

MID SUSSEX
DISTRICT COUNCIL

Memorandum of Understanding

**Mid Sussex District Council and West
Sussex County Council Highway
Authority**

July 2024

Parties to the Agreement

- West Sussex County Council Highway Authority (WSCC HA)
- Mid Sussex District Council (MSDC)

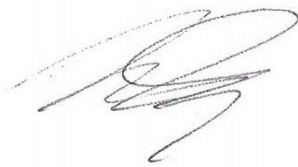
Signatories



Date: 22/07/24

Mid Sussex District Council

Ann Biggs – Assistant Director for Planning and Sustainable Economy



Date: 11/07/24

West Sussex County Council Highway Authority
Head of Planning Services

MSDC and WSCC Position - July 2024 - Transport

West Sussex County Council (WSCC) have informed and validated development of the Mid Sussex Strategic Transport Model and subsequent strategic and local junction modelling which is in line with standard good practice as set out in the Department for Transport's (DfT) transport analysis guidance (TAG).

Regulation 19:

Mid Sussex District Council (MSDC) have modelled a series of scenarios:

- Scenario 5 – Local Plan Development Scenario
- Scenario 5m1 – with car mode share reductions
- Scenario 5m2 - plus distance based car trip reductions
- Scenario 5m3 – Existing public transport and Local Cycling, Walking Infrastructure Plan (LCWIP) schemes
- Scenario 5m4 – Promoter sustainable travel mitigation measures (combined with Scenario 5m3 to a single run in the modelling)
- Scenario 5m5 – physical highway mitigation

Results:

- Mode shift and sustainable mitigation Scenarios (Scenario 5, mitigation options m1 – m4) – resulted in severe residual cumulative impacts at 3 junctions.
- Physical highway mitigation (Scen m5) – focused on County Council's Strategic Road Network (SRN) to encourage traffic away from severely impacted locations – results were improved but no severe impacts were removed.

Transport work is ongoing and as such a holding objection was raised in WSCC Regulation 19 representation.

Ongoing work:

Scenario 6 ('core' Scenario):

- In Scenario 5, the growth assumptions modelled for outside the district represent a 'worst case', above what national guidance allow for and used TEMPro 8 High. In addition, working from home assumptions applied to the proposed medium and small housing allocations was lower (5%) than that of the significant sites (20%). As such, to ensure the severe impacts were not a result of overestimated growth and understated home working assumptions, Scenario 6 uses TEMPro Core which represents a more realistic level of growth outside the district, and the working from

home assumption of 20% has been applied to the remainder of the housing allocations as well.

- Three severe impacts remain on the WSCC network under Scenario 5, however the extent of the exceedance of the agreed threshold for severe, is not great and there is a reasonable prospect of a solution emerging.
- **Solution** – Mitigation will focus on reducing traffic passing through the severely impacted locations, rather than increasing junction capacity due to a combination of physical / environmental constraints and the position of the roads passing through these junctions in the County Council's network hierarchy i.e. not on the county's SRN.
- Mitigation will be through either a reduction of overall vehicular traffic or by encouraging diversion of longer trips onto more strategic highway routes, or a combination of the two.
- Work with the three significant site promoters (1000+ homes) on development of their mobility strategies / sustainable travel measures is a key element of the mitigation.

Other work –

- Highway Safety Study - progress is continuing to determine highway safety impacts arising from the Plan development and will include designing and costing necessary mitigation.
- Final mitigation Scenario (6m5) 'do something' model run.
- Finalise Covid assessment work/ implications - Where technical exceedance of the severe threshold remains after Scenario 6m5, analysis of the Covid impacts should be undertaken to determine if flows through the relevant junctions may be lower than in 2019, thus reducing the risk of the severe impact arising. This adjustment may be modelled or form part of the reporting, identifying any specific factors to that corridor in comparison to the overall adjustment to the model study area.
- At any locations where scenario 6m5 modelling does not show that severe impacts are fully mitigated below thresholds - and the findings of the Covid assessment do not reduce the risk of flow levels which trigger these impacts occurring to a level which the highway authority considers sufficient – then mitigation measures to improve conditions and reduce barriers to active travel at the impacted location should be considered and developed.
- All mitigation will be designed and costed and an apportionment exercise undertaken to inform the Infrastructure Delivery Plan and to demonstrate no viability barriers to deliverability.