

NORTH AND EAST MELTON MOWBRAY DISTRIBUTOR ROAD

Notes for the Public Inquiry:
Mark Dazeley – Note 1

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1. Information Requested by the Inspector

1.1 Context

1.1.1 This note seeks to provide answers to matters raised by the Inspector during the evidence presented by Mark Dazeley relating to Traffic (LCC 03).

1.2 Public Transport Services Modelled in LLITM

1.2.1 A question was asked as to whether public transport routes serving the north and south sustainable neighbourhoods were included in the 2017 Outline Business Case transport modelling.

1.2.2 The answer to this question is that no dedicated services were coded in the model to serve these sustainable neighbourhoods. It should be noted that the model will still enable residents in these sustainable neighbourhoods to walk and join the services represented in the wider public transport network should they wish to.

1.3 Deriving the Scheme Benefits

1.3.1 The evidence (Paragraph 7.2.5) identifies the transport benefits over the 60-year appraisal period as £117m. The question was asked as to how the £117m is derived. This figure is simply the sum of the remaining values in this paragraph, namely the travel time benefits, vehicle operating cost disbenefits, greenhouse gas disbenefits and indirect tax revenue benefits.

