Stroud Local Plan Traffic Modelling Forecasts - Third Party Access Protocol

Access to Local Plan forecast scenario data within the Gloucestershire Countywide Traffic Model (GCTM version 1)

Introduction

Stroud District Council (SDC), working in partnership with Gloucestershire County Council (GCC) and National Highways (NH) - formerly Highways England, has developed a series of 2040 future year forecast traffic modelling scenarios using the initial version of GCC's Gloucestershire Countywide Traffic Model (GCTM version 1.0), to help inform the assessment of proposed development site allocations as part of the emerging Stroud District Local Plan (2040).

The GCTM – Base Year Model Background

The Gloucestershire model (GCTM version 1.0) comprises a set of 2015 base year traffic models developed in 2019 by Mott MacDonald on behalf of GCC, with a primary purpose of providing a suitable base model for the assessment of the emerging Stroud Local Plan. The GCTM highways assignment model has been developed using SATURN software (version 11.4.07H) to represent three weekday time periods. These are an average AM peak period hour (07:00-10:00), an average hour in the inter peak (10:00-16:00) and an average PM peak period hour (16:00-19:00) for an average Monday to Friday weekday in March 2015 (excluding school holidays and bank holidays). The specification and development of the Gloucestershire model is set out in a 'Local Model Validation Report' (July 2019), which is available on request.

The Stroud District Local Plan Traffic Modelling Exercise

Following on from the development of the GCTM 2015 base year models, Mott MacDonald were then commissioned directly by SDC to provide traffic modelling support in relation to the developing Stroud Local Plan (SLP), with the overall purpose of the modelling work to:-

a) understand current and future strategic travel demands within the county, with a primary focus on Stroud District up to a 2040 forecast year (the emerging SLP period), and
b) to provide a cumulative assessment of the traffic impacts associated with the proposed site allocations included in the November 2019 Draft Local Plan.

The traffic forecasting work is intended to present an evidence base sufficient to allow the highway authorities (GCC and NH) to gain an understanding of the potential impacts from travel demand changes within the SLP area, including interactions between the Strategic Road Network (SRN) and the Local Road Network (LRN).

The SLP 2040 future year traffic forecasting modelling work, undertaken by Mott MacDonald is reported in the SLP Traffic Forecasting Report, dated March 2021, and includes a series of **six** scenario tests comprising the 2015 model base year and five future year options, with Table 3.1 – *Forecast Local Plan Scenarios* within the

report providing a summary of each of the model tests undertaken. The SLP Traffic Forecasting Report is available to view on SDC's website – under the Local Plan Review evidence pages.

Mott MacDonald have since been instructed by SDC to carry out a SLP Traffic Modelling 'refresh', with the aim of providing an updated 2040 forecast year scenario(s) to take account of proposed revisions to the housing numbers / employment uses for specific sites in the emerging LP allocations. This further modelling exercise is expected to be completed and reported on by January 2022.

The GCTM forecast year models developed by Mott MacDonald on behalf of SDC for the purposes of assessing the impact of the proposed allocation sites in the emerging SLP are owned by SDC. However, following discussions with SDC, GCC have agreed to act as 'custodian' for these SLP 2040 forecast year model files. Therefore, for all third party developer enquiries for obtaining data from these models and for site-specific testing to be undertaken, GCC (and their transport planning term consultants (Atkins)) will coordinate all requests, with the need for all individual modelling specifications / technical requirements to be scoped and agreed - in line with existing GCC Model Access Protocol procedures.

Third Party Access to Models

GCC has developed a Model Access Protocol to the GCTM and other GCC owned transport models, to enable external third parties to assess the impact of individual planning applications. GCC's *Third Party Model Access Protocol* can be found at: https://www.gloucestershire.gov.uk/planning-and-environment/planning-policy/third-party-model-access-protocol.

Whilst the GCC Model Access Protocol deals with arrangements for third parties to access the GCTM models and to undertake specific model testing, the supporting data and traffic modelling inputs/outputs that form the SLP 2040 future year forecast scenarios are owned by SDC and access to this data is subject to the agreement of the District Council.

Model Access – Charging Mechanism

GCC Charges:

Third parties need to agree access to the GCTM in principle with GCC first. This will follow the processes set out in the above mentioned GCC Model Access Protocol, with the GCC charging mechanism summarised as follows:

- Model Access Charge: a standard fee for accessing the GCTM base model, with a variable charge rate dependent on the scale of the third party development proposal
- Access to modelling files: £500 (excl. VAT) per GCC model file made available, if third parties decide on undertaking the traffic modelling themselves
- If GCC agree to undertake the traffic modelling for a developer: charges are calculated based on the time charges of GCC's term consultant + a 15% GCC administrative fee

SDC Charges:

Once use of the GCTM model (and payment of the associated model access charge) has been agreed with GCC, a separate 'one off' *Stroud Local Plan Data Access Fee* will also need to be paid by the third party direct to SDC to contribute to the associated costs incurred of populating the GCTM version 1.0 model with the data relating to the SLP 2040 forecast year scenarios.

The *Stroud Local Plan Data Access Fee* is a flat rate of **£2000 (excl. VAT)** per third party development site proposal**.** This fee will be reviewed on an annual basis.

The access fee will only be applicable to private sector 'third party' requests for use of the traffic models/modelling data outputs; information on limitations on how the data can be used and accessed is referenced in the GCC Model Access Protocol. Access for traffic modelling work requested directly on behalf of other local authorities will incur a zero 'access' charge because they have contributed to scenario development through the provision of required inputs (both land use and traffic data).

The *Stroud Local Plan Data Access Fee* will cover access to the data for a specific development site or / individual planning application only and is not transferable to other applications or assessment work. In effect, each development or application will be required to pay the *Stroud Local Plan Data Access Fee*. It cannot be reimbursed, should an application be withdrawn.

Further Information and Payment of Model Access Fees

All enquiries with regards to the use of and access to the GCC models and highways pre-application advice on major planning applications, should be made directly through GCC's Highway Development Management 'Planning and Development' team, initially via the following email address: **devcoord@gloucestershire.gov.uk**

The payment of the *Stroud Local Plan Data Access Fee* will be made directly by the third party to SDC, once initial agreement has been reached between the third party and GCC regarding access to and payment for the GCTM (version 1.0) base model. GCC will then inform SDC officers who will contact the third party to arrange payment of the Local Plan data access fee.

Monitoring

This Stroud Modelling Forecasts Third Party Access Protocol will cover the time period up to the 31st March 2023, beyond which the protocol will be subject to a full review. The protocol will be subject to regular usage and income monitoring with updates provided at the mid-point and end of the respective financial year.

Senior Officer sign off.

Signature of Senior Officer (Gloucestershire County Council)	[redacted]
Name of Senior Officer	[redacted] Highways Development Management Manager
Date	29 September 2021

Signature of Senior Officer (Stroud District Council)	[redacted]
Name of Senior Officer	[redacted] Head of Planning Strategy
Date	29 September 2021