

**Response of BDC to consultation on Local Transport
Plan No 4 (LTP4)**

Relevant Portfolio Holder	Councillor Kit Taylor
Portfolio Holder Consulted	Yes
Relevant Head of Service	Ruth Bamford
Wards Affected	All Wards
Ward Councillor Consulted	Yes
Non-Key Decision	Yes

1. SUMMARY OF PROPOSALS

- 1.1 Worcestershire County Council, as the Local Transport Authority, is required to produce, deliver and maintain a Local Transport Plan. The authority is now formally consulting on the contents of the LTP4. The consultation closes on 17th March 2017.
- 1.2 Five documents are being consulted on including:
1. The main LTP4 document
 2. Habitats Regulation Assessment
 3. Network Management Plan
 4. Policies Document
 5. Strategic Environmental Assessment

2. RECOMMENDATION

- 2.1 That Members note the contents of the report.
- 2.2 That Cabinet recommends to Council that the draft officer response to LTP4 (as attached at Appendix 1) be approved by Council and submitted to Worcestershire County Council as the formal consultation response.

3. KEY ISSUES

Financial Implications

- 3.1 As funding will be limited over the plan period the plan seeks to focus on ensuring that best use is being made of existing transport infrastructure, by focusing on maintenance and enhancement schemes where a robust business case and funding can be identified. The County Council states it also intends to bid for funding with partner organisations. The Council is urging WCC to develop a more robust infrastructure funding strategy to ensure the appropriate level of investment is secured for transport infrastructure across the District.

Legal Implications

- 3.2 Worcestershire County Council, as the Local Transport Authority, is legally required to produce, deliver and maintain a Local Transport Plan under the Transport Act (2000) and the Local Transport Act (2008).

Service / Operational Implications

- 3.3 Members will recall a pre consultation exercise was undertaken by WCC in July 2016 and this was followed up by a presentation on the consultation to Members on 12 January 2017.
- 3.4 The WCC have divided the County up into three geographical areas including:
1. South Worcestershire
 2. Wyre Forest
 3. North East Worcestershire
- 3.5 Transport packages within the North East Worcestershire delivery strategy are grouped into either:
1. North East strategic transport schemes (NEST)
 2. Redditch package (R)
 3. Bromsgrove package (BR)
- 3.6 There are eight 'NEST'- strategic projects which relate to Bromsgrove and six specific Bromsgrove (BR) schemes.

1. North East Strategic Transport (NEST) 1-Lickey End (M42 Junction 1). Major Junction Enhancement Scheme and Lickey End AQMA Remediation
Lickey End (M42, Junction 1) is widely recognised as operating in excess of built capacity and so is now heavily congested at peak times. The junction is the focus for an Air Quality Management Area and offers a challenging environment for non-motorised users. This major scheme would look at strategic options to tackle this issue, which could include redesign or junction relocation and will be delivered in partnership with Highways England.

2. NEST 2- Bromsgrove A38 Strategic Corridor (Lydiate Ash to 'Hanley' Turn) (Should read 'Hanbury')
The A38 Bromsgrove Corridor Major Scheme is currently being developed by Worcestershire County Council (WCC). An Outline Business Case was submitted to the Local Transport Body (LTB) in March 2016 for Programme Entry Approval. Conditional Approval is planned to be obtained in April 2017. The scheme will support the sustainable growth of Bromsgrove by enhancing the A38 Bromsgrove

Eastern Bypass. The scheme includes a series of junction enhancements where delay and congestion is currently experienced, and where conditions are predicted to deteriorate further without intervention. These works will be critical in helping to support the objectives of the Bromsgrove District Plan (BDP), the Redditch Local Plan, Worcestershire's LTP 4 and both the Worcestershire and Greater Birmingham and Solihull Strategic Economic Plans (SEP) prepared by the Local Enterprise Partnerships (LEP).

3. NEST 4- North East Worcestershire Transport Telematics Investment Package

This would include Variable Message Signs, Real Time Information Systems, Signalling Improvements and Traffic Counters.

4. NEST 5- Old Birmingham Road/ Linehouse Lane/Braces Lane Junction (Marlbrook)

A complete review of the junction's capacity, traffic flows, design and signalling apparatus (where provided) to identify whether capacity and/or safety improvements are required. If so, this will be followed by a detailed design process to identify a costed improvement scheme to tackle identified issues and constraints.

5. NEST 6- Hagley Junctions

A complete review of a number of junctions in a given area to assess capacity, traffic flows, design and signalling apparatus (where provided) to identify whether capacity and/or safety improvements are required. If so, this will be followed by a detailed design process to identify a costed improvement scheme to tackle identified issues and constraints.

6. NEST 7- Wythall Rail Station Enhancement Scheme,

7. NEST 8- Hagley Rail Station Enhancement,

8. NEST 9- Alvechurch Rail Station Enhancement Scheme

Station enhancements could include:

Improvements to passenger information and station facilities for passengers;

Facilities that will cater for current and future demand growth;

Improvements to walking /cycling routes to the station;

Improvements to access arrangements for cyclists and provide additional new cycle storage facilities;

Set-down and pick-up facilities for taxi users and operators;

Improve facilities for passengers with disabilities or who experience difficulty using the railway station facilities;

Improvement to car parking;

Working with Train Operating Companies to improve services

9. BR1- Bromsgrove Transport Strategy

This proposed scheme would involve a package of Public Realm Enhancements in Bromsgrove Town Centre and would be integrated with other schemes in the area. The scheme would also involve a comprehensive multimodal review of network efficiency and infrastructure. This study would identify where to focus investment to improve the operation of the local transport network. This would also include a review of Bromsgrove's highway network to explore options to improve and disperse traffic flow to increase efficiency and AQMA remediation at Worcester Road.

10. BR2-Bromsgrove - Strategic Active Travel Network Investment Programme (Including Catshill, Marlbrook and Lickey End)

Active Travel Investment Programme is a systemic investment in walking and cycling links across the Bromsgrove area to create a comprehensive, integrated off-road network linking residential areas with key trip attractors, including schools, rail stations, town centres and employment locations. This will include surfacing, signage, lighting and public realm improvements to create an attractive and coherent network.

11. BR3 -Broad Street/Stourbridge Road Junction, BR4 -Parkfield - Strand / Market Street / Stourbridge Road / Birmingham Road Junction, BR5- Bromsgrove - St John Street / Hanover Street / Kidderminster Road Junction

A complete review of the junction's capacity, traffic flows, design and signalling apparatus (where provided) to identify whether capacity and/or safety improvements are required. If so, this will be followed by a detailed design process to identify a costed improvement scheme to tackle identified issues and constraints.

12. BR6-Bromsgrove - Worcester Road/Rock Hill Key Corridor of Improvement (including Worcester Road AQMA Remediation)

A systemic investment in a key corridor to improve transport infrastructure to enable it to support increased economic activity (through quicker journey times and reduced congestion). This could include new technology (signals/signing) surfacing, lighting, enhanced walking/cycling infrastructure.

13. BR7-Bromsgrove Station - Car Park Extension Scheme

Potential to increase car park capacity if demand grows to a point where a suitable business case can be identified to support investment.

14. RB1 -Rubery Public Realm Scheme

A systemic investment in a town centre or area's transport infrastructure to enable it to support increased economic activity and diversification. This could include a redesign of space, new surfacing, lighting, drainage and functional changes to support enhanced

accessibility by walking, cycling, passenger transport or motorised vehicle. This would need to be funded by development growth, recognising that the main shopping area would need to be enhanced to support increased demand.

Summary of Draft Response

- 3.7 Appendix 1 contains the full response to LTP4, the main issue with the LTP is its lack of long term vision and strategy. It could be said that the document as it stands isn't really a plan or strategy and could be seen as a series of ad hoc schemes which are not clearly joining together to provide a coherent transport strategy for the District.
- 3.8 Policy BR1 - **Bromsgrove Transport Strategy** is the focus for much of the response, at the moment officers feel this policy is too limited in what it's trying to achieve. An early indication has already been given by WCC that the wording of BR1 can be altered to allow for a more overarching and longer term strategy to be produced in relation to Bromsgrove. This overarching strategy, which will consider all modes of transport, is likely to be a key element in shaping how the District develops in the future.
- 3.9 BDC would like this strategy to be seen as an opportunity for transport considerations to more heavily influence the decisions on where all forms of future development should take place. The Strategy should play a positive role in addressing infrastructure deficiencies, simply mitigating the impact of future development is not an option BDC can support.
- 3.10 An evidence based investment strategy needs to be developed which can be used to secure necessary infrastructure funding. This strategy needs to be robust and flexible to ensure it can address the requirements for a range of local and central government funding regimes which will inevitably change over the lifetime of any plan. The strategy needs to be fully integrated with other similar strategies being developed in adjoining areas.
- 3.11 In summary, it is believed that nothing short of a radical programme of investment in the transport infrastructure of the District will be needed to ensure Bromsgrove can cope with the pressures likely to be exerted on it over the next 20-30 years.

Customer / Equalities and Diversity Implications

- 3.12 Members will recall a pre consultation exercise was undertaken by WCC in July 2016 and this was followed up by a presentation on the consultation to Members on 12 January 2017.

4. RISK MANAGEMENT

- 4.1 The risks associated with not responding to this consultation is that BDCs views will not be taken into account by WCC in LTP4 consultation or future Planning, including the Infrastructure Delivery Plan (IDP) and future bidding for funding towards essential transport infrastructure.

5. APPENDICES

Appendix 1 – BDC response to LTP4

6. BACKGROUND PAPERS

1. The main LTP4 document
2. Habitats Regulation Assessment
3. Network Management Plan
4. Policies Document
5. Strategic Environmental Assessment

7. KEY

WCC- Worcestershire County Council
LTP- Local Transport Plan
BDP- Bromsgrove District Plan 2011-2030 Adopted January 2017
AQMA- Air Quality management Area
IDP- Infrastructure Delivery Plan

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