

Transport Model for Scotland 2012 (TMfS12)

Transport Scotland

TMfS12 Demand Model Development Report



TMFS12 DEMAND MODEL DEVELOPMENT REPORT

Description: **Demand Model Development Report**

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1 INTRODUCTION

1.1 Background

Transport Scotland plays a key role in the assessment of proposed changes to land use and transport networks across Scotland. As part of the planning process, Transport Scotland offers the use of its strategic transport and land use appraisal tools to assess the social, economic, operational, and environmental impacts of different land use options and transport interventions.

These appraisal tools include National integrated land use and transport models which cover the whole of Scotland. These National models include both the Transport Model for Scotland (TMfS) and the Transport, Economic, and Land-use Model of Scotland (TELMoS); which are both developed and maintained under Transport Scotland's Land Use and Transport Integration in Scotland service (LATIS).

For more information regarding the LATIS service and the National Transport and Land Use Models, please visit the LATIS website at:

www.transportscotland.gov.uk/latis

Transport Scotland requires the development of TMfS12, which is calibrated to transport and land use conditions observed during 2012, with this model being an update of the previous TMfS07. This model is to be used to prepare a single (baseline) Forecast Scenario for the future years; 2017 – 2037 at five year intervals. The primary focus of this model is its future application which is in this case the A9 Dualling between Perth and Inverness.

1.2 Introduction

PDC and SIAS Limited (SIAS) were commissioned in 2012 by Transport Scotland to update the National Transport Model for Scotland (TMfS07) from Base Year 2007 to Base Year 2012 (TMfS12).

The key changes to the TMfS07 model to transform it to TMfS12 were:

- 1 Updated highway trip matrix
- 2 Updated highway and public transport networks to reflect 2012 conditions
- 3 Highway model validation using 2012 traffic counts
- 4 Updated Base Year tripends using 2012 land use and planning data
- 5 Creation of new incremental matrices to compensate for differences between the validated matrices and the synthesized base matrices
- 6 Elasticity calculations for realism testing

No additional recalibration of the demand model was undertaken for TMfS12.

The TMfS12 model operates in demand model - supply model iterations until equilibrium or a pre-defined number of iterations has been reached. This Report describes the demand model and covers the work undertaken to update the demand model from 2007 to the 2012 Base Year (key changes 4 to 6).



The main requirements of updating the Base Year demand model (TMfS12) were to:

- Update the Base Year of the trip end model to 2012 and to accept TELMOS land use changes from 2012 as a base instead of 2007
- Test the sensitiveness of the model parameters to ensure they are within the recommended realism ranges
- Establish the incremental adjustment matrices to be used in predicting demand for the forecast years

1.3 Overview

The TMfS12 Demand Model Development Report forms part of the overall TMfS12 model hierarchy which is shown in Figure 1.1. It is a strategic model which has been prepared with a level of detail commensurate with appraising national policy and strategic land-use and transport interventions and providing a key source of transport supply and demand data.

TMfS12 will also form the starting point for the development of any Sub-Area and Regional models; providing assistance in preparation of model structure, input to Base Year development and providing a source of forecast year travel demand.

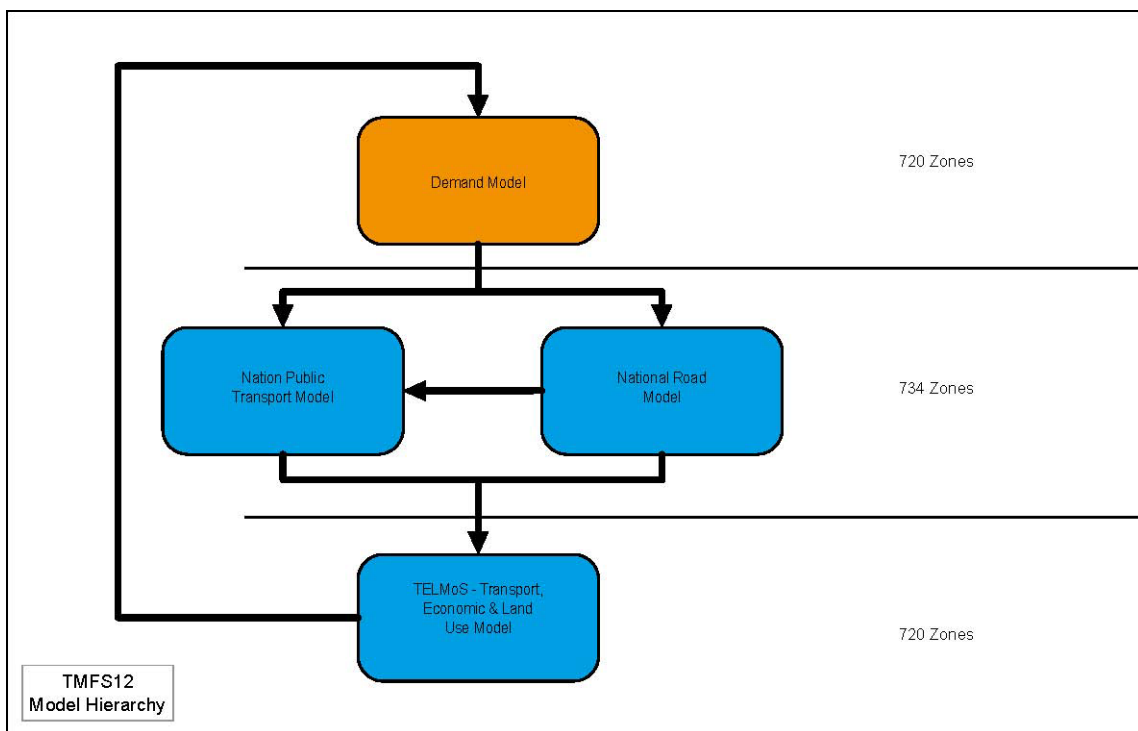


Figure 1.1 : TMfS12 Model Structure – National Model Interaction

The TMfS12 differs slightly from TMfS07 in that while the demand model remains a 720 zone model the Road and Public Transport models are 734 zones models. The rationale behind this is explained in Section 2 of this Report.

The TMfS12 modelled Base Year is representative of 2012 transport conditions.



The model covers three time periods within a 'typical' weekday. These are:

- Average AM Peak Hour between 07:00 – 10:00
- Average Inter Peak Hour (1/6 of 10:00 – 16:00)
- Average PM Peak Hour between 16:00 – 19:00

For the peak time periods, the 'average peak hour' represents the 'peak hour' within the three hour period. This 'peak hour' was calculated using relevant observed 2012 traffic count data collected across Scotland and represents a 'Scottish Average' peak hour within the relevant time period.

The model has two modes:

- Car
- Public Transport

The road model includes five user classes, as follows:

- Car In-Work
- Car Non-Work Commuters
- Car Non-Work Others
- LGV
- HGV

Bus traffic on the network is modelled using fixed pre-load flows. The bus routes are imported from the National Public Transport Model and these were updated for the A9 and A96 corridors using current timetables. The rail routes are imported from a services database supplied by ScotRail and again these were updated for the A9 and A96 corridors as well as for services using the Airdrie-Bathgate rail link.

TMfS12 v1.0 has been developed using the GIS-based software package MapInfo and Citilabs CUBE Voyager software version 6.0.2.

1.4 Structure of this Report

The structure of the remainder of this Report is as follows:

- Section 2 provides an overview of the model structure
- Section 3 describes the development of the trip matrices used in the model calibration
- Section 4 describes the mode and destination choice calibration stage
- Section 5 gives a description of the Park & Ride station choice calibration
- Section 6 describes the procedures for the creation of return trips and Non-Home-Based trips
- Section 7 covers the other choice models that are included with the model
- Section 8 covers model realism testing
- Section 9 explains the trip end modelling within the Model
- Section 10 describes the forecasting procedures
- Section 11 contains the conclusions





2 MODEL OVERVIEW

2.1 Model Structure

The structure and design of the TMfS12 zone system is the same as that of the TMfS07 zone system for demand modelling purposes. The TMfS12 roads and PT assignment models operate with a slightly more disaggregate zoning system comprising 734 zones, details of which can be found in the corresponding TMfS12 roads and PT assignment model development reports. An automated expansion and compression process converts costs and trip matrices between the 734 and 720 zone systems as required for the demand and assignment models.

The TMfS12 Demand Model is an extension of the conventional “four-stage” demand model, and incorporates the stages/choices listed as follows. Traditional elements of a four-stage model are denoted in bold:

- **Trip generation**
- Trip frequency
- **Mode choice**
- **Destination choice**
- Park & Ride station choice
- High occupancy vehicle choice
- **Route choice (assignment)**

The Demand Model calculates changes from the Base Year in an incremental manner. The Demand Model forecasts changes to the Highway and Public Transport assignment matrices that arise through changes in forecast planning data and/or changes in future transport costs.

The inputs to the Demand Model are:

- Trip productions and attractions
- Generalised costs of travel by highway and public transport modes from the Base Year /reference case assignment models
- A Park & Ride site file
- Calibrated model parameters

In preparing the model, the following data sources have been used:

- Census travel-to-work data
- National Rail Travel Survey data
- Public transport survey data
- Generalised costs of travel from the highway and public transport assignment models
- Scottish Household Survey data
- Roadside interview survey data
- Planning data from TELMoS
- Trip rates from TEMPRO



2.2 Zone System

The TMfS12 national model has the following 720 zones:

- 708 internal zones
- 4 airport zones (Aberdeen, Edinburgh, Glasgow, and Prestwick)
- 8 external zones covering England and Wales

The main features of the new zone system are as follows:

- Zones are generally larger than in previous versions of TMfS, in line with the more strategic nature of the TMfS12 model
- Most zones are amalgamations of the 6,505 Scottish Neighbourhood Statistics Data Zones, with typically around nine Data Zones per TMfS12 zone
- No zone crosses a Local Authority boundary
- Where possible, there is at most one train station per zone (the exceptions to this are described in Appendix B)

Some Data Zones do not lend themselves to creating suitable zones for a transport model (for example, where they represent two or more communities with significantly different connections to the strategic transport network). As a result it was necessary to split 13 Data Zones in the TMfS07 zoning system, with these being carried forward to TMfS12. All the zones were split along census output area boundaries. The TMfS12 zones in question are listed in Appendix B. The full zone system is available to download, on request, from Transport Scotland.

2.3 Journey Purposes and Time Periods

The Demand Model contains three journey purposes:

- Home-Based Work (HBW)
Travelling 'From-Home' to work (and back again) – a typical commuting journey (note – this travel purpose does not take place in employer's time)
- Home-Based Other (HBO)
Travelling 'From-Home' to a non work-related location such as shopping or leisure (but excluding education)
- Home-Based Employer's Business (HBEB)
Travelling 'From-Home' to a destination where you are in employer's time as soon as you leave the home



There are three further purposes modelled, but these are derived by a factoring process rather than the demand model. These are:

- Non-Home-Based Other (NHBO)
Travel between two Non-Home-Based locations (e.g. from work to shops).
- Non-Home-Based Employer's Business (NHBEB)
travelling during employer's time, such as travelling from your place of work to a business meeting, visiting customers, etc.
- Home-Based Education (HBS)
Travelling 'From-Home' to an education destination (e.g. school, college, etc.). These are not part of the main Demand Model, but are added in separately after the mode and destination choice phases.

The Demand Model uses four household types:

- C0 Zero car household (everyone from these is considered to be captive to PT)
- C1/1 1 car, 1 adult household
- C1/2+ 1 car, 2+ adult household
- C2+ 2+ car household

Note: These household types serve as a proxy for car availability.

Three main modes were considered in the Demand Model:

- Car
- Public transport (PT)
- Park & Ride

Separate demand models were developed for the morning peak (AM) and Inter Peak (IP) periods. The evening peak demands were extracted from the IP demands. The periods were defined as:

- AM Peak period 07:00 – 10:00
AM Peak hour (for assignment modelling) 08:00 – 09:00
- Inter Peak period 10:00 – 16:00
Inter Peak hour (for assignment modelling) 1/6 of 10:00 – 16:00
- PM Peak period 16:00 – 19:00
PM Peak hour (for assignment modelling) 17:00 – 18:00

Five user classes are included in the highway assignment model:

- Cars in work time
- Cars in commute time
- Cars in other time (e.g. shopping, leisure, etc.)
- Light goods vehicles (LGV)
- Heavy goods vehicles (HGV)



2.4 Generalised Costs

The generalised cost coefficients for the Base Year highway assignment model were calculated based on the most up-to-date version of TAG Unit 3.5.6 available at the time of model development (October 2012). The highways generalised cost equation by user class is:

$$GC = a \times \text{distance (km)} + b \times \text{time (mins)} + c \times \text{toll (pence)}$$

where a, b, and c are the parameters and GC is in generalised time.

Table 2.1 : Highways Assignment Model Coefficients for Base Year

Mode	Time	Distance	Toll
Cars In-Work	1	0.2476	0.0570
Cars Commute	1	0.5967	0.1602
Cars Other	1	0.4339	0.1602
LGV	1	0.7659	0.0255
OGV	1	2.2552	0.0255

The Base Year generalised cost coefficients for the Public Transport Assignment Model are summarised in Table 2.2. A full description of the generalised cost of PT, can be found in the *TMfS12 National Public Transport Model Development Report*.

Table 2.2 : Public Transport Assignment Model Parameters

Model Parameter	
Route Enumeration Fare	
- urban bus / inter-urban bus	0
- rail / subway / ferry	0
Spread Factor	1.25
Spread Constant	5 min
In-vehicle Time Factors – AM +	
- urban bus	1.2
- inter-urban bus	1.1
- rail / subway / ferry	1
In-vehicle Time Factors – IP:	
- urban bus	1.2
- inter-urban bus	1
- rail / subway / ferry	1
Walk Time Factor	1.6
Minimum Wait Time	0 min
Maximum Wait Time	60 min
Boarding Penalty – AM + PM	10 min
Boarding Penalty – IP	5 min
Transfer Penalty:	
- rail to rail	5 min
- bus to bus	5 min
- rail/underground/tram to bus	5 min
Value of time (2007 Base Year):	
- in work	25.98 £/hr
- non work	5.91 £/hr



The value of time is used to convert public transport fares into units of generalised time. The values, as in the case of the Highways Assignment Model, were also taken from WebTAG unit 3.5.6.

The calculation of the Generalised Cost coefficients is presented in Appendix C.

2.5 Parking Charges

Parking charges are introduced by adding representative costs to the central area zones of:

- Aberdeen
- Dundee
- Dunfermline
- Edinburgh
- Glasgow
- Inverness
- Perth
- Stirling

Different costs are added in for different journey purposes. This is due to different types of journey have different average lengths of stay.

Appendix D describes how the parking charges have been included in the Model. It also describes the calculation of average parking charges in each city/town.

2.6 Highway and Public Transport Assignment Models

The development of the Highway and Public Transport Assignment Models are described in separate reports. Both models consist of calibrated and validated assignment matrices and network models by time period.

The assignment matrices are origin/destination format matrices by one hour time period for AM Peak, Inter Peak, and PM Peak. In the case of the Highway Model, the matrices are PCU matrices for Car In-Work, Car Commute, Car Other, Light Goods Vehicles (LGVs), and Heavy Goods Vehicles (HGVs). In the case of Public Transport, the matrices are person trip matrices for In-Work, Commute and Other.

The PCU factors for the Highway Model are 1.0 for all light vehicles, 1.9 for heavy goods vehicles and 2.2 for buses.

The network assignment models were used to create the base generalised cost matrices, which have been used in the development of the Demand Model.

2.7 Trip Ends

Trip Ends, which contain production and attraction information by purpose, are basic data for the Demand Model. The Trip Ends are required by production and attraction, by mode, by household type, by time period and by the six journey purposes used in the Model.



Forecasting is undertaken using TEMPRO trip rates and planning data from the TELMoS12 model. These are used to create growth factors which are then applied to the base TMfS12 trip ends.

2.8 Demand Model Parameters

The demand model parameters control the sensitivity of the various choice processes and also, to some extent, the fit of the model to Base Year data.

The Base Year demand model parameters include distribution model sensitivity parameters, mode choice scaling factors and mode specific constants. The base model also contains Park & Ride model parameters.

The sensitivity parameter values have been calculated specifically for this model using local data.

These parameters have then been subjected to realism testing as defined by the variable demand modelling guidance in WebTAG Unit 3.10.4; the implied sensitivities of the model have then been compared to the standard published values.

2.9 Demand Model Process

The processes contained in the demand model and their interaction is explained in a series of flow diagrams, which are contained in Appendix A.

2.10 Software

ALOGIT software has been used to calibrate the mode and destination choice parameters.



3 MATRIX DEVELOPMENT

3.1 Data

The main data sources used in the development of the matrices for the demand model is as follows:

For the Road Demand Matrices:

- Census travel-to-work data
- Scottish Household Survey Data
- Planning data from TELMoS
- TEMPRO trip rates
- Generalised costs of travel from the assignment models
- Roadside interview data

For the PT Demand Matrices:

- All sources used for Road demand
- Data collection for inter urban buses (Autumn 2007)
- National Rail Travel Survey data (NRTS)

For the Park & Ride Demand Matrices:

- National Rail Travel Survey data (NRTS)
- Park & Ride Site Survey data

It should be noted that all the matrices were developed by each of the four household segments described in Section 2.

3.2 Census Travel to Work Data

The census travel to work data has been used to create the From-Home Work Road matrices for the demand model. The Census Travel to Work represents a full day, the AM Peak and Inter Peak matrices have been factored out from this. Firstly, the overnight trips were removed using overnight trip factors from TEMPRO, leaving a 12hr matrix. Scottish Household Survey data was then used to extract the AM and Inter Peak matrices. It should be noted that the Travel to Work Data contains a Home to Work place linkage and that there is no method to turn this into different travel patterns by time period.



3.3 Synthesised Data

The From-Home to Employers Business trips and the From-Home to Other Road matrices have been calculated using a data synthesising process. The stages used to create this data were as follows:

- Using TELMoS05A data from the 2005 Base Year and the 2012 Do-Minimum forecast, linear interpolation was used to obtain 2007 planning data, which was then compressed to the new 720 zone system of TMfS12.
- This planning data was combined with trip rate data from TEMPRO, to produce period person trip ends (Productions and Attractions) for the AM Peak and the Inter Peak.
- Finally, these trip ends were passed through a gravity model (using destination choice sensitivity parameters and generalised costs from the TMfS05A model) to get the matrices for 2007.
(See TMfS05 demand model report for details of the destination choice parameters used).

3.4 PT Demand Matrices

The PT From-Home demand model matrices were created using the following process:

- Firstly, the 'From-Home' elements of the NRTS and Inter Urban Bus Survey data were extracted and combined to create From-Home to Work, Employers Business and Other matrices for AM Peak and Inter Peak.
- Any gaps in the From-Home to Work matrices were then filled in using Census Travel to Work PT Data.
- Finally, any gaps in the From-Home to Employers Business and From-Home to Other matrices were filled in using synthesised PT data (created in the same way as the car matrices in Section 3.4).

The PT matrices have been built up from the same data in both the Assignment Model and in the Demand Model, but these were developed separately. For the Assignment models, full O-D matrices were created for the peak hours. For the demand model the same data was used to create time period matrices of 'From-Home' trips.

3.5 Park & Ride Demand Matrices

The Park & Ride AM Peak (Note; there is no Inter Peak Park & Ride model) were created from NRTS data and Park & Ride site survey data. For rail based Park & Ride the matrices were built up by obtaining from the NRTS those trips which accessed stations by car and were From-Home, this was undertaken separately by time period. The Bus Park & Ride matrices were created from surveys at Park & Ride sites, which were expanded using entry and exit counts. These matrices were then combined to get the final Park & Ride matrices.

3.6 Creation of Prior Matrices for Road Assignment Model

The processes described in Sections 3.2 to 3.6 resulted in a full set of From-Home matrices for Road, PT and Park & Ride. These From-Home matrices along with generalised cost data from the assignment models were then used to calibrate the demand model parameters (see Section 4).



The To-Home and Non-Home-Based demand matrices were then created by putting these From-Home matrices through the reverse and Non-Home-Based trip creation process (see Section 6). The To-Home Park & Ride Matrices were created by putting the From-Home Park & Ride matrices through the Station Choice model (see Section 5).

Note: At this stage the Station Choice Model was un-calibrated, but this process was only designed to get prior matrices for the assignment models.

These matrices were then combined, with the From-Home matrices, to produce hourly vehicle matrices to be used as prior matrices in the highway assignment calibration.

3.7 Education Matrices

The Census Travel to Work data also contains education data (Scotland only). This was extracted from the main commute data. Using factors from TEMPRO, these were split into time periods. These Education trips were added into the Home-Based Other matrices, prior to the calculation of reverse and Non-Home Based trips, but they do not form part of the main demand model. In forecast years they are included as add-in matrices prior to reverse trip calculation.

3.8 Goods Vehicle Matrices

The Road Side Interview data along with growthed and compressed TMfS05A matrices were used to create the goods vehicle matrices in TMfS12. These were included in the prior matrices prior to the calibration of the Road Network. More detail on the development of these matrices is included in the *Road Model Development Report*.





4 DESTINATION AND MODE CHOICE CALIBRATION

4.1 Overview

The mode and destination choice modules are the main choice mechanisms within the TMfS12 demand model. The formulation and flow of these modules in application mode are shown in Appendix A.

ALOGIT software has been used to calibrate the mode and destination choice parameters. ALOGIT was also used to test the different model structures. ALOGIT is industry standard software for calibrating models of this type. The software calibrates the mode and destination choice parameters simultaneously.

This section covers data processing, model specification and model estimation. Separate parameters have been calculated by time period, car availability segment, mode, and purpose.

4.2 Data

The model has 712 (demand model works on internal model zones only) zones generating a demand matrix, incorporating 506,944 origin-destination movements for each segment. For each movement we have data describing the:

- Volume of car trips
- Volume of public transport trips
- Volume of Park & Ride trips
- Distance (km)
- Generalised cost of travel by car (min)
- Generalised cost of travel by public transport (min)
- Generalised cost of travel by Park & Ride (min)

These sources of data then form the inputs to the calibration process in ALOGIT. It should be noted that for non-commuting purposes long distance trips (those over 100km) have been excluded from the calculation (these are treated as add-in matrices later on in the process, see Section 10).

4.3 Preliminary Data Inspection

Before proceeding to model specification and estimation of the model, a preliminary inspection of the data was undertaken, to identify underlying patterns and trends and check the suitability of the data. The analysis excludes origin-destination pairs with a trip volume less than one and was undertaken using the Travel to Work data only, as this is the biggest travel segment in the model.

Figure 4.1 shows a strong positive relationship between the generalised cost of travel (in minutes) and journey distance. It is important to note increasingly larger differences between the generalised cost of car (GCcar) and the generalised cost of public transport 4 Destination and Mode Choice Calibration (GCpt) as travel distance increases. These differences will influence the elasticities of demand for each mode.



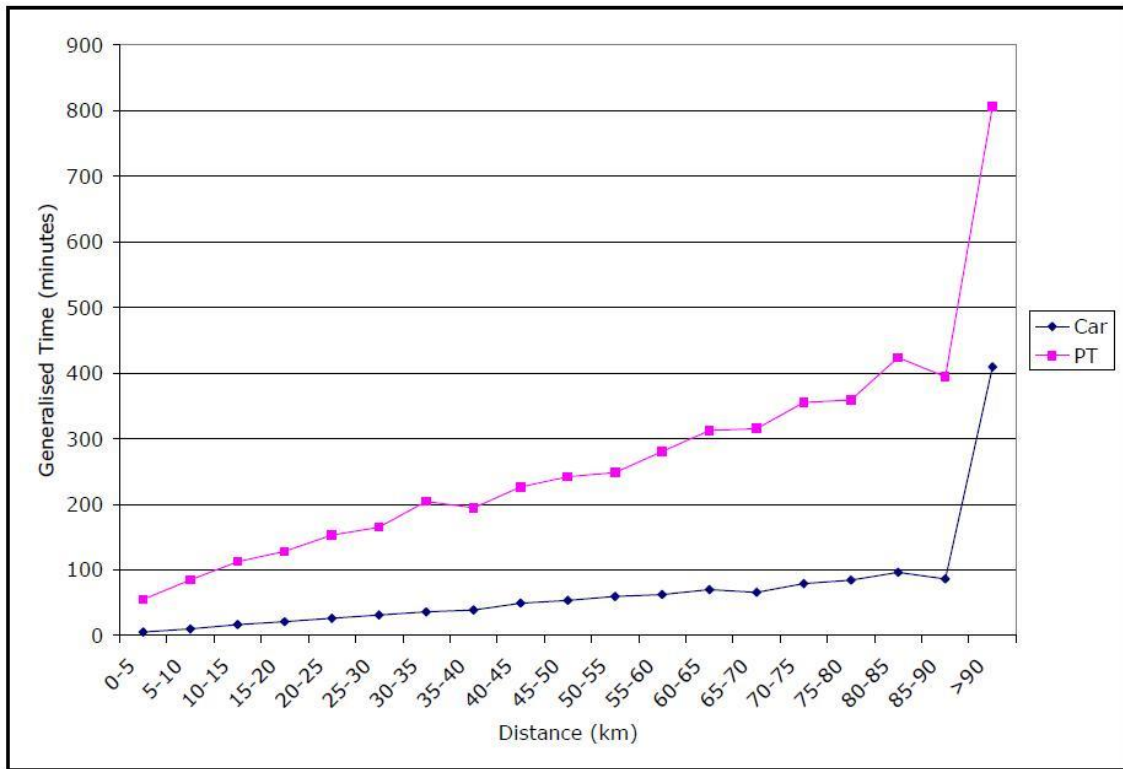


Figure 4.1 : Generalised cost of travel by mode

Figure 4.2 shows the relationship between mode share and journey distance. This graph reflects the relative advantage of car travel, in generalised cost terms, for longer distance trips.

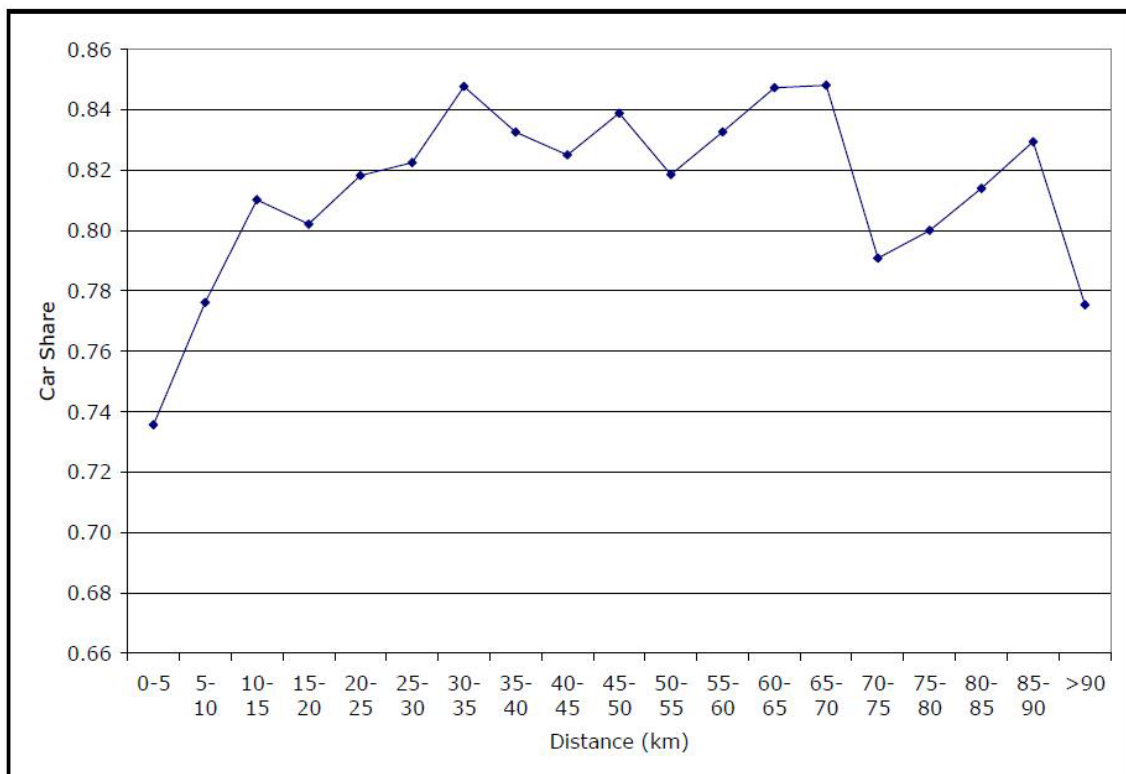


Figure 4.2 : Mode share and journey distance



Figure 4.3 shows the distribution of the volume of traffic over journey distance. As expected, the distribution is negatively skewed with a peak value between 0 and 5km.

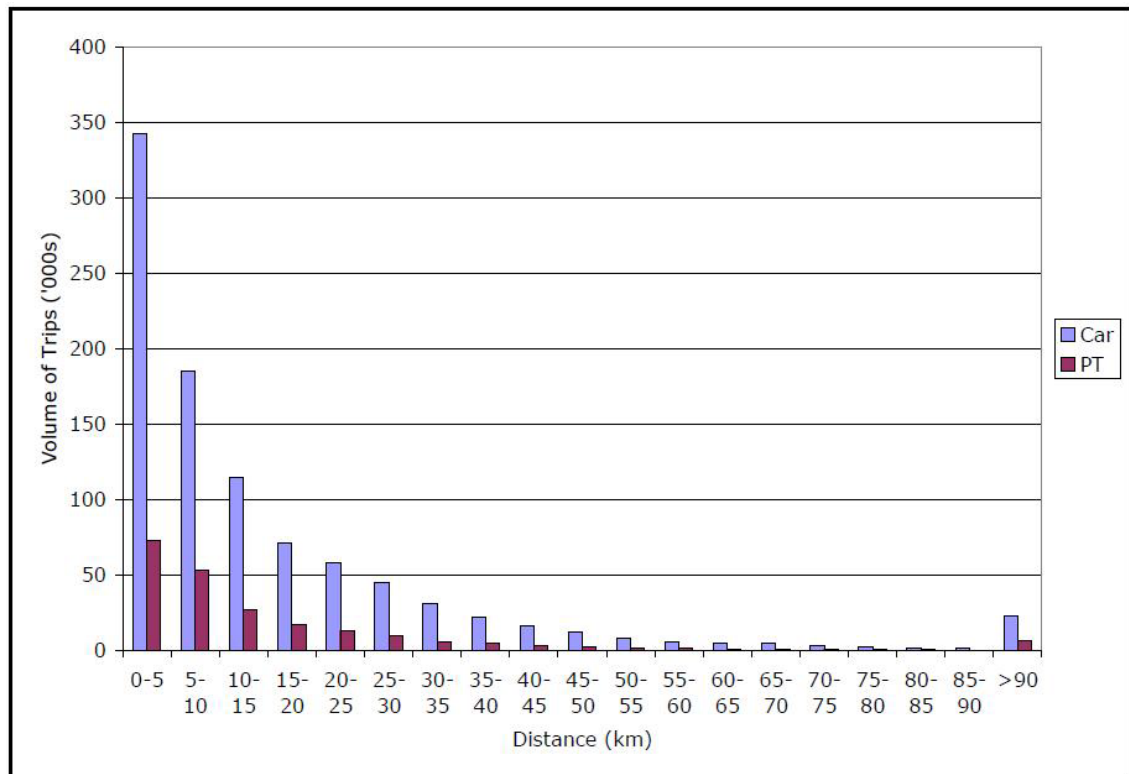


Figure 4.3 : Trip volume and journey distance

The preliminary exploration of the data therefore showed plausible patterns and trends in travel demand and travel costs, which suggested that the data was a good foundation on which to develop mode and destination choice models.

Note: This preliminary data inspection was undertaken prior to the completion of the calibration of the assignment models, so the generalised costs that were used in this inspection are not the final costs used in the model or the calibration process.

4.4 Parameter Calibration

4.4.1 Model Specification

Initial tests were undertaken to determine the model structure, using the travel to work data, which is the biggest travel segment in the model, subsequently the process was effectively one of refining the parameters and the utility function.

Note: The formulations used in calibration are not the same as those used in application. The formulation of the model in application is set out in Appendix A.

After these initial tests of possible model structures, it was found that destination choice was more sensitive than mode choice in the model. This finding was based on the relative size of the scaling parameters.



For the model estimation, the utility of each alternative was then specified as a function of the generalised cost of travel, an additional dummy variable to account for the intra-zonal trips and a set of alternative specific constants, as follows:

$$V_j = \beta_{m0} \text{IntraZonal} + \beta_{m1} \ln(C_{ijm}) + \beta_{m2} C_{ijm} + ASC_j$$

Where:

- ASC_j are the set of alternative specific constants for each destination
- C_{ijm} is the Generalised cost for mode m between origin i and destination j
- β_{m1} is the scaling parameter for the log of the cost term for mode m
- β_{m2} is the scaling parameter for the cost term for mode m
- β_{m0} is the K-factor for the intra-zonal term for mode m

The ASCs are included to ensure that the other parameters are estimated correctly, but in application they are not used.

For the nested logit with destination choice conditional on mode choice (m) structure that was used to undertake the calibration, the proportion of Trips (T_{jm}) choosing destination j from the J alternatives available via mode m is given as:

$$T_{jm} = \frac{e^{V_j}}{\sum_{j' \in J_m} e^{V_{j'}}$$

and the proportion choosing each mode (P_m) is given as:

$$P_m = \frac{e^{V_m}}{\sum_{m' \in M} e^{V_{m'}}$$

where:

$$V_m = \theta \ln \sum_{j \in J_m} e^{V_j}$$

in which θ is the mode split spread parameter.

Once this model structure had been set up in ALOGIT, the process detailed by the bullet points below was used to calibrate the mode and destination choice scaling parameters. This approach exploits the fact that for a given scaling coefficient-vector there exists, a unique set of ASCs, such that the predicted shares equal the actual shares. The process was as follows:

- 1 Use ALOGIT to estimate scaling coefficients with ASCs equal to zero
- 2 Calculate shares for each choice alternative using the model estimated in (1)
- 3 Estimate a new set of ASCs based on the following formula



$$ASC' = ASC + \ln\left(\frac{S_A}{S_F}\right)$$

Where:

ASC is the base ASC value

ASC' is the new ASC value

SA is the actual share

SF is the modelled share

4 Re-estimate scaling coefficients in ALOGIT with ASCs set equal to ASC'

Then the Steps 2, 3, and 4 were iterated between until convergence is reached (i.e. the ALOGIT estimates displayed only very small changes between iterations). The parameters calibrated on the final iteration were then the ones that were then used in the model.

This process has then been followed for each time period, purpose and household segment within the model to derive the Model Parameters presented in Section 4.5.

It should, however, be noted, that while the parameters for all segments have been calibrated as described previously, in application Home-Based Other and Home-Based Employers Business trips are modelled as singly constrained models in application.

4.4.2 Model Results

Table 4.1 to 4.4 shows the full set of calibrated parameters for each modelled segment within the model. The mode choice parameters are all within the expected range between 0 and 1.

Table 4.1 : C1/1 Mode and Destination Choice Parameters

C1/1 Parameters		HBE	HBO	HBW
	AM	0.639	0.407	0.241
	IP	0.816	0.205	0.808
Home-Based Ln (C) Params, β_1	AM Car	-0.788	-0.487	-0.551
	IP Car	-0.741	-0.299	-0.714
	AM PT	0	-1.786	-3.345
	IP PT	-0.776	-4.434	-0.829
	AM PnR	0	-3.198	-4.176
Home-Based C Params, β_2	AM Car	-0.053	-0.06	-0.06
	IP Car	-0.071	-0.077	-0.077
	AM PT	-0.08	-0.015	-0.003
	IP PT	-0.025	0	-0.023
	AM PnR	-0.151	-0.003	-0.006
Home-Based Intra Zonal, β_0	AM	-0.054	-0.41	0.901
	IP	-0.228	-0.359	1.028



Table 4.2 : C1/2+ Mode and Destination Choice Parameters

C1/2+ Parameters		HBE	HBO	HBW
Home-Based Ln (C) Params, β_1	AM	0.368	0.311	0.291
	IP	0.577	0.206	0.329
	AM Car	-0.868	-0.119	-0.627
	IP Car	-1.336	-0.161	-0.896
	AM PT	0	-0.617	-1.415
	IP PT	-1.255	-3.046	-1.196
Home-Based C Params, β_2	AM PnR	0	-0.825	-3.633
	AM Car	-0.054	-0.07	-0.051
	IP Car	-0.034	-0.079	-0.057
	AM PT	-0.069	-0.015	-0.015
	IP PT	-0.016	-0.003	-0.021
	AM PnR	-0.092	-0.011	-0.005
Home-Based Intra Zonal, β_0	AM	-0.182	-0.242	0.781
	IP	-0.047	-0.288	0.803

Table 4.3 : C2+ Mode and Destination Choice Parameters

C2+ Parameters		HBE	HBO	HBW
Home-Based Ln (C) Params, β_1	AM	0.192	0.373	0.323
	IP	0.187	0.201	0.278
	AM Car	-0.584	-0.209	-0.529
	IP Car	-0.867	-0.234	-0.6
	AM PT	0	0	-2.149
	IP PT	-3.981	-4.044	-2.011
Home-Based C Params, β_2	AM PnR	0	-0.359	-2.88
	AM Car	-0.072	-0.064	-0.048
	IP Car	-0.067	-0.074	-0.06
	AM PT	-0.036	-0.025	-0.008
	IP PT	-0.005	0	-0.016
	AM PnR	-0.018	-0.017	-0.01
Home-Based Intra Zonal, β_0	AM	-0.323	-0.243	1.016
	IP	-0.375	-0.271	0.904



Table 4.4 : CO Mode and Destination Choice Parameters

CO Parameters		HBE	HBO	HBW
Home-Based Ln (C) Params, β_1	AM	N/A	N/A	N/A
	IP	N/A	N/A	N/A
	AM Car	N/A	N/A	N/A
	IP Car	N/A	N/A	N/A
	AM PT	0	-0.141	-0.165
	IP PT	0	-0.442	0
Home-Based C Params, β_2	AM PnR	N/A	N/A	N/A
	AM Car	N/A	N/A	N/A
	IP Car	N/A	N/A	N/A
	AM PT	-0.047	-0.02	-0.028
	IP PT	-0.057	-0.024	-0.036
Home-Based Intra Zonal, β_0	AM PnR	N/A	N/A	N/A
	AM	-0.707	-0.494	-0.102
	IP	-2.732	-0.634	-0.159

4.5 Mode Specific Constants

In order to ensure that the synthesised mode split is consistent with the mode split in the Base Year Trip Ends, the mode specific constants have been calculated for each zone using the following formulae:

$$K_{i(CAR)} = (U_{i(PnR)} - U_{i(CAR)} + \frac{1}{\theta} * \log\left(\frac{P_{i(CAR)}}{P_{i(PnR)}}\right))$$

and

$$K_{i(PT)} = (U_{i(PnR)} - U_{i(PT)} + \frac{1}{\theta} * \log\left(\frac{P_{i(PT)}}{P_{i(PnR)}}\right))$$

where:

- $U_{i(PT)}$ composite utility for PT for production Zone I
- $U_{i(P\&R)}$ composite utility for Park & Ride for production Zone I
- $U_{i(CAR)}$ composite utility for Car for production Zone I
- Θ mode choice scaling factor (see Table 5.2)
- $P_{i(CAR)}$ proportion of Car in base for production Zone I
- $P_{i(P\&R)}$ proportion of Park & Ride in base for production Zone I
- $P_{i(PT)}$ proportion of PT in base for production Zone i

These formulae have been derived from the mode split formulation and are carried out for each journey purpose.

Note: They are pivoted from the Park & Ride Mode Constant which, therefore, has a value of zero.





5 PARK & RIDE STATION CHOICE CALIBRATION

5.1 Overview

Park & Ride choice has been included in the main mode choice model. The demand model parameters associated with Park & Ride and their calibration is described in Section 4.

After the Mode and Destination Choice stages of the model, Park & Ride site choice is undertaken. The calibration of the site choice is described in the remainder of this section.

The Park & Ride module is applied to the ‘From-Home’ trips in the AM Peak period only. The corresponding return trips are assumed to take place during the PM Peak period. Unlike previous versions of TMfS, no Park & Ride is considered in the Inter Peak, this is due to there being little P&R demand in the Inter Peak compared to the AM Peak.

It should be noted that the Park & Ride module only is only applied to those demand segments which have a car available.

5.2 Methodology

The inputs to the site choice calibration are the Park & Ride generalised costs and Park & Ride sites. Each site file contains a specification of the site catchment area, which are defined as a list of zones, which in nearly every case are all other zones.

The site file also contains the Car Park Charge (if any) and the number of ‘official’ car parking spaces. Note the Park & Ride station choice model allows users to park outside the ‘official’ car parking spaces, as is the reality at a number of stations.

The full list of Park & Ride sites included within the model is included in Appendix G.

Each Park & Ride site also has a calibrated transfer time, which is added to the generalised costs within the car park choice process and is specified in the site file. The transfer time aims to reflect a variety of attributes of the Park & Ride site (e.g. cleanliness, ease of transfer, security etc.) and is used as a calibration tool. This parameter does not vary with car park occupancy.

The process checks sites which are over capacity and have cars parking in outside the main car park with the transfer time being increased by an increment per additional car. This is to represent the increasing search and/or walk times associated with using the non ‘official’ car parking spaces.

The Generalised Costs are calculated from combinations of the base highway and PT costs. Park & Ride cost matrices are best path cost matrices (regardless of whether a Park & Ride trip uses the minimum cost path). They are built by finding the minimum cost path from each origin to each Park & Ride site by car and then from there to each destination.

Park & Ride trips, which have been calculated by the mode choice model, are then assigned to the Park & Ride sites using the logit formula:

$$P_s = \frac{e^{-\lambda(C_s TT_s + PC_s)}}{\sum_{s \in S} e^{-\lambda(C_s + TT_s + PC_s)}}$$



Where:

P_s is the proportion of Park & Ride sites from a given origin using site s

λ is the spread parameter for the Park & Ride station choice

C_s is the generalised cost via site s

TT_s is the transfer time for site s

PC_s is the parking charge (if any) at sites

The Park & Ride module works separately for each purpose. It calculates Park & Ride demand for Home-Based Work, Home-Based Employers Business and Home-Based other simultaneously. The model then outputs data by site for each purpose.

External trips (i.e. those coming from England and Wales) do not have the choice of using Park & Ride as they are not included in the mode choice process.

The Park & Ride module outputs AM 'From-Home' and PM 'to-Home' matrices by purpose and mode. These are then added into the Highway and Public Transport assignment matrices for route choice.

5.3 Calibration of the Park & Ride Site Choice

For the rail-based Park & Ride sites, the observed data comes from the NRTS. The bus-based Park & Ride sites come from survey data, which consists of a combination of Origin Destination surveys along with entry/exit counts at each site.

The calibration of individual Park & Ride sites is undertaken by varying the transfer time parameter at each site.

Table 5.1 shows the total usage of Park & Ride Sites by Local Authority. The total observed trips is in vehicles. The modelled total is calculated from the period person matrices, but with an average occupancy of 1.2 applied. The calibration of Park & Ride by site and by journey purpose is included in Appendix H.



Table 5.1 : Park and Ride Site Calibration by Local Authority

Local Authority	Total Observed	Total Modelled	Difference	GEH
Aberdeenshire	392	168	-224	13.37
Angus	166	66	-100	9.28
Argyll & Bute	248	253	5	0.33
City of Aberdeen	721	565	-156	6.14
City of Dundee	129	83	-46	4.46
City of Edinburgh	1,465	1,380	-85	2.25
City of Glasgow	890	980	91	2.97
Clackmannan	0	0	0	0
Dumfries & Galloway	34	12	-22	4.6
East Ayrshire	199	181	-18	1.3
East Dunbartonshire	891	937	46	1.53
East Lothian	416	394	-22	1.1
East Renfrewshire	672	658	-15	0.56
Falkirk	1,061	1,062	1	0.02
Fife	1,993	1,944	-49	1.1
Highland	104	46	-58	6.75
Inverclyde	260	306	46	2.73
Midlothian	0	0	0	0
Moray	72	50	-21	2.71
North Ayrshire	445	430	-15	0.72
North Lanarkshire	1,841	1,932	91	2.09
Perthshire & Kinross	334	286	-48	2.73
Renfrewshire	804	862	58	2
South Ayrshire	513	486	-27	1.22
South Lanarkshire	1,709	1,811	102	2.42
Stirling	719	721	3	0.09
The Borders	0	0	0	0
West Dunbartonshire	620	662	42	1.66
West Lothian	1,065	1,068	3	0.1
Total	17,761	17,342	-419	3.16

Table 5.1 shows that the model predictions of Park & Ride use are a very good match with observed data at a Local Authority level. At an individual station level, the match is not as good (see Appendix H), but this is to be expected, given the strategic nature of the model and the corresponding lack of zone and network detail.

Those local authorities with the greatest GEH scores tend to be on the edge of the model.





6 REVERSE AND NON-HOME-BASED TRIPS

6.1 Overview

The demand model works at for 'From-Home' journey purposes for the AM Peak period and Inter Peak only. Further factoring procedures are then run to calculate the PM 'From-Home' trips, 'To-Home' and Non-Home-Based trips.

This section describes the methodology for these detailed factoring processes. The factors used in this process are set out in Appendix I.

6.2 Evening Peak Trips

For the Evening Peak, 'From-Home' trips were generated by factoring the 'From-Home' trips for the Inter Peak time period.

We then have:

$$T_{ij}^{(pmpeak)pm} = \delta^{pm} * T_{ij}^{(interpeak)pm}$$

$$\text{where } \delta^{pm} = \frac{\sum_{T,P,M} V_{TPM}^{(pmpeak)pm}}{\sum_{T,P,M} V_{TPM}^{(interpeak)pm}}$$

6.3 'To-Home' Trips

Some definitions need to be made so that the process for creating 'To-Home' trips and its parameters can be defined more precisely. We define:

- t the time period of the 'From-Home' trip
- p the journey purpose of the 'From-Home' trip
- m the mode of the 'From-Home' trip
- T the time period of the 'To-Home' trip
- P the journey purpose of the 'To-Home' trip
- M the mode of the 'To-Home' trip

For the 'From-Home' situation we have three time periods – AM Peak, Inter Peak and Evening Peak, three home-based purposes – work (HBW), employer's business (HBEB) and other (HBO), and two modes, each by four car availability segments.

The 'To-Home' trips are calculated from the 'From-Home' trips as follows:

$$T_{ij(to)}^{TPM} = \sum_{t,p,m} \{ \alpha_{TPM}^{tpm} * T_{ji(from)}^{tpm} \}$$

where:

$T_{ij(to)}^{TPM}$ = 'To-Home' person trips from origin i to destination j in time period T for homebased purpose P by mode M



$T_{ji(from)}^{tpm}$ = 'From-Home' person trips from origin j to destination i in time period t for homebased purpose p by mode m ; and

α_{TPM}^{tpm} = factors by 'From-Home' time period t , 'From-Home' purpose p , 'From-Home' mode m , 'To-Home' period T , 'To-Home' purpose P and 'To-Home' mode M .

Note that $\alpha_{TPM}^{tpm} = 0$ for 'From-Home' time periods later than the 'To-Home' time period, i.e. 'To-Home' trips in the AM Peak for example, cannot be linked to 'From-Home' trips in the Inter Peak.

The parameters α_{TPM}^{tpm} were calculated from the results of the tabulations from the Scottish Household Survey. The details of return journeys for each 'From-Home' trip made by the sampled adult were tabulated so that for each $T_{ji(from)}^{tpm}$ the return trips $T_{ij(to)}^{TPM}$ were included. The cell entries in the table can be called V_{TPM}^{tpm} . We then define:

$$\alpha_{TPM}^{tpm} = \frac{V_{TPM}^{tpm}}{\sum_{T,P,M} V_{TPM}^{tpm}}$$

6.4 Non-Home-Based Trips

For Non-Home-Based trips, the origins and destinations for the two Non-Home-Based purposes (In-Work and Non-Work) were calculated based on the destinations of 'From-Home' trips and the origins of 'To-Home' trips. The Non-Home-Based Trip Ends were calculated separately by time period.

For Non-Home-Based origins:

$$O_i^{nm} = \sum_{p,t} \beta_{I(from\ home)}^{ntp} * D_{i(from\ home)}^{tpm}$$

and for Non-Home-Based destinations:

$$D_i^{nm} = \sum_{p,t} \beta_{J(to\ home)}^{ntp} * O_{j(to\ home)}^{tpm}$$

where:

n is the Non-Home-Based purpose i.e. work or Non-Work.

Note: The factors β are zero for time periods later than the Non-Home-Based origins/destinations.

It is unlikely that the total origins will equal the total destinations when applying this process, so the totals will be constrained to an average of the two. Matrices of Non-Home-Based trips by mode and time period will be created by applying the Trip Ends to a distribution model using appropriate inter-zonal costs. The calibrated parameters for these distribution models are described in Section 6.5.



The total trips by mode are calculated simply by adding the origin destination matrices together for Public Transport, and weighting by vehicle occupancy for car trips. 6.5 Non-Home-Based Destination Choice

The parameters for Non-Home-Based destination choice have also been calibrated using ALOGIT. The destination choice sensitivity parameters and Intra-Zonal K-Factors are shown in Tables 6.1 to 6.4.

Table 6.1 : C1/1 Non Home-Based Destination Choice Parameters

C1/1 Parameters		Non Home-Based Employees Business	Non Home-Based Other
Non Home-Based Ln(C), β_1	AM Car	-0.8169	-1.6116
	IP Car	-2.1683	-1.1878
	PM Car	-0.8506	-0.7441
	AM PT	-1	-0.6484
	IP PT	-1.1179	-1.3682
	PM PT	-1	-0.3742
Non Home-Based C, β_2	AM Car	-0.0311	-0.0238
	IP Car	-0.0075	-0.0422
	PM Car	-0.0286	-0.0487
	AM PT	0	-0.0212
	IP PT	-0.0166	-0.0405
	PM PT	0	-0.0517
Non Home-Based Intra Zonal, β_0	AM	-1.4463	-0.9995
	IP	-1.1241	-0.899
	PM	-1.4178	-0.8419

Table 6.2 : C1/2+ Non Home-Based Destination Choice Parameters

C1/2+ Parameters		Non Home-Based Employees Business	Non Home-Based Other
Non Home-Based Ln(C), β_1	AM Car	-1.3962	-1.3994
	IP Car	-2.0956	-1.1262
	PM Car	-1.315	-0.6791
	AM PT	-0.6435	-1.217
	IP PT	-1.7983	-1.5113
	PM PT	-1	-0.7478
Non Home-Based C, β_2	AM Car	-0.0208	-0.03
	IP Car	-0.0091	-0.0413
	PM Car	-0.0288	-0.0475
	AM PT	-0.0321	-0.0304
	IP PT	-0.0362	-0.0287
	PM PT	0	-0.0396
Non Home-Based Intra Zonal, β_0	AM	-0.8012	-1.0024
	IP	-1.101	-0.8995
	PM	-1.2224	-0.8411



Table 6.3 : C2+ Non Home-Based Destination Choice Parameters

C2+ Parameters		Non Home-Based	
		Employees Business	Non Home-Based Other
Non Home-Based Ln(C), β_1	AM Car	-1.0755	-1.2259
	IP Car	-1.9186	-1.1143
	PM Car	-1.2121	-0.576
	AM PT	-0.5024	-1.728
	IP PT	-2.0069	-1.6024
	PM PT	-1	-0.5464
Non Home-Based C, β_2	AM Car	-0.033	-0.0338
	IP Car	-0.0148	-0.0404
	PM Car	-0.035	-0.0502
	AM PT	-0.0452	-0.0149
	IP PT	-0.0319	-0.0297
	PM PT	0	-0.0451
Non Home-Based Intra Zonal, β_0	AM	-0.7049	-1.0475
	IP	-1.0433	-0.8757
	PM	-0.5174	-0.8186

Table 6.4 : C0 Non Home-Based Destination Choice Parameters

C0 Parameters		Non Home-Based	
		Employees Business	Non Home-Based Other
Non Home-Based Ln(C), β_1	AM Car	N/A	N/A
	IP Car	N/A	N/A
	PM Car	N/A	N/A
	AM PT	-1.6051	-2.182
	IP PT	0	-0.9647
	PM PT	0	-0.4015
Non Home-Based C, β_2	AM Car	N/A	N/A
	IP Car	N/A	N/A
	PM Car	N/A	N/A
	AM PT	-0.0207	-0.0011
	IP PT	0	-0.0318
	PM PT	0	-0.0245
Non Home-Based Intra Zonal, β_0	AM	-0.5492	-0.293
	IP	0	-0.5953
	PM	0	-0.0231



7 OTHER CHOICE MODELS

7.1 Overview

As well as the mode and destination choice models within TMfS12, there are three additional choice models. These are Macro Time of Day Choice, Trip Frequency and High Occupancy Vehicle Modelling. Each of these modules is optional within the model structure and can all be turned off or turned on in any combination that suits the purpose of the model run.

It should be noted that the following choice models have not been tested, are switched off by default and are not considered an integral part of TMfS12:

- Trip Frequency
- Macro Time of Day Choice
- High Occupancy Vehicle Choice

7.2 Trip Frequency Model

The trip frequency module within the model is a simple elasticity model, with parameters based on a level of sensitivity to travel cost by purpose. The form of the model is given by:

$$P_i' = P_i * \exp(\lambda(U_i - U_i'))$$

where:

P_i' are the new trip end productions for origin zone i

P_i are the original trip end productions for origin zone i

U_i' are the forecast composite logsum utilities for origin zone i

U_i are the reference composite logsum utilities for origin zone i

λ are the trip frequency parameters.

The parameters for each purpose within the demand model are as follows:

- Home-based employers business: 0
- Home-based other: 0.5
- Home-based work: 0

In the Base Year only the Home-Based other purpose has a trip frequency parameter, the Home-Based employers business and the Home-Based commute purposes are deemed to be much less sensitive to changes in cost.



7.3 Macro Time of Day Choice Model

The Macro Time of Day Module sits between the Trip Frequency module and the ‘Inner Loops’ procedure in the model hierarchy.

Macro Time of Day Choice is applied to the AM ‘From-Home’ Trip Ends. As part of the process, a set of residual pre-peak ‘From-Home’ trip ends by purpose are produced. These trip ends are then converted into matrices using the base costs. These matrices produce return trips in later time periods. The production of reverse trips will be undertaken in the same way as previously described in Section 6, on a cell by cell basis.

The development of the Macro Time of Day module is described in greater detail in Appendix K.

7.4 High Occupancy Vehicle Choice

The High Occupancy Vehicle (HOV) choice Model allows trips to move between single occupancy vehicles and multiple occupancy cars.

The Module sits after the Inner Loops procedure within the Model structure. The Module works on the Home-based Work, Home-based Employers Business trips and Home-based other trips for the household segments C1/1, C1/2+ and C2.

The occupancy choice takes the form of a logit model using different generalised costs for Single Occupancy and High Occupancy trips. The person trip proportion of low occupancy for a particular ij pair will be:

$$P_{SO} = \frac{\exp(\beta C_{SO})}{\exp(\beta C_{SO}) + \exp(\beta(C_{HO} + \delta))}$$

Where:

C_{SO} is the Generalised Cost for Low Occupancy and C_{HO} is the Generalised Cost for High Occupancy

β is a sensitivity parameter for the logit model

δ is a high occupancy penalty representing the additional travel and difficulty in arranging passengers

The output of this is ‘From-Home’ matrices by purpose and segment for High Occupancy and Single Occupancy. These are then passed through the reverse trip process as before. These are then converted into vehicle OD matrices using High Occupancy Vehicle matrices.

Finally, Highway Assignment is undertaken. If there are specific High Occupancy Vehicle lanes, they need to be coded into the Model as a separate link type (the Highway Model has link types for HOV only and HOV and HGV). The High Occupancy and Single Occupancy costs are then skimmed separately to be put back into the Demand Model.

A more detailed description of the High Occupancy Vehicle module can be found in Appendix J.



8 MODEL REALISM TESTS

8.1 Overview

The Model Realism Tests have been run according to the most up to date WEBTAG (Variable Demand Modelling) guidance in WebTAG Volume 3.10.4 (April 2011).

8.2 Introduction

The advice on Variable Demand Modelling (WEBTAG) recommends carrying out realism tests to check the elasticity of demand with respect to:

- Car journey time
- Car fuel price
- Public transport fares

The demand model runs which are undertaken to test these responses were as follows:

- 20% increase in Generalised Cost (as a proxy for journey times)
- 20% increase in fuel costs
- 20% increase in PT fares

The rest of the parameters were kept unchanged. External and long distance trips were excluded from the tests and all others were included. For the car realism tests, the elasticities were calculated by weighting the trips by distance to get vehicle kilometres; for PT, it is calculated using the trips weighted by fare to get revenue. For PT, both the numbers of trips were used, as required by WebTAG.

The method for calculating the elasticity is shown below using car fuel prices as an example. C and C' are the base and test car fuel prices (indices), and K and K' are the base and test car kilometres.

Then the elasticity is then calculated as:

$$e = \frac{\ln(k') - \ln(k)}{\ln(C') - \ln(C)}$$

This method of calculating the elasticity ensures the same resulting elasticity, regardless of the direction of change, and can be thought of as an approximation to a point elasticity at the mid-point of the data.

8.3 Results

The results are shown in Tables 8.1 to 8.4. All results are for the AM and Inter Peak periods. Each table shows the change in vehicle kilometres in total across the whole model.

Table 3.1 shows the elasticities with respect to fuel cost. The WebTAG guidance recommends that the elasticities should be in the range -0.1 to -0.4 with Employer's Business trips being closer to -0.1. The Home Based Other and Employer's Business trips were in accordance with this and the Home Based Work trips were a little higher.



Table 8.1 : Fuel Sensitivity Tests

Journey Purpose	AM			IP		
	C1/1 Car	C1/2+ Car	C2 Car	C1/1 Car	C1/2+ Car	C2 Car
Home-Based						
Employers Business	-0.09	-0.10	-0.09	-0.10	-0.10	-0.10
Home Based Work	-0.44	-0.52	-0.45	-0.40	-0.50	-0.40
Home Based Other	-0.33	-0.34	-0.33	-0.40	-0.40	-0.40

Table 4.2 shows the Car Generalised Cost Elasticities. These are directly related to the car journey times, as time makes up about 70 – 80% of the overall Car Generalised Costs. WebTAG guidance gives no range for these, but suggests that they should be much greater than the fuel cost elasticities and no greater than -2.0. The elasticities found conform to this.

Table 8.2 : Car Generalised Cost Elasticities

Journey Purpose	AM			IP		
	C1/1 Car	C1/2+ Car	C2 Car	C1/1 Car	C1/2+ Car	C2 Car
Home-Based						
Employers Business	-0.49	-0.54	-0.50	-0.80	-0.80	-0.80
Home Based Work	-0.76	-0.92	-0.79	-0.90	-1.20	-1.00
Home Based Other	-0.66	-0.69	-0.66	-1.00	-1.00	-1.00

Table 3.3 shows the public transport fare demand elasticities. WebTAG suggests that the PT fare elasticities should lie between -0.2 and -0.4, but may be as high as -0.9 over a long period of time. The elasticities observed are within or slightly outside the -0.2 to -0.4 range, except for home based employer's business in multiple car households, where the sensitivity is -0.06.

Table 8.3 : PT Fare Elasticities

Journey Purpose	AM			IP		
	C1/1 Car	C1/2+ Car	C2 Car	C1/1 Car	C1/2+ Car	C2 Car
Home-Based						
Employers Business	-0.17	-0.19	-0.06	-0.30	-0.20	-0.10
Home Based Work	-0.40	-0.36	-0.41	-0.60	-0.40	-0.40
Home Based Other	-0.31	-0.19	-0.22	-0.30	-0.20	-0.30

8.4 Summary

The elasticities shown above demonstrate that the model has an acceptable level of sensitivity to changes in the modelled costs. The majority of the elasticities within the model fall within the WebTAG guidelines.



9 TRIP END MODEL

9.1 Introduction

The trip end model was an incremental model that pivots from a run of the Base Year model in order to produce forecast trip ends for a future year. As part of the updating of the model, the Base Year was updated from 2007 to 2012.

9.2 Car and Public Transport Trip Productions

The trip end model for person travel by Car and Public Transport is a growth factor model based on the DfT National Trip End Model (NTEM). This model (NTEM) is an integral part of the DfT's National Transport Model (NTM) for which it provides forecasts of demand growth.

NTEM has been integrated by DfT into a set of routines to produce trip end forecasts by mode and time periods. These forecasts are included in TEMPRO 4.2, however, the actual NTEM model structure is disaggregate and works at the person level. It is, therefore, appropriate to apply the model at a relatively detailed zone system such as that of TMfS.

There are three main components to NTEM:

- Household Car ownership forecasting
- A demographic model which allocates household and person type planning data to a system of 88 person type categories (these are detailed in Appendix L)
- Calculation of Trip Ends by applying trip rates to the numbers of persons in each of the 88 person type categories

For TMfS there is an associated land use model (TELMoS12). One of the outputs of this model is planning data and car ownership data for each zone in the study area, for each forecast year. With these disaggregate data inputs provided by TELMOS, the trip end model reduces to a straightforward calculation of Trip Ends by multiplying vectors of trip rates by the planning data person type vectors for each zone.

Trip Ends produced for forecast years by this model for each journey purpose, time period and mode/car availability segment combination are then divided by the equivalent Trip Ends produced by the model for the Base Year to create growth factors. These growth factors are then multiplied by the Base Year Trip Ends as used in the demand model development to provide the forecast year Trip Ends for input to the TMfS demand model.

This process can be described as:

$$P_{fm,t,p} = P_{bm,t,p} * \{ NTEM_{fm,t,p} / NTEM_{bm,t,p} \}$$

Where:

$P_{fm,t,p}$	forecast year person trip productions by mode/Car availability m, time period t, and journey purpose p
$P_{bm,t,p}$	Base Year person trip productions by mode/Car availability m, time period t, and journey purpose p
$NTEM_{fm,t,p}$	forecast year person trip productions by mode/Car availability m, time period t, and journey purpose p produced by NTEM model trip rates
$NTEM_{bm,t,p}$	Base Year person trip productions by mode/Car availability m, time period t, and journey purpose p produced by NTEM model trip rates



The NTEM based process is only used for trip productions for the from-home trip purposes, which are included in the demand model. To-home trips and Non-Home-Based Trip Ends are created in a separate process. Section 6 describes how the reverse and non-home-based trips are derived.

These 88 person type trip ends are then combined into the following segments for input into the TMfS demand model:

- Persons from non car owning households
- Persons from single car owning households with 1 adult
- Persons from single car owning households with 2+ adults
- Persons from multi car owning households

There are eight home-based journey purposes of which work, employers business and education are used directly for TMfS. The remaining five purposes are combined to form home-based other (HBO).

The AM Peak, Inter Peak and Evening Peak time periods in NTEM are directly compatible with the TMfS time periods (Only the AM and Inter Peak time periods are actually used in the model as the PM period has no explicit demand model).

The separate modes included in NTEM are:

- Walk
- Cycle
- Car driver
- Car passenger
- Bus
- Rail (including underground)

Note: Walk and Cycle are not included within the TMfS12 modelling

9.3 Trip Attractions and Attraction Factors

The trip attraction process is a parallel procedure in the trip end model to the trip production process.

There are separate trip attractions therefore for each journey purpose and time period, but they are combined by household segment and mode.

Attractions fall into two distinct categories:

- Attractions for Home-Based Work, which is a doubly constrained purpose in the destination choice model
- Attraction factors for Home-Based Employer's Business and Home-Based Other, which are singly constrained purposes in the destination choice model



The Attractions in (1) above represent actual Trip Attractions, since they act as constraints in the destination choice process. For (2), however, we have Attraction Factors, which are used along with generalised cost to distribute trips across destinations. In this case there are no constraints for the actual Trip Attractions to equal the Attraction Factors for each zone.

The Attraction Factors for the Base Year were calculated using an iterative process. This involved successively adjusting Attraction Factors and applying the singly constrained model until the resulting actual trip attractions best matched those for the base matrices used in the destination choice model calibration.

9.4 Airport Growth

In previous versions of the model airport trips were dealt with as add-in matrices, they are now included in the main demand model choice mechanisms, so have an associated trip end. Trip end growth is undertaken using a combination of planning data and Airport Passenger growth predictions from each of the modelled airport operators.

9.5 Base Year Trip Ends

The TMfS12 update required the trip end model to be run with new 2012 Base Year planning data files as both the base and the scenario. This was achieved by running the Trip End Model to create 2012 forecasts using 2007 and 2012 TELMoS12 forecasts which produced 2012 base trip ends, and HGV, LGV, external, and education matrices which were used as the base in all forecast runs.

All data such as airport, external, HGV and LGV growth factors remain unchanged since TMfS07.

Table 9.1-5.3 compares the car trip ends for 2007 and 2012 predicted by the 2007 trip end model with the car trip ends for 2012 predicted by the updated trip end model.

Table 9.1 : 2007 Trip Ends Predicted by TMfS07

	Origin	Destination
AM Employer's Business	66,421	82,549
AM Other	273,682	326,013
AM Commuting	780,061	780,090
IP Employer's Business	40,025	58,258
IP Other	925,043	1,230,499
IP Commuting	174,652	174,628
Total	2,259,884	2,652,037



Table 9.2 : 2012 Trip Ends Predicted by TMfS07

	Origin	Destination
AM Employer's Business	68,549	84,321
AM Other	286,702	314,169
AM Commuting	703,455	703,455
IP Employer's Business	40,629	59,319
IP Other	987,478	1,181,634
IP Commuting	161,105	161,105
Total	2,247,918	2,504,003

Table 9.3 : 2012 Trip Ends Predicted by TMfS12

	Origin	Destination
AM Employer's Business	71,716	83,458
AM Other	281,802	328,301
AM Commuting	740,733	740,733
IP Employer's Business	42,219	58,367
IP Other	970,569	1,188,408
IP Commuting	166,763	166,763
Total	2,273,802	2,566,030

Table 9.1 shows that the 2007 trip end model predicted a reduction in car trips between 2007 and 2012. The 2012 trip end model predicted slightly more trips than the 2007 model predicted for 2012 as shown in Table 9.2 and 9.3, but still fewer than the 2007 model predicted for 2007.



10 FORECASTING PROCEDURES

10.1 Introduction

The function of the Base Year Demand Model is to:

- Demonstrate and validate the model operation and procedures
- Test the sensitivity of model parameters
- Establish the incremental adjustment matrices

The forecasting process is designed to provide forecast matrices using an incremental procedure. The Base Year Demand Model structure is designed to operate in an iterative manner to deal with the supply/demand convergence issue.

The general application of the Demand Model for forecasting requires the following inputs:

- Model parameters
- Trip ends
- Highway and public transport cost matrices
- Highway and public transport networks

The requirements and sources of these inputs are described in Sections 10.4 to 10.7. The treatment of goods vehicles, long distance trips and external trips in forecasting is dealt with in Sections 10.9, 10.8, and 10.10.

10.2 Overall Operation of the Demand Model

For a given forecast year and land-use scenario, the Trip End creation procedure is run to produce forecast trip productions and attractions (see Section 9). Analyses of the broad travel demand effects of the land-use planning and economic assumptions, excluding the impacts of travel costs, can be undertaken at this stage. The remaining sub-models operate in an iterative manner to produce final road traffic and public transport assignments.

The iterative balancing process is described in more detail in Appendix A. There are two main loops:

- Inner Loops
Iterate between the Mode Choice and Distribution Choice Models
- External Loops
Iterate between Assignment Models and the Mode and Destination Choice Models

The Inner Loops are the primary iterative process to achieve a converged state between the two main travel choices within the Demand Model - mode and distribution choice. It is necessary to undertake the Inner Loops before initiating the External Loop.

Note: The inner loops are not necessary for the singly constrained purposes, as the composite utilities do not change from loop to loop.

The Inner Loops can be run until a converged state is reached. This may vary with the forecast year and economic assumptions and between a Do-Minimum and Do-Something test. Testing has shown that four loops are generally adequate, and the model default is set to this.



The External Loop provides the link between the Assignment Models and the Demand Model. Infrastructure and pricing changes in a future year will change travel costs within the Assignment Models. The resultant converged state assigned travel costs are skimmed and supplied to the Distribution Choice using the same logsum composite utility calculations as for the Mode Choice Model. The sub-models are then run with the revised costs to complete the External Loop.

As standard, the Public Transport costs are set after one external loop of the Demand Model, however, if crowding effects (see PT Model report for a description of Crowding effects) are considered sufficient to cause large changes, it can be run on every external loop. The Highway Assignment Model is run for each External Loop.

The External Loop can also be run until a converged state is reached. This would vary with the forecast year and economic assumptions and between a Do-Minimum and Do-Something test. External Loop assignment matrices can be inspected between successive loops to determine whether to select to undertake further External Loops. Tests have shown that five External Loops are generally sufficient for most applications (and as a result this is the default setting in the model), but the number required will depend on the level of congestion on the Highway network.

On each external loop of the demand model a process of trip damping takes place, which combines 50% of the current matrix, with 50% of that from the previous loop. This is the same in effect as the fixed step approach, which is included in DIADEM.

Gap analysis is undertaken on each External Demand Model Loop. This provides a measure of convergence of the demand model. It is not used as a stopping criteria, but the user can use it to assess if additional demand model loops need to be undertaken. The formulae for calculating the gap is given as:

$$Gap = \frac{\sum_{ij} C_{ij} |T_{ij} - T'_{ij}|}{\sum_{ij} C_{ij} T'_{ij}} * 100$$

Where:

C_{ij} is the generalised cost on the previous demand model loop

T_{ij} are the trips on the previous demand model loop

T'_{ij} are the trips on the current demand model loop

For models of this size gaps of less than 0.2 are deemed to be acceptable and below 0.1 is very well converged.

10.3 The Incremental Forecasting Approach

The forecasting procedure for TMfS12 is designed to operate in a multiplicative incremental manner. Before using the TMfS12 model for forecasting, it had to be adjusted to produce trip matrices which reflected the observed or existing travel patterns.



This adjustment was done by generating a set of incremental matrices such that when combined with the synthesized matrices produced by the TMfS12 model, matched the corresponding observed matrices as closely as possible. Thus the combined synthesized and incremental matrices must adequately match the observed trips or travel patterns.

The incremental matrices were generated in two ways:

$$F = S_f + (B - S_b)$$

or

$$F = S_f * \left(\frac{B}{S_b} \right)$$

Where:

B = base observed trips

S_b = base modelled trips

S_f = future modelled trips

F = future trips

The following cases were defined when creating or applying the incremental matrices:

Case 1: Was used where B is zero or where we have high B and low S_b , defined as the case where $B/S_b > 2$

Case 2: Was used in the following circumstances:

- low B , high S_b
- low B low S_b
- high B high S_b

This allowed zero cells in the Base Year to be incremented using Case 1.

The terms in bracket formed the incremental matrices. The equations showed how they were applied in forecasting. Applying these models to estimate incremental changes from a well calibrated base situation removed the reliance on these factors in the forecasting process. The Base Year matrices were accepted as the best representation of the existing travel pattern.

In this way, the Incremental Matrix remained constant for all applications and the forecast year synthesized trip matrices produced by a forecast run of the Demand Model were adjusted by the Incremental Matrix before assignment.

Once established these incremental matrices are applied to the highway and PT assignment matrices. This is described in greater detail in Appendix F.



10.4 Model Parameters

The need to calculate changes to some of the model parameters for a forecast run of the Demand Model is standard. The parameters for which forecast values are required are:

- Generalised cost coefficients for highway assignment – these are recalculated in line with TAG Unit 3.5.6
- Occupancy factors to convert from person to vehicle matrices – these are calculated using growth factors from WebTAG
- Values of time and vehicle operating costs – default values are based on relevant WebTAG unit 3.5.6 guidance

The mode specific constants calculated for the Base Year are specific to the Base Year distribution of single and multi-car owning households.

10.5 Highway and Public Transport Cost Matrices

Generalised cost matrices by mode and at a zone level are required as inputs to start the Demand Model process. Normally, the cost matrices used are those from the Base Year model, but the user can choose to input forecast cost matrices to kick start a demand model run if they so wish.

The Base Year cost matrices by mode are also required for the calculation of the mode specific constants described previously.

Base or Reference Case Generalised Costs are used as the start point of variance case tests within the TMfS.

10.6 Highway and Public Transport Networks

As input to a forecast model year run, there must be forecast year Reference Case and/or variant networks. These should be coded up as described by the Road and PT model development reports, by adding any additional schemes directly into the network models. Consistency between the Highway and PT models should be retained at all times.

10.7 Education Matrices

The Education Matrices were built from Census Travel to Work data and are included in the model as add in matrices at the post 'inner loop' stage of a model run.

The Education Matrices are growthed using planning data from TELMoS, the trip ends are forecast in a similar way to the other trip purposes and then the trips are distributed using a simple gravity model.



10.8 Goods Vehicles

Goods vehicle trips are not subjected to the Demand Model process within the TMfS model. Forecast matrices are prepared using growth factors from the TELMoS commodity model.

The Base Year Goods PCU matrices at zonal level, are by hour (AM Peak, Inter Peak, and PM Peak) and by vehicle type, LGV and HGV. The forecasting process applied to these base matrices has the following three steps:

- Calculate percentage growth on a cell by cell basis between TELMoS Base Year and forecast year commodity matrices (these cover internal goods vehicle movements within the TMfS modelled area)
- Apply this percentage growth to the TMfS Base Year goods vehicle matrices
- Apply NRTF growth to external movements

10.9 Long Distance Vehicle Matrices

Long Distance, but internal to Scotland, Employers Business and Other trips are forecast separately from the main demand model, these are added into the assignment matrices at the same stage as the Goods vehicle matrices (Long Distance trips are those defined as greater than 100km).

The forecast procedure for long distance trips uses an elasticity model, based on assumed levels of growth in GDP over time. They are calculated in forecast mode for the full 12hr (07:00 – 19:00) time period and then factored to individual time periods. This process of factoring to the individual time periods uses the Base Year time period splits.

Note: Long Distance Trips were not treated differently in the base model. They are only treated differently in forecast mode.

10.10 External Trips

External trips from England and Wales are dealt with as add-on external matrices. In forecast mode these are growthed using National Road Traffic Forecasts (NRTF). The model user can, however, include whatever growth assumptions they wish.





11 CONCLUSIONS AND RECOMMENDATIONS

11.1 Conclusions

This document has described the development of the Base Year Demand Model for TMfS12, the Model's sensitivity to a set of example tests and has discussed how the Model will be applied in forecast mode.

The model structure has been defined and implemented for the Base Year. The realism tests undertaken have demonstrated a good level of sensitivity. The principal travel purpose of the model, commute trips, has elasticities which fall well within the recommended sensitivity guidelines.

11.2 Recommendations

Our view is that the Demand Model is fit for purpose, .i.e. predicting strategic travel responses to changes in future transport provision throughout Scotland.

While this report discusses how the model will be applied in forecast mode, it does not include consideration of actual applications of the model in forecast mode. Further experience of these applications gained over time will assist in understanding the sensitivity and performance of the Model.

Testing of the sensitivity of the High Occupancy Vehicle module, Macro Time of Day Choice and Trip Frequency modules have also not been discussed in detail in this Report. These are to be described in separate information notes.

All model applications should be preceded by an appropriate review of the robustness of the model in the area/corridor of interest.





A MODEL STRUCTURE

This Appendix contains a description of the TMfS12 Demand Model. It contains a flow diagram for each of the main stages in the process. Each figure is supported by explanatory text, which for convenience is included on the page facing the figure.

This description is intended to be sufficiently detailed for readers to understand the functioning of the demand model and its components.



A.1 Model Description

Figure A.1 shows the overall model structure. The figure shows the enhanced four stage structure of the model. It has the traditional Trip Generation, Mode Choice, Destination Choice and Assignment, enhanced by Trip Frequency, Park & Ride site choice, Time Period Choice, and High Occupancy Vehicle Modelling.

The required data inputs to the model in forecasting mode are a set of trip ends as produced by the trip end model, and highway and public transport networks along with any model parameters which change through time (e.g. values of time, vehicle operating costs).

The model is segmented by the following person household types:

- No Car Households
- 1 Car 1 Adult Households
- 1 Car 2 Adult Households
- 2+ Car Households

It is also segmented by the following six journey purposes:

- Home-based work
- Home-based employer's business
- Home-based other
- Home-based education
- Non-home-based employer's business
- Non-home-based other

The model is applied as an incremental model, and not as an absolute model. The absolute forecasts produced are an intermediate step in applying the model incrementally and, as such, have no significance. The incremental approach is implemented in practice by using the model to calculate growth factors at a zone to zone cell level and to apply these to the highway and public transport assignment matrices.



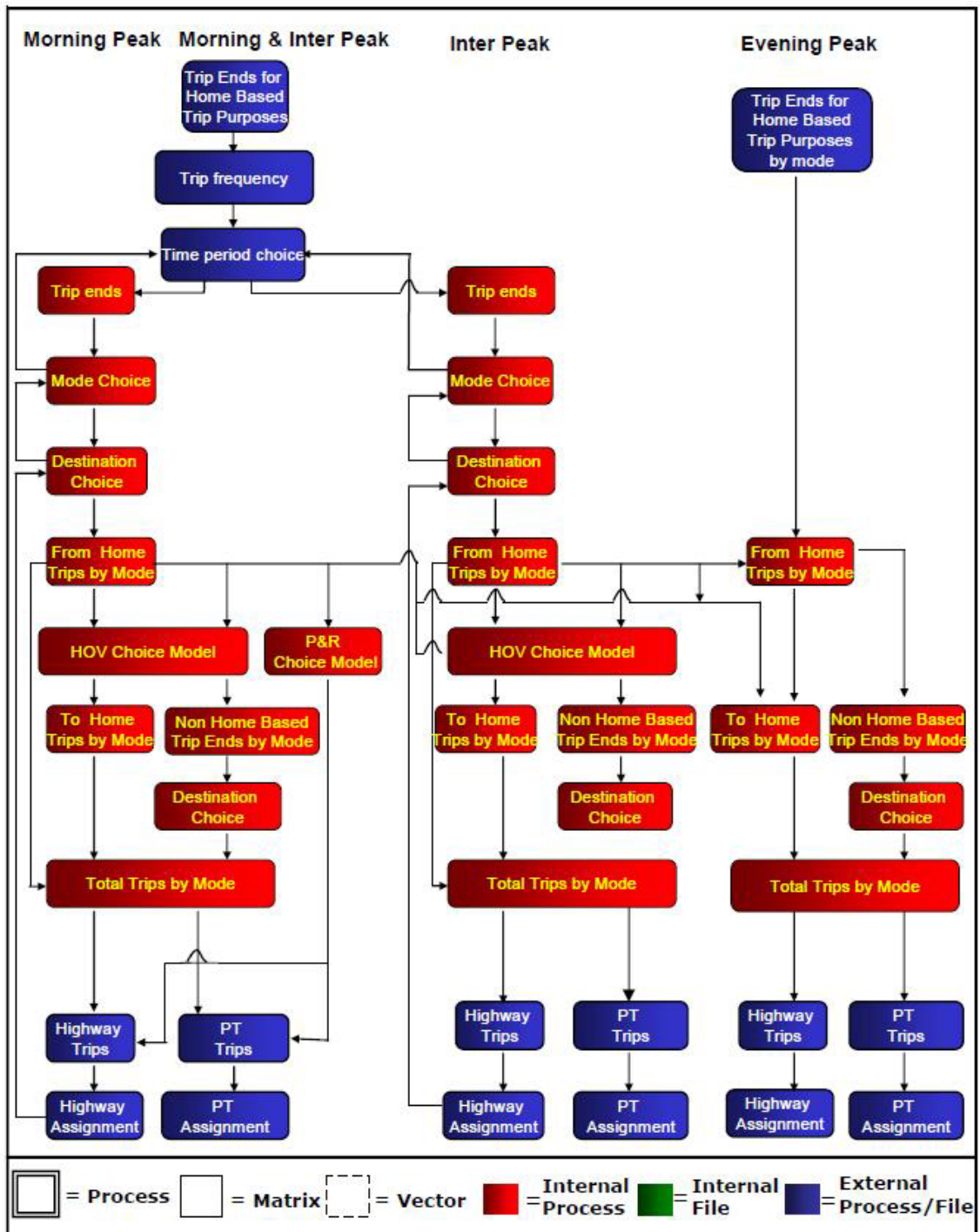


Figure A.1 : Time Period Demand Model



A.2 Iterative Demand/Supply Balancing

Figure A.2 shows the balancing of the supply and demand parts of the model. The process consists of a feedback of Generalised Costs from the assignment models to the distribution, mode split, trip frequency and time of day components of the demand model.

Two loops are shown in this figure, the inner loop 'b', which is the loop between the mode and destination choice elements of the model and the outer loop 'a', which is the loop between the demand model and the assignment models.

The Public Transport costs are set after one external loop of the demand model, however, if crowding effects are considered sufficient to cause large changes in costs, it can be run on every external loop. The Highway Assignment is carried out for each outer loop.

The Key for the following figures is:

- A Zonal Attractions
- C Generalised Costs
- K Mode Specific Constants
- P Zonal Productions
- PC Parking Charges
- T Trips
- TT Transfer Time
- U Logsum Cost Utilities

The subscript notation is as follows:

- i Production Zone I
- j Attraction Zone j
- m Mode
- c Car availability segment
- ca Car available segments
- nca Non-car available segments
- s Park & Ride site

The superscript notation is as follows:

- a External loop number
- b Internal loop number



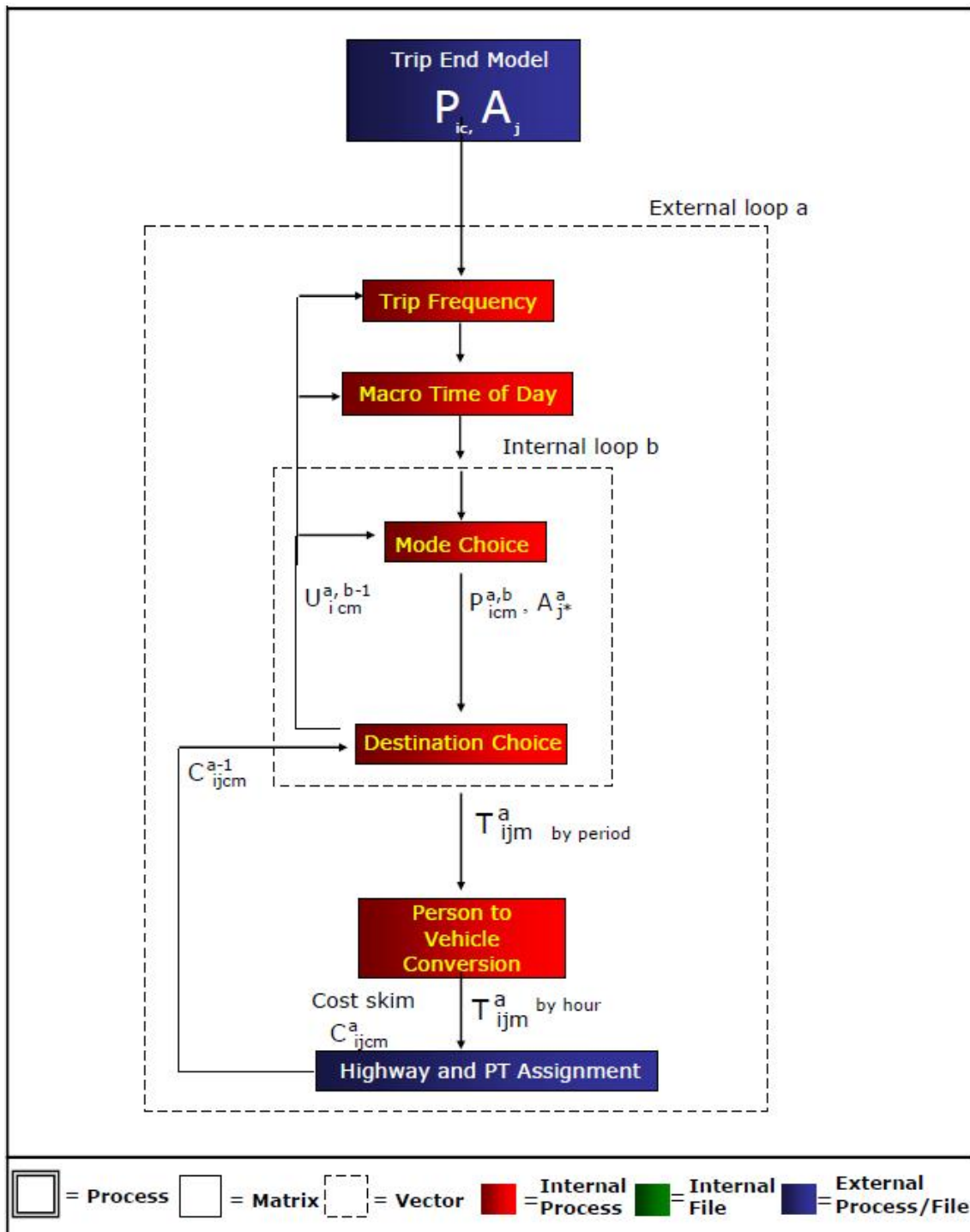


Figure A.2 : Iterative Demand/Supply Balancing



A.3 Destination Choice

This is the destination choice model for from-home purposes, which takes as inputs:

- Trip productions for car and public transport by each car availability segment
- Trip attractions/attraction factors for all modes and car availability types combined
- Generalised costs of travel by car and by public transport

These inputs are used to create matrices of person trips, separately by time period and trip purpose, for from-home trips and non-home-based trips. The process is carried out at a zonal level.

The process is a traditional gravity model process applied in a doubly constrained manner for from-home commute trips and non-home-based trips, and singly constrained for other from-home purposes. There are separate sensitivity parameters for each trip purpose/mode/car availability combination.

The spread parameters are β_1 , and β_2 . There are also Intra-Zonal factors β_0 , which produce intrazonal trips in the matrix.

The outputs of this process are person trip matrices by time period, trip purpose/mode/car availability at zonal level, which are the inputs to the person to vehicle conversion process.



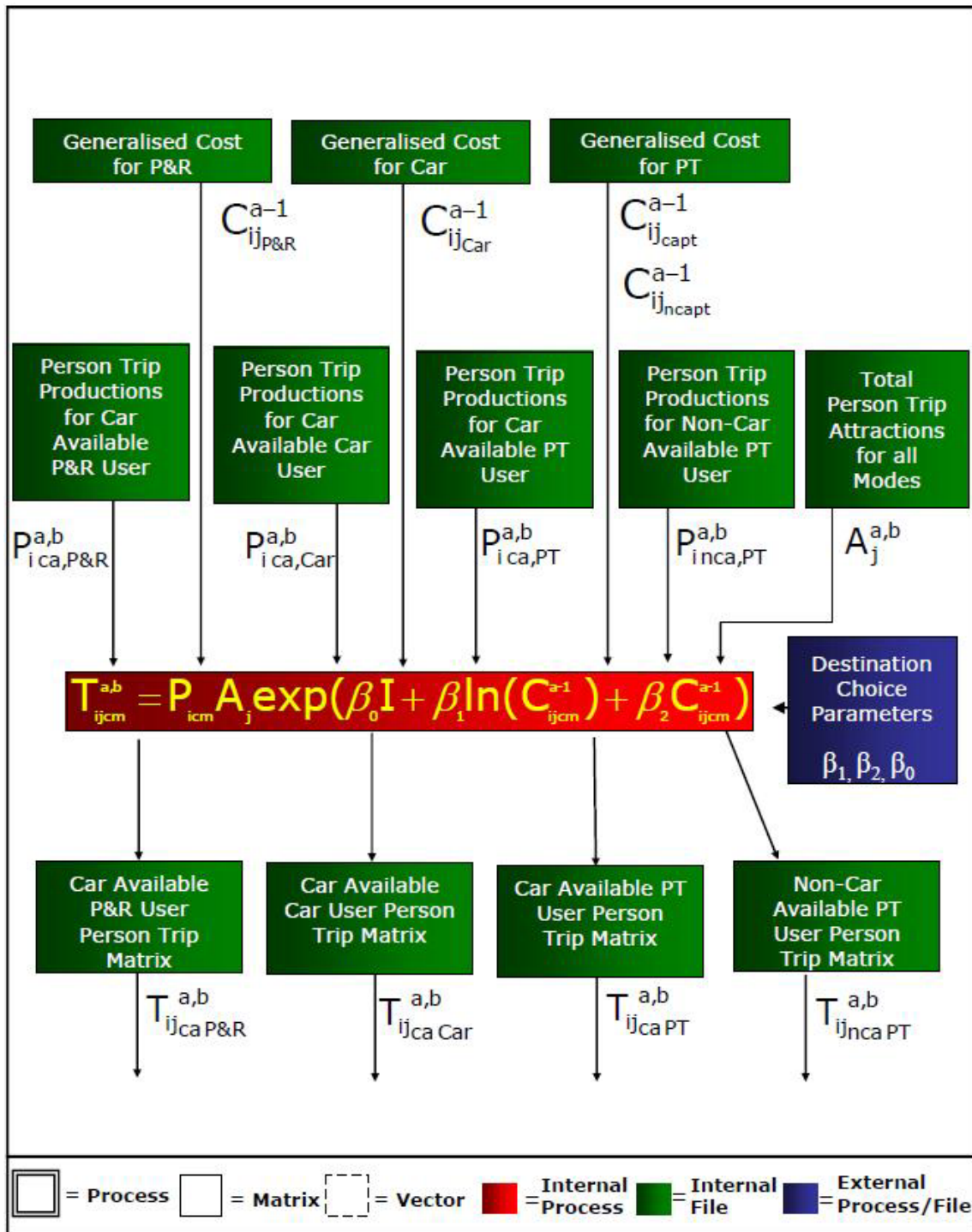


Figure A.3 : Destination Choice



A.4 Calculation of Logsum Composite Utility for Input to Mode Choice

This process follows the destination choice process and calculates logsum composite utilities at a zonal level for input to the mode choice model.

The process takes the matrices generated by the destination choice model along with the generalised costs by mode used in the destination choice model, and calculates a logsum composite utility for each zone.

The process is conducted separately for each from-home trip purpose and car available segment. In the case of car available persons the output utilities are used as input to both the mode choice, time of day choice and trip frequency choice processes. For non-car available there is no mode choice but the utilities are input to the time of day choice and trip frequency choice processes.

The sensitivity parameters (β_1 , β_2 , β_0) shown in Figure A.4 are the same sensitivity parameters used in the destination choice process.



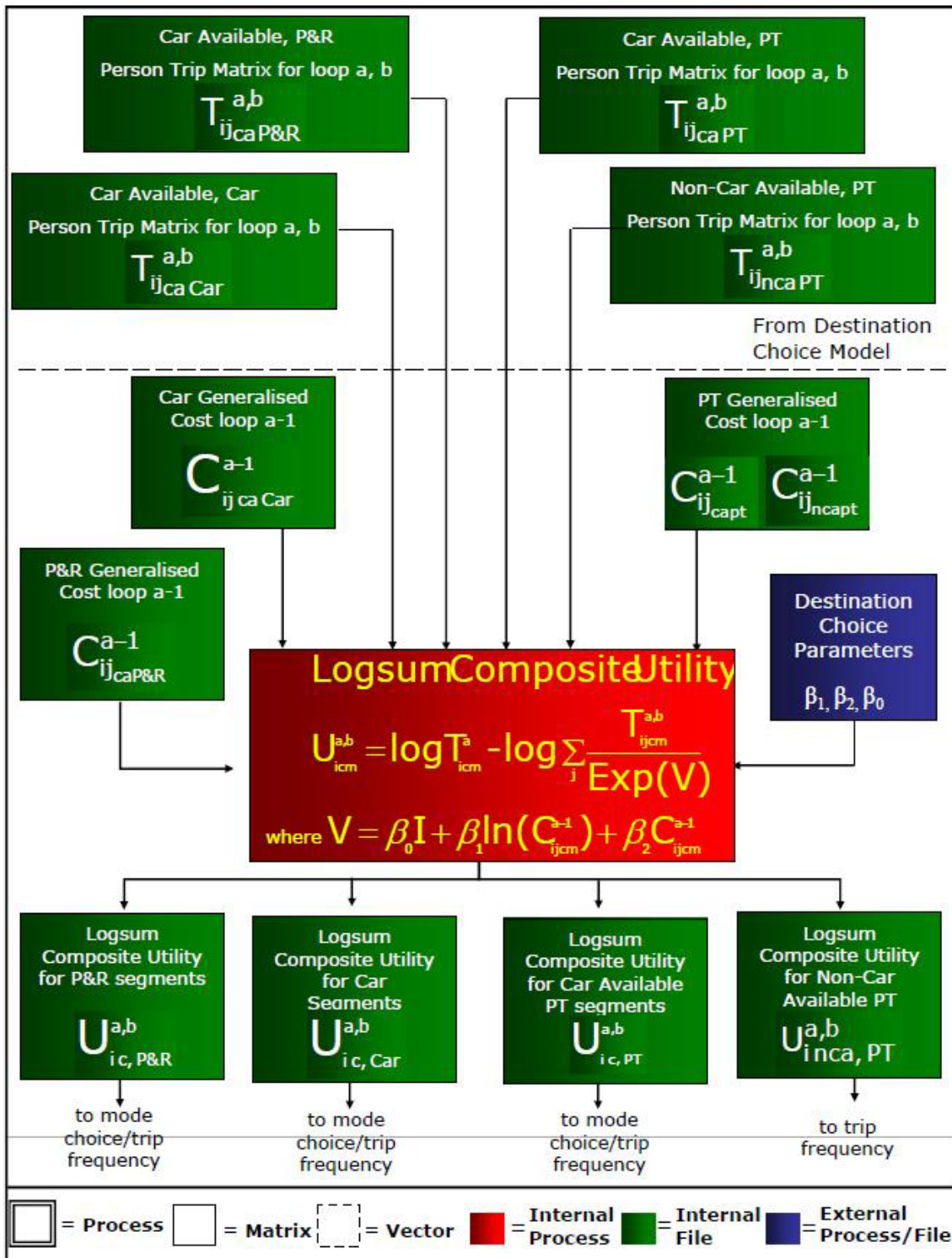


Figure A.4 : Calculation of Logsum Composite Utility for input to Mode Choice



A.5 Mode Choice

Figure A.5 shows the mode choice process. It is undertaken at the trip end level because of the position of mode choice in the model hierarchy. It takes as inputs:

- Person trip productions by time period for from-home purposes
- Logsum composite utilities calculated using the destination choice model

The process is carried out for car available persons only; persons from non-car available households are assumed to be captive to public transport.

The calculation of the logsum composite utilities is undertaken using the process described in Figure A.4.

There are two types of parameter input:

- The scaling factors (θ) which control the sensitivity of the mode choice process
- The mode specific constants (for car mode only) which ensure that the base mode choice proportions in the model match the base data at a zonal level

There are separate scaling parameters for each trip purpose.

The outputs of the process are vectors of trip productions which are then input to the destination choice process, which is shown in Figure A.5.



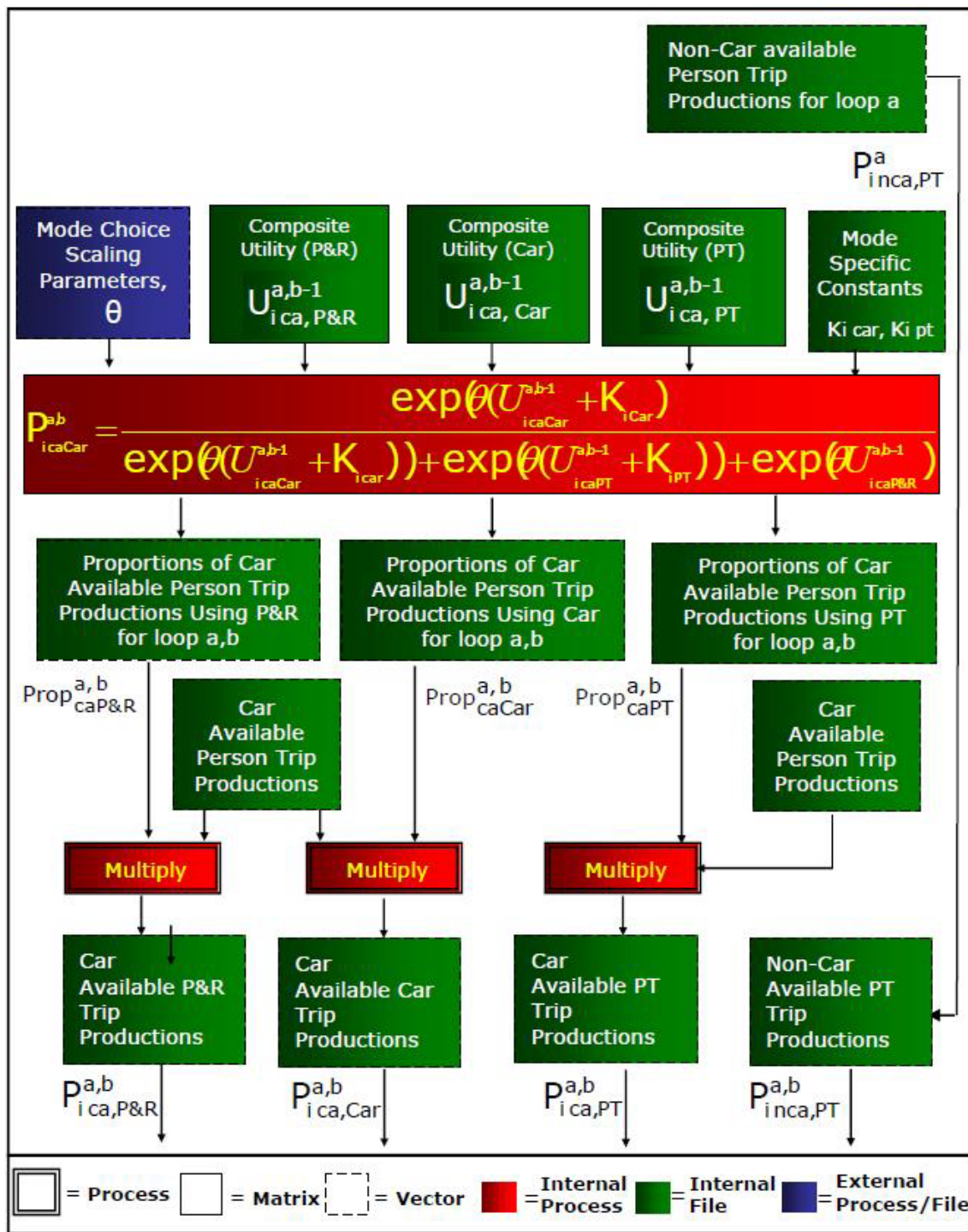


Figure A.5 : Mode Choice



A.6 Creation of To-Home Trips

This model produces the matrices of to-home trips by mode, car availability, time period and purpose. It takes as input:

- Matrices of from-home trips, by mode, car availability, journey purpose and time period, as produced by the destination choice models
- To-home factors derived from analysis of the Scottish Household Survey

The to-home factors are multiplied by the transposed from-home matrices at a cellular level to give to-home matrices by mode, car availability, journey purpose, and time period.



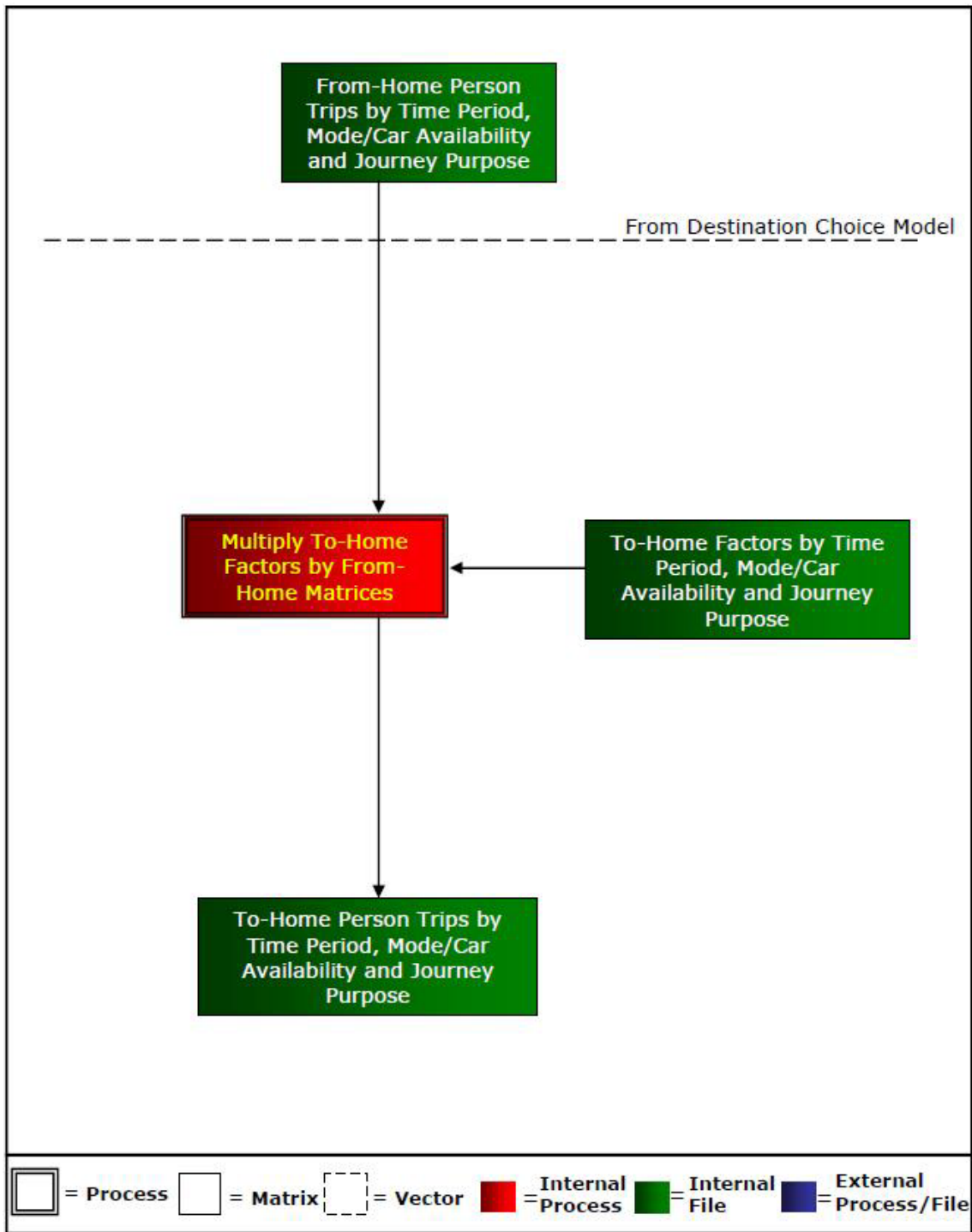


Figure A.6 : Creation of To-Home Matrices



A.7 Park & Ride Station Choice

Park & Ride station choice is applied to the AM From-Home Park & Ride trips, which are output for each purpose by the mode/destination choice model.

The choice model takes as input:

- The generalised cost of Park & Ride
- Park & Ride Sites (including transfer times and car park charges)
- Park & Ride Trip Matrices

The station choice model then attributes all the Park & Ride trips amongst all the sites available, based on the attributes of the sites.



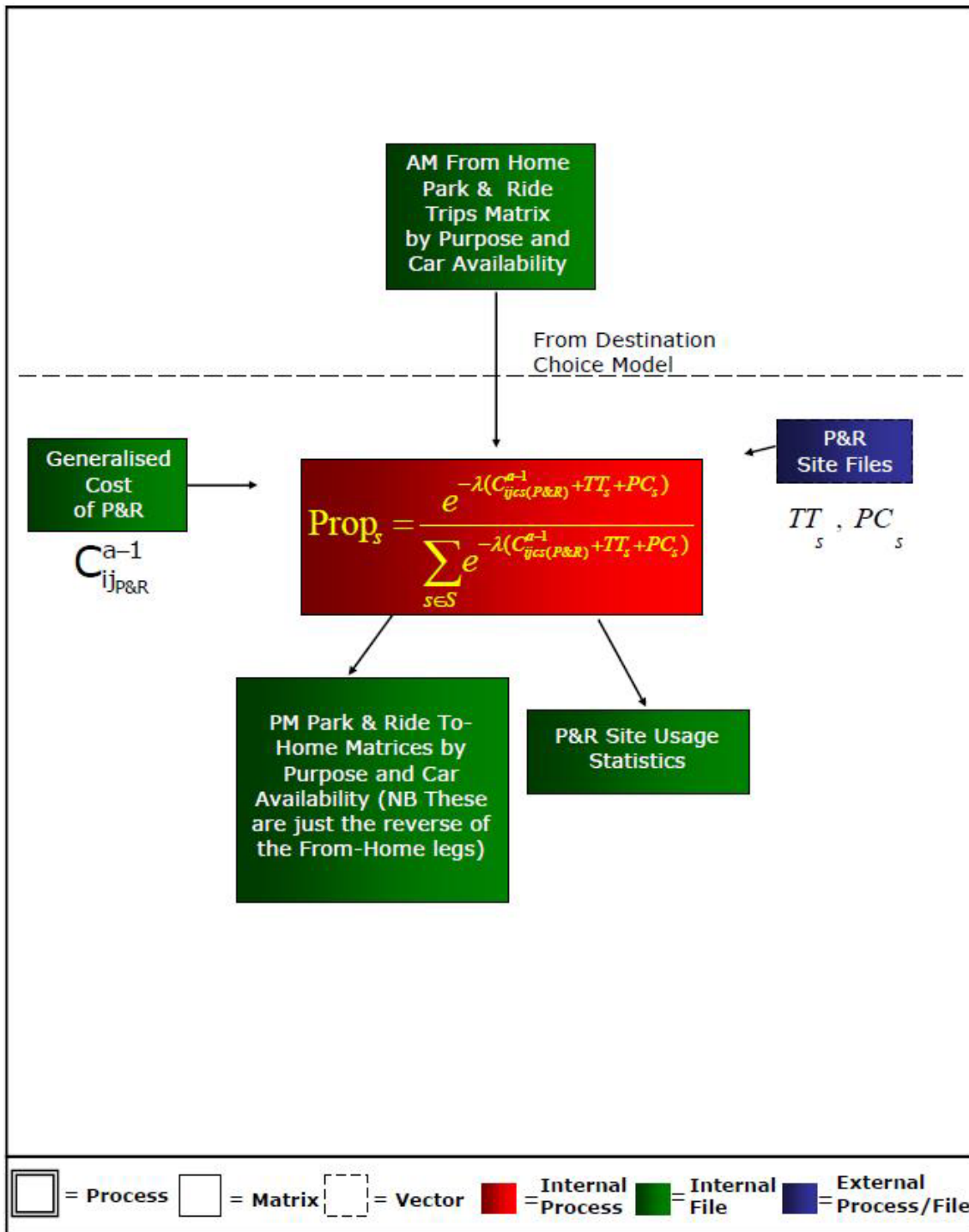


Figure A.7 : Park & Ride Station Choice



A.8 Trip End Model for Non-Home-Based Purposes

This model produces the trip productions and attractions by mode, time period and purpose for non-home-based trips. It takes as input:

- Trip attractions for From-Home trips, by mode, car availability, journey purpose and time period, as produced by the destination choice models
- Trip productions for To-Home trips, by mode, car availability, journey purpose and time period
- Non-home-based production trip rate factors derived from analysis of the Scottish Household Survey
- Non-home-based attraction trip rate factors derived from analysis of the Scottish Household Survey

The production trip rate factors are multiplied by the From-Home trip attractions to give the Non Home Based trip productions by mode, car availability, journey purpose, and time period.

The attraction trip rate factors are multiplied by the To-Home trip productions to give the Non-Home Based trip attractions by mode, car availability, journey purpose, and time period.



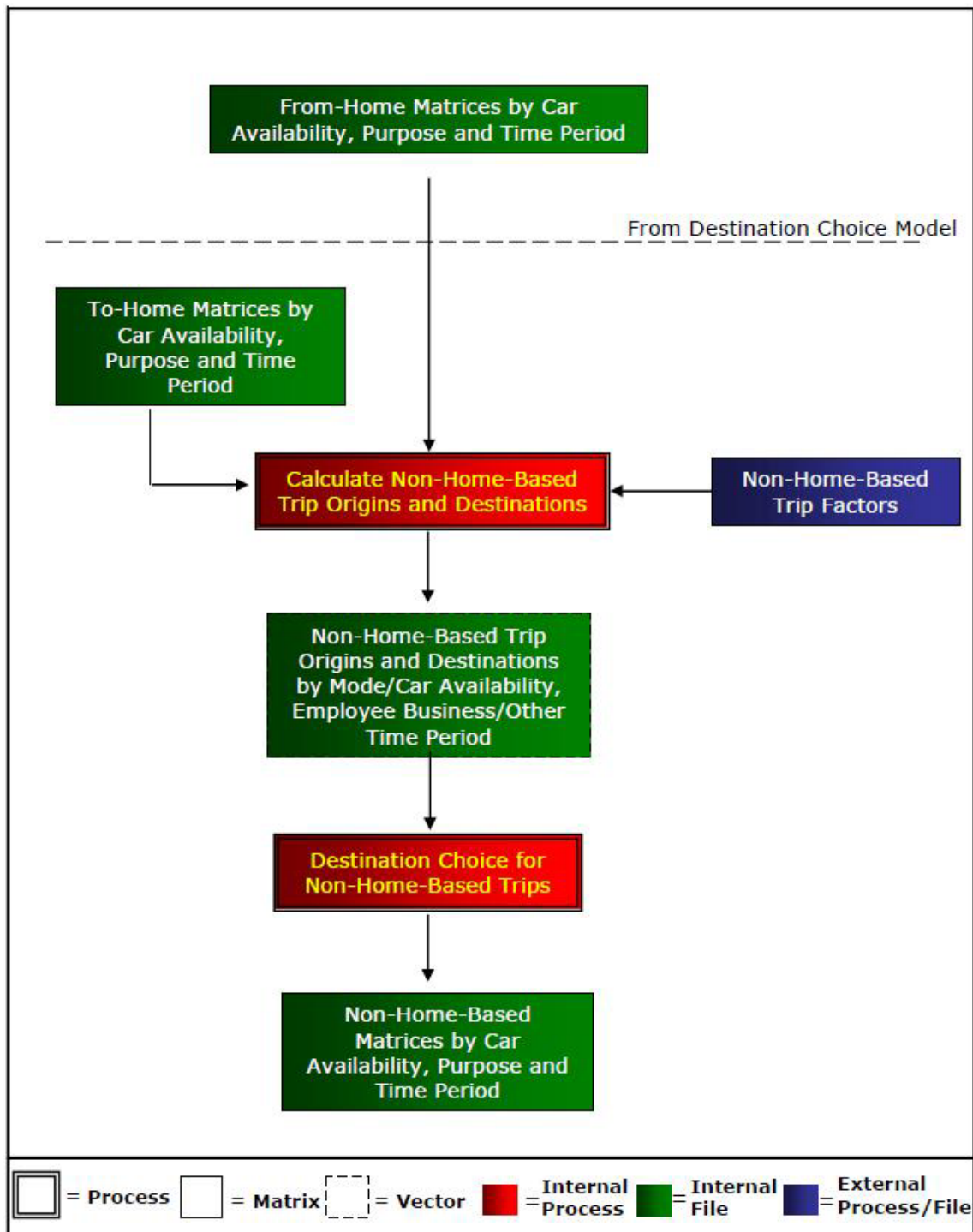


Figure A.8 : Trip End Model for Non-Home-Based Purposes



A.9 Person to Vehicle Conversion for Car Trips

This process takes as input the time period matrices which are output by the processes shown in Figure A.3 – Figure A.8, as well as Education add-ins, and applies vehicle occupancy factors to convert from person trips to vehicle trips. The process is carried out separately for each trip purpose and there are separate vehicle occupancy factors for each time period/trip purpose combination.

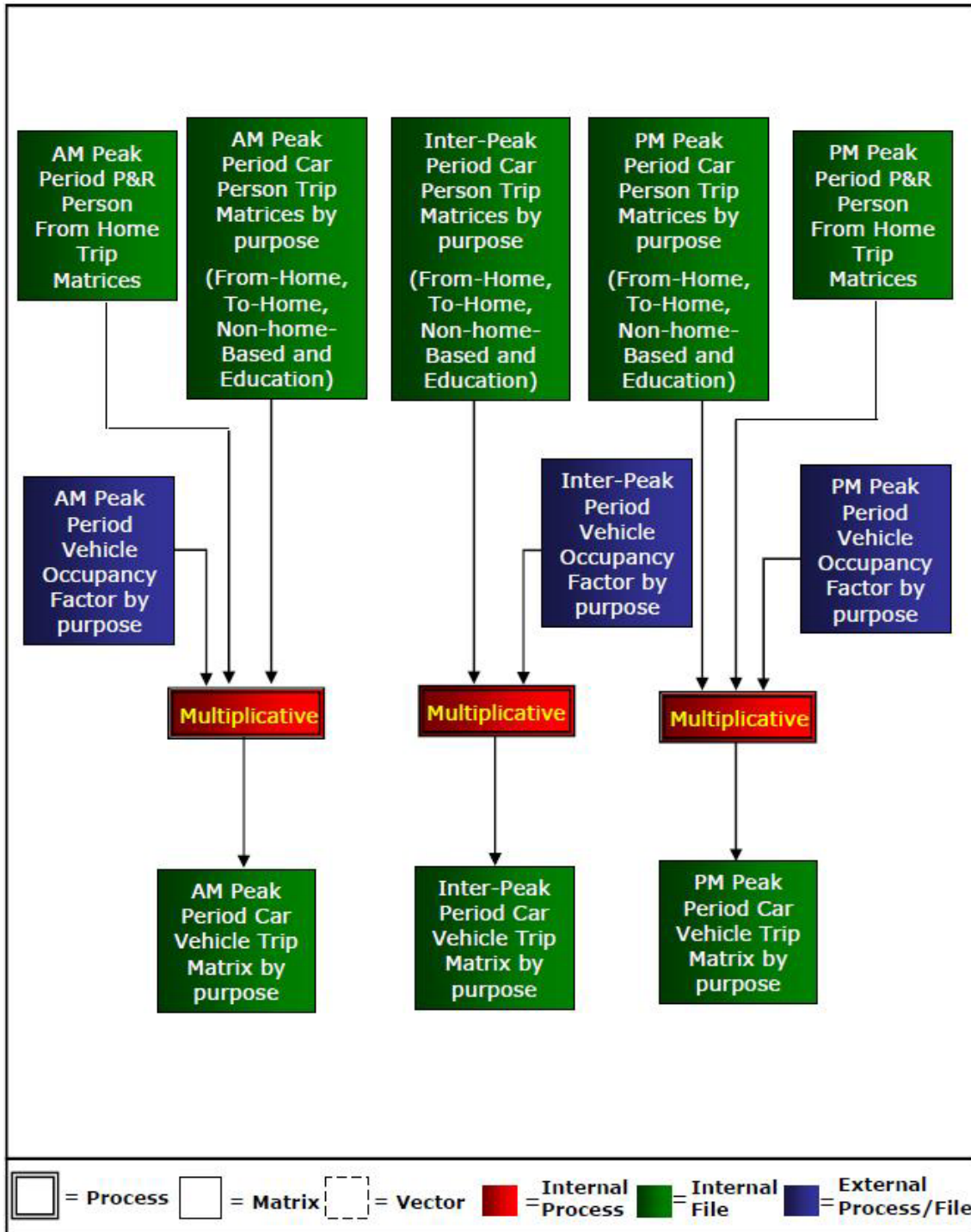


Figure A.9 : Person to Vehicle Conversion for Car Trips



A.10 Hourly Matrix Creation for Car and Public Transport

This process converts the time period matrices by vehicle or person, as appropriate, into hourly matrices.

The process is carried out for all trip purposes. The Inter Peak and PM Peak factors will generally remain the same in all forecasting situations.

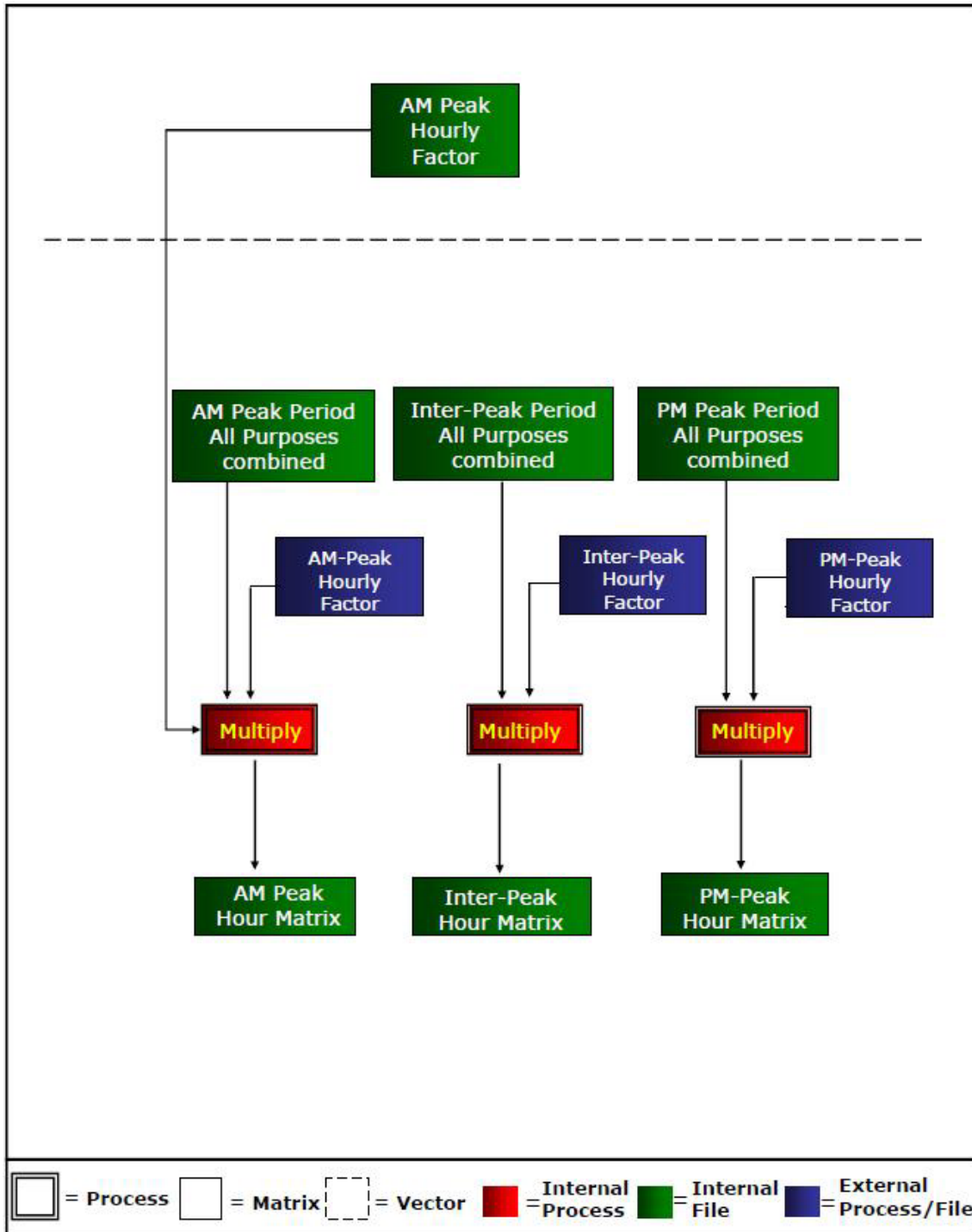


Figure A.10 : Hourly Matrix Creation for Road and Public Transport



A.11 Incremental Adjustments

The incremental adjustment process ensures that the model functions in an incremental manner. The incremental adjustment factors are applied to Origin-Destination matrices (separately by hour and mode), to generate the final hourly assignment matrices at zonal level.



Figure A.11 : Incremental Adjustment



A.12 Highway Assignment

This is a conventional capacity restrained equilibrium multi-class assignment procedure. It is run using the VOYAGER program. There are five user classes:

- Car In-Work
- Car Commute
- Car Other
- Light goods vehicles
- Heavy goods vehicles

The cost skims are created at a zonal level from the assignment model. Parking charges are added into the cost skims where appropriate.



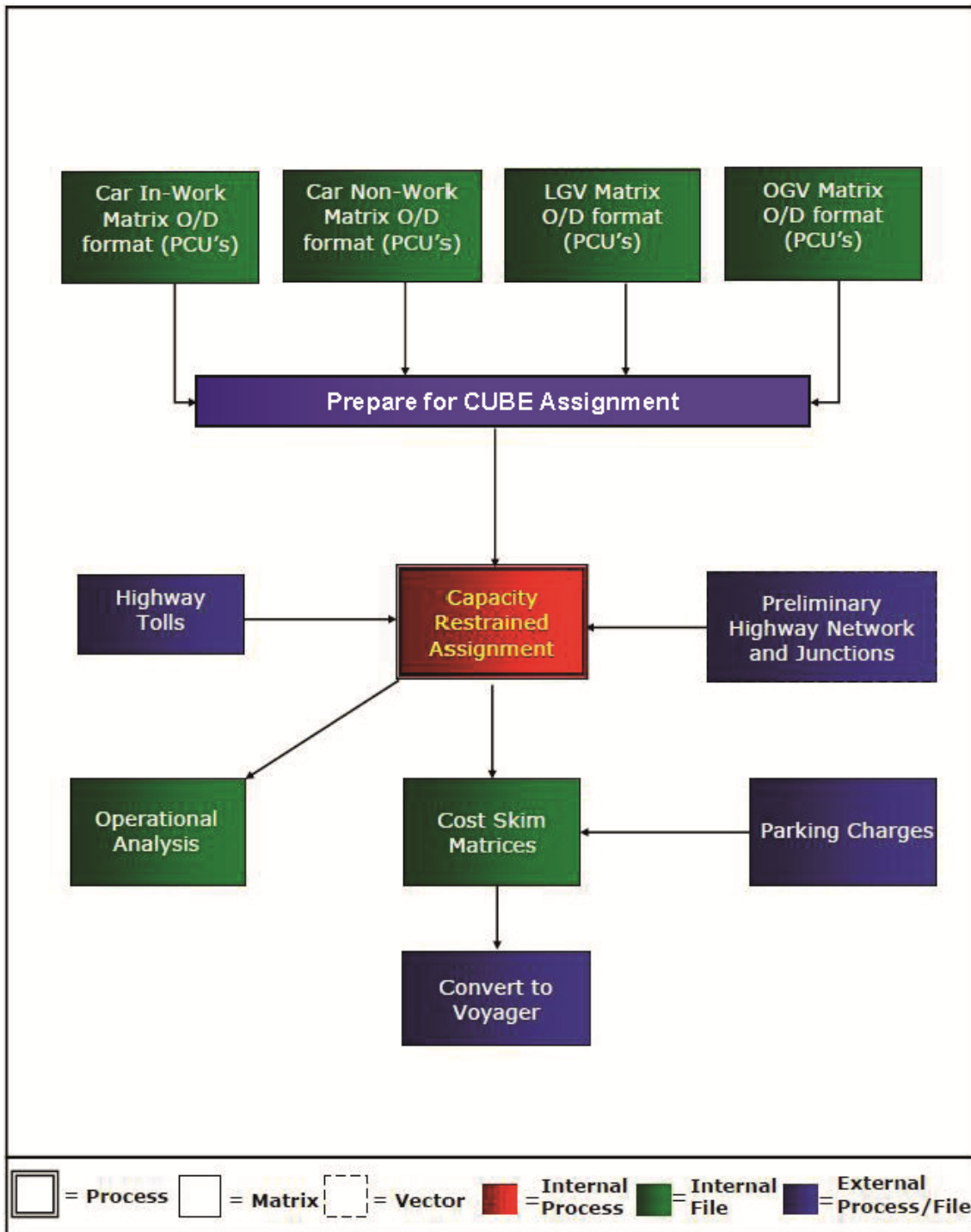


Figure A.12 : Highway Assignment



A.13 Public Transport Passenger Assignment

This is a standard PT assignment procedure, with sub-mode choice, undertaken in VOYAGER. This includes the effects of crowding. It is standard to skim the PT costs only on the first and last loops of the demand model, however, if crowding is considered to have a large impact on a particular test, it can be skimmed on every loop of the model.

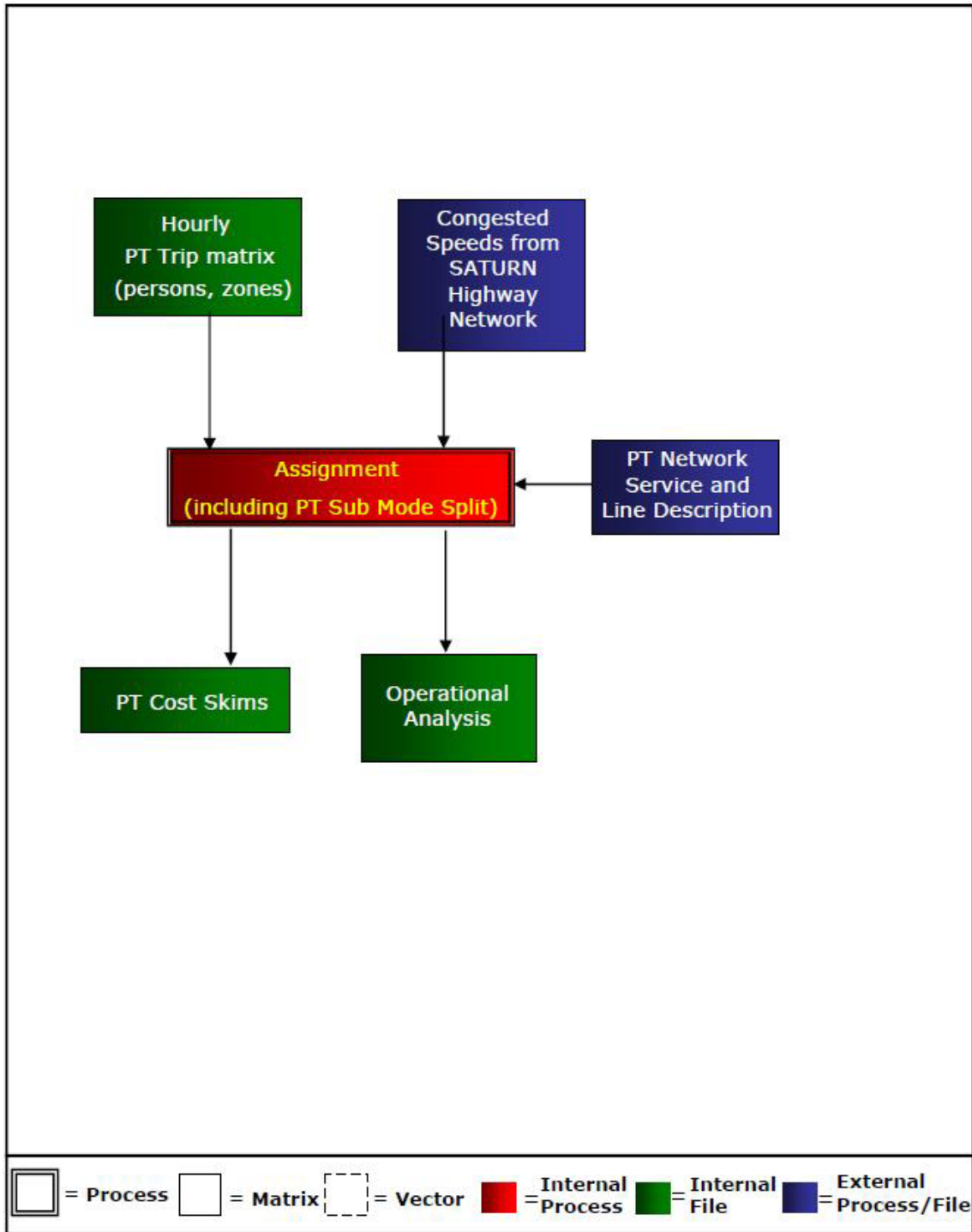


Figure A.13 : Public Transport Passenger Assignment



A.14 Calculation of Logsum Composite Utility for Input to the Trip Frequency Model

This process takes as input the logsum composite utilities (output from the destination choice model on external loop a-1) by mode for car available persons and calculates a single logsum composite utility (by all modes) for input to the trip frequency model.

The calculation is undertaken separately for each trip purpose and household segment type and the formulation is based on the mode choice model.

For the No Car Household (Non-Car Available) segment just the PT logsum utility is used.



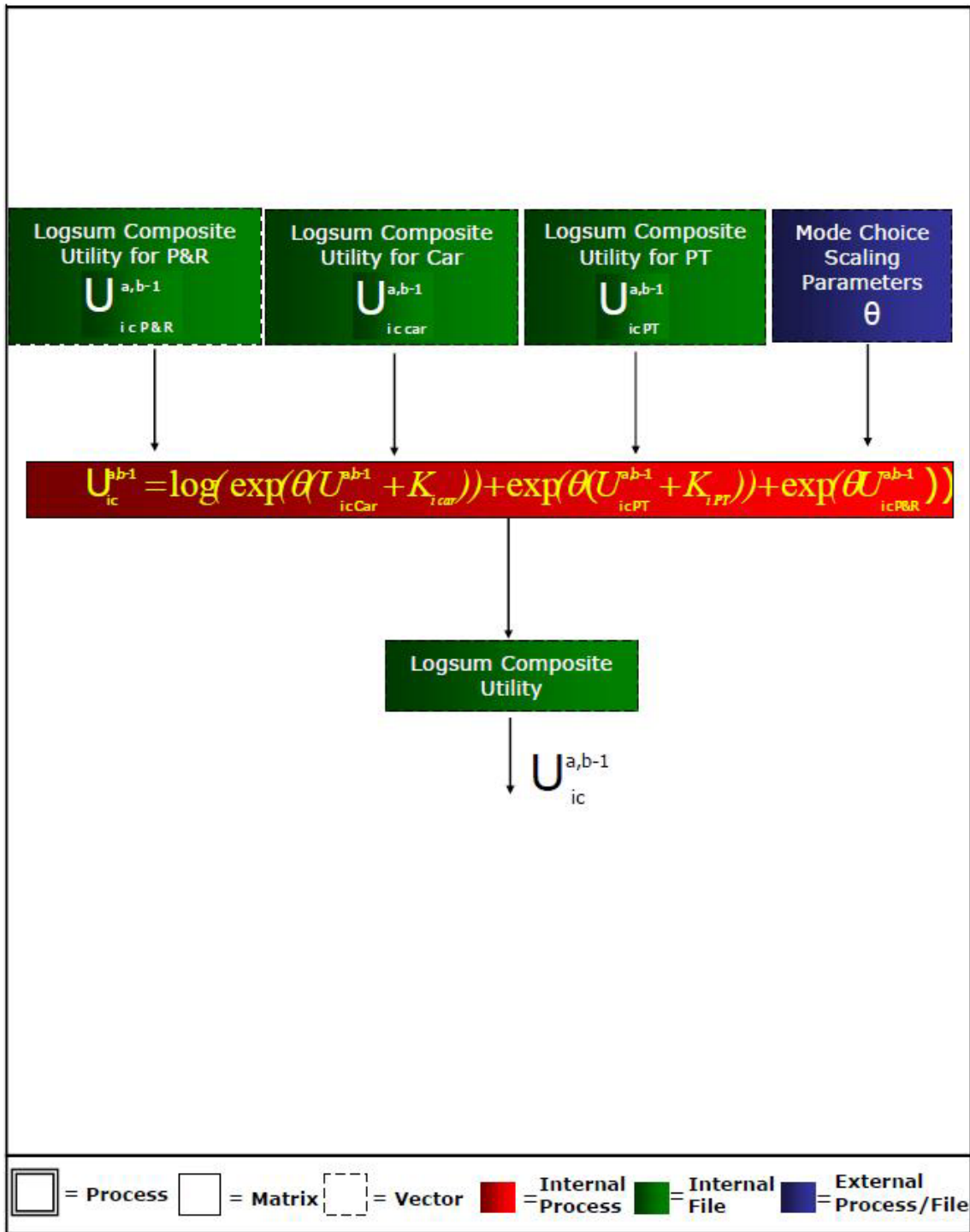


Figure A.14 : Calculation of Logsum Composite Utility for Input into Trip Frequency Model



A.15 Trip Frequency Choice for Home-Based Purposes

The trip frequency choice process changes the trip ends which are created in the trip end models according to whether the zonal level generalised costs of travel in the forecast situation are higher or lower than those in the Base Year.

The inputs to the process are:

- Logsum composite utility for all modes and purposes for the Base Year, by zone
- Logsum composite utility for all modes and purposes for the forecast year, by zone
- Trip productions for all modes in persons

The trip productions are adjusted using a straightforward elasticity model, trip attractions are unaffected.

The logsum composite utilities are calculated as shown in Figure A.15. The process is applied separately for each from-home trip purpose. The outputs of the process are person trip productions by time period for all modes for car available persons. These form the inputs to the time period choice/mode choice.



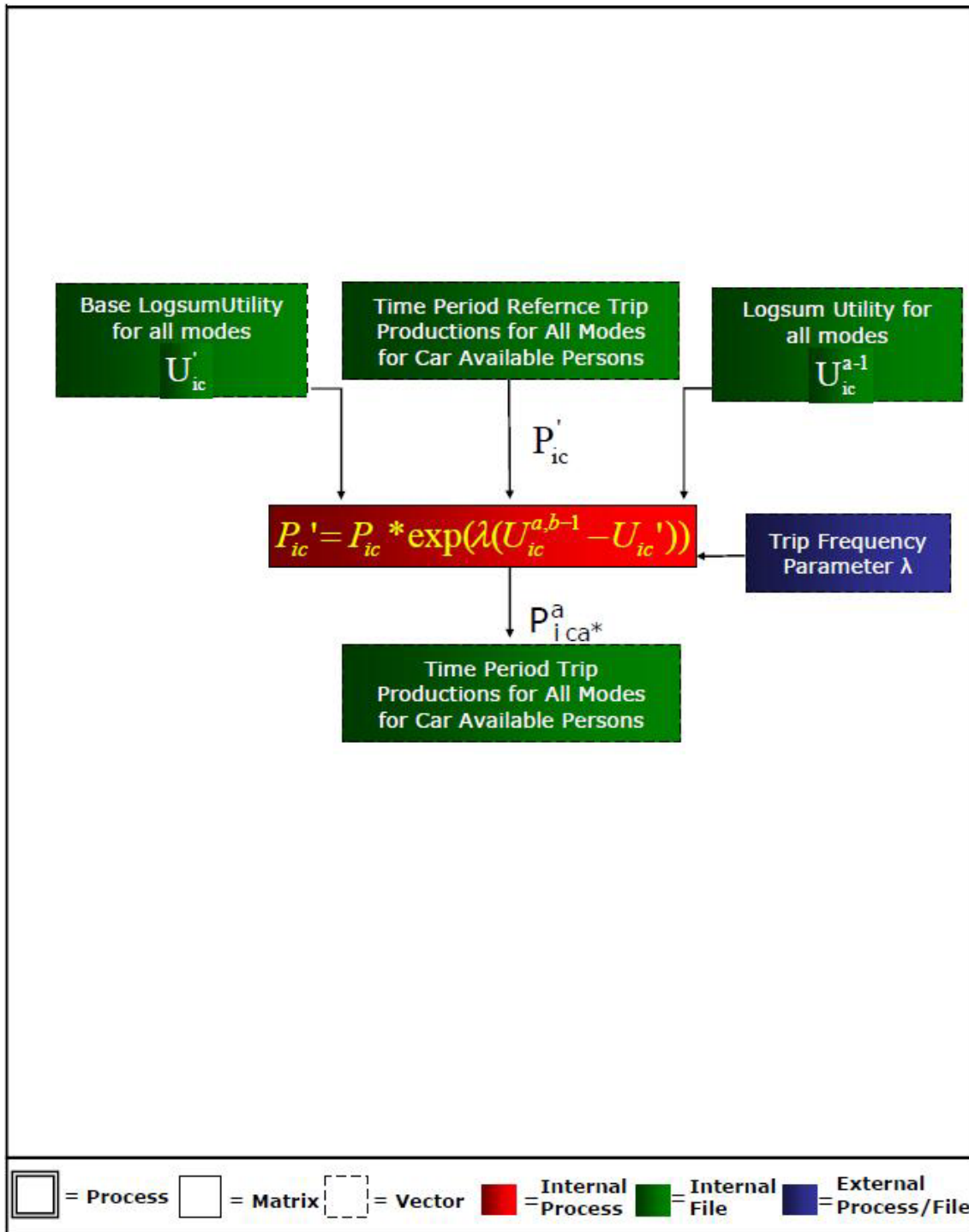


Figure A.15 : Trip Frequency Choice for Home-Based Purposes – Car Available Persons



A.16 Macro Time of Day Choice

The time of day choice module takes as inputs logsum composite costs and trip ends (as amended by the trip frequency module if it is turned on).

It is an incremental logit model, which compares the base and the forecast logsum utilities to amend the proportions of travellers in each time period.

Time of Day choice outputs are trip ends by each car availability segment, which then go into the inner loops.



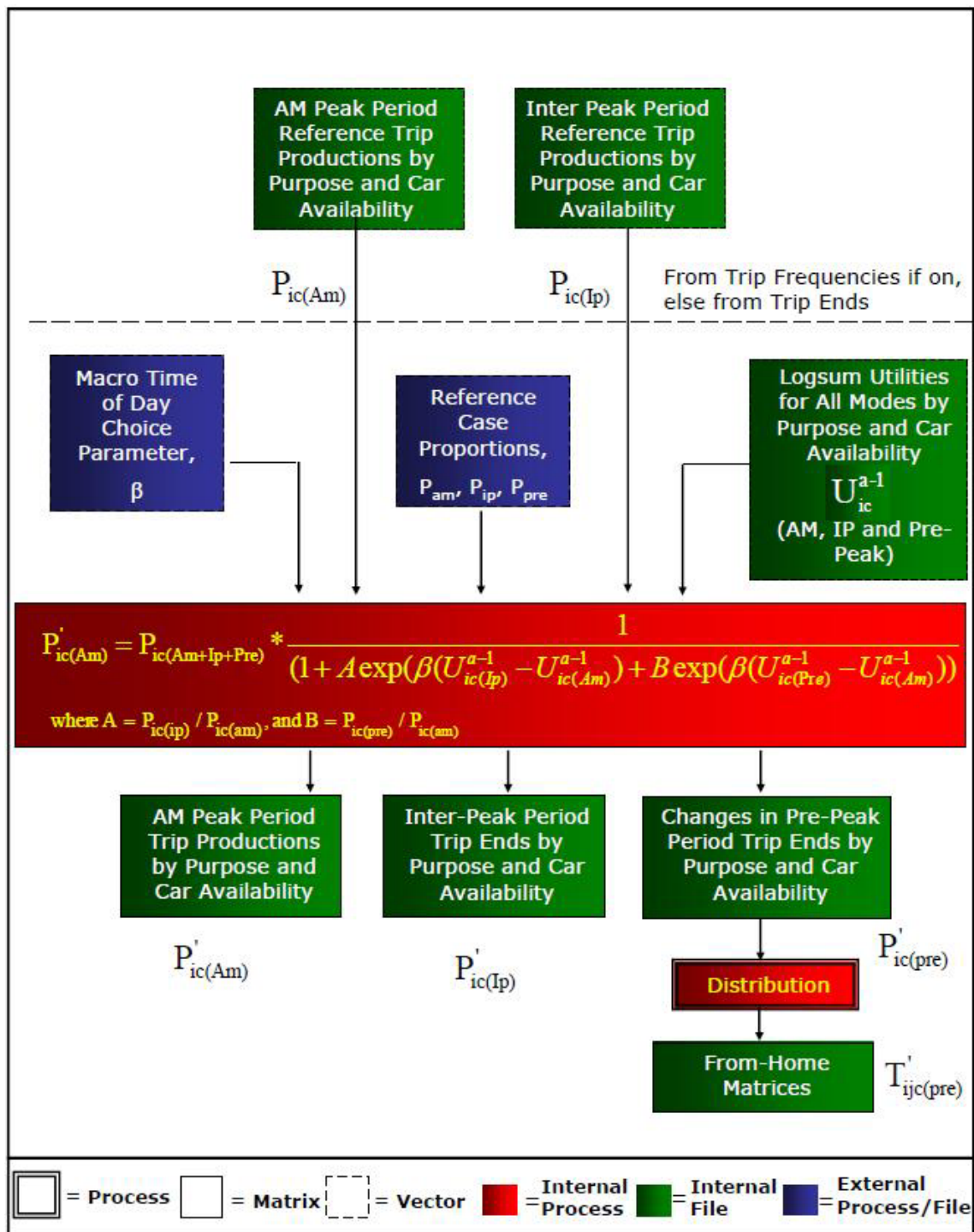


Figure A.16 : Macro Time of Day Choice



A.17 High Occupancy Vehicle Modelling

The High Occupancy vehicle module takes in the From-Home matrices from the Destination Choice module.

It also takes in High Occupancy and Single Occupancy generalised costs from an assignment.

It uses these costs along with a sensitivity parameter to split the From-Home trips between High Occupant and Single Occupant Matrices.

Note: The implementation of HOV Modelling has impacts in a number of places in the model structure. This diagram just shows the main choice model element of the HOV model.



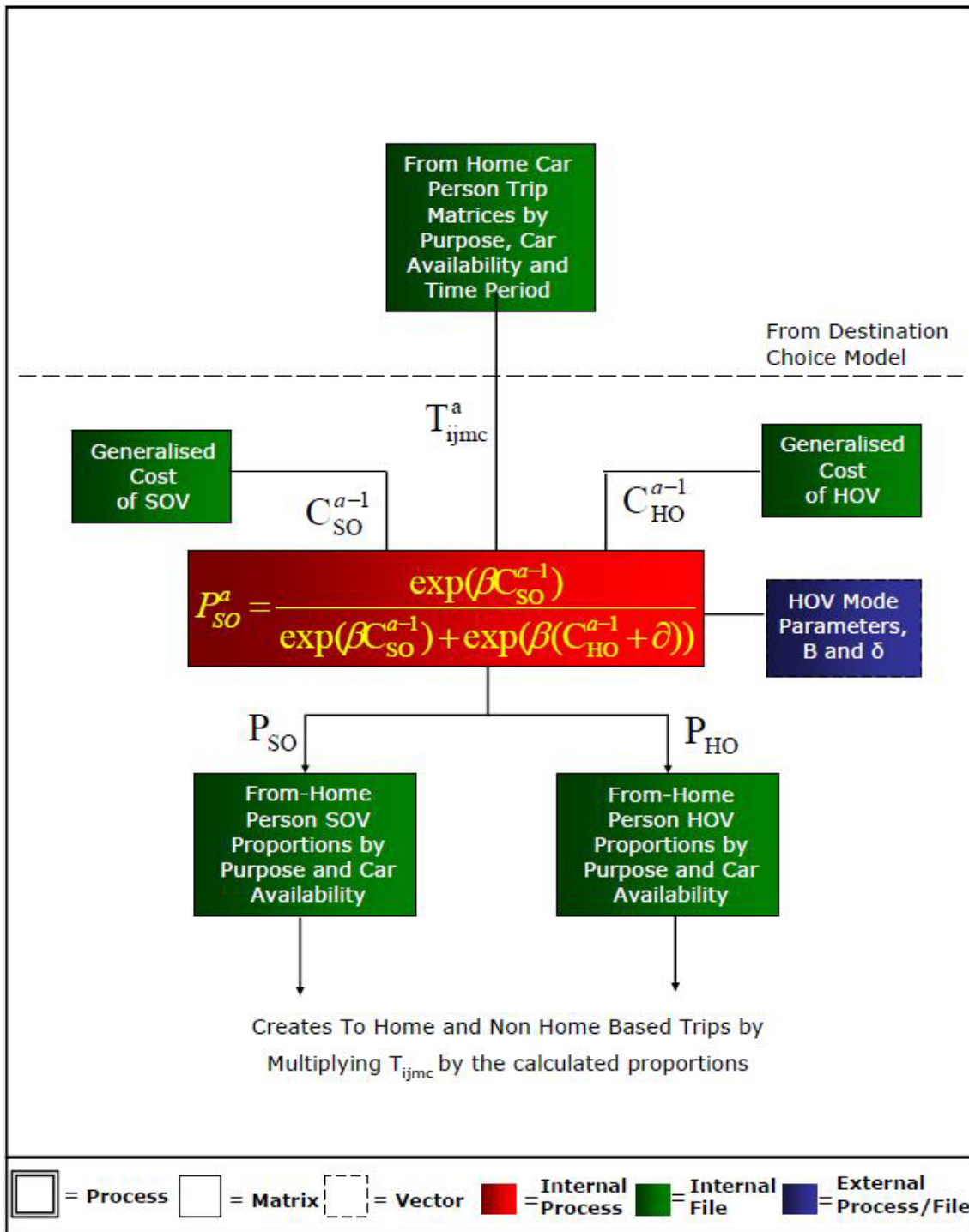


Figure A.17 : High Occupancy Vehicle Modelling





B TMFS12 ZONE STRUCTURE**B.1 Ratio of TMfS12 Zones to Data Zones**

Table B1 shows the number of zones in each Local Authority and the ratio of data zones to TMfS zones in each.

Table B.1 : Zones by Local Authority

Local Authority	TMfS12	Data Zones	Ratio
Dumfries and Galloway	21	193	9.2
The Borders	14	130	9.3
East Lothian	14	120	8.6
Midlothian	11	112	10.2
City of Edinburgh	59	569	9.6
West Lothian	24	211	8.8
South Lanarkshire	40	414	10.4
East Ayrshire	17	154	9.1
South Ayrshire	15	147	9.8
North Ayrshire	18	179	9.9
East Renfrewshire	13	120	9.2
City of Glasgow	78	694	8.9
North Lanarkshire	48	433	9.0
Falkirk	21	197	9.4
East Dunbartonshire	13	127	9.8
Renfrewshire	25	214	8.6
Inverclyde	15	110	7.3
West Dunbartonshire	14	103	7.4
Stirling	12	110	9.2
Clackmannan	7	64	9.1
Fife	49	453	9.2
Perthshire & Kinross	23	175	7.6
City of Dundee	19	179	9.4
Angus	14	142	10.1
Aberdeenshire	30	285	9.5
City of Aberdeen	27	247	9.1
Moray	15	116	7.7
Argyll & Blute	16	122	7.6
Islands	54	93	1.7
Highland	8	292	36.5



B.2 Zones with more than one train station

The zones which contain more than one train station are as follows:

- Zone 7 (SANQUHAR/KIRKCONNEL) – Sanquhar and Kirkconnel
- Zone 220 (ARDROSSAN WEST) – Ardrossan Harbour and Ardrossan Town
- Zone 294 (POSSIL PARK) – Possil Park and Ashfield
- Zone 458 (CRIANLARICH) - Crianlarich, Upper Tyndrum, and Lower Tyndrum
- Zone 572 (BARRY) – Barry Links and Golf Street
- Zone 653 (CONNEL) – Connel Ferry and Taynult
- Zone 656 (DALMALLY) – Dalmally, Loch Awe, Falls of Cruachan, and Bridge of Orchy
- Zone 657 (TARBET) – Arrochar & Tarbet and Ardlui
- Zone 667 (MALLAIG) – Mallaig, Moror, Arisaig, and Beasdale
- Zone 668 (BANAVIE) – Banavie, Corpach, Loch Eil, Locheilside, Glenfinnan, and Lochailort
- Zone 669 (KYLE OF LOCALSH) – Kyle of Localsh, Durinish, Plockton, Duncraig, Stromeferry, Attadale, Strathcarron, and Achnashellach
- Zone 672 (SPEAN BRIDGE) – Spean Bridge, Roy Bridge, Tulloch, and Corroul
- Zone 673 (ACHNASHEEN) – Achnasheen, Achanalt, Garve, and Lochluichart
- Zone 677 (CULRAIN) – Culrain, Ardgay, Lairg, and Invershin
- Zone 695 (GOLSPIE) – Golspie and Dunrobin Castle
- Zone 701 (HELMSDALE & LYBSTER) – Helmsdale, Kinbrace, and Kildonan
- Zone 704 (HALKIRK) – Scotscalder, Georgemas Junction, and Altnabreac





C GENERALISED COST PARAMETERS

C.1 Calculation of Base Year Demand Model Cost Coefficients

These parameters have been calculated following the guidance in the most up to date version of WebTAG unit 3.5.6 available at the time of the model development (April 2009). Generalised Cost coefficients are calculated separately for all the assigned purposes (for both Highway and PT).

C.2 Highway Coefficients

Car Non-Work time generalised cost parameters were calculated in accordance with WebTAG, as follows:

- Time Cost Parameter = 1
- *Distance cost parameter* = $(\text{Fuel Cost} + \text{Vehicle Operating Cost})/\text{VOT}$ (min per km)
- *Toll cost parameter* = $1/(\text{VOT for tolling})$ (min per pence)

Where:

$$\text{Fuel Cost} = \text{consumption}_{\text{petrol}} \times \text{price}_{\text{petrol}} \times \text{Prop}_{\text{petrol}} + \text{consumption}_{\text{diesel}} \times \text{price}_{\text{diesel}} \times \text{Prop}_{\text{diesel}}$$

$$\text{Consumption} = a + bV + cV^2 + dV^3 \text{ (} a, b, c \text{ and } d \text{ are coefficients from WebTAG Table 13).}$$

$$\text{Vehicle Operating Cost} = a + b/V \text{ (} a \text{ and } b \text{ are coefficients from WebTAG Table 15).}$$

Note [1]: The appropriate growth factors have been applied to each step to bring the model values up to 2007. The fuel efficiency savings over time are also applied.

Note [2]: That for the purpose of the calculations the average speed in the modelled area has been calculated as 52 km/h.

The Generalised Cost coefficients for all possible forecast years are shown in Table C1.

C.3 PT Coefficients

For the PT Model the Values of Time used in the assignment are taken from WebTAG unit 3.5.6 Tables 1 and 2. These are then growthed up to 2007 using the values in WebTAG Table 3 (Unit 3.5.6).

It should be noted that Commute and Other purposes use the same value of time in assignment. This is a weighted average of the two Values of Time.

The Values of Time for all possible Modelled Years is shown in Table C1.





Table C.1 : Generalised Cost Coefficients by Year

Year	Car In Work			Car Non Work (Commuting)			Car Non Work (Other)			LGV			OGV			PT	
	Time	Distance	Tolls	Time	Distance	Tolls	Time	Distance	Tolls	Time	Distance	Tolls	Time	Distance	Tolls	NW	IW
2012	1	0.2476	0.0570	1	0.5967	0.1602	1	0.4339	0.1602	1	0.7659	0.0255	1	2.2552	0.0255	591.627	2598.658
2013	1	0.2440	0.0563	1	0.5878	0.1586	1	0.4283	0.1586	1	0.7557	0.0252	1	2.2514	0.0252	597.662	2631.921
2014	1	0.2374	0.0552	1	0.5684	0.1561	1	0.4149	0.1561	1	0.7356	0.0247	1	2.2144	0.0247	607.105	2684.033
2015	1	0.2308	0.0540	1	0.5514	0.1533	1	0.4032	0.1533	1	0.7157	0.0242	1	2.1784	0.0242	618.276	2745.766
2016	1	0.2237	0.0527	1	0.5307	0.1505	1	0.3888	0.1505	1	0.6957	0.0236	1	2.1451	0.0236	629.776	2809.742
2017	1	0.2171	0.0516	1	0.5111	0.1480	1	0.3751	0.1480	1	0.6773	0.0231	1	2.1148	0.0231	640.482	2869.589
2018	1	0.2116	0.0508	1	0.4936	0.1461	1	0.3630	0.1461	1	0.6621	0.0228	1	2.0935	0.0228	648.808	2916.364
2019	1	0.2063	0.0500	1	0.4763	0.1442	1	0.3509	0.1442	1	0.6468	0.0224	1	2.0707	0.0224	657.307	2964.192
2020	1	0.2010	0.0492	1	0.4593	0.1423	1	0.3390	0.1423	1	0.6316	0.0220	1	2.0466	0.0220	665.918	3012.805
2021	1	0.1953	0.0483	1	0.4408	0.1403	1	0.3259	0.1403	1	0.6154	0.0216	1	2.0171	0.0216	675.774	3068.542
2022	1	0.1899	0.0475	1	0.4233	0.1383	1	0.3135	0.1383	1	0.6003	0.0213	1	1.9897	0.0213	685.302	3122.548
2023	1	0.1846	0.0466	1	0.4064	0.1364	1	0.3016	0.1364	1	0.5856	0.0209	1	1.9625	0.0209	695.033	3177.817
2024	1	0.1794	0.0458	1	0.3900	0.1344	1	0.2899	0.1344	1	0.5705	0.0205	1	1.9334	0.0205	705.528	3237.878
2025	1	0.1745	0.0450	1	0.3746	0.1325	1	0.2790	0.1325	1	0.5565	0.0201	1	1.9066	0.0201	715.688	3296.160
2026	1	0.1703	0.0442	1	0.3628	0.1306	1	0.2707	0.1306	1	0.5450	0.0198	1	1.8798	0.0198	726.065	3356.150
2027	1	0.1662	0.0434	1	0.3514	0.1287	1	0.2627	0.1287	1	0.5337	0.0194	1	1.8531	0.0194	736.666	3417.567
2028	1	0.1622	0.0426	1	0.3403	0.1268	1	0.2548	0.1268	1	0.5226	0.0191	1	1.8266	0.0191	747.569	3480.792
2029	1	0.1582	0.0418	1	0.3295	0.1249	1	0.2471	0.1249	1	0.5116	0.0187	1	1.8001	0.0187	758.707	3545.883
2030	1	0.1544	0.0410	1	0.3191	0.1231	1	0.2397	0.1231	1	0.5008	0.0184	1	1.7739	0.0184	770.088	3612.546
2031	1	0.1512	0.0403	1	0.3124	0.1213	1	0.2352	0.1213	1	0.4909	0.0180	1	1.7430	0.0180	781.793	3681.184
2032	1	0.1481	0.0395	1	0.3059	0.1194	1	0.2307	0.1194	1	0.4812	0.0177	1	1.7126	0.0177	793.755	3751.495
2033	1	0.1449	0.0387	1	0.2992	0.1175	1	0.2260	0.1175	1	0.4711	0.0173	1	1.6806	0.0173	806.614	3827.650
2034	1	0.1416	0.0379	1	0.2924	0.1155	1	0.2213	0.1155	1	0.4607	0.0170	1	1.6474	0.0170	820.487	3909.945
2035	1	0.1383	0.0371	1	0.2857	0.1136	1	0.2166	0.1136	1	0.4505	0.0166	1	1.6148	0.0166	834.600	3994.008
2036	1	0.1356	0.0363	1	0.2816	0.1117	1	0.2138	0.1117	1	0.4418	0.0163	1	1.5828	0.0163	848.955	4079.880
2037	1	0.1329	0.0356	1	0.2774	0.1098	1	0.2107	0.1098	1	0.4331	0.0159	1	1.5526	0.0159	863.048	4164.741
2038	1	0.1303	0.0349	1	0.2733	0.1080	1	0.2076	0.1080	1	0.4247	0.0156	1	1.5229	0.0156	877.374	4251.368
2039	1	0.1277	0.0341	1	0.2693	0.1063	1	0.2045	0.1063	1	0.4164	0.0153	1	1.4938	0.0153	891.939	4339.796
2040	1	0.1250	0.0334	1	0.2651	0.1045	1	0.2013	0.1045	1	0.4079	0.0150	1	1.4638	0.0150	907.458	4434.404
2041	1	0.1224	0.0327	1	0.2611	0.1027	1	0.1982	0.1027	1	0.3996	0.0146	1	1.4344	0.0146	923.248	4531.074
2042	1	0.1199	0.0320	1	0.2570	0.1009	1	0.1952	0.1009	1	0.3913	0.0143	1	1.4052	0.0143	939.497	4631.210
2043	1	0.1172	0.0313	1	0.2529	0.0991	1	0.1920	0.0991	1	0.3828	0.0140	1	1.3753	0.0140	956.784	4738.191
2044	1	0.1147	0.0306	1	0.2488	0.0973	1	0.1889	0.0973	1	0.3745	0.0137	1	1.3459	0.0137	974.389	4847.644
2045	1	0.1123	0.0299	1	0.2449	0.0956	1	0.1860	0.0956	1	0.3667	0.0134	1	1.3185	0.0134	991.538	4954.777
2046	1	0.1099	0.0293	1	0.2412	0.0939	1	0.1831	0.0939	1	0.3591	0.0131	1	1.2917	0.0131	1008.989	5064.277
2047	1	0.1077	0.0286	1	0.2376	0.0924	1	0.1804	0.0924	1	0.3519	0.0128	1	1.2663	0.0128	1026.243	5172.653





D PARKING CHARGES

D.1 Calculation of Parking Charges

Parking charges are required as an input to the calculation of generalised cost for use in the Demand Model, with average cost per car used. These have been calculated for the major urban areas within the TMfS12 model area. Table D1 shows where these have been applied, and to which zones.

Table D.1 : Destination zones where parking charges are applied

Location	Zones
Aberdeen	625,627,628,632
Glasgow	273,286,290,291,297,298,302,360
Dunfermline	481,482
Perth	539
Stirling	466
Dundee	551,552,555,563
Edinburgh	86,90,94,96,98-100,
Inverness	683,686,687

There are three types of parking charges in the model, these are:

- **Long Stay Parking**
This is appropriate for home based commute trips. We assume that 15% of total trips to the city centre for work are variations of 'Kiss & Ride', so no cost for parking is incurred, and also that 40% park in private non residential car parks. It is assumed that 45% of total trips will pay this cost.
- **Short Stay**
This is applied to home based other and non-home based other trips. It is assumed that 80% of total trips will pay this charge.
- **No Charge**
This is applied to Employers Business trips as it is perceived that even if they pay a parking charge they will not perceive the cost.

D.2 Average Charges

Information on short stay and long stay parking charges has been taken from various online sources including local council websites. The average charges for each city are shown in Table D.2. These are in 2012 prices and are the space weighted average car park charge over all car park sites in the area.

Table D.2 : Average charges (£)

Location	Short Term (HO)	Long Term (HW)
Aberdeen	£2.38	£7.73
Glasgow	£3.54	£13.45
Dunfermline	£1.37	£3.57
Perth	£1.92	£5.25
Stirling	£1.98	£2.17
Dundee	£2.42	£5.59
Edinburgh	£4.89	£13.37
Inverness	£1.49	£3.78



D.3 Application

These costs will be added to the Base Year generalised cost skim matrices after first being multiplied by the tolling parameter of the generalised cost equation. The costs will only be added to the zones defined in Table D.1. Table D.3 shows the calculated values for addition to the cost matrices. The values are also halved for input into the demand model (i.e. half of the cost is perceived in each direction).

Table D.3 : Parking Charges as Generalised Cost (Mins)

Location	Short Term Cost	Long Term Cost
Aberdeen	15.22	27.87
Glasgow	22.69	48.49
Dunfermline	8.80	12.86
Perth	12.32	18.94
Stirling	12.70	7.81
Dundee	15.54	20.16
Edinburgh	31.35	48.19
Inverness	9.52	13.61

NB: The long stay parking charge for Stirling in Generalised Minutes is less than the Short Term charge. This is due to the proportion of people paying the charge and the small differential between the two in monetary terms.



E SOFTWARE VERSIONS

The following software versions have been used in the development of TMfS12 V1.0:

- Demand, Highway, and PT models Model – CUBE VOYAGER v6.0.2
- Model Control – CUBE CLUSTER





F INCREMENTAL ADJUSTMENT FACTORS

This Appendix describes an approach for applying incremental factors to the assignment matrices for the TMfS12 Model.

Typically in previous versions of TMfS we have applied the model incrementally by applying absolute models and using the outputs to modify a base ‘observed’ matrix. We have done this as follows (on a cell by cell basis):

B = base observed trips;

Sb = base modelled trips;

Sf = future modelled trips; and

F = future trips.

Then:

$$F = B + Sf - Sb$$

This formula has been applied to all cells of the matrix. In other projects we have used a multiplicative approach rather than additive, e.g.:

$$F = B * Sf/Sb$$

This method is based on the assumption that in both base and future years all modelled cells in the matrix will be non zero, which is likely to be the case so long as we do not have zero K-factors in the destination choice model. Also if the Base Year is zero then so will all of the future years.

The aims of the process are to ensure that zero B case is taken into account and that the changes in trips are in keeping with the scale of B and that we avoid applying large growth factors base on small values of Sf and Sb to cells with large B.

We can define five cases:

- Zero B
- Low B, high Sb
- Low B low Sb
- High B high Sb
- High B low Sb

For (1) the forecasts trips will be Sf minus Sb. The growth factor method does not work here, so we use the additive form of the equation.

For (2), (3) and (4) we use the multiplicative form. In the case of (2) use of the incremental could add a large amount to a cell which has relatively small number of base trips. For (3) and (4) it could make little overall difference if we used incremental or multiplicative.

For (5) we use the additive form. This is the case where relatively large growth factors based on small modelled flows could create excessive growth when applied to high base.



Each cell in the matrix is identified as being increments or multiplicative, by use of a matrix of flags. In the case of (5) the critical value of B/S_b such that values above this will be considered as case (5) and those below as cases (2), (3) and (4) is set at 2.



G PARK & RIDE SITE FILES

Table G1 shows all the Park & Ride sites included in the TMfS12 base model.

Note: Those sites in italics are bus based Park & Ride sites.



Table G.1 : Park & Ride by Local Authority

Local Authority	Sites
Aberdeenshire	Ellon Huntly Insch Inverurie Portlethen Stonehaven
Angus	Arbroath Carnoustie Montrose
Argyll & Bute	Cardross Helensburgh Central Oban
City of Aberdeen	Aberdeen Bridge of Don Dyce Kingswell
City of Dundee	Dundee
City of Edinburgh	Brunstane Curriehill Dalmeny Edinburgh Park Hermiston Ingilston Newcraighall South Gyle Wester Hailes Waverley Haymarket
City of Glasgow	Anniesland Bellgrove Bridgeton Cardonald Cathcart Charing Cross Drumchapel Easterhouse Garrowhill High Street Glasgow Hyndland Muirend Partick Scotstounhill Shettleston Shield Road Glasgow Central Glasgow Queen Street
Dumfries & Galloway	Dumfries & Galloway Dumfries Gretna Kirkconnel Lockerbie



Table G.2 : Park & Ride by Local Authority

East Ayrshire	Auchinleck Kilmarnock Kilmaurs New Cumnock Stewarton
East Dunbartonshire	Bearsden Bishopbriggs Hillfoot Lenzie Milngavie Westerton
East Lothian	Drem Dunbar Longniddry Musselburgh North Berwick Prestonpans Wallyford
East Renfrewshire	Barrhead Clarkston Giffnock Neilston Patterton Thornliebank Whitecraigs Williamwood
Falkirk	Camelon Falkirk Grahamston Falkirk High Larbert Polmont
Fife	Aberdour Burntisland Cardenden Cupar Dalgety Bay Dunfermline Queen Margaret Dunfermline Town Ferrytoll Glenrothes Inverkeithing Kirkcaldy Ladybank Leuchars Markinch North Queensferry Rosyth
Highland	Aviemore Fort William Inverness Kingussie Kyle of Lochalsh Nairn Stromeferry



Table G.3 : Park & Ride by Local Authority

Inverclyde	Branchton Fort Matilda Gourock Greenock Central Greenock West Port Glasgow Wemyss Bay
Moray	Elgin Forres Keith
North Ayrshire	Ardrossan South Beach Dalry Glengarnock Irvine Kilwinning Saltcoats West Kilbride
North Lanarkshire	Airdrie Bargeddie Bellshill Blairhill Cleland Coatbridge Sunnyside Coatdyke Croy Cumbernauld Drumgelloch Gartcosh Greenfaulds Holytown Kelvinbridge Motherwell Shotts Steps West Calder Whifflet Wishaw
Perthshire & Kinross	Broxden Dunkeld & Birnam Gleneagles Kinross Perth Pitlochry Rannoch
Renfrewshire	Bishopton Hawkhead Howwood Johnstone Paisley Canal Paisley Gilmour



Table G.4 : Park & Ride by Local Authority

South Ayrshire	Ayr Girvan Prestwick Troon
South Lanarkshire	Blantyre Cambuslang Carluke Croftfoot East Kilbride Hairmyres Hamilton Cental Hamilton West Lanark Larkhall Merryton Newton Rutherglen Uddingston
Stirling	Bridge of Allan Dunblane Springkerse Stirling Upper Tyndrum
West Dunbartonshire	Alexandria Balloch Clydebank Dalmuir Dalreoch Drumry Dumbarton Central Dumbarton East Singer
West Lothian	Bathgate Kirknewton Linlithgow Livingston North Livingston South Uphall

NB: The Park & Ride sites to be modelled were those which had either more than 20 car parking spaces and/or those with more than 20 cars accessing the site (from NRTS).





H PARK & RIDE MODEL CALIBRATION

Table H.1 shows the calibration of Park & Ride by site.

Table H.1 : Park & Ride Calibration in TMFS12 (Vehs)

Site	Observed	Modelled	GEH
Ellon	163	86	6.90
Huntly	8	5	1.18
Insch	18	3	4.63
Inverurie	49	100	5.91
Portlethen	4	10	2.27
Stonehaven	149	39	11.35
Arbroath	39	42	0.47
Carnoustie	29	22	1.39
Montrose	98	124	2.47
Cardross	21	41	3.59
Helensburgh Central	218	197	1.46
Oban	9	8	0.34
Aberdeen	165	169	0.31
Bridge of Don	354	308	2.53
Dyce	30	67	5.31
Kingswell	172	128	3.59
Dundee	129	127	0.18
Brunstane	41	43	0.31
Curriehill	10	32	4.80
Dalmeny	94	88	0.63
Edinburgh Park	59	73	1.72
Hermiston	440	377	3.12
Ingilston	499	551	2.27
Newcraighall	132	374	15.21
South Gyle	15	29	2.98
Wester Hailes	0	2	2.00
Waverley	122	91	3.00
Haymarket	53	38	2.22
Anniesland	23	26	0.61
Bellgrove	23	25	0.41
Bridgeton	14	17	0.76
Cardonald	36	37	0.17
Cathcart	44	40	0.62
Charing Cross	5	14	2.92
Drumchapel	7	28	5.02
Easterhouse	43	44	0.15
Garrowhill	25	27	0.39
High Street Glasgow	18	21	0.68
Hyndland	55	52	0.41
Muirend	118	114	0.37
Partick	66	60	0.76
Scotstounhill	9	15	1.73
Shettleston	143	54	8.97
Shield Road	0	54	10.39
Glasgow Central	82	82	0.00
Glasgow Queen Street	178	167	0.84
Dumfries & Galloway Dumfries	10	104	12.45
Gretna	0	11	4.69
Kirkconnel	8	20	3.21
Lockerbie	16	14	0.52



Table H.2 : Park & Ride Calibration in TMfS12

Auchinleck	26	8	4.37
Kilmarnock	103	73	3.20
Kilmaurs	19	22	0.66
New Cumnock	7	28	5.02
Stewarton	44	41	0.46
Bearsden	156	58	9.47
Bishopbriggs	111	110	0.10
Hillfoot	52	54	0.27
Lenzie	253	218	2.28
Milngavie	191	174	1.26
Westerton	128	126	0.18
Drem	102	63	4.29
Dunbar	64	54	1.30
Longniddry	42	54	1.73
Musselburgh	10	35	5.27
North Berwick	75	198	10.53
Prestonpans	90	117	2.65
Wallyford	32	221	16.80
Barrhead	51	10	7.42
Clarkston	135	126	0.79
Giffnock	130	129	0.09
Neilston	101	35	8.00
Patterton	86	96	1.05
Thornliebank	8	10	0.67
Whitecraigs	133	162	2.39
Williamwood	28	397	25.31
Camelon	37	40	0.48
Falkirk Grahamston	18	179	16.22
Falkirk High	550	254	14.76
Larbert	183	250	4.55
Polmont	273	155	8.07
Aberdour	9	27	4.24
Burntisland	28	27	0.19
Cardenden	12	6	2.00
Cupar	30	206	16.20
Dalgety Bay	128	176	3.89
Dunfermline Queen Margaret	31	66	5.03
Dunfermline Town	58	239	14.85
Ferrytoll	452	626	7.49
Glenrothes	8	7	0.37
Inverkeithing	657	390	11.67
Kirkcaldy	418	560	6.42
Ladybank	14	41	5.15
Leuchars	42	250	17.21
Markinch	61	97	4.05
North Queensferry	23	198	16.65
Rosyth	21	101	10.24
Aviemore	7	7	0.00
Fort William	2	32	7.28



Table H.3 : Park & Ride Calibration in TMfS12

Inverness	73	90	1.88
Kingussie	3	6	1.41
Kyle of Lochalsh	5	9	1.51
Nairn	14	35	4.24
Stromeferry	0	4	2.83
Branchton	7	10	1.03
Fort Matilda	11	18	1.84
Gourock	108	106	0.19
Greenock Central	34	34	0.00
Greenock West	15	17	0.50
Port Glasgow	78	74	0.46
Wemyss Bay	9	123	14.03
Elgin	29	39	1.71
Forres	31	14	3.58
Keith	11	20	2.29
Ardrossan South Beach	27	21	1.22
Dalry	7	23	4.13
Glengarnock	41	86	5.65
Irvine	155	120	2.98
Kilwinning	186	167	1.43
Saltcoats	21	18	0.68
West Kilbride	7	13	1.90
Airdrie	366	146	13.75
Bargeddie	9	15	1.73
Bellshill	143	25	12.87
Blairhill	84	76	0.89
Cleland	13	21	1.94
Coatbridge Sunnyside	128	59	7.14
Coatdyke	76	63	1.56
Croy	460	183	15.45
Cumbernauld	60	103	4.76
Drumgelloch	49	61	1.62
Gartcosh	28	48	3.24
Greenfaulds	22	35	2.44
Holytown	13	13	0.00
Kelvinbridge	0	20	6.32
Motherwell	194	153	3.11
Shotts	17	32	3.03
Stepps	60	67	0.88
West Calder	0	123	15.68
Whifflet	32	36	0.69
Wishaw	88	397	19.84
Broxden	179	17	16.36
Dunkeld & Birnam	4	239	21.32
Gleneagles	15	33	3.67
Kinross	0	6	3.46
Perth	130	171	3.34
Pitlochry	7	2	2.36
Rannoch	0	2	2.00
Bishopton	92	106	1.41
Hawkhead	31	29	0.37



Table H.4 : Park & Ride Calibration in TMfS12

Howwood	1	17	5.33
Johnstone	320	241	4.72
Paisley Canal	77	70	0.82
Paisley Gilmour	283	250	2.02
Ayr	353	286	3.75
Girvan	9	4	1.96
Prestwick	35	64	4.12
Troon	117	82	3.51
Blantyre	90	76	1.54
Cambuslang	204	191	0.93
Carluke	100	76	2.56
Croftfoot	29	30	0.18
East Kilbride	260	151	7.60
Hairmyres	195	178	1.24
Hamilton Cental	45	42	0.45
Hamilton West	369	38	23.20
Lanark	84	58	3.09
Larkhall	0	1	1.41
Merryton	0	2	2.00
Newton	89	198	9.10
Rutherglen	59	57	0.26
Uddingston	185	188	0.22
Bridge of Allan	66	130	6.46
Dunblane	150	37	11.69
Springkerse	228	135	6.90
Stirling	274	229	2.84
Upper Tyndrum	0	3	2.45
Alexandria	12	9	0.93
Balloch	50	45	0.73
Clydebank	14	17	0.76
Dalmuir	288	257	1.88
Dalreoch	80	69	1.27
Drumry	11	13	0.58
Dumbarton Central	126	117	0.82
Dumbarton East	13	12	0.28
Singer	26	29	0.57
Bathgate	357	260	5.52
Kirknewton	18	26	1.71
Linlithgow	340	180	9.92
Livingston North	196	149	3.58
Livingston South	85	112	2.72
Uphall	68	169	9.28
Total	17,760	18,379	4.26

The following table shows the calibration of Park & Ride by Local Authority and by Journey Purpose.



Table H.5 : Park & Ride Calibration by Local Authority and Purpose

Local Authority	Home Based Work			Home Based Employers Business			Home Based Others			Total		
Aberdeenshire	215	122	7.16	61	61	0.00	115	60	5.88	391	243	8.31
Angus	92	109	1.70	43	32	1.80	30	47	2.74	165	188	1.73
Argyll & Bute	162	160	0.16	24	14	2.29	62	17	7.16	248	191	3.85
City of Aberdeen	377	341	1.90	78	123	4.49	266	77	14.43	721	541	7.17
City of Dundee	26	55	4.56	61	64	0.38	42	8	6.80	129	127	0.18
City of Edinburgh	1,190	1338	4.16	121	154	2.81	155	204	3.66	1466	1696	5.78
City of Glasgow	679	683	0.15	131	58	7.51	80	112	3.27	890	853	1.25
Clackmannan	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00
Dumfries & Galloway	10	43	6.41	6	45	7.72	18	61	6.84	34	149	12.02
East Ayrshire	133	101	2.96	13	11	0.58	53	43	1.44	317	155	10.55
East Dunbartonshire	718	531	7.48	89	74	10.75	84	135	4.87	808	740	2.44
East Lothian	340	614	12.55	27	72	6.40	49	56	0.97	416	742	13.55
East Renfrewshire	541	765	8.77	112	92	1.98	20	110	11.16	673	967	10.27
Falkirk	888	668	7.89	110	95	1.48	64	92	3.17	1062	855	6.69
Fife	1,679	2402	16.01	117	321	13.79	196	323	7.88	1992	3046	21.00
Highland	13	91	10.82	36	51	2.27	56	42	2.00	105	184	6.57
Inverclyde	223	282	3.71	15	69	8.33	22	59	5.81	260	410	8.20
Milothian	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00
Moray	45	50	0.73	7	7	0.00	20	16	0.94	72	73	0.12
North Ayrshire	375	301	4.03	30	36	1.04	39	141	10.75	444	478	1.58
North Lanarkshire	1,593	1364	5.96	117	104	1.24	132	202	5.42	1842	1670	4.10
Perthshire & Kinross	162	323	10.34	36	65	4.08	136	82	5.17	334	470	6.78
Renfrewshire	707	596	4.35	67	39	3.85	30	48	2.88	804	683	4.44
South Ayrshire	315	245	4.18	92	91	0.10	106	100	0.59	513	436	3.53
South Lanarkshire	1,465	1044	11.89	124	123	0.09	120	184	5.19	1709	1351	9.15
Stirling	524	332	9.28	90	101	1.13	105	100	0.49	719	533	7.43
The Borders	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00
West Dunbartonshire	280	424	7.68	13	16	0.79	327	93	16.15	620	533	3.62
West Lothian	940	682	9.06	60	110	5.42	64	112	5.12	1064	904	5.10
Total	13692	13666	0.22	1680	2028	8.08	2391	2524	2.68	17798	18218	3.13





I OTHER MODEL PARAMETERS

I.1 Occupancy Factors

The occupancy factors for the Base modelled year are shown in Table I.1. The occupancy factors have been developed by applying growth factors to those used in the TMfS05A, which came from RSI data. Over time these values change in line with guidance from WebTAG Unit 3.5.6 Table 6.

Table I.1 : Base Year Occupancies by Sector and Purpose

	AM Peak	Inter Peak	PM Peak
Home Based Employers Business From Home	1.13	1.17	1.15
Home Based Employers Business To Home	1.13	1.17	1.15
Home Based Employers Business Non Home Based	1.13	1.17	1.15
Home Based Other From Home	1.43	1.55	1.63
Home Based Other To Home	1.43	1.55	1.63
Home Based Other Non Home Based	1.43	1.55	1.63
Home Based Work From Home	1.14	1.1	1.12
Home Based Work To Home	1.14	1.1	1.12
Home Based Education From Home	1.8	1.57	1.7
Home Based Education To Home	1.8	1.57	1.7

I.2 Period to Hour Factors

The Period to Hour factors used in TMfS12 are as follows:

- AM Peak 0.38 for Highway and 0.5 for PT
- Inter Peak 1/6 for Highway and PT
- PM Peak 0.36 for Highway and 0.42 for PT

These factors are applied to all user classes and all purposes and in all forecast years. The Peak PT factors are greater than the Highway as they have more 'peaky' peak hours.

I.3 PM Factors

In the Model the PM From-Home matrices are derived by factoring the Inter Peak From-Home matrices. The factors used are shown in Table I.2. The factors are applied to the entire matrices.

Table I.2 : Inter Peak to PM From-Home Factors

	C11C, C12C, C2C	C11P, C12P, C2P	C0P
HE	0.29	0.17	0.2
HO	0.35	0.12	0.07
HW	0.23	0.16	0.24



I.4 Reverse Factors – To Home and Non Home Based

The Factors used in the Reverse process to go from From-Home trips to To-Home trips are shown in table I3, with the From Home purposes listed vertically and the To-Home purposes horizontally. The factors to create Non-Home Based Productions from From-Home trips are shown in Table I.4, again the From-Home purposes are down the vertical with the non-home based purposes on the horizontal. The factors to create Non-Home Based Attractions from To-Home trips are shown in Table I.4, the To-Home purposes are down the vertical with the non-home based purposes on the horizontal.

It should be noted that C1 in the tables means car is available these factors are then applied to C11, C12, and C2 household segments.



Table I.3 : To Home Factors

	hbw am car	hbw am pt 1+	hbw am pt 0	hbeb am car	hbeb am pt 1+	hbeb am pt 0	hbo am car	hbo am pt 1+	hbo am pt 0	hbw ip car	hbw ip pt 1+	hbw ip pt 0	hbeb ip car	hbeb ip pt 1+	hbeb ip pt 0	hbo ip car	hbo ip pt 1+	hbo ip pt 0	hbw pm car	hbw pm pt 1+	hbw pm pt 0	hbeb pm car	hbeb pm pt 1+	hbeb pm pt 0	hbo pm car	hbo pm pt 1+	hbo pm pt 0
hbw am car	0.009	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.244	0.003	0.001	0.003	0.001	0.000	0.021	0.000	0.000	0.689	0.007	0.001	0.011	0.000	0.000	0.054	0.001	0.000
hbw am pt 1+	0.000	0.006	0.000	0.000	0.000	0.000	0.000	0.003	0.000	0.018	0.169	0.000	0.000	0.000	0.000	0.012	0.015	0.000	0.065	0.653	0.000	0.003	0.006	0.000	0.024	0.009	0.000
hbw am pt 0	0.000	0.000	0.017	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.183	0.000	0.000	0.004	0.000	0.000	0.022	0.070	0.000	0.652	0.000	0.000	0.004	0.013	0.000	0.022	0.000
hbeb am car	0.000	0.000	0.000	0.031	0.000	0.000	0.009	0.000	0.000	0.050	0.000	0.000	0.255	0.003	0.000	0.075	0.000	0.000	0.069	0.000	0.000	0.453	0.000	0.000	0.075	0.000	0.000
hbeb am pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000
hbeb am pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbo am car	0.002	0.000	0.000	0.001	0.000	0.000	0.164	0.000	0.000	0.018	0.001	0.000	0.004	0.000	0.000	0.495	0.005	0.002	0.054	0.000	0.000	0.005	0.000	0.000	0.246	0.005	0.001
hbo am pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.005	0.000	0.000	0.000	0.005	0.000	0.024	0.490	0.000	0.014	0.033	0.000	0.000	0.010	0.000	0.038	0.362	0.000
hbo am pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.048	0.000	0.000	0.020	0.000	0.000	0.004	0.040	0.000	0.611	0.004	0.000	0.016	0.000	0.000	0.000	0.024	0.000	0.210
hbw ip car	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.146	0.000	0.000	0.002	0.000	0.000	0.019	0.000	0.000	0.412	0.000	0.000	0.004	0.000	0.000	0.042	0.000	0.000
hbw ip pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.132	0.000	0.000	0.000	0.000	0.000	0.000	0.132	0.184	0.000	0.000	0.000	0.000	0.026	0.000	0.000	
hbw ip pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.122	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.341	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbeb ip car	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.013	0.000	0.000	0.383	0.000	0.000	0.071	0.000	0.000	0.026	0.000	0.000	0.364	0.000	0.000	0.071	0.000	0.000
hbeb ip pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.167	0.000
hbeb ip pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.000	0.000
hbo ip car	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.631	0.003	0.001	0.003	0.000	0.000	0.001	0.000	0.000	0.314	0.002	0.001
hbo ip pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.003	0.000	0.000	0.000	0.000	0.051	0.520	0.000	0.000	0.003	0.000	0.000	0.000	0.000	0.044	0.297	0.000
hbo ip pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.013	0.000	0.635	0.000	0.000	0.001	0.000	0.000	0.000	0.020	0.000	0.298
hbw pm car	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.075	0.000	0.000	0.000	0.000	0.000	0.028	0.000	0.000
hbw pm pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbw pm pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbeb pm car	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.023	0.000	0.000	0.205	0.000	0.000	0.000	0.000	0.000
hbeb pm pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbeb pm pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbo pm car	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.003	0.000	0.000	0.002	0.000	0.000	0.384	0.001	0.001
hbo pm pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.028	0.167	0.000
hbo pm pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.020	0.000	0.196



Table I.4 : Production Factors for Non Home Based Trips

			nhbeb	nhbeb	nhbeb	hbbo	hbbo	hbbo	nhbeb	nhbeb	nhbeb	hbbo	hbbo	hbbo	nhbeb	nhbeb	nhbeb	hbbo	hbbo	hbbo
			am	am	am	am	am	am	ip	ip	ip	ip	ip	ip	pm	pm	pm	pm	pm	pm
			car	pt 1+	pt 0	car	pt 1+	pt 0	car	pt 1+	pt 0	car	pt 1+	pt 0	car	pt 1+	pt 0	car	pt 1+	pt 0
hbw	am	car	0.027	0.001	0.000	0.006	0.000	0.000	0.035	0.001	0.000	0.044	0.001	0.000	0.002	0.000	0.000	0.041	0.001	0.000
hbw	am	pt 1+	0.003	0.005	0.000	0.000	0.003	0.000	0.003	0.005	0.000	0.010	0.018	0.000	0.000	0.000	0.000	0.016	0.021	0.000
hbw	am	pt 0	0.000	0.000	0.011	0.000	0.000	0.000	0.007	0.000	0.000	0.007	0.000	0.036	0.000	0.000	0.000	0.007	0.000	0.040
hbeb	am	car	0.042	0.000	0.000	0.031	0.000	0.000	0.092	0.008	0.000	0.034	0.000	0.000	0.003	0.000	0.000	0.005	0.000	0.000
hbeb	am	pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbeb	am	pt 0	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbo	am	car	0.006	0.000	0.000	0.063	0.002	0.000	0.003	0.000	0.000	0.057	0.001	0.000	0.001	0.000	0.000	0.005	0.000	0.000
hbo	am	pt 1+	0.000	0.000	0.000	0.000	0.033	0.000	0.004	0.000	0.000	0.017	0.066	0.000	0.000	0.000	0.000	0.000	0.017	0.000
hbo	am	pt 0	0.000	0.000	0.003	0.000	0.000	0.052	0.003	0.000	0.000	0.003	0.000	0.081	0.000	0.000	0.000	0.000	0.000	0.007
hbw	ip	car	0.000	0.000	0.000	0.000	0.000	0.000	0.032	0.004	0.000	0.087	0.002	0.000	0.010	0.000	0.000	0.028	0.000	0.000
hbw	ip	pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.026	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.026	0.000
hbw	ip	pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.023	0.000	0.000	0.000	0.000	0.068	0.000	0.000	0.000	0.006	0.000	0.023
hbeb	ip	car	0.000	0.000	0.000	0.000	0.000	0.000	0.103	0.000	0.000	0.058	0.000	0.000	0.032	0.000	0.000	0.000	0.000	0.000
hbeb	ip	pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.143	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbeb	ip	pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.019	0.000	0.000
hbo	ip	car	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.119	0.002	0.000	0.001	0.000	0.000	0.000	0.025	0.000
hbo	ip	pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.009	0.053	0.000	0.000	0.000	0.000	0.000	0.000	0.012
hbo	ip	pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.003	0.000	0.072	0.000	0.000	0.000	0.097	0.000	0.000
hbw	pm	car	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.009	0.000	0.000	0.000	0.000	0.000
hbw	pm	pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbw	pm	pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbeb	pm	car	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.068	0.000	0.000	0.000	0.000	0.000
hbeb	pm	pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbeb	pm	pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
hbo	pm	car	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.044	0.000	0.000
hbo	pm	pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.024	0.024	0.000
hbo	pm	pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.018	0.000	0.000



Table I.5 : Attraction Factors for Non Home Based Trips

		nhbeb	nhbeb	nhbeb	hbbo	hbbo	hbbo	nhbeb	nhbeb	nhbeb	hbbo	hbbo	hbbo	nhbeb	nhbeb	nhbeb	hbbo	hbbo	hbbo
		am	am	am	am	am	am	ip	ip	ip	ip	ip	ip	pm	pm	pm	pm	pm	pm
		car	pt 1+	pt 0	car	pt 1+	pt 0	car	pt 1+	pt 0	car	pt 1+	pt 0	car	pt 1+	pt 0	car	pt 1+	pt 0
hbw	am car	0.000	0.000	0.000	0.385	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbw	am pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbw	am pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbeb	am car	0.182	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbeb	am pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbeb	am pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbo	am car	0.000	0.000	0.000	0.068	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbo	am pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbo	am pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbw	ip car	0.003	0.000	0.000	0.024	0.000	0.000	0.044	0.000	0.000	0.028	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbw	ip pt 1+	0.000	0.000	0.000	0.000	0.017	0.000	0.000	0.034	0.000	0.000	0.017	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbw	ip pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.024	0.000	0.000	0.098	0.000	0.000	0.000	0.000	0.000	0.000
hbeb	ip car	0.047	0.000	0.000	0.000	0.000	0.000	0.154	0.007	0.000	0.020	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbeb	ip pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.300	0.000	0.100	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbeb	ip pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbo	ip car	0.001	0.000	0.000	0.009	0.000	0.000	0.004	0.000	0.000	0.140	0.003	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbo	ip pt 1+	0.000	0.000	0.000	0.000	0.003	0.000	0.000	0.000	0.000	0.007	0.070	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbo	ip pt 0	0.000	0.000	0.000	0.000	0.000	0.005	0.000	0.000	0.000	0.003	0.000	0.096	0.000	0.000	0.000	0.000	0.000	0.000
hbw	pm car	0.002	0.000	0.000	0.009	0.000	0.000	0.041	0.000	0.000	0.041	0.000	0.000	0.026	0.001	0.000	0.100	0.000	0.000
hbw	pm pt 1+	0.004	0.000	0.000	0.000	0.004	0.000	0.004	0.004	0.000	0.000	0.012	0.000	0.000	0.000	0.000	0.000	0.004	0.000
hbw	pm pt 0	0.000	0.000	0.000	0.000	0.000	0.006	0.018	0.000	0.006	0.000	0.000	0.018	0.000	0.000	0.000	0.000	0.000	0.000
hbeb	pm car	0.044	0.000	0.000	0.000	0.000	0.000	0.151	0.004	0.000	0.012	0.000	0.000	0.119	0.008	0.000	0.012	0.000	0.000
hbeb	pm pt 1+	0.000	0.200	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
hbeb	pm pt 0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000
hbo	pm car	0.000	0.000	0.000	0.003	0.000	0.000	0.006	0.000	0.000	0.093	0.002	0.001	0.006	0.000	0.000	0.179	0.007	0.002
hbo	pm pt 1+	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.016	0.078	0.000	0.000	0.000	0.000	0.010	0.094	0.000
hbo	pm pt 0	0.000	0.000	0.003	0.000	0.000	0.003	0.000	0.000	0.000	0.000	0.000	0.900	0.000	0.000	0.000	0.003	0.000	0.093





J HIGH OCCUPANCY VEHICLE MODELLING

J.1 Overview

This Appendix describes the implementation of High Occupancy Vehicles (HOV) modelling in the model. It explains the changes required to the network to undertake HOV modelling and the implementation of occupancy choice in the demand model.

J.2 Network

To undertake HOV assignments an additional links, with the HOV only link type, must be coded into the networks. Single Occupant Vehicles (SOV) are then unable to use these links.

The public transport network, and particularly the PT lines file, must be adjusted to incorporate the modifications made to the Highway network. The main issue is to keep the node sequence in the lines file consistent with the Highway network where new nodes were introduced.

Tolls must also be adjusted where appropriate to reflect costs on the HOV lane. In most cases the HOV lane toll will be zero. The tolls on the existing links can remain as they were or be changed as appropriate. On the existing links can remain as they were or be changed as appropriate.

J.3 Demand Model

The demand model outputs an assignment matrix with the normal purposes, but with each of the car purposes split into SOV and HOV. The output assignment matrix has the following tables:

- Car In Work SOV
- Car In Work HOV
- Car Commute SOV
- Car Commute HOV
- Car Other SOV
- Car Other HOV
- LGV
- HGV

After the assignment stage the SOV purposes and the HOV purposes are skimmed separately. These are then combined for input into the trip frequency, macro time of day choice mode and destination choice stages (These stages are not affected by the implementation of HOV Modelling). There is a separate stage below about how the combination of HOV and SOV costs is undertaken.

At the end of the 'inner loops', the Occupancy Choice module has been introduced to split the From-Home demand matrices between SO and HO person matrices.

The occupancy choice takes the form of a logit model, using different generalised costs for Single Occupant (SO) and High Occupancy (HO) person trips.



The person trip proportion of single occupancy for a particular ij pair will be:

$$P_{SO} = \frac{\exp(\beta C_{SO})}{\exp(\beta C_{SO}) + \exp(\beta(C_{HO} + \delta))}$$

Where:

C_{SO} is the generalised cost for Single Occupancy and C_{HO} is the generalised cost for High Occupancy.

β is a sensitivity parameter and δ is a high occupancy penalty representing the additional travel and difficulty in arranging passengers.

δ is calibrated to match observed HOV and SOV splits. For forecast years, δ can be calculated from the forecast year Reference Case runs.

The next step is the calculation of To-Home and Non-Home Based matrices for AM Peak and Inter Peak periods, and From-Home, To-Home and Non-Home Based matrices for the PM Peak period. This is undertaken through the normal reverse processing method, where the same reverse factors are applied to HOV trips and SOV trips.

The person peak period are then reduced from peak period to peak hour and converted from person to vehicle using HOV Occupancy Matrices (SOV occupancy is 1). The HOV occupancy matrices must be created by the user for the particular study.

Then, incremental adjustments are applied. These are not split between SOV and HOV. They apply to the whole car vehicle matrices. The SOV/HOV split before the incremental adjustments is saved and applied to the post incremental adjustments car matrix.

No change occurs to the creation of the PT matrices.

J.4 Cost Skimming/Generalised Cost Calculation

The generalised cost matrices are skimmed from the Highway and PT assignments, however, with the HOV modelling, the Highway cost skimming produces separate cost matrices for SOV and HOV.

The two generalised cost matrices for Car SOV and Car HOV need to be combined to get a unique Generalised Cost matrix, as required for the mode split and the destination choice for the start of the next external demand model loop.

SOV and HOV cost were initially combined to calculate an average cost, however, during initial testing this average cost resulted in an increase for both HOV and SOV demand. The increase in the SOV flow was quite significant and not in line with expectations.

After investigation, it was clear that the use of average cost was the source of the problem. It was decided to use change in composite cost instead of average cost, as explained as follows.



For average costs:

$$\text{Equation 1: } C_{AV} = C_{HO} + P_{SO} * (C_{SO} - C_{HO})$$

For composite cost:

$$\text{Equation 2: } C_{COMP} = C_{SO} - (\ln P_{SO}/\beta)$$

For both equations P_{SO} is the person proportion for single occupancy, not the vehicle proportion.

We use the change in composite costs between ‘base’ and ‘scheme’ to add to the base costs for input to the destination choice. Using Equation 2 above for the low occupancy only:

$$\Delta C_{COMP} = C_{SCHEME} - C_{BASE} + \ln (P_{BASE}/P_{SCHEME})/\beta$$

Adding in C_{BASE} this then reduces to:

$$\text{Equation 3: } C = C_{SCHEME} + \ln (P_{BASE}/P_{SCHEME})/\beta$$

For O/D movements which are not in scope for the scheme is being tested then Equation 3 reduces to C_{SCHEME} which is the standard cost for both low and high occupancy, so there is no need to make any corrections to the calculation, it will apply to all movements.

J.5 HOV Modelling Feature

The HOV modelling new feature has no significant impact on model results when no specific HOV lane is introduced (i.e. no network change). This means the demand matrices created by the demand model – with or without HOV modelling feature – will be similar, but not the same, when adding SOV and HOV car matrices together.

As the matrices will not be quite the same when running Reference Case runs with HOV turned On/Off, it is recommended that any tests with HOV have a reference case with HOV turned on.

J.6 Parameter Calibration

The parameters used in the HOV Model are derived from a stated preference survey, for which the outcomes are contained in separate report (TMfS High Occupancy Vehicle Lane: Stated Preference Research, MVA Consultancy, September 2008).





K MACRO TIME OF DAY CHOICE MODELLING

K.1 Macro Time of Day Choice

Macro Time of Day (MTOD) choice relates to changing the time period of travel in response to relative changes in the costs of travel between time periods.

K.2 Methodology

The methodology for implementation of MTOD, including the conditions for when it is recommended for inclusion in the demand model, the position in the model hierarchy and the choice of parameter values, is contained the Guidance on Variable Demand Modelling published in WebTAG unit 3.10. The key points in the guidance are:

- Paragraph 1.8.3 of TAG Unit 3.10.3:
“Macro time period choice should be considered when strong cost differentials between time periods are expected to develop or change.”
In particular, the introduction of differential charges for road use or public transport between peak and Inter Peak time periods.
- Paragraph 1.11.17 of TAG Unit 3.10.3:
“when long time periods, of the order of three hours are being modelled, macro time period choice should be positioned either just before or just after main mode choice in the model hierarchy with parameter values similar in magnitude to the main mode choice parameter values.”

Given that there has been little practical experience on implementing this choice process it was deemed appropriate to take on board this guidance in developing MTOD in TMfS12, as this guidance was developed taking on board all currently available research on the topic.

K.3 Implementation

The implementation of MTOD has the following features:

- It has been implemented before main mode choice in the model choice hierarchy, which is consistent with the guidance.
- The logsum composite costs are used in the MTOD choice process. The implication of this is that changes in relative road congestion between time periods will also influence time period choice. The reason for this is that average tolls by time period cannot be used alone for MTOD choice because it is possible that average toll paid per vehicle in the Inter Peak could be larger than that for the morning peak even though the basic toll rates are lower in the Inter Peak.
- The scaling parameter will need to lie between 0.0 and 1.0 and preferably close to 1.0 in order to be consistent with the guidance. The value initially input into the model is 0.8, however, this may be refined when testing a live application.
- It has been included in the demand model as an optional feature. It is recommended that it is used only for model applications where there is the introduction of differential charging for road use between time periods, which is also consistent with the guidance.
- It is implemented for the morning peak and the Inter Peak periods only since it applies only to ‘From-Home’ trips, which are not modelled explicitly in the Evening Peak.
- The process generates a pre-peak matrix for the morning peak. The pre-peak matrix creates ‘To-Home’ in the other time periods, using the Morning Peak reverse factors.



The process is done by journey purpose and at the person trip stage. The model is applied separately for each row in the matrix.

The model is based on an incremental logit formulation. For the morning peak we have the model formulae:

P_{pre} , P_{peak} , P_{inter} are the base proportions in each time period. Note that we do not have P_{pre} so an estimate is made and it is set to 0.2

P'_{pre} , P'_{peak} , P'_{inter} are the forecast proportions in each time period

Then the Macro Time of Day Choice is calculated as:

$$P'_{PEAK} = \frac{1}{(1 + A \exp(\beta(U_{IP} - U_{PEAK})) + B \exp(\beta(U_{PRE} - U_{PEAK}))}$$

$$P'_{INTER} = \frac{1}{(1 + A \exp(\beta(U_{PEAK} - U_{INTER})) + B \exp(\beta(U_{PRE} - U_{INTER}))}$$

$$P'_{PRE} = 1 - P'_{INTER} - P'_{PEAK}$$

$$\text{Where } A = P_{IP}/P_{PEAK}, B = P_{PRE}/P_{PEAK}$$

and

P_i' are the new trip end productions for origin zone i by time period

P_i are the original trip end productions for origin zone i by time period

U_i are the composite logsum utilities for origin zone i by time period

β are the macro time of day choice parameters

The base proportions of 'From-Home' trips in the Morning Peak and Inter Peak were calculated from model data at the 'From-Home' trip end level, along with the assumption that $P_{pre}=0.2$.

The position of Macro Time of Day Choice within the model hierarchy is shown in Appendix A.



L TRIP GENERATION**L.1 Trip End Model**

The Trip End Model Uses 88 person/household types in the calculations it undertakes. These are a combination of 11 person types and 8 household types.

The person types used are:

- Children (0 – 15)
- Males in Full Time Employment (16 – 64)
- Males in Part Time Employment (16 – 64)
- Male Students (16 – 64)
- Male Unemployed (16 – 64)
- Male 65+
- Females in Full Time Employment (16 – 64)
- Females in Part Time Employment (16 – 64)
- Female Students (16 – 64)
- Female Unemployed (16 – 64)
- Female 65+

The Household Types used are:

- 1 Adult with No Car
- 1 Adult with 1+ Car
- 2 Adult with No Car
- 2 Adult with 1 Car
- 2 Adult with 2+ Car
- 3+ Adult with No Car
- 3+ Adult with 1 Car
- 3+ Adult with 2+ Car

