

LCC/SRBC3

Appendix 6

Minutes 27/05/22

Minutes

The Lanes, Penwortham - WSP Base Model Review

Location: MS Teams
 Date: 27th May 2022
 Time: 1530hrs
 Date of next meeting: TBC

Attendees:

First	Last	Initials	Company	Position
Neil	Stevens	NS	LCC	
David	Watson	DW	LCC	
Dan	Spencer	DS	LCC	
Mohammed	Patel	MP	LCC	
Warren	Hilton	WH	National Highways	
Peter	Wilson	PWi	WSP	
Matt	Gardner	MG	WSP	
James	Edwards	JE	Vectos	
Barney	Newbould	BN	Vectos	
Paul	Whitaker	PWh	Vectos	

Apologies: N/A

Distribution: NS, DW, DS, MP, WH, PWi, MG, MA

Reference	Description	Action Required	
		Initials	Date
1.1	PWh introduced the meeting as an opportunity to specifically work through the WSP Base Model Review that was circulated by National Highways in May 2022. A further meeting with LCC is scheduled for Monday 30 th to discuss other matters.		
1.2	Comments have been considered by the Vectos Microsim Team and a response was circulated to each of the points prior to the meeting. PWh identified the main purpose of this meeting was to run through the detailed modelling comments with the aim of getting to a position where the base model submitted to accompany the application could be agreed.		

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		Initials	Date
1.3	BN made reference to the response report and highlighted that each point raised by WSP had been considered. In some instances, clarity was provided regarding the modelling approach. In other instances, updates were incorporated into the model. Updated files had been circulated for review.		
1.4	BN noted that given the number of comments from WSP, it was not the intention to run through each one line by line, but this could be done if helpful. WH welcomed the opportunity run through each point in turn.		
1.5	NS queried whether the micro-simulation modelling approach was still the approach being pursued by development. NS does not support the approach and would prefer the use of standalone LinSIG models, supplemented with micro-simulation where appropriate.		
1.6	NS reiterated concerns with regards to the traffic data which had been used to construct, calibrate and validate the base model. The concerns relate to the impact the Covid restrictions may have had on the data. WH agreed.		
1.7	PWh acknowledged the concerns with regards to the data. It was highlighted that the data had been reviewed and in light of the changes made to infrastructure in the local area (i.e. Penwortham Bypass and The Cawsey Link) combined with a consideration of total daily flows, the flows could still be used to construct a base model which represents a point in time.		
1.8	PWh noted that a commentary regarding the traffic flows was presented in Technical Note 3 which was submitted prior to the application determination and comments on this note would be welcomed. PWi noted that WSP had conducted an initial review of the Technical Note and could appreciate that changes to infrastructure would also result in changes to flows on parts of the network compared to a historic position, regardless of Covid impacts. PWi highlighted commentary provided within the WSP Base Model Review of the use of April 2021 data and noted that Vectos stated in their model review response that further commentary / analysis on the data would be supplied.		
1.9	NS noted that LCC would only accept pre-Covid data with the preference being for data from 2018 to be used to construct the base model. Highlighted traditional approach needed, and if this is pursued junction models are still required. Highlighted work produced by Croft Eddison could be progressed. Stated trip rates and distribution require discussion. WH highlighted that National Highways had an internal advice note issued in June 2020 recommending that traffic data collected post March 2020 should not normally be used. BN requested a copy of the advice note.		
1.10	General discussion regarding the process of factoring the 2021 base count data to a pre-Covid position prior to constructing the base model. PWh noted that it is usually the case that the model is constructed using the original base data to achieve a calibrated and validated position. The base model can then be used to perform sensitivity tests to account for changes in traffic flow volume, as has previously been presented in Technical Note 3.		
1.11	PWi noted that it is not just traffic volume that should be a consideration, but also the temporal and spatial arrangement of traffic within and around the network.		
1.12	PWh agreed to take away the point about the traffic data and would seek to supplement the information already presented in Technical Note 3 with further information (where possible) with the aim of providing comfort. PWh invited further comments on Technical Note 3 from National Highways and LCC to assist with this. Should there be further queries following the review,		

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1.13	PWh noted that putting the traffic data to one side for the time being, there should still be an opportunity to work through the 'nuts and bolts' of the base model coding with the aim of reaching an agreed position. Comments on the Vectos Microsim response note would therefore be welcomed with the aim of progressing matters. Stated that would provide information and request a review of the data that has been used.		
1.14	BN reiterated that if there are further comments/issues regarding Technical Note 3 and/or the Vectos Microsim response to the WSP Base Model Review report then this should be highlighted and further one-to-one meetings or calls can be coordinated accordingly.		
1.15	NS queried whether a Statement of Common Ground had been prepared and when this would be circulated. PWh noted that this had been drafted and would be circulated w/c 30 th May. WH commented that it would be preferable to focus attention on the technical elements of the assessment with the aim of reaching an agreement, rather than diverting time into the preparation of a Statement of Common Ground. Highlighted that VECTOS' position on the suitability of the data, use of pre-covid data, and supplementation of that provided with further information could be addressed in a further Technical Note.		
1.16			