Access to ESCC Transport Models
January 2018
Access to ESCC Transport Models

Introduction

East Sussex County Council has developed a number of traffic models for towns across the county. 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 where transport models exist, including impacts on the trunk road network.

This has many joint benefits including saving on time and money, avoiding duplication of work and avoiding issues arising when different, conflicting, models exist for the same site. Working with the County Council on an existing transport model ensures, as far as possible, that all parties are in agreement regarding the impacts that any given proposal may have.

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3 How to access our Transport models
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1 Our Transport Models

1.1 We have developed transport models which cover the East Sussex towns of:

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

1.2 Transport models are used for:

- Advising Local Planning Authorities in the development of their Local Plan, Infrastructure Delivery Programmes and site specific documents
- Assessment of major planning applications and development proposals
- Assessment of Local Transport Plan schemes
- Assessment of the business case for major development

2 Model Details

Table 1

<table>
<thead>
<tr>
<th>Town</th>
<th>Model</th>
<th>Last Updated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bexhill</td>
<td>SATURN/ VISUM Multi-Modal</td>
<td>2017</td>
</tr>
<tr>
<td>Crowborough (Western Road)</td>
<td>Basic SATURN – town wide Western Road - VISSIM</td>
<td>SATURN 2011: VISSIM: 2012</td>
</tr>
<tr>
<td>Eastbourne</td>
<td>SATURN/CUBE Multi-Modal Town centre</td>
<td>2017</td>
</tr>
<tr>
<td>Hailsham</td>
<td>SATURN/CUBE Highway</td>
<td>2017</td>
</tr>
<tr>
<td>Hastings</td>
<td>SATURN Highway Only VISSIM (Hastings Town Centre)</td>
<td>2017</td>
</tr>
<tr>
<td>Lewes</td>
<td>SATURN Highway only</td>
<td>2011</td>
</tr>
</tbody>
</table>
For information in regards to the base year and forecast years associated with the above models, please contact ESCC on the numbers outlined in paragraph 3.3 and 3.4.

3 How to access our Transport Models

3.1 Access to the models is managed through East Sussex County Council, with the exception of the Wealden Transport Model, as outlined in section 4. The different approaches for accessing our transport models are outlined below. Developers and / or their consultants will not be permitted to have direct access to the models, and will not carry out the necessary modelling work themselves.

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

- The County Council manages the process
- Scenario test inputs will be agreed between all parties before model runs are commenced
- Model outputs will be supplied in a standard format
- Contractual arrangements will be between developer / the County Council and (if necessary) the County Council / external consultant

3.3 For access to the models (those other than Wealden) relating to pre-app or planning applications, please contact the Transport Development Control (TDC) team:-

Tel: 01273 482254
Email: developmentcontrol.transport@eastsussex.gov.uk

3.4 To access the models (those other than Wealden) for use for site allocation or Local Plan preparation, please contact the Strategic Economic Infrastructure (SEI) team:-

Tel: 01273 482212
Email: Transport.Planning2@eastsussex.gov.uk

4. How to access the Wealden Transport Model 2017 (SWETS)

4.1 The existing South Wealden & Eastbourne Transport (SWETS) model was updated in 2017, and is managed by East Sussex Highways, on behalf of ESCC. The process to enable access to this for both site allocation/Local Plan preparation and pre-app/planning applications is outlined below.
For site allocation or Local Plan preparation

4.2 Email East Sussex Highways (ESH): Transportmodelling@eastsussexhighways.com, copying in the ESCC SEI and TDC teams, using the email addresses, as outlined above. This email should include the following information, along with the scenarios required to be tested:

- Site location
- Assessment years and time periods
  (This has to accord with the model years and time periods unless a further bespoke model run year is to be developed at additional cost.)
  For each assessment year:
  - Quantum of development by land use – i.e. housing, employment, shopping, schools etc.
  - Location of development within the site for each land use type
  - Plans of proposed site access junctions
  - Plans of proposed offsite junction modifications
  - Other transport schemes proposed including rail stations (and associated periods of operation and service frequencies), bus routes, frequencies, periods of operation, priority measures (physical and through ITS) and other infrastructure measures, cycle and walk schemes
  - Plan showing any bus routes proposed for all relevant time periods (entire route with direction of travel indicated) (although the current model has not been updated in this respect where these impact on highway capacity they need to be provided)
- Any local turning count data obtained
- Trip rates to be used (and agreed to/accepted by ESCC)
- Travel Plan proposals, including any which will impact on trip rates and modal choice, together with associated details of measures and indication of funding proposals, monitoring process and management plan.
- Model outputs of any junction assessments undertaken
- Current vehicle trip generation

4.3 The above information is (ideally) to be provided in a stand-alone electronic document, with supporting referenced electronic plans / spreadsheets / model outputs as required.

4.4 ESH will reply with a quotation for the proposed modelling work, within approximately one week. Please provide a written agreement of the quote and the agreed payment by replying to ESH. Once the funds have cleared, ESH will undertake the commission within approximately, a two week period. (Please note
that the quote will include a 25% fee, which ESCC will retain for the maintenance of the transport model.)

4.5 ESH will respond with the model results and a report, please note that these will also be provided to the ESCC, Strategic Economic Infrastructure Team, for monitoring purposes.

**For access to the models relating to pre-app or planning applications**

4.6 Contact **Transport Development Control (TDC) team:**
Tel: 01273 482254
Email: developmentcontrol.transport@eastsussex.gov.uk

4.7 Agree scenarios for testing and the information to be provided, as below:
- Site location plan and layout plan
- Development description and planned land uses by number of units/floor area as appropriate
- Timescales for development including any phasing
- Proposed access locations and junction layouts if known
- Proposed parking levels
- Trip rates to be used and agreed to by ESCC
- Any other transport schemes proposed including bus, rail, cycle and pedestrian.
- Transport and traffic demand data for the peak hours, unless being provided by East Sussex County Council
  (This will typically be 08:00 to 09:00 and 17:00 to 18:00 but may vary with individual proposals depending on land use and location)

4.8 TDC will email this information to East Sussex Highways (ESH), and will copy you in, to obtain a quote. A response will be provided direct to you, within one week. (Please note that the quote will include a 25% fee, which ESCC will retain for the maintenance of the transport model)

4.9 Please provide ESH Transportmodelling@eastsussexhighways.com with:
- A written agreement of the quote
- Advanced payment by the third party, if appropriate, or
- A copy of a Purchase Order, prior to the commencement of the work

4.10 ESH will respond directly to you with the model results, please note that these will also be provided to the ESCC, Transport Development Control team.

**5 Cost of accessing other Transport Models**

5.1 This section sets out the terms and conditions of model access, schedule of charges, user rights and ownership rights relating to ESCC models other than SWETS. All fees quoted in this section are exclusive of VAT.
Access Fees

5.2 The Fee Schedule has been designed to ensure that East Sussex County Council’s models are continually maintained, upgraded and re-based when necessary to ensure that adequate model provision for the assessment of development proposals is preserved. In this regard there will be an access fee of £950 for basic access i.e. the extraction of basic datasets to any of the County Council’s transport models.

<table>
<thead>
<tr>
<th>Access</th>
<th>Cost</th>
<th>Details</th>
<th>Output</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic access to Transport Model</td>
<td>£950 + VAT</td>
<td>1. Maintenance / renewal contribution;</td>
<td>Standard network wide assignment output, comprising: flows / turning movements / queues / delays &amp; summary network statistics.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Supply of existing Base Year and forecast year model outputs (with and without identified allocations).</td>
<td></td>
</tr>
</tbody>
</table>

Table 2

Usage Protocol & Fees

5.3 In addition to the model access identified above, use of the models for scenario testing can also be carried out. All fees quoted in this section are exclusive of VAT.

5.4 East Sussex County Council will retain ownership rights and intellectual property rights on all modelling outputs developed in relation to third party projects.

5.5 Where the County Council facilitates modelling work for a third party, the following information will typically be required:

- Site location plan and layout plan
- Development description and planned land uses by number of units/floor area as appropriate
- Timescales for development including any phasing
- Proposed access locations and junction layouts if known
- Proposed parking levels
- Any other transport schemes proposed including bus, rail, cycle and pedestrian.
- Transport and traffic demand data for the peak hours, unless being provided by East Sussex County Council. (This will typically be 08:00 to 09:00 and 17:00 to 18:00 but may vary with individual proposals depending on land use and location).
- Trip distribution assumptions

5.6 The County Council will require:

- A copy of a Purchase Order
- Written acceptance of the fees or advanced payment from the third party, and where appropriate,
A name and address to which the invoice should be sent, prior to the commencement of the work.

5.7 The County Council will make all reasonable endeavours to provide the agreed deliverables within the agreed timescales on the condition that they have been provided with all the necessary information to carry out the agreed tasks. The County Council will not be liable for any costs, charges or losses sustained or incurred by the third party that arise directly or indirectly from a delay in providing the agreed deliverables in the agreed timescales.

5.8 If the County Council is prevented or delayed by any act of omission of the third party, its agents, subcontractors or consultants, the County Council will not be liable for any costs, charges or losses sustained or incurred by the third party that arise.

5.9 It is important to note that carrying out this work and providing the results on behalf of the client in no way implies East Sussex County Council endorsement or otherwise for any proposed scheme or development. Nor does it imply endorsement or otherwise for the transportation network and/or land use assumptions supplied by the client as inputs into any modelling work.

Table 3

<table>
<thead>
<tr>
<th>Usage</th>
<th>Cost</th>
<th>Details</th>
<th>Output</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full model run for test scenario</td>
<td>£3000.00 + VAT</td>
<td>1. Preparation of forecast year matrices, including particular development proposal</td>
<td>Standard network wide assignment output.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. AM/PM assignment</td>
<td></td>
</tr>
</tbody>
</table>

Please note that fees related to the use of the Wealden Transport Model, will be quoted separately via, East Sussex Highways, as outlined in section 4.

Additional Charges

5.10 Any significant additional work is charged at the following rates.

<table>
<thead>
<tr>
<th>Role</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Team Manager</td>
<td>£60.50 per hour</td>
</tr>
<tr>
<td>Assistant Team Manager</td>
<td>£54.00 per hour</td>
</tr>
<tr>
<td>Principal/Senior Officer</td>
<td>£44.45 per hour</td>
</tr>
<tr>
<td>Senior Engineer</td>
<td>£36.99 per hour</td>
</tr>
</tbody>
</table>

6 Scenario Testing

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

1. The impacts of the development in combination with all other Core Strategy/Local Plan proposals; and

2. The impacts of all other development alone.

6.2 Both items 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.

6.3 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 Local Plan’s, or in subsequent model updates.

6.4 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.

6.5 All developments would be expected to pay the standard levy through the CIL mechanism or a Section 106 agreement, or by the provision of infrastructure through Section 278 agreements.

7 TRACC Software

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

7.2 The software has been developed according to the Department for Transport's specifications. To date the model has been used by the County Council in the Bus Service Review, analysing access to libraries and in calculating the County Council Indicator for access to key centres. Developers may wish to consider using this to specifically assess travel times based on: access to any public transport stop within a distance of their site; cycle times to their site; or, the total number of key destinations accessible within the maximum travel time.

7.3 For further details on TRACC modelling and the costs associated with running this model, please contact the Research and Information Team at: Email: esif@eastsussex.gov.uk