

Environmental and Social Data Sheet

Overview

Project Name: West Yorkshire Multimodal Transport
Project Number: 2013-0393
Country: UK
Project Description: The project consists of an integrated package of road bypass, highway improvement and urban public transport schemes in West Yorkshire and York.

EIA required: to be assessed at scheme allocation
Project included in Carbon Footprint Exercise¹: to be assessed at scheme allocation

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

This operation concerns a framework loan covering an integrated transport package (West Yorkshire Plus Transport Fund – “WY+TF”) of road bypass, highway improvement and urban public transport schemes in West Yorkshire and York. Currently a list of investments has been pre-selected; however appraisal of each individual scheme will be done upon receipt of the allocation request from the borrower and prior to any fund allocation.

The Local Transport Plans currently in force for the region have been subject to Strategic Environmental Assessments (SEA) in line with Directive 2001/42/EC. An SEA covering the WY+TF package, where the transport schemes to be funded by the EIB are included, is under preparation and is forecast to be delivered in 2015.

The environmental and social details for each scheme are not known at this stage. The Bank will ensure that schemes comply with the applicable environmental legislation.

Environmental and Social Assessment

Environmental Assessment

The programme includes (i) components enhancing the use of the public transport system and improving the quality of the urban environment and (ii) road components located along key sections of strategic importance such as TEN-T and other road schemes aiming at reducing bottlenecks and/or increasing safety.

The borrower is the newly established West Yorkshire Combined Authority who will on-grant the loan to multiple promoters. This is the first operation with the borrower but it is deemed to have a high degree of knowledge of the environmental and social aspects to be considered.

At this point, extensive information has been received at the WY+TF package level. The Bank will ensure the necessary information is received for each individual scheme prior to any fund allocation as per the usual Bank standards.

The West Yorkshire Local Transport Plan 2011-2026 and the City of York Third Local Transport Plan 2011-2031 are the current transport plans in force for the project region, and have been subject to SEA in line with Directive 2001/42/EC. The borrower is currently in the

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.

process of preparing an SEA covering the WY+TF programme. Delivery of the SEA is expected for 2015.

Some schemes included in the project consist of new transport infrastructure such as bus lanes, new interchanges and P+R and might fall under Annex II of EIA Directive 2011/92/EU, according to which authorities decide on a case-by-case basis whether a full EIA has to be carried out or not. Also the schemes concerning the rehabilitation or upgrade of existing roads and those concerning additional lanes in existing roads or the construction of new roads will in most cases require EIAs. Some works contained in the preliminary list of schemes are not expected to be subject to an EIA. The Bank will ask for screening decisions for each scheme upon receipt of allocation requests.

The Bank services will check that all schemes comply with the requirements of EU nature conservation policy, according to the EU Birds Directive and Habitat Directives (Natura 2000). The borrower will undertake to submit to the Bank statements from Competent Authorities (form A/B or equivalent) confirming the impact on Natura 2000 areas, if any.

Most schemes will take place on existing infrastructure with negative impacts mainly of a temporary nature during the construction phase (noise, dust, vibration, traffic interruption) and will be mitigated through best practice of environmental impacts in construction sites. Apart from these expected temporary disturbances for residents, public transport and road users, the project should have positive effects on the quality of the urban environment.

The Bank services will check for the schemes which are newly built, that mitigation measures are in place wherever needed, and particularly in areas close to populated areas and areas of environmental importance.

Public transport and rail projects help improve the region's transport modal share. According to the borrower the overall carbon emission impact of the West Yorkshire Plus Transport Fund is designed to be neutral at the package level.

Public Consultation and Stakeholder Engagement

The Local Transport Plans have been subject to public consultation. Due to the nature of the works in the pre-selected list of eligible schemes, it is anticipated that several schemes have been or will be subject to an Environmental Impact Assessment with the consequent requirement for public consultation.