

A57 LINK ROADS TR010034

**CPRE Peak District and South Yorkshire Branch
Unique Reference: 20029243**

DEADLINE 12

Record of engagement between NH and CPRE PDSY in preparation for a SOCG

The table below summarises the correspondence between MTRU/CPRE and National Highways on technical information; and emails between CPRE and National Highways on general matters. The application for the DCO was accepted for examination on 26 July 2021. We have included 4 emails before this date to demonstrate the technical issues with MTRU’s email address. The record ends on 1st April 2022 although there were subsequent emails after this date to try and get information/clarification.

Correspondence relating to technical data on transport networks, modelling and climate effects		
Date	Form of correspondence	Key topics key outcomes
4 Mar	Email to A57 Link Roads from MTRU A57LinkRoads@highwaysengland.co.uk	Not received by HE
30 Mar	Email A57 Link Road from MTRU	Not received by HE
29 Apr	Email to Andrew Dawson from MTRU	Not received by HE
25 May	Email to A57 Link Roads from CPRE	It would be helpful to have a response to the above emails and the material that we requested if possible
22 Jul	Email to A57 Link Roads from MTRU	Request for information re Early Appraisal Sifting Tool (EAST) used in 2015
30 Jul	Email to A57 Link Roads from MTRU	Local model and forecasting report or data missing, other than the Transport Assessment (TA) and Appendix 2.1; WebTAG compliant appraisal not submitted but implied in TA, please submit it. Flow diagram in the TA and Appendix 2 are not clear as to their exact position on the roads to which they refer. Is there a labelling issue with Market Street in Hollingworth? Questions: 1 What models were used in addition to SATURN for the junctions? 2 What are the costs for signalising Junction 4 and what were the traffic impacts of doing this without the full scheme? 3 Which DIADEM elements were switched on and off? 4 How was walking and cycling included? 5 How was public transport included? 6 What are the forecasts or assumptions for the local modelled area for: Public transport (today – 2025 – 2040) Cycling (today – 2025 – 2040) Walking (today – 2025 – 2040)

		<p>7 Are the time savings in Figure 7.7 to the junctions at each end but not through it? Are there more details of real origin and destination pairs and zone to zone timings?</p> <p>8 Do you have queue length data for key junctions?</p>
6 Aug	Email from A57 Link Roads	Acknowledging receipt of 30 Jul email – dealing with it under the terms of the Environmental Information Regulations 2004. Due date for issuing a response is 20 August.
24 Aug	Email from A57 Link Roads to MTRU	Responding to 22 Jul email request for information and confirming that we have not repeated the Early Appraisal Sifting Tool (EAST) since finalising the options in 2015. No further detail on EAST scores. HGV Control Scheme deliverability was rated as very difficult due to stakeholder acceptability; negative impact on connectivity and associated economic growth; increased carbon emissions from longer journeys; HGVs displaced to routes which would draw objections from members of the public which reside along such routes; increased burden and ongoing cost on police and trading standards; increased maintenance liability for the Local Authorities with increased HGV movements on local network. For further info on complementary measures see Trans-Pennine Routes Feasibility Study published in February 2015 here . Modelling and forecasting reports relating to the DCO have been published on the Planning Inspectorates website .
2 Sept	Email to A57 Link Roads from MTRU	Asking for confirmation that NH not submitted a model validation report (LMVR) for either the SATURN or VISSIM models or any other validation and calibration information; no detail of the TUBA outputs or further detail on traffic origin and destination is provided in the DCO documentation; you are replying only to email dated the 22 July.
9 Sept	Email to A57 Link Roads from MTRU	Asking for confirmation of receipt of 2 Sept email
15 Sept	Email from MTRU to info@highways.co.uk	Formal complaint about the failure to supply basic information on a major scheme DCO: the A57 Link Roads. This has two aspects: the failure to supply the information and the way in which specific requests have not been answered or answered in an unsatisfactory manner. This has severely restricted the ability to scrutinise the justification for the scheme; and use of the information in the preparation of alternative proposals has been. Please engage with me so that my information requests can be met and my requests for clarification answered.
6 Oct	Email from MTRU to info@highways.co.uk	Asking for a reply to email of 15 Sept
Dates?	Phone calls to NH by MTRU	NH unable to receive MTRU emails...
14 Oct	Email to A57 Link Roads from CPRE	Forwarding on 15 Sept email from MTRU to NH
14 Oct	Email from NH to CPRE	Acknowledging receipt of 14 Oct forwarded email
18 Oct	Email from NH to CPRE	Acknowledging receipt of 14 Oct forwarded email (again) and promising reply within 10 working days
8 Nov	Email from Andrew Dawson to CPRE & MTRU	Apologising for delay in gathering information; and failure to receive to MTRU emails which is being investigated by IT
10 Nov	Email to Andrew Dawson from MTRU	Work on this project has had to proceed without the basic information; we should have established a technical dialogue. Is there a summary of Os and Ds for cars and goods vehicles not just by detailed model zone but at a sub-regional level. This would enable an answer to the question of how much traffic of different types is amenable to different policy scenarios and hence to sensitivity forecasts and policy assessment. Happy to talk this through.
12 Nov	Email from Andrew Dawson to MTRU new address	Confirming new email address works and sending information requested by CPRE in its letter to the Examining Authority dated 1/11/21 [PDL-002]
15 Nov	Email to Andrew Dawson from MTRU	Dates on the documents sent are redacted but documents must have been available for some time since they appear to be the source for the material submitted for the DCO. Asking is the high proportion of the heaviest articulated vehicles within the overall

		HGV category in accord with your data? I have been using the DfT published count data for the A628 and Mottram. Are you intending to submit the documents you sent to me to the Examination?
16 Nov	Email from Andrew Dawson	Asking for a meeting to pursue further queries and SoCG
19 Nov	Email to Andrew Dawson from MTRU	Saying we will need a week to go through data
19 Nov	Email to Andrew Dawson from MTRU	Would you confirm receipt of email of 15 th Nov
25 Nov	Email to Andrew Dawson from MTRU	no response to my emails - this is definitely something at your end! At meeting next week would be useful to have your modelling person present to discuss Os and Ds (e.g. sector flows) and how the model handles impacts in Greater Manchester.
30 Nov	Email from Andrew Dawson	Apologising that NH had not received emails from MTRU
8 Dec	Email from A57 Link Roads	Acknowledging receipt of MTRU's complaint email
10 Dec	Email to Andrew Dawson from MTRU; forwarded on by AR on same day	High level agenda for meeting next week; good to have your thoughts on the higher than normal proportion of the heaviest articulated HGVs. Could you extract the average trip length of such vehicles on the A628, say at Woodhead, from your model. A distribution of trip lengths would be even better! This would parallel the sector based analysis of Os and Ds mentioned previously (and back in March).
15 Dec	Meeting with NH Team	Clarification of issues
15 Dec	Email to A57 Link Roads from MTRU; forwarded on by AR	Thanks very much for today's meeting re: select link HGV analysis at Woodhead or Mottram, can we have Woodhead and Snake Pass analysis and PT analysis for 2025 DM and DS. Please send information as it emerges since time is very short.
20 Dec	Email to Andrew Dawson from KB	Notes of the meeting yet? Please confirm if new junctions have walk with traffic pedestrian phases, e.g. at the M67 roundabout and the junctions on the new Mottram links. It should be easy to ascertain from the LinSig assumptions.
21 Dec	Email from Andrew Dawson to MTRU & CPRE	Will be sending copy of the minutes from the meeting, an action log, listing the actions and proposed dates that National Highways will respond to the issues raised. I will forward an explanation around Carbon Assessments, and a draft copy of a SoCG
22 Dec	Email to A57 Link Roads from MTRU	Thanks; would like to see the items requested as soon as possible and as soon as available (i.e. don't wait to send them as a package!). It would speed things along if you sent me the carbon worksheet you have filled in.
22 Dec	Email from Andrew Dawson to MTRU & CPRE	Draft copy of the minutes of the meeting on the 15 th December 21, plus response to the questions asked around the Carbon Assessment in the application; draft copy of a Statement of Common Ground template and confirming that National Highways are now receiving emails from your account k.buchan@mtru.com
23 Dec	Email to Andrew Dawson from MTRU	Attaching a copy of meeting note with minor tracked amendments. I completed my action from the list on Page 5 on the same day (Dec 15 th). Unable to populate SoCG without information requested from NH. Documents sent on 12 Nov are basic and were available in March 2021 at our first request. Please send a copy of the carbon toolkit and confirmation that the embedded carbon is not in the carbon cost total. Urgency attached to our requests as no clarificatory information to be available before Jan 4 th .
23 Dec	Email to Andrew Dawson from MTRU	Pursuing complaint made on 15 Sept – no formal response yet. Please send a copy of your complaints procedure.
5 Jan	Email from Andrew Dawson to MTRU & CPRE	Asking for confirmation of receipt of 22 Dec email and to confirm preferred location preferred link for HGV analysis.
5 Jan	Email from MTRU to A57 Link Roads & Andrew Dawson	I replied to you on the day of our meeting. Have you received our suggested amendments to the note? IT issues have not been sorted.
6 Jan	Email from MTRU to Andrew Dawson & A57 Link Roads	Expressing concern about the lack of information, sharing our carbon calculation value -£30.22 million - using the new version of the DfT toolkit asking is it the same as yours?
6 Jan	Email from Andrew Dawson to MTRU & CPRE	Confirming the location on either the A628 or A57 that you would like the information for the select link analysis and supplying information about how pedestrian movements are accounted for within the traffic signals at various junctions.
7 Jan	Email to Andrew Dawson & A57 Link Roads from MTRU	I answered your question about HGV links on the same day and have copied the email on the Jan 5 th .

7 Jan	Email to Andrew Dawson & A57 Link Roads	Thanks for the walk with traffic and other crossing info. For large files yet could you use We Transfer or similar?
11 Jan	Email to Andrew Dawson from MTRU Forwarded on & copied to A57 Link Roads by AR	Would appreciate an update, given the deadline. Delay is now jeopardising my work. Meanwhile another basic question. Could you send summary statistics for vehicle kilometres and carbon for base year, 2025 and 2040 for the three forecasts: low, high and core.
11 Jan	Email from Andrew Dawson to MTRU & CPRE	Using We transfer to send 2 large files – 25_Sector_System_ADM_v1.0 (3).PNG 16.1 MB and 25_Sector_System_v1.0.PNG 12.7 MB
11 Jan	Email from Andrew Dawson to MTRU & CPRE	<p>Sending a higher resolution sector map; as sent via WeTransfer</p> <p>The COMMA gives average trip length by vehicle type and time period in Tables 9.11 – 9.13, please can you clarify if a greater level of disaggregation is required.</p> <p>Additional information on OD trips at the sector level broken down by vehicle type (Car, LGV and HGV) in PCUs or vehicles for the base year expressed as Sector to sector flows available w/e 14/1/22, as this is a bespoke piece of work and need checking before issuing.</p> <p>A select link analysis (SLA) for HGVs only. Please confirm the exact location of the SLA – will it be at Woodhead or on the A57 - it will take one week after confirmation for the information to be supplied.</p>
12 Jan	Email from Andrew Dawson to MTRU & CPRE	Attaching a copy for the 25x25 matrix that accompanies the detailed maps that were issued yesterday. Atkins to review tables 9.2 – 9.4 and table 9.40 in the Combined Modelling and Appraisal Report (ComMA) and signpost if they can be compared , a comparison for highway trips from the demand by purpose comparable to Table 9.40 will be issued on Friday 14 th Jan 22. Please confirm the for the Select Link analysis so that this piece of work can be commissioned.
12 Jan	Email to Andrew Dawson & A57 Link Roads from MTRU	<p>Very disappointed with this response – I thought we had achieved an understanding of what I was trying to clarify at our meeting on 15th December. There is still basic data missing and some simple questions unanswered. Re link analysis: I have answered this several times in emails already. The A628 at Woodhead, as originally asked, is the key one, the A57 at Snake would be useful but was not in my original request. It would be much easier to have a proper technical dialogue rather than going through you every time which has led inevitably to serious delays and miscommunication. Asking 7 data questions:</p> <ol style="list-style-type: none"> 1 Is embedded carbon included in the economic assessment? I have asked this a few times, you should be able to confirm. 2 What are the results from your re-running the DfT carbon tool? I have sent you my central one already. Please send your spreadsheet. I attach mine. 3 What are the public transport matrix totals which can be compared with highway matrices? You've just sent the road figures but not the PT. In addition the point was to compare the DM and the DS so 2025 would be necessary to do that. 4 Still no full table of benefits to go with the sector map, Figure 14-1 in the econ/modelling combined report. Where is full table? 5 TUBA outputs on traffic and carbon for low and core growth. Please supply as they are standard outputs and may even have been in the appendices to the modelling report which were not sent to us. 6 On the issue of Tables 9.2 to 9.4 and 9.40, these seemed anomalous at the meeting and you were going to investigate. The comparison between car and PT use in the DM and DS is my central concern – It's important to clarify the differences between 9.2-9.4 and 9.40 but less urgent than getting the matrices (which you must already have). 7 Select link analysis – I have asked for the analysis at Woodhead so I can explore the O&Ds of the HGVs in more detail.
12 Jan	Email from Andrew Dawson to MTRU & CPRE	Whilst I appreciate your frustrations, the meeting on 15 th December and subsequent minutes, highlighted areas of concern and defined what additional information we could provide. Requests from yourself are additional work for the supplier and whilst I value your input I have to prioritise the workload on the project. Suggest a further technical meeting in order to resolve any outstanding issues. We have given a substantial amount of additional technical information to assist in your assessment, over and

		above what has been submitted as part of the application. I assume that we take the Gun Inn junction as the point of reference on the A628 HGV analysis, please confirm this is correct.
14 Jan	Email to Andrew Dawson & A57 Link Roads from MTRU	I suggested Woodhead because this will capture the vehicles most likely to be affected so Gun may not be as useful if it combines flows. Anywhere from Hollingworth to Woodhead where you have an identified link is fine.
14 Jan	Email from Andrew Dawson to MTRU & CPRE	Response to the questions in your email this week (12 Jan), the SLA will start and we will issue this as soon as it available. 1 Embodied carbon is not reported in the economic appraisal but it is accounted for within the PVC. 2 We confirm your carbon emissions valuation of £30.2m PV. The scheme is required to update its monetised appraisal following the DCO examination. 3 Equivalent highways trip values from the Base Year (2015), as extracted from the DIADEM demand model, in the table below. 4 Full Table of Journey Time Benefits values in £m, 2010 PVs. The 25 x 25 sector maps have been provided separately which includes the reference numbers, but is also provided below for information. 5 TUBA does report carbon values, but we have used emission calculation methods referenced within DMRB LA 105, November 2019. 6 We will review the differences between 9.2-9.4 and 9.40 and feedback on call during w/c 17/01/22 7 We will undertake the SLA for the A629 between Hollingworth and Woodhead as a priority for w/c 17/01/22.
18 Jan	Email to Andrew Dawson from MTRU forwarded on by AR	Quick clarification on points 4 and 5 in row above
18 Jan	Email from Andrew Dawson to CPRE	Confirming email of 18 th Jan has been sent on for a response
19 Jan	Email to Andrew Dawson from MTRU forwarded on by AR	Draft agenda, incorporating two issues I raised yesterday. 1 Public transport and matrices: table below and tables 9-2 to 9-4 big differences in the totals. Hopefully a straightforward answer! 2 I have been trying to get are some PT matrices. So far I have only the highway matrixes for the base year. 3 Why the difference between the total benefits in the matrix you sent me and the COMMA report TEE table. 4 Looking at the benefit matrix there seems to be a lot of zeros or no entries. Is this a result of the FCF network and/or masking? 5 On the TUBA, as below I'm just looking for some data to compare low and core forecasts. 6 A detailed modelling query: there seems to be a difference between the SATBUF boundary and the ADM – can you clarify this?
19 Jan	Meeting between MTRU/CPRE and NH Team	Clarification
21 Jan	Email from Andrew Dawson to CPRE and MTRU	Sending a copy of the minutes from 19 Jan meeting, the Select Link Analysis and the information requested relating to TUBA results.
28 Jan	Email to Andrew Dawson & A57 Link Roads from MTRU	Thanks for the attachments – plus a question on the TUBA
31 Jan	Email to Andrew Dawson & A57 Link Roads from MTRU	One outstanding request - the carbon worksheet. This will at least show the total amounts of carbon you have looked at. As you know I am familiar with it and we have agreed my revised total for CO2e costs using the new values.
2 Feb	Email from Andrew Dawson to MTRU & CPRE	Sorry for delay, please find attached a response that hopefully addresses issues raised re carbon emissions and TUBA.
2 Feb	Email from Andrew Dawson to MTRU & CPRE	Sending a revised copy of the table as there was an error in one of the tables
9 Feb	Email to Andrew Dawson from MTRU; forwarded on by AR	Still waiting for GHG work sheets and the PT matrices. At ISH2 Steve Katesmark implied that overall PT matrices were available.

9 Feb	Email from Andrew Dawson to MTRU & CPRE	Confirming receipt of MTRU 9 th Feb email and will identify what format this is in and how this could be shared; one outstanding item to be issued from the last meeting.
18 Feb	Email from Andrew Dawson to MTRU & CPRE	Attaching the remaining information that you requested relating to the demand model sectorised matrices, I have asked the team to look into your recent request that was raised in ISH2 relating to public transport assessments
21 Feb	Email to Andrew Dawson & A57 Link Roads from MTRU;	Thanks for 2025 DM data but you have not sent 2025 DS or “external” sector to sector numbers. They are important because one “external” sector is Manchester & another is Rochdale. Please do not leave out important areas of data at this very late stage.
22 Feb	Email to Andrew Dawson & A57 Link Roads from MTRU;	Apologies Andrew I have found the DS. Would still like the missing data!
7 March	Email from Andrew Dawson to MTRU & CPRE	Apologising for the delay in responding to our email (21 Feb) Demand reported in that table for the PT Realism test excluded external to external data and hence the data summaries also exclude these movements. Because external to external modelled PT demand is fixed the variable demand model does not modify trip patterns and these values do not form any part of the appraisal.
16 Mar	Email to Andrew Dawson & A57 Link Roads from MTRU	Recapping on what I am still hoping for from you in relation to previous requests, and also request further information on the new modelling which I believe you have carried out. On public transport we are waiting for clarification on what is in the model. Can I suggest the statement: “The model contains public transport trips by people who have a car available but not by other users. In addition, only trips with either an origin or destination in the Area of Detailed Modelling are actively modelled. All other public transport trips are fixed.” We are agreed that walking and cycling are not included in the model. You are quoting new data from model runs undertaken using assumptions from the DfT Decarbonisation Strategy and a newer version of the assumptions on electrification (REP5-026). (1) Can you send me the equivalent matrices, TUBA outputs, Economics Table and new BCRs and any GHG worksheets you have used for the new runs, essential if they are being used for the DCO. (2) Are you now saying that the original modelling needs to be withdrawn since it didn’t take the latest Government policies into account?
21 Mar	Email to Andrew Dawson & A57 Link Roads from MTRU Forwarded on by AR	I have been working on the public transport data you sent and have a few issues. (1) We are agreed that only public transport trips by people who have a car available (or is it living within a car owning household?) are included? I assume you are not going to supply any 2040 matrices to show your assumptions on the changes in public transport over time. (2) relating to the matrices, the level of missing public transport trips appears very high. My estimate is that the public transport trips in the model are likely to be about 10% of the actual total. Also there are a high number of zero entries in the matrix covering the ADM. I assume public transport flows were not validated against actual flows in the same way that the highway matrices were – is that correct? I note major asymmetry in the matrix, especially in the Home Based Business and Commute (69% more Ps than As). I would have expected any asymmetry to be far less. Is this your understanding and do you have any explanation?
	Email to Andrew Dawson from CPRE	Requesting word version of SoCG
30 Mar	Email from Andrew Dawson to CPRE	Sending draft word version of SoCG
1 Apr	Email from CPRE to Andrew Dawson	Requesting a copy of 12 Jan 2022 email referred to in TfGM SoCG with NH, REP2-019 row 10.15
Correspondence between CPRE and National Highways relating to general matters May 2021-Jan 2022		
17 May	Email to A57 Link Roads	Asking if the consultation report will be available before the DCO application is made as good practice advises
25 May	Email from A57 Link Roads	Replying to email on 17 May that full consultation report detailing will be published when DCO application is submitted.
1 June	Email to Andrew Dawson	Requesting phone call with Andrew Dawson
4 June	Email from Andrew Dawson	Requesting reason for meeting (phone was asked for)
9 Aug	Email to A57 Link Roads	Querying how long DCO application documents would be available on the website
13 Aug	Email to A57 Link Roads	Requesting USB stick of all DCO documents – USB stick received

19 Aug	Email from A57 Link Roads	Confirming error in drafting notice of registration of interest
30 Aug	Email to A57 Link Roads	Requesting collisions statistics on the A57T/A628T
1 Sept	Email to A57 Link Roads	Requesting the Stage 1 and Stage 2 road safety audit reports for scheme & clarification of accident benefit costs of -£7.3million
1 Sept	Email to A57 Link Roads	Requesting HE's Carbon Tool (v2.3) spreadsheet for construction emissions for A57 Link Roads, a table of assumptions made and data on landuse changes
1 Sept	Email from FOI at HE	Collision data FOI number FOI/2354 due date 27 Sept
3 Sept	Email from FOI at HE	Re A57 Link Roads request for information FOI/2373 due date 29 Sept
3 Sept	Email from FOI at HE	Re A57 Link Roads request for information FOI/2374 due date 29 Sept
30 Sept	Email from FOI at HE	Extending due date for FOI/2373 to 27 Oct
30 Sept	Email from FOI at HE	Extending due date for FOI/2374 to 27 Oct
30 Sept	Email to FOI HE	Asking for update on FOI/2354 and for clarification as to which request the FOI/2373 refers
4 Oct	Email to FOI HE	Asking for clarification on progress with FOI/2374 and FOI/2373
1 Oct	Email from FOI at HE	Response to CPRE email 30 Sept with details of FOI requests
1 Oct	Email from FOI at HE	Apologies for delay in responding to FOI request and extending time period.
5 Oct	Email from FOI at HE	Confirming extension of time period for FOI requests
7 Oct	Email to FOI at HE	CPRE complaint about handling FOI/2374 – not voluminous and info should be readily available
7 Oct	Email to FOI at HE	CPRE complaint about handling FOI/2373 – not voluminous and info should be readily available
8 Oct	Email from FOI at HE	Email responding to CPRE email 7 th Oct FOI/2373 and justifying request as environmental information
8 Oct	Email from FOI at HE	Email responding to CPRE email 7 th Oct FOI/2374 and justifying request as environmental information
19 Oct	Email from FOI at HE	Collision statistics received FOI/2354
19 Oct	Email from FOI at HE	Road safety audit and accident benefit costs received FOI/2373
5 Nov	Email from FOI at HE	Carbon assessment FOI/2374 received (7 days late)
22 Nov	Email to A57 Link Roads	Asking from where a full view of the eastern portal of the Mottram underpass can be seen as NH had stated the entire scheme would be visible from publicly accessible land.
25 Nov	Email to A57 Link Roads	CPRE asking for acknowledgement of receipt of above email sent 22 Nov
30 Nov	Email from Andrew Dawson	NH acknowledging receipt of 22 Nov email re visibility of eastern portal
21 Dec	Email to Andrew Dawson	CPRE asking for a reply to email of 22 November
21 Dec	Email from Andrew Dawson	National Highways considers that the only views of the eastern portal would be visible from private agricultural land containing no sensitive receptors. Therefore, National Highways does not consider it necessary for an accompanied site visit to this location.
17 Jan	Email to A57 Link Roads	Query re trenches south of Edge Lane
19 Jan	Email from A57 Link roads	Stating trenching works are for archaeology surveys and that these surveys are being undertaken to help inform our detailed design; no planning permission required.