



European Investment Bank (EIB)

Luxembourg, 3 October 2022

Environmental and Social Completion Sheet (ESCS)¹

Overview

Project Name:	TRAFFORD PARK METRO LINE EXTENSION
Project Number:	20180016
Country:	<i>United Kingdom</i>
Project Description:	The project consists of the extension of the Manchester Metrolink tram network with a 5.5-km new line from Pomona to the Trafford Centre with six new stops, and the purchase of ten additional tram vehicles.

Summary of Environmental and Social Assessment at Completion

EIB notes the following Environmental and Social performance and key outcomes at Project Completion.

As stated at the time of appraisal, the project was not subject to a sustainability appraisal under the Strategic Environmental Assessment (SEA) Directive 2001/42/EC / UK Environmental Assessment of Plans and Programmes Regulations 2004 as it was considered a (linear) project and therefore a local plan was not required; but an Integrated (Environmental, Health, Social) Impact Assessment was carried out for the overall Promoter's transport strategy for 2040 (Transport for Greater Manchester (TfGM) 2040 Transport Strategy).

The project was screened in under Annex II of the EIA Directive 2011/92/EC (amended by Directive 2014/52/EU) and an EIA was carried out and approved by the Environmental competent authority in 2016.

According to the relevant information reported by the Promoter, the project had no major issues that have impacted the environment. All permanent environmental impacts are considered acceptable.

The promoter was committed to provide Form A duly signed by the Environmental competent authority, to confirm that no Natura 2000 areas were impacted by the project.

This Form A, once signed and stamped, was received by the EIB in 2018. This was the only disbursement condition under the Finance Contract, which can be deemed as fulfilled.

Environmental negative impacts and mitigation, restoration and/or compensation measures:

A number of potentially significant residual adverse effects associated with construction and operation of the Metrolink Trafford Park Line were identified at the time of project preparation, as follows:

¹ The template is for ILs and FLs



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- Permanent adverse noise effects in some locations due to the combination of road traffic noise and operational tram noise;
- Adverse visual effects resulting from the Bridgewater Canal crossing and the loss of mature trees to the east of Trafford Road Bridge;
- Temporary adverse construction noise effects in some locations along the route; and
- Temporary adverse landscape and visual effects along the route during the construction phase as a result of tree losses.

All these negative environmental impacts were addressed, and mitigation measures proposed under the Environmental Management Plan (EMP) approved for the Project, that was subject to regular reviews during the Construction phase and no major issues occurred.

Climate adaptation measures: Approximately half of the Metrolink Trafford Park Line route corridor is considered to be at low risk of flooding from the Manchester Ship Canal and Bridgewater Canal and surface water. To determine the scale of the attenuation provision due to climate change an uplift on rainfall intensities of 30% was adopted for this project. The project scope therefore included additional drainage systems.

The Project was also implemented in accordance with the Construction Environmental Management Plan without any major issue to report on.

During construction, some businesses were relocated and both land purchase and temporary land occupation were needed. In all cases, amicable agreements were reached, and no pending payments, claims or legal proceedings against the project remain.

No biodiversity issues were identified during project construction or during the first year of operation, as was foreseen at the time of project appraisal.

EIB involvement regarding monitoring of E&S matters during implementation was limited to review of regular reporting to confirm that no critical environmental or social issues arose during project implementation.

Summary opinion of Environmental and Social aspects at completion:

EIB is of the opinion based on reports from the promoter, that the Project has been implemented in line with EIB Environmental and Social Standards, applicable at the time of appraisal.