

APPENDIX





APPENDIX 1- STRATEGIC TRANSPORT MODELS

New strategic models are being built for the study area at present. These are as follows:

- The South East Dorset Multi Modal Transport Study Model (SEDMMTS Model). This model will comprise the following:
 - A SATURN traffic model;
 - An EMME2 public transport model; and
 - A spreadsheet based demand model.
- Wimborne Minster SATURN Model. This will be a fixed demand model that is for the Wimborne Minster area only (the SEDMMTS model skirts the edge of Wimborne Minster).

Both models will include growth assumptions linked to different development options.

The SEDMMTS model was previously intended to test the Draft RSS levels of development across the area and the Secretary of State's proposed higher levels of development, offering insights on a range of outcomes between the two.

Following the withdrawal of the RSS in July 2010 by the incoming government, the team is now consulting the Borough and District Councils in order to identify likely development levels and locations, in order to reflect these in testing. It is understood from discussions with DCC that the team is aware of the emerging new neighbourhoods in South East Dorset and that these will be incorporated into the models.

Other proposed developments, such as employment growth at the airport, as well as other committed developments (e.g. those with planning permission or which are included in current Local Plans or Local Development Frameworks for the various parts of South East Dorset) will also be included.

Both models will include a base year of 2008 and future years of 2016 and 2026. These forecast years will be retained but were initially identified to correspond with the timescale of the RSS.

These models will provide a better indication of potential travel destinations from the settlements and new neighbourhoods (comprising all trips, not just those for work purposes).

The models, particularly the SEDMMTS model, will also provide more up to date information on likely mode shares of vehicle and public transport trips.

The separate Saturn Model for Wimborne Minster is a fixed demand model (e.g. trip decisions will not be affected by route characteristics, just the choice of route) and will not incorporate a linked public transport model.

The timescales for the completion of the models and availability of data are currently as follows:

- **SEDMMTS Model:** The 2008 base year model is completed and fully validated. The future year models have also been completed and initial testing has commenced. This now needs to be revisited and refined, however, based on changes to likely levels and locations of proposed development. The team had planned to consult on a Preferred Transport Strategy in Autumn 2010. This has now been postponed until January 2011. Nonetheless, the finalisation of a preferred strategy and final reporting of the study is still due by Spring 2011 to feed into LTP3. Findings of relevance to the new neighbourhoods at Corfe Mullen and Ferndown and West Parley can be provided by the modelling team, when available, to inform the master planning process in 2011.
- **Wimborne Minster Model:** The 2008 base year model has been completed and validated, as have future year models for 2016 and 2026. The model team are now testing 10 different development scenarios for Wimborne via the model and will be in a position to report on these shortly. A do-nothing scenario (e.g. future highway conditions without any improvements) will be completed, as well as several other transport improvement options being modelled.