Mr P Lewis and Mr S Dean
The Planning Inspectorate
Temple Quay House
2 The Square Temple Quay
Bristol BS1 6PN

3 September 2024

Dear Mr Lewis and Mr Dean,

Further to the letter from South Worcestershire Councils dated 1st July 2024, we would like to take this opportunity to update you on progress regarding the transport modelling which supports the South Worcestershire Development Plan Review (SWDPR).

The Worcestershire Strategic Transport Base Model is now complete and is being used to model the impacts of the allocations and policies set out in the Regulation 19 version of the SWDPR.

Working in collaboration, a series of meetings have been held between National Highways and Worcestershire County Council to consolidate proposals and assess the impacts on the Strategic Road Network. This also includes work to integrate the highways models for the M5 Junctions 6-7, A46 and M5 Junction 9. The outputs will provide a comprehensive view of the transport impact of growth within the SWDPR, and importantly, the highways mitigation required to support that growth.

We are pleased to confirm that work on the first two scenarios, 'Do Nothing[1]' and 'Do Minimum A[2]' has been completed, and that we are finalising the results of the third scenario 'Do Minimum B2'. Work pertaining to the final scenario, 'Do Something[3]', the testing of the combined impacts and proposed mitigation, will take place through September to November 2024, completing at the beginning of December 2024. If additional highways mitigation is required, scheme concepts will be designed, tested, costed and incorporated into the revised Infrastructure Delivery Plan IDP. This work is an iterative process which will run alongside the transport modelling. For further details, the full timetable for the transport modelling has been provided alongside this letter.

Finally, a Statement of Common Ground is also being drafted between South Worcestershire Councils, Worcestershire County Council and National Highways setting out the above approach, matters of agreement and the timetable to complete the modelling exercise. This will be a live document which will be further updated once any mitigation has been identified for the Strategic Road Network. The first iteration of this document is scheduled to be completed at the end of September 2024.

[1] 2041 Do-Nothing (2041 DN) model – The outputs from this model demonstrate how the full highway network operates in 2041 without the consideration of the growth outlined in the SWDPR, other than the improvement works already committed to.
[2] 2041 Do-Minimum (2041 DM A & B) models - The outputs from these models demonstrate how the full network would operate at 2041 taking into consideration of all planned growth in the SWDPR.
[3] 2041 Do-Something (2041 DS) model - The outputs from this model will identify and inform the necessary highway and transport mitigation schemes for planned growth within the SWDPR, and, test how the full network will operate with these aforementioned schemes alongside the planned growth at 2041.

We would like to take this opportunity to assure you that all parties are fully committed to progressing the transport modelling and are working collaboratively toward the mitigation required in order to support the SWDPR.

Yours sincerely

[redacted]

Ian Macleod
Director of Planning and Infrastructure
Malvern Hills and Wychavon District Councils

[redacted]

Duncan Rudge
Head of Planning
Worcester City Council

[redacted]

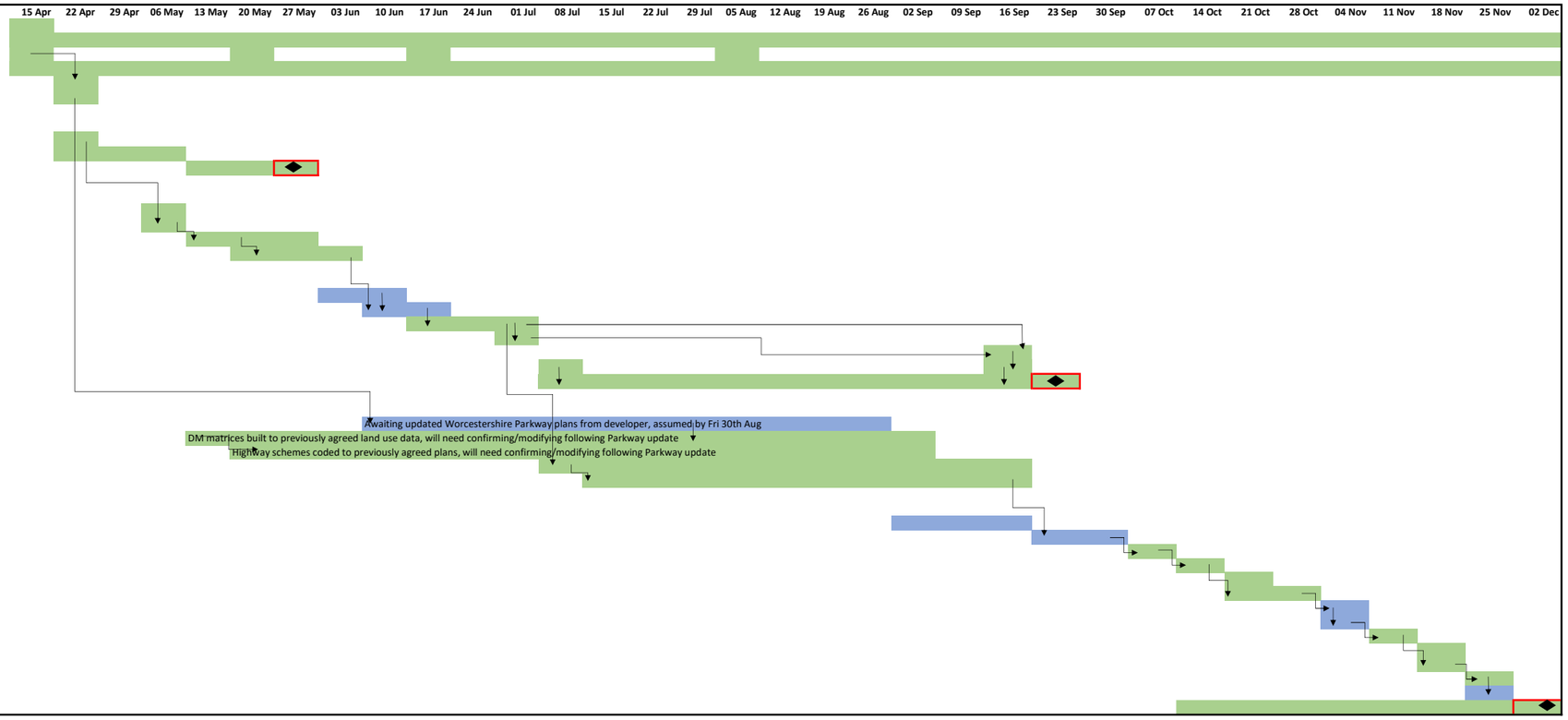
Emily Barker
Head of Planning and Transport Planning
Worcestershire County Council

[redacted]

Russell Gray
Spatial Planner
National Highways

SWDPR Programme v7

No	Task
1	Inception Meeting (Amey/Sweco/WCC)
2	NH consultation
3	In-person meetings with Amey/Sweco/WCC/Districts
4	Weekly Catchup calls (Amey/Sweco/WCC/Jacobs)
5	Confirm model validation around dev sites
6	Confirm development commitments against uncertainy log
	Local Validation Improvement & Base VDM - 2022
7	Update Base models where applicable
8	VDM parameter update - based on base model
9	SWDPR BY 2022 - Technical note
	Do-Nothing (DN A) - 2041
10	DN (A) - Fixed Demand Development
11	DN (A) - Refence Case Network Development
12	DN (A) - Fixed Demand Assignment Run
13	DN (A) - Extraction of results (e.g. V/C, Delay Plots, etc)
	Do-Nothing B (DN B) - 2041
14	Agree highway network perfomance criteria (With WCC/Jacobs)
15	Identify mitigation sites / mitigation method (With WCC/Jacobs)
16	DN (B) - Code HY Schemes to address operational issues
17	DN (B) - Model Run (Fixed Assignment)
18	DN (B) - VDM Run
19	DN (B) - Extraction of results (e.g. V/C, Delay Plots, etc)
20	DN (B) - Technical note
	Do-Minimum (DM) - 2041
21	Agree local plan trip generation & zonal allocation (With WCC/Jacobs)
22	Feed local plan development trip generation to build DM matrices
23	Code Highway schemes linked to developments (e.g. access roads)
24	DM (2041) - Fixed Assignment Model Run
25	DM - Extraction of results (e.g. V/C, Delay Plots, etc)
	Do-Something 1 & 2 (DS1 & DS2) - 2041
26	Agree DS mitigation criteria (With WCC/Jacobs)
27	Define DS1 mitigation highway schemes (With WCC/Jacobs)
28	Code DS1 highway schemes
29	DS1 (2041) - Model Run
30	DS1 (2041) - VDM Run
31	DS1 - Extraction of results (e.g. V/C, Delay Plots, etc)
32	DS1 - Check criteria is met (With WCC/Jacobs)
33	Define DS2 mitigation highway schemes (With WCC/Jacobs)
34	Code DS2 highway schemes
35	DS2 (2041) - Model Run
36	DS2 (2041) - VDM Run
37	DS2 - Extraction of results (e.g. V/C, Delay Plots, etc)
38	DS2 - Check criteria is met
39	Finalised forecasting report



Key	
	Amey/Sweco Task Time
	Jacobs/WCC input required
◆	Deliverables
▼	Key Dependencies

W/C	Deliverables
27/05/2024	SWDPR BY 2022 - Technical note
29/06/2024	DN(b) - Technical Note
07/10/2024	Finalised forecasting report

Notes

Assuming concurrent timely interaction with NH between key tasks
Duration dependent on PT strategy scope fro DM/DS
Duration dependent on the approval of Base Model by 22/04/24
Duration dependent on the need for VDM run for identified scenario runs
Duration dependent on receiving contract award
Duration dependent on receiving all modelling assumptions for developments, including quantum, trip rates and details of proposed schemes