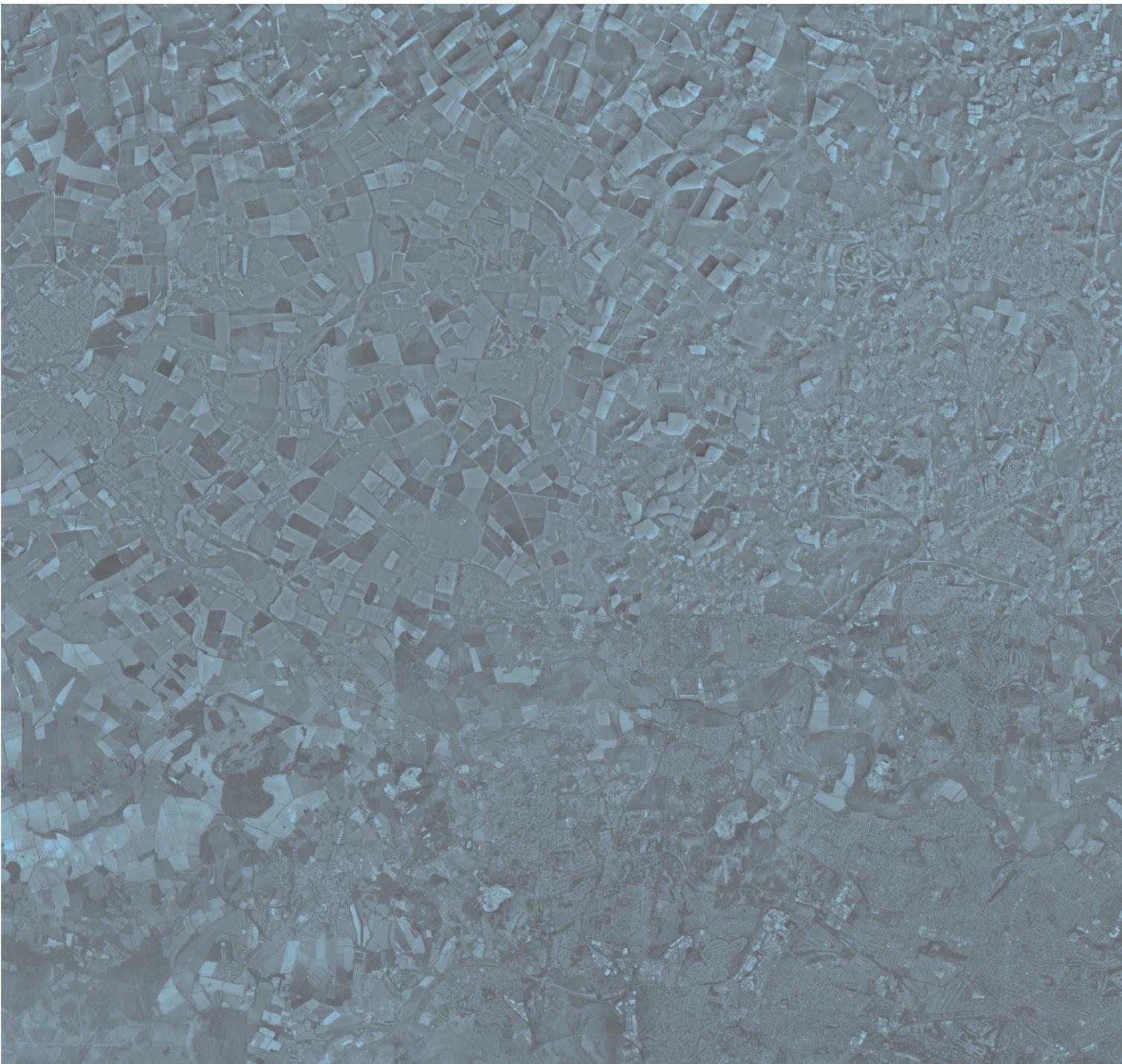
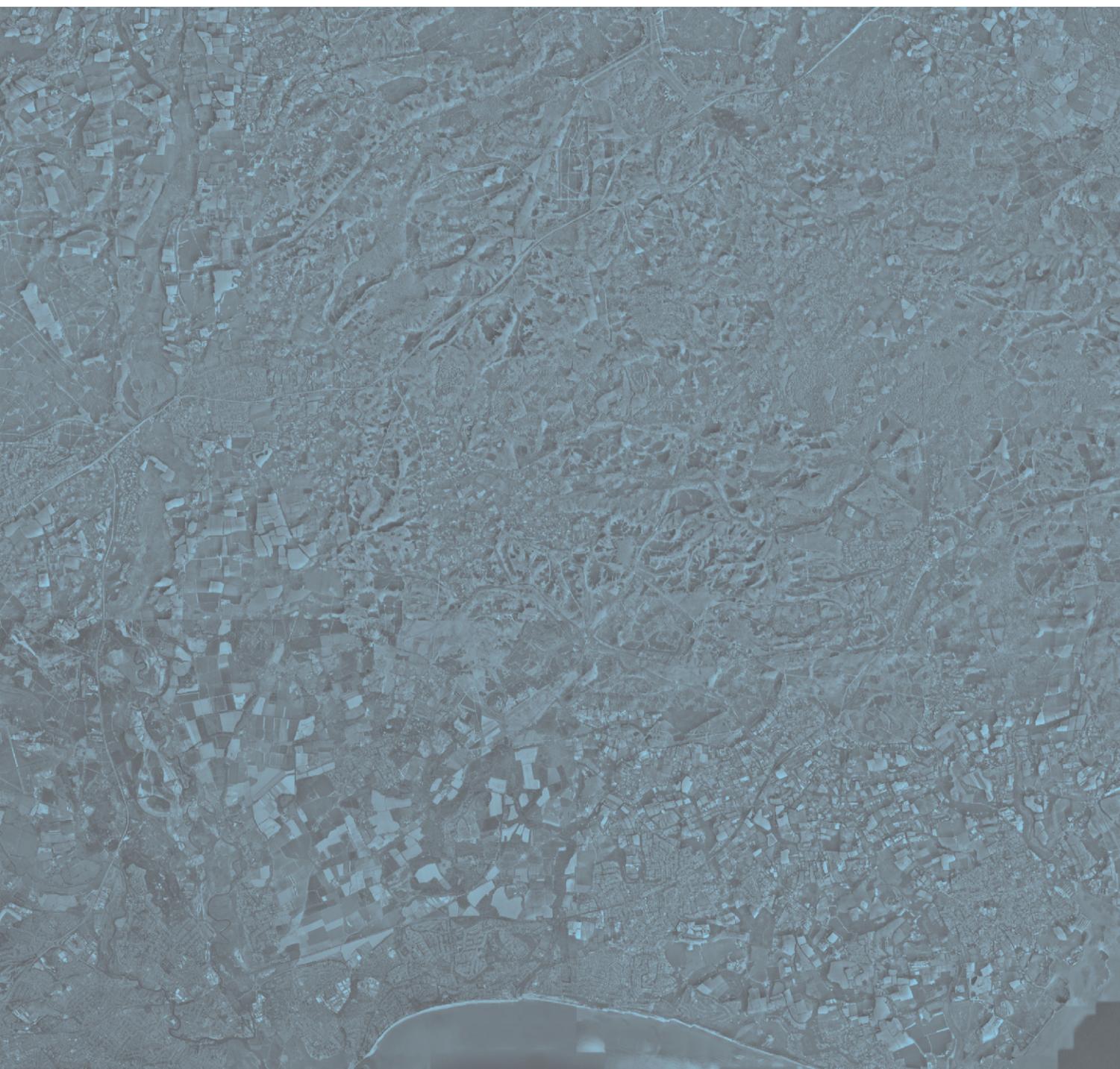


APPENDIX 1: STRATEGIC TRANSPORT MODELS





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Appendix 1

New strategic models are being built for the study area at present. This includes:

- 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.

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.

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

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.

The model will provide a better indication of potential travel destinations from the settlements and new neighbourhoods (comprising all trips, not just those for work purposes). It will also provide more up to date information on likely mode shares of vehicle and public transport trips.

The 2008 base year model is completed and fully validated. The future year models have also been completed and initial testing has commenced but now needs to be revisited and refined based on changes to likely levels and locations of proposed development. The team therefore had planned to consult on a Preferred Transport Strategy in Autumn 2010, which has now been postponed until January 2011. Nonetheless, the finalisation of a preferred strategy and final reporting of the study still due by Spring 2011 to feed into LTP3.