



## **Chichester Transport Study West Sussex County Council Position Statement**

### **Introduction**

Chichester District Council (CDC) commissioned consultants Jacobs to undertake a transport study to inform the preparation of the Local Plan. The study provides an assessment of the impact of potential housing and employment development on the highway network and identifies mitigation measures to inform the emerging Infrastructure Delivery Plan. West Sussex County Council is working in partnership with CDC, the Highways Agency and housing developers for the strategic sites to ensure the study is robust as an evidence base. This note has been prepared by officers and sets out the County Council's position on the Chichester Transport Study report issued in March 2013 based on a technical assessment of the work carried out to date.

### **Role of the County Council**

West Sussex County Council is the Local Highway Authority with responsibility for the majority of local roads in Chichester District. This excludes the A27 trunk road, which is the responsibility of the Highways Agency. The County Council's aims, objectives and strategic priorities for transport are set out in the West Sussex Transport Plan 2011-2026. This includes key aims for Chichester to improve the efficiency of the highway network and increase the use of sustainable modes of transport.

The County Council is a statutory consultee in the plan-making process and supports the preparation of the Chichester Local Plan by providing technical advice to CDC in accordance with its transport policies and guidance set out in the National Planning Policy Framework (NPPF). This position statement does not replace the County Council's own response to the consultation on the draft Local Plan.

### **Methodology and Collaboration**

Jacobs has undertaken transport modelling to assess development scenarios using the Chichester Area Transport Model (CATM), which is the most appropriate available tool to test the impact of future development in Chichester. CATM is a strategic multi-modal model which simulates use of public transport and highway networks. The model has been validated against national guidance provided in the Design Manual for Roads and Bridges (DMRB) and this has been accepted by the County Council and the Highways Agency. The County Council has been involved in discussions about the methodology at each stage of the project and is satisfied that the methodology used to assess different development scenarios is robust and appropriate to inform preparation of the Local Plan. This includes agreeing forecasting assumptions, trip rates, development assumptions, key performance indicators and mitigation measures.

Development scenarios were tested for a range of housing numbers for a future year of 2031. Employment floorspace was also included for each strategic site at a consistent ratio. These scenarios were tested without mitigation and compared against the 2031 Baseline. A package of mitigation measures consisting of improvements to junctions on the Chichester Bypass section of the A27 was then developed and tested for two 'with mitigation' scenarios. Two further tests 'with mitigation and smarter choices' were also carried out to model the impact of mitigation measures and reductions in car trips through use of sustainable modes of transport, representing the impact of smarter choices (i.e. travel behaviour change) measures. The County Council is supportive of this approach and has developed a package of measures to underpin these assumptions. The package has been developed in accordance with the West Sussex Transport Plan and includes behaviour change initiatives to reduce the use of the private car and public transport, walking, cycling and road infrastructure. Where issues on the local highway network have been identified through the modelling, suitable junction capacity improvements have been developed as part of this local transport infrastructure package. A subsequent test was undertaken to model the impact of CDC's proposed development strategy, as set out in the Local Plan Key Policies Preferred Approach consultation document.

### **Local Highway Network Findings**

Results from the transport model tests 'without mitigation' indicate that future development (based on South East Plan and 'Maximum Housing' targets) will put additional pressure on the transport network and would lead to a worsening of conditions, particularly on the A27. In general, developments which are most closely related to local services and places of employment have the potential to be most sustainable in transport terms and have least impact on the transport network. Without mitigation, the impact of development in 2031 on local roads would be constrained by capacity on the A27 and the effect of congestion which would limit the amount of traffic entering the City Centre.

The transport model has also been used in two tests that include future development (based on South East Plan and 'Maximum Housing' targets) and a package of mitigation measures. Results from the 'with mitigation' tests show that improvements to the A27 junctions will allow more traffic to travel through the City Centre and cause congestion at key junctions on the local road network which will require mitigation. Although no excessive junction capacity problems were highlighted, seven local road network junctions were identified as areas of concern that would require appropriate mitigation in addition to the A27 junctions. Initial feasibility work has been carried out to determine and test a set of improvements to these junctions. Any improvements are subject to further design, local consultation and approvals (as necessary) before they can be implemented.

Two further transport model tests have been carried out with mitigation measures and smarter choices measures. Results from the 'with mitigation and smarter choices' tests show that average peak hour journey times decrease to the 2031 Baseline levels in both development scenarios (based on South East Plan and 'Maximum Housing' targets) based on a sample of key routes.

As a final stage of analysis, the Study tested the development strategy and housing numbers set out in CDC's Local Plan Key Policies Preferred Approach consultation document. The results indicated that the AM peak average journey times are similar to the 2031 Baseline whereas, in the PM peak, average journey times are shorter than in the 2031 Baseline. This demonstrates that the proposed package of transport improvements and smarter choices measures would be effective in mitigating the impacts of development proposed in the Local Plan.

### **County Council Position**

The County Council has worked collaboratively to inform the Chichester Transport Study and on the basis of a technical assessment of the work carried out, supports its conclusions. Over the Local Plan period, traffic conditions in some locations are likely to worsen, although these are generally balanced by improvements in conditions elsewhere on the local highway network. For the three scenarios which include Local Plan development with mitigation and smarter choices measures, there is reasonable confidence that the package of local transport infrastructure improvements and smarter choices measures (or a similar package of measures) is likely to provide sufficient mitigation so that any residual cumulative impacts would not be severe (which is the key test imposed by the NPPF). In order to accommodate the planned development and be most effective, it will be important to ensure that the mitigation package is comprehensively delivered. The cost of delivering this package is likely to be substantial and will, therefore, require genuine cooperation between local authorities and require pooling of resources.

West Sussex County Council  
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