



Transport & Infrastructure Committee	Agenda Item: 8
17 January 2023	Appendix B

Title:	Regional Transport Model
Report of:	Emma White, Acting Transport Strategy and Policy Manager
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
Public Report:	Yes
Key Decision:	Yes
Voting Arrangements:	A No vote required B A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils who are present and voting, to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members

Recommendations:

A	Note the progress on the Regional Transport Model.
B	Approve the drawdown of £78,430 from the Regional Transport Model subject to approval to approved to of aid the delivery of works by Peterborough City Council on the Peterborough Transport Model (PTM4) as part of works for the Regional Transport Model project

Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

x	Achieving good growth
x	Increased connectivity
x	Enabling resilient communities

The Regional Transport Model scope fits under all the strategic objectives as it aims to:

- Support with developing business cases for highway and public transport schemes that are consistent with the Department for Transport's TAG guidelines;
- Support Local Plan development, testing both different land use scenarios, and the transport measures to support them;
- Support the development and testing of transport and environmental strategies and policies to consider the growth predicted for the region and recommendations of the Independent Commission on Climate Change;
- Provide evidence for scheme development and funding bids, and • Support undertaking quick high-level scheme tests.

[Cambridgeshire and Peterborough Combined Authority Strategy and Business Plan 2023 / 24](#)

1. Purpose

1.1	This paper seeks to provide an update on the Regional Transport Model and recommend to the Combined Authority Board the drawdown of £78,430 to aid the delivery of works by Peterborough City Council on the Peterborough Transport Model (PTM4) as part of works for the Regional Transport Model project.
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2. Proposal

2.1	The proposal is the drawdown of £78,430 to aid the modelling of PTM4 as part of works for the Regional Transport Model project.
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3. Background

3.1	<p>During the assessment of recent transport studies, the DfT have suggested that the use of the existing suite of models will not be suitable going forward for use in scheme business cases due to the age of the data and the area of coverage.</p> <p>There are currently a significant number of the Combined Authority's and other organisations' transport schemes that are either at the proposal stage or in early business case stage requiring a valid transport model to test the scheme impact and benefits. The proposed new model of the whole Combined Authority region will enable the testing of multiple schemes for a wide range of end users, including (but not limited to):</p> <ul style="list-style-type: none">• Cambridgeshire and Peterborough Combined Authority;• Peterborough City Council (PCC);• Cambridgeshire County Council (CCC);• Greater Cambridge Partnership;• District Council Local Plans; and• Developers.
3.2	<p>There are several advantages from building a single model covering the whole of the Combined Authority region instead of a range of smaller scheme specific models, namely:</p> <ul style="list-style-type: none">• The larger model will be more efficient to build and use; and• Will ensure consistency of results across all schemes that would not be possible if the current model system continued. <p>In addition, the use of a single large model will enable the true level of benefits from a package of schemes to be assessed and will also enable an accurate assessment of where the benefits sit. It is important to note that without a fully TAG compliant model it will be harder for identified transport interventions to demonstrate their impact and benefits and gain government funding. The proposed model will also facilitate the testing of the impact of a wide range of modes of transport and will also facilitate the testing of the interchange between modes. Making a significant contribution to testing policies aimed at achieving change in mode share, increasing sustainable modes of travel, and tackling climate change.</p>
3.3	<p>Progress to date includes:</p> <ul style="list-style-type: none">• The model build is progressing;• Highway, bus and rail networks are now complete to first draft stage and initial checks were complete. Further checks will be made during calibration/validation;• Mobile Network Data demand matrices are now received; and• All other survey data has been received and processed/analysed and a draft Data Collection Report is being reviewed.

3.4	<p>In June 2023, the Combined Authority Board approved the drawdown of £421,000 for the delivery of works by Peterborough City Council on the Peterborough Transport Model (PTM4) as part of works for the Regional Transport Model project. The PTM4 needs updating as it far more detailed than the CaPCAM model. The CaPCAM model is not intended to assess urban areas to the level of detail as increasing the level of detail would require a more detailed zoning system and network that would significantly increase processing time for CaPCAM model runs and economic appraisals. Both models will use the same data and be aligned.</p>
3.5	<p>The further request for £78,430 for Peterborough City Council is due to desire to use a different modelling software that has a much greater benefit.</p> <p>The original proposal was based on developing the model in SATURN as per previous iterations of PTM. However, both CaPCAM and CaPABM models have now moved forward with PTV VISUM and there is an opportunity for PTM4 to be better aligned with these models by also using PTV.</p> <p>A summary of the benefits and efficiencies that come with using the same platform, include:</p> <ul style="list-style-type: none"> • Having access to CaPABM’s highway network from Model2Go rather than coding a new network from scratch. It would be more desirable and beneficial to provide straightforward comparisons with CaPABM or there is an alternative of directly importing the PTM SATURN network into PTV VISUM, which again would save time on network building. • PTV VISUM comes with public transport (PT) modelling capabilities, which SATURN does not have. PCC are not proposing to undertake PT modelling as part of PTM4 but it would assist Peterborough-related projects as the models could be run internally. • There was a desire to have a Peterborough-specific PT model in the future, PTV VISUM would be able to support that rather than having to use alternative software to supplement SATURN. • PTV VISUM contains travel demand modelling functionality built in which will help streamline travel demand modelling tasks that have previously been undertaken outside of SATURN. • PTV VISUM has a much more modern and relatable interface compared to Saturn that can be easily interpreted by non-modellers – therefore beneficial for consultation and engagement. • PTV VISUM is widely used, and any models developed using it could be easily utilised by other well-known transport planning organisations within the UK. • The software is well supported with PTV often at the forefront of new innovations in modelling and data analysis. • SATURN limiting within its various licence levels in terms of the number of links, nodes, and zones that can be modelled, and this can limit our ability to easily work with larger models without requesting licence upgrades therefore offering a cost saving long term. • Annual software maintenance is not a significant increase compared to SATURN. • The licence proposal comes with free-of-charge training for two professionals. <p>PCC are seeking to identify potential to make cost savings and efficiencies using PTV Software as the project progresses.</p>

4. Appendices

4.1	N/A.
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5. Implications

Financial Implications	
5.1	<p>Drawdown of £78,430 from the Regional Transport Model subject to approval (currently £563,948 in subject to approval) to approved to of aid the delivery of works by Peterborough City Council on the Peterborough Transport Model (PTM4) as part of works for the Regional Transport Model project.</p>

Legal Implications	
6.1	The Combined Authority will amend the Grant Funding Agreement via a deed of variation for the Transport Model Project with Peterborough City Council
Public Health Implications	
7.1	The Regional Transport Model will allow modelling of schemes and testing of transport and environmental policies and strategies that can improve public health.
Environmental & Climate Change Implications	
8.1	The Regional Transport Model will allow modelling of schemes and testing of transport and environmental strategies and policies.
Other Significant Implications	
9.1	N/A.
Background Papers	
10.1	Combined Authority Board 26th July 2023.