

North and East Melton Mowbray Distributor Road

Monitoring and Evaluation Scope

Description

The £115m scheme is funded by the UK government, Leicestershire County Council (LCC), the Leicester & Leicestershire Local Enterprise Partnership and developer contributions. It will deliver a single carriageway road, 7.1km in length, to the north and east of Melton Mowbray. The scheme will create new junctions with the radials on its route and provide crossings over the railway line and the River Eye. The Scheme include a 3m wide combined cycle and footway along almost all its length. The Scheme is a major road project in Leicestershire with the objectives of:

- reducing congestion in Melton Mowbray town centre; and
- Supporting growth in local employment and enabling local housing delivery.

Construction commenced in May 2023 and Leicestershire County Council (LCC) are seeking consultancy support to help it deliver Monitoring and Evaluation outputs for the scheme, in compliance with DfT's Monitoring and Evaluation Framework.

On the basis of the DfT framework, the requirement for monitoring and evaluation of schemes which cost in excess of £50m is for Enhanced Monitoring.

Commissioning and Contract

This work is to be commissioned via mini competition. The work package consists of three elements as detailed below, which are to be completed at separate stages.

Outline

The M&E approach is objective-led and focuses on the realisation of the Scheme Objectives. The DfT require a "Fuller Evaluation" approach which builds on the standard and enhanced monitoring requirements and seeks to evaluate the way the scheme was implemented, demonstrating, and quantifying the differences made by the scheme. Evidence is to be used to assess whether the outcomes and impacts generated by the scheme justify the economic investment. In summary, this will be done through process evaluation, impact evaluation and economic evaluation.

Objectives

- To provide accountability for how the Scheme has been delivered;
- To assess whether the Scheme's intended outcomes have been realised and, where possible to establish to what extent the Scheme contributed to those outcomes;
- To assess whether the Scheme's intended economic/welfare impacts are being realised and, where possible, to establish to what extent the Scheme contributed to those impacts; and
- To establish if the Scheme gave rise to any unintended outcome or impacts.

Monitoring of the scheme will measure:

- **Travel demand (highway traffic)** – this relates to research questions regarding traffic congestion in Melton Mowbray town centre and the diversion of LGVs and HGVs away from the town centre onto the NEMMDR;

- **Travel times and reliability** – this relates to research questions regarding journey time reliability through Melton Mowbray town centre and access to jobs and retail opportunities.
- **Public transport and active mode demand** – this relates to research questions regarding levels of cycling and walking activity and public transport patronage;
- **Carbon** – this relates to research questions regarding carbon emissions related to transport in the Melton Mowbray area;
- **Noise** – this relates to research questions regarding the noise in Melton Mowbray;
- **Air quality** – this relates to research questions regarding the air quality in Melton Mowbray town centre;
- **Accidents** – this relates to research questions regarding highway safety in Melton Mowbray town centre; and
- **Scheme objectives** – this seeks to answer whether the wider scheme objectives have been met and will include utilisation of data and analysis to measure economic impacts

Brief/Key Tasks:

Baseline and Pre-Construction Assessment

- Review of existing data as supplied by LCC.
- Gap analysis of data
- Provide advice/specification regarding commissioning of further data collection as needed. To be collected via LCC in-house team.
- Produce Pre-Construction assessment and Baseline Report in accordance with the details set out in the Full Business Case, and in compliance with the Monitoring & Evaluation Framework for Local Authority Major Schemes (2012) and DfT specific requirements.
- Review and finalisation process for report, including any amendments required by DfT.

1 Year Post Opening Assessment

- Data specification and collection as required
- Impact evaluation assessment
- One year after report
- Review and finalisation process for report, including any amendments required by DfT.

5 Years Post Opening Assessment

- Data collection as required
- Impact evaluation assessment
- Five years after report
- Review and finalisation process for report, including any amendments required by DfT.

Timescales

These evaluations will be completed at 3 stages which are Baseline, 1-year after opening, and 5 years after opening. The work is being commissioned as a single package, spanning all three elements.

Pre scheme data collection (traffic counts) was undertaken by Network Data Intelligence as of March 2023, however analysis and reporting of this baseline data has yet to take place.

Indicative timings as submitted as part of the Full Business Case in Table 1 below:

Table 1 – Monitoring and Evaluation Programme

Evaluation Stage		Indicative Start Date	Indicative End Date
Monitoring & Evaluation - Pre-Construction Assessment			
Pre-Construction Assessment	Impact Evaluation Data Collection	Feb-2023	Mar-2023
	Scheme Delivery Data Collection	Feb-2023	Feb-2026
	Baseline Report	Feb-2025	May-2025
Monitoring & Evaluation - Post Construction Assessment			
1 Year Post Construction Assessment	Impact Evaluation	May-2027	June-2027
	One Year After Report	July-2027	Aug-2027
5 Years Post Construction Assessment	Impact Evaluation	Mar-2032	April-2032
	Final Report	May-2032	July-2032

A revised programme will be submitted and agreed with the appointed consultant. This will take into account revised timings for the Pre-Construction element, together with adjustment of the 1- and 5-year assessment dates subject to the latest contractor's programme for construction of the NE MMDR and opening to traffic. This programme may need to be varied from time to time to suit any changes.

Details

The Monitoring & Evaluation for this scheme is split across three key areas as below:

Impact Evaluation

- Travel Demand
- Travel Times & Reliability
- Public Transport and Active Mode Demand
- Carbon
- Noise
- Air Quality
- Accidents
- Scheme Objectives Assessment

Process Evaluation

- Programme (Scheme Build)
- Costs
- Delivery Context
- Risk Management

- Stakeholder Management

Economic Evaluation

- Value for Money Assessment
- Benefit Cost Ratio

Data Requirements and Information Provision

There are various data requirements to complete this process.

These include, but are not limited to traffic data, noise levels, speed data, accident data, employment levels, rental values, cycling/Walking counts, public transport patronage, housing development, commercial growth, LGV/HGV traffic data, assessment of scheme outputs, benefit realisation, project management data, and costs.

Traffic data (classified counts), accident data, speeds and project management data will be provided by LCC. The remaining items will need to be obtained by the consultant.

A full data set from the fixed count sites has already been obtained. It is therefore expected that the M&E costs can be reduced from the estimate above given the availability of in-house data from permanent count sites, and for other data (such as noise and air quality) to be calculated rather than derived from monitoring on-site. This will need to be confirmed in discussion with the selected contractor and DfT requirements.

Deliverables

The Monitoring & Evaluation process will be split into the following stages and deliverables:

Stage	Activity	Current Status	Notes
Pre-Construction and During Construction Report	Baseline data to be collected before construction starts	Partially complete	Traffic data collected. FBC data existing.
	Data to monitor scheme delivery to be collected during construction	Not Undertaken	
One Year After Report	Data to monitor scheme performance will be collected at least one year after opening	Not Undertaken	
	An initial One Year After report to be published focussing on the scheme's outcomes	Not Undertaken	
Final Report – Five Years After Opening	Further data will be collected up to approx. 5 years after scheme opening	Not Undertaken	
	Final report to be published within 6 years of the scheme opening based on all data sets and including an assessment of the wider impacts of the scheme	Not Undertaken	

The above shall be delivered in accordance with the agreed programme.

Contacts

Issues and queries to be escalated via the following personnel. Please note that once construction has completed, responsibility for the scheme will transfer from the Senior Project Manager to

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