



TECHNICAL NOTE

DATE:	02 May 2024	CONFIDENTIALITY:	Confidential
SUBJECT:	Amendments to Project Scope		
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OVERVIEW

There have been a number of changes to the scope of work for the St Albans Local Plan modelling following the meeting with National Highways on 26th April. The purpose of this technical note is to capture all of these changes and confirm the proposed approach and additional cost in relation to each change with Hertfordshire County Council (HCC) and St Albans District Council (SADC). A revised programme based on the scope changes will be provided alongside this scope of work.

SCOPE CHANGE 1: BASE YEAR REVIEW

WSP have undertaken investigations into some areas in the base year model where the performance between observed and modelled traffic flows is poor and the links are close to Local Plan sites. As a result of this work we have made coding improvements and ran matrix estimation which has led to improvements of model performance. Noting that WSP have not charged HCC for the time we have spent on this task. As a result of these changes the following tasks are now required:

- Add in an addendum in the St Albans Base Year Review note to provide an update on the tasks which have been undertaken and performance of the latest results
- Add in an addendum in the Strategic Road Network Base Year Review note to provide an update on the tasks which have been undertaken and performance of the latest results

National Highways have also asked for us to include some comparison on M25 sites close to St Albans and WSP have identified 8 sites on the M25 where 2014 data is available. WSP will extract the data and compare it to the 2014 modelled flows and include this as part of the Addendum. The tasks and cost are shown in Table 1 and Table 2.

Table 1: Base Year Review Task & Cost

Tasks
St Albans Base Year Review Note Addendum
Strategic Road Network Base Year Review Note Addendum
M25 observed and modelling comparisons
Total

SCOPE CHANGE 2: OPTION 0 RE-RUN

It has been agreed with HCC that Option 0 will be re-ran to incorporate the following:

- Add in Chiswell Green sites North and South
- Revise NTEM constraint to exclude St Albans

Table 3 outlines the tasks involved in adding in these changes. Noting that we have added in the task to undertake checks against the TA outputs which has been requested by National Highways. Once we have the TA comparison WSP recommend that we share this information when it is available for the final runs with National Highways to agree whether any next steps are required before extracting outputs. We are aiming to be able to share this with National Highways towards w/c 13th May. Noting we are awaiting confirmation of input information from HCC about the Chiswell Green sites before we can proceed any further with these tasks.

Table 3: Option 0 Task & Cost

Tasks
Adding in Chiswell Green site (north and south) into Planning Data, process and constrain to consents in St Albans and NTEM for rest of HCC
Adding in Chiswell Green site (north and south) into PT Model
Adding in Chiswell Green site (north and south) into Highway Model
Adding in base year validation improvements to highway model network (Bipin)
Re-Generating C Trip End Inputs
Checking C-Trip End Inputs
Re-Running Option 0 Demand Model
Checking Outputs
Checks against TA outputs
Total



CHANGE 3: OPTION 1 REFINEMENTS

As a result of the changes in Option 0, Option 1 will need to be re-ran the additional tasks required to do this are outlined in Table 5.

Table 5: Option 1 Task & Cost

Tasks
Re-Generating C Trip End Inputs based on updated Option 0 plus Reg 18 sites
Checking C-Trip End Inputs
Re-Running Option 1 Demand Model
Checking Outputs
Total

CHANGE 4: OPTION 2 REFINEMENTS

It has been agreed that Option 2 will be refined based upon NTEM growth across all HCC districts, except St Albans, instead of using the Local Plan assumptions. It is also noted that the costs for incorporating the IDP schemes into the highway and public transport models has yet to be agreed so this fee proposal includes those costs. Table 7 outlines the tasks which are required to be undertaken.

Table 7: Option 2 Task & Cost

Tasks
Time spent with HCC confirming IDP schemes
Coding IDP Schemes into Local Plan Model Highway (abortive work)
Coding IDP Schemes into Local Plan Model Public Transport (abortive work)
Add in St Albans Local Plan IDP schemes into NTEM Highway Model
Add in St Albans Local Plan IDP schemes into NTEM PT Model
Total

SCOPE CHANGE 6: OPTION 4

There is a potential for an additional option to be undertaken which includes Dacorum Local Plan into either Option 1 or 2. The tasks and cost for undertaking this is shown in Table 9. Noting that the costs for adding in the Dacorum IDP schemes are indicative as the number of schemes are yet to be confirmed.

Table 9: Option 4 Task & Cost

Tasks	
Add Dacorum Local Plan sites to planning spreadsheet	
Generate C-TripEnd Inputs	
Checking C-Trip End Inputs	
Add in Dacorum Local Plan IDP schemes into Option 2 Highway Model	
Add in Dacorum Plan IDP schemes into Option 2 PT Model	
Run Option 4 Demand Model	
Check Option 4 Demand Model Results	
Output Results	
Reporting	
	Total

FEE SUMMARY

Table 11 summarises the additional costs described above and provides a revised total budget for the project. This does not include the cost of coding the infrastructure schemes as the final schemes to be coded have not been provided by HCC yet.

Table 11: Fee Summary by Task

Scope Change
Change 1: Base Year Review
Change 2: Option 0
Change 3: Option 1
Change 4: Option 2
Change 6: Option 4
Total additional work
Total additional work (excluding Option 4)



PROGRAMME

WSP have updated the programme of work and we think that we should be a position to issue a draft report w/c 17th June, noting this is subject to confirming whether any refinements need to be undertaken associated with the highway trip rate comparison and discussions with National Highways.