

## Environmental and Social Data Sheet

### Overview

Project Name:	WARSAW SIEKIERKOWSKA RTE EXTENSION (FL 2013-0619)
Project Number:	2014-0421
Country:	Poland
Project Description:	Modernisation of 4.8 km of voivodship road (nr 631) from Naddnieprzanska street to the borders of the City (phase II)
EIA required:	Yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	No

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

The project will remove an existing traffic bottleneck on the Marsa-Zolnierska Route and create better separation between long-distance transit traffic and local traffic, including vulnerable road users. Road safety impacts are expected to be positive on the affected roads.

The project falls under Annex II of EIA Directive 2011/92/EU. A full EIA has been conducted after the project was screened in. The environmental decision was first issued in 2008 and reconfirmed in 2012. The competent authority has also issued a statement that there is no risk of significant impact on any Natura 2000 area. The project is not in the vicinity of Natura 2000 areas but the northern section crosses a forest without Natura 2000 status. An NGO lodged a complaint in relation to this part of the project in 2007 but was dismissed. There are no resettlement issues, and most of the works will be carried within the existing right of way. Finally, the institutional capacity of the promoter to manage environmental issues is deemed satisfactory.

In conclusion, the project is satisfactory to the EIB from environmental and social point of view.

### Environmental and Social Assessment

#### Environmental Assessment

- The project covers the extension of the Siekierkowska Route on a 4.8km section of the Marsa– Żolnierska Street. It forms part of the “Gradual Warsaw Bypass” and will partly be constructed on a raised roadway in the central reserve of the existing road, in order to separate local traffic from through-traffic and eliminate left-turn problems in a major junction. The project links up with the already reconstructed section of the Siekierkowska Route to the west, also implemented by the City of Warsaw, and the continuation of the route to the north. The project will therefore close a gap and remove a bottleneck between the two mentioned sections.
- The project forms part of the WARSAW MUNICIPAL INFRASTRUCTURE IV (2013-0619) Framework Loan (FL), which among other sectors include road infrastructure investments in Warsaw. The main planning document for the City’s infrastructure projects is “Study on

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Conditions and Directions for Spatial Development” of 2006, which provides a framework for land use planning and development of key infrastructure sectors. This is complemented by detailed local area development plans for 32 % of the City’s area. However, no local spatial development plan has been adopted for the area surrounding project road.

- The project contributes to the implementation of the City’s “Strategy for Sustainable Development of the Transport System of Warsaw for 2015 and subsequent years” of 2009, which has been subject to an SEA. The strategy aims towards making Warsaw a modern, attractive, dynamic city fulfilling the needs and aspirations of its citizens and placing it among the most important European metropolis.
- The project will relieve sections that are presently burdened by traffic and safety impacts are expected to be positive. The project will create better separation between local and long-distance transit traffic provide special facilities and paths for cyclists and pedestrians, including disabled, and thus contribute to better accessibility and safety for all road users.
- The project is according to the Polish Environmental Protection Law classified as a project that can have considerable environmental impact on the environment. The competent body for decisions on environmental considerations in Warsaw is the President of the City of Warsaw, after agreement with the National Sanitary Inspector and the regional environmental protection body. The President decided to screen the project in for EIA in December 2006, and an EIA was completed in 2007. An Environmental Decision was issued on 25th February 2008 by the President of the City of Warsaw. It concluded that the investment is consistent with the Polish Environmental Protection Law and the requirements arising from separate Polish regulations. It also outlines the conditions under which the project must be implemented. A confirmation of the Environmental Decision from 2008 was issued in 2012, i.e. the environmental considerations have not changed.
- Seven Natura 2000 sites are located within the city boundaries: The Kampinoski Forest, the Vistula River Valley, Natolinski Forest, Polygon Rembertow, Bielanski Forest, the Kampinoski Vistula Valley, and Jana III Sobieskiego Forest. The latter is closest to the project but located more than 1 km south of the project alignment.
- On 27<sup>th</sup> October 2014, the Regional Environment Protection director in Warsaw issued a statement similar to the Habitats Directive Form A, stating that there is no risk of significant impact on any Natura 2000 area and no further assessments required.
- The northern part of the project section is traversing a forest (Mazowiecki Park), in its existing alignment and without widening of the road’s existing width. The widening will be provided in the existing central reserve on this part of the section. In 2007, the NGO ‘Zielone Mazowsze” (Green Masovia) lodged a complaint concerning the President of Warsaw’s decision to refuse their participation as a party in the administrative proceedings on issuance of the environmental decision for this section. The complaint was dismissed because it came after the deadline for the public hearings had ended.
- Acoustic screens, application of a so-called *silent surface*, and new fauna tunnels and passages will be implemented as part of the project. Minor environmental impact is expected during the construction phase but overall impacts should be positive.
- Warsaw is less prone to urban flooding, potentially exposed to river flooding, but not in the project area. The City also seeks to include flooding prevention measures as an integrated part of all new infrastructure projects, in this case as part of the road’s general drainage system and culverts.

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### **Social Assessment**

- The southern part of the project section runs in the vicinity of residential development protected areas (Kawęczyn Reserve, Olszynka Grochowska, Warsaw Protected Landscape Area) across three districts (Praga Południe, Wawer, Rembertów). Individual historic architectural structures are present. In the vicinity of Marsa Street, at the section from Naddnieprzańska Street to the junction with Żołnierska and Rekrucka Streets, single family residential and service developments are present. A kindergarten is located on Tytoniowa Street, a school at Niepołomicka Street.
- There were no comments or complaints during the public hearings in 2007, or after the public was informed about the confirmation of the environmental decision for the project.
- There are no resettlement issues. Noise protection will be established in accordance with Polish regulations.