

REDDITCH BOROUGH COUNCIL

EXECUTIVE COMMITTEE

Date 4th April 2017

REDDITCH BOROUGH COUNCIL RESPONSE TO LOCAL TRANSPORT PLAN 2017- 2030

Relevant Portfolio Holder	Councillor Chance
Portfolio Holder Consulted	Yes
Relevant Head of Service	Ruth Bamford
Ward(s) Affected	All wards
Ward Councillor(s) Consulted	N/A
Non-Key Decision	

1. SUMMARY OF PROPOSALS

- 1.1 The purpose of this Report is to seek Council approval for the informal response that was submitted to the consultation on Worcestershire County Councils Local Transport Plan 2017 - 2030.

2. RECOMMENDATIONS

- 2.1 That Members note the contents of the report.
- 2.2 That Executive Committee RECOMMEND to Council that the informal response to the Worcestershire Local Transport Plan 2017 - 2030 (as attached at Appendix A) be approved by Council and submitted as a formal Council response.

3. KEY ISSUES

Financial Implications

- 3.1 No financial implications.

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 Worcestershire County Council consulted on the Local Transport Plan (LTP) between 22nd December 2016 and 17th March 2017. An informal response (attached at Appendix A) was submitted on the 17th March 2017 in order to meet

the consultation end date. The purpose of the Consultation on the LTP sets out the County Council's aspirations and priorities for investing in the transport networks, including infrastructure, technology and services to support all relevant modes of transport including walking, cycling, rail, bus and community transport as well as highways.

- 3.4 The County Council is required by Central Government to produce Local Transport Plans (LTP) to set out objectives for developing transport plans. The draft plan currently being consulted will cover the period from April 2017 until 2030. Although it's expected the document will be reviewed regularly, as the county is expected to see unprecedented population growth, housing development, economic diversification and technological advances.
- 3.5 A copy of the informal response can be seen at Appendix A however for convenience the main points have been repeated here.

Main document

- 3.6 Further information regarding the purpose and contents of the Redditch Transport Strategy are required before any further comments can be submitted.
- 3.7 The following specific junction schemes are suggested within the Redditch Package:
- R3 - Ran Tan Major Junction Capacity Enhancement
 - R4 - Battens Drive/ Warwick Highway Junction
 - R5 - Plymouth Road/ Bromsgrove Road Junction
 - R6 - B4184 Windsor Road/ Birmingham Road Junction
 - R7 - A441 Birmingham Road/ B4101 Dagnell End Road junction
- 3.8 The Council request to be involved in any suggested improvement schemes. Officers have questioned whether potential funding sources being referred to identify the necessary scheme or whether they are to also implement the scheme. If the funding identified is not to pay for implementation Officers have questioned where the funding would come from to implement solutions.

Strategic Environmental Assessment

- 3.9 Page 22 says Redditch has an Air Quality Management Area (AQMA). It also states this AQMA is part of the Stoke Heath AQMA. This is not the case. Redditch has never has a designated AQMA within its boundaries and the Stoke Heath AQMA is a significant distance from the Redditch boundary.
- 3.10 Page 23 and 26 states "*The Borough of Redditch Local Plan No.4 seeks to allocate 46,400 dwellings between 2011 and 2030....*". This is incorrect; the Borough of Redditch Local Plan No.4 allocates 6,400 dwellings between 2011 to 2030.

Other comments

- 3.11 There is a fundamental lack of regard for strategic growth issues related to future housing needs of the Greater Birmingham Housing Market Area. It is widely accepted that there is a need to find land to accommodate at least 37,900 dwellings. It is acknowledged that this growth will need to be accommodated within the Housing Market Area and further work is needed to identify suitable locations for this growth through the Strategic Growth Study. Redditch, as a Local Authority within the Housing Market Area, has agreed to participate within the Strategic Growth Study, therefore the Green Belt to the south west of the urban area may need to be considered for future development. A long standing issue with this area is the unknown infrastructure that would be needed to support any potential future development. Therefore it is essential for the various Transport Teams at WCC to be involved as early as possible with this work in order to provide advice and guidance on the various forms of transport and transport infrastructure that may or may not support development. Therefore it is felt there needs to be a much stronger link between LTP4 and strategic planning as the implications from new housing are an intrinsic highway matter which should help to inform the location of new development.
- 3.12 LTP4 acknowledges the need to improve Redditch Train Station however it is felt that further work may need to be done to enhance the rail service offer, in particular enhanced links from Redditch to Birmingham such as an express train at peak times. Currently there is no mention of rail service within LTP4.

LTP4 and Redditch Town Centre Strategy

- 3.13 There is a lack of detail regarding what is envisaged for the Town Centre. WCC Officers have previously stated that the Town Centre Strategy is included in LTP4 which it is not. Town Centre Schemes were listed within LTP3 however they have not been carried forward to LTP4. Information on why these schemes are not within the document is requested as there is still an aspiration for them to be implemented.
- 3.14 LTP4 does not mention the strategy for downgrading the Ring Road around the Town Centre. This is the primary road for access to and from the Town Centre and it is felt this important scheme should be detailed within the Document. This scheme was contained within Local Transport Plan 3 as 'Scheme R1' within the Redditch Urban Package. It is felt that this scheme should be carried forward to LTP4.
- 3.15 A Car Parking Study is detailed as an Action in Town Centre Strategy as it is within the Redditch Package of the LTP. However it is not clear from the detail in the LTP whether this is the same parking study or an additional one as the remit of the car parking study in the LTP has not been detailed.
- 3.16 The Redevelopment of Train station area is an action in the Town Centre Strategy as it is within the LTP (detailed as the 'Redditch Station Enhancement Scheme'), is essential these strategies align to ensure what was envisaged through the Town Centre Strategy is mirrored in the LTP.

Customer / Equalities and Diversity Implications

- 3.17 The contents of the LTP have the potential to affect every resident in the Borough. The schemes detailed within the LTP need to be the right schemes to ensure that the transport in the Borough is sustainable up to 2030.

4. RISK MANAGEMENT

- 4.1 As above (3.11) there may be a risk to the Borough if the LTP does not address some of the bigger issues facing the borough over the next few years. It is essential that the LTP addresses the current issues facing the Borough and looks ahead to the issues likely to be facing the Borough up to 2030.

5. APPENDICES

Appendix 1 - Redditch Borough Council Response to Worcestershire County Council Local Transport Plan 2017 - 2030

6. BACKGROUND PAPERS

Worcestershire County Council Local Transport Plan 2017 – 2030 (December 2016)

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

7. KEY

AQMA - Air Quality Management Area
LTP – Local Transport Plan

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