

Report to the Transport for South Hampshire Joint Committee

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Subject: Evidence Base - Use of the Modelling Capability

Purpose of the Report

With the Sub-Regional Transport Modelling Suite (SRTM) expected to be ready for use by the end of April, this paper sets out the processes and protocols for its subsequent use. It goes on to set out an initial indicative programme of likely uses for the model over the first year.

Recommendations

- 1. That the proposed processes and protocols set out in the guidance documents be approved.**
- 2. That the proposed charging mechanism based on actual costs, and using different rates to reflect the differences between the public and private sectors, and financial contributions made in building the Sub-Regional Transport Modelling Suite be approved.**
- 3. That it be agreed that funding be set aside in order to complete biennial updates, subject to the anticipated revenue stream for use of the modelling suite being realised and resources being available.**

Introduction

1. The calibration and validation processes of the Sub-Regional Transport Modelling suite (SRTM) are now nearing completion. Once a validated base year and agreed reference case 'do minimum' situation is agreed for each of the modelled years, the modelling suite will be ready for use in testing alternative proposals. This work is expected to be completed by the end of April.
2. Partners, including the Department for Transport, Highways Agency and Network Rail, have fully participated in the build and checking processes as members of the Evidence Base Steering Group. They have endorsed the SRTM's suitability and compliance with national guidelines (ie that it consists of WebTAG compliant analysis and forecasting tools) and

signatures will be included in the Foreword to the technical guidance document. The document which will include the signed foreword in its final version is included at Appendix 2 to this report.

3. To facilitate future use of the model by public and private sectors there are several issues that need to be resolved. In January this year Members agreed that appropriate protocols and guidance should be put in place, including a clear charging mechanism which fairly reflected the differences between public and private sector organisations, and the financial contributions made in building the modelling suite.

Processes and protocols

4. In January Members agreed that the Evidence Base Steering Group assisted by its Progress Group should extend its role in order to consider applications for use of the SRTM in the future, and manage the resulting programme of work. The basic process to be followed by applicants was also agreed, however clarification was required with regard to the charging mechanism to be used.
5. The charging mechanism must be fair, transparent and non-discriminatory, and should take account of the financial investment made by the partners in collecting input data and constructing the modelling suite.
6. The capability of the SRTM means that it can be used for a broad spectrum of differing types of testing and analytical work. It is therefore considered that the simplest and fairest method of charging should be based on the actual costs of carrying out the necessary work, including the administrative contractual costs. The Steering Group would be able to consider any applications for variation of these rates in exceptional circumstances.
7. In recognition of their contributions made to date, it is proposed that the public sector partners who have contributed financially to the building of the SRTM should be able to have any work carried out at cost. This would include the Transport for South Hampshire (TfSH) authorities, the Highways Agency, Department for Transport, and the Partnership for Urban South Hampshire local planning authorities.
8. It is also proposed that private sector organisations be asked to pay twice the actual costs incurred in ordering and carrying out the work. This would still represent a saving for the private sector in costs, as they will benefit from the newly developed evidence base, as well as reduced delay and risk. This rate also follows the example set elsewhere in the country for use of similar models.
9. It is further proposed that where a public sector organisation has made no financial contribution to date e.g. the NHS, then 1.5 times the cost of ordering and carrying out the work should be applied. Such a multiplier recognises the difference between the public sector and profit-making

organisations, but also recognises the financial contributions that have been made to date.

10. To assist potential applicants for use of the modelling suite, two documents have been produced. A short non-technical guide has been drafted setting out the background to the SRTM, its capabilities, and where to obtain advice and is included in Appendix 1 to this report.
11. In addition to the non-technical guide, a formal guidance document for applicants has also been drafted and is included in Appendix 2. It sets out the process and protocols to be followed and the requirements to be met in more detail, and includes the charging mechanism that will be applied. Indicative costs of various types of work are set out for budget purposes to assist potential users. Applicants will be required to fill in a Technical Brief setting out their requirements clearly in order to ensure that work can be priced and programmed reliably. Assistance in completing the Brief will be available from TfSH's consultants (currently MVA Consultancy). The guidance document also includes a customer satisfaction form to assist the Steering Group to monitor performance, as well as setting out the formal complaint procedure.
12. As knowledge of the use of the SRTM by third parties increases, these documents will be reviewed and revised as required based on feedback and experience.

Programme of use

13. Whilst it is not yet possible to produce a complete programme of work for the first year of use of the SRTM, there have been initial enquiries and discussions which allow a tentative matrix to be drawn up (see Table 1 overleaf).

Table 1: Indicative programme for year 1 of using the SRTM

Potential Users	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Comments			
TfSH	Reference cases agreed, guides published	TESTING OF LTSIP ALTERNATIVES										Requires preparatory work on options, testing anticipated from June				
		TESTING TO SUPPORT LSTF BID											If bid is successful – notification in June/July. Some preparatory work required, testing options anticipated July/August			
LPA's		FBC – LDF												Testing anticipated from May		
		EBC & SCC – LDF/ AAP's												Testing associated with Eastleigh Riverside and with SCC's central area		
Private sector		NORTH OF FAREHAM SDA												Tested anticipated from May subject to preparatory work by developer		
		SMALLER DEVELOPMENTS – MINOR CALLS ON SRTM												For developments which don't warrant extensive testing, or just need to use agreed future year flows on a part of the network.		
										INTERNATIONAL GATEWAYS						Uncertain at present.
Highways Agency										DEVELOPMENT PLANNING WORK & SRN WORK						Extent of use uncertain as fairly reactive
Network Rail										FUTURE PLANNING WORK						Uncertain at present

14. The modelling suite includes detailed information about the existing transport networks, assumptions about future growth rates and the like. Given the expected longevity of the model, it is anticipated that regular updates will be required in future years in order to maintain its integrity and applicability to its potential users. For example, future growth rate assumptions will in due course be replaced by actual growth rates, and as schemes are implemented appropriate modules of the SRTM will need to be amended to account for the changes made.
15. Experience elsewhere suggest that biennial general updates are likely to be sufficient. It is therefore recommended that, subject to the anticipated revenue generated through the use of the SRTM and availability of resources, biennial updates from 2013 occur.

Section 100 D - Local Government Act 1972 - background papers

The following documents disclose facts or matters on which this report, or an important part of it, is based and has been relied upon to a material extent in the preparation of this report.

NB the list excludes:

1. Published works.
2. Documents which disclose exempt or confidential information as defined in the Act.

TITLE

LOCATION

n/a