

Eco Impact Checklist

Title of report: MetroWest Phase 2 Ashley Down Station Update				
Report author: Melanie Bufton				
Anticipated date of key decision: 06/06/2023				
Summary of proposals:				
<ol style="list-style-type: none"> 1. To provide an update on the MetroWest Phase 2 programme and specifically Ashley Down Rail Station. To include updates on progress, governance, delivery model and costs. 2. To seek approval to increase the funding allocation to the programme from Bristol's Economic Development Fund. 3. To request approval for delegation of authority to the Executive Director of Growth & Regeneration, in consultation with the Cabinet Member for Transport to approve the final scheme design, and the delivery of the approved scheme and associated landscaping based on the draft scheme designs set out in Appendices A1 and A2. 4. To request approval for delegation of authority to the Executive Director of Growth & Regeneration, in consultation with the Cabinet Member for Transport and The Director of Legal and Democratic Services to enter into a grant agreement to deliver the approved scheme and associated landscaping, if required. 				
That Cabinet:				
<ol style="list-style-type: none"> 1. Approves an increase to Bristol's Economic Development Fund allocation to MetroWest Phase 2 of £1.89m. 2. Authorises the Executive Director of Growth & Regeneration, in consultation with the Cabinet Member for Transport to take all steps required to approve the final scheme design, and deliver the approved scheme and associated landscaping based on the draft scheme designs set out in Appendices A1 and A2. 3. Authorises the Executive Director of Growth & Regeneration, in consultation with the Cabinet Member for Transport and the Director of Legal and Democratic Services to take all steps required to agree and enter into a grant agreement to deliver the approved scheme and associated landscaping, if required. 4. Notes the following as outlined in this report:- <ol style="list-style-type: none"> i. progress on the MetroWest Phase 2 programme, including Ashley Down Rail Station and the latest design for proposed improvements to facilitate access to the station. ii. the changes to the governance for MetroWest Phase 2. iii. the revised costs and programme for MetroWest Phase 2. iv. the width reduction in Concorde Way to leave an effective path width ranging from 2.063m to 2.273m, noting there is a tolerance of 100mm 				
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	Enhancement of the local rail network off sets negative air quality impacts of increased train

			<p>emissions through increased sustainable travel choices. Some negative impacts of increased diesel train frequency.</p> <p>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 parking).</p>	<p>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>
Bristol's resilience to the effects of climate change?	Y	+/- -ive	Flood risk and water contamination possible	<p>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.</p>
Consumption of non-renewable resources?	Y	-ive	Construction of new infrastructure consumes materials and fuels	<p>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.</p>

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	The wider platforms, required to meet industry accessibility standards, will unfortunately result in a permanent width reduction to Concorde Way alongside the length of the station platforms.	Following completion of a Road Safety Audit, measures have been identified to help reduce potential conflict along this section of the path. Bristol City Council and the Combined Authority will work together to mitigate the impacts of this narrowing.
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	Encourages use of sustainable transport, Officers will be

			the proposed Ashley Down station to reduce conflicts between users and interchange with the station.	progressing engagement and feasibility work along Concorde Way in 2023/24 with the aim of improving provision along this key walking and cycling corridor. This will include work to determine what improvement can be made to the Concorde Way between Muller Road and Mina Road passing the station and allotments.
		-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.
		-ive	Removal of some trees planned.	
		+ive	Installation of bug	

			and bat boxes planned, as advised by an ecologist. Installation of native planting including flowering shrub hedge and spring bulbs planned.	
Consulted with:				
Summary of impacts and Mitigation - <u>to go into the main Cabinet/ Council Report</u>				
<p>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.</p> <p>The overall impacts of this proposal is mixed but with a long term positive impact.</p>				
Checklist completed by:				
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Date:		03/04/2023		
Verified by Environmental Performance Team		Nicola Hares – Environmental Project Manager		