

1. List of Parties involved:

- Brighton and Hove City Council (BHCC)
- National Highways (formerly Highways England)

2. Signatories:

Mark Prior
Assistant Director, City Transport, Brighton and Hove City Council
Date: 9th November 2021



Max Woodford
Assistant Director, City Development and Renovation, Brighton and Hove City Council
Date: 9th November 2021



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Date: 9th November 2021



3. Introduction and Scope

- 3.1 This Statement of Common Ground (SCG) has been prepared by Brighton and Hove City Council (BHCC) together with National Highways.
- 3.2 BHCC is the local planning authority for the area, and has the main responsibility for coordinating development and change within the borough. National Highways is the responsible authority for the strategic road network (SRN). BHCC is also the highways authority for the remainder of the road network within the administrative area of Brighton and Hove.
- 3.3 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. The NPPF¹ states that planning policies should be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting

¹ National Planning Policy Framework, paragraph 106b (2021) MHCLG:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

sustainable transport and development patterns are aligned. In relation to plan making, DfT Circular 02/2013² states that:

- National Highways will work with the local authority to understand the transport implications of development options. This will include assessing the cumulative and individual impacts of the Local Plan proposals upon the ability of the road links and junctions affected to accommodate the forecast traffic flows in terms of capacity and safety. Such assessments should be carried out in line with current Department for Transport guidance or on a basis otherwise agreed with National Highways. (paragraph 15);
- National Highways will work with local authorities and developers to identify opportunities to introduce travel plan and demand management measures through the Local Plan. These will be based on existing and proposed patterns of development in a manner that will support sustainable transport choice and retain capacity within the transport network so as to provide for further development in future Plan periods. (paragraph 17);
- Capacity enhancements and infrastructure required to deliver strategic growth should be identified at the Local Plan stage, which provides the best opportunity to consider development aspirations alongside the associated strategic infrastructure needs. Enhancements should not normally be considered as fresh proposals at the planning application stage. National Highways will work with strategic delivery bodies to identify infrastructure and access needs at the earliest possible opportunity in order to assess suitability, viability and deliverability of such proposals, including the identification of potential funding arrangements. (paragraph 18);
- Where a potential capacity need is identified, this will be considered and weighed alongside environmental and deliverability considerations. Additional capacity may be considered in the context of the (then) Highways Agency's forward programme of works, balancing the needs of motorists and other road users with wider impact on the environment and the local/regional community (paragraph 19).

3.4 BHCC has submitted its City Plan Part 2 (CPP2) for Examination in Public, with public hearing sessions expected to take place during November 2021; CPP2 is described further below and, once adopted, will become part of the development plan for the Brighton and Hove area alongside the adopted City Plan Part 1.

3.5 The purpose of this SoCG is to set out the basis on which BHCC and National Highways and have actively and positively worked together in recognition of the benefits which can be achieved through positive joint working and in order to meet the requirements of the Duty to Cooperate, in accordance with section 33A of the Planning and Compulsory Purchase Act 2004 (amended by section 110 of the Localism Act 2011) and NPPF 2019.

3.6 The signatories acknowledge that the statutory requirements of the Duty to Cooperate are not a choice but a legal obligation. Whilst the obligation is not a duty to agree, cooperation should produce effective and deliverable policies on strategic matters in accordance with the government policy in the NPPF, and practice guidance in the NPPG.

3.7 The NPPF defines those topics considered to be strategic matters³. One of these is 'infrastructure for transport'. The strategic matters relevant to joint working between BHCC and National Highways are:

- The movement of vehicular traffic on the Strategic Road Network (SRN)⁴;

² Department for Transport Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development (Sep 2013):

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/237412/dft-circular-strategic-road.pdf

³ National Planning Policy Framework, paragraph 20 (2019) MHCLG

⁴ For completeness should there be any cross-refs to HE Operating Licence

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/431389/strategic-highways-licence.pdf and HE doc The strategic road network Planning for the future A guide to working with Highways England on planning matters?

- The impacts of development proposed and/or resulting from any adoption of the CPP2 on the SRN; and
- The interplay between the SRN and the Local Road Network where any changes to, or need for mitigation of, the latter will have consequences for the former.

4. Brighton and Hove Context

4.1 Brighton & Hove is a compact, tightly-constrained city located between the sea and the South Downs National Park, directly south of London.

4.2 The SRN as it relates to the Brighton and Hove area includes the A27, from the Falmer Interchange junction in the north-eastern part of the BHCC administrative area, to the A27 / A293 junction to the north west of the administrative area. The boundaries of the SDNP follow the line of the A27 for a significant part of its length within the city, with part of a number of the junctions falling within the Park.

4.3 The map below shows the Brighton and Hove area in the context of the SRN and the wider strategic geography.

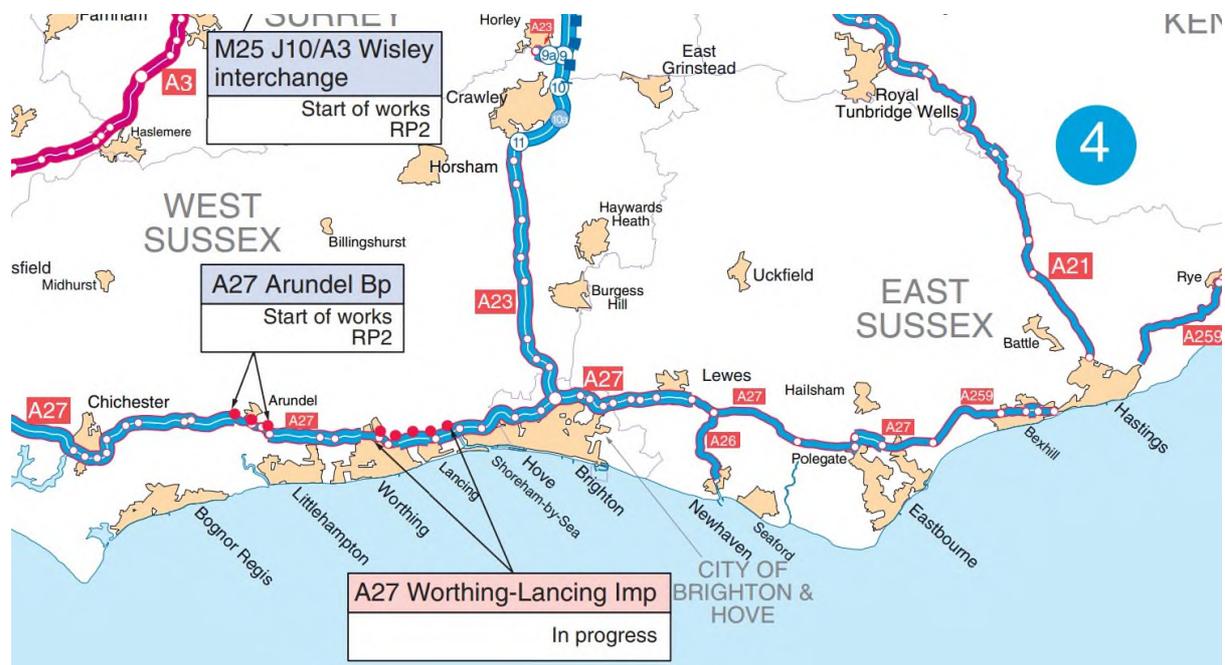


Figure 1: National Highways Network Management Map: Brighton and Hove Context Extract⁵

5. Early Engagement between BHCC and National Highways

5.1 Consultation on a draft of CPP2 was undertaken by BHCC in July 2018. As CPP2 does not significantly increase the overall quantum of planned development in the city, the draft CPP2 relied on proposed mitigations for locations on the SRN which had been agreed during the production of CPP1; SYSTRA UK Ltd (SYSTRA) had originally produced the Strategic Transport Assessments (STA) for CPP1 on behalf of BHCC in 2012-14.

5.2 In response to this consultation, National Highways submitted a representation seeking confirmation of the updated likely cumulative impacts of the proposed development sites in order to obtain assurance that the agreed Trunk Road junction mitigations had been designed to accommodate the implications of City Plan Part 1 (CPP1) remained valid in light of any changes to development proposed by CPP2. BHCC therefore

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/461023/N150227_-_Highways_England_Planning_Document_FINAL-lo.pdf

⁵ Network Management Map Extract (January 2020) Highways England

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/860488/Network_management_08-01-2020.pdf

produced a Technical Note setting out a methodology for assessing and quantifying the traffic associated with the proposed housing distribution in CPP2, and its forecast impacts on the A27 trunk road junctions.

- 5.3 National Highways subsequently provided commentary on the proposed methodologies and requested changes and further clarity of the impact at each identified junction. Having undertaken the original work for CPP1, SYSTRA was therefore commissioned in Autumn 2019 to undertake the additional assessment work on behalf of BHCC.

6. Engagement from January 2020 to June 2021

First Additional Assessment – January 2020

- 6.1 SYSTRA’s formal report of the additional assessment work was issued in January 2020. This report includes an updated and expanded Trip Generation exercise, and a corresponding update of the trip distribution to demonstrate how the use of the proposed revised trip rates would affect the trip figures to be used in the corresponding junction assessments.
- 6.2 National Highways’s subsequent review of this part of the assessments confirmed that the revised trip generation and trip distribution data was considered robust and therefore acceptable for the purposes of the additional junction assessments (described in the remainder of this section).
- 6.3 A traffic data validation exercise was undertaken to compare the original 2012 survey data to more recent information from National Highways’s WebTRIS database, with a date of September 2019. The traffic flows from the 2012 surveys were found to either be consistent with, or higher than, the corresponding 2019 data; therefore SYSTRA’s view was that the continued use of the 2012 baseline survey data would be appropriate. National Highways have accepted this approach; it is noted that due to the onset of the Covid-19 pandemic it has additionally not been possible to collect new “neutral” on-site data in the intervening period.
- 6.4 SYSTRA’s January 2020 report also includes a series of further assessments for the junctions identified through the initial consultation between BHCC and National Highways. For ease of reference, the junctions in question are listed below:
- Junction 1 – A27 / Falmer Interchange
 - Junction 3 – A27 / Hollingbury Interchange
 - Junction 4 – A27 / A23
 - Junction 5 – A27 / King George VI / Devils Dyke Road
 - Junction 6 – A27 / A293 (Hangleton Link)
- 6.5 It is noted that junction 2 from the original consultations was deemed not to require further assessment as a result of National Highways’s comments on the BHCC methodology.
- 6.6 SYSTRA’s conclusion as a result of these assessments was that the previous mitigation proposals for junctions 3,4,5 and 6 should be amended, either due to changes to design standards, or to achieve a “nil detriment” situation in line with National Highways’s commentary on the BHCC methodology. Model results reflecting these changes and demonstrating the resulting junction performance were included within the report.

Second Additional Assessment – National Highways Comments and SYSTRA Response

- 6.7 Following receipt of the January 2020 report, National Highways commissioned their appointed consultants Atkins to review the submitted material. Atkins’ comments were provided by National Highways to SYSTRA and BHCC in February 2020; these consisted of a series of technical comments and queries relating to the submitted highway capacity modelling and the associated proposed improvement designs.
- 6.8 SYSTRA prepared a response to the National Highways / Atkins comments (dated 4th March 2020); the key findings for each junction are summarised below:
- Junction 1: Minor amendments requested to the geometries and intergreen timings – SYSTRA view stated that these would not materially impact on the findings of the model. (It is noted here that the modelling concludes that there are no impacts to Junction 1 which require mitigation; this is

considered to be logical as the agreed distribution of CPP2 traffic results in a small reduction in traffic flows, and no significant increases at any junction arms).

- Junction 3: Requested changes to lane lengths, use of cruise times instead of cruise speeds, and corresponding lane and flow assignments – SYSTRA noted that this would be expected to lead to a worsening of junction performance, but not sufficiently to render the proposed mitigation ineffective for its intended purpose.
- Junction 4: Northern junction requested to be modelled as a signalised roundabout, rather than a crossroads; amendments requested to lane lengths, lane connectors, intergreen times and the inclusion of U-turning traffic – SYSTRA response noted that the small size of the roundabout and the limited availability of stacking space was correctly representing constraints at the junction, and that other proposed changes would have minor impacts to the overall model performance.
- Junction 5: Requested that the northern part of the junction be modelled as a signalised roundabout and that the two parts of the junction be incorporated into a single model with other minor amendments – SYSTRA response noted the difficulties with accurately representing a non-signalised roundabout within LinSig, and put forward the view that the length of the overbridge (approx. 150m or 22 standard vehicle lengths) had not corresponded to date with excessive queuing toward the roundabouts which would have indicated potential for disruption via blocking back of queues. Clarification was therefore requested with regard to the acceptability of LinSig outputs for the southern part of the junction.
- Junction 6: Requested minor amendments to network layout points, unassigned flows and percentage assignment of flows within lanes on links J2/3 and J2/5 – SYSTRA noted that these changes would be expected to have a limited impact on the model outputs and would not result in any material change to the conclusions drawn.

6.9 On the basis of these comments, further clarification was requested from National Highways and Atkins, so that modelling amendments could be restricted to those deemed to have a significant impact upon the resulting output data.

Third Additional Assessment – National Highways Comments

6.10 SYSTRA's comments were reviewed by Atkins on behalf of National Highways, and a further detailed breakdown of Atkins' appraisal of the previously submitted models was issued by National Highways in June 2020.

6.11 The Atkins appraisal took note of a number of the points raised in the SYSTRA response. However, it was still considered by Atkins that a significant number of amendments to the models should be undertaken before the outputs of those models would be considered to be robust from a National Highways perspective.

6.12 Subsequent to receipt of these further comments, SYSTRA undertook further consultation with BHCC and National Highways; this was on the basis that some of the changes recommended by Atkins would in turn lead to a need for further amendment to the corresponding mitigation proposals, and that these amendments would be likely to run into conflict with "hard" constraints (such as the capacity of major structures and the availability of highway land to accommodate further physical changes).

6.13 These discussions culminated in a detailed technical meeting between National Highways, Atkins, SYSTRA and BHCC which was held on 3rd November 2020.

6.14 SYSTRA presented a series of further suggested amendments to the proposed mitigation measures; a key outcome from the meeting was a detailed discussion of the previous Atkins comments and an agreement was formed on how these should be integrated into updated modelling of the proposed mitigation measures. Certain key principles were also more clearly defined, such as the definition of specific impacts

relating to queue lengths, impacts to slip roads, and the distinction between mitigating for safety issues and the extent to which “nil detriment” could realistically be achieved given the presence of hard constraints to physical mitigation, particularly at locations where the actual measurable increase in vehicle trips directly attributable to the City Plan Part 2 developments had been agreed to be limited.

6.15 As a result of this meeting, SYSTRA prepared a refreshed and updated technical note covering the previously raised comments and the new materials discussed at the meeting. This was submitted to National Highways on 20th January 2021.

National Highways Comments on most recent SYSTRA Submission

6.16 The most recent response from National Highways was received on 17th March 2021. This response included commentary from Mr. David Bowie National Highways Area 4 Spatial Planning Manager (Acting) in relation to the submission and the updated mitigation proposals, and a copy of an accompanying technical note produced by Atkins.

6.17 A key outcome from this submission was that Atkins were able to confirm that their previous comments had been addressed, and that the outputs from the highway capacity models could be appraised as robust for the purposes of determining the expected impacts to the SRN as a result of the City Plan Part 2 development proposals and the tested mitigation schemes. The Atkins technical note identified some remaining concerns with regards to the expected performance of junctions 3, 4 and 5.

6.18 The response confirmed that, whilst there were some remaining matters to be addressed with regard to certain aspects of the proposed mitigation schemes at these junctions, it was considered that sufficient progress had been made via the consultation process to allow National Highways to update their position with regard to the City Plan Part 2 and its forthcoming EiP. It was further agreed that this update should take the form of a Statement of Common Ground which would be prepared by SYSTRA with inputs from National Highways and BHCC, and which would represent a shared position for both authorities, as well as setting out how the remaining issues would be addressed through the subsequent detailed design and scheme implementation processes.

7. Position of the Parties

7.1 The adopted City Plan Part One sets out a housing target of at least 13,200 new homes over the plan period 2010 – 2030. A number of strategic site allocations are included in CPP1 which cumulatively total 3,635 new homes. The role of the City Plan Part Two (CPP2) is to support the implementation and delivery of City Plan Part One. It is consistent with the vision, strategy, objectives and strategic policies set out in CPP1; and it also covers the period to 2030. A series of housing and mixed-use site allocations are included through Policies H1, H2 and SSA1 – 4 so that the CPP1 strategy for accommodating development needs can be implemented. CPP2 does not significantly increase the planned amount of housing in CPP1, rather the additional site allocations (totalling 3,635 new homes) provide more specific detail on where it will be located.

7.2 The position of National Highways, reflecting DfT Circular 02/2013, is that development should not have unacceptable impacts on the safety, reliability and operation of the Strategic Road Network.

7.3 National Highways also expects that initiatives will be put forward that manage down the traffic impact of proposals to support the promotion of sustainable transport and the development of accessible sites. This is particularly necessary where the potential impact is on sections of the strategic road network that could experience capacity problems in the short or medium term. Such initiatives are supported by policies in the City Plan, notably CPP1 Policy CP8, and Policies DM33 and DM35 of the Proposed Submission CPP2.

7.4 It is agreed between the parties that any sites allocated within the plan should make a proportionate contribution towards the costs of delivering the agreed City Plan mitigations. In addition, as necessary and appropriate, any non-allocated development must be accompanied by suitable mitigation in the right places at the right time, that is to the required standards and is deliverable in terms of land availability, constructability and funding.

8. Key Points of Agreement

- 8.1 It is agreed that the parties support Circular 02/2013 paragraph 16 which strongly advocates development at locations that are or can be made sustainable, support sustainable transport modes and support business sectors as well as supporting new growth. The parties also note and support the emphasis of the NPPF on sustainable patterns of development and the role planning has in promoting sustainable travel, noting in particular NPPF Section 9 paragraphs 104-106 in respect of impacts and opportunities arising from development, active management of patterns of growth, and the role of place-making, including mix of uses, in achieving these objectives.
- 8.2 It is agreed that the further technical assessments of the identified SRN junctions within the BHCC administrative area have been undertaken in a manner which is acceptable to both BHCC and National Highways, with National Highways having provided comments and these having been subsequently implemented as described within Section 6. These assessments have therefore formed the basis of the information contained in Table 2 of this SoCG.

Impacts on the SRN and mitigation

- 8.3 The parties agree, based on appropriate modelling and analysis reported in the assessments detailed within section 6, that the following SRN locations are impacted by the City Plan Part 2:

Table 2: Locations on the SRN (A27) which are impacted by CPP2:

Location	Overview of impacts identified
Junction 3 – A27 / Hollingbury Interchange	The 2030 reference case modelling indicates that there will be significant congestion affecting multiple arms of the junction on both its northern and southern sides, and that this includes queues which extend beyond the length of the A27 Eastbound off-slip, as well as queuing within the circulatory systems of the junction. Although CPP2 results in a relatively small absolute increase in vehicle trips at this location, the additional trips place further pressure on the A27 slips and the internal circulation; this requires mitigation to address a potential future worsening of safety concerns.
Junction 4 – A27 / A23	The 2030 reference case modelling indicates that there will be very significant congestion and queuing on both the A27 Eastbound off-slip and the A27 Westbound off-slip in the AM and PM peaks; these queues would be expected to potentially extend beyond the available safe storage of the slip roads. The CPP2 development adds to demand on these arms as well as elsewhere in the junction and it is therefore agreed that mitigation of these impacts is required.
Junction 5 – A27 / King George VI / Devils Dyke Road	The 2030 reference case modelling indicates that there will be extensive queuing and delay at both the northern and southern sides of the junction, with the A27 slip roads showing particular issues in the AM and PM peaks. The addition of CPP2 traffic does not have a material impact upon any part of the junction, but due to the existing issues it is agreed that mitigation of these impacts is necessary to avoid any worsening of the junction's performance, particularly with regard to safety.
Junction 6 – A27 / A293 (Hangleton Link)	The 2030 reference case modelling shows that existing issues with delay and queuing on multiple arms of the junction (northern and southern sides) will worsen, with several arms exceeding 100% DoS in the AM and PM peaks. The addition of CPP2 traffic includes additional impacts to the A27 slips and it is agreed that these impacts require mitigation to resolve.

- 8.4 To address these impacts, National Highways and BHCC have worked with the SYSTRA consultant team to propose a set of measures for the SRN locations listed above. These are described below (including explanation of how they address the specific impacts of CPP2) with associated plans included at Appendix A.

Junction 3 – A27 / Hollingbury Interchange

- 8.5 The drawing of the proposed junction mitigation scheme for the Hollingbury Interchange is included in Appendix A as drawing reference 109418-dwg-04_A2 (J3 Carden Avenue).
- 8.6 The mitigation proposals include provision of a third lane on the approach to the southern part of the junction from the A27 Westbound off-slip, re-provision of the pedestrian crossing across the A27 Westbound off-slip, and introduction of detector loops on the A27 off-slips to allow the signal system to react directly to the formation of any queues which are approaching the ends of the available off-slip storage.
- 8.7 The modelling of this proposed scheme indicates that both the off-slips and the internal circulation of the junction will be improved, with DoS and queue lengths both reduced, so that the risks of safety impacts to the main line of the A27 are avoided. It is recognised that at the busiest periods this is likely to lead to a substantial increase in queues and delay on Crowhurst Road (particularly the PM peak); however, the introduction of the detector loops will enable the signal system to maximise the total through-put of the junction except in those specific circumstances where the queues on the off-slips become sufficiently long to require immediate priority. It is considered by BHCC and National Highways that this provides the greatest overall capacity at the junction whilst also assuring that safety issues with the slip road queues do not occur in practice, and that as such the proposed mitigation is appropriate given the limited “absolute” impact in terms of additional vehicle trips directly attributable to CPP2.

Junction 4 – A27 / A23

- 8.8 The drawing of the proposed junction mitigation scheme for Junction 4 is included in Appendix A as drawing reference 109418-dwg-01_A2 (J4 Patcham Interchange).
- 8.9 The proposed mitigation includes minor adjustments to the junction geometries and widening of the westbound A27 off-slip to provide two lanes at the junction.
- 8.10 The proposed mitigation scheme results in very significant improvements from the 2030 reference case, reducing the DoS of the off-slips from well over 100% to below 90% in all time periods and bringing queues well within the capacities of the off-slips and internal circulatory. All other arms of the junction also perform at below 90% DoS.

Junction 5 – A27 / King George VI / Devils Dyke Road

- 8.11 The drawing of the proposed junction mitigation scheme for Junction 5 is included in Appendix A as drawing reference 109418-dwg-02_A1 (J5 Devils Dyke).
- 8.12 The proposed mitigation scheme includes a number of revisions to junction geometries, including increases to lane widths to improve the overall capacity of the junction.
- 8.13 In the AM peak, the junction as a whole (northern and southern sides) has improved performance compared to both the 2030 reference case and the original 2014 mitigation proposals for CCP1. Whilst the DoS of the A27 Eastbound off-slip remains above 100%, it represents a significant improvement on the 2030 reference case, and also shows reduced queue lengths on the off-slip itself; all other parts of the junction have DoS figures and queue lengths of less than the 2030 reference case, indicating that the specific impacts of CCP2 have been mitigated. In the PM peak, all parts of the junction (northern and southern) have DoS values of 91% or less; this represents a very significant improvement over the 2030 reference case, where multiple junction arms exceed 100% DoS.

Junction 6 – A27 / A293 (Hangleton Link)

8.14 The drawing of the proposed junction mitigation scheme for Junction 6 is included in Appendix A as drawing reference 109418-dwg-06_A1 (J6 V3 A27 & A293).

8.15 The proposed mitigation includes amendments to both the physical layout and the signalling arrangement of the junction; this specifically includes provision of a third (splitter) lane to the A27 Westbound off-slip approach to the southern junction and providing two left turn lanes, and revision of the signal phasing of the southern part of the junction to avoid issues with traffic building up on the storage area in the centre of the junction.

8.16 The modelling of the proposed junction mitigation scheme shows that there will be very substantial benefits to multiple arms of the junction; with one exception, all arms are expected to perform at below 90% DoS in the AM Peak (the exception is the A293 south arm, which has a DoS of 92.9). In the PM peak, all arms are expected to perform at or below 90% DoS without exception. Queue lengths in all areas remain within available storage capacities.

As such, it is expected that implementation of the proposed mitigation measures will address the expected impacts of CCP2.

Summary

8.17 The parties provisionally agree that these measures provides a solid and realistically achievable basis for successfully mitigating the SRN impacts attributable to the City Plan Part 2.

8.18 The estimated costs of the junction mitigations will be included in the council's updated Infrastructure Delivery Plan which is due to be agreed in November. This will formally recognise the need to secure the funding and set out potential sources. These sources will include developer funding that is proportionate to the impacts of development (allocated and /or non-allocated sites), or, in part or in full, through other identified funding where there is an identified shortfall to address an existing issue or a need for forward funding.

8.19 Full National Highways endorsement of a mitigation strategy is conditional on the successful implementation of the Next Steps set out below.

9. Agreed Next Steps

9.1 The parties **agree** that the measures in Appendix A will evolve to refine costs and delivery mechanisms.

9.2 It is further **agreed** that National Highways will, on reasonable request, be provided with and duly assess further the technical evidence supporting this strategy, including any submissions for mitigation measures which are to be delivered via the planning consent process for sites which are allocated within CPP2. An updated SoCG or Position Statement will be agreed and published to reflect the outcome.

9.3 The parties **agree** that the costed measures included in the mitigation strategy will be included in the Infrastructure Delivery Plan supporting the City Plan Part 2.

10. Key Outstanding Matters

10.1 National Highways has requested that a series of Road Safety Audits (RSAs) be undertaken in respect of the proposed mitigation schemes; a briefing package for use by appropriate Auditors has been prepared by SYSTRA on behalf of BHCC and is currently being reviewed by National Highways.

10.2 It is noted that the need for, and practicality of undertaking, full Stage 1 Road Safety Audits at this time has been challenged by SYSTRA on behalf of BHCC and that therefore an "interim" Stage 1 Audit is proposed; the scope of this audit will address the majority of standard technical requirements for Stage 1 audits, but omits certain detailed consideration of Walking, Cycling and Horse-riding Assessments (WCHR) as it is considered that these elements of the schemes will develop further as the schemes are progressed and that conducting these audits in full on the current designs would lead to abortive work.

10.3 Subject to agreement of the proposed scope of the interim audits, these will be carried out promptly and any key findings will be reflected in an updated version of this SoCG; this is reflected in the closing matters below.

10.4 BHCC fully accepts the need for further Stage 1 and 2 RSAs to be conducted on the mitigation scheme proposals as they are taken forward to detailed design, and these will be completed in full with regard to corresponding National Highways guidance and instruction.

11. Closing Matters and Further Work

11.1 The parties to this statement have demonstrated in this statement that they have worked jointly and constructively on relevant cross-boundary matters relevant to the plan-making process. The parties confirm that they will continue to do so, through sustained joint dialogue.

11.2 It is intended that the Statement of Common Ground will be a living document, updated to reflect progress of CPP2 through its implementation and the transport related elements. If there are any changes of the content of the SOCG these matters can be discussed at future Duty to Co-operate meetings.

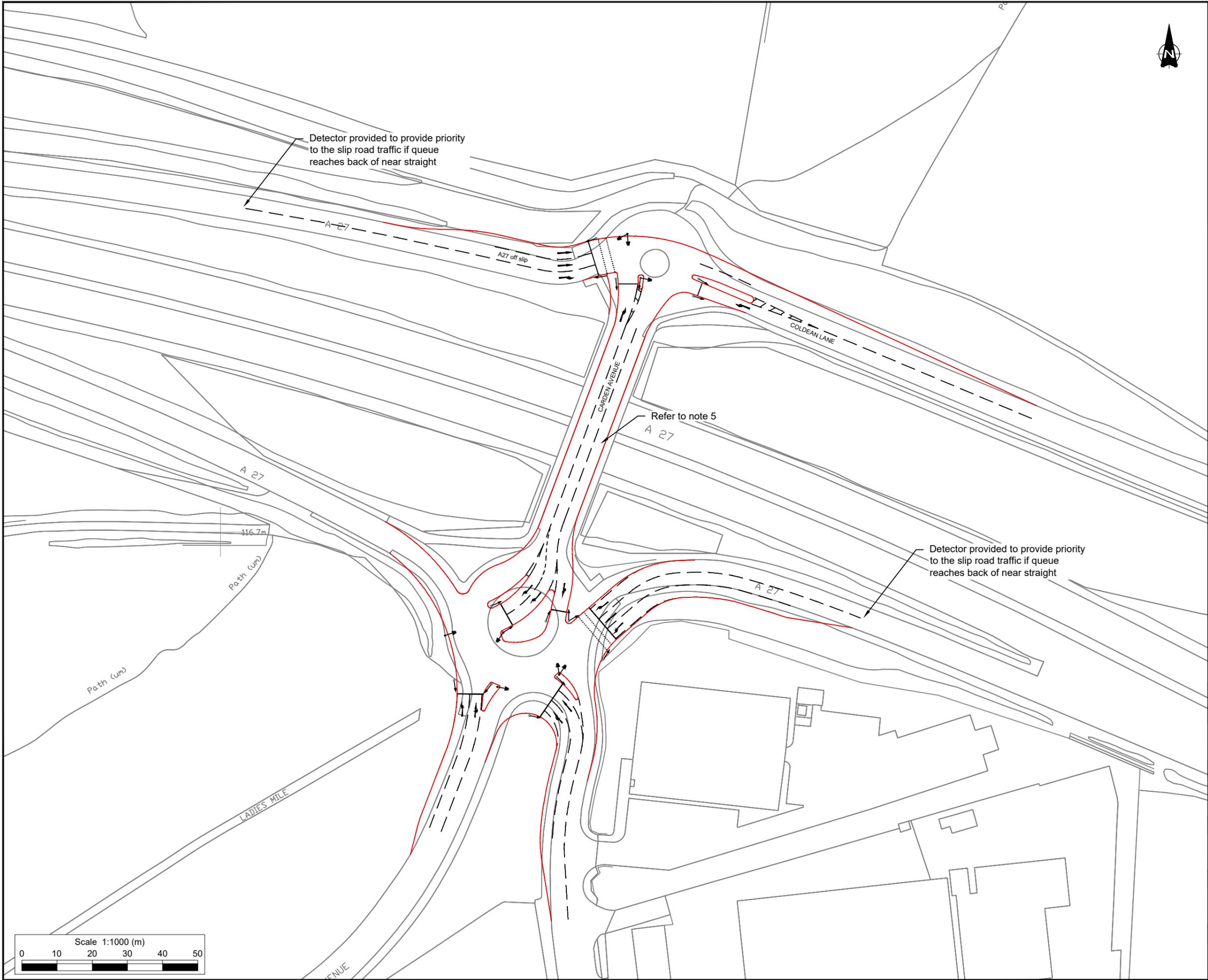
11.3 In summary, specific joint work includes:

- Completion of Road Safety Audit (Interim Stage 1) for each mitigation scheme, in accordance with a brief to be approved by National Highways, and subsequent Stage 1/2 Audits at the appropriate points of further work to progress the proposed mitigation schemes;
- Supply of technical information to support those discussions, and appropriate and timely feedback from National Highways to enable refinement of the evidence, and
- Update to this Statement of Common Ground to include agreed outcomes.

11.4 At the time of preparation, the international community is experiencing a worldwide pandemic of Coronavirus (Covid-19). This situation is widely acknowledged to have yielded very significant uncertainties and risks in strategy-making for the medium and long term, including in plan-making. The parties agree that this will necessitate a flexible approach to addressing cross-boundary matters covered in this statement, for example due to likely (yet unknown) impacts on the economy at all levels, and on the housing market.

11.5 The UK Government has proposed fundamental changes to the English planning system through the Planning for the future White Paper. However, The government response to the consultation on the White Paper is still awaited and legislation will need to be brought forward to implement any changes. Local plans should therefore continue being prepared in accordance with current legislation and guidance. The parties are therefore agreed that the City Plan Part 2 should continue to be prepared in accordance with current legislation and guidance.

APPENDIX A: Proposed Mitigation Measures



- Notes:
1. Do not scale from this drawing. If in doubt refer to the project manager for clarification.
 2. All dimensions are shown in metres unless otherwise stated.
 3. Layout based on Ordnance Survey MasterMap, © Crown Copyright 2018. All rights reserved. Licence number 100022432.
 4. Drawings have been developed in order to indicate a level of mitigation required. Not to be used for any other purpose.
 5. A structural assessment will be required to confirm the viability of 3 lanes on the existing structure.

- Key:
- Proposed kerb
 - - - Proposed road marking
 - Proposed primary signal
 - ⇨ Proposed secondary signal

A2	09/07/21	Comments added	RM	DC	DC	DC
A1	08/01/21	Updates to geometries	RM	DH	DC	DC
A0	05/11/19	First issue	DH	DC	DC	JG
Rev	Date	Revision details	Drawn	Check	Review	Approv

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Project
BHCC A27 City Plan

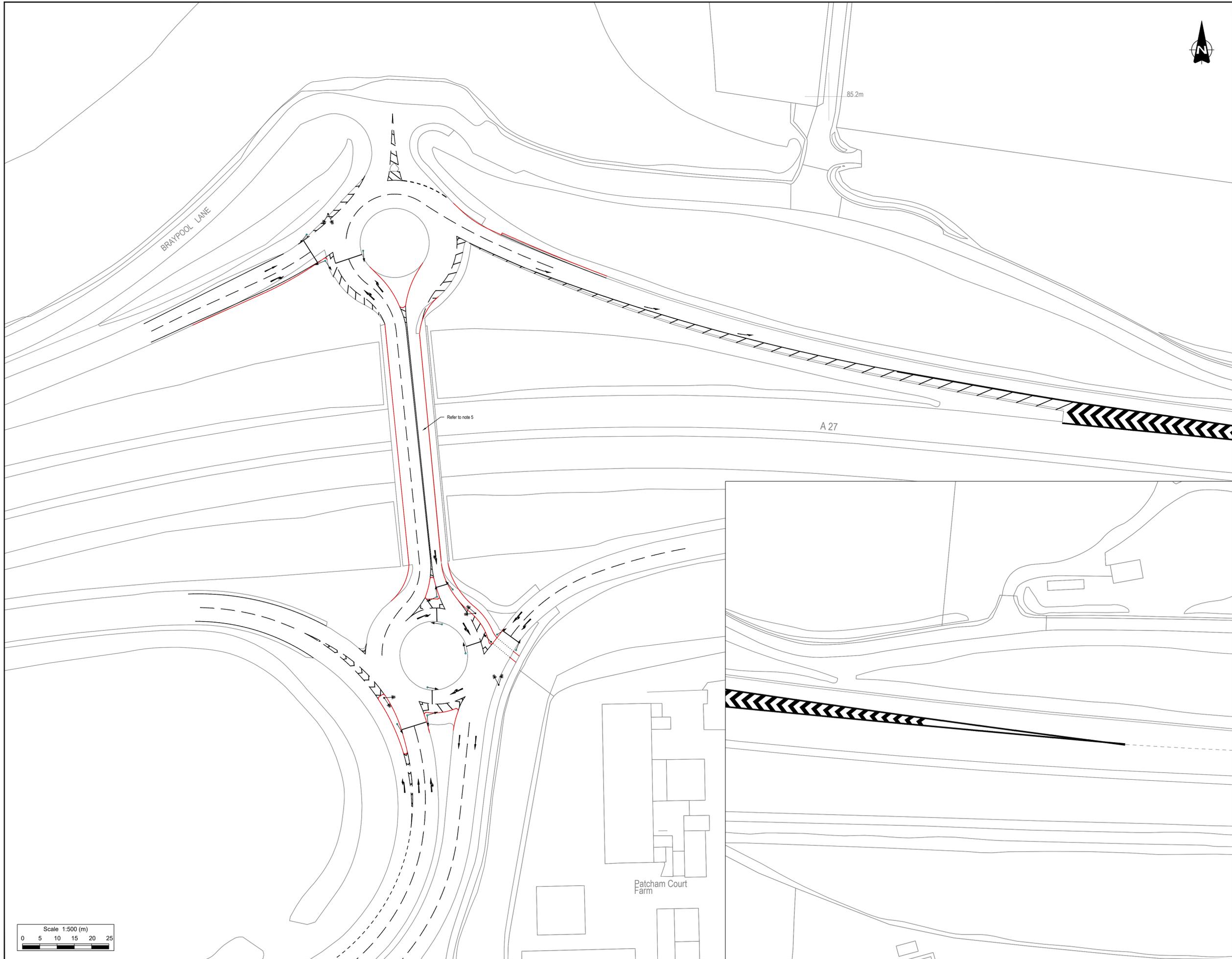
Title
**Junction 3 - Carden Avenue
 Proposed Arrangement**

Drawn	Checked	Checked	Approved
DH	DC	DC	JG
Original drg. size	Date	Scale	Drawing Status
A3	11/11/2019	1:1000	Approval
Drawing Number	109418-dwg-04		Rev. A2



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 - Proposed secondary signal



Scale 1:500 (m)
0 5 10 15 20 25

A2	17/02/21	Lane added on bridge	RM	DC	DC	DC
A1	08/01/21	Updates to geometries	RM	DH	DC	DC
A0	05/11/19	First issue	DH	DC	DC	JG
Rev	Date	Revision details	Drawn	Check	Review	Approv

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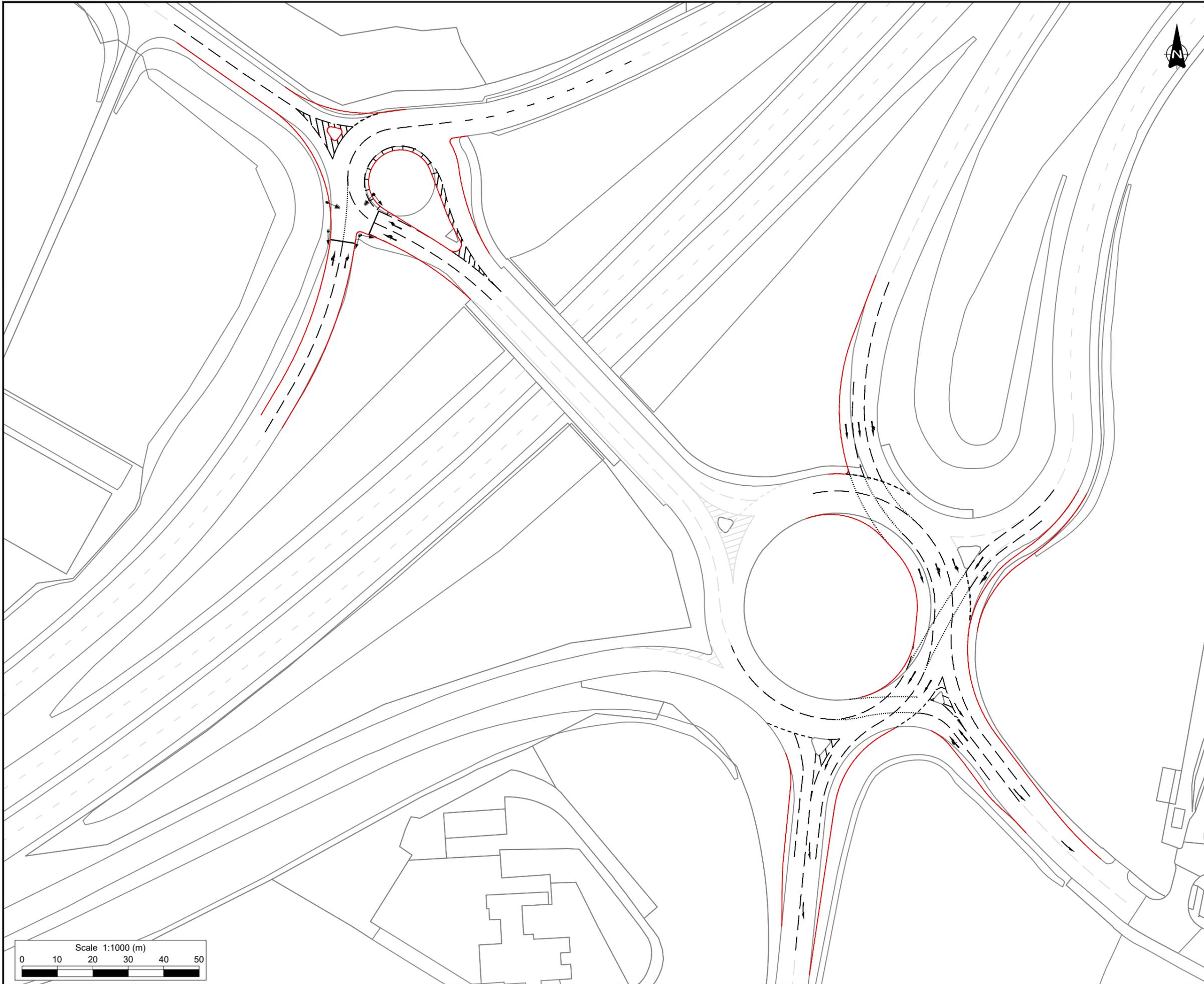
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Project
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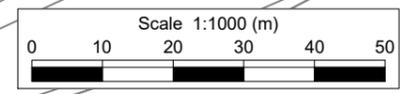
Title
**Junction 4 - Patcham Interchange
Proposed Arrangement**

Drawn	DH	Checked	DC	Reviewed	DC	Approved	JG	
Original drawing size	A1	Date	05/11/2019	Scale	1:500	Drawing Status	Approval	
Drawing Number	109418-dwg-01						Sheet	A2



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 4. Drawings have been developed in order to indicate a level of mitigation required. Not to be used for any other purpose.

- Key:
- Proposed kerb
 - - - Proposed road marking
 - ➔ Proposed primary signal
 - ➔ Proposed secondary signal



A1	08/01/21	Updates to geometries	RM	DH	DC	DC
AD	05/11/19	First issue		DH	DC	JG
Rev	Date	Revision details	Drawn	Check.	Review	Approv

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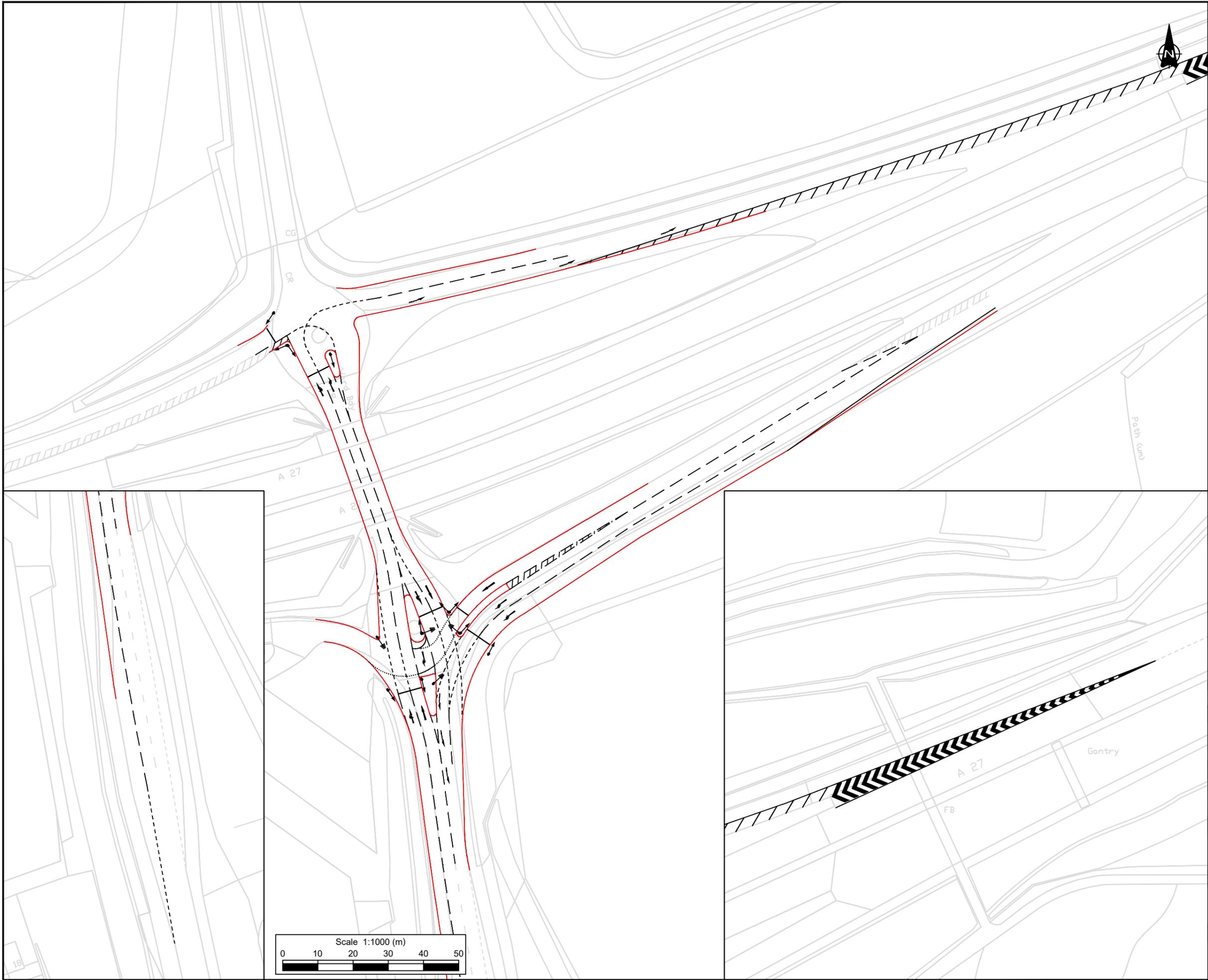
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Title
**Junction 5 - Devils Dyke
 Proposed Arrangement**

Drawn	Checked	Checked	Approved
DH	DC	DC	JG
Original drg. size	Date	Scale	Drawing Status
A3	05/11/2019	1:1000	Approval
Drawing Number	109418-dwg-02		Rev. A1



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 4. Drawings have been developed in order to indicate a level of mitigation required. Not to be used for any other purpose.

- Key:
- Proposed kerb
 - - - Proposed road marking
 - ➔ Proposed primary signal
 - ➡ Proposed secondary signal

A1	08/01/21	Updates to geometries	RM	DH	DC	DC
A0	05/11/19	First issue		DH	DC	JG
Rev	Date	Revision details	Drawn	Check.	Review	Approv

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Title
**Junction 6 - A27 & A293
 Proposed Arrangement**

Drawn	Checked	Checked	Approved
DH	DC	DC	JG
Original drg. size	Date	Scale	Drawing Status
A3	05/11/2019	1:1000	Approval
Drawing Number	109418-dwg-06		Rev. A1