

Decision Record – Transport Model Access Revised Fee Schedule

Cabinet Portfolio Holder taking the decision Cllr Peter Butlin
Transport and Planning
Date of Decision (not before: 25th October 2013) 28/10/2013



Decision Taken

That the Portfolio Holder for Transport and Planning agrees the revised WCC transport model access fee schedule in Table 2 to be implemented from 1st November 2013.

Reasons for Decisions

Approval was sought to change the fee schedule as per the revised schedule outlined in Table 2 (the current charges are show in Table 1).

Table 1

Band	Description – Total Motorised Vehicle Trips Over 6 hour Modelled Period2	Fee
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 2

Band	Description – Total Motorised Vehicle Trips Over 6 hour Modelled Period2	
A	A development that generates less than 850 trips	£6000
B	A development that generates 850 – 1499 trips	£12500
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

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.

Background Information

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

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.

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.

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.

Financial Implications

As listed in the report.

Report Author	Alan Law
Head of Service	Graeme Fitton
Strategic Director	Monica Fogarty
Portfolio Holder	Councillor Peter Butlin

Checklist

Urgent matter? No

Confidential or Exempt? No
(State the category of exempt information)

Is the decision contrary to the budget and policy framework? No

List of Reports considered - please include link to report

Link to published proposed decision report:

<https://democratic.warwickshire.gov.uk/cmis5/CalendarofMeetings/tabid/128/ctl/ViewMeetingPublic/mid/645/Meeting/2847/Committee/548/Default.aspx>

List of Background Papers - please include a contact for access to background papers

None.

Members and officers consulted or informed – please include any comments

Portfolio Holder – Councillor Peter Butlin

All Strategic Directors

Legal – Ian Marriott, Serena Cammish, Peter Oliver, John Gregory, Peter Endall

Finance – Liz Firmstone

Equality – Minakshee Patel

Democratic Services – Georgina Atkinson

Communities OSC – party spokes:

Councillors Richard Chattaway, John Holland, Chris Williams and John Whitehouse