

# MULTI-MODAL ENVIRONMENTAL ASSESSMENT (MMEA)

## QUESTIONNAIRE

- Section 1 Identifies your interest in multi-modal environmental assessments (EÁ).
- Section 2 Asks you to identify examples.
- Section 3 Asks you to identify existing standards/legislation/best practice guidelines.
- Section 4 Asks for your views on various technical and strategic issues.

As you proceed through the questionnaire you will become aware that the questions assume an increasing level of technical knowledge/expertise. It is appreciated that not everyone will have the appropriate knowledge to answer all the questions, but please complete as much as you can.

Thank you.

Please start by filling in the general details below.

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Position: Hon. Secretary

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Organisation: Institution of Environmental Sciences

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**SECTION 1. GENERAL**  
(Please tick all boxes that apply in this section)

**1. What is your user-group interest in MMEA?**

- |   |                          |                              |                                     |
|---|--------------------------|------------------------------|-------------------------------------|
| Promoter                                    | <input type="checkbox"/> | Consultee                    | <input type="checkbox"/>            |
| Engineering Consultant /<br>Scheme Designer | <input type="checkbox"/> | Decision Maker               | <input type="checkbox"/>            |
| Environmental Consultant                    | <input type="checkbox"/> | Researcher/ Technical Expert | <input type="checkbox"/>            |
|   |                          | Other (please specify)       | <input checked="" type="checkbox"/> |
|   |                          | Professional Institute       |                                     |

**2. Which modes of transport are of particular interest to you?**

- |          |                                     |                 |                                     |
|----------|-------------------------------------|-----------------|-------------------------------------|
| Road     | <input checked="" type="checkbox"/> | Air             | <input checked="" type="checkbox"/> |
| Rail/LRT | <input checked="" type="checkbox"/> | Sea             | <input checked="" type="checkbox"/> |
| Freight  | <input checked="" type="checkbox"/> | Inland Waterway | <input type="checkbox"/>            |
| Bus      | <input checked="" type="checkbox"/> | Cycling         | <input type="checkbox"/>            |
- All modes with particular environmental implications

**3. Are you a technical expert or knowledgeable in any of the following disciplines?**

- |          |                          |                   |                          |
|----------|--------------------------|-------------------|--------------------------|
| Air      | <input type="checkbox"/> | Landscape         | <input type="checkbox"/> |
| Noise    | <input type="checkbox"/> | Ecology           | <input type="checkbox"/> |
| Water    | <input type="checkbox"/> | Cultural Heritage | <input type="checkbox"/> |
| Soils    | <input type="checkbox"/> | Community Effects | <input type="checkbox"/> |
| Land Use | <input type="checkbox"/> | Planning          | <input type="checkbox"/> |
|          |                          | Other             | <input type="checkbox"/> |

**4. Does your organisation directly employ or represent experts in the following disciplines?**

- |          |                                     |                   |                                     |
|----------|-------------------------------------|-------------------|-------------------------------------|
| Air      | <input checked="" type="checkbox"/> | Landscape         | <input type="checkbox"/>            |
| Noise    | <input checked="" type="checkbox"/> | Ecology           | <input type="checkbox"/>            |
| Water    | <input checked="" type="checkbox"/> | Cultural Heritage | <input type="checkbox"/>            |
| Soils    | <input checked="" type="checkbox"/> | Community Effects | <input type="checkbox"/>            |
| Land Use | <input checked="" type="checkbox"/> | Planning          | <input checked="" type="checkbox"/> |
|          |                                     | Other             | <input type="checkbox"/>            |

### SECTION 2. SCHEMES

**1. Are you aware of MMEA schemes which have been subjected to formal or informal EA?**

Yes   
No

If yes, please provide:

Name of scheme: \_\_\_\_\_

Source of relevant reports:  
(contact name and organisation) \_\_\_\_\_  
\_\_\_\_\_

Brief description:  
(please indicate whether the scheme reached stages 1, 2 or 3, as defined in the Design Manual for Roads and Bridges Vol. 11)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name of scheme: \_\_\_\_\_

Source of relevant reports:  
(contact name and organisation) \_\_\_\_\_  
\_\_\_\_\_

Brief description:  
(please indicate whether the scheme reached stages 1, 2 or 3, as defined in the Design Manual for Roads and Bridges Vol. 11)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Continue overleaf if necessary...

**2. Are you aware of any overseas schemes that are particularly relevant to this study?**

- Yes
- No

**If yes, please provide:**

**Title:** \_\_\_\_\_

**Source of relevant reports:** \_\_\_\_\_  
**(contact name and organisation)** \_\_\_\_\_

**Brief description:**  
**(please specify which standards or methodologies were applied)**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Title:** \_\_\_\_\_

**Source of relevant reports:** \_\_\_\_\_  
**(contact name and organisation)** \_\_\_\_\_

**Brief description:**  
**(please specify which standards or methodologies were applied)**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Continue overleaf if necessary...

**SECTION 3. STANDARDS**

(please continue your answers overleaf if necessary)

1. Which EA industry standards or best practice publications have been used in assessments of transport schemes with which you have been involved? Please indicate their shortcomings and identify gaps.

DMRB Vol. 11.

World Bank Guidelines

Institute of Env. Assessment Guidelines

2. Are there any other EA industry standards or best practice publications (in addition to DMRB Vol. 11)?

Yes see above

3. What are your views on DMRB Vol. 11?

Advantages:

Detailed

Different stages, 1, 2 and 3

Very thorough

Disadvantages:

No advice on scoping

Danger that the author is expected to comply with every element.

Project specific

4. Is the format/approach of DMRB Vol. 11 appropriate for the assessment of MMEA schemes?

Not necessarily, DMRB format is appropriate where construction is envisaged but is less useful for, say, a large and comprehensive traffic management scheme.

5. What improvements could be made to DMRB Vol. 11?

Scoping - good advice on how to apply the guidance to appropriate circumstances. DMRB covers all potential situations.

How is 'a project' to be defined. E.g. a section of a new trunk road link.

6. Apart from COMMUTE (EU), are you aware of any relevant existing or proposed International MMEA standards, methodologies or Best Practice Guides? Please specify:-

I think the EC has commissioned research on best practice in ES treatment of secondary, cumulative and indirect effects of projects.

7. Are you aware of authoritative International uni-modal EA methodologies covering air, road, rail or water based transport? Please specify:-

~~the~~  
World Bank Sectoral EA Guidelines

## SECTION 4. TECHNICAL AND STRATEGIC ISSUES

(please continue your answers overleaf if necessary)

1. What are your views on the appropriateness of the New Approach to Appraisal and the Summary Table technique for evaluating MMEA impacts for transport improvements schemes?

Advantages:

Disadvantages:

Too early to say at this stage. NATA approach has hardly been established yet.

2. Is the format/approach of the New Approach to Appraisal and the Summary Table appropriate for the assessment of MMEA schemes?

See above. It would appear to offer some advantages.

3. Under existing legislation, not all multi-modal transport schemes require formal environmental assessments. Please identify the key factors which should be considered when determining when discretionary assessments should be undertaken?

Scale - local, regional, national  
 Value - importance of the receiving environment  
 Community - potential for pollution impacts.

4. To what extent should alternatives for schemes be subjected to EA?

It depends on the consent procedure. Consideration of alternatives is irrelevant to the planning process so there is little point in including this in an ES accompanying a planning application. Private developers (e.g. of a quarry) do not consider alternative sites. It should be voluntary and only where considered.

5. When selecting a preferred scheme, do you think the level of public consultation is:

Too protracted  About Right  Insufficient

Presumably this means up to Preferred Route Announcement? Not to final.

6. How could the public consultation process be improved?

Not sure it can. Public have expectations of consultation and frequently are just anti or pro - are other interest e.g. buses. Public consultation rarely touches on the 'why can't we have a railway instead of a road' issue.

decisions on a road? question is unclear

7. In scoping the environmental issues which the assessment of the selected scheme should address, what techniques should be adopted?

Scale and nature of receiving environment. Not sure about formal techniques except use of matrices, - these are pseudo-academic in my opinion.

8. How does one ensure that all potential impacts are comprehensively identified?

One probably does not want to identify all impacts as the ES may end up 6" thick. What is important is to concentrate on key issues.

9. What factors should be used to define the geographical extent of the likely impacts of multi-modal schemes?

Definition of study areas is always problematic. Extent needs to stop where project would no longer have a 'material' impact, difficult for air, noise and traffic.



10. What techniques are available for assessing cumulative impacts of different modes involved in a scheme?

See earlier 3.6

11. To what extent should the impacts of strategic change (e.g. resulting from changes to network-wide flows) be subject to environmental assessment?

Important if they form part of the Do-Minimum or Do-Nothing scenarios.

12. Should standard terms be used to define the magnitude of impact (e.g. "slight", "moderate" etc.)?

Yes. Aids clarity of understanding by providing benchmarks.

13. What approach should be taken to setting standard thresholds?

A cautious approach. Every project and location is different.

14. Should different thresholds be used at different stages in the process?

Unsure.

15. What issues should be considered in setting thresholds for significant effects?

16. How much reliance should be placed on qualitative techniques of assessment?

Essential for landscape impacts, archaeology, etc. etc.

17. In reporting the results of environmental assessments of transport projects, have you identified any formats or techniques which have proved particularly successful?

Successful with who: promoter, public, local authority.  
All have different agendas and expectations.

18. Are you aware of any conflicting technical evaluations which exist between different transport modes?

How do you evaluate traffic management projects such as bus lanes? There is a complete lack of guidance on this.

Second problem: two types of ES, e.g. roads serving Heathrow Terminal 5. The project has been split, two ES, different techniques etc.

19. What are your views on the validity and availability of regional and local data on air quality, noise and traffic projections?

Regional data - very rare.  
Quality, availability, cost and timing of such data is highly variable. Consistent, nationally kept records would be useful.

29. Are you aware of EA methodologies that would need to be addressed in order to produce new guidance on MMEA?

No.

19. What role should life-cycle analysis, cost-benefit analysis, cumulative impact analysis etc., play in the manual?

Manual should be confined to environmental issues. Cumulative impacts are frequently of interest but statutory regimes do not always favour such consideration.

20. To what extent should global and regional impacts, natural resource conservation, energy efficiency and waste minimisation factors be incorporated into assessments?

Should not examine these issues unless they are relevant to the statutory consent procedure relevant to the project in question. They are too intangible, subjective and may depend on unknown factors e.g. contractors methods for example.

### SECTION 5. Further Communications

**1. Do you feel there is a need to discuss any of the key issues in more detail?**

Yes

No

**2. Topics I would like to discuss are:-**

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**3. Please identify any issues/comments/views which have not been explicitly covered by the questionnaire**

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Please complete this form by Friday 27<sup>th</sup> November and return it to the address below

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Thank you for your time and co-operation.