

Mid Sussex District Council

District Plan Review

## **Hearings Action Points – AP-013**

### **Duty to CoOperate**

Appendix B2:

Agendas/Minutes/Notes - Transport

November 2024



**From:** <> @highwaysengland.co.uk>  
**Sent:** 21 December 2021 18:20  
**To:** Kate Brocklebank  
**Cc:** Planning SE<>  
**Subject:** National Highways response: Mid Sussex District Plan Review  
Transport study - Model Specification Note

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**National Highways ref:** #15477

Dear Ms Brocklebank

Thank you for your email of 1 December inviting National Highways to comment on the Model Specification Note.

National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. National Highways will be concerned with proposals that have the potential to impact on the safe and efficient operation of the Strategic Road Network (SRN), in this case M23 and A23 junctions and main carriageways in West Sussex.

We are content with most of the proposed methodology for the assessment of the Local Plan Review as detailed in the District Plan Review Specification Note. Accordingly we have the following comments in relation to the methodology and the points made.

Paragraph 1.3.2 mentions the use of sustainable transport mitigation. We agree with and endorse this approach in both principle and practice and will be looking for the Study to provide relevant and robust evidence to demonstrate the likely mitigation impact of such measures the A23 and M23 prior to acceptance.

Paragraph 1.41 and 1.4.2 define the “reference case” and “development scenarios”, the former comprising existing plus committed development and background growth. Paragraph 2.1.2 expands on this stating that the reference case will include development sites in the 2031 Sites DPD Scenario. This is acceptable if the District Plan Review is additional to the adopted plan rather than a replacement Plan.

Paragraphs 5.2.1 and 5.3.2 attempt to define notable flow increases and severe impacts respectively. We do not necessarily agree with either definition and will be applying criteria for our assessment of both consistent with DfT Circular 02/2013

policy, in particular Paragraph 34 and consistent with our assessment of other Local Plan impacts across London and South East England.

The Note does not specifically mention merge and diverge assessments. We will require peak hour merge and diverge assessments for M23 and A23 merges and diverges. We will base the need for any mitigation upon the requirements of DMRB CD122 and whether the Local Plan Review is adding notable flow increases.

Note that we will require peak hour (as opposed to average peak period) assessments for any proposed development scenario.

We hope that you find these comments useful. Should you wish to discuss any details further please contact us at [planningse@highwaysengland.co.uk](mailto:planningse@highwaysengland.co.uk)

Wishing you a healthy, happy Christmas!

Kind regards

**Elizabeth Cleaver, Assistant Spatial Planning Manager**

National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

Web: <http://nationalhighways.co.uk/>

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**From:** Kate Brocklebank [REDACTED] >

**Sent:** 01 December 2021 12:19

**To:** Planning SE <[planningse@highwaysengland.co.uk](mailto:planningse@highwaysengland.co.uk)>

**Cc:** <>

**Subject:** Mid Sussex District Plan Review Transport study - Model Specification Note

Good afternoon,

Further to my email a few weeks ago, please find attached the latest draft of the model specification note informing the transport work being undertaken by the council in support of the District Plan Review.

#### Policy Updates

Sites DPD:

Main Modifications for the Site Allocations DPD are currently being consulted on (29/11/21 – 24/1/22) and are available here: [Development Plan Documents - Mid Sussex District Council](#)

The council are anticipating adoption of the plan in Spring 2022.

District Plan Review:

Work on the District Plan has been progressing concurrently to the Sites DPD and is currently programmed for Regulation 18 consultation early 2022.

Ahead of the consultation, the council would be most grateful for National Highways consideration of the attached Model Specification Note which has been developed in consultation with West Sussex County Council (WSCC). The Council have secured the services of SYSTRA to undertake the

study; SYSTRA also undertook the transport work in support of the Sites DPD and as such the content and approach to the study should be familiar to you following your work on the DPD.

You'll note that we are currently proposing to progress with 2017 Base Year Highway Model however, this will be updated to 2019 in the new year as it remains the most recent 'normal year'. Your views on this would be welcome however given the challenging timescales with Regulation 19 consultation currently planned for summer next year, we have taken the view that updating to 2019 is the most robust approach at this time.

Please do let me know if you'd find it helpful for me to arrange a call to discuss and please do let me know if you need any more information from us in the meantime.

We note your 21 day response time and therefore hopefully anticipate we could have your views before the Christmas break.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI  
Senior Planning Officer  
Planning Services  
Tel<>

<http://www.midsussex.gov.uk>

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# Mid Sussex District Plan Review – Significant Sites Transport Workshop - 13 April 10:00

## Agenda

- *Introduction –*
  - Welcome and purpose
  - District Plan Review update
- *Policies*
- *Existing evidence – scenario 3 with model assumptions & conclusions so far*
- *Transport summit topics–*
  - Introduce emerging WSCC LTP – The vision for sustainable development and how we anticipate this will be achieved
  - Significance of this work – benefits of this approach to developer, user & society
  - Best Practice and Innovation
  - Case study example – Sites DPD SA9: Science &Technology Park
- *Next steps and timescales*

**From:** <>highwaysengland.co.uk>  
**Sent:** 18 May 2022 10:21  
**To:** Kate Brocklebank; Guy Parfect; Planning SE; Cleaver, Elizabeth  
**Cc:** Anand Pillay; Andrew Marsh  
**Subject:** #16445 RE: 2019 LMVR version 2

Good Morning Kate,

Thank you for sending through the updated LMVR with additional matrix estimation checks. We are content with the additional information and that use of the model is acceptable for producing traffic assignments in support of your Local Plan.

Kind Regards,  
Nigel

**From:** Kate Brocklebank [REDACTED]  
**Sent:** 04 May 2022 14:38  
**To:** Guy Parfect <[REDACTED]>; Planning SE  
<[planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk)>  
**Cc:** WALKDEN, NIGEL <[\[REDACTED\]](mailto:[REDACTED])>; Anand Pillay  
<[REDACTED]>; Andrew Marsh <[REDACTED]>  
**Subject:** FW: 2019 LMVR version 2

Good afternoon,

Following our recent meeting and correspondence, please find attached an updated version of the LMVR for the 2019 base year model.

I look forward to receiving your comments.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI  
Senior Planning Officer  
Planning Services  
Tel: <>

<http://www.midsussex.gov.uk>

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1AF | <https://nationalhighways.co.uk> | [info@nationalhighways.co.uk](mailto:info@nationalhighways.co.uk)***

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House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ*

Consider the environment. Please don't print this e-mail unless you really need to.

**From:** <>@nationalhighways.co.uk>  
**Sent:** 01 June 2023 07:24  
**To:** Kate Brocklebank  
**Subject:** FW: #19838 RE: Mid Sussex District Council - Sustainable mitigation proposed runs DEADLINE DATE 28 APRIL 2023

Morning Kate,

Thank you for sending the note covering proposed model runs and for our meeting of 11 May when we agreed to provide comments on the approach.

We are generally in agreement with the principle of the approaches you wish to adopt for your further modelling scenarios with the following comments:

Car trip rate reductions for home working will be partly dependent on the source trip rate data to ensure that any recent post covid step changes are not already built into the trip rate. Reductions of 15% are acceptable if applied to source trip rate data pre-covid and are percentage reductions not percentage point reductions. If applying percentage point reductions to car trip rates or car mode shares further evidence in support of the reductions should be provided.

A further 5% reduction based upon greater percentage of residents in SOC 1-3 is acceptable if not percentage point reduction.

Internalisation of trips for large sites as proposed in Table 1 is likely to be acceptable given that these trips are highly unlikely to be using or crossing the SRN (A23/M23/A27). We will wish to see and agree assumptions behind trip purpose proportions by car. Additionally, since the internalisation reductions are likely to be local trips, reductions would be better targeted at such trips after car trip distribution is applied otherwise there could be an underestimation of longer distance trips likely to use the SRN.

We are content with the application of distance-based car trip reductions. The Crawley and Horsham reductions were based upon evidence from the Sustainable Travel Towns study. We would like to see evidence that proposed sustainable mitigation and public transport measures are likely to achieve the proposed reductions.

We are also content that the future employment distribution is reviewed but bearing in mind that as well as having a potentially higher propensity for home working, employees and employers classed as SOC 1-3 are generally also more likely to commute longer distances. Reviewing the employment distribution should take account of the likely employment opportunities and differential willingness to commute by distance.

Finally, we would question whether further reductions due to sustainable mitigation measures briefly discussed in Section 4 are separate from the distance-based car trip reductions above. If further reductions are proposed we would like to see appropriate evidence of or assumptions relating to the likely reductions due to the separate measures.

We hope that you find these comments useful. Should you wish to discuss further we would be happy to do so.

All the best,

**Matt Lewis** (he/him) Assistant Spatial Planner  
Planning and Development  
National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1  
4LZ

**Web:** [nationalhighways.co.uk](http://nationalhighways.co.uk)

**From:** Kate Brocklebank [REDACTED] [uk](mailto:kate.brocklebank@nationalhighways.co.uk)>  
**Sent:** Thursday, April 20, 2023 2:33 PM  
**To:** Planning SE <[planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk)>  
**Subject:** #19838 RE: Mid Sussex District Council - Sustainable mitigation proposed runs

Good afternoon,

Further to my previous email below, I write to provide you with an updated version of the Sustainable Mitigation Proposed Runs for the next stages of the MDSC Strategic Transport Assessment work which responds/incorporates changes following comments from West Sussex County Council.

We look forward to hearing from you next week – do please let me know if you have any questions or need any further information from us in the meantime.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI  
Senior Planning Officer  
Planning Services  
Tel: +44 (0)1444 477044

[REDACTED] [www.midsussex.gov.uk](http://www.midsussex.gov.uk)

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**From:** Kate Brocklebank  
**Sent:** 05 April 2023 16:34  
**To:** Planning SE <[planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk)>  
**Cc:** Andrew Marsh <[REDACTED]>  
**Subject:** Mid Sussex District Council - Sustainable mitigation proposed runs

Good afternoon,

Thank you to NH for their submission to the [Regulation 18 consultation](#) on the emerging District Plan which closed prior to Christmas; we are currently in the process of working our way through all the comments received.

We are also looking ahead to progress with the next stages of the transport modelling work and have been working on sustainable mitigation proposed runs (Draft attached), on which WSCC as HA have provided comments – the latest of which are contained in the attached for information.

We would be most grateful to receive any comments/queries NH may have on our proposals and would like to suggest that we pencil in a meeting to catch up in the coming weeks, once you've had time to digest the above. I have attached NH comments made in respect of the Regulation 18 transport scenario for ease.

Our current timetable is looking to consult on Regulation 19 version of the plan in late summer/early autumn 2023.

I'd be most grateful if you could please advise of your availability to attend a meeting on the following days – I will then liaise with the wider team and send out an invitation via Teams:

- 2 May – between 9:30 and 16:30
- 3 May – between 9:00 – 14:00
- 9 May – between 9:30 and 16:30
- 10 May – between 11:00 – 15:00

- 11 may between 9:00 – 10:00 and 12:00 – 17:00

I look forward to hearing from you – do please let me know if you have any queries or require any further information from us in the meantime.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI  
Senior Planning Officer  
Planning Services  
Tel: +44 (0)1444 477044

<http://www.midsussex.gov.uk>

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**From:** Guy Parfect [REDACTED] >  
**Sent:** 05 April 2023 16:02  
**To:** Kate Brocklebank [REDACTED] >; Eric Signi  
[REDACTED] >  
**Cc:** Wilkinson Ian ([REDACTED])  
**Subject:** RE: Sustainable mitigation proposed runs

No problem Kate

Please find attached comments from me and Eric. My ones are those identified as GPYR080 whilst Eric's (for some reason) do not have such an identifier added. I did notice opening the document that initially on the first two comments came up, but the others did start to appear when scrolling down, so be aware to avoid missing later comments. There should be 12 in total with the last one on page 10. Maybe you won't experience this if your laptop or graphics card has more RAM than mine, but I'm a bit puzzled as this is new behaviour to my experience. There are no comments for the other attachment which includes the programme.

Kind regards

Guy

<a href="#">Guy Perfect</a>   Senior Planner, Planning Services, Economy Planning and Place Directorate, <a href="#">West Sussex County Council</a> Location: Ground Floor, Northleigh, County Hall, West Street, Chichester, PO19 1RH Internal: 26442   [REDACTED]   [REDACTED]
--

**From:** Kate Brocklebank [REDACTED] >  
**Sent:** 05 April 2023 11:33  
**To:** Guy Perfect <[REDACTED]>; Eric Signi [REDACTED] >  
**Subject:** RE: Sustainable mitigation proposed runs

**\*\*EXTERNAL\*\***

Thank you both, no mad rush on the comments as I now have some leave but if you don't have any fundamental issues with the draft proposals as they stand, I will get them sent over to NH today.

Do let me know if you think it better to wait for your comments and subsequent amendments to be made though.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI  
Senior Planning Officer  
Planning Services  
Tel: +44 (0)1444 477044

[REDACTED]

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**From:** Guy Parfect [redacted] <k>  
**Sent:** 05 April 2023 11:29  
**To:** Kate Brocklebank [redacted] <uk>; Eric Signi  
[redacted] <uk>  
**Subject:** RE: Sustainable mitigation proposed runs

Hi Kate

Sorry to keep you waiting. I had drafted some comments at the end of last week, but had neglected to pick it up at the start of this week to finalise. I'm just checking with Eric whether he has anything further to add which he has indicated he can check quickly, so we should get back to you with the annotated document later today.

My view on consulting with NH is that yes, it would be helpful to give NH the opportunity to clarify their position on this as if they require something which needs a sperate workstream its best that you become aware of this.

Kind Regards

Guy

[Guy Parfect](#) | Senior Planner, Planning Services, Economy Planning and Place Directorate, [West Sussex County Council](#)  
Location: Ground Floor, Northleigh, County Hall, West Street, Chichester, PO19 1RH

**From:** Kate Brocklebank [redacted]  
**Sent:** 05 April 2023 09:12

**To:** Guy Perfect <[REDACTED]>; Eric Signi <[REDACTED]>  
**Subject:** Sustainable mitigation proposed runs

**\*\*EXTERNAL\*\***

Good morning,

I'm sure you're still catching up after leave Guy but I'd be really grateful for an idea as to when you think you'll be in a position to respond with any comments you may have please? I'd also appreciate a steer from you both as to whether you think we are in a position to consult NH with the attached.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI  
Senior Planning Officer  
Planning Services  
Tel: +44 (0)1444 477044  
[REDACTED]

<http://www.midsussex.gov.uk>

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**From:** Kate Brocklebank  
**Sent:** 21 March 2023 10:58  
**To:** Guy Perfect <[REDACTED]>; Eric Signi <[REDACTED]>

Cc: WILKINSON Ian <[REDACTED]>

Subject: FW: DM/18/5114 - Northern Arc Transport Assessment and WSCC HA comments

Good morning,

Please find the updated proposed sustainable mitigation runs.

I'd be grateful if you could let me know your views.

I'd like to re-engage with NH to get their views; please let me know if you think this is premature at this stage.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI  
Senior Planning Officer  
Planning Services  
Tel: +44 (0)1444 477044

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From: WILKINSON Ian <[REDACTED]>

Sent: 21 March 2023 09:35

To: Kate Brocklebank <[REDACTED]>  
Subject: RE: DM/18/5114 - Northern Arc Transport Assessment and WSCC HA comments

Hi Kate

Thank-you for the links to the Northern Arc documents.

I've made some updates to the proposal document and programme (both attached) following our meeting. These mainly relate to Table 1 to clarify inclusion of Scenario 5/5B (unmitigated scenarios).

Regarding timescale our indicative programme shows mid-June for reporting Scenario 5/5B with car mode share reductions, though there may be some delay to update commitments in April while avoiding repeat work.

The highway and safety mitigation work timescales will depend on several influences including agreement of approach and the number of locations requiring mitigation. So the timetable below is indicative.

Indicative timescale

Scenario 5/5B with car mode share reductions – mid/late-June as per programme

Sustainable mitigation – mid-July

Highway mitigation – July/August

Safety mitigation – August/September

Hope this is useful.

Kind Regards  
Ian

From: Kate Brocklebank <[REDACTED]>  
To: WILKINSON Ian <[REDACTED]>  
Cc: Eric Signi <[REDACTED]>; Guy Perfect <[REDACTED]>  
Subject: DM/18/5114 - Northern Arc Transport Assessment and WSCC HA comments

Hello Ian,

Further to our meeting last week – I've had a look at the Planning Register and discussed with the case officer and have hopefully pulled together the relevant documents for you below.

We will be looking at timescales in the coming weeks, so I'd be grateful for some broad estimates on timescales for the next and final stages of the Transport evidence work please – highway mitigation and safety review.

I'm advised that commitment figures should be available mid April.

Rather than send each document, I'm hoping the following links suffice:

Original TA:

[https://padocs.midsussex.gov.uk/PublicAccess\\_Live/Document/ViewDocument?id=6976AE7015C611E9BE9490B11C88FF31](https://padocs.midsussex.gov.uk/PublicAccess_Live/Document/ViewDocument?id=6976AE7015C611E9BE9490B11C88FF31)

AECOM TA Addendum (TAA):

[https://padocs.midsussex.gov.uk/PublicAccess\\_Live/Document/ViewDocument?id=4D64DC5DBF5C11E9A2F2D89EF317549F](https://padocs.midsussex.gov.uk/PublicAccess_Live/Document/ViewDocument?id=4D64DC5DBF5C11E9A2F2D89EF317549F)

Appendix P Model Forecasting Report:

[https://padocs.midsussex.gov.uk/PublicAccess\\_Live/Document/ViewDocument?id=B2C0172E0A9711E9A8EB989096C070DE](https://padocs.midsussex.gov.uk/PublicAccess_Live/Document/ViewDocument?id=B2C0172E0A9711E9A8EB989096C070DE)

Framework Travel Plan – Residential (there is also a workplace TA framework available on the Register):

[https://padocs.midsussex.gov.uk/PublicAccess\\_Live/Document/ViewDocument?id=2AAF6AB9199211E9A21AF8B156D84450](https://padocs.midsussex.gov.uk/PublicAccess_Live/Document/ViewDocument?id=2AAF6AB9199211E9A21AF8B156D84450)

WSSC HA comments:

[https://padocs.midsussex.gov.uk/PublicAccess\\_Live/Document/ViewDocument?id=B7764628DB9911E9B22864006A9142DA](https://padocs.midsussex.gov.uk/PublicAccess_Live/Document/ViewDocument?id=B7764628DB9911E9B22864006A9142DA)

If you need it –

Committee Report:

[https://padocs.midsussex.gov.uk/PublicAccess\\_Live/Document/ViewDocument?id=2AAF6AB9199211E9A21AF8B156D84450](https://padocs.midsussex.gov.uk/PublicAccess_Live/Document/ViewDocument?id=2AAF6AB9199211E9A21AF8B156D84450)

The link to the application on the Register:

<https://pa.midsussex.gov.uk/online-applications/applicationDetails.do?activeTab=externalDocuments&keyVal=PK8M4RKT04L00>

Key bits from WS comments are on p.5-6 and refers to the modelling in the TAA. The travel plan target was to reduce the number of single occupancy car users by 10% and table 11 on page 44 sets out the multi-modal trip generation targets.

I hope this is what you were expecting and do let me know if you need anything else from me – Guy is now on leave.

The Travel Plan

Kind regards,

Kate Brocklebank BA(Hons) MRTPI  
Senior Planning Officer  
Planning Services  
Tel: +44 (0)1444 477044

<http://www.midsussex.gov.uk>

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# Mid Sussex District Plan

Duty to Cooperate – Transport Matters – December 2023

# Progress since Regulation 18

## **Regulation 18 outcomes:**

Summary of consultations considered by Scrutiny Committee in March

Cross-party Members Work Group reconvened (2 meetings held)

Town and Parish Council engagement sessions held

Draft plan revised (Regulation 19):

- Track changed version appended to November Scrutiny Committee Agenda Pack
- No changes proposed to the Regulation 18 development sites



# Transport Evidence

## Since Regulation 18:

- New WSCC Transport Plan (WSTP) has been adopted (2022)
- The Plan has introduced a new strategy with a vision based approach to transport planning

## Resultant key changes to the MSDC Model assumptions (highlighted in published summary note):

- TEMPro – update from 7.2 to 8 High background travel demand growth beyond MS
- TRICS Rates – trip rate assumptions – updated from 85% to average (most up to date TRICS data) – rural and urban trip rates separated for local plan sites.

# Transport Evidence

## Mode Shift Assumptions:

- Home working:
  - 20% for significant sites
  - and 5% for all other sites
- Internalisation – *significant sites*:
  - 80% for primary school trips
  - 5% for employment/ retail
  - Distance based car trip reductions – banding categories: 1km to 50km – range 33% to 3% mode shift reduction
  - Future employment and location based reductions based on proximity – 1-2% modelled

# Model Runs to date

## Scenario 5 - Sustainable Mitigation

Since Regulation 18 and the adoption of the WSTP work has focused on development of the Sustainable mitigation.

**Model Runs – 5 – 5m4** – each run builds on the previous assumptions of the run(s) before:

- **Scenario 5** – RC no mitigation
- **Scenario 5m1** – Car mode share reductions
- **Scenario 5m2** – Distance based car trip reductions
- **Scenario 5m3** – Existing Public Transport & LCWIP
- **Scenario 5m4** – Promoter sustainable mitigation – (5m3 and 5m4 combined into single run)

# Results so far

**Summary transport note** produced to support Scrutiny Committee and Full Council.

Analysis identified *three junctions highlighted as 'Severe'*:

WSCC interpretation of (NPPF 111) 'Severe' defined as:

- RFC of above 95% and an increase of at least 3%, AND
- Increase in delay per vehicle to value of 2 minutes or over, having increased by at least 30 seconds



# Junctions Identified as Severe

## **Turners Hill junction (N8) (B2110 / B2028):**

- B2110 East Street arm in AM – RFC 117% (4% increase) delay increase of 80 secs to 371.  
Initial analysis: impacted by re-routing away from A22/ A264 corridor

## **Ansty roundabout (C7) (A272 / B2036):**

- A272 West arm in PM – RFC 105% (3% increase) delay increase of 58 secs to 121.  
Initial analysis: impacted by re-routing away from A23/ A2300 Hickstead junction

## **Hassoeks Stonepound junction (S8) (A273 / B2116):**

- B2116 Hurst Road arm in AM RFC 100% (9% increase) and delay increase 54 secs to 140.  
Initial analysis: impacted in part by re-routing away from A23/ A2300 Hickstead junction

# Evolving work

## Local junction modelling and mitigation

- Systra are now progressing with designing and testing physical mitigation at three locations:
  - **A23/ A2300 Hickstead junction** – dumbbell arrangement with bridge over A23
  - **Dukes Head Roundabout** – A264/ Turners Hill Road
  - **Copthorne Hotel Roundabout** – A264 Copthorne Common Road/ A2220 Copthorne Road/ Brookhill Road

*Summary reporting* is due to be published at the start Regulation 19 consultation

# Next Steps

**Leading up to Submission / Examination** evidence will continue to evolve and be refined

- Refine mitigation designs and undertake safety study

**Site promoter engagement:**

- Work will continue primarily with the significant site promoters to further refine and evidence sustainable mitigation

**Progressing Statements of Common Ground:**

- Further engagement is programmed with National Highways and WSCC and will be proposed with neighbouring authorities as desired
- Work will continue to respond to any outstanding queries/ issues raised

# Timetable



**Full Council - 13 December**

**Regulation 19 – Early January 2024**

**Submission – Spring 2024**



# Questions?





**MID SUSSEX**  
**DISTRICT COUNCIL**



## **Mid Sussex District Plan – Transport Update**

**12.12.2023**

Kate Brocklebank - Mid Sussex District Council, Senior Planning Officer  
Alice Henstock - Mid Sussex District Council, Principal Planning Officer

Katya Fox - Tandridge, Planning policy manger  
Kelly Sharp - Wealden, Planning policy manager  
Nadeem Din - Lewes and Eastbourne, Planning policy lead

Ian Moody - East Sussex County Council, Local Plan Transport advisor  
Lisa Simmonds - East Sussex County Council, Infrastructure  
Andrew Motley - East Sussex County Council, Infrastructure Planning  
Guy Parfect - West Sussex County Council  
Eric Signi - West Sussex County Council  
Judith Jenkins - Surrey County Council, Spatial Planning  
William Brynas - Surrey County Council, Transport Studies Team

### **Note of Meeting**

**KB** - Gave short presentation updating group on Plan making progress and work undertaken since publication of Regulation 18 Plan in November 2022

Progress since Reg18 - March Scrutiny  
Member Group - 2 meetings since May  
Town and parish engagement session

No changes to sites included in the Regulation 18 Plan

Since Regulation 18 Plan adoption of WSCC Transport Plan (2022) resulted in changes to modelling work.

Tempo and TRICS - ranges

Mode shift assumptions - home working and internalisation for signification sites

Working on scenario 5 - focus on sustainable mitigation - PT, car mode hare reductions, PT and LCWIP, promoter sustainable mitigation

Summary transport note - shared before the meeting.

3 junctions as server - WSCC interpretation - Turners Hill junction, Ansty roundabout, Hassocks Stonepound junction

Local junction modelling and mitigation - A23/A2300 Hickstead junction, Dukes Head junction and

Next steps - leading to submission will refine mitigation, further engagement with site promoters, progress with statements of common ground.

Timetable Fc 13 December, Regulation 19 early Jan , submission in spring 2024.

**GP** - Hassocks complex, A273 is an A road but not part of strategic network, also AQMA. WSTP transport improvement resulting in planned new development should look to reduction in the need to travel and then improvement to the strategic network. Looking to get people to use strategic routes rather than minor A/B class roads. Difficult to increase capacity at Stonepound.

Continuing to liaise with National Highways

Developing mitigation

**WB** - haven't had an additional/detailed response to our Reg 18 comments. Seen summary note - useful to understand the rationale between some of the sustainability assumptions. Can provide some detail

**ACTION** \_ KB can liaise with Systra to discuss and then can discuss further (Surrey)

**KB** - do ESCC want another meeting? Are there any specific that need to be highlighted then let us know.

**IM/LS** - Ditchling is the main concerns B2112 and Ditchling. Additional information in relation to that will be very helpful.

**ND** - homeworking approach 20% large, 5 % for smaller sites. Why the different approach.

**KB** - significant sites improve ability, to work from home , e.g. internet, and home working space. Will come out in the reporting.

**KB** - more reporting will be published for Regulation 19, and will keep group up to date on the timetable and when additional reporting is available. Let KB know if there is anyone in particular who need to be consulted specifically on Transport.

**KB** - will share slides after meeting

**From:** Kevin Bown <[REDACTED]> k>  
**Sent:** 21 December 2023 18:19  
**To:** Kate Brocklebank; Matthew Lewis  
**Cc:** Planning SE; Spatial Planning; [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk);  
[SouthEast\\_HESPA@systra.com](mailto:SouthEast_HESPA@systra.com); [REDACTED]  
JOLLY Emma; Alice Henstock; Andrew Marsh;  
[REDACTED] Eric Signi  
**Subject:** National Highways response (our ref #21949) re Mid Sussex District Council Strategic Transport Study (Mid Sussex Transport Model 5m2 (Regulation 19))

Some people who received this message don't often get email from [kevin.bown@nationalhighways.co.uk](mailto:kevin.bown@nationalhighways.co.uk). [Learn why this is important](#)

Dear Ms Brocklebank,

Thank you for your email of 21 November 2023 sharing the most recent modelling for the Emerging Local Plan as shown in Scenario 5m2 used to assess highway related impacts for mitigation purposes. The submitted documents were:

- Mid Sussex Transport Model 5m2 (Regulation 19)
- Mid Sussex Transport Model Assumptions and Results Figures Document: scenario 5 m2 junction performances & Scenario 5m2 Comparison against reference case

My apologies for the slight delay in responding due to staff absences and seasonal heavy workloads. However, I wanted to get our response to you and your team to give you the maximum time to reflect on our comments ahead of our meeting on 4 January 2024.

As you are aware we have been in consultation about the emerging plan and modelling approach over the last two years and have previously commented on suggested approaches and assumptions.

We are aware that the base model used for this exercise was built a number of years ago. The observed origin destination data used to calibrate and validate the model may or may not be sufficiently representative of present-day movements. We have previously supplied 2019 based prior matrices from the SERTM model for updating purposes. We will require an assessment to demonstrate that the existing model is adequately up to date. We would be happy to discuss when we meet next month.

Aside from this, we have examined the modelling methodology and outputs as supplied.

- Firstly, we are content with the approach adopted in relation to the use of TEMPro8 for forecasting purposes and the high forecast for the creation of background growth outside of Mid Sussex.
- Secondly, the trip rates derived from TRICS may be on the high side. We do not insist on 85<sup>th</sup> percentile rates and would be content with average vehicle trip rates subject to proper scrutiny of TRICS outputs including assumptions. We suggest that the outputs are shared and we can discuss use of average rates if required.

The mode shift assumptions due to homeworking for Scenario 5m2 appear sensible and we are content with a 5% reduction for Local Plan site commuter trips. However,

- The high levels of primary school trip internalisation assumed for large sites is not something that we accept.
- Similarly we do not necessarily agree with the reduction in retail and employment trips due to internalisation without seeing further evidence of how this will be achieved.

Notwithstanding these comments, given the effect this is likely to have on strategic road network traffic or traffic leaving the strategic road network we do not object to these assumptions.

We are content with the distance-based car trip reductions due to the application of significant sustainable measures subject to further details of how these will be achieved. The figures are derived from Sustainable Travel Town evidence that adopted various approaches and implemented alternatives to car travel resulting in the reductions identified.

The further 1-2% trip rate reductions due to changes in employment distribution and 1% reduction for urban extensions are acceptable due to their likely negligible impact.

For the strategic road network, the outcomes as shown for 2039 with and without the non-consented development in the Local Plan are presented as volume to capacity ratios, delays and actual peak hour flows in PCUs from M23 Junction 10a in the north to the A23/A273 Pycombe junction in the south. While being indicative of the operation and capacity at each junction the information, most of the junctions are merges and diverges with the main A23 and M23 carriageway. For these locations we require merge and diverge assessments to be undertaken in accordance with the Design Manual for Roads and Bridges CD122 standard. This should be used to determine whether the existing layouts are to standard and if not whether the additional traffic in the Local Plan scenarios is sufficient to require mitigation on safety grounds.

For the off-slip roads to the local road network we are content with the approach taken although as we have previously communicated, we do not share the same views on “significant” and “severe” definitions, but instead refer to the DfT Circular 01/22. Looking at the numbers it does not look as though there are likely to be detailed junction assessments required at M23 Junctions 10, 11. For the A23 southbound off slip to the A2300, the future Reference Case is over capacity and Scenario 5m2 adds further delay. We require more detailed junction assessment at this junction.

Please note that the above points are conditional on the model being still acceptable for use in its present state without any updating.

We hope that you find these comments useful and look forward to meeting you in the New Year. Should you require anything in the meantime please contact us via [planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk) .

Regards



**Kevin Bown BSc(Hons) MPhil CMS MRTPI Spatial Planner**

Spatial Planning Team, South East Region Operations Directorate

National Highways | Bridge House | 1 Walnut Tree Close | Guildford | GU1 4LZ

**Tel:** 0300 470 1046 (patches through via Teams) **Mob:** 07833 441649

**Web:** [www.nationalhighways.co.uk](http://www.nationalhighways.co.uk)

**From:** Kate Brocklebank [redacted] <k>

**Sent:** Tuesday, November 21, 2023 1:00 PM

**To:** Planning SE <[planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk)>

**Cc:** CARR Samuel [redacted]; JOLLY Emma [redacted]; Alice Henstock [redacted]; Andrew Marsh <[redacted]>; Guy Perfect [redacted]; Eric Signi [redacted]; Matthew Lewis [redacted] <k>

**Subject:** #21949 Mid Sussex District Council Strategic Transport Study

Good afternoon,

Further to our recent correspondence on 5 October 2023, I am writing to provide updates on the evidence production in support of the Emerging District Plan Review.

The Plan will be considered at Scrutiny Committee tomorrow evening with Full Council due to follow in mid December where approval will be sought to carry out Regulation 19 consultation on the Plan in January 2024 with submission proposed Spring/ Summer 2024.

Ahead of the consultation, we would like to share information on the updates undertaken to the model as well and results so far for your consideration - some extracts provided in duplicate in Word due to poor image quality in PDF. I have also attached for information, a summary report note which has been produced to inform members at upcoming Scrutiny and Full Council meetings of the results from more recent model runs.

We would also like to arrange a catch up meeting to secure feedback from National Highways on progress so far and next steps – on the basis that there is a 21 day lead in for the team to consider the attached information, I'd be really grateful if you could please share availability for a meeting on the following days:

December:

Wednesday: 13 - before 14:00 or after 15:30

Thursday 14 -

Tuesday 19 – AM only

Wednesday 20 – AM only

January:

Tuesday 5

Wednesday 6

Thursday 7

I will then liaise with the team to secure a Teams meeting.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI  
Senior Planning Officer  
Planning Services  
Tel: +44 (0)1444 477044

<http://www.midsussex.gov.uk>

**N.B. My working days are Tuesday – Thursday inclusive.**

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## **Joint Significant Site Promoters meeting**

**8 February 2024**

### **Teams**

#### Attendees

Sally Blomfield – MSDC  
Andrew Marsh – MSDC  
Kate Brocklebank – MSDC  
Natalie Sharp – MSDC  
Estelle Maisonnial – MSDC  
Sara House – MSDC  
Guy Parfect – WSCC  
Sam Carr – Systra  
Jordan van Laun - Wates  
Dominic Smith – i-transport OBO Berkeley  
Julian Black – KLW  
Jonathan Lambert – Berkeley  
Aaron Wadhams - Berkeley  
Judtih Ashton – Judith Ashton Associates OBO Wates  
Jonny Ordidge – Thakeham  
Katie Lamb – Thakeham  
Sarah Matthews – Ridge OBO Thakeham

### **Intros**

#### **Introduction (SB)**

- Set out purpose of session

#### **Transport evidence – update/ progress (GP/ KB)**

- Gave a presentation on:
  - o Model updates since Reg 18
  - o Results of latest scenario testing (5m5) → 3 severe impacts previously identified remain and there is an additional ‘severe’ at Sayers Common.
  - o Next steps

#### **Questions**

JA – How have National Highways (NH) been engaged?

**From:** Kate Brocklebank  
**Sent:** 14 May 2024 08:28  
**To:** 'Planning SE'  
**Cc:** <>  
**Subject:** FW: Mid Sussex Local Plan - Proposed Agenda and Clarification Items for NH Meeting on 16/05/24  
**Attachments:** A23\_Littleworth Farms and A23\_Robins of Herstmonceux Access.png; A23\_Handcross BP Petrol Station.png; MSDC\_LP\_NationalHighways\_ModellingMethodology\_v0-1\_ISSUE.pdf; Merge Diverse Assessments - 2019 Baseline.pdf; Mid Sussex District Council Strategic Transport Study District Plan Review submission

Good afternoon Matt and Kevin,

Further to my email dated 24 April and head of our meeting on Thursday, Emma Jolly from our consultant team Systra has compiled the following email to inform discussions.

Hope you are well.

In advance of our meeting on Thursday 16<sup>th</sup> May to discuss the progress regarding the Mid Sussex LP, please find below a proposed meeting agenda covering the key items for discussion. If you have additional items to add then please let us know:

1. Introductions
2. Project Overview
3. Strategic Modelling Updates
  - WSCC Reg 19 Feedback
  - Sc5 vs Sc6 mode shift assumptions
  - Strategic Modelling Methodology Note – Any Comments from NH?
  - Agreement on the use of a consistent model scenario (Scenario 6) for local/strategic highway authority
4. Merge Diverse Assessment
  - Descope of certain junctions
5. NH Reg 19 Comments
6. WSCC Safety Study – Alignment with DfT Circular 01/2022
7. Do Something Model Run
8. Next Steps
9. AOB

The updated **Modelling Methodology Note was shared with you on the 24/04/24** (re-attached for ease). This set out the principles applied in the revised Scenario 6 modelling, which is being undertaken in relation to comments received as part of Regulation 19 consultation.

As detailed in Sections 1.2 the reasons behind utilising TEMPro 8 Core Scenario are set out so as to not overestimate background growth and focus mitigation development as a package of measures which supports the principles of sustainable trip making in line with DfT Circular 01/2022. Additionally, the mode shift assumptions are detailed within Section 2.

We welcome any comments on the approach and are keen to agree the principle of the Scenario 6 assumptions to allow for an agreed modelling approach which satisfies both yourselves as strategic highway authority as well as WSCC as the local highway authority. **Should you have any comments**

**on the proposed approach that you wish to share prior to the meeting this would be helpful to have an informed discussion on Thursday.**

### **Merge/Diverge Assessments**

In response to points raised in Item 75 of the National Highways Response, we are in the process of undertaking merge/diverge assessments in line with DMRB CD122 requirements.

Please see the attached pdf for the 2019 baseline year which provides the flows for merges/diverges as well as the mainline to ascertain the required design layouts and a comparison is made with the geometric layout currently provided at the junction.

This information for the Baseline 2019 scenario, 2039 Future Base (Scenario 6m0) and 2039 with Local Plan development traffic (Scenario 6m2) will be presented in a Technical Note with the above data format appended to the report. **We would be grateful if you can confirm that this would satisfy your data requirements/ request?**

We note that in the National Highway response dated 21/12/23, you request merge diverge assessments of M23 Junction 10a to A23/A273 Pycombe junction in the south. There are 3 junctions which we feel could be descope from this assessment as they provide only local access and are therefore not represented in the strategic model (screenshots of the junctions attached):

- A23 Handcross BP Petrol Station
- A23/Littleworth Farms
- A23/ Robins of Herstmonceux access

The Local Plan traffic will not materially impact the operation/safety of these junctions given they serve access purposes – **please can you confirm agreement for these locations to be descope?**

Additionally the following junctions result in minimal flow increases from the merge/diverges between Scenario 6m2 and Scenario 6 Reference Case:

- A23/B2114 Brighton Road – 6 vehicle increase in the AM and 40 vehicle decrease in the PM. Mainline flows increase by 205 in the AM and 180 in the PM (<5.5% of future mainline flows) – 6m2 flows require no change from existing layout, so propose to descope from TN and any further assessment.
- A23/B2110 – The highest increase in vehicles of all merge/diverge movements is 41 on the NB Diverge in the AM. All other movements are below 25. Mainline flows maximum increase of 334 vehicles in NB direction in AM, with other movements/ PM period being below 220. All movements <7% of mainline flow. Noted that the NB merge is substandard in the existing arrangement, however the flows decrease by 6 vehicles in the AM and increase by 8 vehicles in the PM. Given the low vehicle increase and all other merges/diverges are already to standard with 6M2 flows, proposed to descope from TN and any further assessment.

The above locations are not in close proximity to LP sites and therefore felt reasonable to descope from the assessments. **We would be grateful if you can confirm acceptance of descopeing the above junctions? This is included as an item for discussion on Thursday.**

Upon confirmation of the use of Scenario 6 assumptions, we will share the merge/diverge assessment results. Any mitigation will carefully balance soft and hard mitigation, consider opportunities for sustainable interventions in line with DfT Circular 01/2022 as well as consider proportionate and reasonable interventions by comparing the Future Base (6m0) with the Local Plan impacts as modelled in 6m2.

Please do not hesitate to contact us if you have any questions in the meantime, otherwise we look forward to discussing and agreeing the approach for assessments with you on Thursday.

I look forward to hearing from you in due course.

<>

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Hi Kate

Thank you for your email.

Please can we set up a meeting to discuss this and for you or a colleague to summarise the assessment?

If you can send us some potential dates, it would be appreciated.

Regards Lisa

**Lisa Simmonds**

Infrastructure Planning & Policy Manager

Infrastructure Planning & Place Team, Communities, Economy & Transport



**From:** Kate Brocklebank <[redacted]>

**Sent:** Wednesday, June 5, 2024 4:48 PM

**To:** JOLLY Emma <>; Lisa Simmonds <[redacted]> [uk](#)

**Cc:** Ian Moody <[redacted]>; CARR Samuel <>; Andrew Marsh

<[redacted]>

**Subject:** RE: Mid Sussex District Council - Cross boundary transport impacts -  
Response to Regulation 18 Rep

Good afternoon Lisa,

Are you able to let us know what specific aspects you are seeking to better understand and we could direct you to relevant elements in the transport study report / provide some additional commentary.

Alternatively, would you find a meeting helpful?

I will also be reaching out with a draft SoCG shortly - do let me know if there is anything more you need from us regarding transport matters.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

Tel: +44 (0)1444 477044

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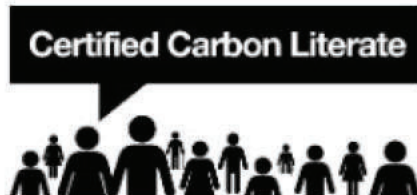
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**From:** JOLLY Emma <>

**Sent:** Tuesday, May 28, 2024 12:34 PM

**To:** Lisa Simmonds [REDACTED] [uk](#)>

**Cc:** Kate Brocklebank [REDACTED]; Ian Moody  
[REDACTED]>; CARR Samuel <>

**Subject:** Mid Sussex District Council - Cross boundary transport impacts - Response to Regulation 18 Rep

Good Morning Lisa,

Apologies, for the slight delay in coming back to your email.

Unfortunately we have not been appointed to prepare a specific report alongside the data outputs, are there specific queries you have in relation to the data outputs that you would like to discuss and we can look where we can at specific queries in discussion with the client? We can also consider if any of your questions are covered in the wider reporting such as in relation to model assumptions/ methodology.

Kind regards,

Emma

Emma Jolly

Associate

3rd Floor, 1 Carey Lane, London, England EC2V 8AE

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**From:** Lisa Simmonds <[REDACTED]>

**Sent:** Tuesday, May 28, 2024 11:27 AM

**To:** JOLLY Emma <>

**Cc:** Kate Brocklebank <[REDACTED]>; Ian Moody <[REDACTED].uk>

**Subject:** FW: Mid Sussex District Council - Cross boundary transport impacts - Response to Regulation 18 Rep

Hi Emma

Are you able to respond to the below email?

Regards Lisa

**Lisa Simmonds**

Infrastructure Planning & Policy Manager



Infrastructure Planning & Place Team, Communities, Economy & Transport



**From:** Lisa Simmonds <[redacted]>  
**Sent:** Friday, May 17, 2024 11:49 AM  
**To:** JOLLY Emma <>  
**Cc:** Ian Moody <[redacted]>  
**Subject:** RE: Mid Sussex District Council - Cross boundary transport impacts -  
Response to Regulation 18 Rep

Hi Emma

Thanks for sending these across. Can I double check is there a report that supports the documents that you sent across?

Kind regards Lisa

**Lisa Simmonds**

Infrastructure Planning & Policy Manager

Infrastructure Planning & Place Team, Communities, Economy & Transport

[REDACTED]  
[REDACTED]



**From:** JOLLY Emma <>

**Sent:** Friday, May 17, 2024 10:34 AM

**To:** Lisa Simmonds [REDACTED] >

**Subject:** Mid Sussex District Council - Cross boundary transport impacts - Response to Regulation 18 Rep

Morning Lisa,

Please find attached the files requested in response to the Regulation 19 consultation comments.

Kind regards,

Emma

Emma Jolly  
Associate  
3rd Floor, 1 Carey Lane, London, England EC2V 8AE

Direct Dial:

Main Office:

Website: [www.systra.co.uk](http://www.systra.co.uk)



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**From:** Lisa Simmonds <L[REDACTED]@systra.co.uk>

**Sent:** Thursday, May 16, 2024 2:53 PM

**To:** JOLLY Emma <>

**Subject:** RE: Mid Sussex District Council - Cross boundary transport impacts - Response to Regulation 18 Rep

Hi Emma

I do apologise I am unable to access the files. Has the timescale expired? If you could re-send I will open today. Regards Lisa

**Lisa Simmonds**

Infrastructure Planning & Policy Manager

Infrastructure Planning & Place Team, Communities, Economy & Transport



**From:** JOLLY Emma < >

**Sent:** Thursday, May 9, 2024 6:41 PM

**To:** Lisa Simmonds < [REDACTED] >; planningpolicy  
<[planningpolicy@midsussex.gov.uk](mailto:planningpolicy@midsussex.gov.uk)>

**Cc:** CARR Samuel < >; JAY Ralph [REDACTED] Ian Moody  
[REDACTED] [uk](mailto:[REDACTED].uk)>

**Subject:** RE: Mid Sussex District Council - Cross boundary transport impacts -  
Response to Regulation 18 Rep

Afternoon Lisa,

I have just circulated a Send To Link to allow you to download this data.

Let me know if you have any issues with access.

Kind regards,

Emma

Emma Jolly  
Associate  
3rd Floor, 1 Carey Lane, London, England EC2V 8AE

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**From:** Lisa Simmonds <[REDACTED]@uk>

**Sent:** Thursday, May 9, 2024 3:03 PM

**To:** planningpolicy <[planningpolicy@midsussex.gov.uk](mailto:planningpolicy@midsussex.gov.uk)>

**Cc:** CARR Samuel <>; JAY Ralph <[REDACTED]>; JOLLY Emma <>; Ian Moody <[REDACTED]>

**Subject:** RE: Mid Sussex District Council - Cross boundary transport impacts - Response to Regulation 18 Rep

Hi Kate

Thank you for letting me know, its very much appreciated. Regards Lisa

**Lisa Simmonds**

Infrastructure Planning & Policy Manager

Infrastructure Planning & Place Team, Communities, Economy & Transport



**From:** planningpolicy <[planningpolicy@midsussex.gov.uk](mailto:planningpolicy@midsussex.gov.uk)>

**Sent:** Thursday, May 9, 2024 2:31 PM

**To:** Lisa Simmonds <L[REDACTED]>

**Cc:** CARR Samuel <>; JAY Ralph <>; JOLLY Emma <>

**Subject:** RE: Mid Sussex District Council - Cross boundary transport impacts -  
Response to Regulation 18 Rep

Good afternoon Lisa,

I'm on leave today but have just checked and my files have corrupted so I've asked Emma Jolly from Systra if they could please re-share the files for the East Sussex cross-boundary impacts directly.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

Tel: +44 (0)1444 477044



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**From:** Lisa Simmonds <[REDACTED]@uk>

**Sent:** Thursday, May 9, 2024 9:45 AM

**To:** [planningpolicy@midsussex.gov.uk](mailto:planningpolicy@midsussex.gov.uk).

**Cc:** Kate Brocklebank [REDACTED]

**Subject:** FW: Mid Sussex District Council - Cross boundary transport impacts -  
Response to Regulation 18 Rep

Dear Colleagues

Please see below emails? Is anyone able to assist in re-sending me the files in Kate's absence. Regards Lisa

**Lisa Simmonds**

Infrastructure Planning & Policy Manager

Infrastructure Planning & Place Team, Communities, Economy & Transport





**From:** Lisa Simmonds <[REDACTED]>  
**Sent:** Thursday, May 9, 2024 9:43 AM  
**To:** Kate Brocklebank <[REDACTED]>  
**Subject:** RE: Mid Sussex District Council - Cross boundary transport impacts -  
Response to Regulation 18 Rep

Hi Kate

Please can you re-send me the files by we transfer again. I have only just been able to get to this and note that the link has expired, apologies we are just very busy at the moment.

Regards Lisa

**Lisa Simmonds**

Infrastructure Planning & Policy Manager

Infrastructure Planning & Place Team, Communities, Economy & Transport





**From:** Kate Brocklebank <[REDACTED]>  
**Sent:** Thursday, April 25, 2024 2:28 PM  
**To:** Lisa Simmonds [REDACTED] <k>  
**Cc:** Ian Moody [REDACTED] >; CARR Samuel <>  
**Subject:** Mid Sussex District Council - Cross boundary transport impacts - Response to Regulation 18 Rep

Good afternoon Lisa,

I hope you are well.

I'm pleased to advise that we now have the extra data and analysis requested to help respond to East Sussex County Council's queries laid out in your Regulation 18 representation; I'm sorry we were unable to get this to you sooner.

The files are quite significant in size and as such I will send over via WeTransfer.

I hope this information is sufficient however if you have any queries/ would like to arrange a follow up call, we'd be very happy to arrange this.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

[Redacted]

[Redacted] <http://www.midsussex.gov.uk>

**N.B. My working days are Tuesday – Thursday inclusive.**

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**From:** Lisa Simmonds <[Redacted]>

**Sent:** Wednesday, February 21, 2024 2:57 PM

**To:** Kate Brocklebank <[Redacted]>

**Cc:** Ian Moody <[Redacted]>

**Subject:** RE: MSDC - ESCC&SCC Data Request - Scope, Fees, Programme

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Hi Kate

Thank you for letting us know.

Regards Lisa

**Lisa Simmonds**

Infrastructure Planning & Policy Manager

Infrastructure Planning & Place Team, Communities, Economy & Transport



**From:** Kate Brocklebank [redacted] >

**Sent:** Wednesday, February 21, 2024 2:46 PM

**To:** Lisa Simmonds [redacted] >

**Cc:** Ian Moody [redacted]

**Subject:** RE: MSDC - ESCC&SCC Data Request - Scope, Fees, Programme

Hi Lisa,

Thank you so much for your prompt response.

We're most grateful – I've been advised by Systra that the work should take up to 2 weeks to produce from when we commission them. I am awaiting a similar response from SCC and once in receipt we will commission Systra – I'd hope therefore we should be able to share the data with you by 15 March.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

[Redacted]

[Redacted]

<http://www.midsussex.gov.uk>

**N.B. My working days are Tuesday – Thursday inclusive.**

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**From:** Lisa Simmonds <[REDACTED]>  
**Sent:** Wednesday, February 21, 2024 2:39 PM  
**To:** Kate Brocklebank <[REDACTED]>  
**Cc:** Ian Moody <[REDACTED]>  
**Subject:** RE: MSDC - ESCC&SCC Data Request - Scope, Fees, Programme

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Dear Kate

Thanks for meeting yesterday and the below email.

We fully understand the reasons for the delay in commissioning the additional transport modelling work and your reasons for asking us to review the links to be assessed.

Following the meeting yesterday I have discussed this matter with colleagues this morning. I confirm that we will require all of the links assessed as set out in your email to me dated 24 January 2023, and as listed below:-

- 1) B2112 New Road south of Ditchling
- 2) B2116 Keymer Road west of Ditchling
- 3) B2116 east of Ditchling

- 4) Folders Lane, west of B2112
- 5) Folders Lane East, east of B2112
- 6) Janes Lane, west of B2112
- 7) Green Road, Wivelsfield east of B2112
- 8) B2112 Lunce's Hill, between Cape Road and Wivelsfield
- 9) A272 Lewes Road, between Scaynes Hill and Beggar's Wood Road
- 10) Plawhatch Lane, west of Hindleap Lane/Legsheath Lane/Priory Rd
- 11) A22 Lewes Rd, between Ashurstwood and Forest Row
- 12) A264 Holtye Rd east of East Grinstead

The reason we require the assessment of these links is that they reflect all of the locations which could potentially be impacted. Therefore enabling us to respond to any potential relevant cross-boundary impacts in regards to transport. Therefore we would ask that these are included as part of the transport modelling commission.

In regards to responding to the Reg19 consultation by 23 February. We will submit a response outlining our position on the plan and highlighting that we will continue to work with you on this matter.

We look forward to continuing to work with you in regards to this and if you can advise when we are likely to receive the assessment information to comment on, it would be appreciated.

Should you have any queries, please do contact us.

Kind regards Lisa

**Lisa Simmonds**

Infrastructure Planning & Policy Manager

Infrastructure Planning & Place Team, Communities, Economy & Transport



**From:** Kate Brocklebank <[redacted]@[redacted].uk>  
**Sent:** Wednesday, February 21, 2024 12:14 PM  
**To:** Ian Moody [redacted]  
**Cc:** Lisa Simmonds [redacted] >  
**Subject:** RE: MSDC - ESCC&SCC Data Request - Scope, Fees, Programme

Hi Ian,

The quotes below refer to both ESCC and SCC.

Sorry if I wasn't being clear, the data request for ES is based on the list of links/ junctions we previously shared with you (extract below), Systra will then compile and provide flows and differences from RC, Sc5m2 and Sc5m4:

- 1) B2112 New Road south of Ditchling
- 2) B2116 Keymer Road west of Ditchling
- 3) B2116 east of Ditchling
- 4) Folders Lane, west of B2112
- 5) Folders Lane East, east of B2112
- 6) Janes Lane, west of B2112

- 7) Green Road, Wivelsfield east of B2112
- 8) B2112 Lunce's Hill, between Cape Road and Wivelsfield
- 9) A272 Lewes Road, between Scaynes Hill and Beggar's Wood Road
- 10) Plawhatch Lane, west of Hindleap Lane/Legsheath Lane/Priory Rd
- 11) A22 Lewes Rd, between Ashurstwood and Forest Row
- 12) A264 Holtye Rd east of East Grinstead

Any feedback you have is most welcome.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

[Redacted]

[Redacted]

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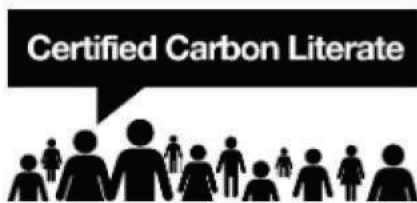
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**From:** Ian Moody <[REDACTED]>  
**Sent:** Wednesday, February 21, 2024 11:27 AM  
**To:** Kate Brocklebank <[REDACTED]@k>  
**Cc:** Lisa Simmonds <[REDACTED]>  
**Subject:** RE: MSDC - ESCC&SCC Data Request - Scope, Fees, Programme

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Hi Kate,

It was good to catch up yesterday. Thank you for your email...we will endeavour to get comments back to you asap. Before doing so, I just wanted to check that we had received the appropriate information. The attached extract focussed on Surrey rather than East Sussex.

Regards

Ian

**From:** Kate Brocklebank <[REDACTED]@uk>  
**Sent:** Tuesday, February 20, 2024 4:20 PM  
**To:** Lisa Simmonds <[REDACTED]>  
**Cc:** Ian Moody <[REDACTED]>; Andrew Marsh <[REDACTED]>  
**Subject:** FW: MSDC - ESCC&SCC Data Request - Scope, Fees, Programme

Good afternoon Lisa,

Thank you for your time this afternoon.

As discussed, we wanted to share the scope that Systra have put together in response to your request for further information/ Reg18 rep.

We have taken advice from our colleague Guy Perfect at WSCC and have been liaising with Systra to develop a scope for the work. We are keen to ensure you have all the relevant information you require to understand the potential cross-boundary impacts in terms of transport but would like to ensure we are not wasting public resources on providing data that is not necessary.

Attached below are both iterations of the scope, I'd be most grateful if you could confirm if this appears to meet your expectations and please advise where you consider there might be any gaps or indeed where the level of detail is beyond that which you considered is necessary.

Given the timescales, we acknowledge that we are now unlikely to be able to provide this data prior to the close of the Reg19 consultation (23 February) but we would like to reassure you that we are fully engaged with the process and will continue to work with you on any outstanding matters ahead of Submission, including providing you the opportunity to supplement your Regulation 19 comments once you have received the data, and to consolidate all agreed/ outstanding matters in a Statement of Common Ground.

We look forward to continue working with you and are most grateful for your feedback on the scope which once agreed will be commissioned swiftly.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

[REDACTED]

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**From:** CARR Samuel <>

**Sent:** Friday, February 9, 2024 11:12 AM

**To:** Kate Brocklebank [REDACTED] >

**Cc:** Alice Henstock [REDACTED] WHITEHEAD Chris <>;

BURDEN Ian <>; JAY Ralph <>; Guy Parfect <

**Subject:** RE: MSDC - ESCC&SCC Data Request - Scope, Fees, Programme

Hi Kate

Following the phone call on the scope of the data extraction work for Surrey and East Sussex, please see below for the updated scope of work, programme and costs.

## SCOPE

---

### **East Sussex CC Data Request (Reference Case & Scenario 5m2)**

---

2 Direction A\_B flow data x12 links (AM&PM) (Table Format)

---

2x Junction Flow, Delay, & V/C plots (JPG of SATURN plot) (AM&PM)

---

### **Surrey CC Data Request (Reference Case & Scenario 5m2)**

---

2 Direction A\_B flow data x9 links (AM&PM) (Table Format)

---

5x Junction Flow, Delay, V/C, Queue plots (JPG of SATURN plot) (AM&PM)

---

3x Select Link on Zones (Crabbet Park and Crawley Down) (5m2 only)

---

Notes on scope:

- . I have attached a the rescoped map for the SurreyCC, based on our phone call.
  - o Assumed Brighton Road (Horley) section is split into two A\_B links of data capture. North and south of Victoria Road. All other routes are considered 1 corridor.
- . Select Link - Crabbet Park (z6014) PM inbound required (AM outbound already provided in other analysis), and Crawley Down (z6011) AM outbound, and PM

inbound – I can confirm these are both new LP zones, and wont include any base or refcase demand.

The total fee for this work comes to £6,197+ VAT. This quote is valid for 60 days.

Programme – We recognise the urgency of this work, and will aim to deliver ASAP. There is an estimated 1-2 week turnaround for this work from the point of commissioning, and as we are now approaching half term, we have reduced resources available. We will look to squeeze this work timescale down where possible, and prompt commissioning to allow us to start early next week would be key to a quicker delivery.

Kind regards,

**Sam Carr**

Principal Consultant

Telephone:

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**From:** CARR Samuel

**Sent:** 02 February 2024 15:18

**To:** 'Kate Brocklebank' <[REDACTED]@uk>

**Cc:** Alice Henstock [REDACTED]; WHITEHEAD Chris <>;

BURDEN Ian <>; JAY Ralph <>

**Subject:** MSDC - ESCC&SCC Data Request - Scope, Fees, Programme

Hi Kate

From the two emails I have set out below our interpretation of the required scope of work for the ESCC and SCC data requests. Also provided is a fee quote and programme for delivery.

## East Sussex CC Data Request – for scenarios RefCase, Sc5m2, Sc5m4 - 2039

- . 12 x A\_B link data – Actual Flow
- . 2x junction data – Actual Flow, Delay, V/C

## Surrey CC Data Request – for scenarios RefCase, Sc5m2 - 2039

- . 10x Route Journey Time Data – Actual Flow, Delay\*\*\*
- . 3x junction data – Actual Flow, Delay, V/C, Queue
- . 6x Select link on “Highway Links” identified in Guys Map List (see below) –  
Provided as flow maps showing trips to/from areas with Local Plan development

A\_B link data is two directional (data provided for A\_B and B\_A), and it is assumed data is requested for both AM and PM periods.

\*\*\* The routes identified in Guys map, consist of multiple A\_B links. As such its not appropriate to take delay from only 1 A\_B link on each route, as this isn't providing accurate delay information for the corridor. To overcome this a Journey Time analysis of each route type of output needs to be considered. This will provide accumulate JT information detailing CongestedTime on each link that can be accumulated to understand the delay change experienced on the whole route between modelled scenarios. We have assumed this method within the costing. Please advise if you wish for a more simplistic alternative method of a sample A\_B link on the corridor, but note this wont provide sufficient information around the total delay on the corridor.

### SCC - Select Link list

- Highway Links
  - ↳ A22 Southbound into A22/A264 Felbridge
  - ↳ B2028 West Park Road pt 1
  - ↳ B2028 West Park Road pt 2
  - ↳ B2037 and Keepers Corner pt 1
  - ↳ B2037 and Keepers Corner pt 2
  - ↳ Redehall Road towards Smallfield

The total cost for the work detailed above comes to a total of £10,118+VAT. The fee quote is valid for 60 days from the date of this email.

Typically, this work would require 2-3 weeks to deliver from point of commissioning, though we will try to squeeze programme down to a 1-2 week turnaround. We recognise timescales are tight, with requirements for delivery prior to the end of the Reg19 consultation, allowing your neighboring authorities enough time to review and respond. Due to limited available person resource, as well as school half term in the w/c 12 Feb, commissioning of this work early next week would be critical to delivering in 1-2 weeks. If we aren't able to make progress with this data extraction from early next week, our available resource is reduced and delivery of the work is likely to slip into the w/c 19<sup>th</sup> or beyond.

Kind regards,

**Sam Carr**

Principal Consultant

Telephone:

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Good morning Kate,

Thank you for the clarification. I have to admit that I have been struggling with the response as I couldn't understand how a change in the demand of just 3% resulted in the differences evident in the data provided and confirmed by Sam below. So this clarification is very helpful.

I have nearly completed going through the data Systra provided to assist with agreeing a SoCG. I will be in touch later this week.

With my regards,

Will.

**William Bryans BA MSc CILT**

**Transport Studies' Team Manager**

Strategic Transport,

Environment, Transport & Infrastructure,

Surrey County Council



[Surrey County Council \(surreycc.gov.uk\)](http://surreycc.gov.uk)



**From:** Kate Brocklebank [redacted] >

**Sent:** Tuesday, June 18, 2024 11:15 AM

**To:** William Bryans < >

**Cc:** CARR Samuel < >; Andrew Marsh [redacted] >; Nikki

Nicholson [REDACTED]; Guy Parfect  
[REDACTED]

**Subject:** RE: Mid Sussex District Council - Cross boundary transport impacts -  
Response to Regulation 18 Rep

**Caution:** This email originated from outside Surrey County Council.  
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content is safe.

Good morning Will,

I have returned to the office today to see that Systra have confirm I have misinterpreted  
their advice. The 20% home working reduction has been applied for all trips to and from  
Crabbet Park. In addition, a further 3% distance based reductions have been applied for  
trips from Crabbet Park to Salfords area.

Sam has pulled together the following summary of flow changes as a result between  
scenario 5 and 5m2 as follows between Crabbet Park and the Salfords area.

Change in flows at Crabbet Park to/from Salfords for AM and PM between Scenario 5  
and 5m2

- In the AM Origin trips from Crabbet Park to the Salfords area in **Scenario 5 there are 82pcus** from Crabbet Park to Salfords area, in Scenario **5m2 there are 54pcus** from Crabbet Park to Salfords area, so in total a change/reduction of 28pcus.
- In the PM Destination trips to Crabbet Park, from Salfords area. In **Scenario 5 there are 54 trips** from Salfords area to Crabbet Park, and in **Scenario 5m2 there are 40 trips** from Salfords to Cabbet Park, so in total a change/reduction of 14pcus.

I hope this clarifies this matter for you and sorry for any misunderstanding and do let me know if you have any further queries.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

[Redacted]

[Redacted]

<http://www.midsussex.gov.uk>

**N.B. My working days are Tuesday – Thursday inclusive.**

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**From:** Kate Brocklebank [REDACTED] [uk](#)>

**Sent:** Thursday, June 13, 2024 5:14 PM

**To:** William Bryans <[REDACTED]>

**Cc:** CARR Samuel <>; Andrew Marsh [REDACTED]>; Nikki  
Nicholson <[REDACTED]>; Guy Parfect  
[REDACTED]

**Subject:** RE: Mid Sussex District Council - Cross boundary transport impacts -  
Response to Regulation 18 Rep

Hi Will,

Systra have confirmed the % reduction applied to trips originating from Crabbet park and going to the hospital/ Salsfords area, taking account of the type of destination and distance, is just 3% compared to the maximum of 20%.

I hope this helps clarity.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

[REDACTED]

[REDACTED]

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**From:** William Bryans <[REDACTED]>  
**Sent:** Thursday, June 13, 2024 3:45 PM  
**To:** Kate Brocklebank <[REDACTED]k>  
**Cc:** CARR Samuel <>; Andrew Marsh <[REDACTED]>; Nikki Nicholson <[REDACTED]uk>; Guy Parfect <[REDACTED]>  
**Subject:** RE: Mid Sussex District Council - Cross boundary transport impacts - Response to Regulation 18 Rep

Hi Kate,

Thank you for coming back.

I did see the information set out in that section you referred to, but I wasn't sure how it was applied.

So is it correct that those reductions are not blanket reductions and are applied on a destination basis? I am just checking that, for example, a reduction has not been applied to trips originating from Crabbet Park with a destination in Salfords / East Surrey Hospital.

Sorry to be asking a detailed question, but I just need to be sure for our Members.

With my regards,

Will.

**William Bryans BA MSc CILT**

**Transport Studies' Team Manager**

Strategic Transport,

Environment, Transport & Infrastructure,

Surrey County Council

[Surrey County Council \(surreycc.gov.uk\)](http://surreycc.gov.uk)



**From:** Kate Brocklebank [redacted] <k>

**Sent:** Thursday, June 13, 2024 11:52 AM

**To:** William Bryans [redacted]

**Cc:** CARR Samuel <>; Andrew Marsh [redacted]; Nikki

Nicholson [redacted] >; Guy Perfect

[redacted]

**Subject:** RE: Mid Sussex District Council - Cross boundary transport impacts -  
Response to Regulation 18 Rep

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Hi Will,

Thank you for the update, this is helpful.

Paragraph 3.3 (Mode shift assumptions for scenario 5m2) of the [MSDC Transport Study](#) sets out some information behind the home working assumptions, distance based trip reductions and internalisation. In summary, home working assumptions are based on the most recent socio-economic data for Mid Sussex, which has a higher home working proportion than the south-east and UK as a whole and has led to an assumption of a 20% reduction of trips from significant sites and 5% on smaller sites in Scenario 5m2. The reduction has not therefore been applied to specific employment centres you refer to.

I hope this helps and do let me know if you need anything else from us.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

[REDACTED]

[REDACTED]

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**From:** William Bryans [redacted] >

**Sent:** Thursday, June 13, 2024 10:51 AM

**To:** Kate Brocklebank [redacted] [uk](#)>

**Cc:** CARR Samuel <>; Andrew Marsh [redacted] >; Nikki  
Nicholson [redacted] [uk](#)>

**Subject:** RE: Mid Sussex District Council - Cross boundary transport impacts -  
Response to Regulation 18 Rep

Hi Kate,

Yes, I am going through everything, and I am hoping to do some more this afternoon.



At the moment, my main concern is the potential impact on Smallfield. As I say I am still looking at the information, but I think this will need to be something covered in the SoCG, even if it is in general terms.

I am still confused over the application mode shift assumptions in Scenario 5m2. For example, I would like to make sure that demand has not been reduced to key employment centres such as Salfords and East Surrey Hospital because the types of activities undertaken in these locations are not conducive to working at home, even for just part of the week, and I cannot see employees catching a series of buses or cycling all that distance from either Crabbet Park or Crawley Down.

I will keep you up-to-date with progress.

With my regards,

Will.

**William Bryans BA MSc CILT**

**Transport Studies' Team Manager**

Strategic Transport,

Environment, Transport & Infrastructure,

Surrey County Council



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**From:** Kate Brocklebank <[REDACTED]>  
**Sent:** Thursday, June 13, 2024 9:36 AM  
**To:** William Bryans [REDACTED] <[REDACTED]uk>  
**Cc:** CARR Samuel <>; Andrew Marsh [REDACTED] <[REDACTED]uk>  
**Subject:** RE: Mid Sussex District Council - Cross boundary transport impacts -  
Response to Regulation 18 Rep

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content is safe.

Good morning Will,

Are you able to give me any feedback on your progress reviewing the data?

Please let me know if you have any follow up queries.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

[REDACTED]

[REDACTED]

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**From:** William Bryans <[REDACTED]@uk>  
**Sent:** Tuesday, June 11, 2024 6:32 PM  
**To:** Kate Brocklebank <[REDACTED]>  
**Cc:** CARR Samuel <>; Andrew Marsh <[REDACTED]>  
**Subject:** RE: Mid Sussex District Council - Cross boundary transport impacts - Response to Regulation 18 Rep

Good afternoon Kate,

Thank you very much for your message, and reminder.

I have got some way looking at the additional data, but I confess it's taking me a while with all my other commitments.

I will get back onto it tomorrow.....

With my regards,

Will.

**William Bryans BA MSc CILT**

**Transport Studies' Team Manager**

Strategic Transport,

Environment, Transport & Infrastructure,

Surrey County Council



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**From:** Kate Brocklebank [redacted]

**Sent:** Wednesday, June 5, 2024 4:53 PM

**To:** William Bryans <[redacted]>

**Cc:** CARR Samuel <>; Andrew Marsh [redacted] >

**Subject:** RE: Mid Sussex District Council - Cross boundary transport impacts - Response to Regulation 18 Rep

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Good afternoon Will,

I hope you are well and that you have had sufficient time to review the files shared in April.

I'd be grateful if you could please let me know if you need any further information from us/ Systra or if you have any outstanding queries.

I will shortly be reaching out with a draft SoCG around transport matters so please do let me know if you have any outstanding matters you need information on.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

[REDACTED]

[REDACTED]

<http://www.midsussex.gov.uk>

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**From:** Kate Brocklebank [REDACTED]  
**Sent:** Thursday, April 25, 2024 2:28 PM  
**To:** William Bryans [REDACTED] >  
**Cc:** CARR Samuel < >  
**Subject:** Mid Sussex District Council - Cross boundary transport impacts - Response to Regulation 18 Rep

Good afternoon Will,

I hope you are well.

I'm pleased to advise that we now have the extra data and analysis requested to help respond to Surrey County Council's queries laid out in your Regulation 18 representation; I'm sorry we were unable to get this to you sooner.

The files are quite significant in size and as such I will send over via WeTransfer.

I hope this information is sufficient however if you have any queries/ would like to arrange a follow up call, we'd be very happy to arrange this.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services



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**From:** William Bryans <[\[redacted\]](#)>

**Sent:** Thursday, March 21, 2024 9:21 AM

**To:** Kate Brocklebank <[\[redacted\]](#) [k](#)>

**Cc:** CARR Samuel < >

**Subject:** RE: Response to Reg19 rep

Good morning Kate,

Thank you very much for your 'phone call yesterday and subsequent email.

I am grateful to both you and Systra for considering the questions and for proposing additional analysis to look at this. Apart from what has been suggested already, I think it will be helpful to see the data for Scenario 5 as well as 5m2 in relation to the analysis proposed.

As mentioned previously, what I am most interested in are the potential impacts in south Tandridge: our Members and local councillors will be most concerned about what are termed Significant impacts (I note the analysis does not identify anything Severe), and therefore as part of working with them I will need to explain:

- what is causing these impacts;
- what effect the proposed mitigation in trip reduction could have;
- how realistic is it that the forecast trip reduction will occur.

Ideally, it will be a great help if we could meet with you and Systra once the work has been done so that the outputs can be presented and I can understand fully the potential effects: I would be happy to meet on-line or come to you or Systra's offices if any of those options might be possible.

With my regards,

Will.

**William Bryans BA MSc CILT**

**Transport Studies' Team Manager**

Strategic Transport,





Environment, Transport & Infrastructure,  
Surrey County Council



[Surrey County Council \(surreycc.gov.uk\)](http://surreycc.gov.uk)



**From:** Kate Brocklebank  [uk>](mailto:kate.brocklebank@surreycc.gov.uk)  
**Sent:** Wednesday, March 20, 2024 12:17 PM  
**To:** William Bryans   
**Cc:** CARR Samuel <>  
**Subject:** Response to Reg19 rep

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Good afternoon Will,

Apologies, in my haste, I sent you the wrong email. Please refer to this one and disregard the previous one.

As discussed, please find attached Systra's responses – I'd be grateful for your views and confirmation on the scope for work/ scenarios to be included.

We'd be very happy to arrange a quick call for clarification purposes if that would be helpful/ necessary and once matters are confirmed, Systra will commence. Please feel

free to suggest some times for a call if you would like one however if it can be clarified in writing, that's also fine for us.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

[Redacted]

[Redacted]

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**From:** Kate Brocklebank [REDACTED] >  
**Sent:** 30 July 2024 16:51  
**To:** Matthew Lewis <>; Planning SE <[planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk)>  
**Cc:** Alice Henstock [REDACTED]; Andrew Marsh  
[REDACTED]; Kevin Bown <>; Guy Parfect  
[REDACTED]; JOLLY Emma <>; CARR Samuel <>;  
[REDACTED]; Systra Inbox <[southeast\\_hespa@systra.com](mailto:southeast_hespa@systra.com)>;  
Walkden, Nigel <>  
**Subject:** RE: #23226 - Mid Sussex Local Plan - follow up and Merge/ Diverge  
assessment

Afternoon Matt,

Many thanks for your comments regarding the Modelling methodology Technical Note (NH email 27/6/24). We have reviewed and provide comments in the attached excel response, which includes the trip rate extraction on the second tab.

We will run through this at tomorrow's meeting as well as provide an update on the merge/diverge analysis.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

[REDACTED]

[REDACTED]

<http://www.midsussex.gov.uk>

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**From:** Kate Brocklebank

**Sent:** Thursday, July 11, 2024 11:56 AM

**To:** Matthew Lewis <>; Planning SE <[planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk)>

**Cc:** Alice Henstock <>; Andrew Marsh

<>; Kevin Bown <>; Guy Parfect

<>; JOLLY Emma <>; CARR Samuel <>;

<>; Systra Inbox <[southeast\\_hespa@systra.com](mailto:southeast_hespa@systra.com)>

**Subject:** RE: #23226 - Mid Sussex Local Plan - follow up and Merge/ Diverge assessment

Good morning Matthew,

Thank you again for confirming you've been able to download the documentation sent last week.



I'm conscious that diaries get increasingly difficult to juggle as the school holidays approach, I'd therefore be really grateful if you could please advise of your availability as per the dates/times below so we can safeguard the time to discuss.

I would also appreciate any feedback you may have on agreeing a position statement/ memorandum of understanding – I've formalised the draft wording sent last week and attach a copy which includes an area for signatures.

I look forward to hearing from you.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

[Redacted]

[Redacted]

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**From:** Kate Brocklebank [REDACTED] >  
**Sent:** Wednesday, July 3, 2024 1:52 PM  
**To:** Matthew Lewis <>; Planning SE <[planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk)>  
**Cc:** Alice Henstock [REDACTED] <k>; Andrew Marsh [REDACTED]; Kevin Bown <>; Guy Parfect [REDACTED]; JOLLY Emma <>; CARR Samuel <>; [REDACTED] Systra Inbox <[southeast\\_hespa@systra.com](mailto:southeast_hespa@systra.com)>  
**Subject:** RE: #23226 - Mid Sussex Local Plan - follow up and Merge/ Diverge assessment

Dear Matthew,

Thank you again for your response below.

We are pulling together some information in response to your queries which I will circulate shortly.

In the meantime and as you are aware, we are working to a condensed programme in support of delivery of the Local Plan and would therefore be very grateful if you we can schedule two meetings going forwards to discuss the outcome of the merge/ diverge work. We would be grateful if you can confirm availabilities so these meetings can be scheduled at this stage.

Firstly, we would like to schedule a meeting to highlight our responses to the Scenario 6 modelling clarifications and present our outcomes of the merge/diverge assessments – a spreadsheet of these results will be sent separately via a download link – please advise if you have availability on *Tues 16<sup>th</sup> AM, Wed 17<sup>th</sup> and Thurs 18<sup>th</sup> (before 3pm)*.

We would then like to schedule a second meeting where we will present the general arrangement drawings following the merge/ diverge assessment work – please can you advise on availabilities on the *30<sup>th</sup>, 31<sup>st</sup> or 1<sup>st</sup> August*.

We look forward to hearing from you, should the above dates not be suitable we would be grateful if you can put forward some dates and we will coordinate diaries accordingly.

I will also be writing to you shortly inviting NH to confirm a position statement to support submission of the plan, setting out our current position and next steps leading up to EiP.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

[Redacted]

[Redacted]

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**From:** Matthew Lewis <>

**Sent:** Thursday, June 27, 2024 7:03 AM

**To:** Kate Brocklebank [redacted]; Planning SE  
<[planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk)>

**Cc:** Alice Henstock [redacted]; Andrew Marsh  
[redacted] Kevin Bown <>; Guy Parfect  
[redacted]; JOLLY Emma <>; CARR Samuel <>;  
d [redacted] Systra Inbox <[southeast\\_hespa@systra.com](mailto:southeast_hespa@systra.com)>

**Subject:** #23226 - Mid Sussex Local Plan - follow up information from meeting 16/5/24

Morning Kate,

Many thanks for your updated Modelling Methodology Technical Note. We have completed our review and made comments below. Broadly speaking, all is acceptable, with a couple of minor action points we would recommend in **bold** below.

For the latest iteration of Mid Sussex Local Plan modelling, Scenario 6, there are three variants, namely 6m0, 6m2 and 6m5. Scenario 6m0 uses a newly derived set of trip rates that have evolved from previous modelling for the Plan. Many of the previous trip

rates in Scenario 6m0 were previously agreed. The revised trip rates are overall acceptable on the proviso that all housing to be delivered will be mixed private and affordable housing and a mix of tenures.

Scenario 6m2 applies vehicle trip rate reductions to/from Local Plan sites due to several factors outlined below. This scenario will be used to develop further mitigation requirements. Scenario 6m5 uses Scenario 6m2 demand assumptions and applies highway mitigation.

For all Scenario 6 model runs, it is proposed to make use of the TEMPRO8 Core scenario as opposed to the high growth scenario used in the previous Scenario 5 model runs and assessment. Justification has been supplied by consideration of the planned and recent development growth in the surrounding districts and boroughs where the growth will be applied in the model. It is apparent that recent and planned growth has been curtailed externally due to several factors, political, economic and environmental.

In our opinion it is considered acceptable to use the TEMPRO core scenario for growth external to Mid Sussex for development planning assessment. In the circumstances this should give more reasonable projections of background traffic growth.

Concerning vehicle trip rates, Table 1 shows reductions in commuting for all site allocations.

**In addition to absolute reductions, relative reductions, or revised vehicle trip rates into and out of allocated sites with the 20% reduction for commuting trips reflecting increases in home working and 80% internalisation of education trips should be provided. This would allow direct comparison with the housing trip rates shown in Section 1.3 under paragraph 1.3.4.**

**We would also advise that 2023 TAG guidance updates to Unit M4 “Forecasting and Uncertainty” includes acceptable approaches to applying COVID related changes to trip patterns and forecasts. Applying such changes would likely assist in reducing background growth in forecasts and may reduce the need for mitigation overall.**

**For these reasons we would recommend (without insisting) that the guidance is considered prior to undertaking the modelling.**

**Para 2.2.6 also states that a large proportion of the education-based trips will be linked trips but provides no further information on whether or how the (presumed) secondary trip purpose has been affected. For example, has a linked education and commute trip been totally discounted or would the commute element still go ahead? If so, how is this accounted for in the modelling? Some further detail is required.**

The differential distance-based vehicle trip reductions quoted in paragraph 2.2.9 are derived from research undertaken into the sustainable travel towns 15-20 years ago. The sustainable measures and public transport improvements implemented to achieve the reductions were significant. It is acceptable to apply distance-based reductions if the measures implemented are benchmarked against sustainable travel town measures to ensure that the reductions are achievable.

Section 2.2.13 briefly lists the measures “considered” at the three main allocated sites (Crabbett Park, Sayers Common and Land West of Burgess Hill).

**Some benchmarking against the Sustainable Travel Town measures and distance-based reductions should be undertaken, or full details provided of measures to allow benchmarking to be undertaken.**

Alternatively, from a National Highway perspective, these reductions can be assessed from vehicle trip generation changes. What effect will these reductions have on the trip rates quoted in Scenario 6m0 (section 1.3) in addition to the commuting and education-based trip reductions. Given that from previous iterations of the modelling, in particular Scenario 5 variations we are aware that any issues relating to the strategic road network will be related to A23 and M23 merges and diverges, the reductions in longer distance trips of 5km or more are the relevant reductions to the SRN.

We are content with the further trip reductions of 1-2% for the large and medium size Local Plan sites. We are unsure as to the reasoning for these reductions but pragmatically they are accepted given the small difference these reductions will make

to trips. Similarly, the 1% reduction in vehicle trips for urban extension employment sites is acceptable given the size rather than the reasoning.

We are content with the committed infrastructure and developments for the 2039 reference case. This includes the representation of passenger growth at Gatwick Airport.

We are content with the treatment of Local Plan allocated sites and windfalls plus the modelling of sites in the model (own or shared zones depending upon size). The use of existing zones and 2011 Census data for trip distribution purposes is reasonable.

We are content that Scenario 6m2 will be used to develop any highway mitigation requirements for the Local Plan. These will then be assessed using Scenario 6m5 to assess the effectiveness of the mitigation. As a modelling point, all mitigation should be tested within the strategic model to pick up any reassignment/rerouting effects.

At our meeting of 16 May 2024, we discussed the requirements for the assessment of merges and diverges along the A23 and M23 and advised on the requirements for assessment and the need to provide mitigation. Paragraph 5.4.1 states that in agreement with National Highways a threshold of 80-100 vehicles per hour will be a trigger to consider impacts at merges and diverges.

For clarity, we would expect to see merge and diverge assessments along the corridor with the exception of the junctions we have agreed to discount. Where a development scenario is adding vehicles through a merge or diverge, either on a slip road or main carriageway combined, that is not to standard or the additional traffic changes the required standard, there is an increasing safety risk with increasing vehicle flow as stated in DMRB CD122. In line with National Highways' license requirement to protect and improve network safety, an increase of 80-100 vehicles per hour or above in such circumstances would constitute a significant number and has been used for mitigation requirements.

Paragraph 5.1.3 briefly outlines the proposed approach to assessing the merges and diverges. This will involve use of DMRB CD122 and look at Scenario 6m2 compared to a reference case as stated. We will review the merge and diverge assessments and advise

on any mitigation requirements as necessary based upon additional impacts with the Local Plan scenarios.

In conclusion we do not have any significant comments on the proposed assumptions subject to some additional information being supplied. We would also recommend that COVID effects are accounted for to give more realistic forecasts. We will need to ensure that moving forward the models are set up to adequately represent demand led scenarios that may impact upon the SRN.

Should you have any questions or require clarification on the above, please do not hesitate to come back to us.

All the best,

**Matt Lewis** (he/him) Assistant Spatial Planner

Planning and Development

National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

**Tel:**

**Web:** [nationalhighways.co.uk](https://nationalhighways.co.uk)

**From:** Kate Brocklebank <[REDACTED]>

**Sent:** Tuesday, June 25, 2024 11:24 AM

**To:** Matthew Lewis <>; Planning SE <[planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk)>

**Cc:** Alice Henstock <[REDACTED]>; Andrew Marsh

<[REDACTED]>; Kevin Bown <>; Guy Parfect

<[REDACTED]>; JOLLY Emma <[REDACTED]>; CARR Samuel <

<[REDACTED]>; WALKDEN, NIGEL <>

**Subject:** RE: Mid Sussex Local Plan - follow up information from meeting 16/5/24

Good morning Matthew,



I just wanted to check in to see if you were able to confirm you are on track to be able to issue your comments this week and that there are no outstanding queries/ gaps in relation to what has been shared so far.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services



<http://www.midsussex.gov.uk>

**N.B. My working days are Tuesday – Thursday inclusive.**

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**From:** Matthew Lewis <>

**Sent:** Thursday, June 13, 2024 10:49 AM

**To:** Kate Brocklebank <[REDACTED]>; Planning SE  
<[planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk)>

**Cc:** Alice Henstock <[REDACTED]>; Andrew Marsh

[REDACTED]; Kevin Bown <>; Guy Parfect

[REDACTED]; JOLLY Emma <>; CARR Samuel <>;

[REDACTED]; WALKDEN, NIGEL <>

**Subject:** RE: Mid Sussex Local Plan - follow up information from meeting 16/5/24

Morning Kate,

This is currently being reviewed and we will get back to you as soon as we are able. For clarity, 21 days from 07 June is 28 June and not next week.

Regards,

**Matt Lewis** (he/him) Assistant Spatial Planner

Planning and Development

National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

**Tel:**

**Web:** [nationalhighways.co.uk](http://nationalhighways.co.uk)

-----Original Message-----

From: Kate Brocklebank <K[REDACTED]>

Sent: Thursday, June 13, 2024 9:44 AM

To: Planning SE <[planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk)>

Cc: Alice Henstock <A[REDACTED]>; Andrew Marsh

[REDACTED]; Kevin Bown <>; Matthew Lewis <>; Guy Parfect

[REDACTED]; JOLLY Emma <>; CARR Samuel <>;

[REDACTED]; WALKDEN, NIGEL <>

Subject: RE: Mid Sussex Local Plan - follow up information from meeting 16/5/24

Good morning Matt and Nigel,

I hope you are both well.

I'd be most grateful if you could please let me know how you are progressing with reviewing the latest information sent last Friday.

I appreciated your response time of 21 days would be next week.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services

[REDACTED]

[REDACTED] [://eur02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.midsussex.gov.uk%2F&data=05%7C02%7CMatthew.Lewis%40nationalhighways.co.uk%7C0b46410455345aef14208dc8b84ea4e%7C29509fb27faf4f8bb7a232f96ec5de6c%7C0%7C0%7C638538650191283031%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=ZcF7UBfIF%2FsHaAEXuiu6gDovYVsEq9x9bkFb4Xh0qll%3D&reserved=0](mailto://eur02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.midsussex.gov.uk%2F&data=05%7C02%7CMatthew.Lewis%40nationalhighways.co.uk%7C0b46410455345aef14208dc8b84ea4e%7C29509fb27faf4f8bb7a232f96ec5de6c%7C0%7C0%7C638538650191283031%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=ZcF7UBfIF%2FsHaAEXuiu6gDovYVsEq9x9bkFb4Xh0qll%3D&reserved=0)

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-----Original Message-----

From: Kate Brocklebank

Sent: Friday, June 7, 2024 9:45 AM

To: Planning SE <[planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk)>

Cc: Alice Henstock [REDACTED]; Andrew Marsh

[REDACTED] Kevin Bown <>; Matthew Lewis <>; Guy Parfect

[REDACTED] >; JOLLY Emma <>; CARR Samuel <>;

[REDACTED]; WALKDEN, NIGEL <>

Subject: Mid Sussex Local Plan - follow up information from meeting 16/5/24

Dear Matt and Nigel,

Many thanks for the productive meeting on the 16th May where we provided an update on our progress with the Mid Sussex Local Plan, covered our assumptions within the

updated Scenario 6 model run and provided an overview of how we intend to respond to the NH comments received in response to the Regulation 19.

As requested, please see attached the slides which were presented during the meeting.

Additionally, please find attached an updated Modelling Methodology Technical Note which sets out the key principles applied in the Scenario 6 modelling and the justification for the assumptions applied.

Detail has been added regarding:

- Justification on the use of TEMPro Core, with detail on the adjacent authorities status of the development of their Local Plans and delivery on housing trajectories
- Detail on the vehicle trip reductions associated with the home working and distance based reductions
- Detail on the emerging mobility strategies for each of the three significant sites and the measures proposed - it is important to note that each of the sites are progressing each of their strategies in more detail than is summarised in the attached which is derived from earlier drafts, particularly at Land West of Burgess Hill - we will look to share their updated strategies in due course.

We trust this provides you with sufficient detail to review and confirm acceptance of the use of Scenario 6 models as the core model to derive the Local Plan mitigation. We would be happy to take any technical clarifications that you may have as you commence your review and we look forward to receiving any final comments in due course.

As mentioned, in the interest of the Local Plan programme, we would be very grateful if you can provide any comments as soon as possible, should you require any follow up discussion, please let me know and I'll arrange a call.

We look forward to hearing from you.

Kind regards,

Kate Brocklebank BA(Hons) MRTPI

Senior Planning Officer

Planning Services



■ B. My working days are Tuesday - Thursday inclusive.

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From: Kate Brocklebank

Sent: Tuesday, May 14, 2024 8:28 AM

To: 'Planning SE' <[planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk)>

Cc: Alice Henstock [REDACTED]; Andrew Marsh  
[REDACTED] 'Kevin Bown' <>; 'Matthew Lewis' <>; 'Guy  
Parfect' <[REDACTED]>; 'JOLLY Emma' <>; 'CARR Samuel' <>;  
[REDACTED]

Subject: FW: Mid Sussex Local Plan - Proposed Agenda and Clarification Items for NH  
Meeting on 16/05/24

Good afternoon Matt and Kevin,

Further to my email dated 24 April and head of our meeting on Thursday, Emma Jolly from our consultant team Systra has compiled the following email to inform discussions.

Hope you are well.

In advance of our meeting on Thursday 16th May to discuss the progress regarding the Mid Sussex LP, please find below a proposed meeting agenda covering the key items for discussion. If you have additional items to add then please let us know:

1. Introductions
2. Project Overview
3. Strategic Modelling Updates

- \* WSCC Reg 19 Feedback
  - \* Sc5 vs Sc6 mode shift assumptions
  - \* Strategic Modelling Methodology Note - Any Comments from NH?
  - \* Agreement on the use of a consistent model scenario (Scenario 6) for local/strategic highway authority
4. Merge Diverge Assessment
    - \* Descope of certain junctions
  5. NH Reg 19 Comments
  6. WSCC Safety Study - Alignment with DfT Circular 01/2022
  7. Do Something Model Run
  8. Next Steps
  9. AOB

The updated Modelling Methodology Note was shared with you on the 24/04/24 (re-attached for ease). This set out the principles applied in the revised Scenario 6 modelling, which is being undertaken in relation to comments received as part of Regulation 19 consultation.

As detailed in Sections 1.2 the reasons behind utilising TEMPro 8 Core Scenario are set out so as to not overestimate background growth and focus mitigation development as a package of measures which supports the principles of sustainable trip making in line with DfT Circular 01/2022. Additionally, the mode shift assumptions are detailed within Section 2.

We welcome any comments on the approach and are keen to agree the principle of the Scenario 6 assumptions to allow for an agreed modelling approach which satisfies both yourselves as strategic highway authority as well as WSCC as the local highway authority. Should you have any comments on the proposed approach that you wish to share prior to the meeting this would be helpful to have an informed discussion on Thursday.

Merge/Diverge Assessments



In response to points raised in Item 75 of the National Highways Response, we are in the process of undertaking merge/diverge assessments in line with DMRB CD122 requirements.

Please see the attached pdf for the 2019 baseline year which provides the flows for merges/diverges as well as the mainline to ascertain the required design layouts and a comparison is made with the geometric layout currently provided at the junction.

This information for the Baseline 2019 scenario, 2039 Future Base (Scenario 6m0) and 2039 with Local Plan development traffic (Scenario 6m2) will be presented in a Technical Note with the above data format appended to the report. We would be grateful if you can confirm that this would satisfy your data requirements/ request?

We note that in the National Highway response dated 21/12/23, you request merge/diverge assessments of M23 Junction 10a to A23/A273 Pycombe junction in the south. There are 3 junctions which we feel could be descope from this assessment as they provide only local access and are therefore not represented in the strategic model (screenshots of the junctions attached):

- \* A23 Handcross BP Petrol Station
- \* A23/Littleworth Farms
- \* A23/ Robins of Herstmonceux access

The Local Plan traffic will not materially impact the operation/safety of these junctions given they serve access purposes - please can you confirm agreement for these locations to be descope?

Additionally the following junctions result in minimal flow increases from the merge/diverges between Scenario 6m2 and Scenario 6 Reference Case:

- \* A23/B2114 Brighton Road - 6 vehicle increase in the AM and 40 vehicle decrease in the PM. Mainline flows increase by 205 in the AM and 180 in the PM (<5.5% of future mainline flows) - 6m2 flows require no change from existing layout, so propose to descope from TN and any further assessment.

\* A23/B2110 - The highest increase in vehicles of all merge/diverge movements is 41 on the NB Diverge in the AM. All other movements are below 25. Mainline flows maximum increase of 334 vehicles in NB direction in AM, with other movements/ PM period being below 220. All movements <7% of mainline flow. Noted that the NB merge is substandard in the existing arrangement, however the flows decrease by 6 vehicles in the AM and increase by 8 vehicles in the PM. Given the low vehicle increase and all other merges/diverges are already to standard with 6M2 flows, proposed to descope from TN and any further assessment.

The above locations are not in close proximity to LP sites and therefore felt reasonable to descope from the assessments. We would be grateful if you can confirm acceptance of descopeing the above junctions? This is included as an item for discussion on Thursday.

Upon confirmation of the use of Scenario 6 assumptions, we will share the merge/diverge assessment results. Any mitigation will carefully balance soft and hard mitigation, consider opportunities for sustainable interventions in line with DfT Circular 01/2022 as well as consider proportionate and reasonable interventions by comparing the Future Base (6m0) with the Local Plan impacts as modelled in 6m2.

Please do not hesitate to contact us if you have any questions in the meantime, otherwise we look forward to discussing and agreeing the approach for assessments with you on Thursday.

I look forward to hearing from you in due course.

Kind regards,

Emma

Emma Jolly

Associate

3rd Floor, 1 Carey Lane, London, England EC2V 8AE

Direct Dial:

Main Office:

Website: <https://eur02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.systra.co.uk%2F&data=05%7C02%7CMatthew.Lewis%40nationalhighways.co.uk%7C0b46410455345aef14208dc8b84ea4e%7C29509fb27faf4f8bb7a232f96ec5de6c%7C0%7C0%7C638538650191311767%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Iik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=X0oTCTMU7kHiPKtAVbNILr5tBCI%2B%2BgApYkT4hicPh74%3D&reserved=0>  
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<[https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Ftwitter.com%2FSYSTRA\\_LTD&data=05%7C02%7CMatthew.Lewis%40nationalhighways.co.uk%7C0b46410455345aef14208dc8b84ea4e%7C29509fb27faf4f8bb7a232f96ec5de6c%7C0%7C0%7C638538650191325505%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Iik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=QGCOPVghJK9EG5oFTOFiaxWplyyyjoOOToysXOo9oqc%3D&reserved=0](https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Ftwitter.com%2FSYSTRA_LTD&data=05%7C02%7CMatthew.Lewis%40nationalhighways.co.uk%7C0b46410455345aef14208dc8b84ea4e%7C29509fb27faf4f8bb7a232f96ec5de6c%7C0%7C0%7C638538650191325505%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Iik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=QGCOPVghJK9EG5oFTOFiaxWplyyyjoOOToysXOo9oqc%3D&reserved=0)>

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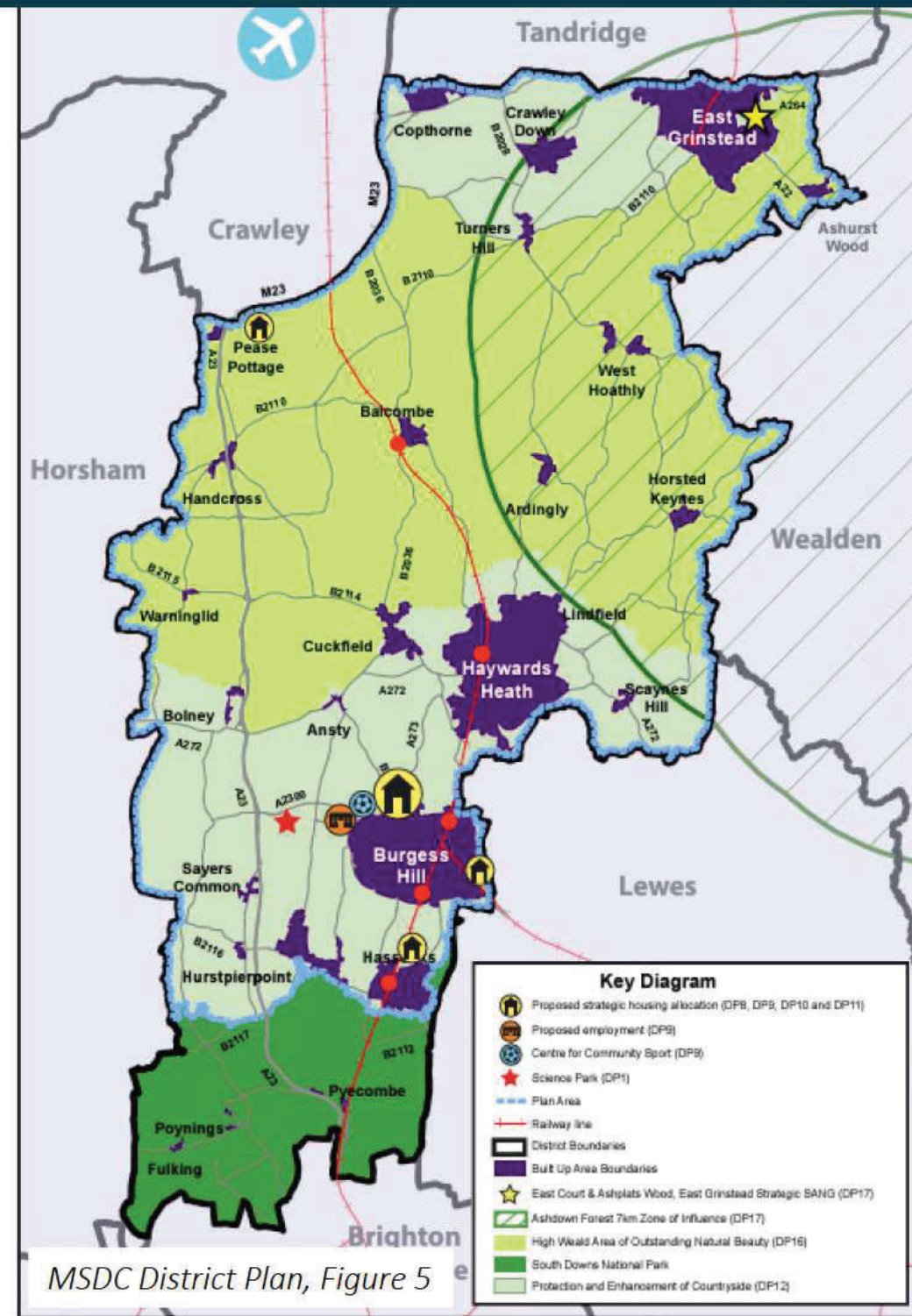
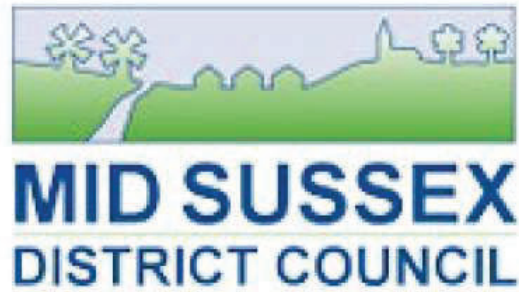
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# Mid-Sussex Merge Diverge Assessments

17<sup>th</sup> July 2024

# SYSTRA



# Agenda

- **Introductions**
- **Overview of merge/diverge spreadsheet – summary factors considered to support decision making**
- **Junctions triggering layout upgrades (6m2 vs reference case)**
- **Mitigation optioneering**
- **Next steps**



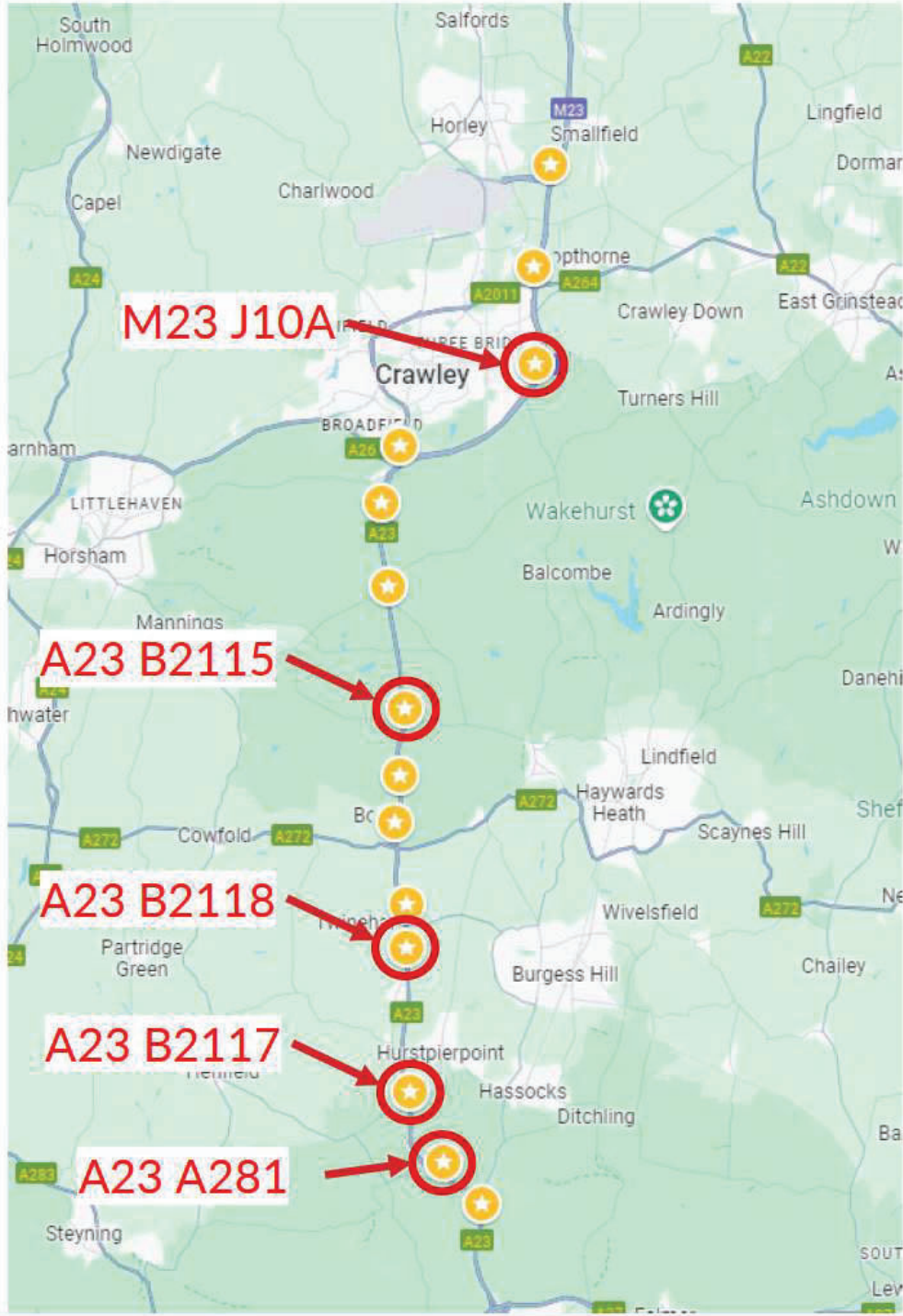
# Merge Diverge Assessments

Reference too 6m2

Junction	Merge / Diverge Type Change Requirement				Required upgrade from Reference Case too 6m2 Scenario
	Northbound Off-Slip Diverge	Northbound On-Slip Merge	Southbound Off-Slip Diverge	Southbound On-Slip Merge	
M23 J9	-	-	-	-	-
M23 J10	-	-	-	-	-
M23 J10A	N/A	No -> Yes	-	N/A	Yes
M23 J11	-	-	-	-	-
A23 B2114	N/A	N/A	-	N/A	-
A23 B2110	Yes -> No	-	N/A	-	-
A23 B2115	Yes -> No	No -> Yes	-	-	Yes
A23 A272	-	-	-	-	-
A23 A2300	-	-	-	-	-
A23 B2118	N/A	No -> Yes	-	N/A	Yes
A23 B2117	No -> Yes	N/A	N/A	No -> Yes	Yes
A23 A281	-	N/A	N/A	No -> Yes	Yes
A23 A273	-	N/A	N/A	-	-

Reference too 6m2

Junction	Merge / Diverge Type Change Increase								Required upgrade from Reference Case too 6m2 Scenario
	Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge		
	Type	Increase	Type	Increase	Type	Increase	Type	Increase	
M23 J9	-	-	-	-	-	-	-	-	-
M23 J10	-	-	-	-	-	-	-	-	-
M23 J10A	N/A	N/A	C -> D	1	-	-	N/A	N/A	Yes
M23 J11	-	-	-	-	-	-	-	-	-
A23 B2114	N/A	N/A	N/A	N/A	-	-	N/A	N/A	-
A23 B2110	C -> A	-2	-	-	N/A	N/A	-	-	-
A23 B2115	C -> A	-2	A -> D	3	-	-	-	-	Yes
A23 A272	-	-	-	-	-	-	-	-	-
A23 A2300	-	-	-	-	-	-	-	-	-
A23 B2118	N/A	N/A	A -> D	3	-	-	N/A	N/A	Yes
A23 B2117	A -> C	2	N/A	N/A	N/A	N/A	A -> B	1	Yes
A23 A281	-	-	N/A	N/A	N/A	N/A	A -> D	3	Yes
A23 A273	-	-	N/A	N/A	N/A	N/A	-	-	-



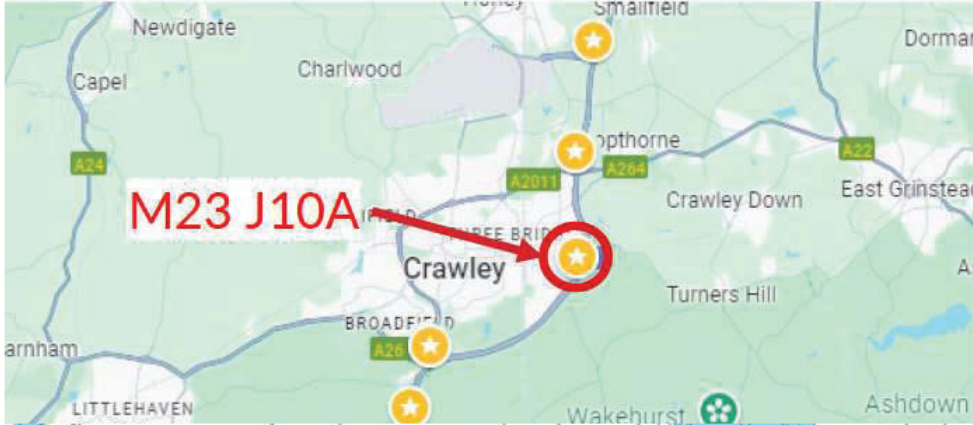


# Merge Diverge Assessments

## M23 J10A Northbound On-slip Merge

Merge / Diverge Type Change Increase							
Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge	
Type	Increase	Type	Increase	Type	Increase	Type	Increase
N/A	N/A	C->D	1	-	-	N/A	N/A

Proximity to Developments			
<5km	<2.5km	<1km	Weighted Score
1887	1500	0	4887



Absolute Increase of Slip Road Flow From Reference Case								
Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge		Total
AM	PM	AM	PM	AM	PM	AM	PM	
N/A	N/A	119	-8	2	26	N/A	N/A	139

Absolute Increase of Mainline Flow From Reference Case								
Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge		Total
AM	PM	AM	PM	AM	PM	AM	PM	
N/A	N/A	67	7	58	-33	N/A	N/A	100

Highway Boundary Space							
Northbound Off-Slip Diverge	Sufficient?	Northbound On-Slip Merge	Sufficient?	Southbound Off-Slip Diverge	Sufficient?	Southbound On-Slip Merge	Sufficient?
N/A	N/A	6m	No	5m	No	N/A	N/A





## M23 J10A Northbound On-slip Merge

Upgrade from C -> D requires lane gain.  
Currently 3 lane mainline.

Existing mainline flow - AM = 3935, PM = 2948.

Reference case flow - AM = 5021, PM = 3829.

Future mainline flow - AM = 5088, PM = 3836.

Unable to re-purpose mainline lane too slip road lane gain.

Not feasible to provide a third mainline lane to accommodate lane gain.

Structure in proximity, limiting works

**Improvement not feasible.**

Figure 3.14d Layout C - ghost island merge

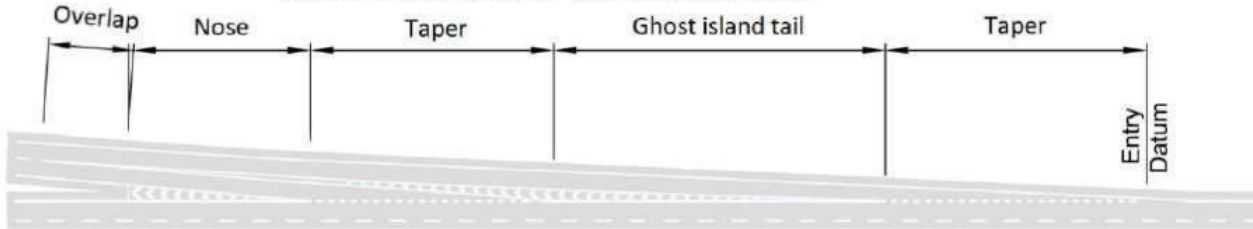


Figure 3.14e Layout D - lane gain

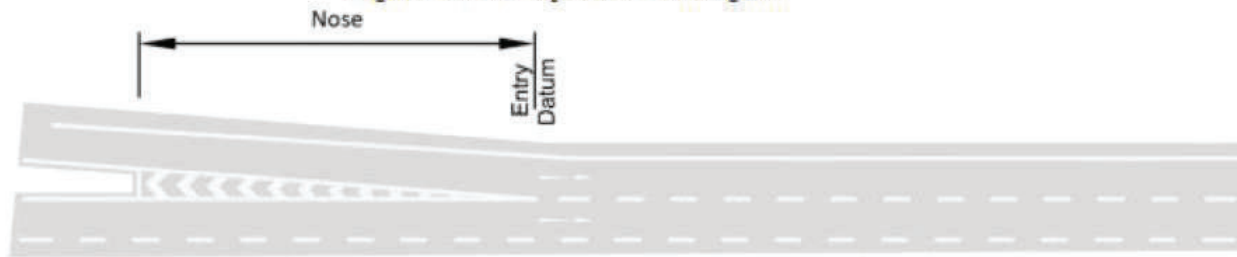
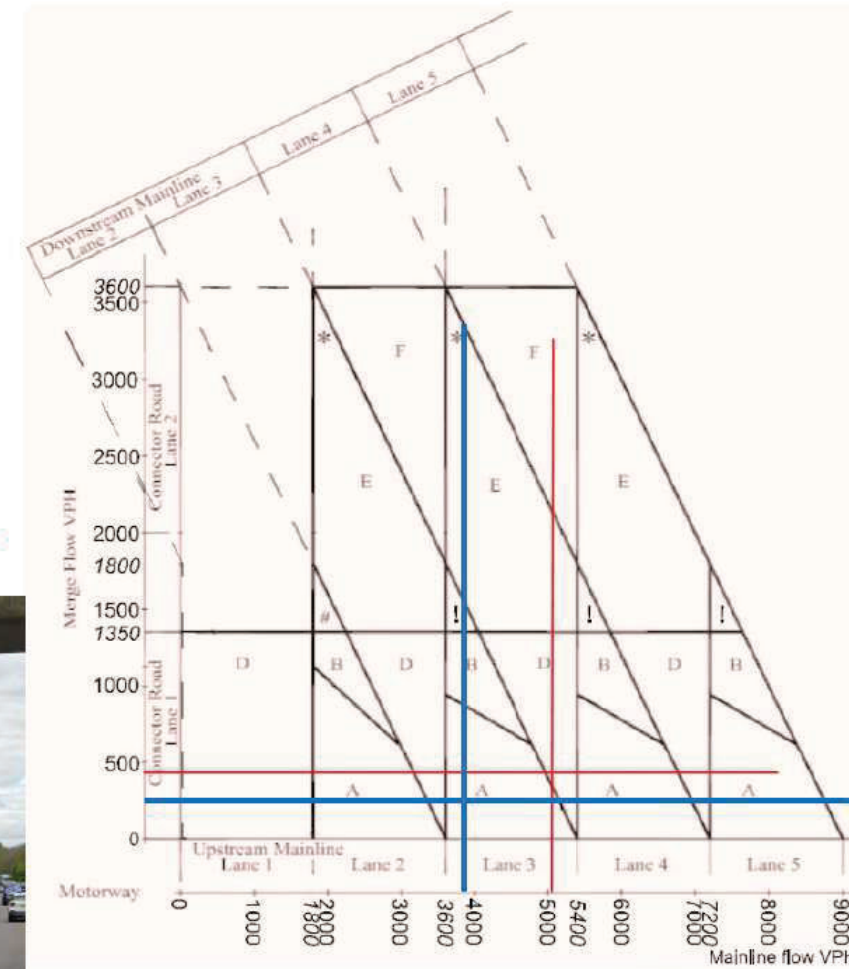


Figure 3.12b Motorway merging diagram





# Merge Diverge Assessments

## A23 B2115 Northbound On-slip Merge

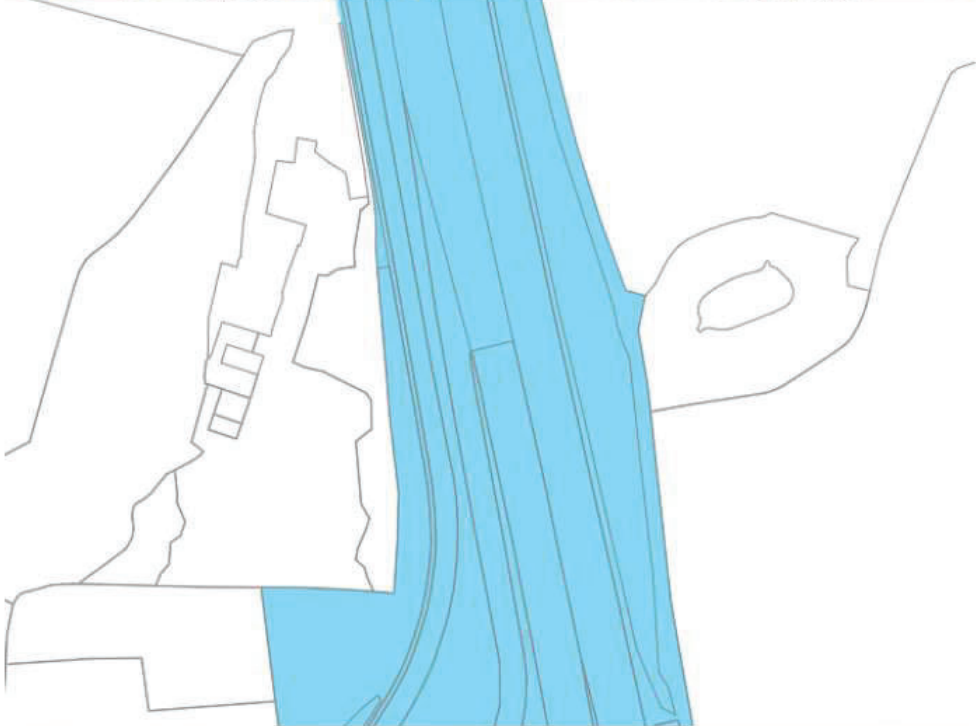
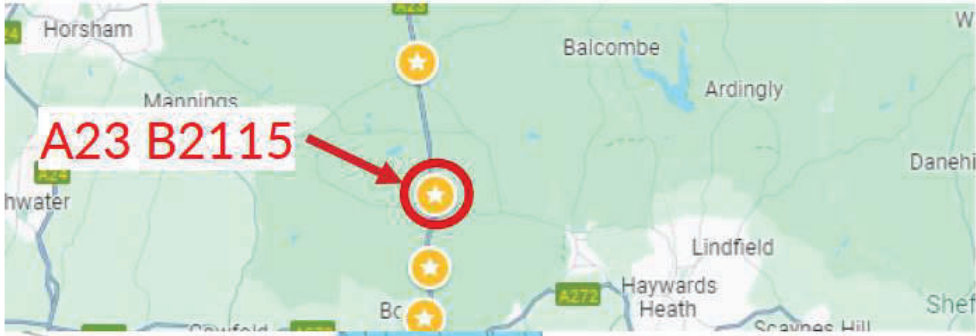
Merge / Diverge Type Change Increase							
Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge	
Type	Increase	Type	Increase	Type	Increase	Type	Increase
C->A	-2	A->D	3	-	-	-	-

Proximity to Developments			
<5km	<2.5km	<1km	Weighted Score
237	0	0	237

Absolute Increase of Slip Road Flow From Reference Case								
Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge		Total
AM	PM	AM	PM	AM	PM	AM	PM	
18	25	31	16	-4	-11	18	57	149

Absolute Increase of Mainline Flow From Reference Case								
Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge		Total
AM	PM	AM	PM	AM	PM	AM	PM	
289	130	271	105	104	90	109	101	1199

Highway Boundary Space							
Northbound Off-Slip Diverge	Sufficient?	Northbound On-Slip Merge	Sufficient?	Southbound Off-Slip Diverge	Sufficient?	Southbound On-Slip Merge	Sufficient?
N/A	N/A	5m	No	10m	Yes	0m	No





## A23 B2115 Northbound On-slip Merge

Upgrade from A -> D requires lane gain.  
Currently 3 lane mainline.

Existing mainline flow - AM = 2974, PM = 2280.

Reference case flow - AM = 4226, PM = 3330.

Future mainline flow - AM = 4497, PM = 3435.

Unable to re-purpose mainline lane too slip road lane gain.

Not feasible to provide a third mainline lane to accommodate lane gain.

Parallel road in close proximity, limiting available space.

Figure 3.14a Layout A option 1 - taper merge

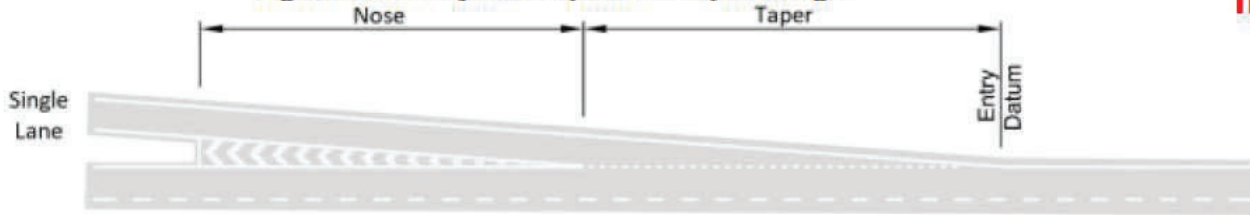
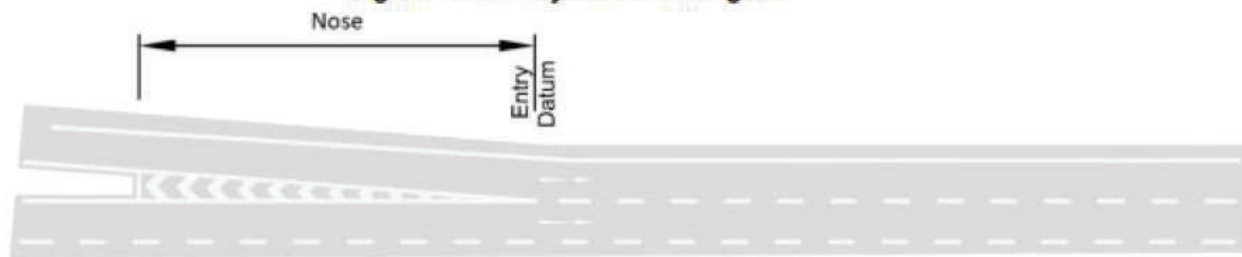
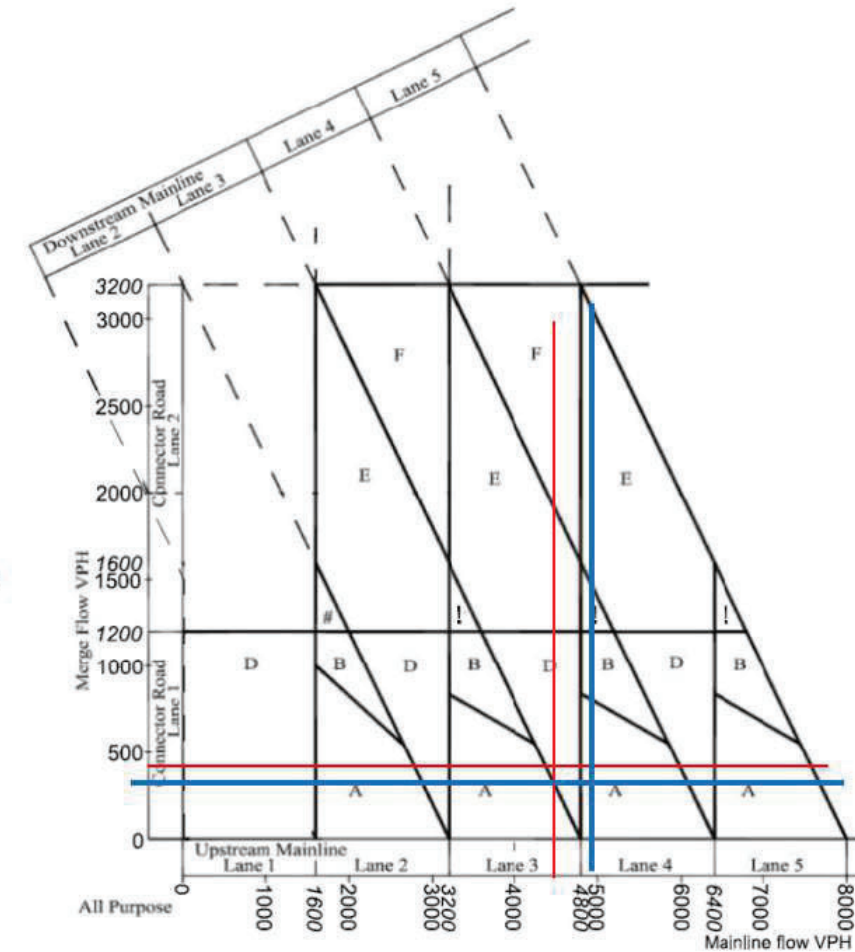


Figure 3.14e Layout D - lane gain



Improvement not feasible.

Figure 3.12a All-purpose road merging diagram



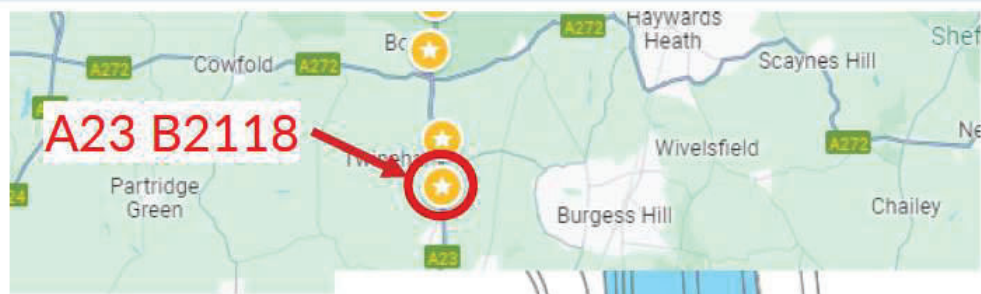


# Merge Diverge Assessments

## A23 B2118 Northbound On-slip Merge

Merge / Diverge Type Change Increase							
Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge	
Type	Increase	Type	Increase	Type	Increase	Type	Increase
N/A	N/A	B -> D	2	-	-	N/A	N/A

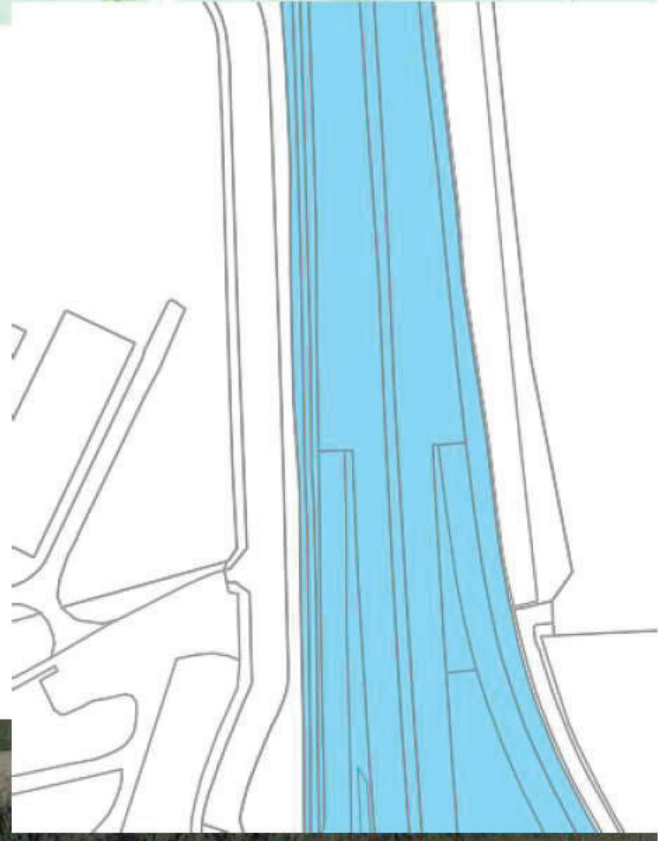
Proximity to Developments			
<5km	<2.5km	<1km	Weighted Score
4243	3803	0	11849



Absolute Increase of Slip Road Flow From Reference Case								
Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge		Total
AM	PM	AM	PM	AM	PM	AM	PM	
N/A	N/A	328	616	496	60	N/A	N/A	1500

Absolute Increase of Mainline Flow From Reference Case								
Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge		Total
AM	PM	AM	PM	AM	PM	AM	PM	
N/A	N/A	-350	-35	165	221	N/A	N/A	1

Highway Boundary Space							
Northbound Off-Slip Diverge	Sufficient?	Northbound On-Slip Merge	Sufficient?	Southbound Off-Slip Diverge	Sufficient?	Southbound On-Slip Merge	Sufficient?
N/A	N/A	6m	No	6m	No	N/A	N/A





## A23 B2118 Northbound On-slip Merge

Upgrade from B -> D requires lane gain.  
Currently 2 lane mainline.

Existing mainline flow - AM = 2693, PM = 1750.

Reference case flow - AM = 3245, PM = 1828.

Future mainline flow - AM = 2895, PM = 1793.

Unable to re-purpose mainline lane too slip road lane gain.

Not feasible to provide a third mainline lane to accommodate lane gain.

**Improvement not feasible. However half measure of layout C is feasible.**

Figure 3.14c Layout B - parallel merge



Figure 3.14d Layout C - ghost island merge

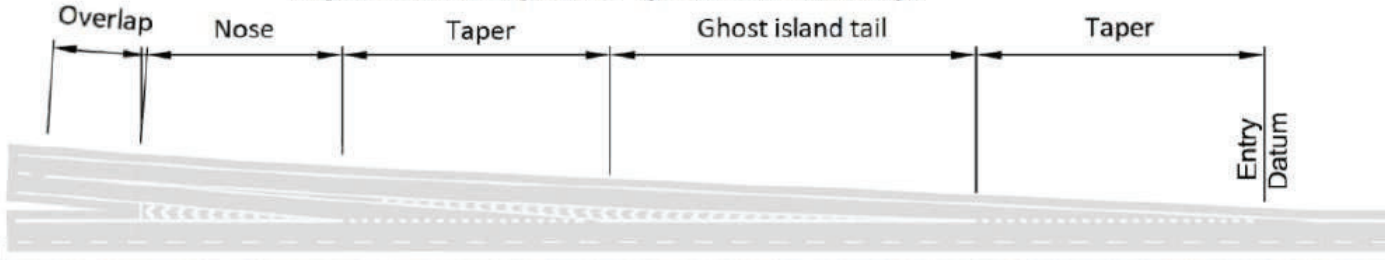
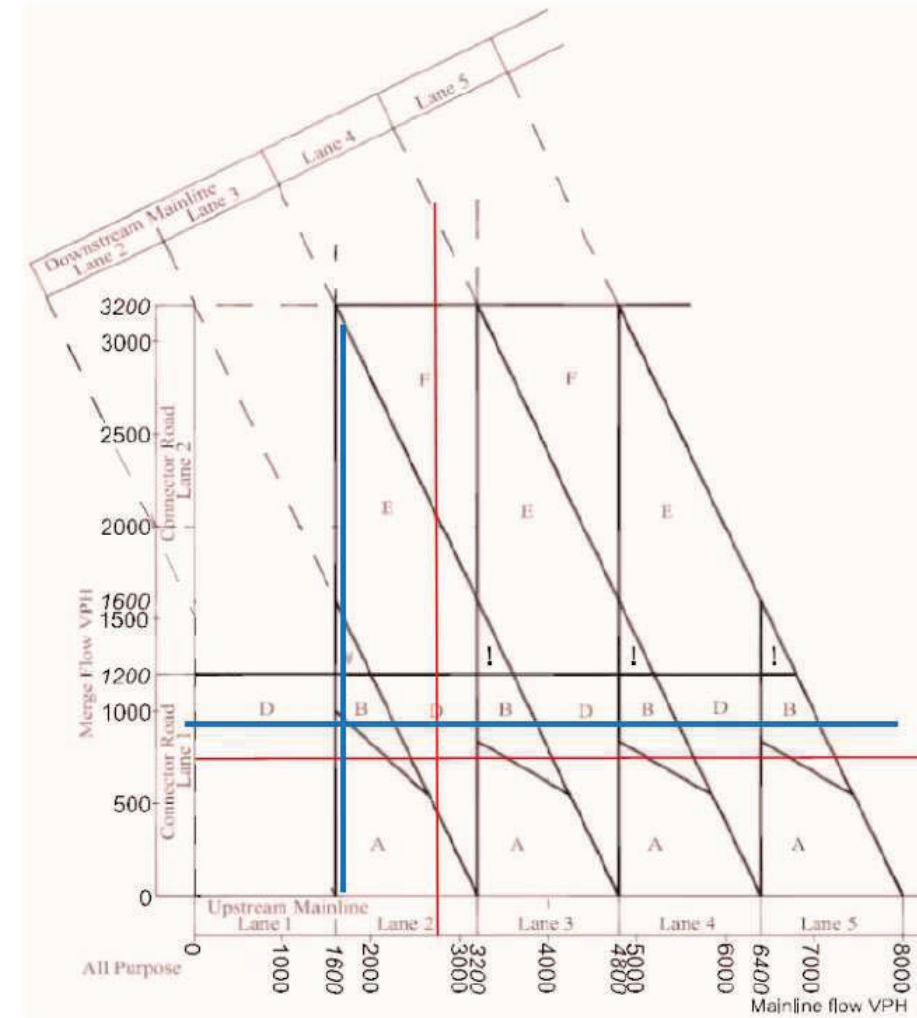


Figure 3.12a All-purpose road merging diagram





# Merge Diverge Assessments

## A23 B2117 Northbound Off-slip Diverge & Southbound On-slip Merge

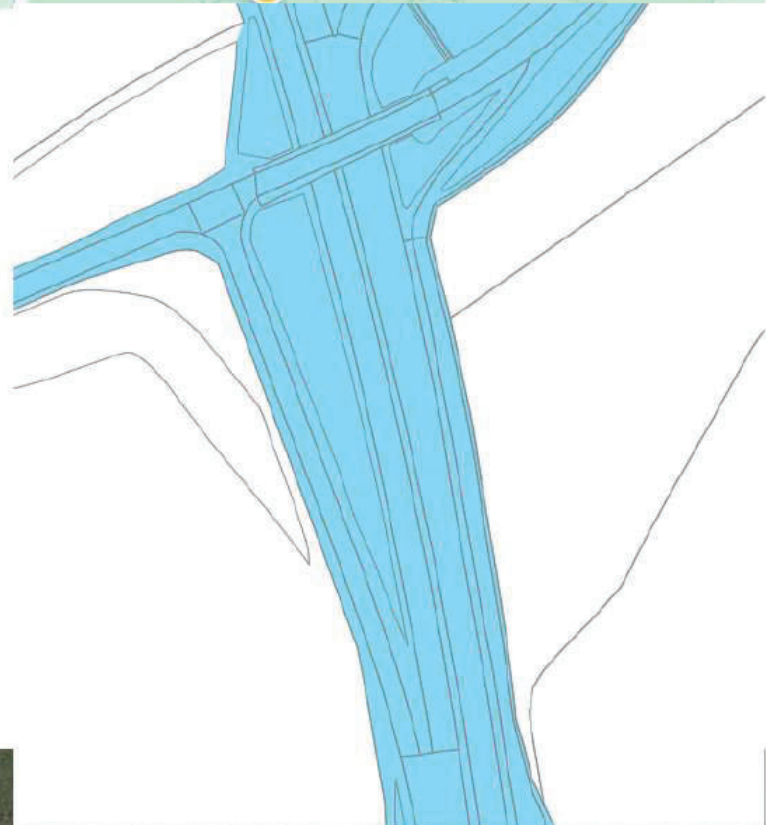
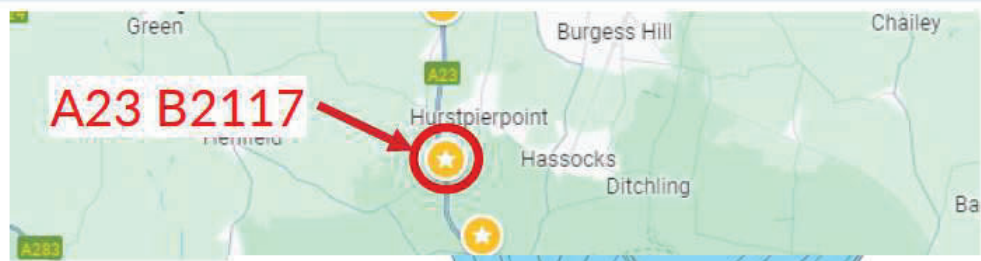
Merge / Diverge Type Change Increase							
Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge	
Type	Increase	Type	Increase	Type	Increase	Type	Increase
A -> C	2	N/A	N/A	N/A	N/A	A -> B	1

Proximity to Developments			
<5km	<2.5km	<1km	Weighted Score
3803	90	0	3983

Absolute Increase of Slip Road Flow From Reference Case								
Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge		Total
AM	PM	AM	PM	AM	PM	AM	PM	
120	176	N/A	N/A	N/A	N/A	329	198	823

Absolute Increase of Mainline Flow From Reference Case								
Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge		Total
AM	PM	AM	PM	AM	PM	AM	PM	
-231	141	N/A	N/A	N/A	N/A	-76	-193	-359

Highway Boundary Space							
Northbound Off-Slip Diverge	Sufficient?	Northbound On-Slip Merge	Sufficient?	Southbound Off-Slip Diverge	Sufficient?	Southbound On-Slip Merge	Sufficient?
6m	No	N/A	N/A	N/A	N/A	6m	Yes





## A23 B2117 Northbound Off-slip Diverge

Upgrade from A -> C requires lane drop.  
Currently 2 lane mainline.

Existing mainline flow - AM = 1825, PM = 3009.

Reference case flow - AM = 2397, PM = 3941.

Future mainline flow - AM = 2321, PM = 3748.

Unable to re-purpose mainline lane too slip road lane drop.

Not feasible to provide a third mainline lane to accommodate lane drop.

**Improvement not feasible.**

Figure 3.30a Layout A option 1 - taper diverge

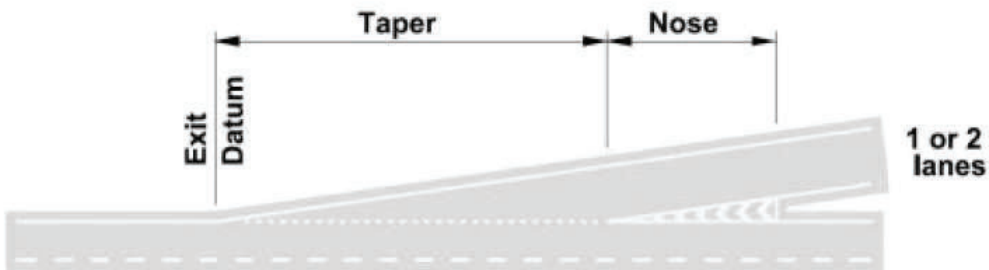


Figure 3.30e Layout C Option 1 - lane drop with 1-lane connector road

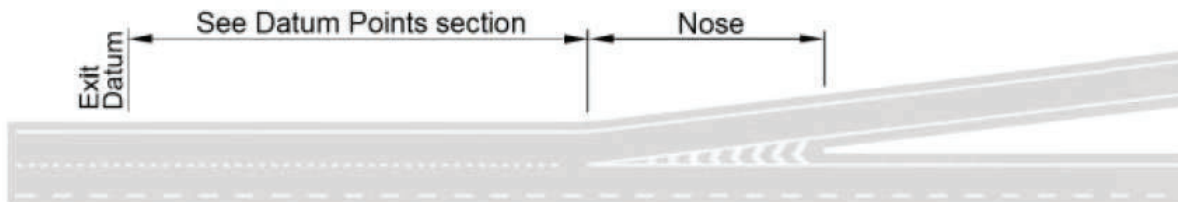
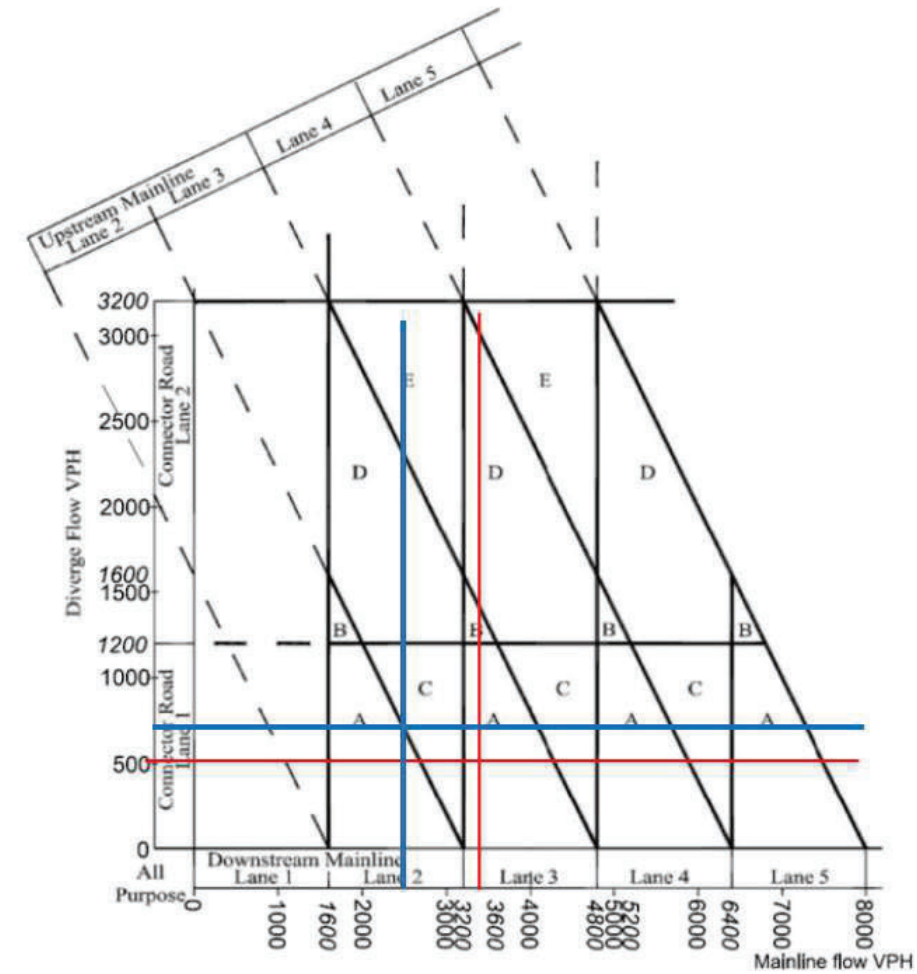


Figure 3.26a All-purpose road diverging diagram



# A23 B2117 Southbound On-slip Merge

Upgrade from A -> B requires auxilliary lane.

Improvement feasible.

Figure 3.14a Layout A option 1 - taper merge

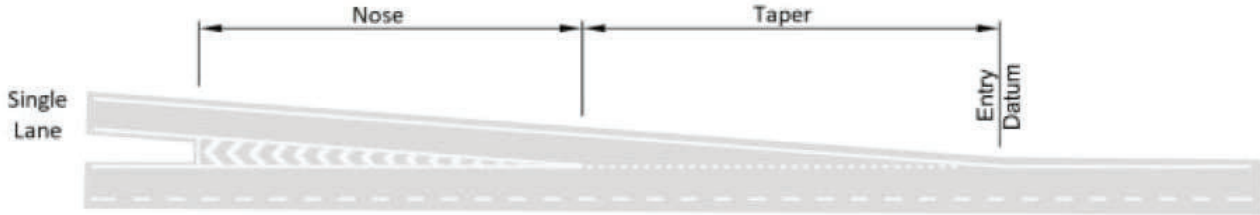
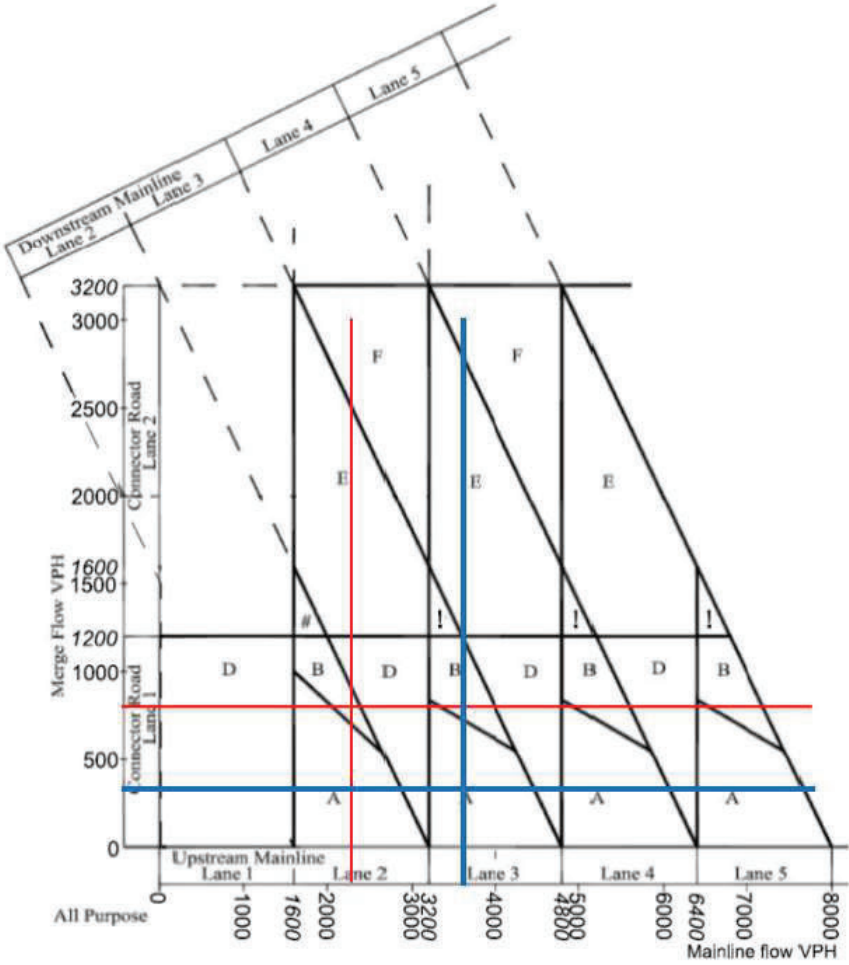


Figure 3.14c Layout B - parallel merge



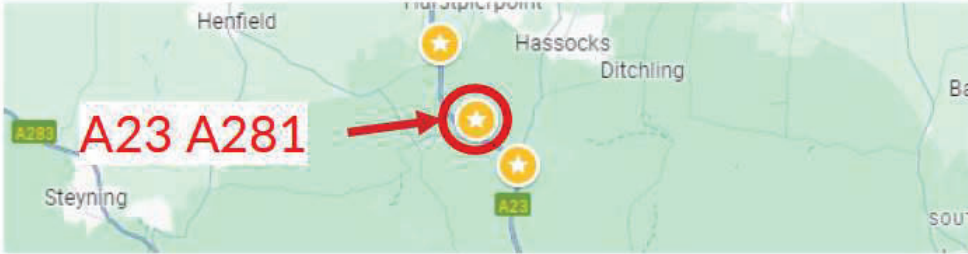
Figure 3.12a All-purpose road merging diagram





# Merge Diverge Assessments

## A23 A281 Southbound On-slip Merge



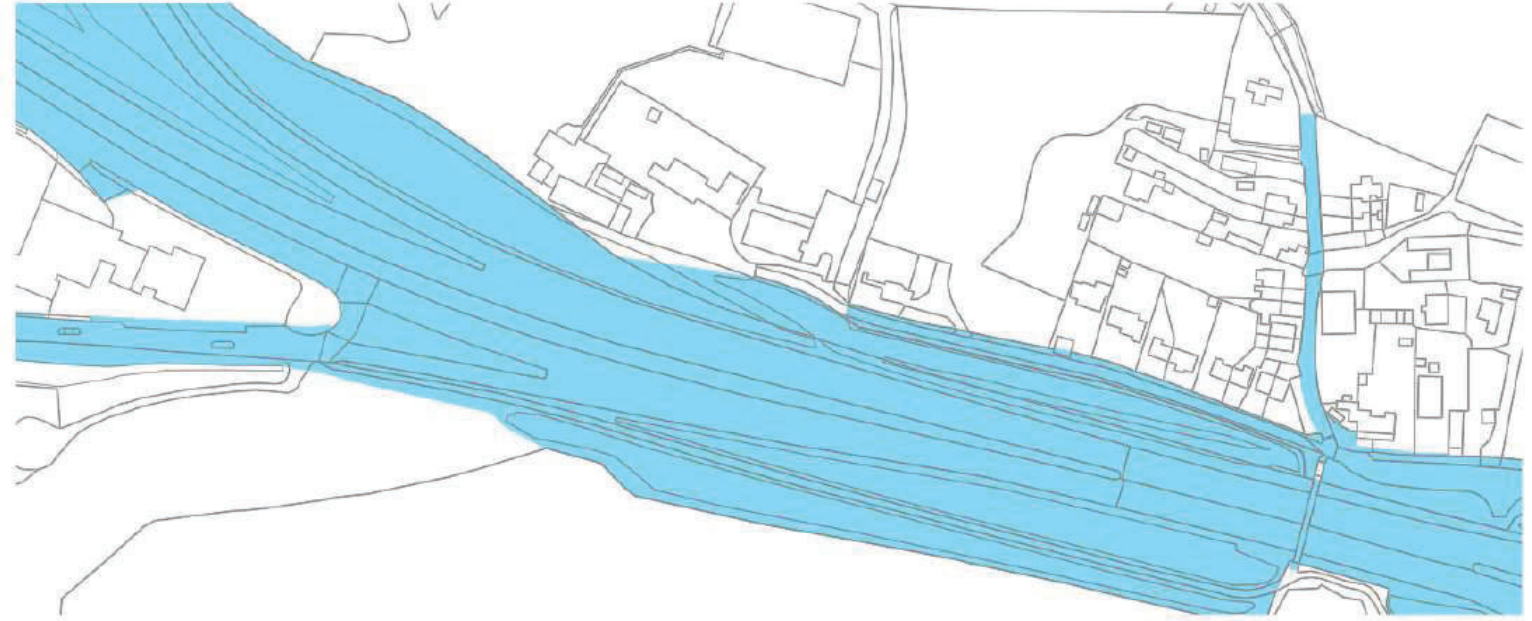
Merge / Diverge Type Change Increase							
Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge	
Type	Increase	Type	Increase	Type	Increase	Type	Increase
-	-	N/A	N/A	N/A	N/A	A -> D	3

Proximity to Developments			
<5km	<2.5km	<1km	Weighted Score
2403	0	0	2403

Absolute Increase of Slip Road Flow From Reference Case								
Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge		Total
AM	PM	AM	PM	AM	PM	AM	PM	
-34	-11	N/A	N/A	N/A	N/A	-204	-16	-264

Absolute Increase of Mainline Flow From Reference Case								
Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge		Total
AM	PM	AM	PM	AM	PM	AM	PM	
-61	146	N/A	N/A	N/A	N/A	253	6	345

Highway Boundary Space							
Northbound Off-Slip Diverge	Sufficient?	Northbound On-Slip Merge	Sufficient?	Southbound Off-Slip Diverge	Sufficient?	Southbound On-Slip Merge	Sufficient?
N/A	N/A	N/A	N/A	N/A	N/A	10m	Yes





## A23 A281 Southbound On-slip Merge

Upgrade from A -> D requires lane gain.  
Currently 2 lane mainline.

Existing mainline flow - AM = 2217, PM = 3287.

Reference case flow - AM = 2923, PM = 4132.

Future mainline flow - AM = 3176, PM = 4138.

Unable to re-purpose mainline lane too slip road lane gain.

Not feasible to provide a third mainline lane to accommodate lane gain.

Bridge structure within couple hundred meters of merge restricting any lane widening / merge upgrade.

Figure 3.14a Layout A option 1 - taper merge

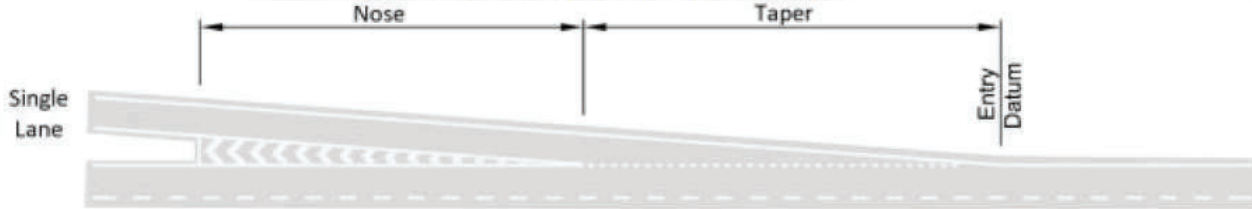
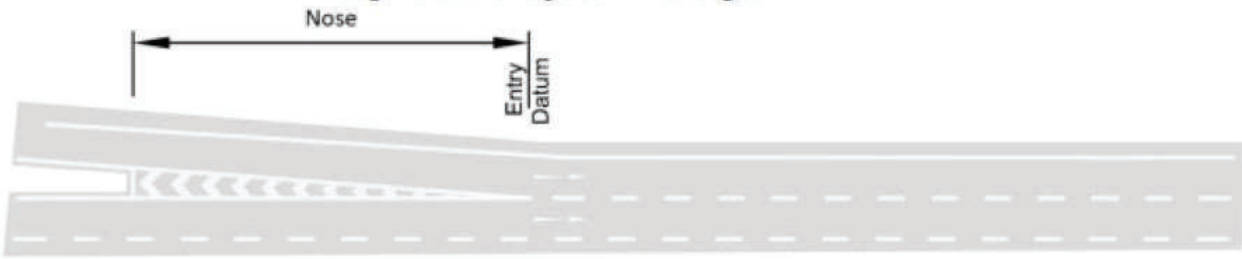


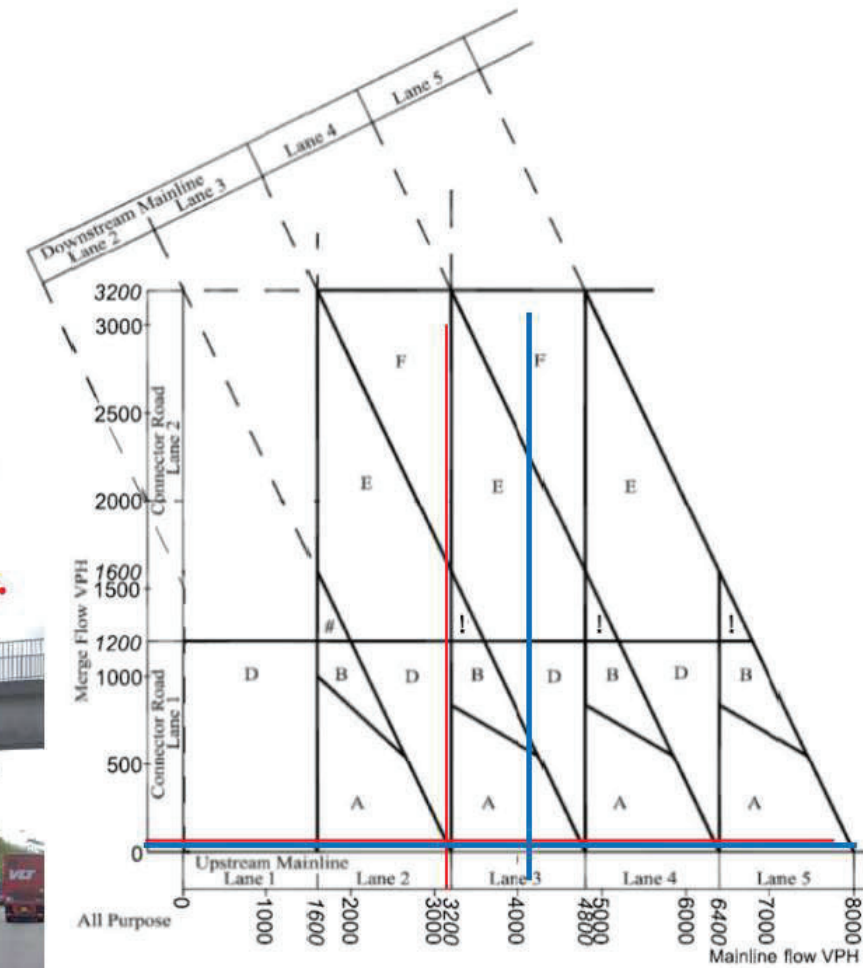
Figure 3.14e Layout D - lane gain



**Improvement not feasible.**



Figure 3.12a All-purpose road merging diagram





# Merge Diverge Assessments

Reference too 6m2

Junction	Merge / Diverge Type Change Increase							
	Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge	
	Type	Increase	Type	Increase	Type	Increase	Type	Increase
M23 J10A	N/A	N/A	C->D	1	-	-	N/A	N/A
A23 B2115	C->A	-2	A->D	3	-	-	-	-
A23 B2118	N/A	N/A	A->D	3	-	-	N/A	N/A
A23 B2117	A->C	2	N/A	N/A	N/A	N/A	A->B	1
A23 A281	-	-	N/A	N/A	N/A	N/A	A->D	3

Scenario 6m2

Junction	Proximity to Developments			
	<5km	<2.5km	<1km	Weighted Score
M23 J10A	1887	1500	0	4887
A23 B2115	237	0	0	237
A23 B2118	4243	3803	0	11849
A23 B2117	3803	90	0	3983
A23 A281	2403	0	0	2403

Reference too 6m2

Junction	Absolute Increase of Slip Road Flow From Reference Case									
	Northbound Off-Slip Diverge		Northbound On-Slip Merge		Southbound Off-Slip Diverge		Southbound On-Slip Merge		Total	
	AM	PM	AM	PM	AM	PM	AM	PM		
M23 J10A	N/A	N/A	119	-8	2	26	N/A	N/A	139	
A23 B2115	18	25	31	16	-4	-11	18	57	149	
A23 B2118	N/A	N/A	328	616	496	60	N/A	N/A	1500	
A23 B2117	120	176	N/A	N/A	N/A	N/A	329	198	823	
A23 A281	-34	-11	N/A	N/A	N/A	N/A	-204	-16	-264	

Absolute Increase of Mainline Flow From Reference Case

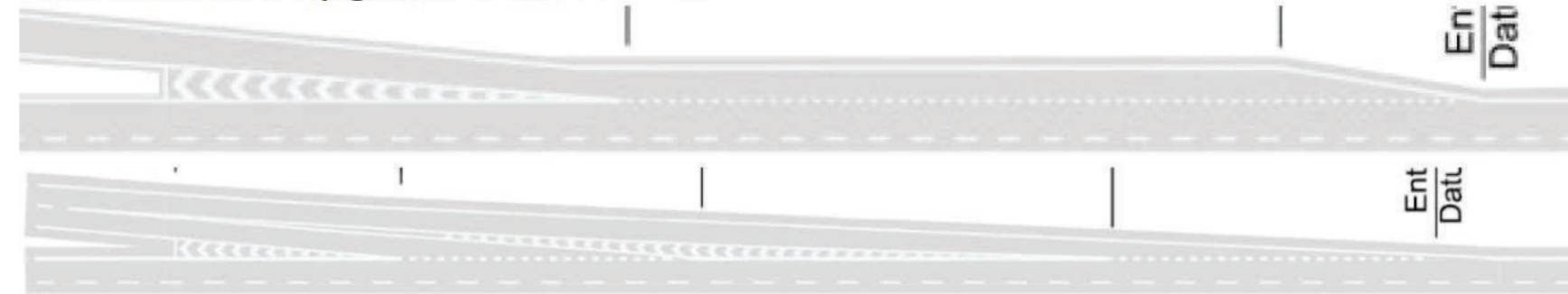
Junction	Northbound Off-		Northbound On-		Southbound Off-		Southbound On-		Total
	AM	PM	AM	PM	AM	PM	AM	PM	
	M23 J10A	N/A	N/A	67	7	58	-33	N/A	N/A
A23 B2115	289	130	271	105	104	90	109	101	1199
A23 B2118	N/A	N/A	-350	-35	165	221	N/A	N/A	1
A23 B2117	-231	141	N/A	N/A	N/A	N/A	-76	-193	-359
A23 A281	-61	146	N/A	N/A	N/A	N/A	253	6	345

Scenario 6m2

Junction	Highway Boundary Space							
	Northbound Off-Slip Diverge	Sufficient?	Northbound On-Slip Merge	Sufficient?	Southbound Off-Slip Diverge	Sufficient?	Southbound On-Slip Merge	Sufficient?
M23 J10A	N/A	N/A	6m	No	5m	No	N/A	N/A
A23 B2115	N/A	N/A	5m	No	10m	Yes	0m	No
A23 B2118	N/A	N/A	6m	No	6m	No	N/A	N/A
A23 B2117	6m	No	N/A	N/A	N/A	N/A	6m	Yes
A23 A281	N/A	N/A	N/A	N/A	N/A	N/A	10m	Yes

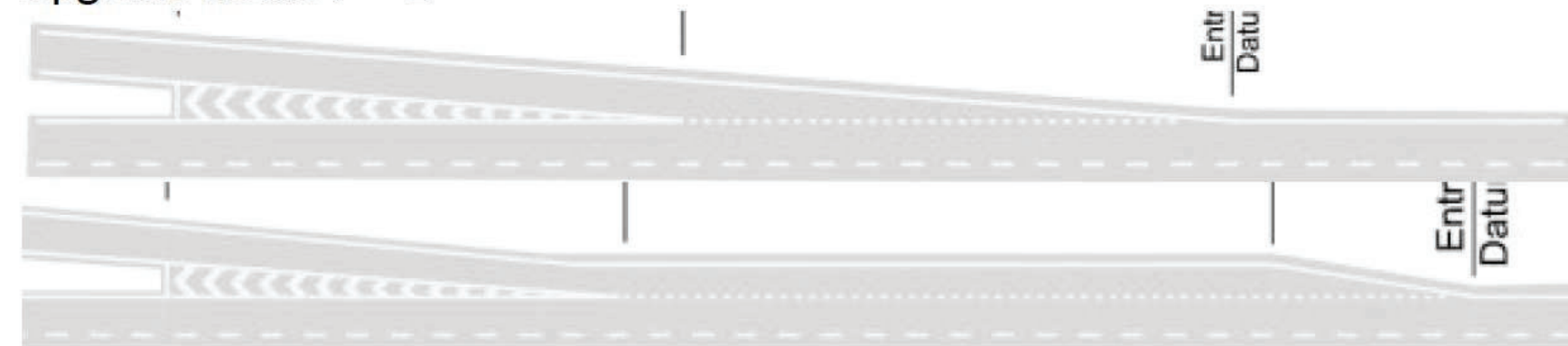
## A23 B2118 Northbound On-slip Merge:

Half measure upgrade from B -> C



## A23 B2117 Southbound On-slip Merge

Upgrade from A -> B





# Next Steps

- **Seek feedback on locations for design optioneering including principal concepts**
- **Technical note detailing the outcome of the merge / diverge assessments and factors informing decision making**
- **Seek feedback on the design options**
- **Prepare sketch GA drawings**
- **Meetings on 31/08 to present designs**

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