



Hammersmith Road Vissim Model Access Proposal

I. Introduction

This note sets out the terms and conditions for access to Network Management's (NM) Hammersmith Road Vissim models by Momentum transport consultancy.

II. Model content

- Vissim model base year is 2015 (AM & PM)
- Vissim future year (with CS9) is 2021 (AM & PM)
- Models have been developed using Vissim version 8 using scenario management.
- Vehicle Types: Car, LGV, HGV, Taxi, Coach, Motorbike, Cyclist and Bus.
- A combination of static routes extending the full length of origins and destinations (proposed models) and shorter static routes (Base models) are used.
- Signal control is modelled using VAP
- The VISSIM models have been reviewed by TfL Surface, Network Management and are VMAP standard with Corridor Manager's approval as fit for purpose.
- The models cover the 1 hour AM peak period and the 1 hour PM peak period
Both models include a 30 minute 'warm up' and 'cool down' period.



Figure 1 Model Network Coverage



III. NM Model Preparation Tasks

NM does not propose any modelling preparation tasks.

IV. Use of the models

It is understood that the NM Vissim models have been requested for the following purposes:

- Demonstrate network performance following the inclusion of proposed development trips in both base and proposed CS9 scenarios.

The models must not be used for any purposes other than those listed above, unless otherwise agreed with Transport for London (TfL). The models also will not be released to any parties, other than Momentum transport consultancy.

The models remain the property of TfL.

The models and associated outputs must be maintained on TfL assets, namely the provided UTC modelling server or other TfL computer systems. Modelling results and outcomes may be communicated outside of the TfL estate in the form of documented reports following a NM Corridor Manager's review of proposed changes to the transport network.

V. Modelling Support

Modelling support is not being proposed

VI. Modelling Assurance

Upon completion of modelling tasks by Momentum, NM modellers/corridor managers will provide modelling assurance to determine if the models are deemed fit for purpose by performing a modelling review for any proposed changes to the models.



VII. Costs

It is recommended that an initial time period for usage is agreed at the outset, and a payment made accordingly to cover that period. Additional months can be paid for at a later date if required. TfL will provide a quote and invoice for the appropriate amount once this has been agreed.

VIII. Information to be provided

Upon receipt of the appropriate payment, TfL will provide the following:

- TfL user account
- Access to models via the provided UTC modelling server and co-location at Palestra offices.
- Secured remote 24/7 access to TfL modelling servers.

The information provided must not be made available to any parties other than Momentum transport consultancy. The information also must not be used for any purpose, other than those set out above in section IV.

IX. Disclaimer

It should be noted that neither TfL nor any of its employees or representatives will be liable for loss or damage arising out of or in connection with the use of this information. This is a comprehensive limitation of liability that applies to all damages of any kind, including (without limitation) compensatory, direct, indirect or consequential damages, loss of data, income or profit, loss of or damage to property and claims of third parties.



X. Contact details

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