Wealden District Council and South Downs National Park Authority
Core Strategy Examination
Supplementary Statement from East Sussex County Council
16 December 2011

Matter 8 – Polegate, Willingdon and Stone Cross Area Strategy

1. Introduction

1.1 East Sussex County Council reaffirms the content of its statement submitted to the Inspector at the Examination in Public meeting in October 2011 and which is available on the Wealden District Council's website regarding the Polegate, Willingdon and Stone Cross area (U27, section 3.2, pages 5-7).

1.2 This further supporting statement should be read in conjunction with the October 2011 statement (U27) and sets out the further work which has taken place on infrastructure requirements in Polegate, Willingdon and Stone Cross area that are the responsibility of the County Council, in particular on education and transport.

2 Transport

2.1 Further to our October 2011 statement (U27, section 3.2, pages 5 -7) we have provided the Highways Agency with further information to address their concerns on the robustness of the South Wealden and Eastbourne transport model (SWETS) as an evidence base for testing the impact of the proposed Strategic Development Allocations (SDAs) in the Polegate, Willingdon and Stone Cross area set out in the Core Strategy submitted by Wealden District and the South Downs National Park Authority, and the identification of potential mitigation measures.

2.2 In a letter received by Wealden District Council from the Highways Agency on 11 November 2011, attached at Appendix 1 to this statement, they highlight that following the additional information provided by Wealden District Council and East Sussex County Council they have more confidence in the robustness of the modelling and that they are broadly content that SWETS provides an acceptable assessment of the LDF development on the Strategic Road Network (SRN), subject to clarification on how the SATURN network has been adjusted for the SRN. This clarification has been provided to the Highways Agency and they have indicated they will respond on this information by mid January 2012.

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2.3 We have reviewed the South Wealden and Eastbourne Saturn model to update and take account of the changes in TEMPRO[1] from version 5.4 to version 6.2. The overall impact on the model outputs from the TEMPRO changes were confirmed as not significant and a report into the impact of changes in TEMPRO from v5.4 to v6.2 in relation to the SWETS model is attached at Appendix 2. Therefore the capacity creating transport interventions originally identified in SWETS and set out in paragraph 3.2.1 of our October 2011 statement (U27) are still required to accommodate locally derived traffic movements associated with the development proposed in the Core Strategy.

2.4 There will be an expectation that these transport interventions, which are identified as critical infrastructure in the Infrastructure Delivery Plan accompanying the Wealden Core Strategy, will be significantly funded through Community Infrastructure Levy monies and/or delivered from the strategic housing allocations in the south Wealden area. We are taking a similar approach to that taken in Hailsham (Matter 7/ESCC refers) in engaging with landowners/developers of the Strategic Development Areas in the Polegate area to discuss the impact of their potential developments on the local transport network and the expected transport interventions that will be required and attributed to their sites. As part of this partnership working, we are inviting all of these landowners/developers to contribute towards funding the update of the SWETS model at a localised level to provide a robust tool for the identification and assessment of appropriate transport interventions.

2.4 In conclusion, since our statement in October 2011, we have provided further information to the Highways Agency on the modelling work undertaken to test the impact of development and identifying the necessary transport interventions and improvements required to accommodate this development in the Polegate, Willingdon and Stone Cross area to help address their concerns on the soundness of the Core Strategy. In their response, they have indicated they are more confident on the robustness of the modelling and, subject to clarification on how the SATURN network has been adjusted for each of the Strategic Road Network interventions, that SWETS provides an acceptable assessment of the impact of development on the Strategic Road Network (SRN).

[1] TEMPRO is the Integrated Transport and Economics and Appraisal developed by the Department for Transport (DfT). TEMPRO stands for the **T**rip **E**nd **M**odel **P**resentation P**ro**gram. It is designed to allow detailed analysis of pre-processed trip-end, journey mileage, car ownership and population/workforce planning data. The pre-processed data is itself the output from a series of models developed and run by the DfT.

2.5 Notwithstanding, we consider there is reasonable certainty that the necessary transport interventions will be delivered within the timeframe of the plan.

3 Education

3.1 We reaffirm our position on education provision in Polegate/Willingdon/ Stone Cross as set out in our October 2011 statement (U27, section 4.4).

3.2 At this stage it is very difficult to give a clear indication of when and how additional school places would be established as this will, in part, be driven by the availability, location and suitability of land. Our pupil forecasts predict that shortfalls in Reception year places and other year groups could be felt as early as 2013/14. In the short term at least we would be required to provide those additional places through the use of temporary accommodation at existing schools until we have more certainty over the land availability.

3.3 In the meantime we will begin to undertake feasibility studies at existing schools to consider options for delivering the additional places required if land is not available. When more is known about land availability for additional school places, the County Council will begin to think about the statutory procedures required to establish the additional school places and how the provision of those places could be phased in a way that reflects the timing and availability of new homes being built.

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Letter from Highways Agency to Wealden District Council dated 11 November 2011

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Safe roads, Reliable journeys, Informed travellers

HIGHWAYS AGENCY

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11 November 2011

Dear Ms Brigginshaw

WEALDEN DISTRICT COUNCIL – SOUTH WEALDEN AND EASTBOURNE TRANSPORT STUDY

Thank you for your email of 7 October 2011 responding to our comments on the South Wealden and Eastbourne Transport Study (SWETS) LDF assessment.

The Highways Agency, on behalf of the Secretary of State for Transport, is responsible for managing and operating a safe and efficient Strategic Road Network (SRN) i.e. the Trunk Road and Motorway network, in England as laid down in Department for Transport (DfT) Circular 02/2007 (*Planning and The Strategic Road Network.*)

SWETS forms an integral part of the Wealden Core Strategy evidence base and helps demonstrate deliverability in transport terms. Our initial review of the modelling, undertaken in July 2010, identified several areas where we required clarification in order to determine the robustness of the modelling exercise. We have the following response to the points made in your email.

1. Transport interventions

Thank you for clarifying the different transport interventions. However we would like further explanation on precisely how the SATURN network was adjusted for each of the SRN interventions; namely the Cophall roundabout, A27/A2270 and A27/A22 Dittons Road junction. This could perhaps be achieved by submitting screen captures of the SATURN network to supplement explanatory text. We recognise that some of the interventions are based on concept designs. Our purpose here is to confirm that the adjustments made are realistic. It is therefore necessary for us to review and be satisfied with how the interventions have been modelled.

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2. Growth scenarios

Following your explanation we are now content with the growth scenarios used within the modelling.

3. TEMPRO growth factors

Thank you for confirming the version of TEMPRO used. We welcome the TEMPRO 6.2 sensitivity test and would like to view the results when they are available.

4. TRICS outputs

Thank you for providing further information on the use of TRICS data to determine development trip rates. We are now broadly content with the rates and methodology employed but for the sake of clarity would appreciate the opportunity to review the site selection criteria for the school and retail land uses. Therefore please could you provide the TRICS output files?

5. Attributable effects

Following your clarification, we are now content with the explanation of how the 'attributable effects' were calculated within the modelling.

SWETS concludes that, providing junction improvements are carried out on the Cophall roundabout, A27/A2270 and A27/A22 Dittons Road junction, the development outlined in the Core Strategy could be delivered albeit with some detrimental impacts on the operation of the SRN.

Following your email we now have more confidence in the robustness of the modelling and assuming that point 1 above is satisfactorily resolved we can be broadly content that SWETS provides an acceptable assessment of the impacts of LDF development on the SRN.

I hope the above information is useful, please feel free to contact me if you have any queries.

Yours sincerely

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South Wealden and Eastbourne Transport Study (SWETS) – Tempro Sensitivity Testing

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1 Background

1.1 The SWETS transport model has developed over the period since its initial development during 2010. A common feature of all phases has been the use of TEMPRO during forecasting work.

1.2 TEMPRO is the Integrated Transport and Economics and Appraisal model developed by the Department for Transport (DfT). TEMPRO stands for the Trip End Model Presentation Program. It is designed to allow detailed analysis of pre-processed trip end, journey mileage, car ownership and population / workforce planning data. The pre-processed data is itself the output from a series of models developed and run by the DfT.

1.3 SWETS uses TEMPRO to forecast growth throughout the study area and beyond to establish a 'Reference Case' for any forecast year. When the effects of specific development scenarios are being considered, TEMPRO is used for external growth but the detailed scale and broad locations of new development in that scenario is used for all internal areas. Details of the procedures used are included in the main SWETS report.

1.4 Phase 1 SWETS used the then current TEMPRO v5.4. During the course of subsequent phases of the study, newer versions of TEMPRO became available (v6.1 as an interim release and v6.2 as the latest release approved for use in studies of this type).

1.5 Phase 2 of SWETS focussed on the transport impacts of revised broad development scale and locations in the south Wealden area. This phase used TEMPRO v6.1, and also incorporated updates to the scale and location of Committed Development in the area, an extension of the forecasting period to 2027 from 2026, and a small extension of the Hailsham modelled area.

1.6 The results of and conclusions from SWETS 1 and 2 are reported in the main SWETS report.

1.7 More recently, work has been carried out incorporating into the model the approved TEMPRO v6.2.

1.8 TEMPRO v6.1 was characterised by a generally lower forecast growth than v5.4. TEMPRO v6.2 embedded similar lower forecasts in the now approved version.

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1.9 This report presents the results of a comparison of relevant tests carried out to determine the sensitivity of the broad SWETS conclusions to the changes in TEMPRO from v5.4 to v6.2.

1.10 Sensitivity was determined by considering the scale of change in network performance, and its significance. Network performance is defined here as the maximum ratio of flow to capacity on any arm of a set of junctions identified for this purpose in the main SWETS report.

2. Results

2.1 The attached table shows the comparisons of network performance for a relevant selection of options including the various versions of TEMPRO. Because of the other associated changes (para 1.5 above) direct comparisons will not reflect only the effects of the change in TEMPRO version used.

2.2 'Reference Case' columns in the comparison table provide the best estimate of changes due to the change in TEMPRO alone in Polegate, Pevensey and Willingdon, but are less reliable in Hailsham where the other modelling changes incorporated have had a more significant effect.

2.3 Columns headed 'SWETS 2 LDF' includes the SWETS2 broad development locations for internal south Wealden zones, as shown on the attached Plan. The scale of change between Reference Case and SWETS2 LDF represents the impacts of the specific development assumptions compared to the more general TEMPRO growth.

3 Discussion

3.1 In the Polegate, Willingdon and Pevensey areas, the latest tests using TEMPRO v6.2 have generally indicated similar impacts on local network performance to those identified in SWETS 1 using TEMPRO v5.4.

3.2 Reflecting their role as providers for through traffic, and therefore likely to be most influenced by lower TEMPRO forecasts, most junctions on the Strategic Road Network (SRN) are shown to have lower levels of impact in one or both peaks in Reference Case tests using either TEMPRO v6.1 or v6.2 instead of v5.4. The scale of change can appear substantial, particularly at the signalised junction of A22/A2270 and its adjacent (non-SRN) A2270/Wannock Road junction. At those junctions this is a result of a junction modelling variation adopted in SWETS2 work (signal optimisation) that would not affect route choice

but would represent the junctions in a way that understated the actual capacity limitations of each junction and their linked operation.

3.3 A clearer indication of the changes between TEMPRO v5.4 and v6.2 is given by the results for the most critical junction (Cophall roundabout). The results show that at that key junction network performance is very similar regardless of the version of TEMPRO used, with the junction always operating at or over capacity in both AM and PM peaks. SWETS 2 LDF tests demonstrate deterioration in network performance as a result of specific development.

3.4 In the Hailsham area, the change in TEMPRO has clearly had a less substantial impact than the other modelling changes.

3.5 In all parts of the SWETS area there is a general deterioration in network performance when specific site developments are included rather than general TEMPRO growth, regardless of the version of TEMPRO used.

4 Conclusion

4.1 The overall impact on the model outputs from the TEMPRO changes were not significant and therefore the capacity creating transport interventions originally identified in SWETS are still required to accommodate locally derived traffic movements associated with development.

R New 14/12/11