

Appendix I - Email from Project Director to DfT detailing the Off- Wire Proposals

From: Dave Haskins
Sent: 09 March 2016 13:44
To: Charlie Sunderland <Charlie.Sunderland@dft.gsi.gov.uk>
Cc: JohnJ Collins <JohnJ.Collins@dft.gsi.gov.uk>
Subject: NGT: Update on Activity

Charlie

It has been a while since I have been in touch with any form of NGT project update, so I thought that it might be beneficial to provide you with a direction of travel on a number of fronts. We are aware of statements that have been made that a decision is expected shortly, so this may be helpful for you to be able to see how we have been gearing up towards this, including some emerging issues that may now provide some scope to reduce the impact of the scheme in some locations.

Scheme Design

We have been undertaking some technical work which has been looking at the scope for off-wire operation for some route sections, which reflects discussions that we have held with overseas systems in terms of developments in battery technology. We believe that, whilst working within the confines of a TWA Order, there is scope to mitigate some of the visual impacts of the scheme. This was one of the themes that was discussed during the 2014 Public Inquiry.

In respect of the Bodington P&R site, we are looking into an option to acquire a property which may result in not having to utilise the playing fields. This could be dealt with outside of any TWAO and would result in lower environmental impacts in terms of habitat, as well as a reduction in drainage/attenuation requirements. Work is still ongoing in this area, but we believe it may also result in lower tree loss in the Bodington site area as well as potentially significant visual impact reductions.

Economics

Tom Gifford discussed with John Collins over the phone in early December that NGT was now intending to move to the new 2015 Base Year version of LTM. Since this time:

- We have completed the new Stated Preference work, which values the benefit of NGT (as outlined in the TWAO design guide) against bus. This work highlights that the benefit per passenger is lower than previously calculated.
- We are now in the middle of calibration/validation of the 2015 Base Year model.
- We are on track for new value for money results to be available in late April, to support the CA submission in July 2016.
- The updated results will be based on the new 2015 Base Year model which will include the new DfT VoT as well as the new NGT SP results

We are now at a stage where it would be useful to work through with DfT the conclusions of the SP work, as well as the emerging results on the calibration/validation. We could also provide you with more detail around the issues listed above, which we believe offer scope to reduce some of the scheme impacts that have been raised as areas of concern.

We would welcome a meeting at the earliest opportunity to discuss further

Regards

Dave