

## Environmental and Social Data Sheet

### Overview

Project Name:	URBAN MOBILITY FOR LONDON	
Project Number:	2014-0359	
Country:	UNITED KINGDOM	
Project Description:	The project consists of schemes to renew and upgrade existing tracks and stations on the London underground, as well as the construction of a network of cycle tracks, connecting the city with the surrounding suburbs.	
EIA required:	partly	(multi-scheme project)
Project included in Carbon Footprint Exercise:	No	

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

The project is a multi-scheme investment programme. Track renewal of underground lines and construction of cycling tracks are not part of Annex I or II of the EIA Directive. The Tube Station Upgrades are new public transport infrastructures and therefore fall under Annex II of EIA Directive 2011/92/EU. Therefore, the relevant competent authorities decide on a case-by-case basis whether a full EIA must be carried out or not.

Given the magnitude of the two underground station upgrades, full EIAs have been prepared as part of the Transport & Works Act Order (TWAO) process. The TWAO for Victoria Station was provided in 2009, but for Bank Station it has not yet been published. Therefore, the Promoter is required to submit the order to the Bank, once it has been granted by the Secretary of State for Transport. This will be a disbursement condition of the project.

Cycling infrastructure is not mentioned in the EIA Directive. However, the cycle super highways are urban development projects within the 2011 UK environment impact regulations and will be EIA Development if they are likely to have a significant effect on the environment. If cycling tracks are part of a complete renewal of an existing urban road, they may fall under Annex II, depending on whether there are significant adverse effects on the environment. TfL provided the Bank with a written confirmation that none of the cycling tracks required an EIA as at 25 November 2014, but as the proposed schemes and routes were still under public consultation, this may change during detailed design. In case any of the cycling schemes funded under this programme/loan facility require an EIA, then the Promoter will inform the Bank and will share the relevant environmental documentation as soon as available.

The Project complies with the requirements of EU nature conservation policy, according to the Habitats Directive 92/43/EEC and Birds Directive 2009/147/EC. The project does not affect any Natura 2000 sites.

The overall environmental impacts during underground operations are assessed as positive in the EIAs, and also local transport quality and safety will be improved. The environmental management of the project is in line with EU environmental directives. The project enhances the public transport system in Central London and improves the quality of the urban environment. The reconstruction of the tracks and upgrade of underground stations will improve comfort and reliability and will increase the attractiveness of public transport in the urban area, thus contributing to reducing reliance on private cars and the negative impact of transport on the environment.

## Environmental and Social Assessment

### Strategic Environmental Assessment

The project is part of the Mayor's *London Plan 2011*, which also includes policies for environmental management. The London Plan addresses Londoners' health, equality of opportunity and sustainable development. Environmental issues covered include London's green infrastructure, response to climate change, flood management, air quality, noise, and the control of hazardous materials. The London Plan is in line with the SEA directive 2001/42/EC.

### Environmental Assessment

#### *Cycling and track renewal*

As TfL stated in a letter on 25 November 2014, no EIA is currently required for the **Track Renewal Programme** as at the date of the letter and the proposed route at that time, neither for the proposed North to South or East to West **Cycle Super Highways** routes. TfL also stated in the same letter that the routes were subject to a public consultation and therefore may be subject to change. There is no impact on sensitive areas (in particular Natura 2000 areas) and no additional screening or assessments were required by the appropriate competent authority for any special areas of conservation. If any other cycle scheme in the programme is subject to an EIA or affects a Natura 2000 area, the Promoter will submit the NTS and the approval of the EIA by the Competent Authority, and form A or B completed by the competent authority.

#### *Station upgrades*

In 2007, TfL undertook a full Environmental Impact Assessment (EIA) of the **Victoria Station Upgrade (VSU)** scheme which was assessed in compliance with the EIA Directive as expressed in the Environmental Statement (ES) together with a Non-Technical Summary (NTS), forming part of the Transport and Works Act Order (TWAO) application submitted to the Department for Transport. The Order was issued on 28th August 2009.

Likewise, TfL also submitted the ES with the NTS in connection with the **Bank Station Capacity Upgrade (BSCU)** scheme to the Department for Transport in September 2014. The publication of the TWAO is expected in spring 2016, and this will be a disbursement condition of the project.

The EIAs covered a wide range of environmental issues including townscape and visual impacts, built heritage, archaeology, noise and vibration, air quality, water, flood risk, land contamination, waste and socio-economics. All relevant legislation and policy has been considered within these assessments.

The EIAs concluded that the development of the station upgrade schemes will inevitably result in changes to the existing environment. The schemes will result in some significant effects. Construction effects will be minimised as far as is reasonably practicable through adherence by the appointed contractor to the construction standards and procedures set out in the Code of Construction Practice (CoCP), the terms of which are being developed in consultation with the City of Westminster and the City of London Corporation and other key bodies. This will result in the reduction of many environmental effects on-site. Where significant effects currently remain (such as heritage buildings), every effort will be made, through more detailed design and investigation, to minimise these effects, as far as reasonably practicable.

#### *Overall assessment*

Due to the urban characteristics of the project, environmental impacts are expected to be limited to the construction phase. The positive impacts of the project during operation are expected to occur with some negative impacts during construction and with a final overall beneficial effect on the environment. Some negative environmental impacts are expected, especially during the construction phase, such as nuisances caused to the public, especially air pollution, noise and traffic disruptions.

Apart from these anticipated temporary disturbances for residents and public transport users, in the long term the project should have positive effects on the quality of the urban environment. It will dramatically improve travelling conditions, accessibility and provide congestion relief, as well as improving the general environment in the area of Victoria and Bank Stations. It will also bring economic benefits to London as a whole. In addition the project is designed for easy access for persons with reduced mobility with the installation of elevators and lifts at stations.

### **Public Consultation and Stakeholder Engagement**

Consultation undertaken during development of the **VSU** scheme, and throughout the EIA process, has provided interested parties with an opportunity to influence the scope of the EIA and in doing so, has also influenced the development of the proposals. The consultation undertaken was for the purposes of informing interested parties of the scheme in its entirety and was not limited to the EIA process.

Consultation for the VSU scheme has included:

- over 1100 letters sent to stakeholders including local residents and businesses, user groups, accessibility groups and statutory consultees;
- regular meetings with key stakeholders;
- stakeholder presentations/briefings;
- progress updates sent out to all stakeholders to coincide with major project milestones and/or changes;
- joint workshops and technical meetings with relevant transport consultees; and
- two public exhibitions held to provide the public (i.e. local residents, businesses, community groups and LU customers) with information on the scheme.

For the **BSCU** scheme the process involves submitting a range of documents to the Secretary of State, and making them publicly available for people to read and comment on if they wish to. It is possible that the evidence, including any objections, may be heard at a Public Inquiry in 2015. This will allow the Secretary of State to make a fully informed decision on whether to give permission for the BSCU to be built and operated.

To ensure a good and timely dialogue with the relevant stakeholders, public consultation has been conducted for all schemes in the **Cycle Superhighway** route programme and includes local residents, local businesses, schools, London Boroughs, Coach Operators, taxi trade and the general public with other stakeholders.