to the effects of climate change?	Y	+/-ive	Flood risk and water contamination possible	During planning and design processes assess flood risk to planned construction areas. This has been considered in the Environmental appraisal prepared in 2015 for Network Rail and subsequent Action Plan 2018 (link to Appraisal: https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2015/07/8-grip2-app-g-environmental-appraisals.pdf). This will also be considered in the EIA which will need to be produced as part of the planning process.
Consumption of non-renewable resources?	Y	-ive	Construction of new infrastructure consumes materials and fuels	Aim to minimise the use of non-renewable materials. Construction Management plan to be agreed. Look to appoint local contractors where possible to reduce travel impacts. Fuel efficient machinery will be considered and this is mentioned in the Environmental appraisal.
Production, recycling or disposal of waste	Y	-ive	Waste will be produced through infrastructure and engineering works	Ensure that waste is disposed of according to the waste hierarchy and waste legislation. The contractor will be required to create a waste management plan and this to be approved. This is considered in the 2015 Environmental appraisal and will be considered in the EIA which will need to be produced as part of the

				planning process.
The appearance of the city?	Y	+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/+ive	Henbury and North Filton Stations will be built including car parking.	Will be considered during the planning process.
		-ive	There may be some effects to Heritage sites/ building	Any effects would be considered through planning process and EIA.
Pollution to land, water, or air?	Y	+ive	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.
		+ive	Proposed improvement to cycle infrastructure around the proposed Ashley Down station to reduce conflicts between users and interchange with the station.	Encourages use of sustainable transport
		-ive	Potential that construction area will disturb contaminated land.	This is considered in the 2015 Environmental appraisal and will be considered in the EIA which will need to be produced as part of the planning process.

		-ive	Construction works will temporarily affect local air quality; some works will be within the air quality management area. Noise will be emitted during construction	Mitigation measures will be covered in EIA, and is considered in the Environmental Appraisal
Wildlife and habitats?	Y	-ive	Development of infrastructure has the potential to harm wildlife and habitats during construction.	Ecology surveys to be completed. This will inform construction timing, methodology and mitigation measures. Likely to be considered in EIA which will need to be produced as part of the planning process and considered in the Environmental Appraisal.

Consulted with:

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

The will be significant short term negative impacts through construction works. There will be long term positive impacts through improving sustainable transport provision and thus encouraging sustainable transport. Negative impacts will be mitigated through areas such as waste management plans and the planning process, including the creation of EIA as part of the planning process.

The overall impacts of this proposal is mixed but with a long term positive impact.

Checklist completed by:

Name:	
Dept.:	
Extension:	
Date:	13/05/2019
Verified by Environmental Performance Team	Nicola Hares