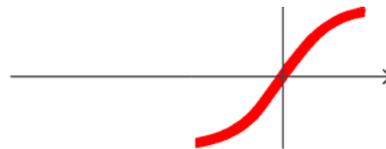

STRATEGIC ENVIRONMENTAL ASSESSMENT IN THE TRANS-PENNINE CORRIDOR



Note on this presentation

- This presentation is an extract from the material used by the consultants in presenting the findings of the 1998-99 study on Strategic Environmental Assessment in the Trans-Pennine Corridor
- The extract concentrates on results from the land-use modelling. A brief outline of study objectives and clients is given in the following slides; references and contacts for further information are included at the end.



Nature of the Study

- **SEATPC is a Multi-Modal Study designed to lead to a Preferred Environmental and Development Strategy for the Trans-Pennine Corridor**
- **SEATPC is a pilot of the EC's methodology of Strategic Environmental Assessment designed to assess improvements to the Trans-European Transport Networks**



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Regions in Partnership Steering Group

- Chaired by Tameside MBC
- European Commission Directorate-General for Transport
- Government Offices (NorthWest, Yorkshire & Humber)
- Regional Assemblies (NorthWest, Yorkshire & Humber)
- Transport providers: Highways Agency, Northern Spirit, Railtrack
- Others: Peak Park, NW Business Forum, University of Manchester, Greater Manchester Transportation Unit

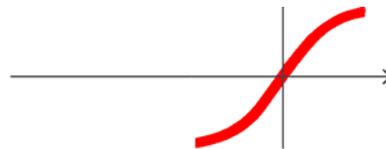


Consultant Study Team

- **MVA Limited**
 - project management, transport modelling (using START), planning and assessment
- **David Simmonds Consultancy**
 - land-use and economic modelling (using DELTA)
- **ERM**
 - environmental assessment



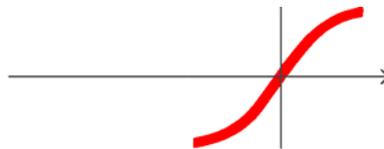
Area of Study



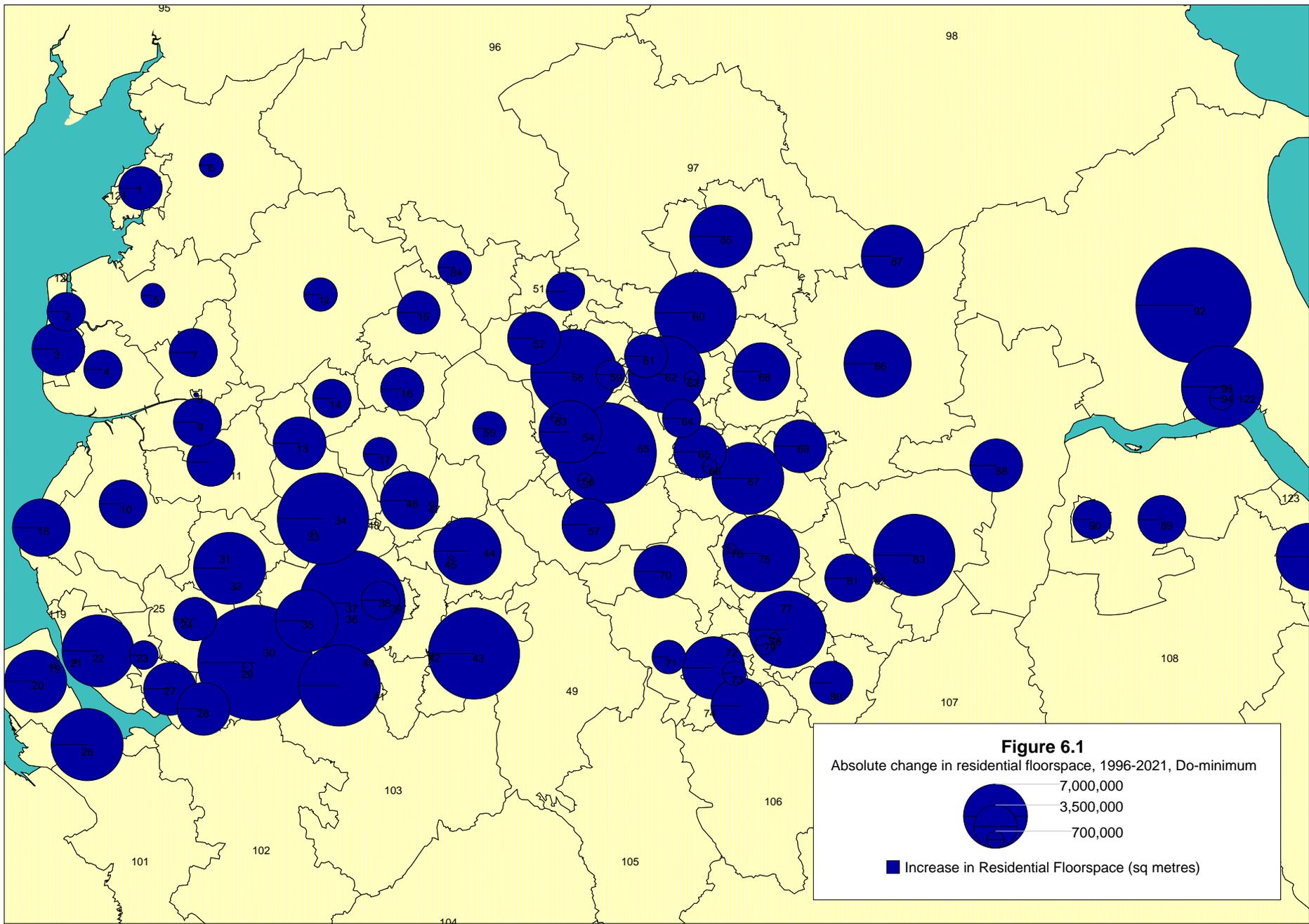
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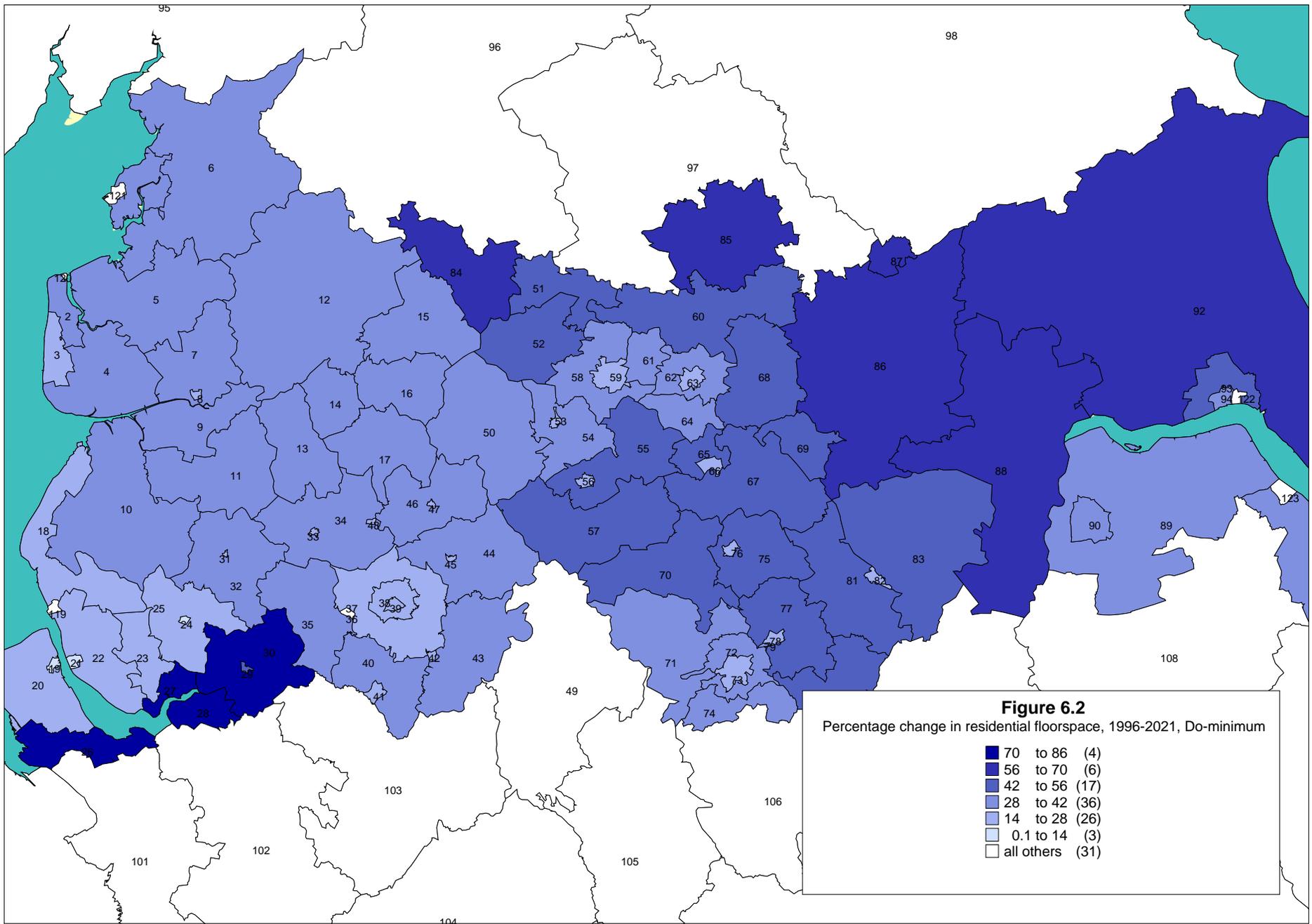
Demographic and Economic Scenario

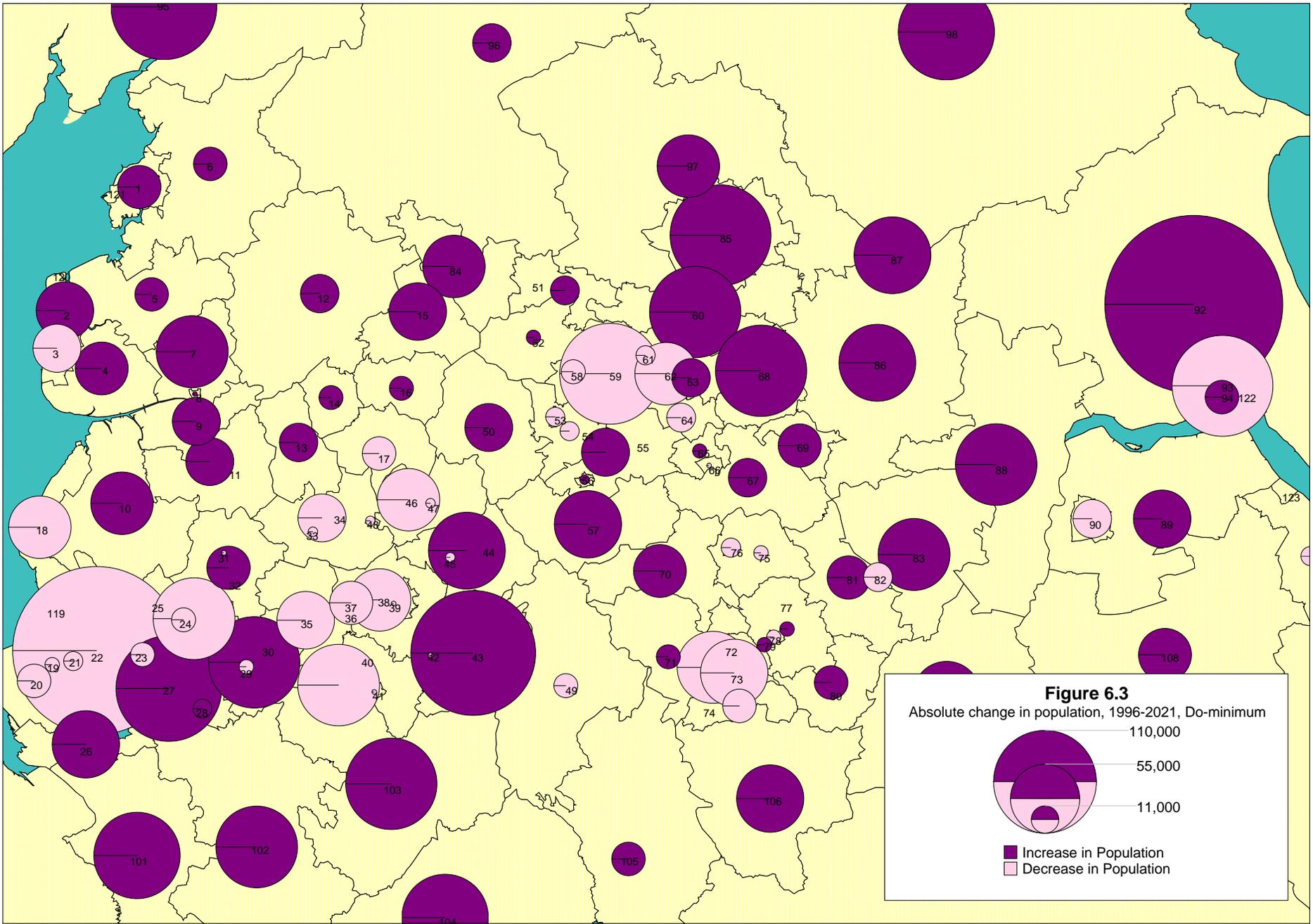
- population: up 3.1%
- households: up 9.0%
- car-owning households up 33.2%
- jobs: up 2.2%

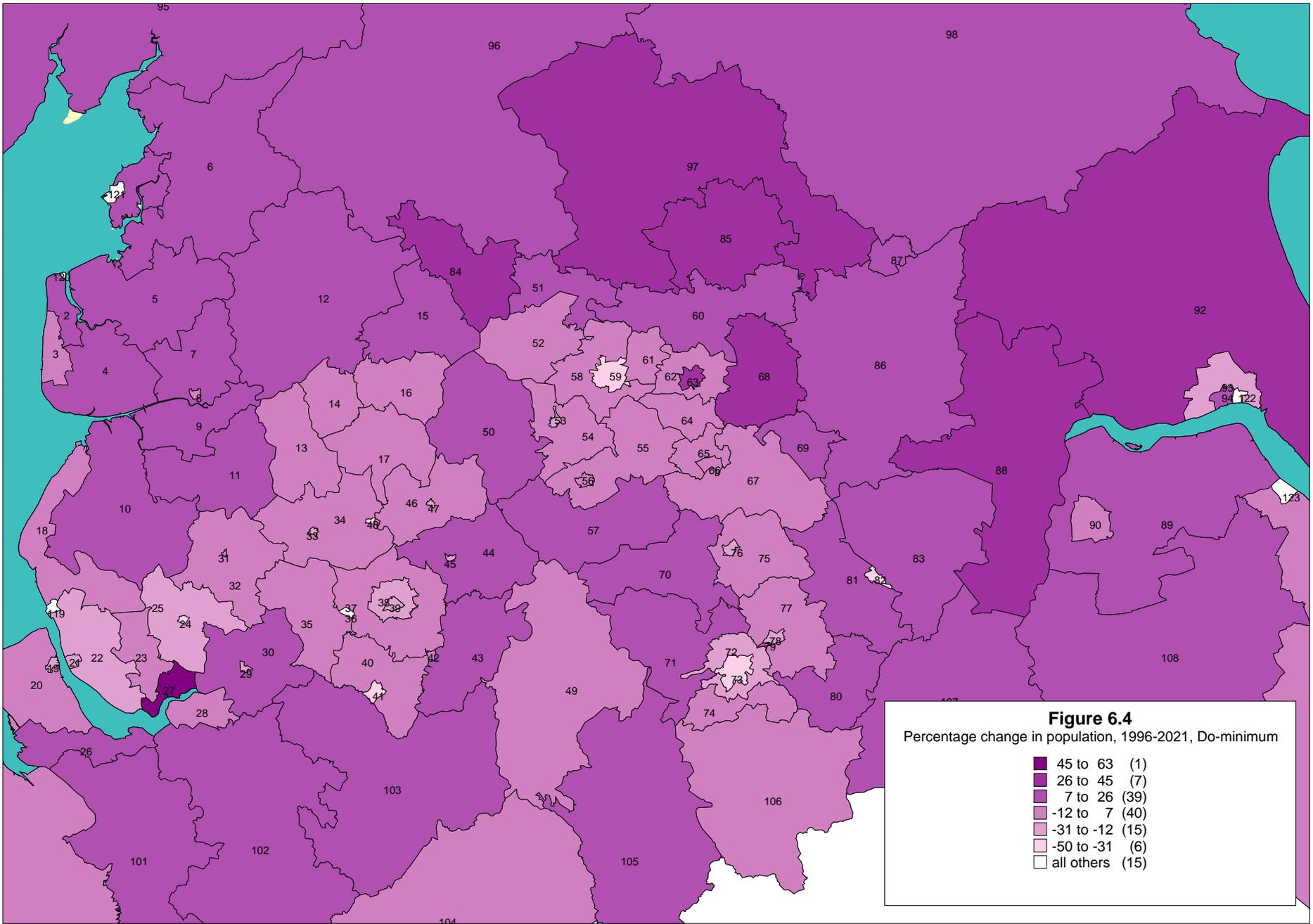


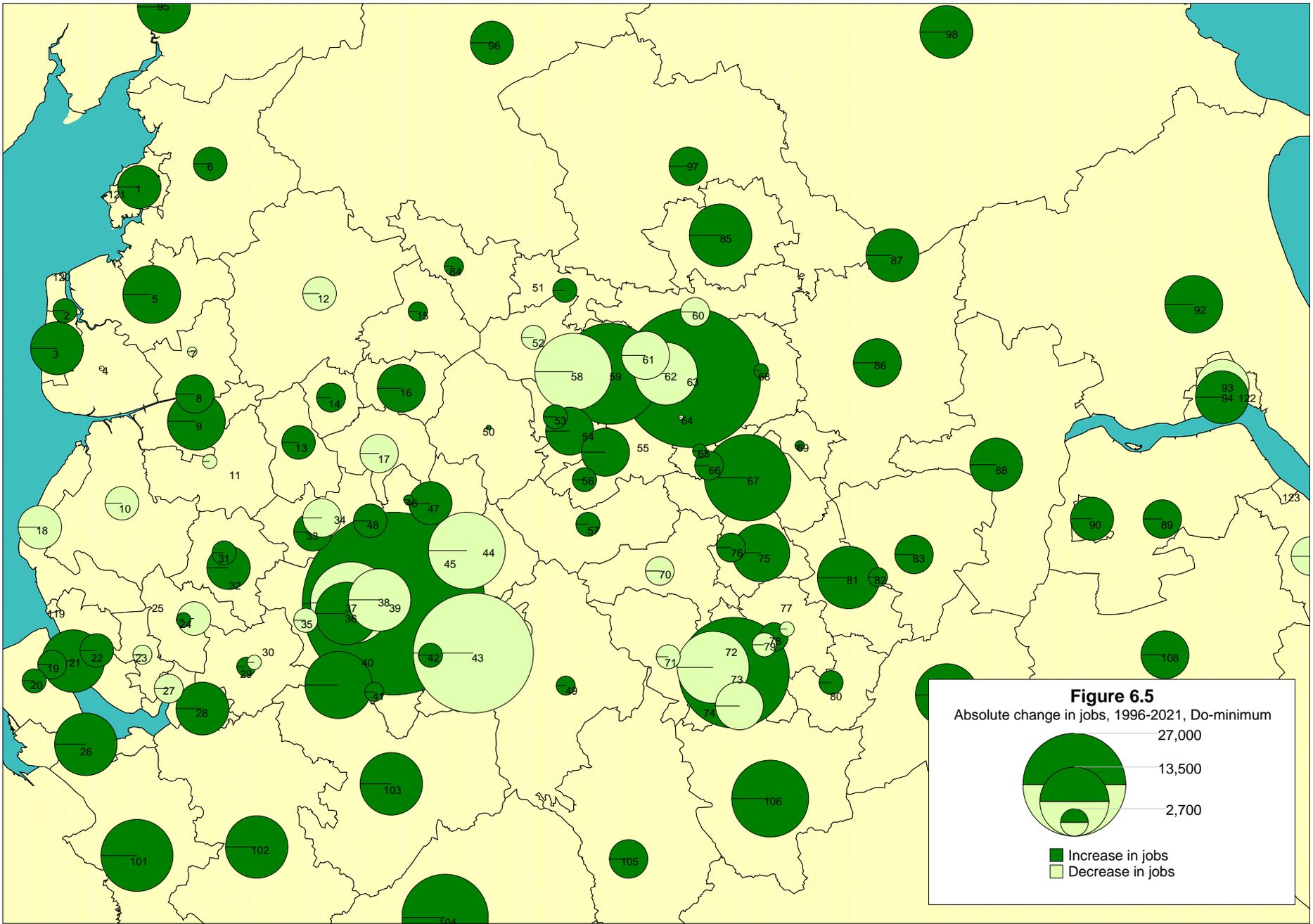
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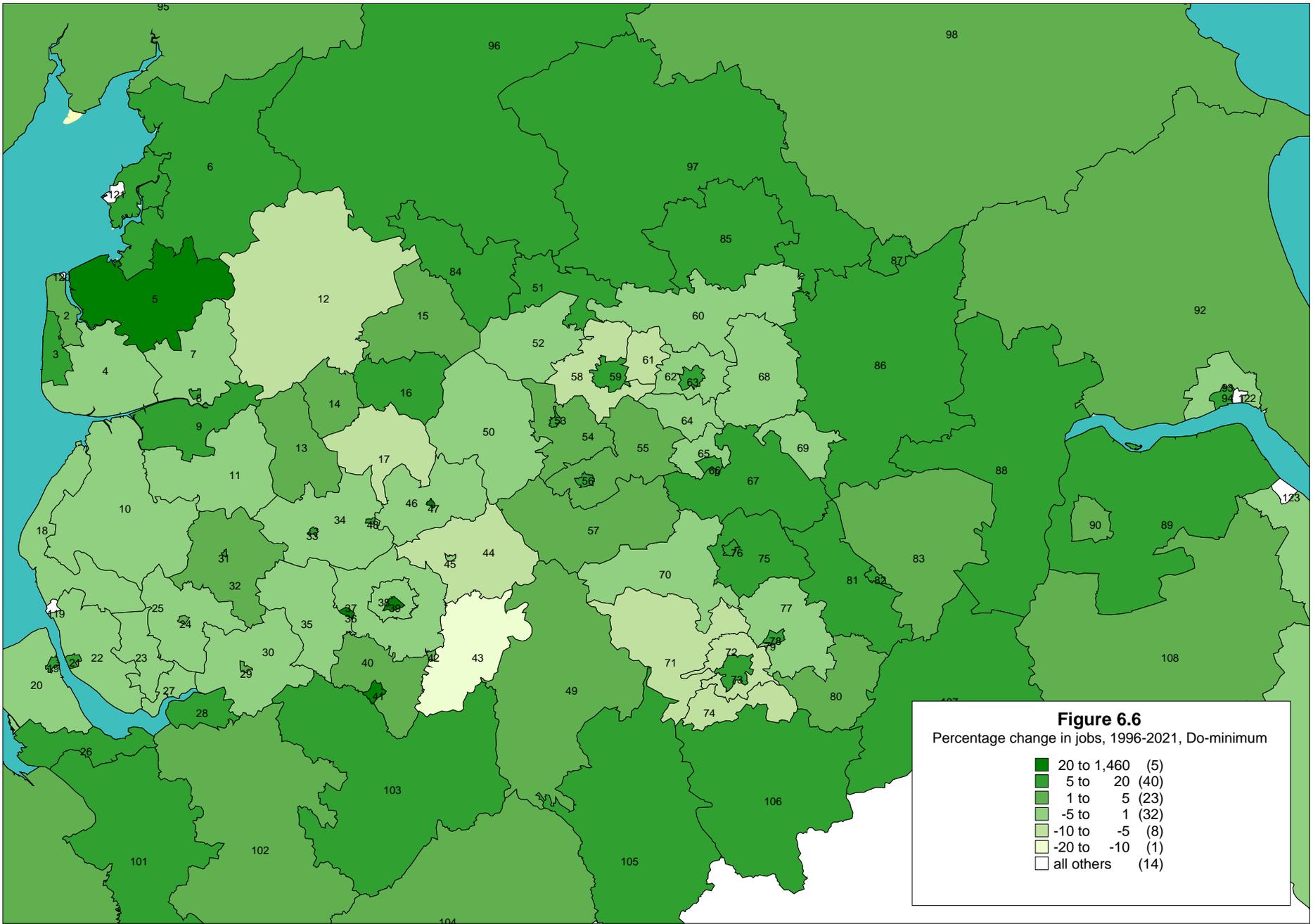










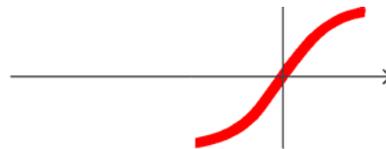


Understanding the Future Situation: Key Forecast Results

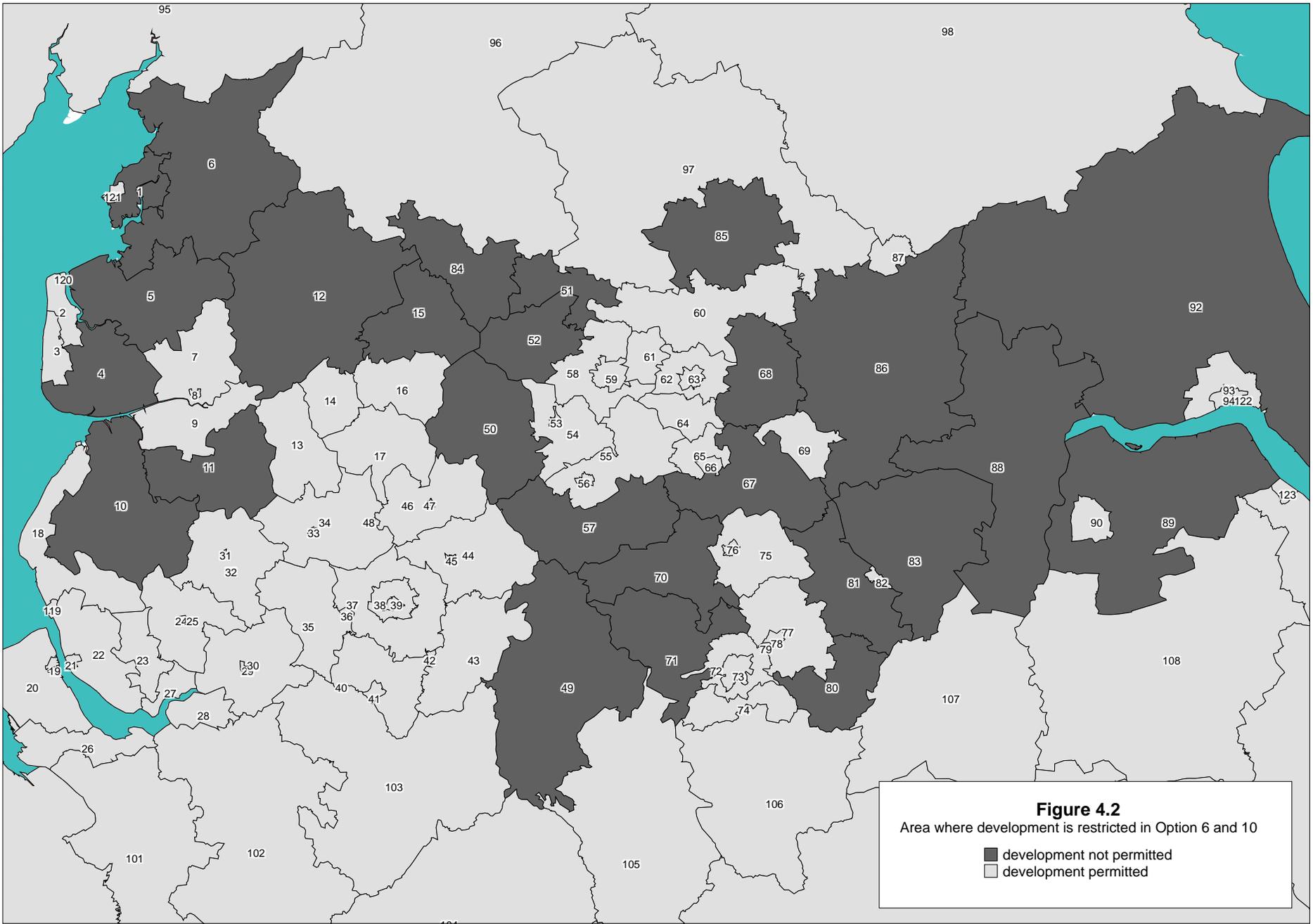
	1996	2021	%	
car trips	17.6m	20.5m	+16%	
car kilometres	173m	205m	+19%	
rail trips	0.85m	0.71m	- 17%	
rail kilometres	12.1m	11.6m	- 4%	
bus trips	2.58m	1.87m	- 28%	
bus kilometres		17.4m	12.9m	-
26%				
goods vehicle trips	2.4m	4.3m	+ 80%	
goods vehicle kilometres	54m	93m	+ 74%	

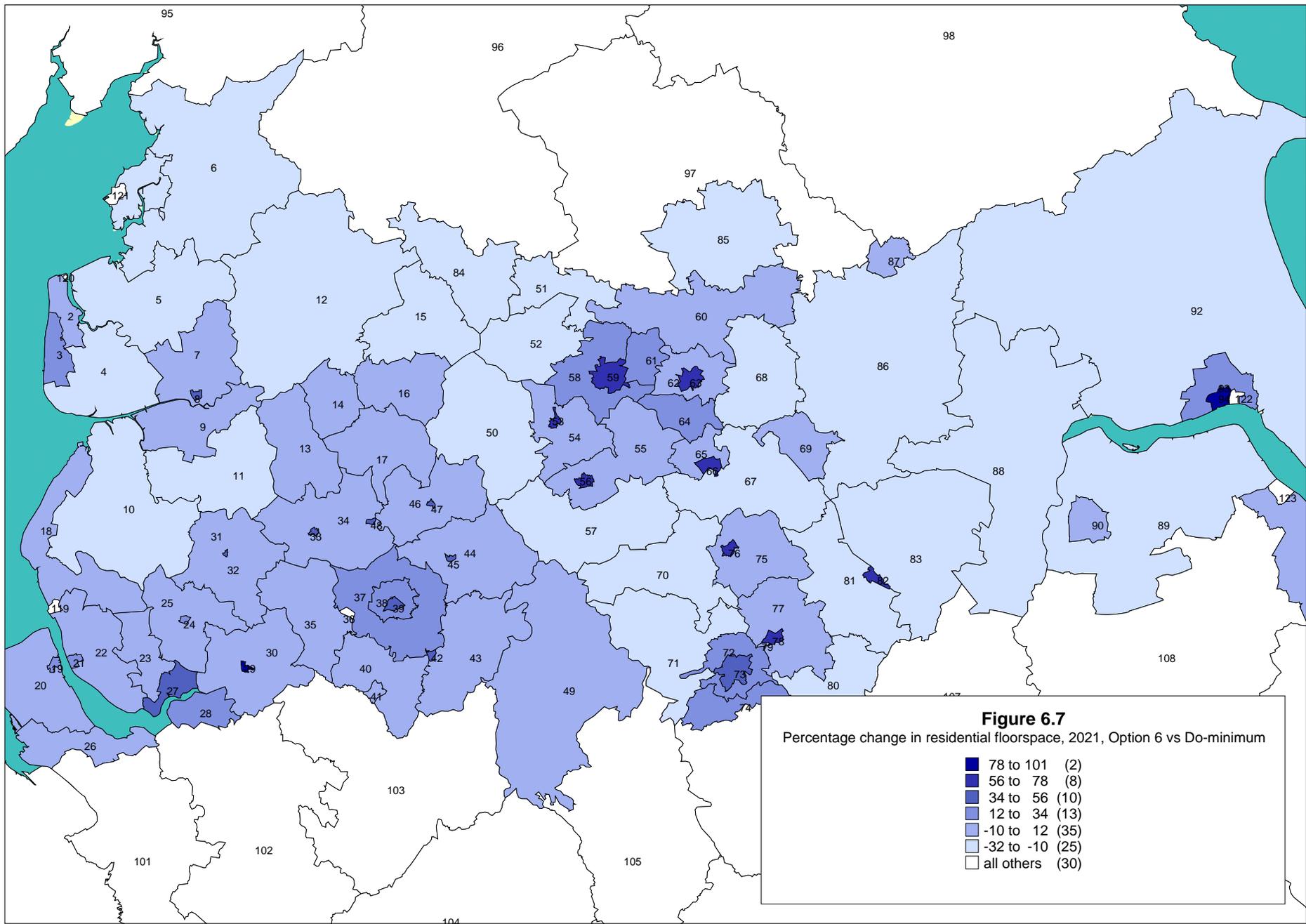
Option 6: Centralised Development

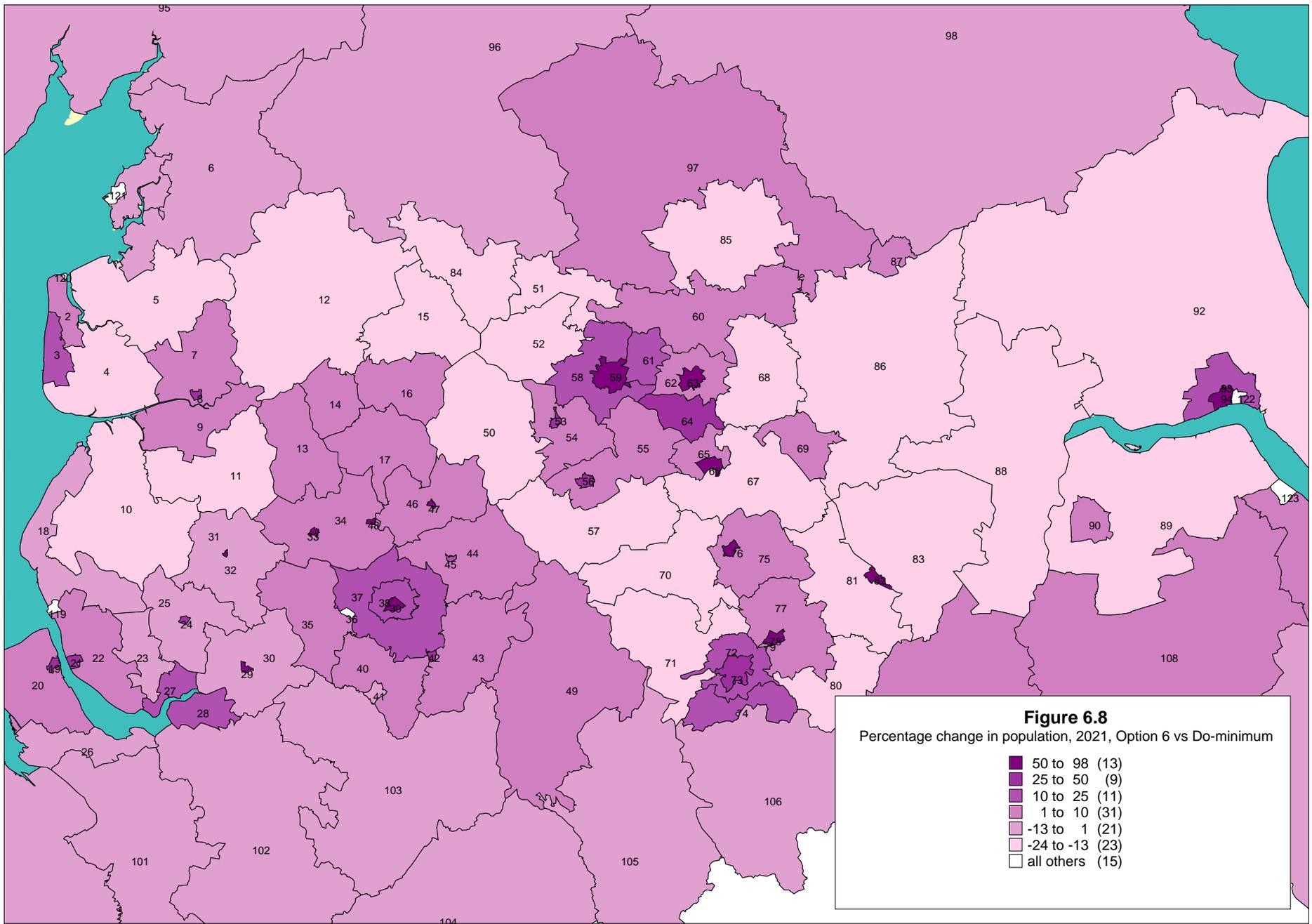
- **land-use policies based more closely on PPG13/PPG6**
 - concentration of new development in urban areas, particularly in or near their centres

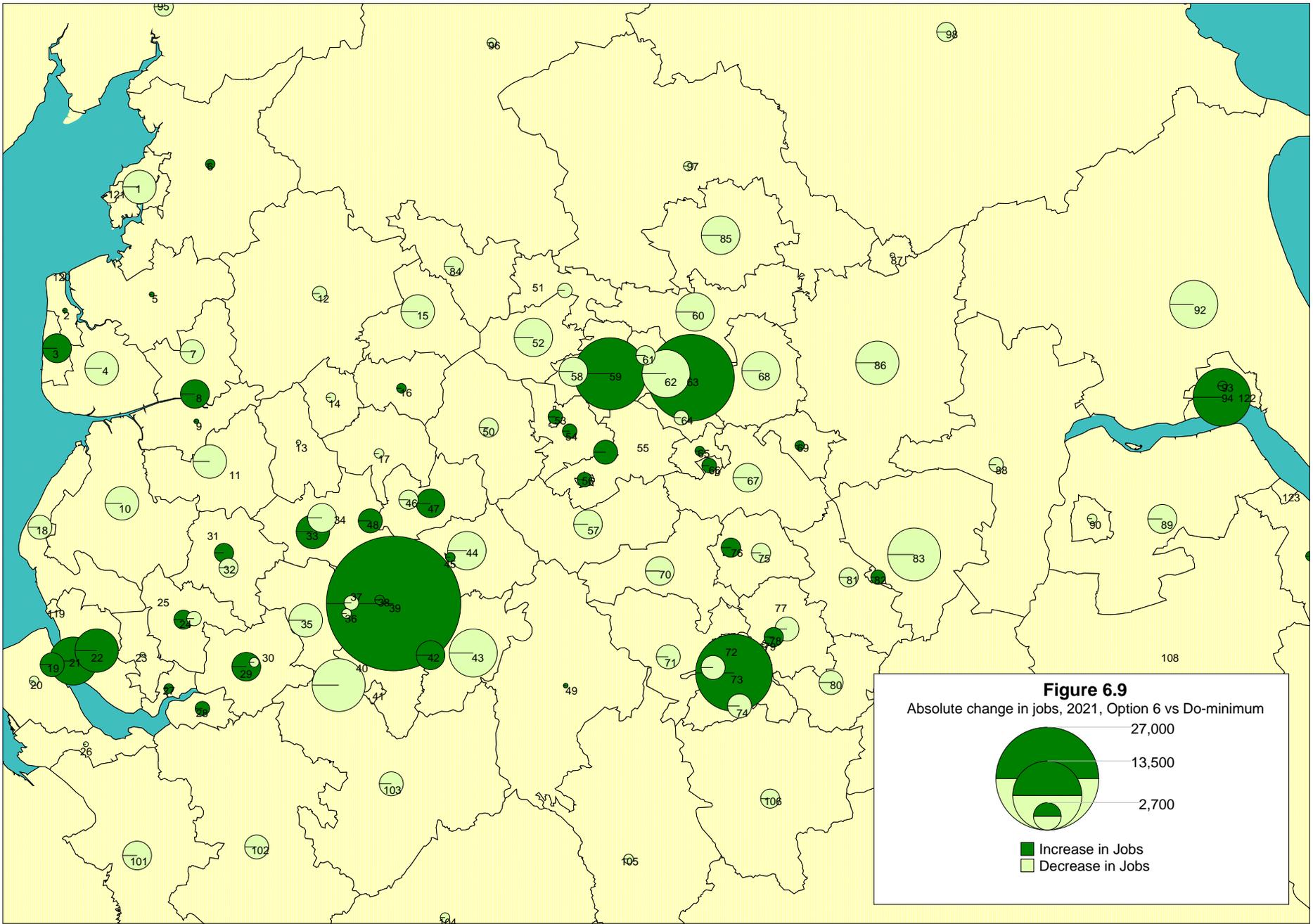


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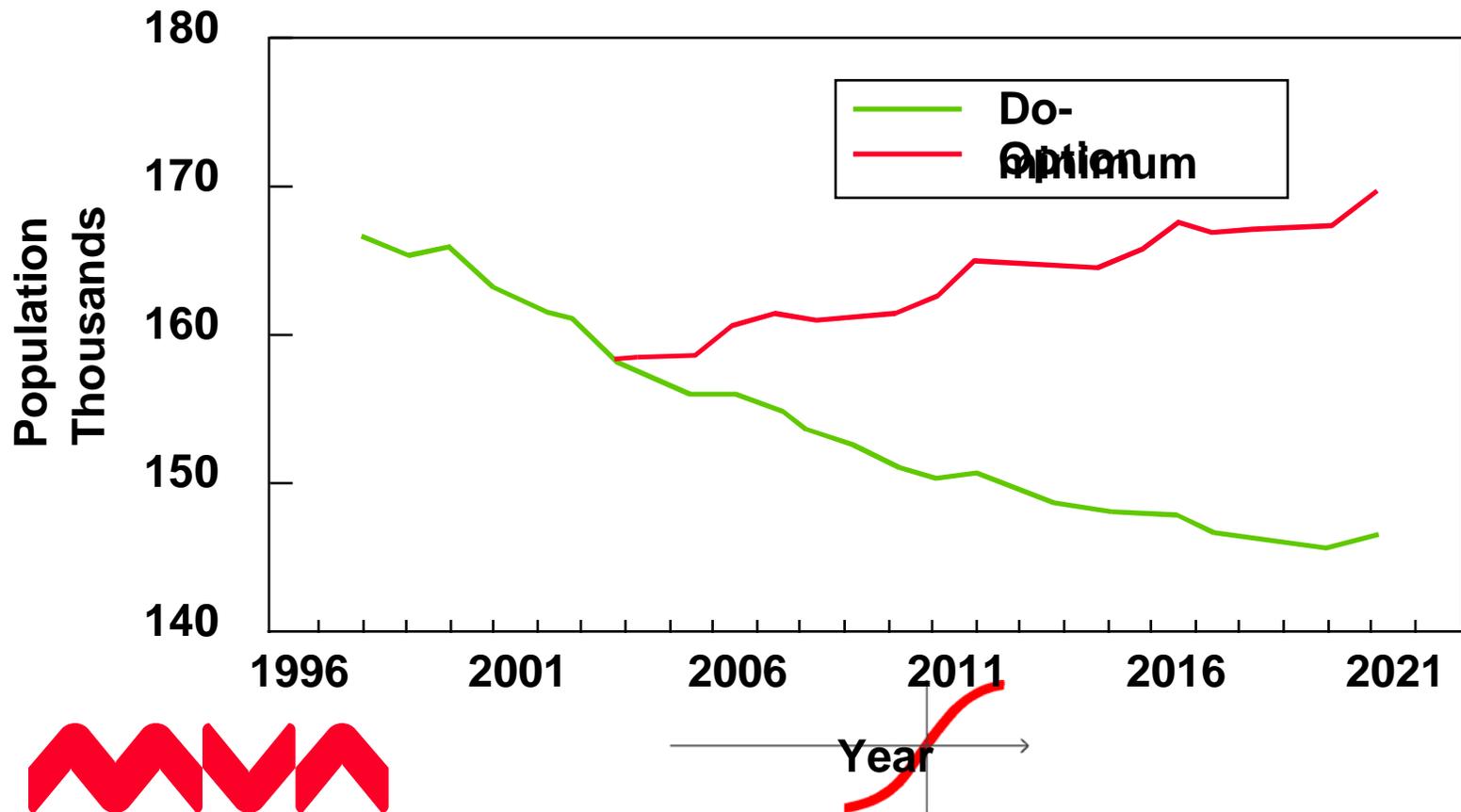




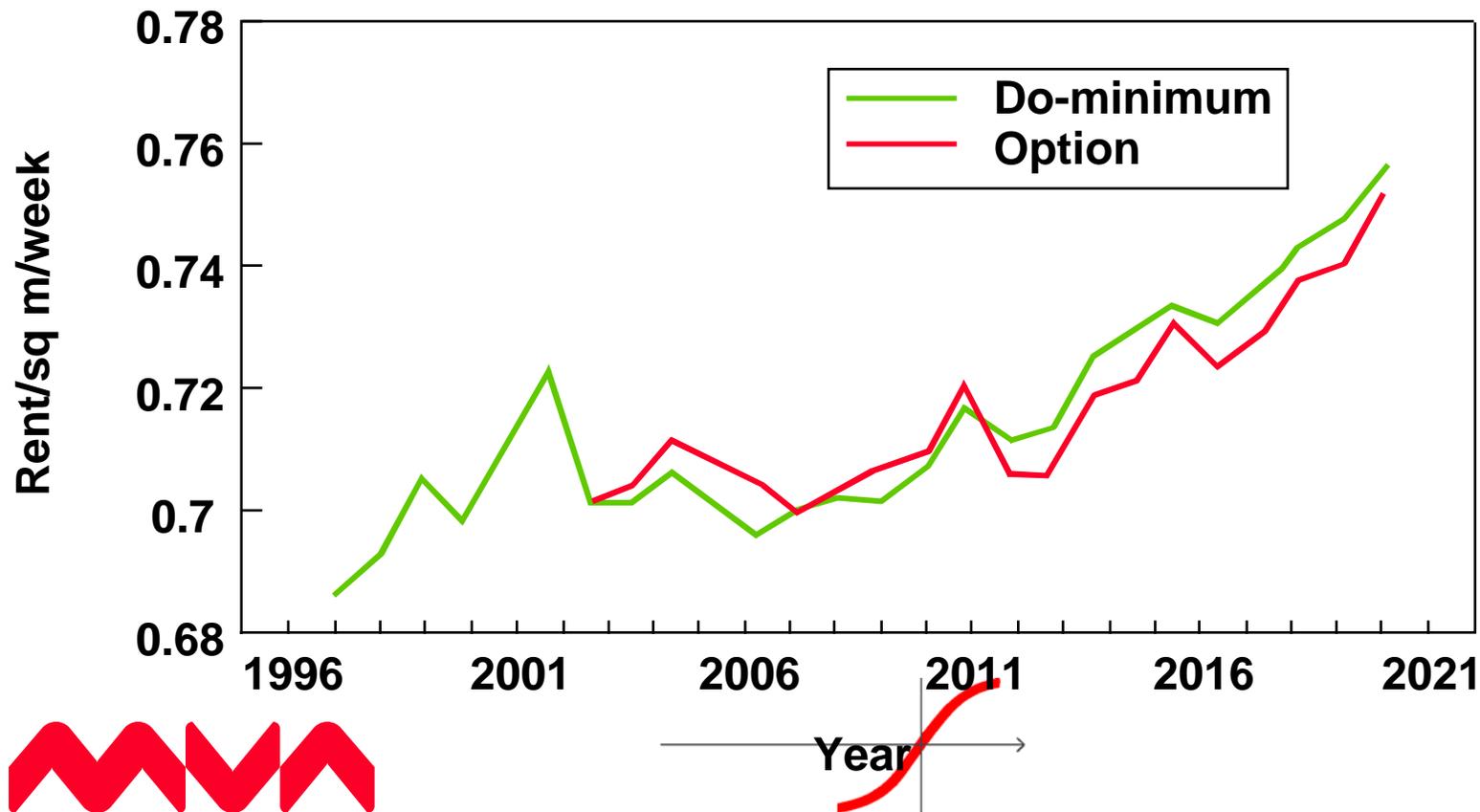




Sheffield Inner City population, 1996 to 2021, Option 6 vs Do-Minimum



Sheffield Inner City housing rent, 1996 to 2021, Option 6 vs Do-Minimum

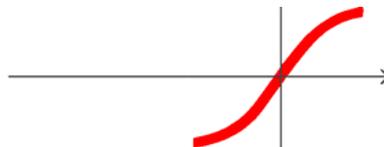


Year →



Transport Effects of Option 6

- car trips - 2.0%
- car kilometres - 3.0%
- rail trips - 7.0%
- rail kilometres - 8.0%
- bus trips - 3.0%
- bus kilometres - 3.0%
- walk/cycle + 4.0%



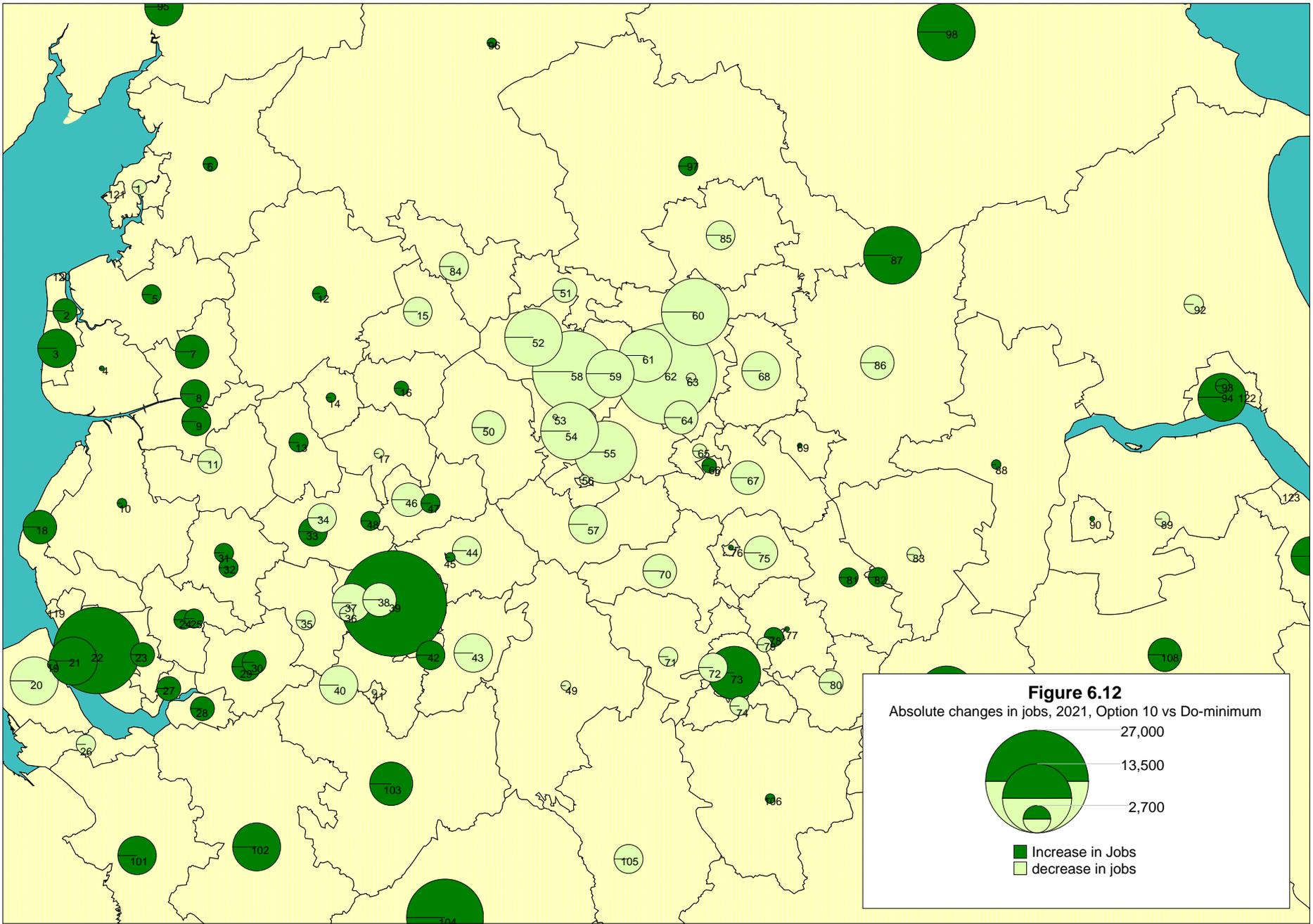
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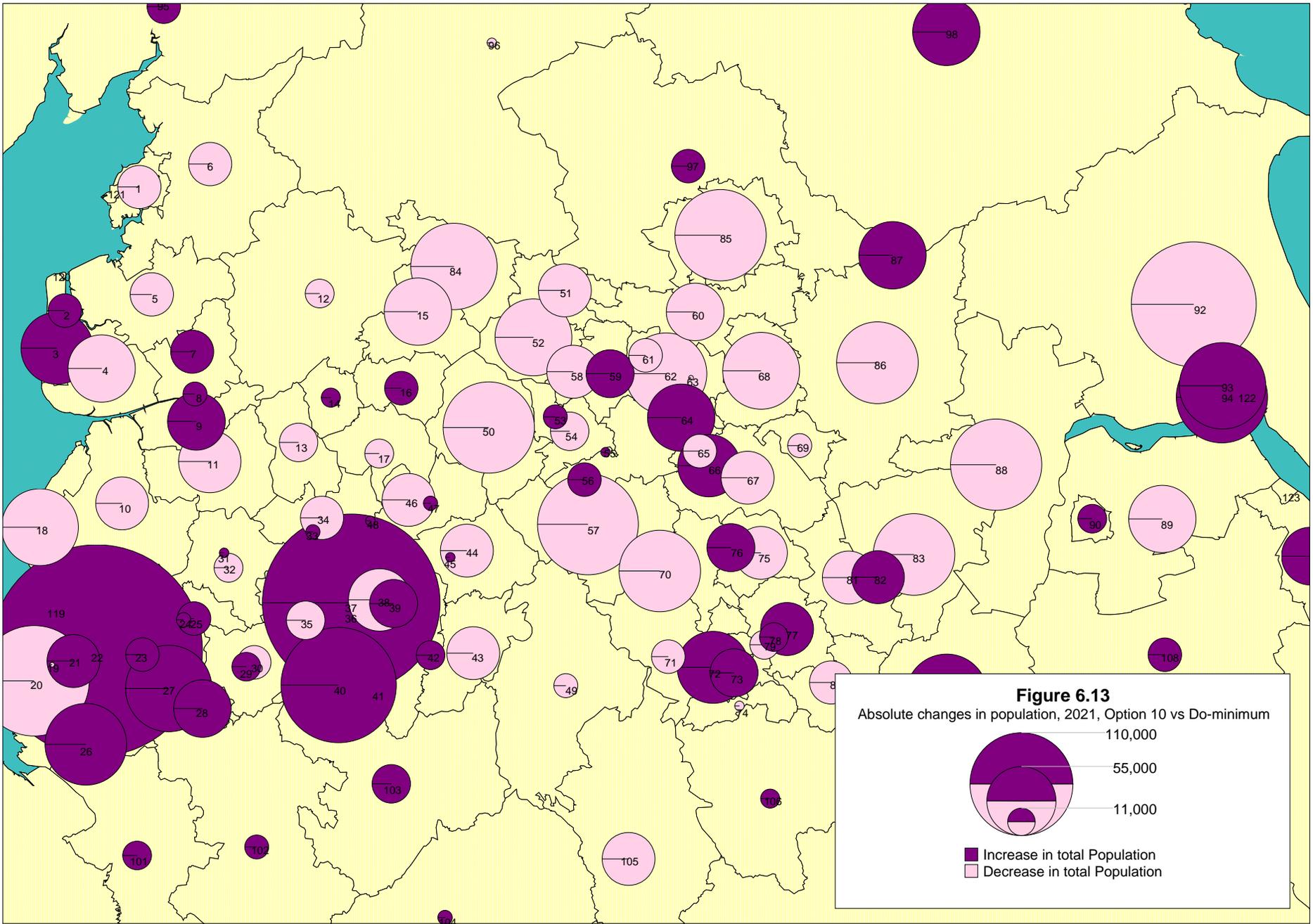
Option 10: Public transport plus centralised development

- **public transport investment with road traffic reduction measures**
 - primarily rail service speed and frequency increases;
 - fares increased by RPI-1% up to 2021;
 - trans-Pennine and urban road user charging;
 - road space transferred to bus-only lanes;
 - land-use policy of more intense centralisation;
 - assumptions about changed attitudes in favour of public transport use.

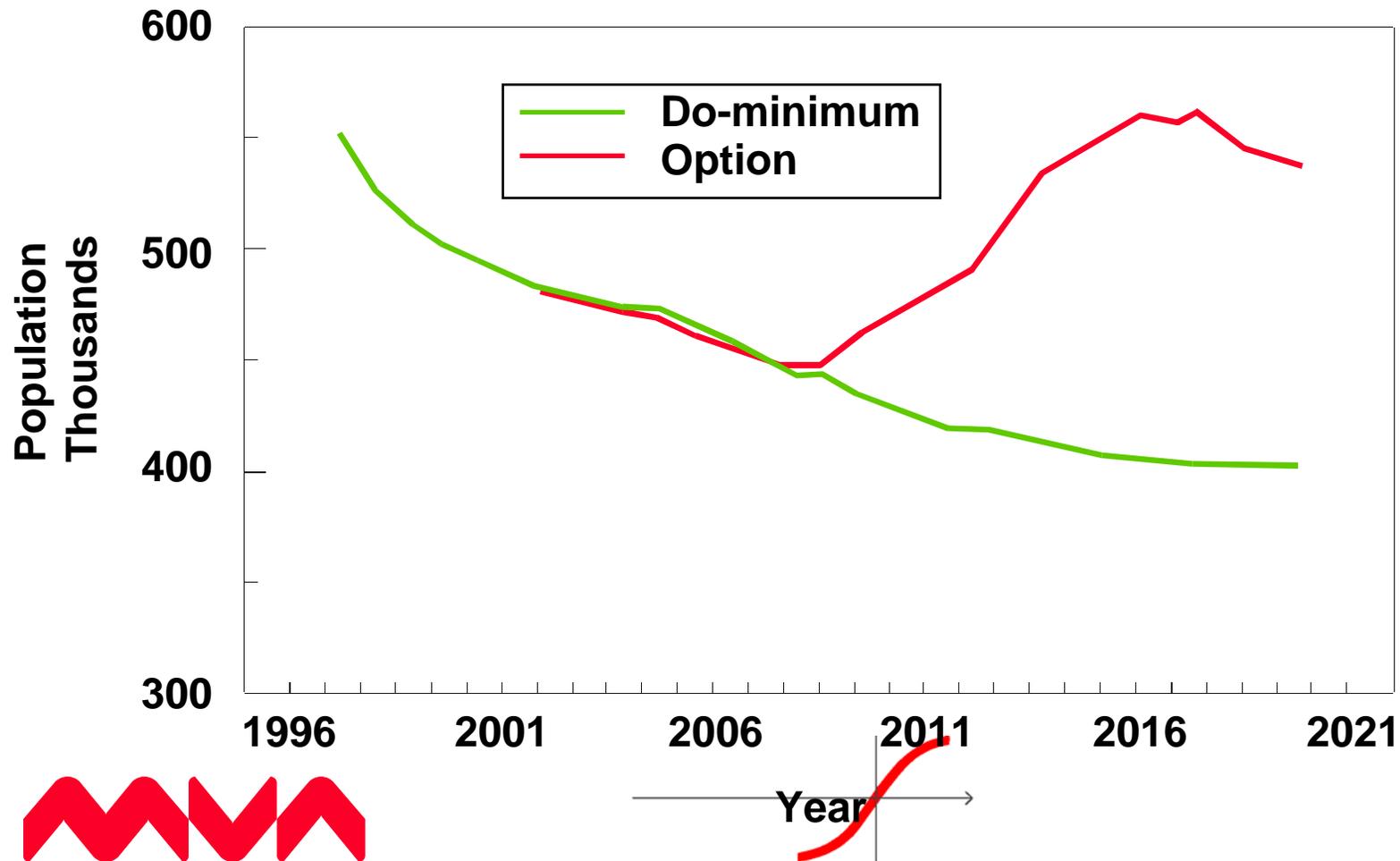


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Population 1991-2021, Zone 22, Do Minimum and Option 10



Transport Effects of Option 10

■ car trips	- 10%
■ car kilometres	- 11%
■ rail trips	+ 88%
■ rail kilometres	+ 85%
■ bus trips	+122%
■ bus kilometres	+153%
■ walk/cycle	- 6%
■ total trips	+ 6%



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Environmental Impact

- Air pollution: global impacts
- Air pollution: regional impacts
- Noise levels (generalised)
- Water quality
- Land take
- Impact on natural habitats
- Impact on built environment, historic centres etc



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Further information

**For further details of the Trans-Pennine study,
please see the following paper:**

**D Coombe, A Skinner, D Simmonds and B
Davidson: “Strategic environmental
assessment in the Trans-Pennine corridor”,
Traffic Engineering and Control, July/August
2000, pp 266-272**

**or contact any of the three consultancies
involved (see following slides).**



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- website: www.mva-group.com
- Contact: Denvil Coombe



Contact details: DSC

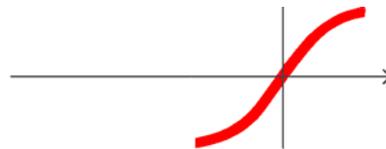
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