



Transport models

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Document summary

Guidance for developers and consultants on accessing and using our transport models.

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About this document:

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About our transport models

We have developed transport models for the East Sussex towns of:

- Lewes, Newhaven,
- Uckfield, Hailsham, Polegate, Crowborough
- Eastbourne,
- Hastings/Bexhill

Transport models are used for:

1. advising district / borough councils in the development of their LDF Core Strategies, Infrastructure Delivery Programmes and site specific documents;
2. the assessment of major planning applications and development proposals
3. assessment of LTP schemes
4. assessment of the business case for major development

We expect these models to be used by developers as part of the assessment of the transport impacts of major development proposals in those areas, including impacts on the trunk road network.

How to access and use our transport models

Developer access to the models is indirect, through East Sussex County Council. Developers and / or their consultants will not be allowed direct access to the models and will not themselves carry out the necessary modelling work. East Sussex County Council officers have the technical capabilities to complete some of the required modelling work; in other instances, independent consultants provide that resource to the council.

Access to East Sussex County Council transport models is therefore offered to developers and/or their consultants on the basis that:

1. ESCC manages the process
2. scenario test inputs will be agreed between all parties before model runs are commenced
3. model outputs will be supplied in a standard format
4. contractual arrangements will be between developer / ESCC and (if necessary) ESCC / external consultant

Details of each model

	Model	Status	Model developed by or last updated by
Lewes	SATURN highway only	Last updated 2011	TPi
Newhaven	SATURN highway only Central Area VISSIM	Last updated 2011 Under development Spring 2012	Motts ESCC
Uckfield	SATURN highway only Central Area VISSIM	Developed 2011 To be developed Spring / Summer 2012	TPi ESCC
Hailsham	SWETS SATURN / CUBE multi-modal	Last updated in 2012	Halcrow
Polegate	SWETS SATURN / CUBE multi-modal	To be updated in Spring 2012	Halcrow
Eastbourne	SWETS SATURN / CUBE multi-modal	Last updated in 2010	TPi
Hastings/ Bexhill	SATURN / VISUM multi-modal	Last updated 2011	Motts
Crowborough (Western Road)	Basic SATURN	Model developed to advise on restrictions for access to High Street. In development	ESCC

Fees to access and use our transport models

Charges are made for accessing and using the models, which cover our costs in maintaining the models. This benefits developers and ensures that models are always agreed and up to date.

Access	Cost	Details	Output
Basic Access to ESCC models	£750.00 +VAT	<ol style="list-style-type: none"> 1. Maintenance / renewal contribution; 2. Supply of existing Base Year and LDF forecast year model outputs (with and without LDF allocations). 	Standard network wide assignment output, comprising flows / turning movements / queues / delays & summary network statistics.
Usage			
Full model run for test scenario	£3000.00 +VAT	<ol style="list-style-type: none"> 1. Preparation of forecast year matrices, including particular development proposal 2. AM / PM assignment 	Standard network wide assignment output,

Additional charges

Any significant additional work is charged at the following rates.

- Senior Technical Officer: £52.00
- Principal engineer: £42.45
- Senior engineer: £34.99

Scenario testing

For any individual development proposal, forecast model runs would be required of both:

1. the impacts of the development in combination with all other LDF proposals; and
2. the impacts of all other development alone.

Both 1 and 2 would include the full area package of strategic transport improvements developed for each area to complement delivery of the Plan's overall scale and distribution of development.

Combination scenario testing (Item 1 above) may already have been covered to our satisfaction by work already carried out in advising the districts / boroughs in the

development of their LDFs, or in subsequent model updates. This aspect should be discussed with us at the outset.

Individual impacts assessment (Item 2 above) is required to help identify and/or develop any local site specific infrastructure requirements, and also to assist in programming already identified infrastructure improvement packages for each area. It will not be used in attempting to determine the site's individual mitigation contribution to individual components of the area package. All developments would be expected to pay the standard levy through the CIL mechanism.

Accession software

A countywide model using Accession software is available to analyse accessibility across the transport network. This software models access times via all modes (walking, cycling, car or public transport) to any given point (or combination of points).

The software has been developed according to the Department for Transport's specifications. To date the model has been used in the Bus Service Review, analysing access to libraries and in calculating the County Council Indicator for access to key centres. For further details on Accession modelling please contact the Research and Information Team at esif@eastsussex.gov.uk