

Environmental and Social Data Sheet

Overview

Project Name:	TRAFFORD PARK METRO LINE EXTENSION
Project Number:	2018-0016
Country:	UK
Project Description:	Extension of the Manchester Metrolink tram network with a 5.5 km new line from Pomona to the Trafford Centre with 6 new stops, and purchase of 10 additional tram vehicles.
EIA required:	yes
Project included in Carbon Footprint Exercise ¹ :	no

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

Environmental and Social Assessment

Environmental Assessment

The TRAFFORD PARK METRO LINE EXTENSION 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 a tramway project, the project falls under Annex II of the EIA Directive 2011/92/EC amended by Directive 2014/52/EU. Under UK regulations (TWA0 rules), an EIA must be carried out for Annex II type projects where the proposed tramway system exceeds 2 km in length and or where the area of works is greater than 1 hectare (ha), as it is the case for this project. Therefore, the project was screened in under Annex II and EIA has been completed.

The technical scope of the EIA was agreed through the submission of a Scoping Report in May 2014 to the Secretary of State for Transport. The Secretary of State for Transport consulted with a number of environmental organisations such as the Environment Agency, Natural England, English Heritage and Trafford Metropolitan Borough Council, and agreed with them on the scope for the EIA.

Environmental Issues

A number of potentially significant residual adverse effects associated with construction and operation of the Metrolink Trafford Park Line have been identified as follows:

- 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;

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.

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- Risk to site workers, surrounding land uses, ecological sites, geology, and groundwater as associated with encountering Unexploded Ordnance (UXO).

As for other infrastructure projects, the impacts at construction stage will be short-lived and reversible. All of the environmental permanent impacts are considered acceptable in terms of the outcome considering the “with project” scenario, compared to the “without project” scenario.

Biodiversity issues

The Trafford Ecology Park Local Nature Reserve is located approximately 500 metres to the North of the Metrolink Trafford Park Line and is of National Importance. There are four other non-statutory designated sites within 2 km of the Metrolink Trafford Park Line. Protected and/or notable species recorded during the field surveys include black poplar, bat, and breeding birds. According to the Non-Technical Summary of approved EIA, the construction of the proposed project will not result in any direct effects on the Trafford Ecology Park Local Nature Reserve or the other non-statutory designated sites. No Natura 2000 areas were identified within the Environmental Impact Statement. The Bank will require the Promoter to provide written confirmation from the competent authority that this situation remains and is reconfirmed.

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. A small area of the route corridor to the east along Trafford Wharf Road and Pomona, is considered to be at medium risk of flooding from the Manchester Ship Canal and at low risk of flooding from surface water. In order to determine the scale of the attenuation provision due to climate change an uplift on rainfall intensities of 30% has been adopted for this project. The project scope therefore included additional drainage systems.

Emissions management

A Carbon Management Strategy (CMS) has been developed and included within the Construction Environmental Management Plan. This CMS will be used to drive good practice on carbon minimisation throughout the project. Part of this strategy aims to reduce emissions arising from plant, material movements and waste generation through the use of appropriate low carbon plant and strategic planning.

Project benefits

The implementation of this project will have some positive effects:

- Employment generation;
- Time savings for passengers using public transport in the area;
- Reduction of congestion;
- Beneficial landscape effects during tram operation as a result of the proposed scheme being in keeping with the character of the area, improved pedestrian accessibility and tree planting; and
- Beneficial effects on the setting of the listed Trafford Road Bridge and Trafford Park Hotel;

Social Assessment

The Project involves both compulsory land acquisition and by way of negotiated third party agreements with landowners as part of the public consultation. Land has been accessed on a temporary basis to enable the commencement of construction by virtue of powers conferred

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on TfGM under the provisions of The Transport for Greater Manchester - Light Rapid Transit System, Trafford Park Extension - Order 2016 (Transport and Works Act Order "TWAO").

Compensation payable to affected landowners will be dealt with in accordance with what is commonly known as the Compensation Code either by agreement or by determination (in the absence of agreement) by reference to the Lands Tribunal.

A number of commercial buildings would need to be demolished to construct the Metrolink Trafford Park Line. Where businesses would be required to relocate, Transport for Greater Manchester is assisting with the identification of relocation options within Trafford Park.

Public Consultation and Stakeholder Engagement

The Trafford Park Line public consultation period (pre TWAO submission) was held in summer 2014. It included over 50 individual meetings, informative letter advertising the formal consultation and information events, dedicated phone line / email / website monitored by a stakeholder team, and a consultation stand at the Trafford Business Expo 2014. Following the Trafford Business Expo event, all 330 attendees to the stand were sent additional information, raising awareness of the consultation. Furthermore, a consultation brochure was distributed to over 3,700 residents, businesses and organisations within the Trafford Park and Salford Quays area. The consultation generally came back with positive feedback and issues identified were duly considered.

A planning application (TWAO) was submitted in November 2014. The public inquiry began was done in 2015 and the Secretary of State issued his decision to grant the Order by letter on 13th October 2016.

Conclusions and Recommendations

The project as defined by the Promoter is acceptable for EIB financing in E&S terms as long as the execution works and the operation comply with the requirements defined in the Environmental Statement and the Construction Environmental Management Plan.

Before first disbursement, the Promoter is required to provide the Form A or B with regards to the Natura 2000 areas signed off by the competent authority.