

**Traffic Modelling Liaison Procedures**

**Aim: to establish effective liaison procedures with the DfT modelling team to ensure that together we:-**

1. Agree the purpose/scope of the traffic modelling, including public transport.
2. Understand DfT requirements for step-by-step communication of progress with analysis and results, level of reporting to the DfT and timing, e.g. traffic survey report, LMVR, EAR etc. Agree lead times required for reviews to make substantive progress and minimising the risk of repeating work.
3. Discuss and agree the papers to be provided to facilitate discussions at planned liaison meetings and agree the process of tracking and agreeing model development. It is proposed that these would include the following for both the highway and public transport models:
  - a. Proposed traffic survey report(s),
  - b. Proposed network building,
  - c. Proposed approach to trip matrix development,
  - d. approach to toll choice modelling including the incorporation of results from estimating the value of time / willingness to pay,
  - e. assumptions proposed to be made in relation to variable demand modelling, including elements such as local parameter values, realism testing etc.
  - f. model validation (LMVR).
  - g. Papers would also be provided in relation to the proposed method for forecasting including assumptions to be made for the proposed in relation to networks and land use for the most likely, optimistic and pessimistic scenarios.
4. Use Project Quarterly Progress Reports/Meetings to record key decisions and progress.
5. Discuss current and forthcoming DfT advice of relevance, e.g. variable demand modelling advice, advice on the treatment of uncertainty, road user charging, anything else.
6. Availability of DfT-funded research papers that would be of use in developing the traffic model, e.g. research into travel time reliability.
7. Approach to forecasting and reaching a consensus in relation to assumptions to be made about future development, for example, at Liverpool Airport and also in Economic Development Zones in relation to a set of forecasts to be used for scheme appraisal (and potentially forthcoming advice on the treatment of uncertainty in forecasting).
8. Accident analysis, should it be assumed that local accident data is used as the basis of the analysis, as opposed to the use of default accident data? We propose to appraise accidents within our own software based on the principles and assumptions within COBA, but not using the COBA programme.
9. Roadworks delay, which will be significant with the major maintenance required for Silver Jubilee Bridge and we are planning to base this on QUADRO analysis?
10. To what extent could a simplified approach be adopted with regard to any of the above model refinements, on the understanding that they could be addressed via sensitivity tests at a later date?