

More detailed explanation of why WSCC was unjustified in its reasoning for excluding the A286 South of Chichester from Major Roads Network funding in March 2017 minute 4.9 WSCC Ref No: HI29 (17/18) _ and why the Stockbridge Link Road should be promoted within the MRN for future funding.

The A286 South of Chichester was already included in the proposed MRN as outlined in the (1)Rees Jeffreys Road Fund Report of October 2016. The A286 South of Chichester remained in the Indicative MRN in the (2)DfT Proposals for the Creation of a Major Road Network Consultation of December 2017, page 26.

The (2)DfT Consultation stated the Indicative MRN is 'largely derived from our work on the (1)Rees Jeffreys Report'.

The (1)Rees Jeffreys Report states on p13 it applied an Objective Approach to define their MRN 'based on (a) motorway and A-road links with average daily traffic flow greater than 20,000 vehicles, along with (b) roads with as few as 10,000 vehicles, provided that at least 5% of that flow is HGVs or 15% is light vans.' Page 11 clarifies the Objective Criteria is based on future traffic levels.

The (1)Rees Jeffreys Report then states on p13 'This process of judgement has also brought in a small number of additional links, which, although falling just below those thresholds, increase the reach of the network to peripheral areas, or provide valuable resilience by backing up the most heavily trafficked corridors.'

The (1)Rees Jeffreys Report then proposes on p15 there be three Tiers of road in the MRN performing different functions. 'Tier 2: multiple-access - rural: mainly all-purpose rural 'A' roads, with frontages and local access, providing links between secondary urban area but also sometimes serving the 'place' needs of communities they run through'

In (3)WSCC's Response to the DfT's MRN in March 2017 the Cabinet Member for Highways and Infrastructure acknowledges in 2.5 the A286 is included in the proposed MRN. The Response then goes on to propose 4.9 Table 1 the only road for removal from the MRN would be the 'A286 between A27 Chichester and Birdham. Justification: Traffic flow (AADF) is less than 20,000 vehicles; proportion of HGV's is less than 5%; and proportion of LGVs less than 15%. This ... does not provide connectivity between major towns or international gateways.'

The (3)WSCC Response included Justifications for removal of the A286 leaning on reasons which were not valid when measured against the Rees Jeffreys Criteria for inclusion. Had they read the (1)Rees Jeffreys Report?

WSCC focussed solely on *current* traffic numbers, not *future* traffic numbers; they applied traffic flow criteria as if they were definitive when clearly the (1)Rees Jeffrey Report stated roads had been included which fell 'below those thresholds'; and they applied a criteria for 'connectivity between major towns or international gateways' which cannot be found anywhere in the (1)Rees Jeffrey Report.

In summary, WSCC is wrong to state the A286 South of Chichester could not be included in the DfT Major Road's Network. WSCC alone made the decision for this road to be excluded.

The consequence of the WSCC decision is that CDC is unable to say all reasonable efforts have been made to secure external funding for infrastructure improvements. The Stockbridge Link Road had a very reasonable chance of being included in Major Roads Network funding. The stated objective of the MRN was to provide funding for such upgrades as 'missing links' or 'bypasses' (2)DfT Consultation p32.

However, CDC should be encouraged by the review process built into the MRN. Every 5 years the projects included in the MRN are reviewed.

It is therefore incumbent on CDC, in the provision of a sound Local Plan, to insist WSCC and TfSE seek all reasonable means to have the A286 South of Chichester reinstated in the MRN.