

Environmental and Social Data Sheet

Overview

Project Name: *Merseytravel Rolling Stock*
 Project Number: *2012-0256*
 Country: *United Kingdom*
 Project Description: *The project consists of the acquisition of electrically powered rolling stock for use on Merseytravel's network in Merseyside, Cheshire and West Lancashire in the NW of England together with associated upgrades to the railway's infrastructure and maintenance depots.*

EIA required: possibly (multi-scheme project)

Project included in Carbon Footprint Exercise¹: no

Environmental and Social Assessment

Environmental Assessment

The project is part of the new Transport Plan for Growth of the Liverpool City Region Combined Authority and the Merseyside Local Transport Plan having as a main objective the mitigation of climate change and the definition of a coherent urban structure. The plan has been subject to an SEA.

The manufacturing of the new rolling stock will take place in the manufacturers' existing plants and is thus not subject to the EIA Directive.

The majority of the planned infrastructure works are of a relatively small scale and much of it likely to be undertaken under Network Rail Permitted Development Rights (NRPDR). As such, it is not envisaged that an EIA will be required.

Where works extend beyond the NRPDR area, such as for the construction of the depots and the power supply on the project, approval from local planning authority(ies) through Planning consents or Statutory Powers under the Transport and Works Act (TWoA) will be required to proceed with the construction. In order to apply for a Planning consent or a TWoA application on Network Rail projects, a Statutory Environmental Impact Assessment (EIA) may be required.

The renewal of the Kirkdale depot might fall under Annex II of EIA Directive 2011/92/EU and the need for an EIA is decided by the Competent Authorities on a case-by-case basis. The respective authorities must issue a statement¹ justifying whatever decisions are taken in this respect.

For the depot and power supply works, the promoter is still in pre-application discussions with the Competent Authority and about to commence a pre-application public consultation. The Supplier will be responsible for identifying, designing and implementing any and all alterations to existing facilities/depots, or the provision of new depot facilities that it requires to effectively and efficiently maintain the fleet of new trains. The Supplier shall also ensure design, construction, installation and commissioning of the facilities and shall comply with all legislative and environmental requirements that are applicable. Therefore, the EIA screening decision is pending. The screening request is due to be submitted Q1 2017. The disbursements related to these components will be subject to receiving the screening decisions by the Bank.

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Habitat area

No sensitive area (including EU nature conservation areas) is directly affected by the proposed development at Kirkdale depot. The site is located within an urban environment and is brownfield and designated for development use. Natural resources within the area are limited. The development at Kirkdale is on already developed land. The screening decision is expected to confirm the absence of any significant effects on protected areas and species.

Conclusions and Recommendations

The project is a multi-scheme investment programme. While the acquisition of rolling stock is not subject to EIA, some of the schemes included in the project are new public transport infrastructures and might fall under Annex II of the applicable EIA Directive. Therefore, the relevant competent authorities decide on a case-by-case basis whether a full EIA has to be carried out or not.

For the depot works and power supply on the project, the screening processes have not started at the time of appraisal. The Bank will require the Promoter to provide copies of the related environmental screening decisions, and if an EIA is needed, the Non-Technical Summary for the infrastructure works.

Due to the predominantly urban characteristics of the project, negative environmental impacts are expected to be limited to the construction phase. Such temporary impacts include local air pollution, noise and traffic disruption. However, the project will also improve the attractiveness of the Promoter's service thus contributing to public transport maintaining or increasing its modal share resulting in a reduced impact of the transport system on the environment and to climate change mitigation.