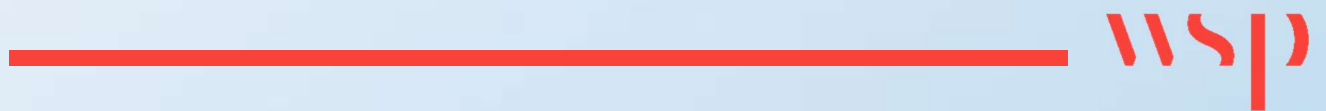


Appendix Q

OTHER SUPPORTING DOCUMENTS



NEMMDR FBC - RESPONSE TO NON-TECHNICAL CLARIFICATION QUESTIONS



Received from DfT 16th August 2022

#	Page	Ref.	Comment from DfT	Response	Changes Made
1	12	3.2.4	Please specify the Local Plan period.	Updated to include Local Plan period - 2011-2036	In text update
2	13	Figure 3-1	This very blurry. Please provide a clearer version with the final document.	Updated figure showing Geographical Context of Melton Mowbray	Image update
3	18	3.3.29	Please provide more information on the current bus services including frequencies of service.	Included table on current bus services e.g. route and frequency	In text update
4	18	3.3.29	Does the Council's Bus Service Improvement Plan propose any improvements for the town?	Included additional information on proposed improvements from LCC's Bus Service Improvement Plan and Interim Melton Mowbray Transport Strategy	In text update, also see Response to #12
5	18	Figure 3-7	This also blurry and the text is unreadable.	Updated figure to show map of bus services in Melton Mowbray	In text update
6	38	3.4.10	Does the 2,500 figure form part of the 6,125 figure at 2.1.5.6?	Yes, these 2,500 are highlighted as already begun/progressed through planning processes	In text update
7	46	3.4.37	This appears to be the first main reference to the Southern Link Road. Please provide some background context on this scheme. It's only at 3.9.3 that the HIF connection is mentioned, for example.	Additional context added	In text update throughout the document
8	52	Figure 3-24	The text in the Legend is too blurry to read.	Updated figure to show map Environmental Constraints	Image update
9	54	3.11.1	Two out of date references. Highways England is now National Highways. Homes and Communities Agency is now Homes England.	Updated in final submission	In text update
10	58	Table 3-11	Have EA and Natural England concerns now been dealt with? What is their current position regarding the scheme? The text doesn't give the impression of being very up to date as it still talks about a diversion of the River Eye as an option and reference is made to Highways England, not National Highways. Please clarify and update this table as necessary.	Updated for final submission	In text update
11	64	Table 3-12	This should also include Bus Back Better and Gear Change documents.	Included for final submission	In text update
12	76	3.14.14	Please provide more detail on the enhancement of public transport services in the town that the scheme will facilitate. What will these enhancements be? How will they be delivered? Is funding in place to deliver them?	Additional information on proposed improvements from LCC's Bus Service Improvement Plan and Interim Melton Mowbray Transport Strategy included.	In text update
13	74	4.9.17	Please provide further narrative on how you reconcile the increase in GHG emissions with the climate change statement etc earlier in the document (3.3.101).	Additional narrative added for final submission	Ref provided to the CMP
14	111	5.4.1	It is noted that the inflation rates in this draft are taken from the OBC and that further estimates are ongoing. It is important that DfT understands the inflation assumptions eventually used to inform the final version of the FBC.	Final submission includes updated inflation rates and forecasts based on BCIS	In text update
15	123	6.4.3	Please provide more information on what clause X1 covers.	Additional text included in final submission	In text update
16	133	7.3.2 and 7.3.4	Please clarify how the scheme is "stand alone" but also has an interdependency with the Southern Link Road (section 3.10.1). It is difficult to see how both statements can be true. Please clarify whether the relationship with SLR is "a link" or "an interdependency".	Additional narrative added for final submission	In text update

LLM CLARIFICATION QUESTIONS

SCHEME: NEMMDR

PROMOTER: Leicestershire County Council

DATE: 04/08/2022

(1) #	(2) Ref.	(3) Comment on Report Finding	(4) Impact and RAG rating	(5) Response from scheme promoter
1	DI	Please identify the individual social group proportions for each indicator within the impact area, and assess these against the corresponding local authority average.	R	Added Table 11.5 and Section 11.3.11 showing these data.
2	DI	Please provide a summary table of the social groups and amenity indicators (as per Table 4 in TAG A4.2).	R	Added Table 11.6.
3	DI	Tables 11.5 and 11.6 are helpful to understand the impact of the scheme. Which data will be used and presented in the AST?	A	Clarification added in Section 11.4.10: <i>"The sensitivity test presented in Table 11.8 shows that the assessment is sensitive to the development zone population income split that is assumed. Given that the income data allows substitution of a non-arbitrary distribution based on a large sample (62 zones, ~27,000 population) and the resulting assessment is more conservative, we have more confidence in the sensitivity test result so that will be used in the AST entry."</i>
4	DI	There is currently no map of amenities in the area of the noise assessment - please can this be provided. Figure 11-6 also appears to be missing two sets of maps for high income households.	A	Figure 11.5 has been added to show the categories on amenities in Melton Mowbray used in the noise assessment. Figure 11.6 has been updated to make it clear that the left-hand maps represent residential receptors and the corresponding right had maps represent amenities. Missing maps reinstated.

(1)	(2)	(3)	(4)	(5)
#	Ref.	Comment on Report Finding	Impact and RAG rating	Response from scheme promoter
5	DI	Please provide further information about the impact area selected for the accidents assessment.	A	Clarification added in Section 11.7.2: <i>"The impact area for accidents was selected as Melton Borough as this covers the area where the changes in traffic due to the scheme are significant and where CoBA-LT results were available from the main accident assessment in Section 4.4 to estimate the change in accidents."</i>
6	DI	Please provide a qualitative comment to go alongside the overall appraisal score for the accidents assessment.	A	Clarification added in Sections 11.7.24 to 11.7.26: <i>"The accident appraisal used STATS19 data from 2015 to 2019 to identify accidents within Melton Borough. From these accidents, vulnerable group casualties were identified in the STATS19 data and average casualty rates calculated for road types based on speed limits and urban or rural classification. Casualty rates for links with accidents involving vulnerable group casualties were compared to the average for the road type to identify links with high and low casualty rates. The percentage change of total accidents forecast by CoBA-LT was then used to assign impact on each assessed link for each group.</i> <i>The scheme reduces traffic in Melton Mowbray and increases traffic, due to better connectivity, on some main roads in Melton Borough. Most of the vulnerable group casualties are within Melton Mowbray as it is the main town in the Borough, small enough to be amenable to pedestrian and cycle travel and where the scheme produces lower traffic flows and fewer accidents. This results in almost all pedestrian and cycling impacts being beneficial or neutral. The impacts for young male drivers and motorcyclists include beneficial impacts in Melton Mowbray, neutral impacts mainly on the main roads in Melton Borough where traffic and accidents are unaffected by the scheme, and adverse impacts on certain main roads in Melton Borough where traffic and accidents increase.</i> <i>None of the vulnerable groups for accidents are adversely affected by the scheme and depending on how they distributed compared to the pattern of traffic flow change due to the scheme have mostly neutral or beneficial impacts. There are no especially deprived areas where the likelihood of accidents may be higher (such as Indices of Deprivation income quintile 1 LSOAs) that are affected by the scheme."</i>

(1)	(2)	(3)	(4)	(5)
#	Ref.	Comment on Report Finding	Impact and RAG rating	Response from scheme promoter
7	DI	Please provide further information about the impact area selected for the personal affordability assessment.	A	Clarified in Section 11.11.3: <i>"The impact area for personal affordability is the same as that derived for user benefits, namely Melton Borough where most of the changes in flows due to the scheme are forecast by the traffic model. This is similar to the Aol for accidents shown in Figure 4-1."</i>
8	DI	For the personal affordability assessment, please provide evidence that all the potential changes in the costs of travel been considered.	R	Clarified in Section 11.11.3 to 11.11.5: <i>"The impact area for personal affordability is the same as that derived for user benefits, namely Melton Borough where most of the changes in traffic flow due to the scheme are forecast by the traffic model. This is like the Aol for accidents shown in Figure 4-1.</i> <i>There are no low income (Quintile 1) LSOAs in the impact area (Table 11.5) so the personal affordability impacts are mainly the deviations from the population proportions in the personal affordability impacts rather than changes in baseline costs.</i> <i>The scope of the personal affordability appraisal depends on the potential changes in the costs of travel across all modes, due to the scheme. These are summarised in Table 11.28. Since the scheme being assessed is a new road scheme (free at the point of use) the only cost changes are expected to be the car fuel and non-fuel costs that change in response to changes in routeing and journey time. The LLITM model used is income-segmented and differing values of time between income groups are represented, which produces subtle variations in routeing for each income group. TUBA is run with the income segmentation and captures the resulting changes in car fuel and non-fuel costs for each income group."</i>
9	DI	If appropriate for the personal affordability assessment, please provide a summary table to show the impacts that can and can't be assessed using TUBA outputs in line with Table 23 of TAG A4.2.	R	Added Table 11.28 and Section 11.11.5: <i>"The scope of the personal affordability appraisal depends on the potential changes in the costs of travel across all modes, due to the scheme. These are summarised in Table 11.28. Since the scheme being assessed is a new road scheme (free at the point of use) the only cost changes are expected to be the car fuel and non-fuel costs that change in response to changes in routeing and journey time. The LLITM model used</i>

(1)	(2)	(3)	(4)	(5)														
#	Ref.	Comment on Report Finding	Impact and RAG rating	Response from scheme promoter														
				<p>is income-segmented and differing values of time between income groups are represented, which produces subtle variations in routeing for each income group. TUBA is run with the income segmentation and captures the resulting changes in car fuel and non-fuel costs for each income group.”</p> <p>Added Appraisal worksheet as Table 11.31.</p>														
10	DI	Please provide a DI appraisal matrix (as per Table 6 in TAG A4.2) to summarise the assessment.	R	Implemented as worksheet, and added a Section 11.12														
11	DI	Please provide commentary on whether any mitigations to reduce/remove adverse impacts, looking at specific indicators by different social groups, have been considered.	R	<p>Added Section 11.13.1:</p> <p><i>“Mitigation was not considered based on the distributional impacts assessment. For user benefits and personal affordability there are only minor distributional effects; for noise, air quality and severance there are none; and for accidents there are none amongst population groups and effects aligned with the scheme aims across user groups.”</i></p>														
12	EAR	Please provide a comparison of the TUBA sensitivity outputs against model convergence stats, and provide justification where these suggest problems with the benefit calculation accuracy?	A	<p>These sensitivity outputs are as follows by forecast year:</p> <table border="1"> <thead> <tr> <th>Mode</th> <th>2025</th> <th>2030</th> <th>2035</th> <th>2039</th> <th>2040</th> <th>2051</th> </tr> </thead> <tbody> <tr> <td>Road</td> <td>0.12%</td> <td>0.16%</td> <td>0.19%</td> <td>0.20%</td> <td>0.16%</td> <td>0.18%</td> </tr> </tbody> </table> <p>The demand/supply model convergence is less than 0.075% for the Central growth scenario which implies values should be greater than 0.75%. However, the assignment model convergence is set at 0.01% and hence all the above values are greater than 10 times that value.</p> <p>It should also be noted that the transport model has national coverage and hence overall transport costs will be relatively high compared to the</p>	Mode	2025	2030	2035	2039	2040	2051	Road	0.12%	0.16%	0.19%	0.20%	0.16%	0.18%
Mode	2025	2030	2035	2039	2040	2051												
Road	0.12%	0.16%	0.19%	0.20%	0.16%	0.18%												

(1)	(2)	(3)	(4)	(5)
#	Ref.	Comment on Report Finding	Impact and RAG rating	Response from scheme promoter
				<p>Scheme being assessed and benefits as a proportion of costs would be expected to be relatively small.</p> <p>Text added to Section 3.5.6:</p> <p><i>"The TUBA output files provide statistics indicating the Scheme benefits as a proportion of overall transport costs. This is meant to provide an indication of whether convergence within the transport model is sufficient. The proportion of benefits to overall costs range from 0.12% to 0.20% which are more than 10 times greater than the assignment model convergence criteria of 0.01%. However, as the LLITM 2014 Base model has national coverage these values are not 10 times the demand/supply model convergence criteria of 0.075%."</i></p>
13	EAR	<p>The scheme shows that there are expected disbenefits from GHG emissions as a result of the scheme. Please can some additional narrative be included to explain why this might be.</p> <p>It has been noted that from Table 3.9 onwards, all results are presented "excluding GHG". It is unclear why this is the case, therefore please provide an explanation.</p>	A	<p>Refer to Paragraphs 3.5.4 and 4.5.3, the latter in the accident section but relevant to GHG.</p> <p>The distributor road is generally longer than the current routes via Melton town centre. Reduced overall travel costs that the Scheme delivers will result in some changes in trip distribution which will tend to increase overall journey length.</p> <p>This follows standard TUBA reporting practice as GHG is not part of the TEE benefits</p> <p>Text added in 3.5.5.</p>
14	EAR	<p>Please use the latest version of COBA-LT (v2.3) in the accidents appraisal for final submission. Please provide COBA-LT input and output files.</p>	A	<p>This change results in small increases in disbenefits, e.g. for Central growth disbenefits increase from -£4.1m to -£4.23m. Similar changes for Low and High growth scenarios.</p>

(1)	(2)	(3)	(4)	(5)
#	Ref.	Comment on Report Finding	Impact and RAG rating	Response from scheme promoter
				This is discussed in Section 4.7
15	EAR	Please provide details of how accident rates have been calculated, including any observed accident data used.	A	<p>Default COBA-LT national rates are used in the appraisal. Text in Section 4.3.1 added:</p> <p><i>“The analysis has used standard national accident rates as incorporated in CoBA-LT rather than local accident rates calculated from STATS19 observed accident data. This follows best practice and avoids issues such as identifying suitable proxies for each part of the scheme and assumptions of direction from STATS19 data. For the OBC accident analysis the Oakham Bypass was identified as a proxy and used to estimate accident rates for the NEMMDR. The current design of the NEMMDR, in terms of speed and formation (narrower formation due to the lack of cycle/pedestrian route) is no longer envisaged as similar to the Oakham Bypass.”</i></p>

RAG rating definitions:

- **Red** – Critical.
The information provided falls significantly short of DfT requirements and potentially undermines the analysis. If these issues cannot be addressed (by rectifying any underlying problems or providing clarification), the high level of uncertainty created will be reflected in our overall assessment e.g. by testing the potential impact of reducing benefits.
- **Amber** – Important.
The gap or shortfall in the information provided leads to increased uncertainty in the appraisal results. If these issues cannot be addressed (by rectifying any underlying problems or providing clarification), the uncertainty created may be reflected in our overall assessment e.g. by testing the potential impact of reducing benefits.
- **Green** – Routine.
If information is requested it is unlikely to materially affect our overall assessment. It would, however, be useful to have the information provided if it is not too costly to gather or report.

LLM CLARIFICATION QUESTIONS

SCHEME: NEMMDR

PROMOTER: Leicestershire County Council

DATE: 18/05/2022

(1)	(2)	(3)	(4)	(5)
#	Ref.	Comment on Report Finding	Impact and RAG rating	Response from scheme promoter
1	DMR	It has not been possible to check the demand model segmentation against the segmentation in the base model because the LMVR provided (DRAFT NEMMDR FBC - (Local) Highway LMVR v2) does not refer to the segmentation used. The document appears to refer to a section 7.6 that is not in any of the existing documents. Please can this be checked and a comparison provided of the segmentation in both the base and demand model?	Amber	Added paragraph 2.2.3 and Table 2.2 to demand model report. Edited reference in highway LMVR in paragraph 4.1.8: <i>"The process by which freight trips have been removed from the mobile network data provided is discussed within Section 7.6 of the original PRTM highway LMVR under "Segmentation". This process used synthetic demand by vehicle type and purpose to disaggregate the provided mobile network data."</i>
2	DMR	Please provide justification for using LLITM-TEM over LLITM-LUM for the derivation of planning data. This method is acceptable, but justification is required.	Amber	Expanded paragraph 4.1.4, adding text: <i>"LLITM-LUM has not been maintained in the last few years and significant time and budget would have been required to make use of it; it was felt that the cost was unnecessary and would not materially affect the case for the scheme."</i>
3	DMR	In section 7.1.1, the report states that you have "calibrated and validated LLITM-DM following advice in TAG Unit M2.1 such that its response to cost changes is at an acceptable and reasonable level." It remains unclear what calibration and validation has been undertaken. Therefore, please provide a short summary to outline the process.	Amber	Added paragraph 7.1.4 to explain process: <i>"The calibration process is as follows. The model was set up with TAG parameters and structure as outlined in Chapter 6. The realism tests described in TAG unit M2.1 were then run. The outturn model elasticities were then inspected and compared with the targets in M2.1 and previous experience and expectation. We would then have adjusted distribution lambdas</i>

(1)	(2)	(3)	(4)	(5)
#	Ref.	Comment on Report Finding	Impact and RAG rating	Response from scheme promoter
				<i>and/or cost damping curves to improve the elasticities if this had been necessary. As it happens, the outturn model elasticities were considered reasonable on first inspection, so no further adjustments were made to the model."</i>
4	DMR	<p>For the cost damping function, it is noted that 30km damping has been used, but it is unclear why this distance has been chosen, apart from the fact that it is a "commonly used parameter" in TAG M2.1 section 3.3.15. If there is further justification apart from TAG for the use of this 30km value, please provide this information.</p> <p>Please confirm if the cost damping function has been applied to all person demand responses and how it has been applied to both car and public transport costs (as per TAG M2.1 section 3.3.5).</p>	Amber	<p>We don't have any compelling explanation for 30km. It was chosen about 15 years ago as sounding "about right" to experienced modellers and has tended to return sensible fuel cost elasticities since then. Were it significantly "wrong", the realism tests would not return values in a reasonable range.</p> <p>Added paragraph 3.4.5 to address the second question:</p> <p><i>"The cost damping function is applied to all personal travel and to all three modes- highway, public transport and active mode."</i></p>
5	TFR	It has been noted by the promoter that there is some additional information available on the checks of the forecast demand assumptions and matrices. Please can these be added.	Amber	Alex responding. Sections 4.1 to 4.5 has been redrafted to provide the narrative from planning data to matrices, describing the derivation and constraints more accurately.
6	TFR	It has been noted by the promoter that there is some information available on the comparison between local and national forecasts but has not yet been presented. Please ensure that this information is presented in the final version of the report.	Amber	Alex responding. New Sections 4.2.5 to 4.2.7 and Table 4.1 and 4.2 compare local growth to NTEM.
7	TFR	In Figure 4.12 for the 2030 forecast year in Melton Mowbray, it is noted that there is a marked drop in average speed and delay/distance in both the AM and the PM peak. Please can this be investigated, and an explanation provided.	Amber	2030 is a low point with the average speeds higher in 2040 and 2051 as shown in Tables 4.14 and 4.15 as a result of the completion of the northern and southern sections of the MMDR in 2040 (in this scenario, there is no eastern section). This is explained in Paragraph 4.6.6 in the draft as issued

(1)	(2)	(3)	(4)	(5)
#	Ref.	Comment on Report Finding	Impact and RAG rating	Response from scheme promoter
		<p>It is noted that Tables 5.2 - 5.5 don't provide a comparison back to the DM core scenario, only to the 2014 scenario. Please can this comparison also be provided to better understand the impact of the scheme (in the same way that it is presented for the high and low growth scenarios in Tables 6.10 - 6.13).</p> <p>The core scenario (DM) has junction delay information presented in Figures 4.21 - 4.24, but this information has not been provided for the NEMMDR forecast (DS). Please can this be added to the report.</p> <p>It is also noted that there are no journey time statistics presented in this section. This is necessary to understand the impact on journey times on existing routes. For example, where there are likely to be high flow changes eg routes to east of MM, the impact on journey times needs to be understood. Please can this be provided.</p>		<p>and Paragraph 4.7.6; essentially an effect of the phasing of new infrastructure.</p> <p>The comparisons of DS against DM were provided in Tables 5.3 and 5.5.</p> <p>Text and 2040 AM/PM difference plots added in Section 5.</p> <p>Appendix G added with 12 difference plots for 4 years and 3 time periods.</p> <p>Journey time comparison has been provided in Section 5.3 plus associated tables.</p>
8	TFR	NB: section 6.4.2 appears to have missing information - please can this be updated.	Green	Referencing errors corrected.
9	TFR	Thank you for the response on the impact on the SRN in the appraisal toolkit. It would be helpful if this information could be recorded in the final version of the TFR, to show that the SRN has been considered, even though it is not impacted.	Green	Some discussion added at end of Section 5.3.

RAG rating definitions:

- **Red** – Critical.
The information provided falls significantly short of DfT requirements and potentially undermines the analysis. If these issues cannot be addressed (by rectifying any underlying problems or providing clarification), the high level of uncertainty created will be reflected in our overall assessment e.g. by testing the potential impact of reducing benefits.
- **Amber** – Important.
The gap or shortfall in the information provided leads to increased uncertainty in the appraisal results. If these issues cannot be addressed (by

rectifying any underlying problems or providing clarification), the uncertainty created may be reflected in our overall assessment e.g. by testing the potential impact of reducing benefits.

- **Green** – Routine.

If information is requested it is unlikely to materially affect our overall assessment. It would, however, be useful to have the information provided if it is not too costly to gather or report.