

Eco Impact Checklist

Title of report: Local Growth Fund Re-allocation: Portway Park & Ride Rail Station

Report author: Andrew Davies / Douglas Sole

Anticipated date of key decision 3 December 2019

Summary of proposals:

The Purpose of the Cabinet report is:

- To provide information on the status of the remaining Bristol's allocation of the Local Growth Fund (LGF) Sustainable Transport Package (STP) funding.
- To seek approval to submit requests to the West of England (WoE) Local Enterprise Partnership (LEP) to reallocate £1m LGF STP funding to the Portway Park & Ride Rail Station project and to spend this funding subject to requests being approved.
- To provide an update on the Portway Park & Ride (P&R) Station Project, including changes to project costs and programme.

The project has been progressing through Network Rail's project development process, known as 'GRIP', which all rail projects must comply with. The 'GRIP4' development work (the detailed development of the preferred option) has now been completed and this has highlighted an increase of total project costs. An additional £1m is now required to complete the project and it is proposed to allocate an additional £1m of LGF funding.

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	Enhancements to the rail network contribute to a reduction in emissions through increased sustainable travel choices. Some negative impacts deceleration and acceleration associated with an additional stop in terms of noise and diesel use.	Enhancement of the local rail network offsets negative air quality impacts of an additional station stop.
		-ive	Construction of the	The project is being

			station will result in the emission of climate changing gases; including the whole life embedded carbon in materials used and the use of associated construction tools.	progressed through Network Rail's GRIP process to identify and manage environmental risks associated with the construction and operational phases of the project.
Bristol's resilience to the effects of climate change?	y	+ve	Providing a rail link at the existing Portway P&R site will encourage a mode shift from car to rail for all or part of some journeys and improves the resilience of the transport network due to reduced reliance on private motor transport. The station and route are not in flood risk zones.	
Consumption of non-renewable resources?	Y	-ve	Construction of new infrastructure consumes materials and fuels	Construction management plan to be agreed (conditioned at planning consent), which will seek to minimise effects of construction traffic. Explore the use of recycled aggregate materials as well as the reuse of salvageable materials on site in the construction of the facility
		+ive	Promotion of sustainable travel modes that results in modal shift away from single occupancy vehicle use will reduce consumption of non-renewable fossil fuels.	
Production, recycling or disposal of waste	Y	-ve	Waste will be produced through infrastructure and engineering works.	Ensure that waste is disposed of according to the waste hierarchy and waste legislation. A waste management plan will need to be created by the contractor.
The appearance of the	Y	+ve	Enhancements to the	Enhancement of the local

city?			rail network contribute to wider travel choices and less reliance on the private car.	rail network.
Pollution to land, water, or air?	Y	+ve	<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>The historic Portway Landfill site is located to the South East of the site. It is a 1970s commercial and household waste landfill site, so there may be contaminated land and landfill gas may have migrated, to the proposed location of the station. Excavation may create pathways for the escape of gas or contaminants.</p>	<p>Enhancement of the local rail network off sets negative air quality impacts of increased train frequencies.</p> <p>Seek advice from the Pollution Control Team and undertake thorough site investigation to identify protective measures and possible remediation.</p>
Wildlife and habitats?	Y	+ve	Development of infrastructure has the potential to harm wildlife and habitats during construction.	Planning consent has conditioned that prior to the commencement of development, an ecological mitigation and enhancement strategy must be prepared and approved by BCC.
Consulted with:				
Summary of impacts and Mitigation - <u>to go into the main Cabinet/ Council Report</u>				
The significant impacts of this proposal are...				
The proposals include the following measures to mitigate the impacts...				

The net effects of the proposals are

The reduction in emissions of pollutants and carbon from fewer cars being driven into the city is likely to exceed the emissions from building the station and running more trains, although this will depend on uptake. The city's vulnerability to climate change is not likely to be affected and there will be little visual impact. A site waste management plan will be implemented to manage any waste associated with construction. The most significant potential impacts would be associated with works causing a release of migrated landfill gas or contaminants from the adjacent former landfill site, or affecting any non-native invasive plant species, or protected species. Liaison with the council's Pollution Control team, biodiversity surveys, and use of the Network Rail GRIP methodology will ensure that these potential impacts will be investigated and mitigated.

The overall impact is expected to be positive, provided that there is sufficient uptake of the service.

Checklist completed by:

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Extension:	
Date:	16 October 2019
Verified by Environmental Performance Team	Nicola Hares