

Sub Regional Transport Model (SRTM) – An Update



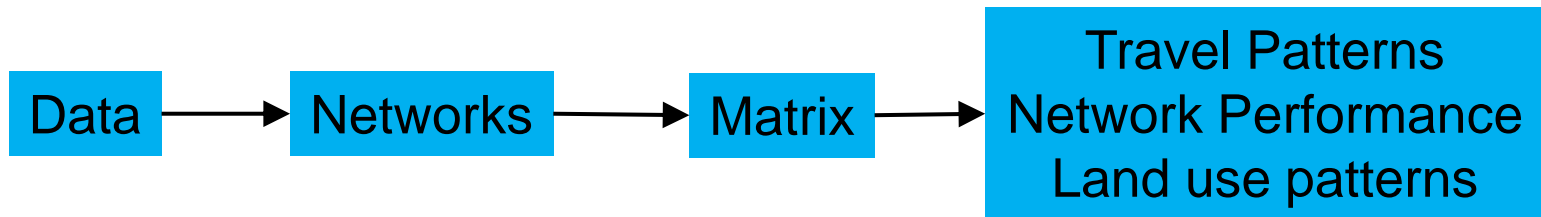
June 2014

Sub – Regional Transport Model (SRTM) – An Update

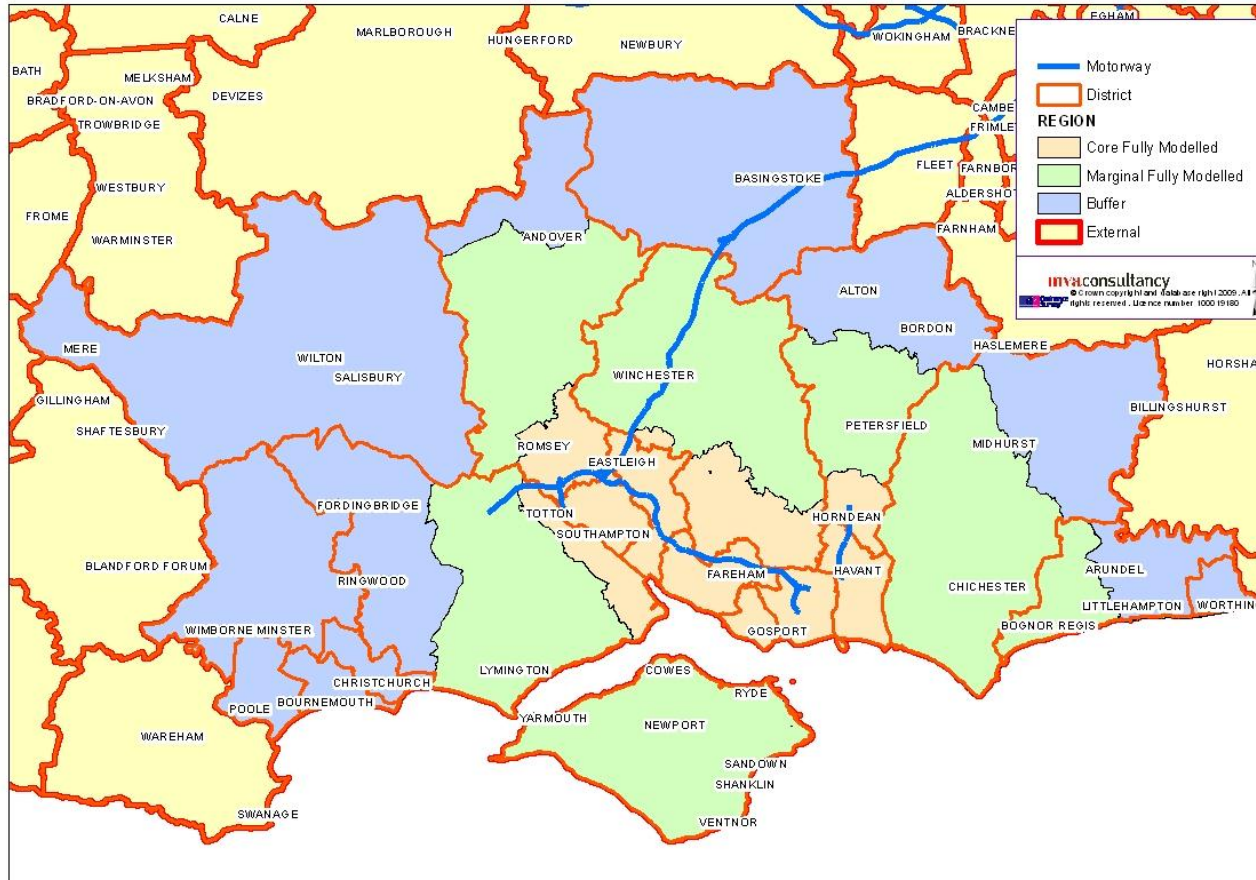
- What is the SRTM?
- What does the SRTM do?
- Development of the SRTM
- SRTM Applications and Successes
- SRTM Output Examples
- Further development of the SRTM

What is the SRTM?

The SRTM is a Land Use and Transport Interaction Model for the Solent

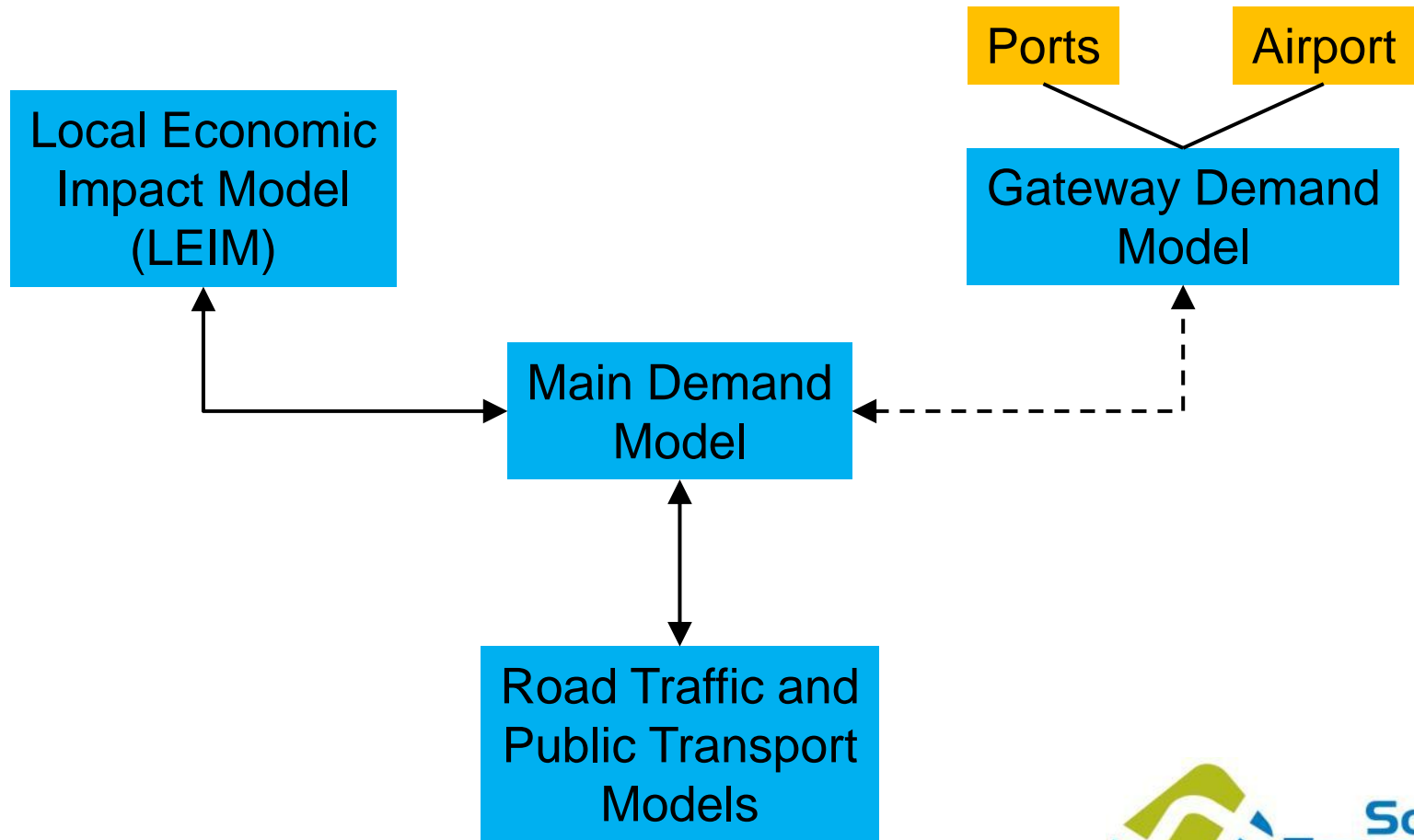


What is the SRTM?



Study Area

What is the SRTM?



What is the SRTM?

- **Main Demand Model** predicts when, where and how journeys are made now and up to 2036
- **Gateway Demand Model** provides transport demands from the two ports and the airport
- **Road Traffic Model** and **Public Transport Model** determine routes or services taken
- **Local Economic Impact Model (LEIM)** forecasts amount and location of population, employment and jobs – essential for the LEP agenda

SRTM Compliance

- Fully compliant with DfT appraisal guidance WebTAG
- Stakeholder buy-in:

In so far as it has been feasible, the Steering Group is satisfied that the development of the SRTM described in this report meets its first objective.

Signatories



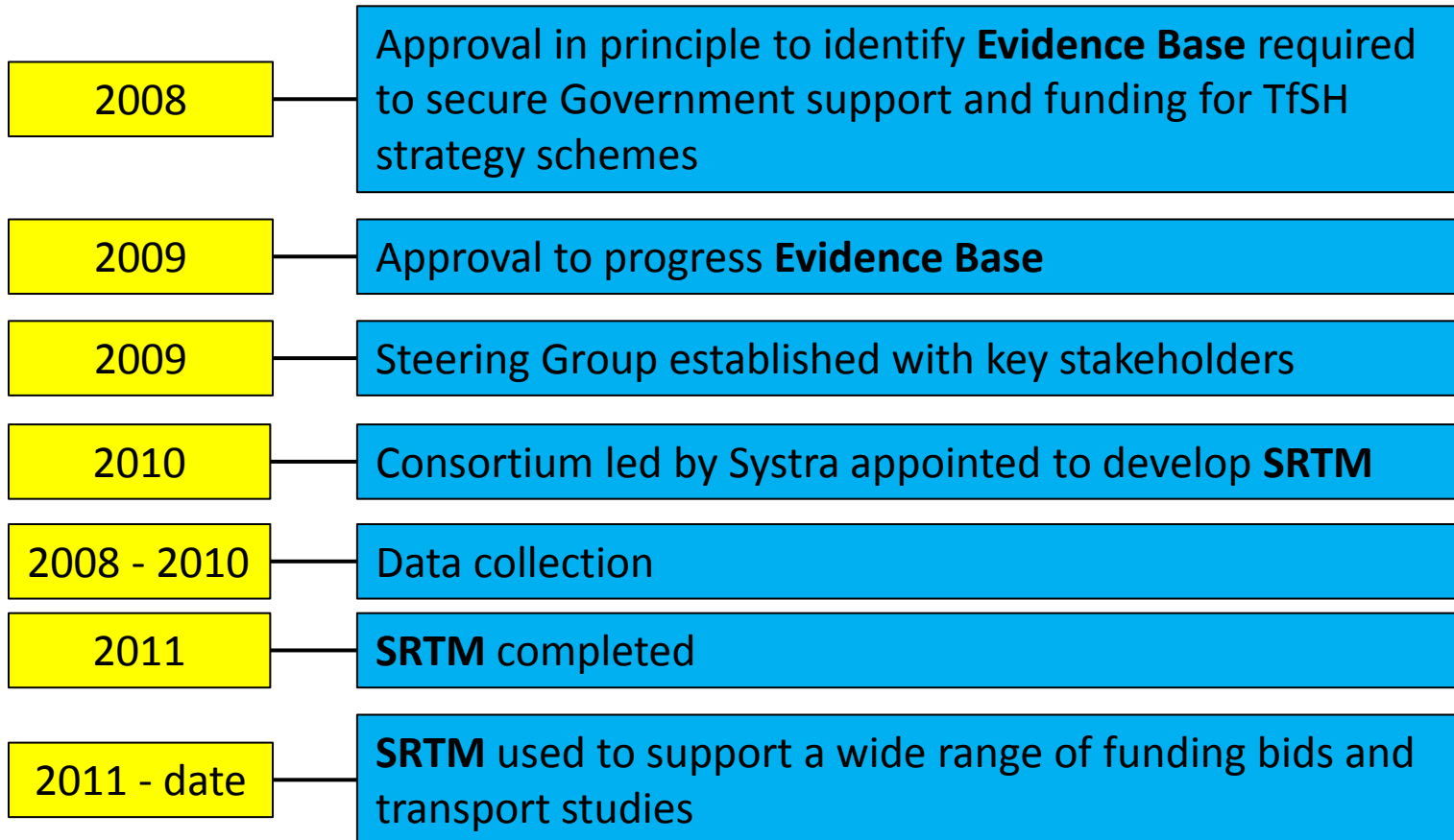
Keith Willcox
Pam Turton
Phil Marshall
Maureen Pullen
David Cooper
Cherrie Mendoza
Josie Rogers



What does the SRTM do?

- Tests land-use and transport policies and strategies
 - Daedalus Enterprise Zone
 - Welborne
 - Dunsbury Hill Farm
- Tests individual transport interventions to provide transport economic evidence for Business Cases
 - *A Better Connected South Hampshire* LSTF Project
 - Better Bus Area Fund project
 - Dunsbury Hill Farm Asda Roundabout
 - Southampton *Bridges to Prosperity*

Development of the SRTM



SRTM Applications & Successes

- **Supporting Successful Funding bids**
 - *A Better Connected South Hampshire* LSTF Bid (£17.9m secured)
 - Better Bus Area Fund (£4.5m secured)
 - Southampton *Bridges to Prosperity* Local Pinch Point (£2.47m secured)
 - Dunsbury Hill Farm Asda Roundabout (£3.7m secured)
- **Total funding secured - £28.6m**
- **Model development and operation - £2.2m**
- **Theoretical BCR of 13:1**



SRTM Applications & Successes

- **Studies**

- Transport Delivery Plan
- Strategic Development Sites (e.g. Welborne)
- Local Plan Transport Assessments
- Bus Rapid Transit



TRANSPORT DELIVERY PLAN 2012-2026



FEBRUARY 2013



Forthcoming SRTM Applications

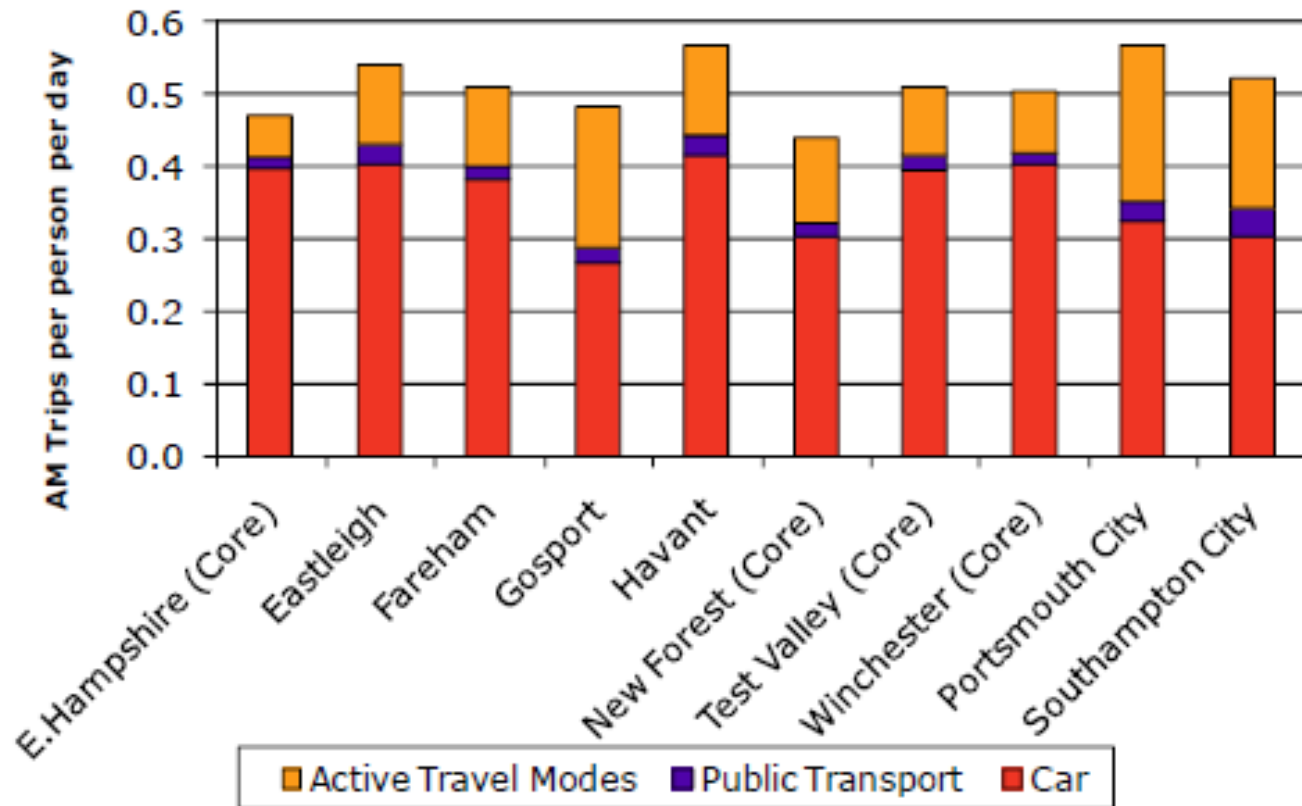
- **Future Studies**
 - Providing evidence base to support major transport schemes in the **Solent Strategic Economic Plan**
 - Access to Fareham/Gosport package
 - Portsmouth to Southampton connectivity
 - 2016 PUSH Spatial Strategy



2013/14 SRTM Applications

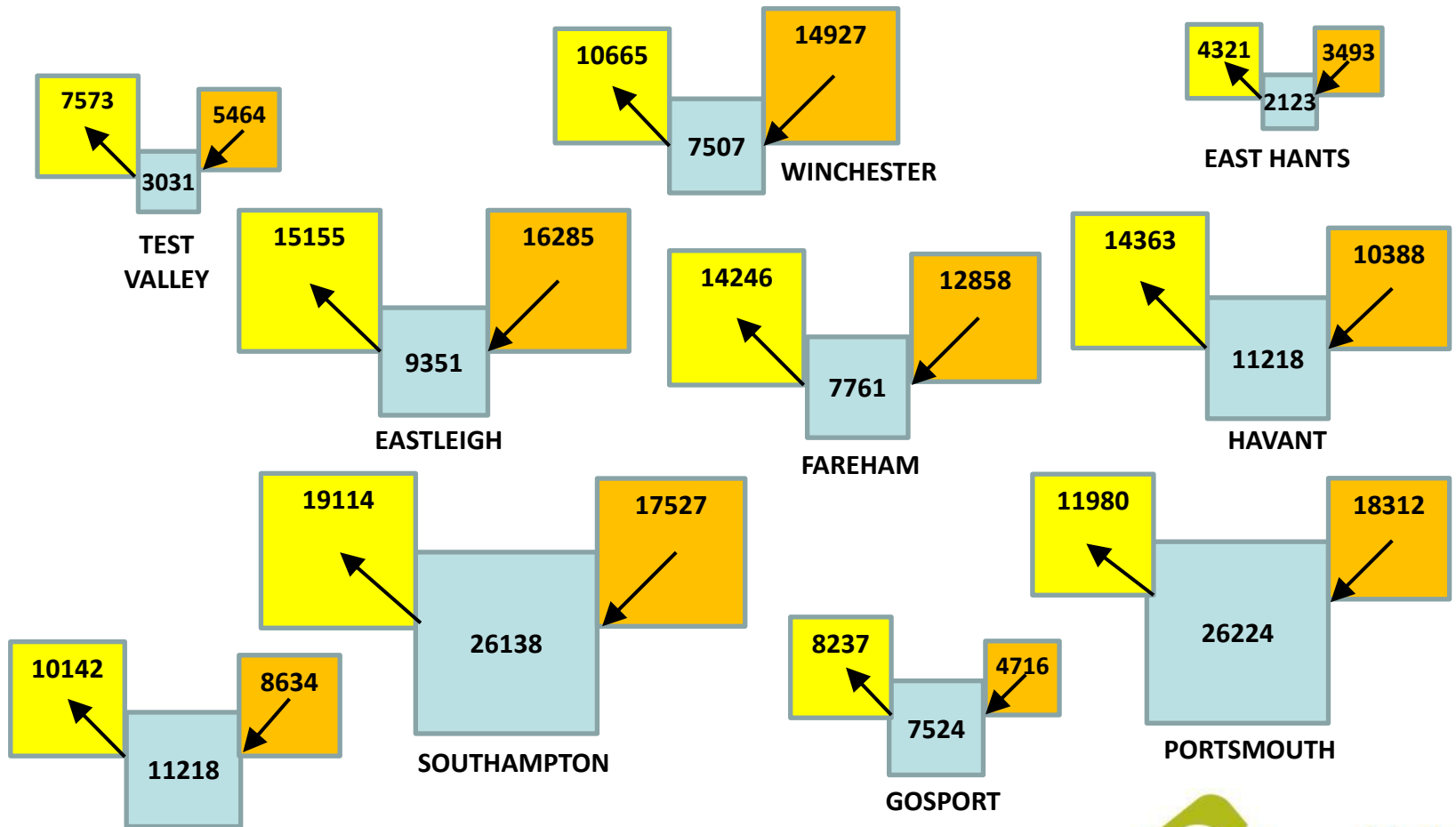
- 25 enquiries to use SRTM
- Resulted in 22 commissions with a total value of £360,000
- £18,000 surplus from private sector commissions ploughed back into new data collection

SRTM Output – Existing Travel patterns



2010 AM Peak

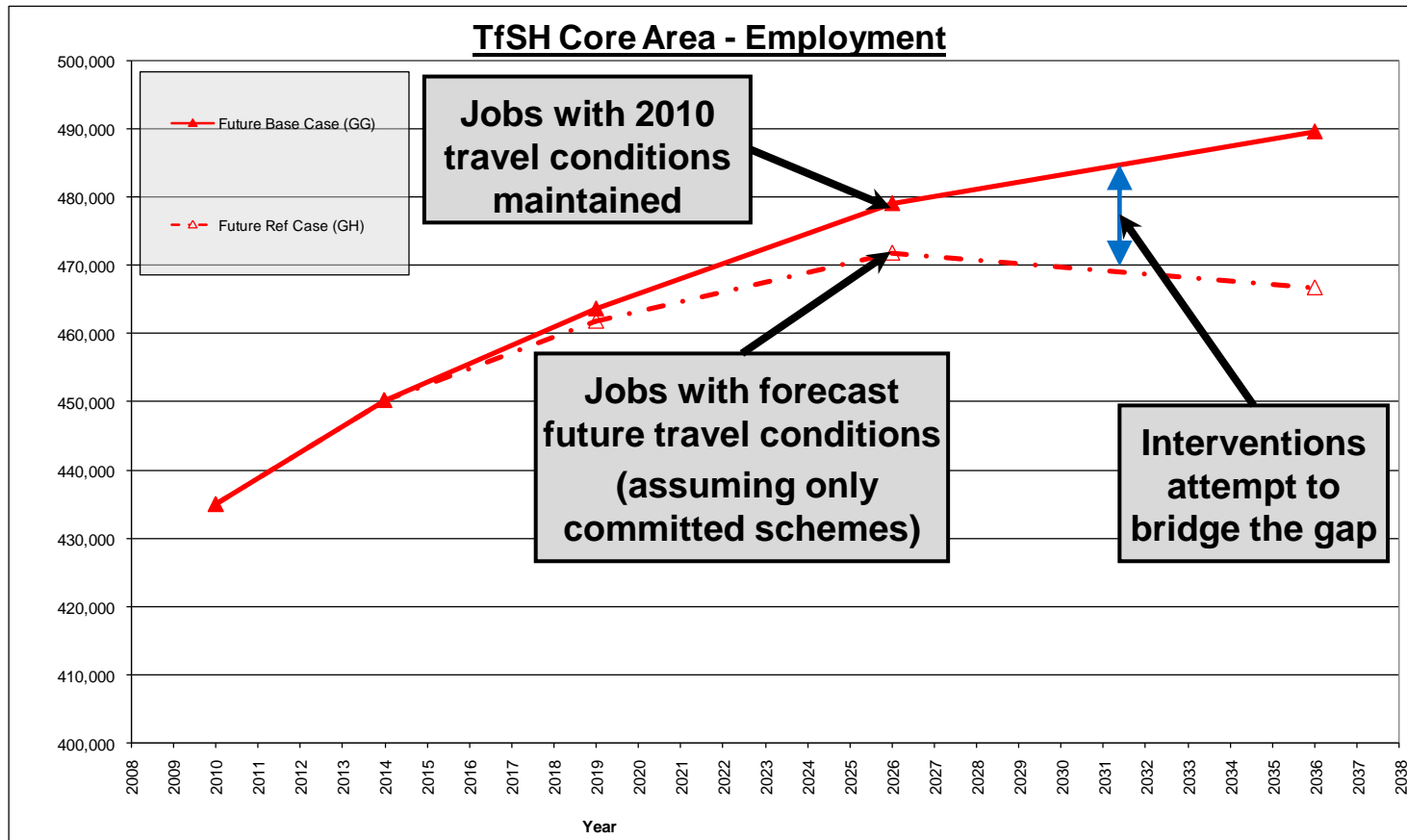
SRTM Output – Existing Travel patterns



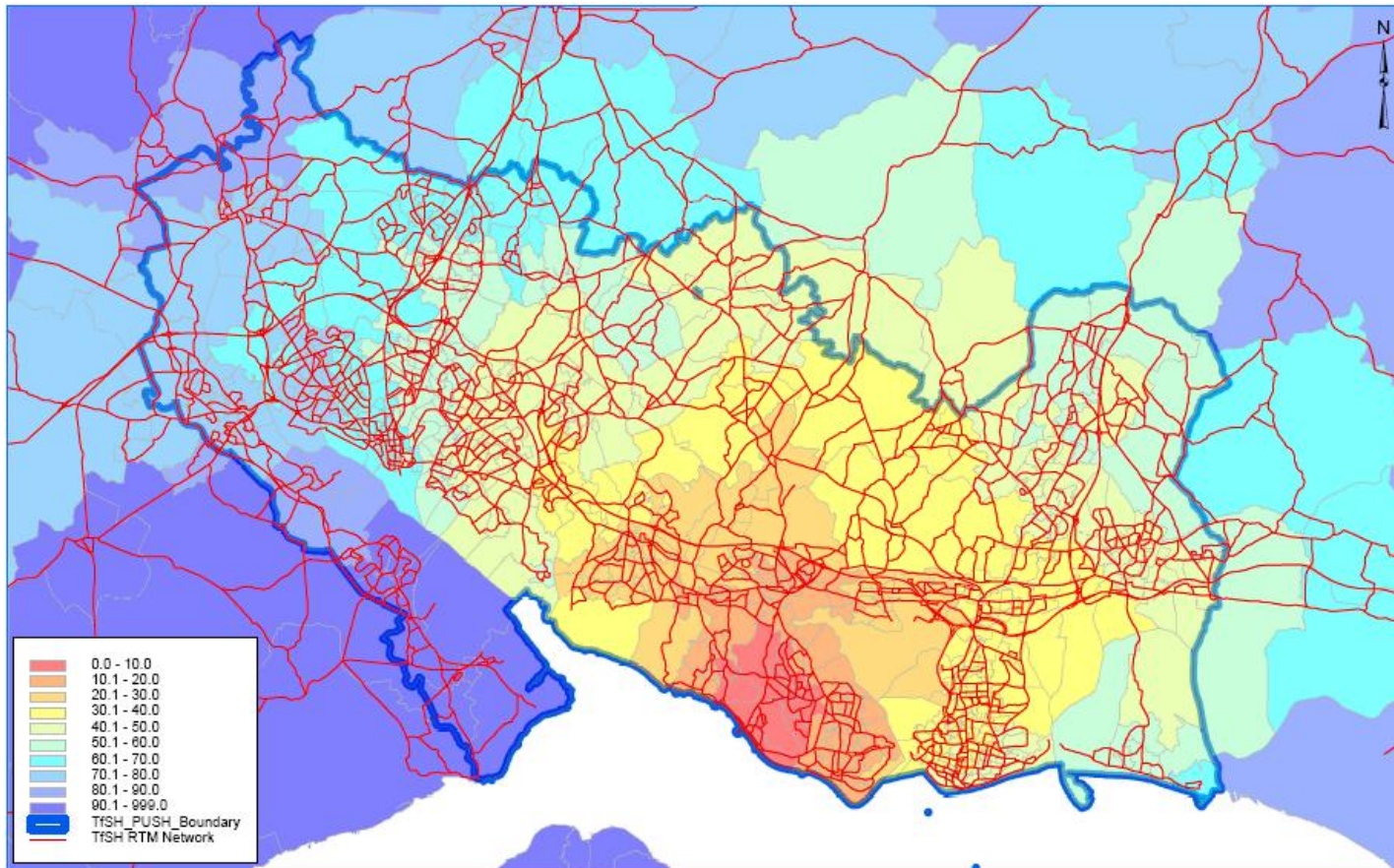
2010 AM Peak



SRTM Output – Employment



Study Output – Travel Time “Heat Maps”



Highway journey times from Daedalus Enterprise Zone

SRTM Output – Network operation

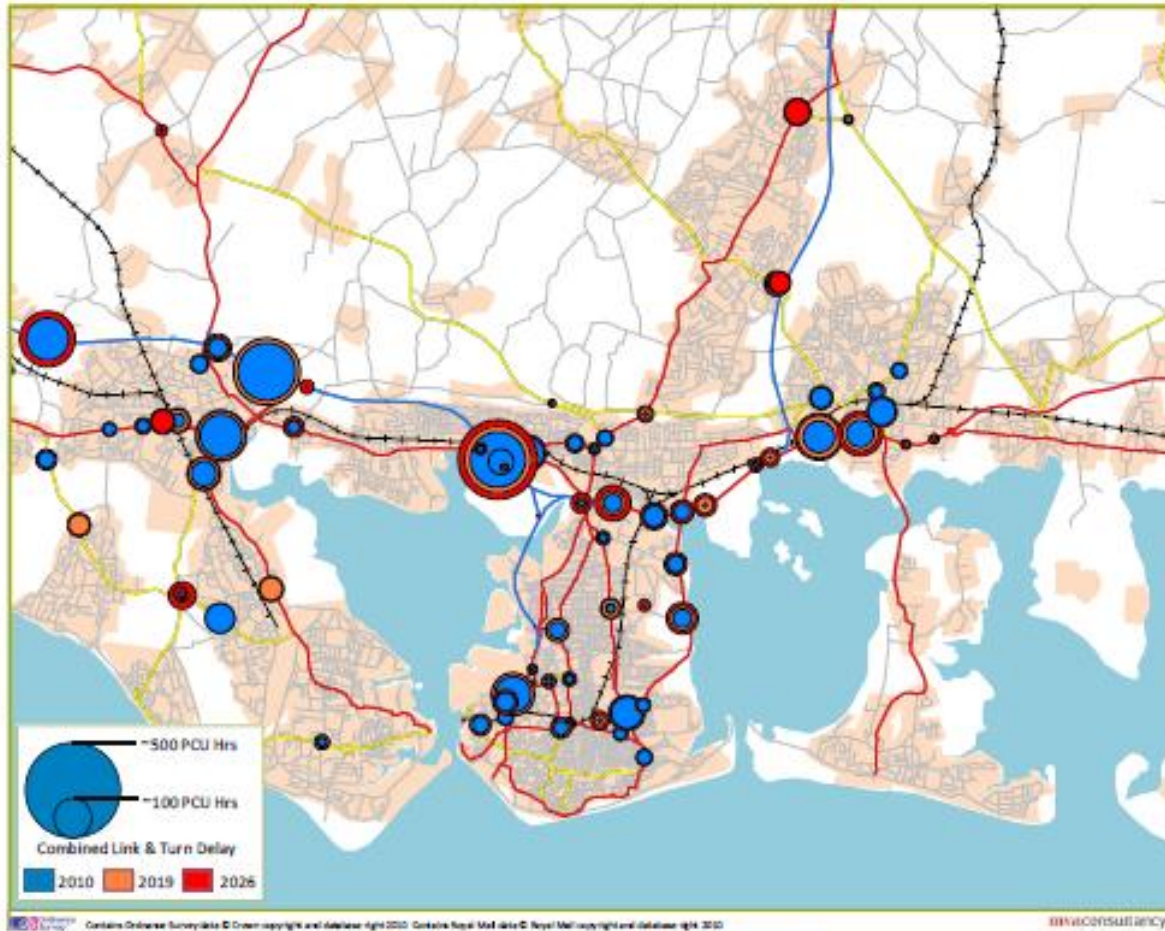


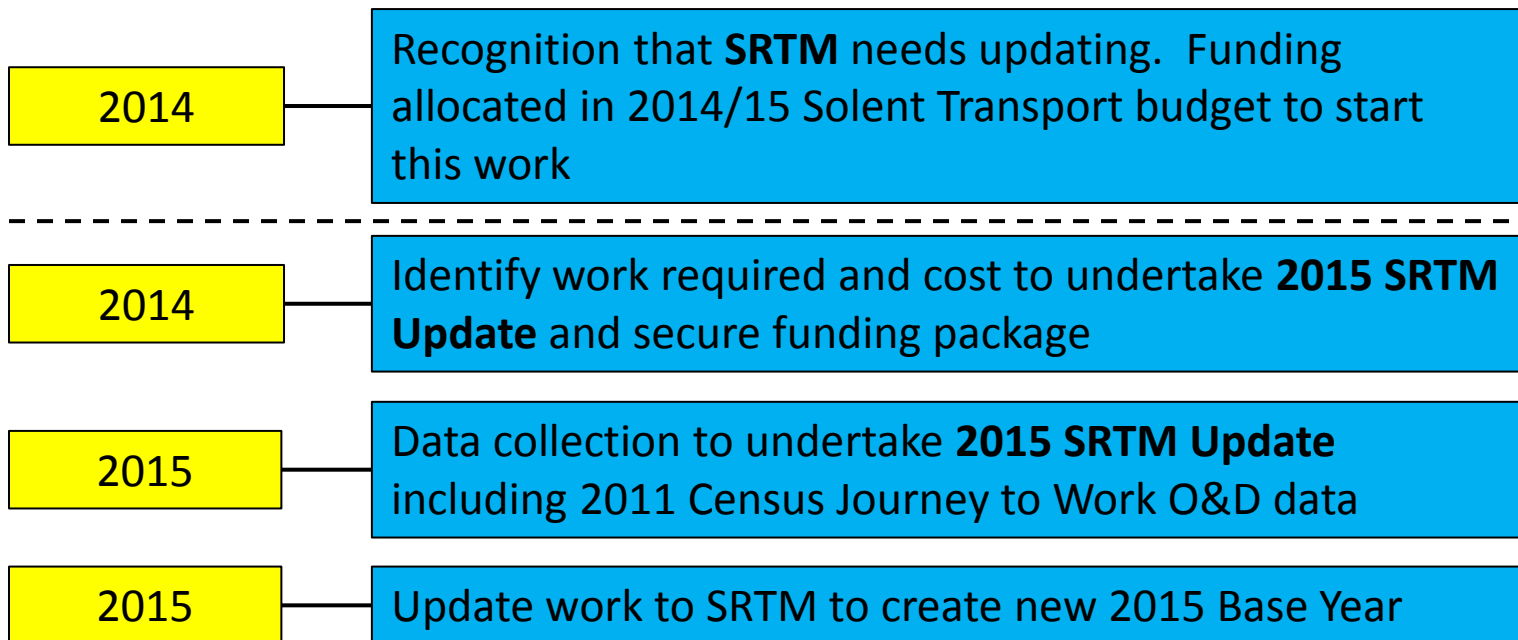
Figure 4.11 Total junction delay in and around Portsmouth

Need for further SRTM development

- Data now increasingly dated (2008-2010)
- New data available (2011 Census Journey to Work)
- New land-use planning assumptions available
- DfT guidance recommends data refreshed after five years

Note: only a limited amount of new data will need to be collected to update the model

Further development of the SRTM



Summary

- The SRTM provides an **essential transport and land use evidence base** for the Solent
- The SRTM has been instrumental in securing **significant levels of transport investment** for the Solent
- The **2015 Update** is essential to ensure that the SRTM remains **up to date** and can continue its important role providing the **evidence base** to successfully **support funding bids**