

Redditch Borough Council Response to Worcestershire County Council Local Transport Plan 2017 – 2030

1 Redditch Borough Council has a number of comments and concerns in relation to the Local Transport Plan (LTP), which are detailed below. Comments are made under the sub-heading of the relevant LTP document and refer back to the consultation questions where appropriate. The end of the document details general comments and concerns the Borough Council has with the LTP.

Main Document

2 Page 9 of the Main Document includes a map of major housing development; it is felt that the locations of the numbers on the map do not accurately reflect the actual location they are intended to represent. It is appreciated that this is difficult to achieve with a map of this scale, however in order for the document to be correct numbers 3 and 5 need relocating.

3 Page 16 states that Redditch are still preparing the Development Plan, the Borough of Redditch Local Plan No.4 (BORLP4) was adopted on the 31st January 2017.

Specific Comments on the Transport Packages

North East Strategic Transport Schemes (NEST) NEST 3 – Redditch Transport Strategy

4 No detail is provided within the document as to what the Redditch Transport Strategy will be or the timescales it will be working towards. It is felt that further information about the purpose and contents of this document are needed before any further comments can be submitted. Information within the table refers to 'Local Development Plan' not BORLP4.

Redditch package

5 All of the actions listed within the table refer to 'Developers' as a source of potential funding, however Redditch do not have an Infrastructure Delivery Plan with all of these schemes listed, the IDP should be updated to reflect this. In addition, the majority of all the large development sites in Redditch are already under construction or have been granted planning permission. Therefore it is unlikely there will be much scope for collecting significant funds from Developers for these schemes.

6 R3 – R4 lists Maintenance as a potential source of funding. It is not clear what this is referring to.

7 R1 – Parking Strategy. It is not clear what the remit of this Strategy will be. It is assumed that this strategy will focus on the Town Centre, however this will need confirmation. Please see comments below in relation to 'Town Centre Strategy'.

8 R2 – Active Travel Network Investment Programme – Refers to 'town centres'. Redditch only has one town centre, clarification should be provided on which centres this specifically refers to.

9 R3 – R7 The Borough Council would wish to be involved in any suggested improvement schemes although further information on what the exact issues to be addressed are at these locations would be useful, or some rationale for why these areas have been picked over others. Are potential funding sources referring to funding to identify the necessary scheme or is this to also

implement the scheme? Where would funding come from to implement solutions? It is considered all junction names should also refer to road names for people who don't know what Ran Tan junction is for example.

10 R9 – Alexandra Hospital Bus Interchange Scheme – A potential funding source listed is 'Major Scheme (DfT)' however this scheme isn't listed as the beginning of the document under the list of major schemes. More information would be welcomed on when this scheme would go to the DfT for consideration and the likelihood of this scheme being implemented through DfT funding.

11 The Alexandra Hospital Bus Interchange Scheme is detailed within the Main Document, Officers feel that 'bus' should be removed from its title as the scheme description goes on to describe the scheme as a '*multi-modal interchange ... for taxi/ community transport/ bus users and operators and car pick-up and drip-off facilities*'. The Council also feel that more should be done through this scheme to increase links between the Alexandra Hospital and Worcester Hospital.

12 With regard to all of the schemes listed in the Packages it is not clear whether the purpose of the scheme is to provide the analysis and a solution, or whether implementation will also be part of the scheme.

Strategic Environmental Assessment

13 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.

14 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. This incorrect figure has been added to the 7,000 dwellings Bromsgrove will deliver to state, "*In this context in addition to a potential increase in road-based travel through induced demand, the addition of 53,400 homes and over 83ha of employment in the North East Worcestershire Delivery Area in the period to 2031 will generate demand for new trips.*" This is incorrect; this figure should be 13,400.

Other comments

15 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.

16 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. Whilst it is acknowledged that the scope for WCC to influence service provision is limited there is potential through the existing lines of communication that exist with the rail providers to ensure service is as effective and efficient as it can be.

17 The Eastern Gateway is mentioned as a game changer (on page 10 of the Main Document) however there is no detail or information related to the transport implications of this site. Other than being listed as a Game Changer there is no other reference to the site than this in any of the LTP documentation provided. The works needed to access the eastern gateway are in Redditch and many of the implications of the Eastern Gateway will fall within the Redditch boundary it is felt it should be included in LTP4.

18 Officers note that LTP4 identifies the Battens Drive/ Warwick Highway Junction for review and potential improvement scheme. It is felt that the junction at the other end of the Warwick Highway i.e. the Alders Drive Junction should also be considered for review as Officers have identified traffic build up at both ends of the Warwick Highway. This is important as both Winyates and Matchborough are planned to be regenerated over the lifetime of the BORLP4 and therefore traffic may increase as a result of this.

LTP4 and Redditch Town Centre Strategy

19 LTP4 lacks recognition of the importance of the actions set out in the Town Centre Strategy which will have fundamental implications on the local transport system. Overall 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.

20 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.

21 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. It is essential if this is a Town Centre only Car Parking Study then its aim and objectives link to what was envisaged for the car parking study detailed within the Town Centre Strategy.

22 As above regarding the Car Parking Study 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'). Again the strategies must align to ensure what was envisaged through the Town Centre Strategy is mirrored in the LTP.

23 The Borough Council will continue to meet with WCC colleagues to try and ensure that the issues outlined above are addressed in later iterations of the Draft Local Transport Plan.