

# Themes and Dissonance

## Assessing Progress in TIF Studies

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# Overview

- Nothing too technical!
- Nothing very specific!
- A little about the TIF experience
- Modelling in the light of ‘Towards a Sustainable Transport Strategy’ and the ‘NATA Refresh’

# The Broader Picture

- Analysis well received
- Road Pricing Feasibility Study - National Transport Model
- Eddington Study informed by extensive model-based analyses – projects and NTM
- Delivering a Sustainable Railway White Paper – National Modelling Framework
- Advanced Motorway Signalling And Traffic Management Feasibility Study - NTM

# The TIF Experience

- Strong emphasis on role of modelling at outset - guidance
- Continued pressure to deliver quality to tight timescales
- Challenging for modellers
- Challenging for the Department

# What We Expected

- A good road traffic assignment model
- A good variable demand model
- Enhanced segmentation
- Marginal external congestion costs
- Marginal social cost pricing

# What We Found

- Getting a good assignment model was challenging but do-able
- Getting a good variable demand model was VERY challenging indeed!
- Approach to enhanced segmentation was often more sophisticated (complex?) than we'd expected
- MSC based pricing not as useful as we'd expected

# The Wider Picture

- Not dissimilar from the TIF experience
- Good highway assignment models are demanding
- We're still learning how to build good variable demand models
- Integrated public transport supply models can be challenging
- Freight modelling often rudimentary
- Land use/transport modelling

# Assignment

- Has assignment fallen behind?
- It's too slow for modern analytic work
- It's poor at representing modern networks
- It's poor at representing modern patterns of demand
- ITEA commissioning review of requirements, leading to enhanced guidance

# Assignment in practise

- Base matrix quality an issue – data and matrix estimation
- Validation criteria not the issue?
  - A benchmark, not a hurdle
  - Fitness for purpose the primary consideration
- Strategic models raise further issues
  - Used for a range of purposes
  - Likely to require ‘tuning’ and re-validation

# Variable Demand Modelling

- Relatively new in the UK
- Realism testing has proved difficult
- Variation in sensitivity with trip length (cost damping) has emerged as an issue
- ITEA has commissioned research to explore both issues, leading to enhanced guidance

# Looking Forward: Policy Pressures

- The need to be ‘Eddingtonian’
- Emphasis on strategic, mode-neutral analysis
- Desire for rapid turn-round, user-friendly analysis
- Increased interest in packages – including ‘smarter choices’, making better use and so on
- Increasing emphasis on multi modality – including ‘soft modes’

# Looking Forward - Modelling

- We need strategic, 'light touch' models
- That are quick and easy to run
- But they must have lots of segmentation
- And be able to deal with all modes – air to walk
- And all kinds of interventions – smarter choices to high speed lines
- Without loss of robustness

# Looking Forward – Modelling

- Improved multi-modality –
  - More balanced treatment of PT and highway
  - The ‘rail growth’ question
  - Bring in cycling and walking
- Improved integration of sub-models
  - Mode-specific supply models
  - Environmental models
  - Make more use of tiering
  - Improved model interfaces
- Faster turn-round times

# Capability

- Skilled modellers in short supply
- Long term investment in capability by employers and staff
  - Breadth as well as depth
  - Pay and status
  - New Transport Planning Professional qualification
- Better, user friendly software
- Better, user friendly guidance

# NATA Refresh

- We recognise the need to clarify the status of the guidance
  - Keen to ensure minimum standards but to avoid constraining innovation
- We recognise the need for a more orderly release process
  - No surprises, early warning of changes
- We are keen to ensure that users are kept up to date and adequately trained

# Working Together

- Department recognises need to provide good, practical guidance
- The profession has to deliver the tools and the people
- Promoters set the challenges – and have to ensure that they're met
- We all need to work together to ensure that each of us delivers

**That's it!**

For guidance on modelling and appraisal,  
see WebTAG

[www.webtag.org](http://www.webtag.org)