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Meeting Notes

Meeting Location	Woodlands, Bedford	**Client**	ECC
Meeting Date/Time	12th August 2014, 11am	**Project**	M11 J7a
Subject	Appraisal Specification Report	**Project No.**	B3553F05
Participants	▇▇▇▇▇▇▇	**Notes Prepared By**	▇▇▇▇▇
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		File	140812 ASR-HA Meeting Minutes

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Notes	Action
Purpose of the meeting was to discuss the draft Appraisal Specification Report submitted to the HA, and the comments subsequently received from Aecom on behalf of the HA.	
▇▇ reported that the matrix building methodology included in the ASR was changed at very short notice due to uncertainty with regard to receipt of mobile phone data. Pleased to report that the uncertainty had since been removed and mobile phone data would be used.	
▇▇ asked if same methodology as that used for A14/J30? TB yes, except A14 had been O-D based and fixed demand whereas J7a was intended to be full P-A trips, with variable demand. With the full P/A application being updated for the Planning Application.	
▇▇ considered that use of phone data was still an immature art, with an ongoing learning process. ▇▇ recognised that there are lessons to be learnt from previous studies and welcomed any information on issues and best practice development.	
▇▇ considered that scheme was similar to A14, and he was wary of any heavy reliance on synthetic data. ▇▇ reported that the modelling is under time pressures, needing to provide information for public consultation early in 2015. However, the modelling would be further refined after this stage to ensure it is more fully WebTAG compliant for the planning application etc with the reliance of Synthetic data being small with the use of mobile phone data now available.	
▇▇ following receipt of the Aecom review, Jacobs are developing a Comments and Actions log which should be distributed by the end of this week. Issue of a new version of ASR will follow by the end of next week.	Jacobs

██ asked whether the~~will~~ model be used for economic appraisal etc? Yes, but not until after Public Consultation stage. ASR will have additional chapters added or addenda to cover the appraisal aspects, including Social and Distributional Impacts, etc.

██ there were HGV identification issues with A14, and J30 trip lengths barely varied by purpose. Need to reflect on these issues with J7a model. ██ mean trip lengths of HGVs are affected by trip chaining, including short hops, and multiple stops, but would take comments on board

██ given that model relates to M11, HGV journey lengths should be the longest██ ANPR data for J7 & J8 will provide HGV info which can be used check HGV info

██ some trips, particularly very short trips, may not be picked up by mobile phone data, also false short trips can be generated by static phones being picked up by various masts throughout the day. Comments on the improvements in the approach will be made and any limitations of the mobile phone data.

██ preference is for working group to be set up to discuss issues as they arise

██D: what is the model going to be used for? It needs to be demonstrable and defendable at Public Inquiry.

██Sensitivity testing will include purpose splits, HGV/car splits and effects, which will identify and iron out issues.

██ there are already known weaknesses for phone data, strengths have yet to be determined. Are there no RSIs available to support model assumptions? TB: Not unless we go back to 2001 LATS etc. MD: use of JTrend, and 2011 Census employment data, gives MSOA O-D but still coarse, HA may be able to request more detailed O-D data, but will take some time.

██ consultation is driving process, so some elements have been de-scoped, eg variable demand model and full economic forecasting. Base model is programmed for delivery in early October, then initial forecasting to develop ranges for presentation at the consultation is scheduled for mid/end November. Model very much still a work in progress, but post-consultation will be compliant. ██to provide broad programme and key milestones to group   ██

██ route-based strategy could feed into process, and provide options for J7; need to demonstrate need for J7a. ██headroom study currently underway, with J8 being discussed with Uttlesford towards end of Aug, with preview to HA.

██ with regard to wider strategic routeing, how does model take account of M11/M1 interaction? Previously used CHUMMS.██ should be fully observed within detailed model area, and unobserved trips will be infilled with synthetic data

██ Use of JTrend, NTEM ref, both trip end and car model converted to local zone system. TB: use of 2011 Census and employment at OA level ██D: constrained to NTEM?) it can be, more accurate to use Census. ██ 2011 Census household breakdown, limited employment, Bluesheep, VOA, etc. ██growthed using NTEM, reference to development, 'best

guess' forecast, hopefully greater certainty for planning application model, or run a wider level of sensitivity tests.	
██ [POPE analysis shows forecasting improvements, ie Vadma introduced in '04, WebTAG in '06, but only two schemes through the process so far]. TB: Forecasting, peak car effect, no growth in car trips, redistribution of trips "would it still be a viable scheme?"	
██ Use of NTM background growth? (██ yes, constrained), profile over time, need reasonable downside assumptions to demonstrate economics	
██ ASR review has two main threads: network coverage and matrix building, also forecasting.	
██ Modelling will take note of and learn from A14/J30 issues ██ ie issues with identifying from phone data whether, particularly in 2-lane sections, vehicles are both HGVs or a car following closely to an HGV.	
██ do you need HA buy-in for modelling? ██ yes, eg governance etc. LEP scheme, assurance, likely to go to DfT for review. Need group to be happy with ASR to a certain level and then send to DfT for further comments.	
██ D: do SKM have any advice regarding Stansted Airport (LASAM)? MY: have asked team, but no recent work has been done, since MAG took over. In dialogue with MAG regarding passenger and employment forecasts, and Halcrow are developing ideas for engineering solutions to J8.	
██ M11 2-lane section overtaking ban awaiting legal sign-off, by end of this calendar year, so likely to be implemented in 2015. No modelling or speed flow curves, based on TomTom data of trial period, small but statistically significant difference, which would be lost in the 'noise' of the J7a model, effect is mainly one of public perception. ██ using different speed flows by vehicle type so have the ability to tweak/sensitivity test if necessary	
██ J30 did not use matrix estimation ██ will expand data on a sector basis, taking into account open and closed trips. ██ small localised cordons lead to over expansion of short trips, at expense of longer trips	
██ need direction from HA on potential strategic network schemes to include in forecasts	
██ M11 route strategy being undertaken; ██: ideas stage due to finish this week, next stage due end September.	
██ keen for teams to co-██████ suggest fortnightly teleconf, where issues can be flagged and discussed as they arise, and with further meetings at key milestones. ██ Tues or Weds are best.	