

**Proposed Decision to be taken by the  
Portfolio Holder on or  
after 25 October 2013**

**Transport Model Access Revised Fee Schedule**

**Recommendation**

That the Portfolio Holder for Transport and Planning agrees the revised WCC transport model access fee schedule in Table 1 to be implemented from 1<sup>st</sup> November 2013.

**1.0 Key Issues**

- 1.1 Transport Planning Unit currently have arrangements under which they charge developers for a licence to use the County's S-Paramics traffic models. These models were developed to inform the plans and strategies of the County Council and other public authorities as well as assisting in responses to development proposals. Developers are routinely required to support applications for development consents with transport assessments and LTP Policy LUT5 offers guidance as to what this entails:

"Where significant development it proposed, the County Council will require the use of Micro-Simulation modelling techniques to support the Transport Assessment process."

- 1.2 Developers are under no obligation to use any particular model or supplier but the licensing arrangement lets them choose to use our models. Giving access to our models provides clear benefits in the public interest. Development of models can be costly and time consuming; offering a ready-made solution at a reasonable cost is of value to developers, thus supporting economic policy objectives, and provides an income to re-invest in the business model. Our models offer assessments in which we can have greater confidence, as well as providing consistency of data and methodology, without imposing increased financial or time costs on developers. All the licence income is used to pay for traffic surveys and consultant time to maintain and develop the models and thus ensure that WCC:

- has accurate tools to assess LDF proposals/major road schemes; and
- is a leading Local Authority in microsimulation traffic model use.

- 1.3 The licensing arrangements involve the use by developers of capacity in an intellectual asset and the fee structure should aim to reflect a fair market value for the benefit provided to the developers, without compromising the public interest benefits that accrue from the arrangements, as well as relating reasonably and proportionately to the costs of creating, maintaining and

developing the models. The fee structure has been reviewed with these objectives in mind.

- 1.4 The licence agreement has been in place since 2010 with an income of approximately £100,000 per annum. This makes a valuable contribution to the overall costs of the models which allows for their constant improvement. Experience over this time has shown that we are capturing some smaller development sites within the middle and upper fee band which are as a result paying the same as the larger development sites (especially some of the SUE/LDF sites). Therefore we propose to update our fee schedule to reflect a fairer price. The proposed fee structure will increase income overall but it will be re-invested in the models and your officers are satisfied that the structure will continue to maintain appropriate relationships between market value, benefits and costs.

## 2.0 Proposal

- 2.1 Approval is sought to change the fee schedule as per the revised schedule outlined in Table 2, the current charges are show in Table 1.

Licence Fee<sup>1</sup>

<b>Band</b>	<b>Description – Total Motorised Vehicle Trips Over 6 hour Modelled Period<sup>2</sup></b>	<b>Fee</b>
A	A development that generates up to and including 499 trips	£5000
B	A development that generates 500 – 999 trips	£10000
C	A development that generates 1000 trips or more	£15000

Table 1 Current Fee Schedule

<b>Band</b>	<b>Description – Total Motorised Vehicle Trips Over 6 hour Modelled Period<sup>2</sup></b>	<b>Fee (excl. VAT)</b>
A	A development that generates less than 850 trips	£6000
B	A development that generates 850 – 1499 trips	£12500

<sup>1</sup> The licence fee does not included audit fees, which should be negotiated separately (see clause 9.1)

<sup>2</sup> Number of motorised vehicle trips is defined as the total number of trips arriving and leaving the development site over the 6 hour modelled period (i.e. 0700-1000 and 1600-1900). This should be PfH (Transport & Planning) – 25<sup>th</sup> October 2013

C	A development that generates 1500 - 2500	£15000
D	A development that generates 2500 trips or more	£17500
E	A development that generates 5000 trips or more	£22500

Table 2 Revised Fee Schedule

- 2.2 To put the trip rates stated in the revised Table 2 schedule into context, as an approximate guide, the revised banding equates to the following number of dwellings on a development site:

Band A = less than 330 houses

Band B = 330 – 600 houses

Band C = 600 – 1000 houses

Band D = 1000 – 2000 houses

Band E = 2000+ houses

Please note that housing is chosen here to demonstrate how the fee schedule is structured but transport assessment may be required for all types of development that generate significant numbers of trips.

### 3.0 Timescales associated with the decision and next steps

- 3.1 It is proposed to implement the changes on 1<sup>st</sup> November 2013.

### Background papers

Model Licence Legal Agreement

Original Fee Schedule

Revised Fee Schedule

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