

## Environmental and Social Data Sheet

### Overview

Project Name:	MANCHESTER MULTIMODAL TRANSPORT
Project Number:	2012-0150
Country:	United Kingdom
Project Description:	The project consists of public transport investments in the Greater Manchester area aimed at improving bus and tram operations as well as interchange between the different modes of transport
EIA required:	yes (multi-scheme project)
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 is a multi-scheme investment loan, with medium-sized investments. A **Strategic Environmental Assessment** of the Local Transport Plan (LTP3 2011-2015) is available in line with the EU directive 2001/42/EC.

While the acquisition of rolling stock is not subject to **Environmental Impact Assessment**, some of the schemes included in the project are new public transport infrastructures with some selected bus lanes, new interchanges and P+R network extensions and therefore 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. For some schemes EIAs have been prepared, but the environmental permissions have not yet been provided to the Bank at the time of appraisal. For the other schemes the Bank has not yet received information on the procedure followed. Therefore, the EIB loan will be partially conditional on the provision of this information. Mitigation measures shall be properly identified for schemes which are subject to an EIA.

The Project is expected to comply with the requirements of **EU nature conservation** policy, according to the EU Birds Directive (79/409/EEC) and Habitat Directives (92/43/EEC) and Natura 2000. No impacts are expected in this sense. However, for confirmation, as a condition for the first disbursement a certificate issued by the competent authority confirming the absence of impacts on Natura 2000 sites (form A or equivalent) needs to be submitted to the Bank by the Promoter.

The project includes components enhancing the public transport system in Greater Manchester and improving the quality of the urban environment. The acquisition of new tram vehicles and construction of new dedicated bus lanes 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. In addition, the new trams will use advanced technology that will allow savings in energy consumption through increased energy efficiency.

Prior to the disbursement of the last 50% of the loan, the Bank will require the Promoter to provide copies of the related environmental permissions for the LSM busway scheme, the relocations of Bolton, Rochdale and Wythenshawe interchanges and those P&R facilities which are subject to environmental permission.

<sup>1</sup> 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 CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

## **Environmental and Social Assessment**

### **Environmental Assessment**

The Promoter has carried out the Strategic Environmental Assessment of the Greater Manchester's Local Transport Plan 3 in 2011. The SEA highlighted the potential positive environmental effects of the planned multi-scheme investments, which are prioritised by the Greater Manchester Transport Fund.

The manufacturing of the new rolling stock will take place in the manufacturers' plants and is thus not subject to the EIA Directive. However, a potential environmental impact may arise concerning the disposal of the existing trams. The Bank will require the Borrower as an undertaking to provide evidence that environmental issues will be properly addressed in case of vehicle scrapping.

The construction of dedicated bus lanes and those interchanges, which will be relocated to new sites as well as the extension of the P&R facilities fall under Annex II of EIA Directive 2011/92/EU, under which the need for an EIA is decided by the national authorities on a case-by-case basis. The respective authorities must issue a statement justifying whatever decisions are taken in this respect.

The proposed dedicated bus lane between Leigh, Salford and Manchester has been assessed in compliance with the EIA Directive and an EIA was carried out, as expressed in the Environmental Statement (ES), which formed part of the Transport and Works Act (TWA) application submitted to the Department for Transport in 2005. The ES assessed the environmental effects of the scheme in detail, including identifying mitigation or compensation where adverse impacts had been identified. The TWA order was published on 13<sup>th</sup> July 2005. The environmental permissions for the two busways have not yet been provided to the Bank at the time of appraisal. For the interchanges the Bank did not receive information about environmental procedure at the time of appraisal. For the P&R facilities a list was received, which included those sites where environmental surveys or assessments are needed, but the environmental procedures were still underway. Concerning Natura 2000 the Promoter confirmed that the project complies with the requirements of the EU nature conservation policy and formally submitted its assessment to Natural England (the government's advisor on the natural environment) for review and obtaining its approval. It is expected that Form A (or equivalent) will be signed in 2012.

Due to the predominantly 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 minor 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 expected temporary disturbances for residents and public transport users, the project should have positive effects on the quality of the urban environment with the reorganisation of the usage of bus services.

In addition, the new rolling stock will meet modern specifications with respect to environment and safety and will be equipped with the most advanced regenerating braking system, enabling the energy recovered during deceleration to be used for acceleration on the same vehicle. Overall, the project should therefore contribute to tackling climate change.

### **Public Consultation and Stakeholder Engagement, where required**

From the earliest stages, consultation has played an important role in the evolution of the project. Extensive consultation was undertaken with the public throughout the development phases of the LSM Busway and Cross City Bus Package schemes, and the main statutory consulters were all engaged in the process, with full consultation and input at several stages in the process.