

LTP4 Consultation Report

Autumn 2017



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Consultation Plan

1. Background

- 1.1 As the duration of Worcestershire County Council's current LTP3 period is long term (up to and including 2026), it was planned to review intermittently and refresh both the policy documents and the Plan to ensure that they remained up to date. Since the LTP3 was put together, funding mechanisms, socio-economic aspirations and the level of evidence available to support investment in schemes has now changed and many schemes included in the LTP3 have now been delivered or developed since their conception. Hence, the LTP3 has been revised into a draft LTP4, to take account of these major changes.
- 1.2 The current LTP3 is made up of a series of detailed policy documents and an overall strategy or plan which includes projects and/or schemes for proposed delivery. These were refreshed for the consultation as follows:
- *Policy documents: These were reviewed, reduced in size, combined and redrafted as a more manageable, digitally compatible web resource. Any new policies were also included;*
 - *Main LTP document: This was revised to include any new schemes, removing any schemes that have been implemented since LTP3 adoption. To also reflect the Infrastructure Development Plans (IDP) within the county as well as considering, more 'aspirational' schemes that may have been suggested by key stakeholders during the pre-consultation.*
- 1.3 The consultation on LTP4 was split into two key phases:
- *Pre-consultation: the Transport Strategy Team sought to consult with Worcestershire County Councillors and District councillors to help identify any potentially viable scheme concepts that are not currently included within the LTP3. This was undertaken to help develop a draft LTP4;*
 - *The public consultation: To consult on the refreshed policies AND the updated strategy plan which will include an updated set of proposed schemes by District and Urban area. This may include a number of schemes resulting from the pre-consultation.*
- 1.4 This report covers the second phase of the consultation only. The sections within this report can be broken down as follows:
- *Section 2 sets out the consultation process;*
 - *Section 3 summarises the outcomes of the exercise;*
 - *Section 4 contains the recommendations of this report;*
 - *Section 5 covers the Methodology;*
 - *Section 6 details the results of the exercise;*
 - *Finally, a number of Appendices are included, which provide relevant background information.*

2. The Consultation Process

2.1 Worcestershire County Council has a duty to consult as part of its Best Value Duty pursuant to the Local Government Act 1999 and would therefore consider it appropriate to consult on its Local Transport Plan. The Act States:

'A best value authority must make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness. For the purpose of deciding how to fulfil the duty an authority must consult:

- *representatives of persons liable to pay any tax, precept or levy to or in respect of the authority;*
- *representatives of persons liable to pay non-domestic rates in respect of any area within which the authority carries out functions;*
- *representatives of persons who use or are likely to use services provided by the authority; and*
- *representatives of persons appearing to the authority to have an interest in any area within which the authority carries out functions.*

2.2 The Transport Act 2000 also places a duty on local transport authorities, when formulating policies and plans, to consult key stakeholders.

2.3 A further duty to involve, introduced in the Local Government and Public Involvement in Health Act 2007, requires local authorities and passenger transport authorities to involve citizens in local decision making and service provision.

2.4 Worcestershire County Council has considered these and other duties in determining the detail of how to develop and consult on the LTP4 Compendium, thus ensuring that local representatives have been given genuine opportunities to influence decisions.

2.5 The consultation process for the draft Local Transport Plan 4 Compendium place took over a 12-week period following a Cabinet decision taken on 15th December, 2016. It sought to embrace a number of methods to obtain feedback on the proposals from the public and stakeholders. The consultation ran from December 22nd, 2016 until March 17th, 2017.

2.6 The governance applied during this consultation exercise included:

- *That the consultation took place prior to any decision making in relation to the proposal;*
- *That regular result updates were provided throughout the consultation period to the Project Team to enable on-going consideration;*
- *That timelines were adhered to;*
- *That there had been a robust stakeholder engagement and that other Directorates were involved to ensure the consultation had good exposure;*
- *That there had been a robust process of face to face consultation;*
- *That senior officers had made an extensive time commitment to the consultation;*
- *Ensuring that good organisation and record keeping was undertaken;*
- *That the consultation process allowed for "self-correction" as issues emerged through its duration;*

- *That a good information system was put in place, including a website;*
- *Ensuring that an Equality Impact Assessment was built in to project/programme planning;*
- *Ensuring that any significant adverse impacts were considered and actions drawn up as appropriate.*

2.7 The key outcomes from the consultation process include:

- *Gathering comments from a variety of sources, along with other streams of information to determine how the LTP4 can be modified and improved;*
- *To evaluate and respond to this information so that the Strategic Transport Team may make decisions on the LTP4 amendments.*

2.8 The purpose of this report is to provide a summary of feedback to participants and to facilitate any amendments to the LTP4 Compendium accordingly in preparation for LTP4 Cabinet adoption during 2017.

3. Summary

3.1 The consultation process received a healthy response rate resulting from a number of different methods. A high level summary of the outcomes can be seen in the following paragraphs.

Exhibitions

3.2 At the start of the consultation, 11 staffed exhibitions and 11 unstaffed exhibitions took place across Worcestershire. The staffed exhibitions were displayed to over 1,000 people, who were encouraged to participate in the consultation online. Further details can be seen in Section 5.1.13.

Presentations

3.3 Six presentation were made to Borough, City and District Council colleagues, with a further 11 presentations being made to other stakeholder groups. These are outlined in Section 5.1.14. All stakeholders were encouraged to submit formal responses and these have been summarised in Section 6.2.35 (written responses).

The Questionnaire (quantitative)

3.4 The questionnaire was developed to support both quantitative (direct answers to questions) and qualitative (free text) responses. It was available on the website and in hard copy format.

In total 358 completed questionnaires were received. Key headlines from the quantitative questions of the survey include:

- *52% of respondents were from South Worcestershire in line with the proportion of population (55%), 22% were from North East Worcestershire and 31% from the Wyre Forest;*
- *304 respondents were expressing views on behalf of individuals;*
- *There was an over-representation of older men (almost half of respondents were over 60 and almost 60% were men);*
- *Almost one quarter of respondents described themselves as having a long term health condition or that they were disabled;*
- *52% of respondents supported the overall schemes being proposed in LTP4; however, around 30% disagreed. The remaining 18% chose not to express a strong opinion;*
- *The 'major schemes' did not attract strong support or opposition to the same degree as the schemes overall with 44% remaining neutral;*
- *The area strategies received a more defined response:*
 - *The North East Strategy was opposed by over half of respondents representing the area;*
 - *The Wyre Forest Strategy was supported by almost three quarters of respondents representing the area;*

- *The South Worcestershire Strategy was supported by 56% of respondents representing the area.*
- *Over half of respondents considered that there were schemes missing from the LTP4 draft;*
- *The LTP4 draft policies did not attract a lot of opposition at either an overall or individual level. Most policies received over 50% support with the exception of Motorcycling (37%) and Public Realm (48%);*
- *Around 1/3rd of respondents thought that there were policies missing from the LTP draft.*

The Questionnaire (qualitative)

- 3.5 Key headlines from the qualitative (free text) comments from the questionnaire are summarised in the following paragraphs.
- 3.6 Around three in ten respondents (30%) stated that they 'disagree' or 'strongly disagree' with the overall schemes and respondents had an opportunity to explain why they felt they disagreed. The responses tended to reflect the free text comments received for other answers and a summary is shown in Table 6.1, along with the Worcestershire County Council response. Broad areas of disagreement included:
- *Highways schemes missing;*
 - *Policies missing;*
 - *Not enough being done to tackle congestion/air quality;*
 - *Too car focussed;*
 - *Lack of attention given to passenger transport;*
 - *Impact of development growth;*
 - *The plan was either too detailed or complicated or not ambitious enough.*
- 3.7 55% of respondents thought that there were schemes missing from the LTP4. A summary of the schemes suggested by free text comments and the associated Worcestershire County Council response is shown in Table 6.2. Some of the schemes suggested include:
- *Bromsgrove Western Bypass;*
 - *Worcester Western/Northern Relief Road/Bridge;*
 - *New river bridge in Worcester City Centre;*
 - *Consider further development and extension of Active Travel Corridor proposals*

- 3.8 There were many schemes suggested that already form part of a project that is included in the LTP4 draft, junction improvements or parking reviews for example. This was particularly relevant to the elements of town transport strategies and it would be worth reviewing their descriptions to be more explicit in relation to what will be reviewed and /or considered as part of the town or city strategic approach.
- 3.9 Around a third of respondents (35%) deemed that there were policies missing that should have been included. A summary of the policies suggested by free text comments and the associated Worcestershire County Council response, is shown in Table 6.3. Some of the policies suggested include:
- *Enhanced travel/mode choice to tackle congestion;*
 - *Noise mitigation;*
 - *Strengthen references to air quality and link to other key policies and public health issues;*
 - *Integrated ticketing;*
 - *Consider how cycling can be made safer;*
 - *Re-include Transport Safety Policies;*
 - *Education campaigns;*
 - *Electric vehicles, e-bikes and respective infrastructure;*
 - *Sustainable Modes to School;*
 - *Consider a sustainability policy;*
 - *Consider policy on demand cancellation cameras at at-grade pedestrian crossings;*
 - *Examine opportunities to include more positive/supportive policies on bus services, community transport and passenger transport infrastructure generally;*
 - *Consider a parking management strategy.*
- 3.10 Respondents were given the opportunity to comment on both the draft Strategic Environmental Assessment (SEA) and the draft Habitats Regulation Assessment (HRA). Comments in these areas were not extensive and have been passed on to the relevant consultants for consideration. Further details can be seen in the high-level summary Tables 6.4 (SEA) and 6.5 (HRA).
- 3.11 Finally respondents were asked if they had any further comments. These are summarised in Table 6.6 with the majority of comments here reflecting the issues raised in previous questions.

Written responses

3.12 In total, 130 responses were received from a wide range of stakeholders. The written submissions were received by either mail or email. The headline issues were wide and varied and generally reflected those that also arose from the questionnaire. The number of Stakeholder responses by group can be summarised as follows:

- *15 responses were received from WCC County Councillors and MPs;*
- *Five responses were received from District/Borough/City Councils and neighbouring authorities;*
- *24 responses were received from Parish and Town Councils;*
- *10 responses were received from Statutory and Internal Stakeholders;*
- *Four responses were received from Service Providers;*
- *Five responses were received from Developers;*
- *40 responses were received from the Public;*
- *27 responses were received from Interested/User Groups.*

3.13 A summary of stakeholder comments and Worcestershire County Council's response can be seen in Table 6.7 to 6.14.

Petitions

3.14 Two petitions were received. A petition from 218 people, regarding improvements to pedestrian safety at Westlands roundabout, Droitwich and a petition representing 49 residents in support of the proposed Western link road (between Crown East and Martley Road). Further details can be seen in Section 6.4.

Media

3.15 2 media releases sent during consultation period to all Worcestershire press and broadcast media contacts.

3.16 A total of 4 articles were carried across traditional Worcestershire newspaper titles, along with one radio interview.

3.17 A total of 1169 tweet impressions were made with 47 engagements.

3.18 A You Tube video was launched to promote the consultation. This has been viewed 115 times (at the time of writing) and this can be viewed here:
<https://www.youtube.com/watch?v=HOvIkJmJ0s&feature=youtu.be>

3.19 During the consultation the dedicated webpage www.worcestershire.gov.uk/ltp attracted 443 page views.

4. Recommendations

4.1 In light of the outcomes, this report on the consultation exercise for the proposed Local Transport Plan Compendium recommends that:

- *The report is used to inform the Project Team and decision makers at Worcestershire County Council regarding LTP4 development and the subsequent draft LTP4 submitted to Worcestershire County Council Cabinet for adoption;*
- *That all information underpinning this report, including all responses is closely examined by the Project Team. This should help determine the amendments to the Local Transport Plan Compendium;*
- *All the information contained in this report is shared with the participants of the exercise by publishing a report on Worcestershire County Council website www.worcestershire.gov.uk/ltp*
- *That the report is signed off by the Project Team as an accurate summary of the process;*
- *That all participants are informed of the general responses to comments received and the subsequent decisions taken to update the LTP4 documents via the Worcestershire County Council website (see above for link).*

5. Methodology

Introduction

- 5.1.1 Various consultation methods were employed to ensure that the consultation process was as inclusive as possible whilst retaining significance to the consultee. This included a mix of both qualitative (written responses and free text comments) and quantitative (ranking) questions in order to encourage contributions.
- 5.1.2 The Consultation Plan for the proposals is provided in Appendix A.
- 5.1.3 The geographical area targeted for the consultation process was the County of Worcestershire. However, cross boundary issues were taken into account in terms of access into and out of the county and neighbouring Highways Authorities were consulted.
- 5.1.4 A range of consultation materials was developed to support the implementation of the consultation methods including.
- *A consultation leaflet;*
 - *Directional pocket card, signposting participants to the online survey;*
 - *Promotional posters;*
 - *Website with an online survey;*
 - *Exhibition pull ups (x 3 sets).*
- 5.1.5 The consultation materials were distributed as shown in Table 5.1:

TABLE 5.1: DISTRIBUTION OF MATERIALS			
SURVEYS	PROMOTIONAL POCKET CARDS	POSTERS	LOCATIONS
Variable	Variable	0	Councillors
100	100	1	Parishes/Towns
150	150	1	District Councils
100	100	1	Libraries
	100	1	HUBs
10	100	0	Schools
30	100	1	Railway Stations
3	30	1	General Stakeholders
Remainder	Remainder	0	Events

Survey

5.1.6 Local residents, businesses and other stakeholders were invited to send their comments and feedback on the updated plan to help to shape its final contents. Respondents were asked to consider the following five different elements of the LTP4 and to offer their views on each:

- *The Local Transport Plan, which includes the proposed transport investment schemes, grouped into three strategic areas: North East Worcestershire, South Worcestershire and the Wyre Forest;*
- *The Transport Policies, which set out the various policies which underpin the delivery of the Local Transport Plan;*
- *The Network Management Plan, which sets out Worcestershire's approach to managing its transport networks;*
- *The Strategic Environmental Assessment, which is an assessment of the potential environmental impacts of the proposed Local Transport Plan;*
- *The Habitats Regulation Assessment, which assesses the potential impacts on protected habitats of the proposed Local Transport Plan.*

5.1.7 The survey was open to all respondents from 19 December 2016 to 21 March 2017. The results of those respondents who chose to complete the survey can be seen in Section 6.

Emails and Letters

5.1.8 Respondents were also able to respond to the consultation directly via e-mails and letters. The results of those respondents who chose to write emails or letters can also be viewed in Section 6.

Website

5.1.9 The consultation process had its own bespoke pages on Worcestershire County Council's website, containing a self-completion on-line survey, giving an opportunity to respond via a series of questions and free text comments. www.worcestershire.gov.uk/ltp.

5.1.10 The LTP4 web page went live on 22 December 2016.

Media

5.1.11 A number of press releases were issued from December 2016 until the end of the Consultation. These generated plenty of media interest, further detailed in the results section of this report.

5.1.12 Twitter and Facebook were also utilised.

Public Exhibitions

5.1.13 A substantial number of staffed and unstaffed exhibitions were organised across the county to target potential, random participants who may not have otherwise have engaged. These took place at key locations attracting high footfalls, including libraries. Members of the Project Team were available to talk to the public at the staffed events in major towns, and provide them with details about the consultation and how to respond. The full compendium of draft documents was available to read and the consultation survey and sign post business cards were distributed. These events were complimented by non-staffed exhibitions in libraries in the smaller locations throughout the county. The exhibition schedules are shown in Tables 5.2 and 5.3 respectively.

TABLE 5.2: STAFFED EXHIBITIONS			
TOWN	DATES	LOCATION	DURATION
Bromsgrove	10th Jan 17	Morrisons	10-noon
Malvern	11th Jan 17	Waitrose	10-noon
Evesham	14th Jan 17	Riverside	10-noon
Bromsgrove	17th Jan 17	Morrisons	10-noon
Droitwich	17th Jan 17	Waitrose	2-4pm
Kidderminster	19th Jan 17	Tesco	10-noon
Pershore	25th Jan 17	Town Hall	10-noon
Redditch	26th Jan	Kingfisher Centre	2-4pm

Worcester	30th Jan 17	Asda	10-noon
Malvern	7th Feb 17	Morrisons	2-4pm
Worcester	8th Feb 17	Tesco Warndon	2-4pm

TABLE 5.3: NON-STAFFED EXHIBITIONS

TOWN	DATES	LOCATION	DURATION
Alvechurch	18 Jan 17	Library	1 week
Tenbury Wells	1 Feb 17	Library	1 week
Hagley	15 Feb 17	Library	1 week
The Hive	11 Jan 17	Library	1 week
Wythall	25 Jan 17	Library	1 week
Upton	8 Feb 17	Library	1 week
Bewdley	22 Feb 17	Library	1 week
WCC	4 Jan 17	County Hall	1 week
Broadway	25 Jan	Library	1 week
Rubery	8 Feb 17	Library	1 week
Stourport	22 Feb 17	Library	1 week

Stakeholder Engagement

- 5.1.14 Following endorsement by Worcestershire County Council Cabinet on 15th December, 2016, a wide range of stakeholders were invited to respond to the consultation. These, have been divided into groups and shown along with the approach method taken in Table 5.4.

TABLE 5.4: STAKEHOLDERS AND METHODS OF APPROACH

Worcestershire County Council (WCC)	METHOD & DATE	
WCC Local Members	Meeting/ Presentation/Q&A Meeting date: Tuesday, 7th March. 10am - 12pm	
DISTRICT COUNCIL MEETINGS		
District	Date	Attendance
Worcester City Council	11th January, 2017	20 Members
Bromsgrove District Council	12th January, 2017	11 Members
Redditch Borough Council	16th January, 2017	15 Members
Wychavon District Council	18th January, 2017	5 members
Malvern Hills District Council	31st January, 2017	15 Members
Wyre Forest	2nd February, 2017	25 Members

STAKEHOLDER MEETINGS		
Who	What	When
Speak Easy	Presentation and Q&A	9th January, 2017: 10 am to 12 pm
Bromsgrove Partnership's Economic Development Theme Group	Presentation and Q&A	10th January, 2017: 4pm to 6 pm
Worcestershire Rail User Group Alliance	Presentation and Q&A	11th January, 2017: 3pm to 5pm
Youth Voice Team	Presentation and Q&A	18th January, 2017: 6pm to 8pm
WCC E&I Scrutiny	Presentation and Q&A	20th January, 2017: 10am to 1pm
Worcestershire LEP Board	Presentation and Q&A	30th January, 2017: 2pm to 4pm
Wyre Forest Cycling Forum	Presentation and Q&A	2nd February, 2017: 2pm to 4pm
Local Access Group	Presentation and Q&A	16th February, 2017: 12 pm to 2pm
Web Heath Action Group:	Q&A	23rd February: 7pm to 9pm
Redditch Business Leaders	Presentation and Q&A	28th February, 2017: 6pm to 8pm
OTHER STAKEHOLDERS		
Parish, CALC, Town Councils	Letter/email	22nd December, 2016
LEP and Businesses across Worcestershire	Letter/email	22nd December, 2016
Statutory Stakeholders (Highways England, Environment Agency, English Heritage etc.)	Letter/email	22nd December, 2016
Schools, Colleges and University	Letter/email	22nd December, 2016
Bus and Train Operators	Letter/email	22nd December, 2016

Who	What	When
User Groups (Cycle Forums/Sustrans/Rail User Groups/Access Forums/Freight/Motorcycle Groups etc.)	Letter/email	22nd December, 2016
Others (Voluntary Sector, key trip attractors, leisure)	Letter/email	22nd December, 2016

Non-Respondents

5.1.15 It is acknowledged that despite best efforts to promote the consultation and encourage both service users and non-users to engage with the consultation, there will still have been a proportion of people who were not aware of the consultation exercise. Such people may not:

- *Be able to listen to, read or watch local media;*
- *Have encountered or attended one of the face-to-face opportunities;*
- *Have access to a computer to visit the website;*
- *Have heard from their Local Member/Parish; or*
- *Have heard by word of mouth.*

5.1.16 Without employing the cost-prohibitive measure of delivering to individual households, the Project Team felt that the array of measures employed to ensure widespread awareness of the consultation exercise was appropriate and successful in generating a high response rate.

6. Results

6.1 Survey: Introduction

6.1.1 358 responses were received to the Survey. Questions focussed on respondents' location, characteristics and their views of the LTP4 documents as detailed in paragraph 5.2.1.

6.1.2 Please note whilst reading these results that:

- *The sample of respondents achieved is entirely self-selected;*
- *None of the results have been weighted in any way to reflect the population of Worcestershire; and*
- *Throughout the report where percentages (%) are shown they may not add to 100% due to the impact of rounding.*

6.2 Survey Results

Respondents' locations

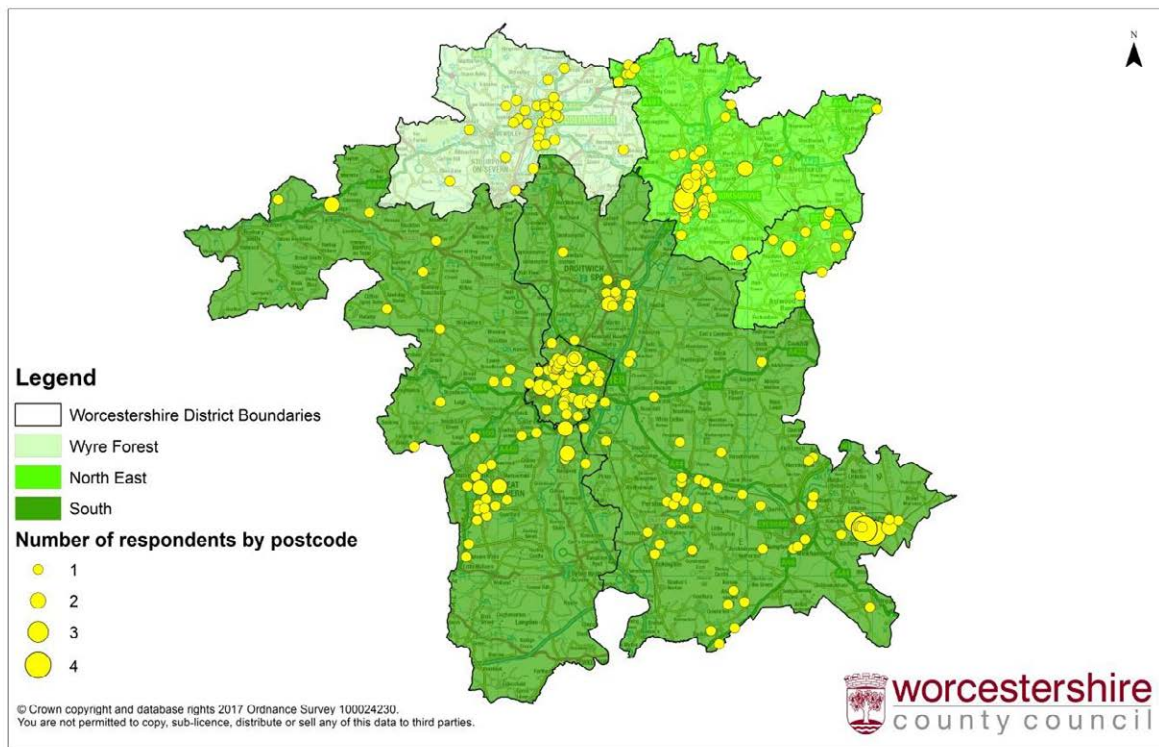
6.2.1 Respondents were asked to comment on a number of overall plans as well as plans for three pre-defined areas of Worcestershire. These three areas of Worcestershire are:

- *North East;*
- *South; and*
- *Wyre Forest.*

6.2.2 Respondents were invited to share their locations to identify if there was any difference in views based on location. This was not a compulsory question and not all respondents chose to identify their location. Figures 6.1 and 6.2 show the three defined areas of Worcestershire and the geographical spread and number of respondents in each area.

6.2.3 Just over half of all respondents (52%) were from the South Worcestershire strategic area in line with the proportion of the population of Worcestershire that live in that area (55%).¹ About one fifth of respondents (22%) were from the North East compared to 31% of the overall population and just under one in ten were from Wyre Forest (9%) compared to 17% of the overall population. 17% chose not to provide their location.

FIGURE 6.1: MAP SHOWING THREE STRATEGIC AREAS OF LTP4 AND LOCATIONS OF RESPONDENTS

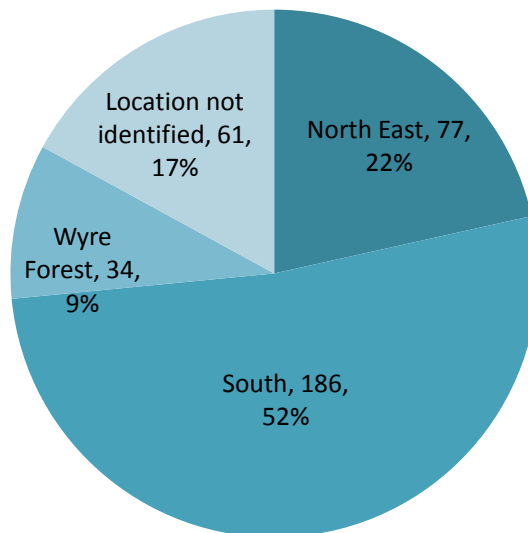


Map showing Worcestershire boundary and the three LTP4 areas

April 2017

¹ http://www.worcestershire.gov.uk/info/20044/research_and_feedback/795/population_statistics

FIGURE 6.2: NUMBER OF RESPONDENTS BY STRATEGIC AREA



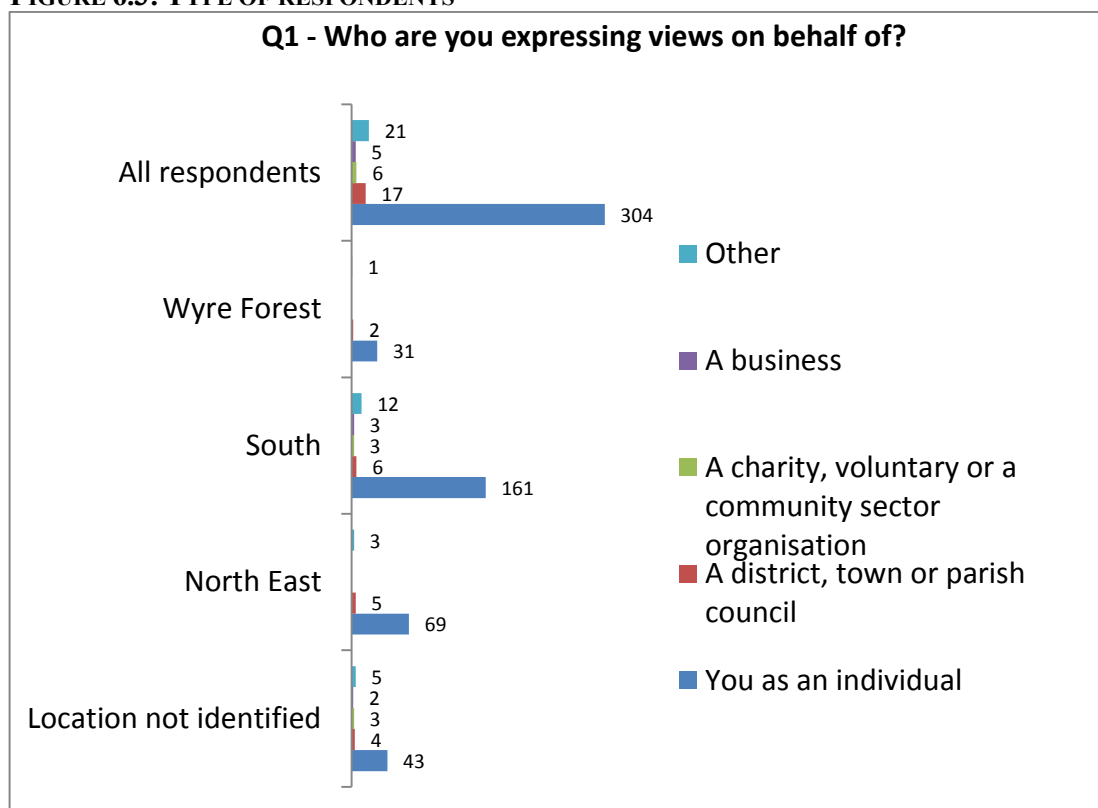
Respondents' characteristics

6.2.4 We collected a range of demographic information from respondents concerning:

- *Type of respondent;*
- *Gender;*
- *Age; and*
- *Disability and health.*

- 6.2.5 These were not compulsory questions and respondents chose whether to share this information with us or not. Figures 6.3 to 6.6 show the results for all respondents as well as a breakdown by the three strategic areas.
- 6.2.6 Overall, respondents were typically expressing their views as individuals and not on behalf of an organisation.
- 6.2.7 There is an over-representation of older men in the sample achieved compared to the general population. Almost half of respondents who provided their age were 60 or older and almost 60% were men. In the general population of Worcestershire we would expect to see people of 60 or older making up around a quarter of the population and men making up just under half.²
- 6.2.8 Almost one quarter (24%) of respondents described themselves as having a long-term health condition or that they were disabled.

FIGURE 6.3: TYPE OF RESPONDENTS



² http://www.worcestershire.gov.uk/downloads/file/1626/demographic_report_-_census_2011

FIGURE 6.4: GENDER OF RESPONDENTS

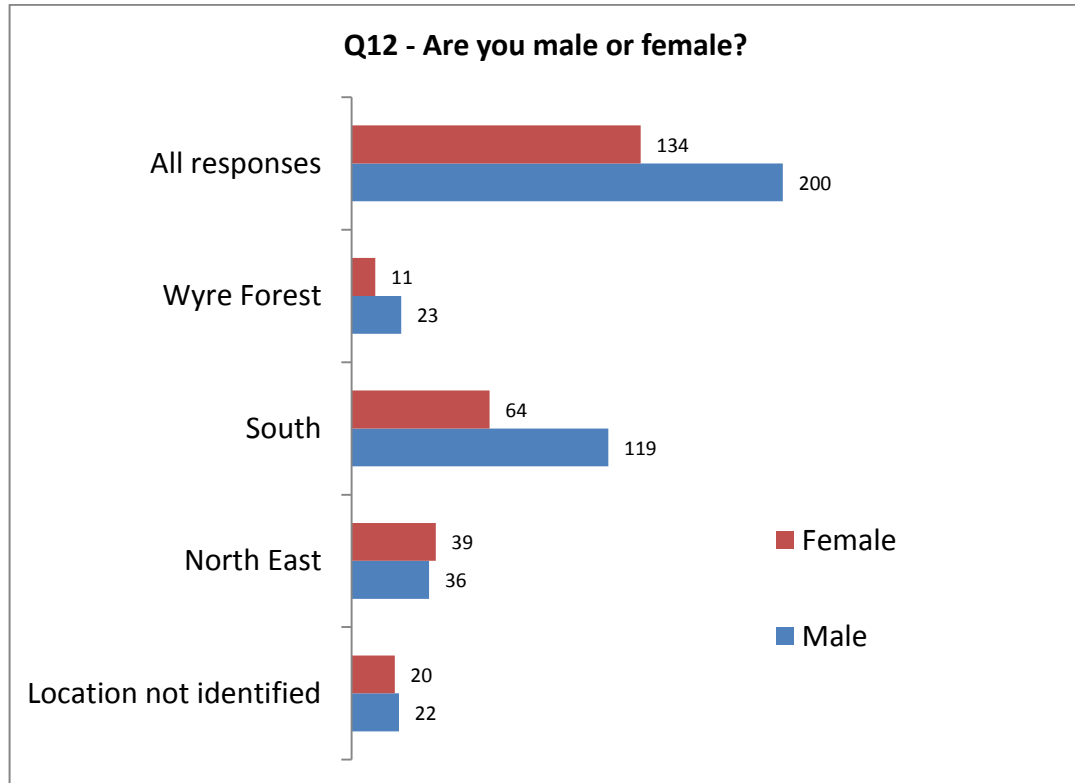


FIGURE 6.5: AGE OF RESPONDENTS

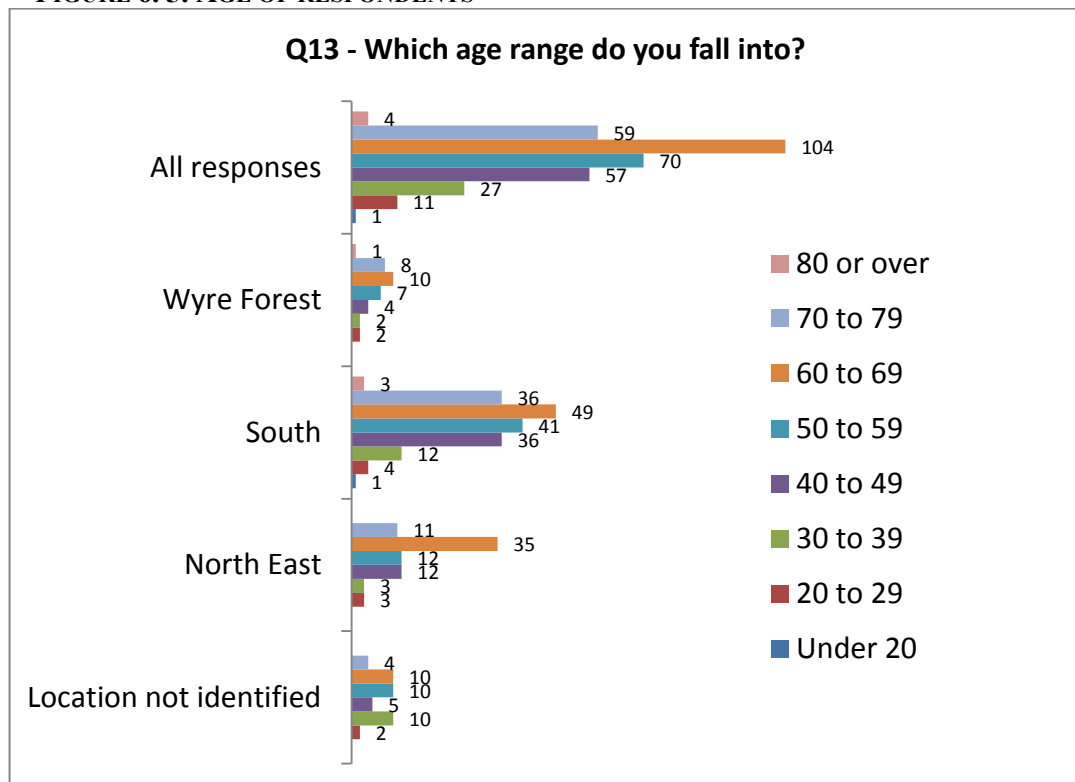
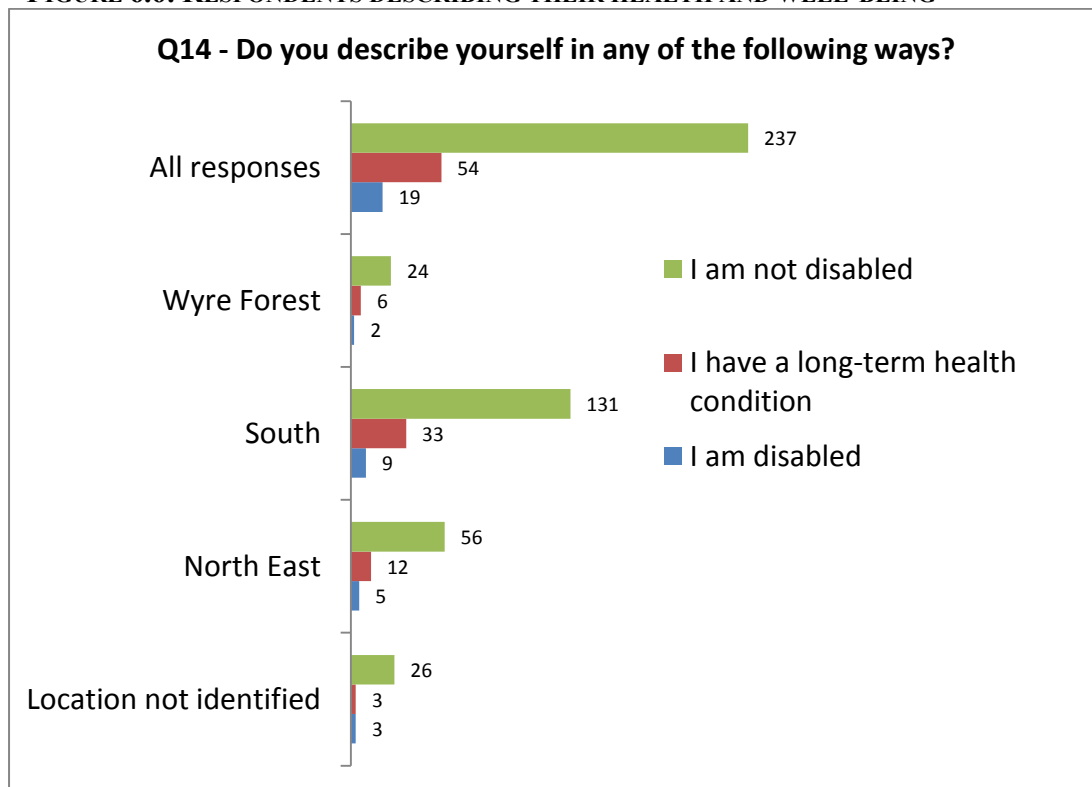


FIGURE 6.6: RESPONDENTS DESCRIBING THEIR HEALTH AND WELL-BEING



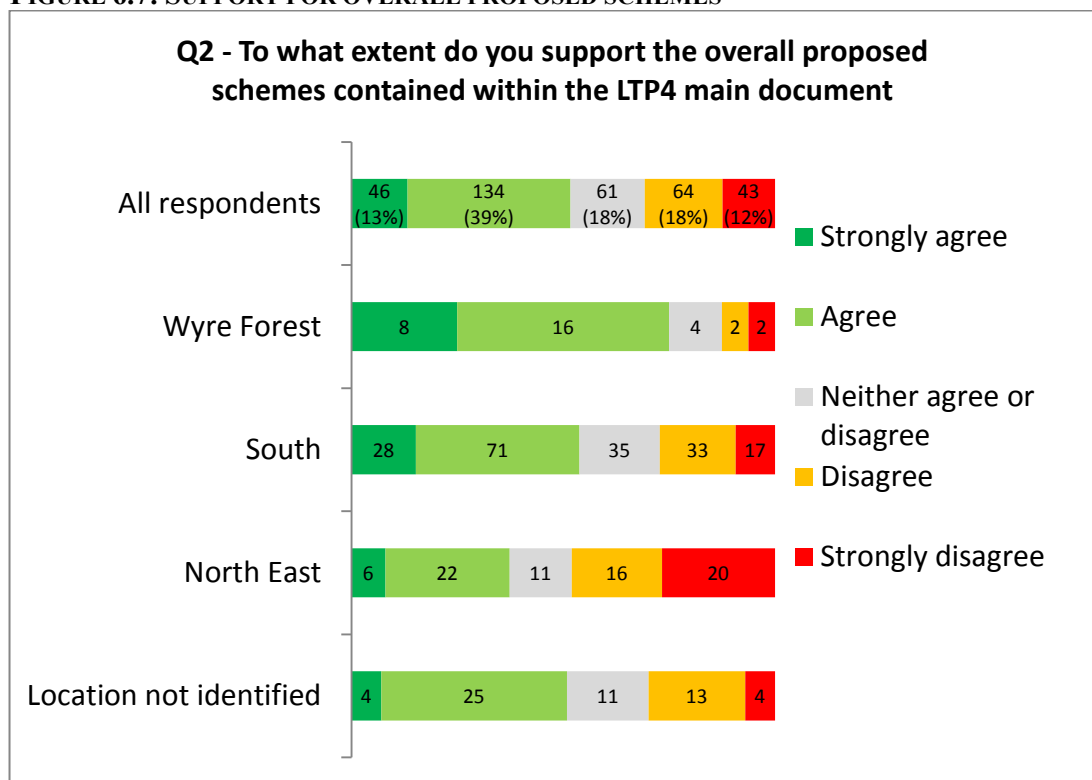
Respondent Views

6.2.9 Respondents' views were collected on the five main aspects of the LTP4 and respondents were asked to identify their level of agreement with each aspect using a five point scale:

- *Strongly agree;*
- *Agree;*
- *Neither agree or disagree;*
- *Disagree; or*
- *Strongly disagree.*

- 6.2.10 Consistent with other parts of the survey, these were not compulsory questions and respondents chose whether to share their views with us or not. Figures 6.7 to 6.22 show the results for all respondents as well as a breakdown by the three strategic areas for each survey question in turn.
- 6.2.11 In the stacked bar charts, each bar represents 100% of responses for each area sample (i.e. all respondents, location not identified, North East, South and Wyre Forest). Please refer to the numbers to see how many actual responses were received in each sample.
- 6.2.12 Figure 6.7 shows that the overall schemes were supported by just over half of respondents (52%), with 39% stating that they 'agree' with the schemes and 13% 'strongly agree'. Conversely, around three in ten respondents (30%) stated that they 'disagree' or 'strongly disagree' with the overall schemes. The remaining 18% of respondents chose not to express a strong opinion for or against by selecting 'neither agree or disagree'.

FIGURE 6.7: SUPPORT FOR OVERALL PROPOSED SCHEMES



- 6.2.13 Respondents were given an opportunity to express views on whether they disagreed or strongly disagreed with the overall proposed schemes. These comments have been summarised in Table 6.1.

Table 6.1 : Respondents Who Disagreed or Strongly Disagreed to the Proposals

General Topic	Theme	Number of Comments	General Response to Comments
Bus	<ul style="list-style-type: none"> • Bus Services • Bus Information • Bus Reliability • Bus fares/costs • Bus Infrastructure • Park & Ride • Kidderminster Bus Station 	34	<p>Worcestershire County Council now has limited influence over bus services across the county, as these are provided commercially by bus operators. Similarly, fares are set by the operator on a commercially determined basis. That said, the Passenger Transport policies will be broadened out to facilitate partnership working with commercial bus operators and to reflect the comments made from the LTP4 consultation. These will consider further:</p> <ul style="list-style-type: none"> • Integrated ticketing and services; • Train/bus interchanges; • Community transport; • Infrastructure to help operators develop more commercially viable bus services across the county. <p>Worcestershire County Council will further look to secure reliability for the bus network through technological advances and use of any available funding.</p> <p>Worcestershire County Council will continue to seek funding from Developers towards the cost of Passenger Transport Provision to support new developments. The emphasis within the Passenger Transport Policy will be amended to reflect this. Bus based Park and Ride requires significant public sector financial support, which is untenable currently. Should a robust, financially viable business case be identified, Worcestershire County Council may reconsider the case for Park and Ride</p>

General Topic	Theme	Number of Comments	General Response to Comments
			Worcestershire County Council is happy to work with Crown Estates with regards to the future of the bus station at Crowngate.
Cycling	<ul style="list-style-type: none"> • General disappointment that the strategy is too car focussed and not enough provision is made for cycling; • More routes; • Safety. 	33	<p>Comments are noted with regards to mode choice, Active Travel corridors and encouraging active travel. These will be reviewed and extended where appropriate as part of the Active Travel schemes and Active Travel Policies. This will include examining how the corridors can be integrated so that cycle paths do not simply just come to an 'end'; including examining the potential for cross border paths (e.g. Malvern-Ledbury)</p> <p>The decision to implement 20mph zones will depend on the results of a 20mph trial that is currently taking place in Rubery. Once the outcomes of this are available, further consideration will be given to the policy area around 20mph zones. No LTP amendment will take place at this time.</p> <p>Consideration will be given to alternative cycling (tricycles, delivery cycles, tandems, mobility cycles etc.)</p> <p>Potential for a north-south cycle route across Worcester City will be examined as part of the Worcester City Transport Strategy. Consider cycling provision between Kidderminster and Stourport.</p> <p>Consider enhancing SWST4 to include cycle links to station.</p>
Highway Issues	<ul style="list-style-type: none"> • Bromsgrove Western Bypass • A38 (Broms) • M42, junc 1 	45	<p>A Bromsgrove Western Bypass will be considered as part of a longer term plan for Worcestershire;</p> <p>A38: A scheme is already included in the draft LTP4 (NEST2)</p> <p>The M42 is not under the direct control of Worcestershire County Council as it is managed by Highways England. However, we will work with Highways England to develop and</p>

General Topic	Theme	Number of Comments	General Response to Comments
	<ul style="list-style-type: none"> • A4440 SLR • A46 Improvements • Northern Link Road (Worcester) • Alternative to Bromsgrove Western Bypass/motorway junction improvements (e.g. M5, junction 4b) • East Bromsgrove • Scheme A443/A456 • A435 Redditch • New M5 junction for Malvern 		<p>deliver schemes on their strategic network where they fall within Worcestershire's county boundaries. A scheme of this nature is already included in the draft LTP4 to improve Junction 1 (NEST1).</p> <p>A4440 SLR – the railway bridge will be broadened as part of Phase 3 of the project to dual the A4440 between Whittington and Powick.</p> <p>A46: A scheme is already included in the draft LTP4 (SWST5).</p> <p>A Western/Northern relief road will be considered as part of a longer term plan for Worcestershire.</p> <p>The M5 is not under the direct control of Worcestershire County Council as it is managed by Highways England. However, we will work with Highways England to develop and deliver schemes on their strategic network where they fall within Worcestershire's county boundaries.</p> <p>East Bromsgrove scheme: A scheme is already included in the draft LTP4 (NEST2).</p> <p>Consider A443-A456 West Worcs improvements.</p> <p>A435: This scheme is outside the Worcestershire boundary. Worcestershire County Council will seek to work with Warwickshire County Council, as they will be responsible for leading any development on this scheme.</p> <p>The M5 is not under the direct control of Worcestershire County Council as it is managed by Highways England. However, we will work with Highways England to develop and deliver schemes on their strategic network where they fall within Worcestershire's county boundaries.</p>

General Topic	Theme	Number of Comments	General Response to Comments
Rail	<ul style="list-style-type: none"> • Rail (General) • Rail Services/access to strategic • Rail network • Railway Station Car Parking Charging • Parkway • HS2 	19	Comments received on all rail issues are noted, and these will be addressed in the new Worcestershire Rail Investment Strategy and the West Midlands rail franchise due to be awarded late 2017.
Congestion	<ul style="list-style-type: none"> • Congestion (General) • Bromsgrove Traffic Congestion • Evesham Traffic Congestion • Worcester Traffic Congestion 	50	<p>We recognise that traffic congestion is a key issue for Worcestershire and this will be addressed through the multi-modal schemes outlined in the LTP4 (including the relevant town/ city transport strategies, investment in rail, Active Travel Corridors and major schemes).</p> <p>Worcestershire County Council has also identified £5m of network efficiency funding that will shortly be invested to tackle congestion at a county level.</p>
Development Growth	<ul style="list-style-type: none"> • General impact 	34	Interventions will be sought to mitigate the impact of development growth through contributions from developers as part of the District Council led Infrastructure Delivery Plan process.
Technology	<ul style="list-style-type: none"> • Broadband • Electric Cars • Intelligent Transport Systems (ITS) • Traffic Signals 	10	<p>Worcestershire County Council is keen to enhance broadband provision and speeds across the county and appreciates that there is a role for broadband to play in reducing the need to travel. The relevant LTP4 policy will be re-emphasised to strengthen this benefit.</p> <p>Intelligent traffic signals will be included within the LTP4 infrastructure schemes. This could include, for example, the introduction of latest technologies to improve journey times and reliability for all users.</p> <p>The provision of infrastructure to support ultra-low emission vehicles (ULEVs) and hybrid vehicle usage will be considered for inclusion in the relevant LTP4 policy.</p>

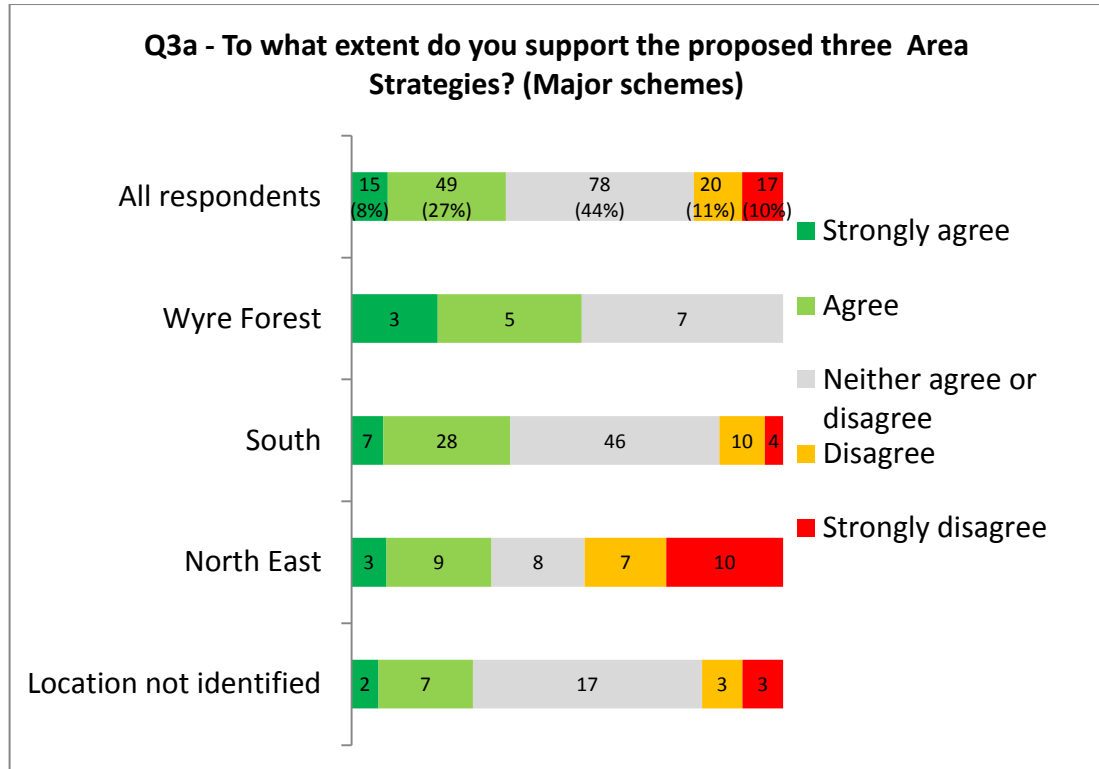
General Topic	Theme	Number of Comments	General Response to Comments
Environment & Health	<ul style="list-style-type: none"> • Air Quality • Health • Environment & Climate Change 	21	<p>Worcestershire County Council appreciates that air quality, climate change and pollution are issues for Worcestershire and that they impact upon the environment and the health of residents. This will be addressed through the multi-modal schemes outlined in the LTP4, in particular, those schemes specifically aimed at mitigating congestion and encouraging active travel choice.</p> <p>As previously mentioned, £5m of network efficiency funding will shortly be invested to tackle congestion at a county level and this should bring about general improvements to the environment and public health.</p> <p>Worcestershire County Council will also continue to work closely with Worcestershire Regulatory Services to tackle air quality issues and the County's Climate Change Group.</p>
Plan content	<ul style="list-style-type: none"> • Plan Lacks or is missing detail/ is not ambitious enough/more integration with District Plans/no implementation plan • Hanbury Turn Typo • Agree to plan • Cannot understand the Plan/too complicated 	51	<p>Worcestershire County Council notes these comments, however, many of these comments are subjective in nature or represent personal opinion and so are difficult to reflect in the way the plan is written (e.g. Too complicated and difficult to understand vs not enough detail/unambitious).</p> <p>An implementation plan will be developed once the LTP4 is adopted.</p> <p>Typos and mistakes will be addressed.</p>

General Topic	Theme	Number of Comments	General Response to Comments
Walking & Public Realm		19	<p>Worcestershire County Council notes the comments received on walking and public realm and feels that most comments will be addressed through the following multi-modal schemes in particular, once they have been developed:</p> <ul style="list-style-type: none"> • Active travel corridor schemes, which will benefit both pedestrians and cyclists. Following the consultation, these schemes will be reviewed to examine if they can be enhanced or expanded further; • City or town transport strategies. All of these schemes will have significant public realm elements to them which will be developed in detail as the schemes are brought forward for delivery; • The active travel policies will be reconsidered and broadened out following the LTP4 consultation to focus more on active travel choice.
Rural access issues	<ul style="list-style-type: none"> • Support required • Issues to be acknowledged 	8	<p>As part of the policy review, transport opportunities to tackle rural isolation and access issues will be considered as well as policies regarding access to passenger transport interchanges by bus, on foot and by cycle as well as by motorised vehicles in rural areas.</p>
Imbalance of focus (on car)		14	<p>Worcestershire County Council seeks to support all modes of transport whilst acknowledging the fact that car ownership across the county is high. To achieve the County's corporate goals, the policies and schemes need a necessary focus on improving journey times and reducing congestion. However, one of the key opportunities to improve journey times and reduce congestion is by encouraging modal choice, as the LTP aims to do.</p>
Consultation	<ul style="list-style-type: none"> • Points addressed elsewhere • Scope of questions too complex • Didn't know about 	7	

General Topic	Theme	Number of Comments	General Response to Comments
	presentations		
General Comments	<ul style="list-style-type: none"> • Just deliver the Plan and/or develop Implementation Plans • Partnerships • Water Transport proposals • Freight 	18	<p>Implementation Plans will be developed after LTP4 adoption. The waterways in Worcestershire do not come under the control of Worcestershire County Council; however, we do work with the relevant organisations in relation to footways/cycleways adjacent to the canal/river network and on any related project that may affect the waterways (e.g. construction of bridges). Worcestershire County Council welcomes proposals for waterborne freight initiatives but on the basis that these are promoted and funded wholly by the private sector.</p>

6.2.14 The major schemes did not attract strong support or opposition to the same degree as the overall schemes. As shown in Figure 6.8, respondents selected the neutral, 'neither agree or disagree' in much larger numbers with just under half (44%) expressing this view.

FIGURE 6.8: SUPPORT FOR MAJOR SCHEMES



- 6.2.15 The individual strategies for the three strategic areas (North East, South and Wyre Forest) received much higher definite responses, either positive or negative, from the respondents in each of the respective areas than from all respondents combined. This is a logical response with people much more likely to offer views on elements that affect them more directly.
- 6.2.16 For example, the North East Strategy (Figure 6.9) was opposed (disagree or strongly disagree) by around one fifth of all respondents (21%) but was opposed by just over half of respondents identifying themselves as living, working or representing that area.
- 6.2.17 Similarly, the Wyre Forest Strategy (Figure 6.11) was supported (strongly agree or agree) by one third (35%) of all respondents but by almost three quarters (24 responses, 72%) of residents in the area itself.
- 6.2.18 It is important to note that the sample size for respondents responding to their local strategy in the North East (67) and Wyre Forest (33) is much lower than for the South (171). This means the level of support and opposition from all respondents for the individual area strategies are heavily influenced by respondents from the South who expressed a neutral position in large numbers for both the North East and Wyre Forest strategies.
- 6.2.19 The results for the South Worcestershire Strategy (Figure 6.10) were much closer between all respondents (almost half, 49%, supportive) and for respondents from that area (over half, 56%, supportive). This reflects the impact of the much larger sample achieved in the South Worcestershire Strategic area.

FIGURE 6.9: SUPPORT FOR NORTH EAST STRATEGY

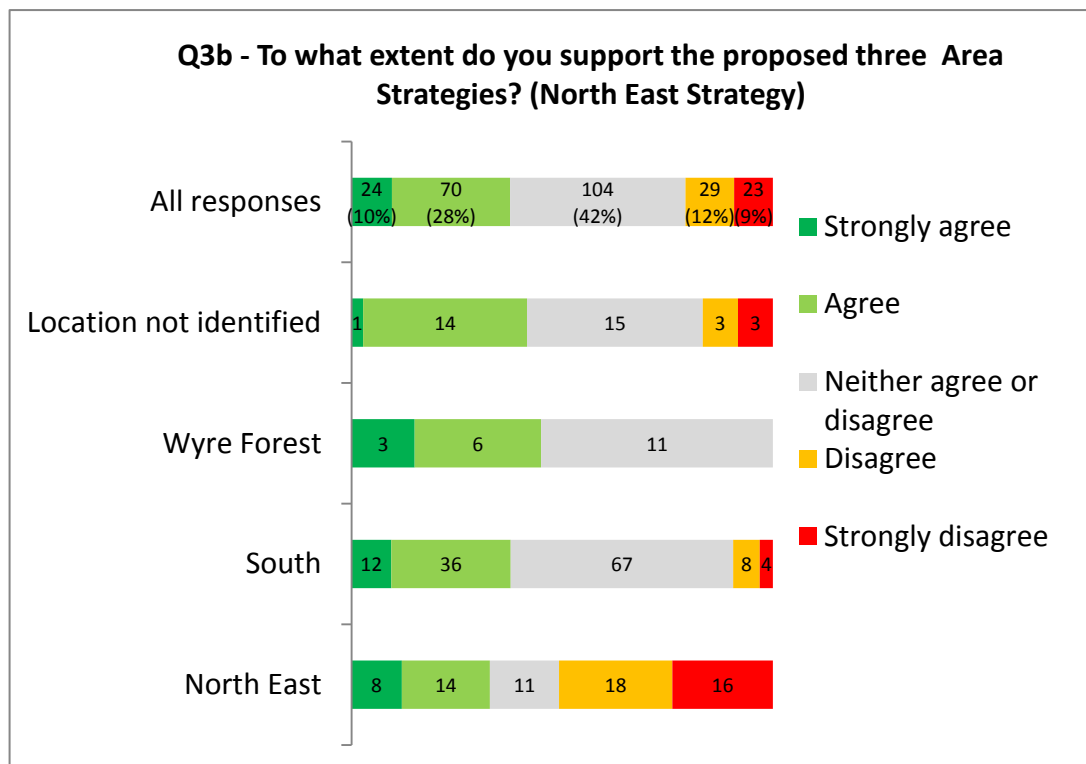


FIGURE 6.10: SUPPORT FOR SOUTH WORCESTERSHIRE STRATEGY

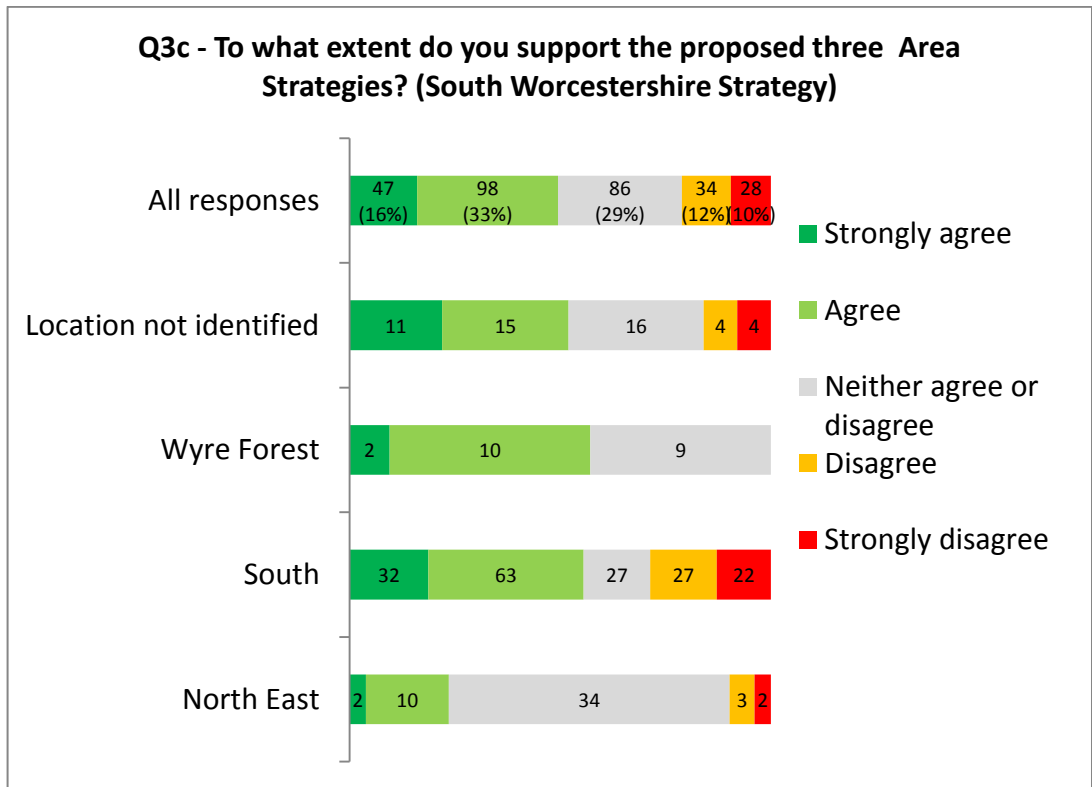
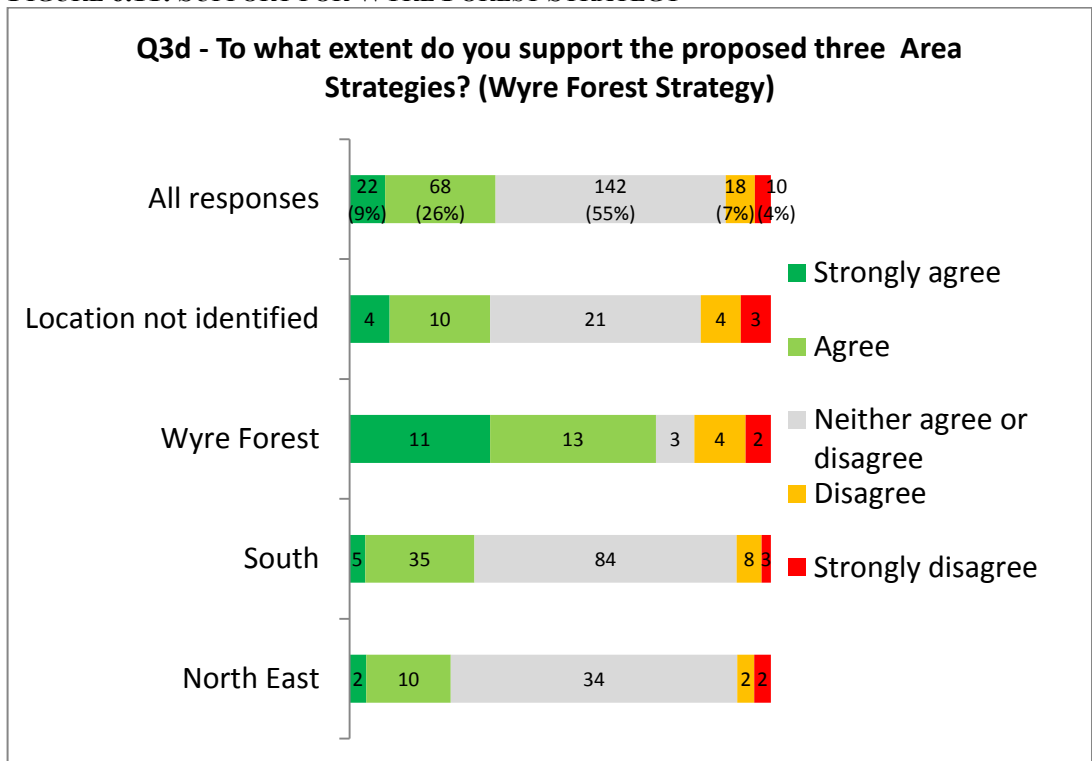
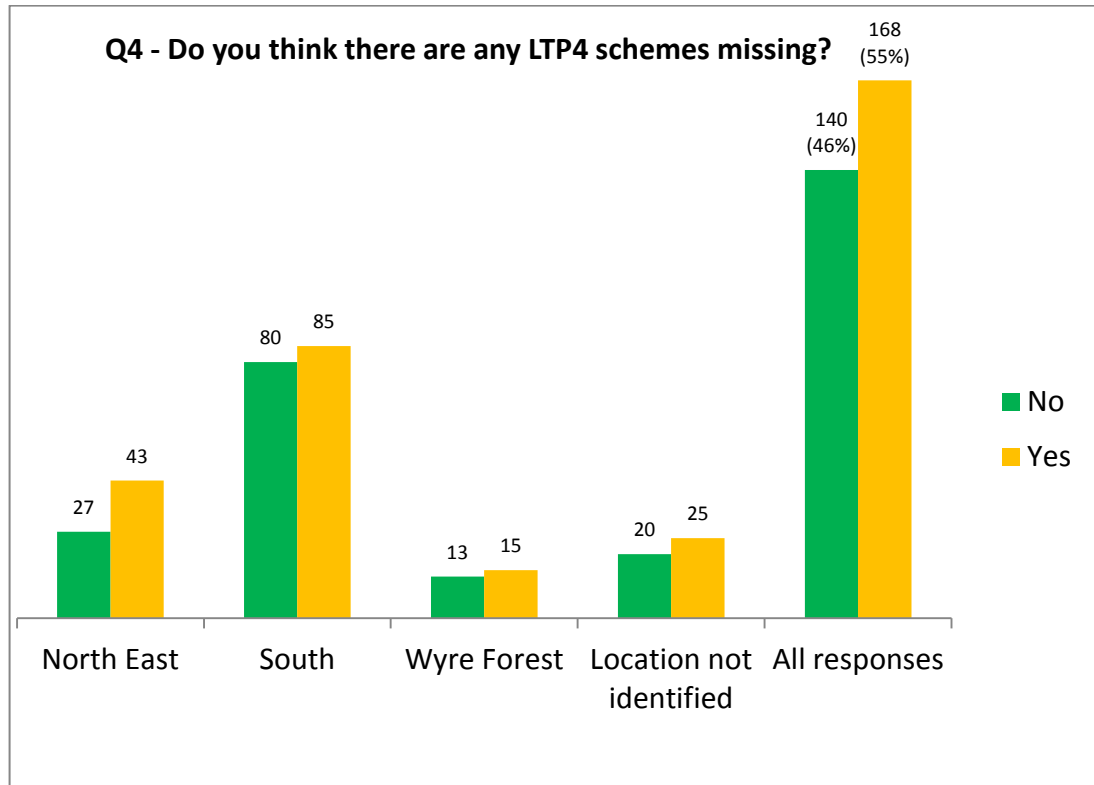


FIGURE 6.11: SUPPORT FOR WYRE FOREST STRATEGY



6.2.20 Just over half of respondents (55%) stated that they considered there were schemes missing from LTP4 that should be included, as shown in Figure 6.12. Just under half (46%) stated that there were no schemes missing. This balance was reflected in the strategic areas.

FIGURE 6.12: MISSING LTP4 SCHEMES



6.2.21 The free text comments and any Worcestershire County Council Officer responses associated with this question are summarised in Table 6.2.

TABLE 6.2: FREE TEXT COMMENTS ON MISSING SCHEMES

General Topic	Scheme	Number of Comments	General Response to Comments	Action
Road schemes	<ol style="list-style-type: none"> 1. Link Malvern to the M5; 2. Bromsgrove Western bypass; 3. Fox Lane/Whitford Rd enhancements; 4. A38 Bromsgrove congestion; 5. Northern Relief Road/Bridge; 6. A449 dualling from Kidderminster to Wolverhampton; 7. A46 enhancements; 8. Worcester city centre – new river crossing; 9. Dual Carrington Bridge; 10. M5 improvements; 	84	<ol style="list-style-type: none"> 1. This would require significant funding. It was reviewed as part of the A4440 works, however, was discounted on cost and deliverability grounds; 2. A Bromsgrove Western Bypass will be considered as part of a longer term plan for Worcestershire; 3. Enhancement will be considered as part of the transport assessment linked to the new development and the Bromsgrove Infrastructure Delivery Plan; 4. A scheme is already included in the draft LTP4 (NEST2); 5. A Western/Northern relief road will be considered as part of a longer term plan for Worcestershire; 6. The A4449 dualling will be considered as part of a longer term plan; 7. A scheme is already included in the draft LTP4 (SWST5); 8. This will be considered as part of the assessment for the Worcester Transport Strategy for Worcester City (Scheme W1) and the development of the City's Masterplan; 9. A scheme is already included in the draft LTP4 (SWST3); 10. The M5 is not under the direct control of Worcestershire County Council as it is 	

General Topic	Scheme	Number of Comments	General Response to Comments	Action
	<p>11. Bath Road Worcester improvements;</p> <p>12. Local road improvements at Worcestershire Parkway;</p> <p>13. Bretforton bypass;</p> <p>14. A491 Approach to J4 M5 from Hagley/Stourbridge;</p> <p>15. Blakedown / Hagley / Kidderminster bypass;</p> <p>16. Bewdley improvements;</p> <p>17. A448 improvements / South Kidderminster-M5;</p> <p>18. A443-A456 West Worcs improvements;</p> <p>19. A451 Horsefair;</p> <p>20. A44 Worcester - Evesham</p>		<p>managed by Highways England. However, we will work with Highways England to develop and deliver schemes on their strategic network where they fall within Worcestershire's county boundaries. A scheme of this nature is already included in the draft LTP4 to improve Junction 6 (SWST2);</p> <p>11. This will be considered as part of the assessment for the Worcester Transport Strategy for Worcester City (Scheme W1) and the development of the City's Masterplan;</p> <p>12. Highway improvements will be delivered for all modes as part of the Parkway Scheme (SWST1);</p> <p>13. The issues raised regarding Bretforton are noted, and whilst the option of a bypass is impractical, we will consider these concerns as part of the Evesham Transport Strategy (E2).</p> <p>14. A491 improvements will be considered as part of a longer term plan for Worcestershire;</p> <p>15. This will be considered as part of a longer term plan for Worcestershire;</p> <p>16. A scheme is already included in the draft LTP4 (BE1);</p> <p>17. These improvements will be considered as part of a longer term plan for Worcestershire;</p> <p>18. Improvements to the A443/A456 junction will be considered;</p> <p>19. Horsefair improvements are being</p>	<p>12. Enhance SWST 1 description to cover highway/access improvements;</p> <p>13. Include Bretforton issues as part of the Evesham Transport Strategy (E2) where possible;</p> <p>18. Consider A443-A456</p>

General Topic	Scheme	Number of Comments	General Response to Comments	Action
	<p>improvements;</p> <p>21. Bromsgrove Eastern Bypass;</p> <p>22. Rubery;</p> <p>23. Bordesley Bypass;</p> <p>24. Foxlydiate/ Webheath road schemes;</p> <p>25. Redditch junction schemes;</p> <p>26. Bewdley Hill junction;</p> <p>27. M42 Junction 1;</p> <p>28. A38 Droitwich-Wychbold;</p> <p>29. A38/B4065 Chateau Impney Rock Hill Bromsgrove;</p> <p>30. Catshill;</p> <p>31. All Saints Road Bromsgrove Stourbridge Road Bromsgrove;</p>		<p>considered as part of the Churchfields development and will be included in LTP4 Scheme WFST1;</p> <p>20. A44 improvements are included in SWST4. There may also be improvements resulting from schemes W1 and E2. There are no plans to dual the A44;</p> <p>21. A scheme is already included in the draft LTP4 (NEST2);</p> <p>22. A scheme already exists for Rubery (RB1);</p> <p>23. This will be considered as part of a longer term plan for Worcestershire;</p> <p>24. Enhancement will be considered as part of the Transport Assessment linked to the new development and the Bromsgrove Infrastructure Delivery Plan;</p> <p>25. A scheme is already included in the draft LTP4 that will help to address junction issues in Redditch (NEST3);</p> <p>26. A scheme is already included in the draft LTP4 that will help to address Bewdley Hill issues (K1);</p> <p>27. The M42 is not under the direct control of Worcestershire County Council as it is managed by Highways England. However, we will work with Highways England to develop and deliver schemes on their strategic network where they fall within Worcestershire's county boundaries. A scheme of this nature is already included in the draft LTP4 to improve Junction 1 (NEST1);</p> <p>28. This will be considered as part of a longer term plan for Worcestershire;</p>	<p>West Worcs improvements;</p>

General Topic	Scheme	Number of Comments	General Response to Comments	Action
	32. A38 Chateau Impney Barnsley Hall Road Catshill; 33. A44 Pinvin junction improvements; 34. Wyre Road/Station Road Pershore; 35. A456 Bewdley Bypass; 36. Crossley Retail Park; 37. Oxford St Kidd TM changes; 38. Offmore Road, Kidd; 39. Pershore Northern Link; 40. London Rd/Wylde Lane Worcester junction; 41. A38 /B4104 Pershore-Upton; 42. A44 Worcester – Bromyard.		29. This will be considered as part of a longer term plan for Worcestershire; 30. Enhancement will be considered as part of the A38 scheme and the Transport Assessment linked to the new development and the Bromsgrove Infrastructure Delivery Plan; 31. This will be considered as part of Scheme BR1; 32. This will be considered as part of a longer term plan for Worcestershire; 33. This scheme is already included in the draft LTP4 (SWST4); 34. This scheme is already included in the draft LTP4 (SWST4); 35. A scheme is already included in the draft LTP4 (BE1); 36. To be considered as part of the Kidderminster Transport Strategy (K1); 37. To be considered as part of the Kidderminster Transport Strategy (K1); 38. To be considered as part of the Kidderminster Transport Strategy (K1); 39. This scheme is already included in LTP4 (SWST4); 40. This scheme is already included in LTP4 (W1); 41. This scheme is already included in LTP4 (SWST15); 42. This matter will be considered.	36. Consider access/egress to/from Crossley Retail Park as part of K1; 38. Consider correction to K11: Key Corridor improvement 'Habberley' to read 'Wribbenhall'?
Active travel	1. Bretforton / Honeybourne; 2. More promotion for mode choice/active travel strategy;	32	1. SWAT 6 will be extended to include Bretforton and Honeybourne; 2. Comments noted with regards to mode choice and encouraging active travel;	1. Extend SWAT 6 to include Bretforton and Honeybourne; 2. Develop modal choice

General Topic	Scheme	Number of Comments	General Response to Comments	Action
	<p>3. Horsefair: provision for cyclists;</p> <p>4. Worcestershire Parkway;</p> <p>5. A4103/A44;</p> <p>6. Hallow to Top Barn;</p> <p>7. Evesham and surrounding area.</p>		<p>3. All LTP4 schemes, including those in the Horsefair area of Kidderminster, will embrace all modes of transport (walking, cycling, passenger transport and motorised vehicles where appropriate);</p> <p>4. There is already a scheme in place regarding access to Worcestershire Parkway (SWAT 15);</p> <p>5. Consider A4103/A44 Active Travel Corridor;</p> <p>6. Worcestershire County Council will consider a 'University route' from Hallow – Top Barn;</p> <p>7. Worcestershire County Council will look into providing Active Travel alternatives to ease congestion across Evesham.</p>	<p>policy;</p> <p>5. Consider A4103/A44 Active Travel Corridor and/or other options to the west of Worcester;</p> <p>6. Consider providing an Active Travel Corridor between Hallow – Top Barn in conjunction with the University of Worcester. However, it should be noted that this is challenging due to the constrained environment;</p> <p>7. Active Travel will be considered as part of the Evesham Transport Strategy.</p>
Bus	<p>Services</p> <p>Fares</p> <p>Park and Ride</p> <p>Promotion</p> <p>Integration</p>	27	<p>Worcestershire County Council now has limited influence over bus services across the county, as these are provided commercially by bus operators. That said, the Passenger Transport policies will be broadened out to facilitate partnership working with commercial bus operators and to reflect the comments made from the LTP4 consultation. These will consider further:</p> <ul style="list-style-type: none"> • Integrated ticketing and services; • Park and Ride; • Train/bus interchanges; • Community transport; • Infrastructure to help operators develop 	<p>Review public transport policies and where appropriate include integrated ticketing and services, Park and Ride, train/bus interchanges, community transport and infrastructure.</p>

General Topic	Scheme	Number of Comments	General Response to Comments	Action
			<p>more commercially viable bus services across the county.</p> <p>Worcestershire County Council will further look to secure reliability for the bus network through technological advances and use of any available funding.</p>	
Town Centres & Parking	Town centre strategies Parking TRO enforcement Shared Space	26	All comments will be considered and/or addressed within the relevant town centre strategies, and through liaising with partners in the Borough, City and District councils where necessary.	
Rail	<p>Schemes suggested under the following headings:</p> <p>Integration of modes/ticket Train services Parkway stations and access Wyre Forest rail Severn Valley Railway Persore Rail Station Station parking Whitlocks End access Stratford – Honeybourne Persore Station pedestrian bridge Worcestershire Parkway</p>	17	<p>The majority of infrastructure, ticketing or service comments will be considered within the new Worcestershire Rail Investment Strategy.</p> <p>Comments regarding specific schemes that promote accessibility and integration of other transport modes with rail are noted. Certain schemes are already addressed within LTP4 – in more strategic terms, consideration will be given to broadening policy to promote better integration between bus times and rail times, as well as between active travel modes (walking/cycling) and rail;</p> <p>The comment regarding Whitlocks End will be addressed under the Development Control process.</p>	<p>Consider amending policies to further promote integration of travel modes.</p> <p>Comments regarding access to Whitlocks End rail station will be passed to Development Control.</p>
No scheme suggested		18	No response necessary	

General Topic	Scheme	Number of Comments	General Response to Comments	Action
d				
Freight and emissions	Air Quality Freight Strategy Low emission vehicles	8	<p>Most of the comments do not refer to or suggest specific schemes; however they will be considered as appropriate. Schemes/policies to support project delivery for low emission vehicles will be considered.</p> <p>Engagement with user groups, specifically freight, will be reviewed.</p> <p>More emphasis will be given to air quality in the relevant policy document.</p>	<p>Consider schemes/policies to support delivery of low emission vehicles.</p> <p>Amend the relevant policy to give more emphasis to the importance of air quality.</p>
Safety	<p>Including: Pedestrian facilities Traffic calming Speed reduction</p> <p>Specific schemes: 1. Horsefair, Kidderminster; 2. Offmore Road, Kidderminster; 3. Bilford Road, Worcester crossing and resident parking zone 4. Bewdley Hill, Kidderminster 5. Speed limits and traffic calming 6. Shrub Hill redevelopment/residents parking scheme.</p>	7	<ol style="list-style-type: none"> 1. Horsefair improvements are being considered as part of the Churchfields development and will be included in LTP4 Scheme WFST1. 2. This will be addressed as part of the Kidderminster Transport Strategy. 3. This will be addressed as part of the Worcester Transport Strategy. 4. This will be addressed as part of the Kidderminster Transport Strategy. 5. This will be reviewed in the LTP4 as part of the policy update of the Network Management Plan. 6. The redevelopment of Shrub Hill is being progressed as part of the Shrub Hill and City Centre Masterplans, which 	<ol style="list-style-type: none"> 5. Review potential for policy change regarding speed limits as part of the Network Management Plan.

General Topic	Scheme	Number of Comments	General Response to Comments	Action
			will be brought forward for consultation with local residents in due course. A residents parking scheme could form part of these proposals.	
Access	<p>Access schemes suggested under the following headings:</p> <ol style="list-style-type: none"> 1. Access to new and existing roads, including footbridges 2. Schools 3. Key trip attractors (rural) 4. Rural 5. Healthcare 6. Disability 	7	<ol style="list-style-type: none"> 1. Worcestershire County Council will aim to improve pedestrian access for new and old road schemes, including consideration of footbridges where appropriate; 2. Alongside our partner organisations, the County Council will consider access to schools, including the restriction of parking; 3. Although Worcestershire County Council now has limited influence over bus services across the county, it is recognised that access issues in rural areas remain. The LTP documents will be revisited to ensure that there is reference to accessing key trip attractors (including health sites); 4. Transport opportunities will be considered that can tackle rural isolation and access issues. Although not regarding specific schemes, policies will be considered regarding access to passenger transport interchanges by bus, on foot and by cycle as well as by car in rural areas; 5. Changes to healthcare provision are challenging to address from a transport perspective, for example given the limited influence the County Council has over bus services. However, each 	<ol style="list-style-type: none"> 1. To include within forthcoming Highways Design Guide and TAMP; 2. Consider a policy relating to parking outside schools within the NMP – including potential provision for TROs; 3. Consider amending documents to ensure there is reference to accessing key trip attractors (including health sites); 4. Consider schemes to improve rural access to facilities; 5. Consider opportunities to implement schemes that promote accessibility to

General Topic	Scheme	Number of Comments	General Response to Comments	Action
			<p>case will be considered on its own merits;</p> <p>6. Each scheme will have its own Equality Impact Assessment to consider accessibility by people with protected characteristics.</p>	<p>healthcare sites;</p> <p>6. No action.</p>
General comments	<p>Alignment with corporate plan</p> <p>Canal towpaths</p> <p>Maintenance</p> <p>Community transport</p> <p>Specific schemes:</p> <ol style="list-style-type: none"> 1. Silverwoods Halt in Kidderminster 2. Canal towpath to Hanbury Wharf. 	4	<p>Comments are addressed elsewhere with the exception of:</p> <ol style="list-style-type: none"> 1. A Rail Investment Strategy that covers the Wyre Forest district is being developed, which will consider all options. 2. Canal towpaths are the responsibility of the Canal and River Trust. We will liaise with them to explore any options to implement a scheme. 	2. Liaise with Canal and River Trust regarding towpath improvements to Hanbury Wharf.

- 6.2.22 Respondents were asked to state their level of support for a range of policies presented in the LTP4.
- 6.2.23 The policies, whether at an overall level (Figure 6.13) or at an individual policy level (Figures 6.14 to 6.21), did **not** attract high levels of opposition. Those selecting disagree or strongly disagree ranged from 8% to 18% for the sample made up of all respondents.
- 6.2.24 As a result, most policies achieved over 50% support (Strongly agree or agree) with the exception of the Motorcycle (Figure 6.17) (37%) and Public Realm (Figure 6.19) (48%) policies.
- 6.2.25 Both of these policies received high percentages of respondents selecting the neutral neither agree or disagree option. 54% of respondents chose this neutral option for the Motorcycle policy and 42% for the Public Realm policy.
- 6.2.26 The remaining policies also received relatively high levels of neutral responses with this category selected in a range of 19% to 39% of the time.

FIGURE 6.13: SUPPORT FOR POLICIES

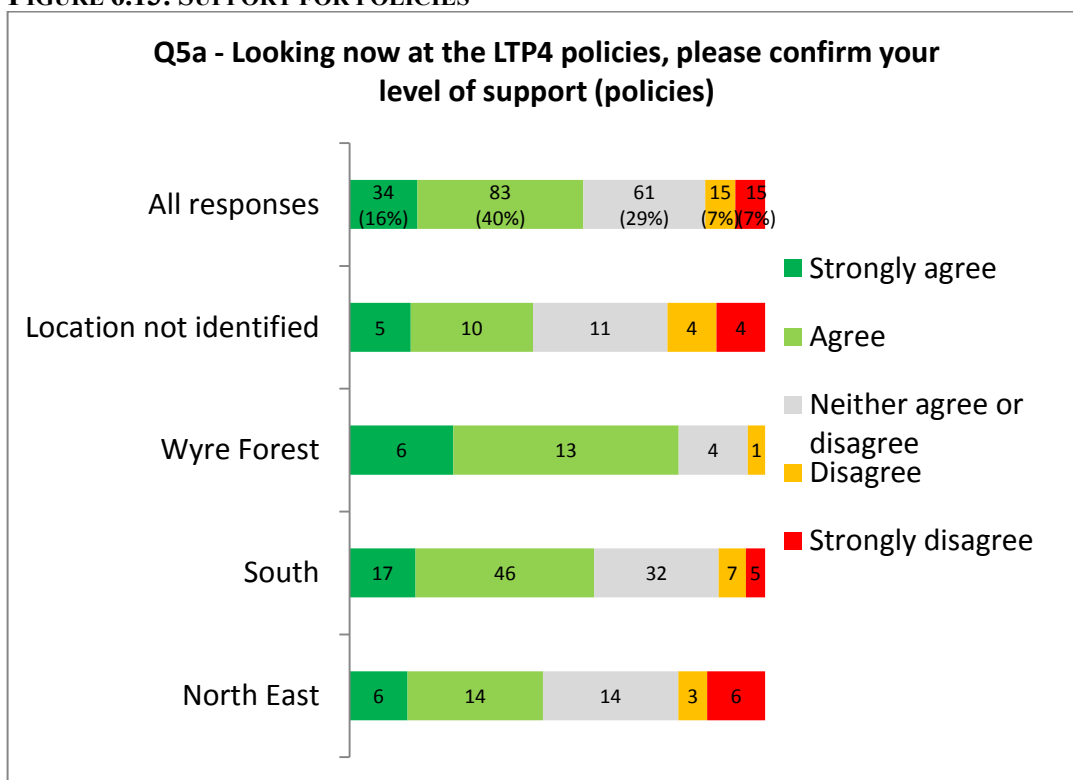


FIGURE 6. 14: SUPPORT FOR TRANSPORT AND AIR QUALITY POLICY

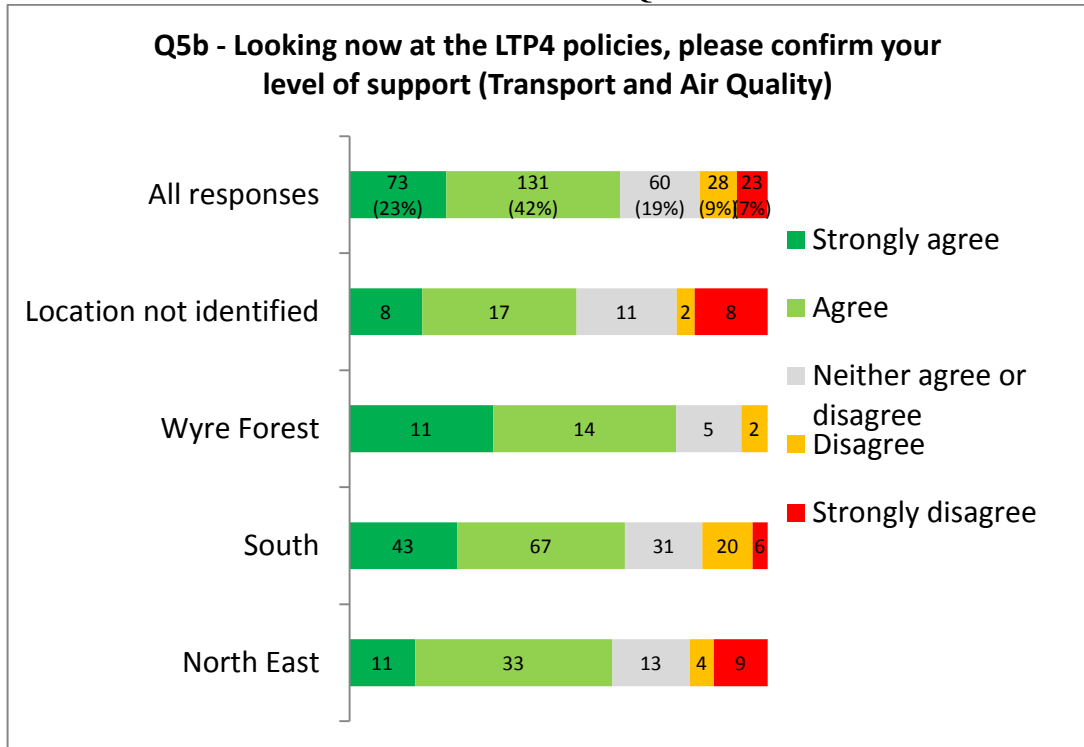


FIGURE 6.15: SUPPORT FOR TRANSPORT AND CYCLING INFRASTRUCTURE POLICY

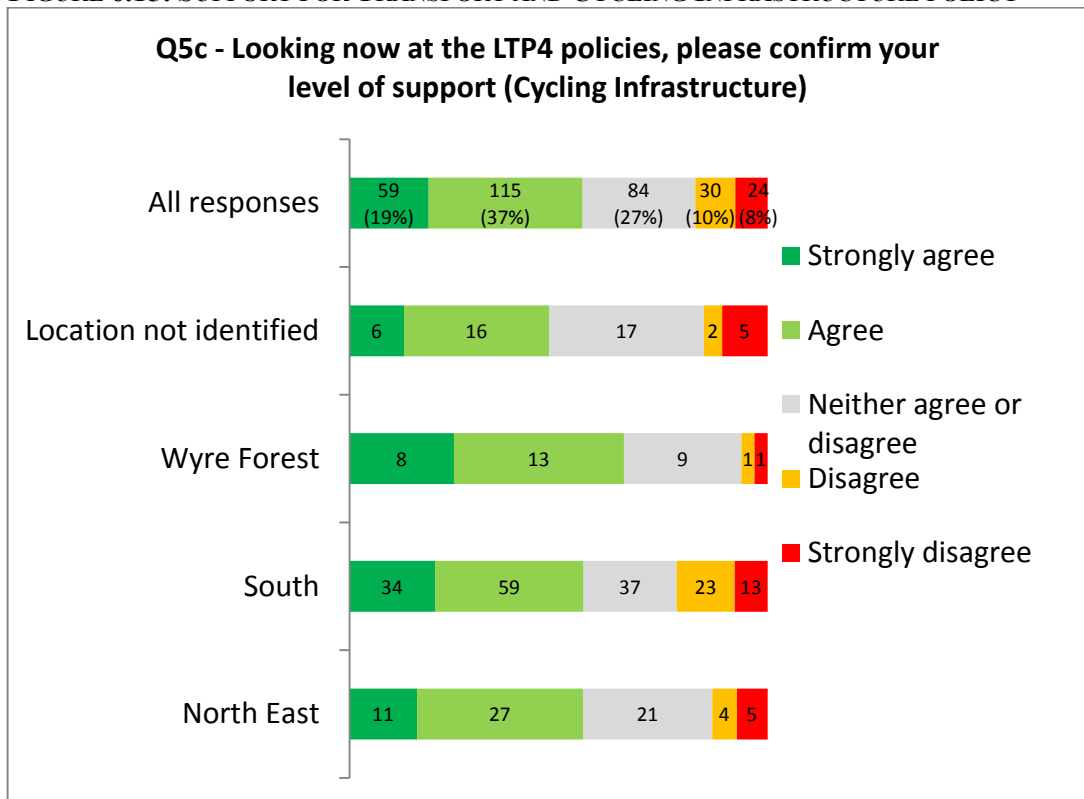


FIGURE 6.16: SUPPORT FOR TRANSPORT AND CLIMATE CHANGE POLICY

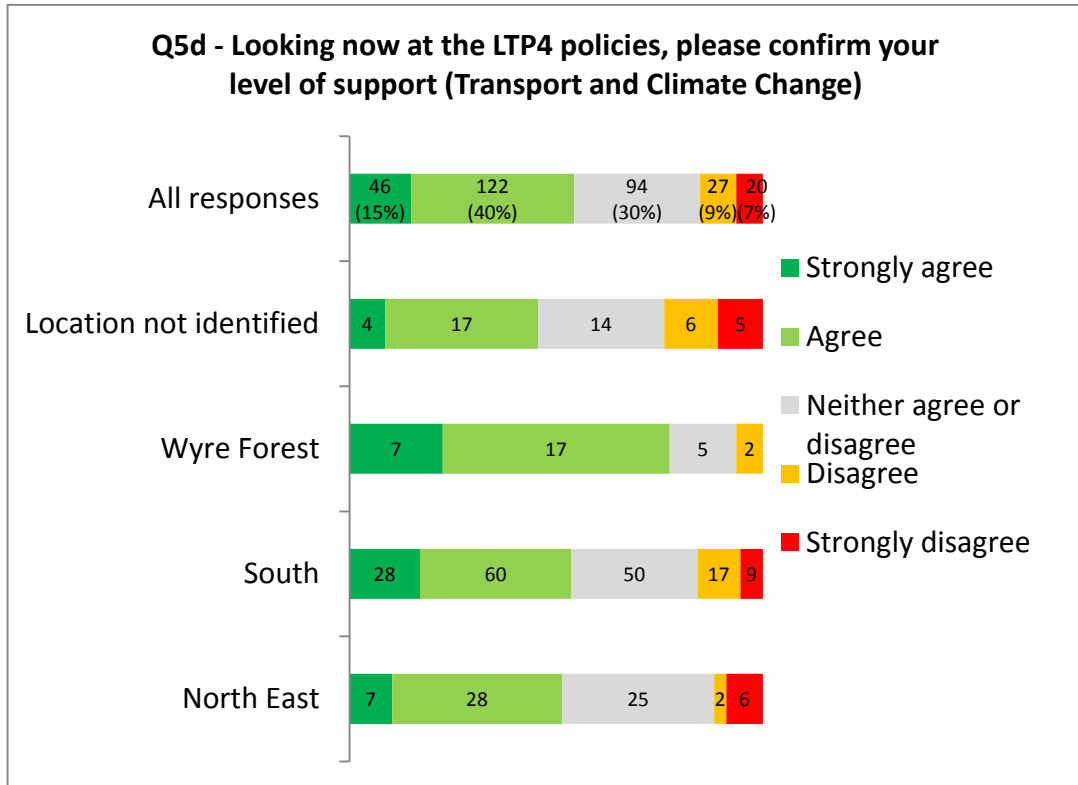


FIGURE 6.17: SUPPORT FOR MOTOR CYCLING POLICY

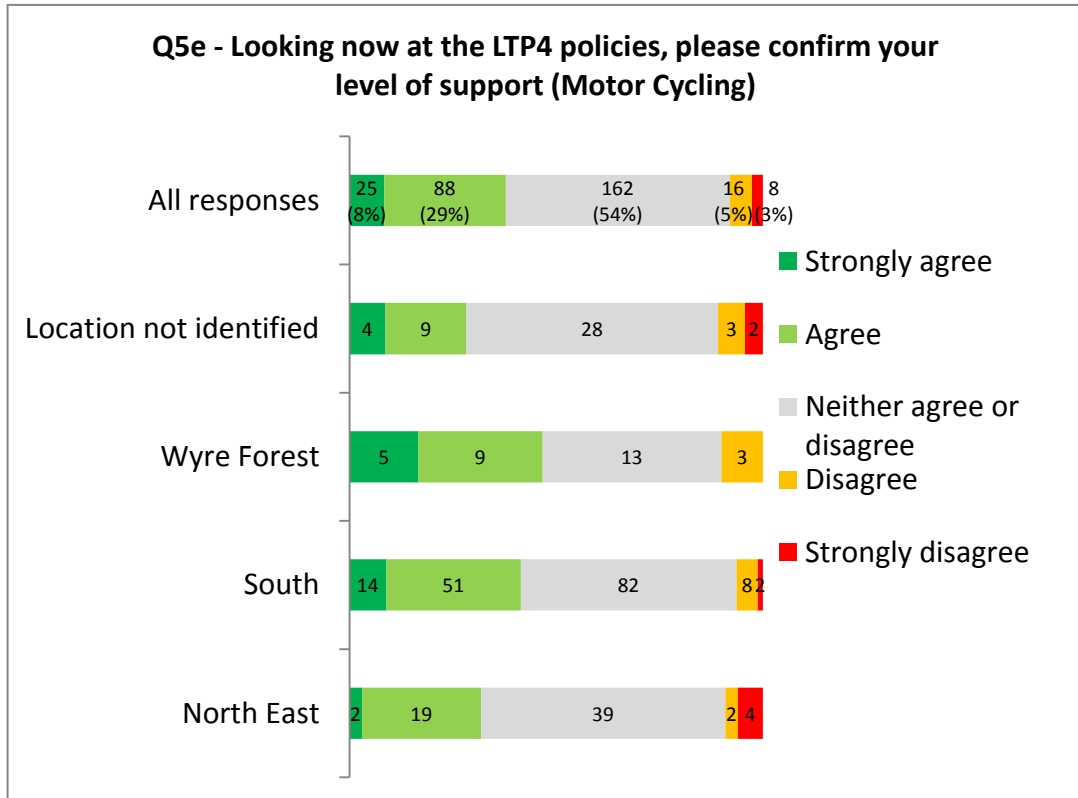


FIGURE 6.18: SUPPORT FOR TRANSPORT ENGAGEMENT POLICY

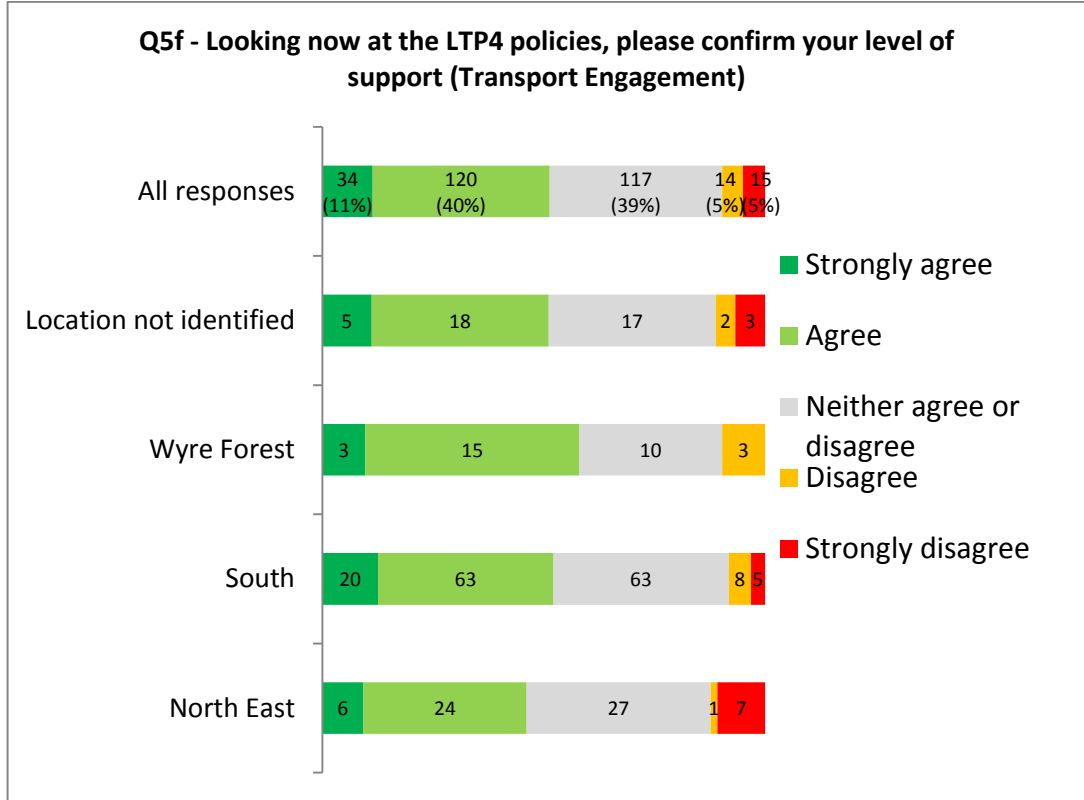


FIGURE 6.19: SUPPORT FOR PUBLIC REALM POLICY

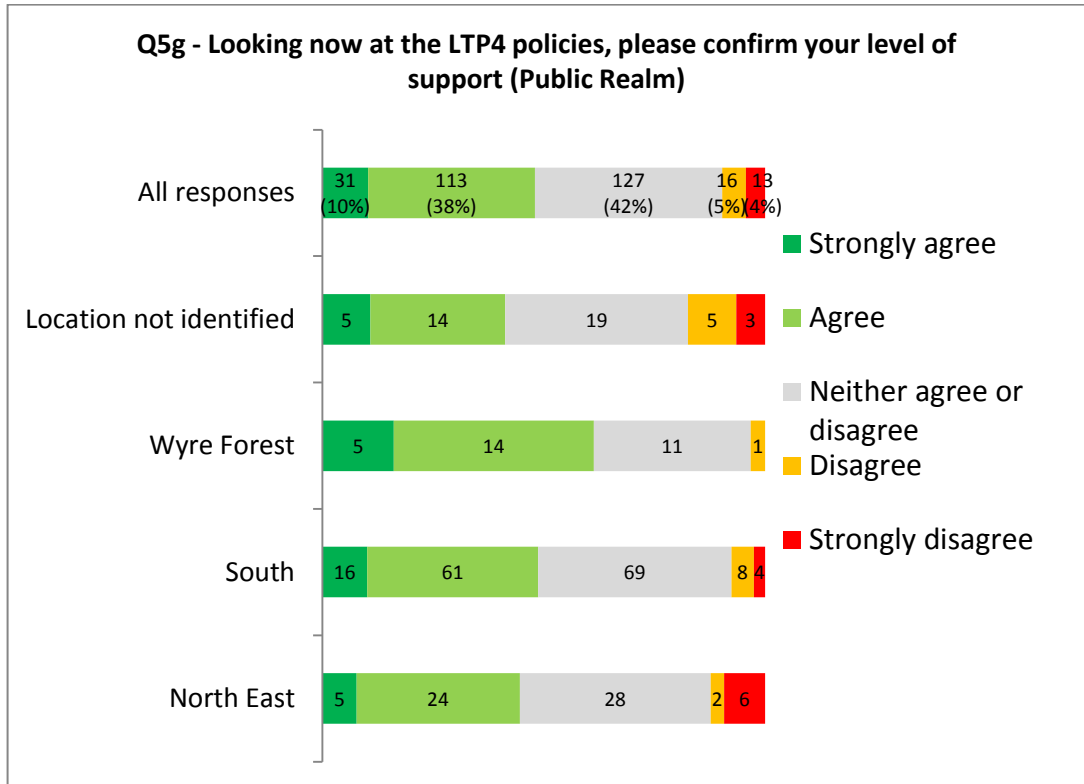


FIGURE 6.20: SUPPORT FOR INTEGRATED PASSENGER TRANSPORT POLICY

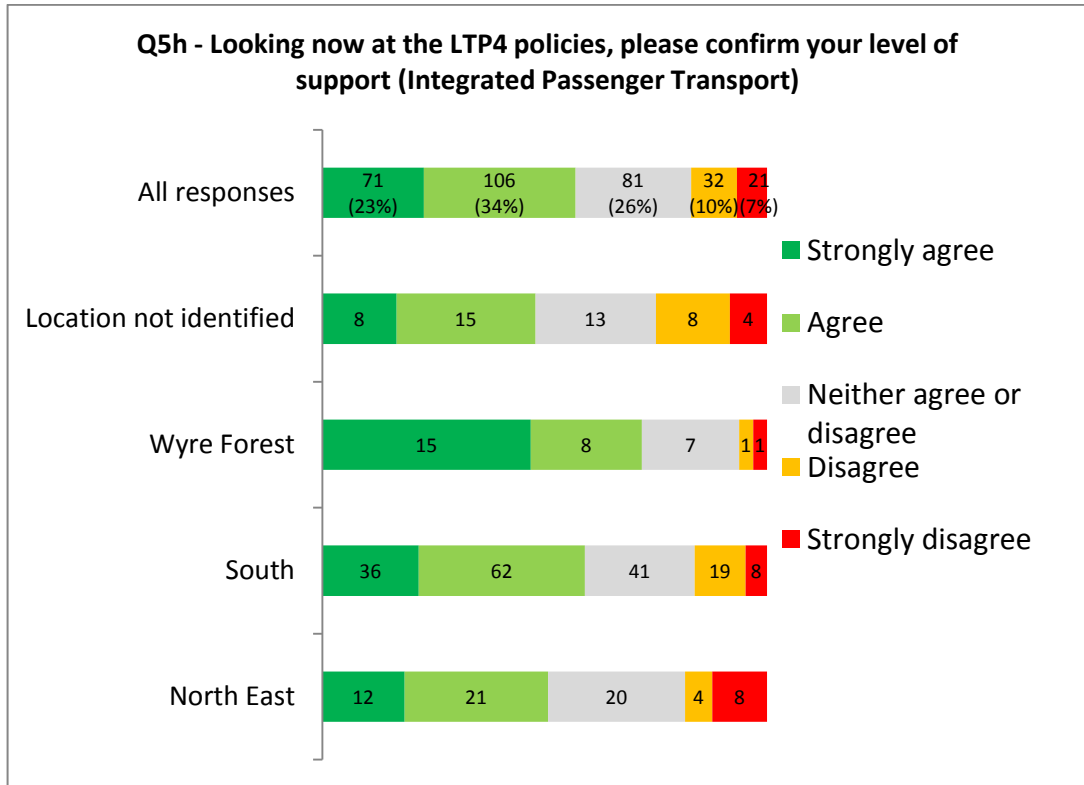
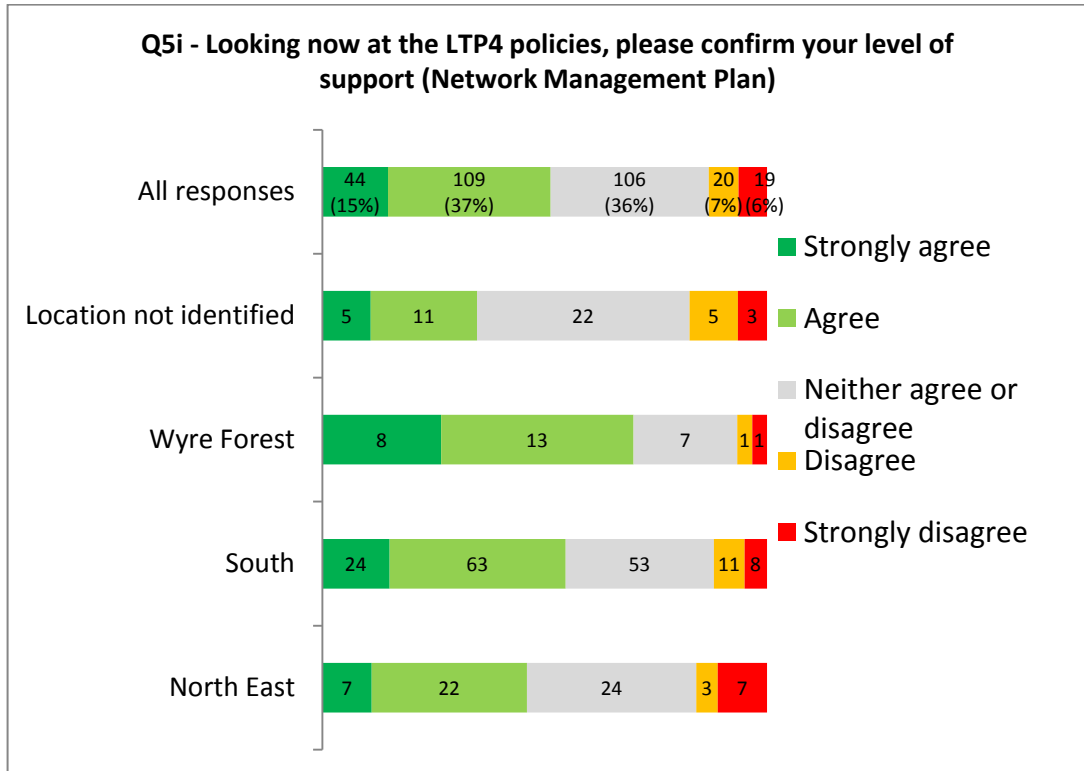
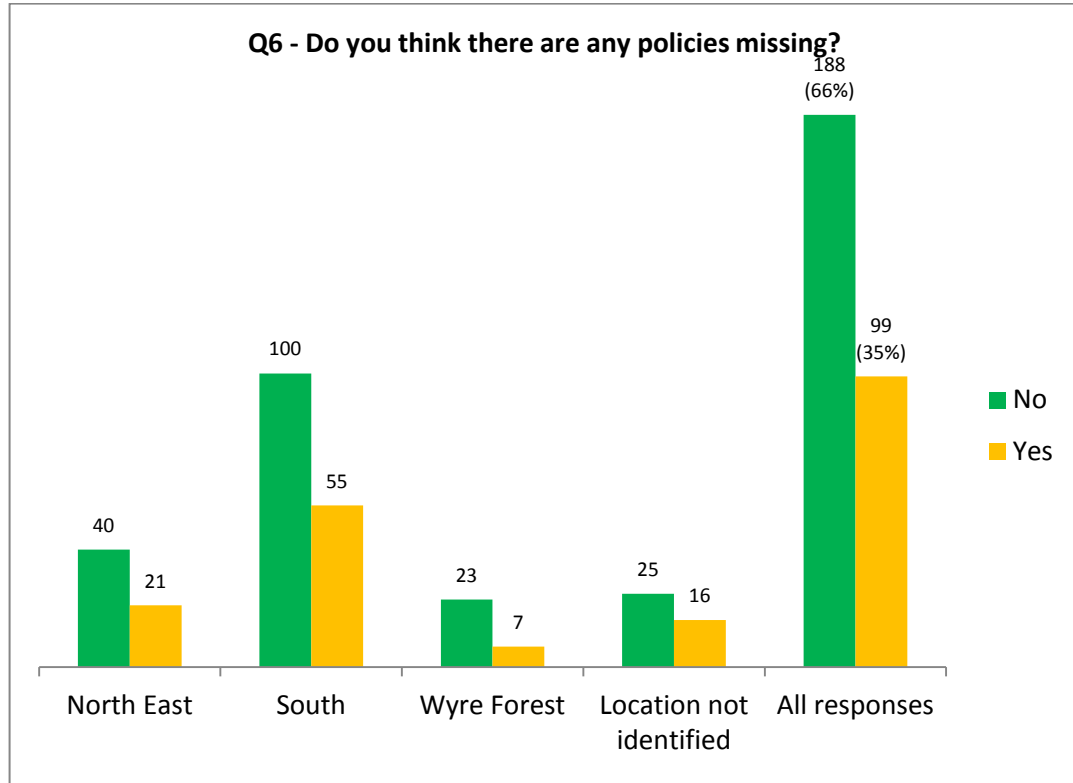


FIGURE 6.21: SUPPORT FOR NETWORK MANAGEMENT PLAN



6.2.27 Around one third of respondents (35%) stated that they considered there were policies missing from LTP4 that should be included as shown in Figure 6.22. Almost two thirds (66%) stated that there were no policies missing. This balance of respondents stating yes and no is reflected in the three strategic areas.

FIGURE 6.22: MISSING LTP4 POLICIES



6.2.28 The free text comments and Worcestershire County Council Officer responses associated with this question are summarised in Table 6.3.

TABLE 6.3: FREE TEXT COMMENTS ON MISSING POLICIES

General Topic	Specific issues	Number of Comments	Actions
Environment & Health	Air Quality Climate Change Health Noise Flood management Sustainability	17	<p>Policy inclusions to be considered are as follows:</p> <ul style="list-style-type: none"> • Single Car Occupancy (Network Management Plan); • Noise mitigation; • Introduction/context to policies; • Explore linkages with Public Health and the Environment; • Examine the opportunities to include more on mode choice to tackle congestion and air quality issues; • Integrated ticketing; • Consider how cycling can be made safer; • Transport Safety Policies • Education campaigns (e.g. transport and Air quality); • Electric Cars and respective infrastructure need to be referenced; • Consider resurrecting the Sustainable Modes to School policy (or wider Smarter Choices); • Include references to non-LTP Flooding Policies; • Consider a sustainability policy; • Consider cameras at at-grade pedestrian crossings. <p>Ensure Worcestershire County Council policies are linked to the Government's Walking and Cycling Investment strategy. Review Worcestershire's Air Quality Action Plan. Reference the Air Quality Action Plan. TCC4: Change 'embracing Climate Change' phrase to follow national policy.</p>
Bus	Bus services Bus timetabling	17	<p>Review passenger Transport policies:</p> <ul style="list-style-type: none"> • Examine opportunities to include more policies on bus services, community

General Topic	Specific issues	Number of Comments	Actions
	Bus subsidies Park & Ride Community transport Partnership working		<p>transport and passenger transport infrastructure generally;</p> <ul style="list-style-type: none"> • Consider policies regarding access to passenger transport interchanges by bus, on foot and by cycle as well as by car in both urban and rural areas; • Review policy regarding the availability of information at bus stops; • Consider the requirement of a bus policy pertaining to key trip attractors (i.e. Worcester University); • Consider policy on integration of bus times between different operators, as well as between bus times and train timetables. • Consider policy to integrate walking:bus and cycle:bus; • Examine opportunities to include electric buses to help address air quality issues; • Examine opportunities to include shuttle buses (policies-Passenger Transport). <p>Bus based Park and Ride requires significant public sector financial support, which is untenable currently. Should a robust, financially viable business case be identified, Worcestershire County Council may reconsider the case for Park and Ride</p>
Cycling	Development of canal towpaths Shared highway policy Segregated cycle paths Safety Partnership working	10	<p>Policy inclusions to be considered are as follows:</p> <ul style="list-style-type: none"> • How cycling can be made safer; • Towpaths and railway line opportunities for cycling; • Cycle tourism policy; • Cycling and health policy.
Rural	Equestrian Tourism Rights of Way Access Rural transport	10	<p>Policy inclusions to be considered:</p> <ul style="list-style-type: none"> • An Access Policy to include equestrian access; • Consider transport opportunities to tackle rural isolation and access issues. Including Community Transport and taxi-buses; • Consideration of access to key tourist destinations (e.g. viewpoints).
Development	Transport and land use planning Housing	9	<p>Some of these comments are not within the control of Worcestershire County Council. These will be referred on to the District Planning Authorities. Consider a policy statement relating to land use planning and transport.</p>

General Topic	Specific issues	Number of Comments	Actions
	Integration of planning Greenfield/brownfield sites		Consider post development Market Research with residents to inform future land-use and transport policies.
Network Management	Congestion policy Mode shift away from car use Road network Schools travel	9	Policy inclusions to be considered: <ul style="list-style-type: none"> • Modal choice policy; • Review options for car parking as part of town strategy development. Options will vary depending on the location; • Behaviour Change Policy (education campaigns etc.); <p>Cross reference with requests in other policy areas to identify which policies could be included in the NMP.</p>
Integration	Integration of modes Bus specific integration Ticket integration Integration/synergies between policies	8	<ul style="list-style-type: none"> • See Bus; • Review all policies for integration with each other (cross tabulation), and to national policies and frameworks; • Consider a policy for bus/rail ticket integration.
Parking, walking and safety	Speed limits Residents parking Pedestrians Walking policies	7	<ul style="list-style-type: none"> • Footway standards – widths etc. (will be considered as part of Public Realm policy); • Consider a policy relating to parking outside schools (TROs) – within NMP; • Consider TRO restrictions on freight vehicles in certain locations (NMP); • Consider clear policy for resident parking zones (NMP); • Consider policy for pavement parking (joint working with Districts/West Mercia). TRO plus enforcement; • Parking Strategy.
Technology	Electric vehicles Other new vehicle tech Intelligent Transport Systems IT – e.g. Broadband	5	Included in other areas. Ultra-low emission vehicles policy to be considered.
General Policy Comments	Plan lacks detail Not ambitious enough	5	Actions:

General Topic	Specific issues	Number of Comments	Actions
	Implementation Simplification		<ul style="list-style-type: none"> • Policy delivery process to be reviewed including implementation planning, targets and measures, evaluation and ownership; • Explore policy linkages beyond LTP4 compendium; • Include a policy on engaging with Stakeholder user groups (Engagement Policy); • Consider a Development Control Policy; • Consider simplification of language in LTP4; • Consider shorter policies; • Examine best practice nationally.
Other	Road building Motorcycling Rail and Station Hospital travel Water Transport Freight Funding policy	8	Develop a Delivery/Implementation Plan showing management processes, responsibility and funding;
Comment not relevant to policies Comment not understood		35	No response required under this question heading; Cannot respond as comment not understood.

6.2.29 Respondents were asked if they had changed the way they travel around Worcestershire in the last five years (Figure 6.23) and if they had made a change then what form did this take (Figure 6.24). Respondents were allowed to select more than one answer in the question relating to Figure 6.24.

6.2.30 Just over four in ten respondents (42%) stated that they had changed how they travelled in the last five years. The most notable change was from the car to the other four forms of transport where 117 responses were recorded.

6.2.31 The next largest switch from a single form of transport to another single form of transport was from the bus to the car. 25 responses were recorded showing this switch.

FIGURE 6.23: HAVE RESPONDENTS CHANGED HOW THEY TRAVEL?

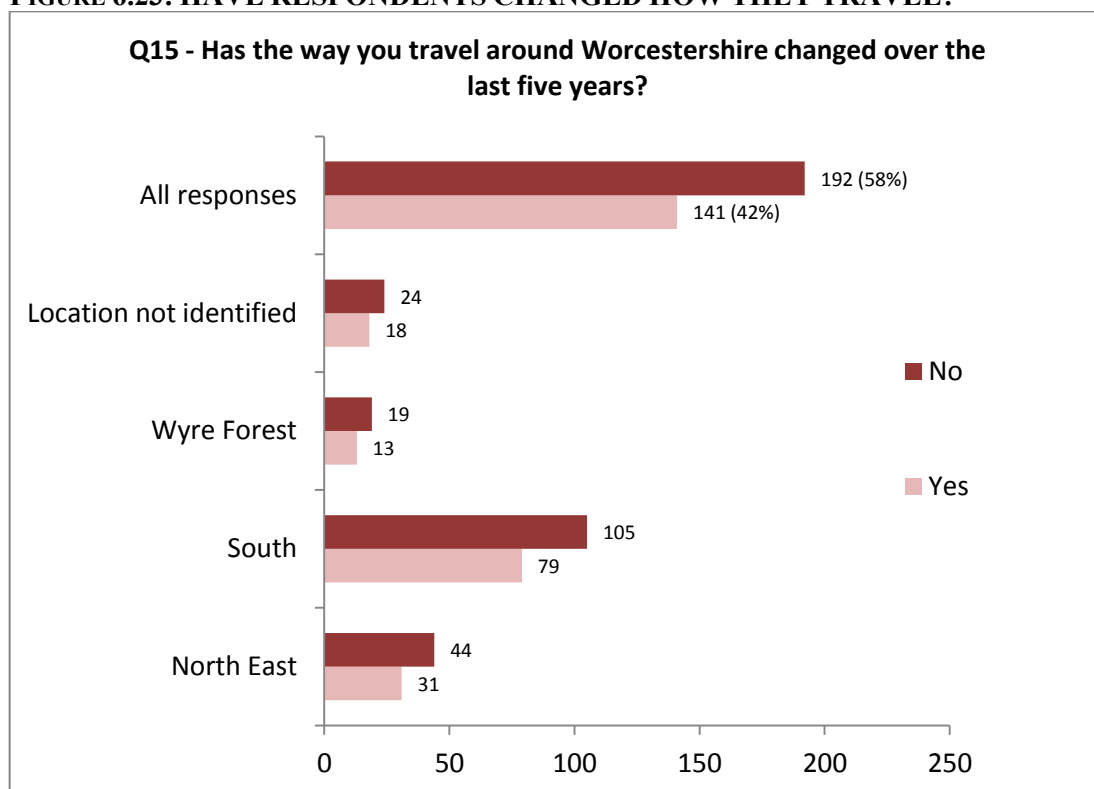


FIGURE 6.24: CHANGES IN METHODS OF TRAVEL MADE BY RESPONDENTS

6.2.32 Respondents were given the opportunity to comment on both the draft Strategic Environmental Assessment (SEA) and the draft Habitats Regulation Assessment (HRA). These comments have been passed on to the relevant consultants for consideration and are summarised in Tables 6.4 and 6.5 by topic area.

TABLE 6.4: SUMMARY OF SEA COMMENTS		
General Topic	Specific issues	Number of Comments
Comment not relevant to SEA	Comment not relevant to SEA No comment Did not read/Could not find SEA	30
Congestion and Mode Shift		20
Air quality and health		18
Bus		11
General comment on the SEA	Level of detail General negative comment	10
Positive comments		10
Cycling		9
Lower emission vehicles		5
Nature / Habitats		5
Green Belt		4
Roads		3
Historic environment		2
Sustainable travel		2
Rail		2
Floodplain		1

TABLE 6.5: SUMMARY OF HRA COMMENTS		
General Topic	Specific issues	Number of Comments
Comment not relevant to HRA	Not about HRA No comment Did not read Could not find HRA	39
Positive comment on HRA		14
General plan comment	General negative comments Level of detail too much No need for document Widen scope/Integrate with other documents	9
General protect nature		8
Specific species	Species protection Pollinator concerns	5
Prioritise infrastructure		4
Specific locations	Bromsgrove Wyre Forest	3
Reduce car usage		2
Education		1

6.2.33 Finally respondents to the questionnaire were asked if they had any further comments to make. Any further comments are contained in Table 6.6.

Table 6.6: Summary of Further Comments

General Topic	Specific issues	Number of Comments	General Response to Comments and Actions
General comments	Plan content General negative comment on plan General positive comment on plan Network management	45	<ol style="list-style-type: none"> 1. Modal hierarchy to be included 2. Re-think 'travel choice branding' description 3. Pass rail comments to Worcestershire Rail Investment Strategy Team; 4. Think about 'plain English'
Cycling	Cycling policy Cycling schemes Highway design for cyclists Bretforton – Honeybourne corridor	35	<ol style="list-style-type: none"> 1. Consider plan/policy to cut back vegetation and maintain overgrown footpaths (back to their original widths); 2. Examine robust enforcement of cycle lanes; 3. Asset management – maintaining edges/drains in the highways; 4. Extend SWAT6 to Honeybourne; 5. Consider merging the Cycling Policy with an Access policy to embrace walkers and Horse riders; 6. A443/A456 consider cycling infrastructure; 7. Consider the wider and/or most appropriate use of bus lanes; 8. Consider greater use of advanced stop lines; 9. Review cycle parking, particularly at stations;
Specific junction/road – South Worcs		32	Most of the schemes mentioned here are also mentioned under the 'schemes missing' question and have been

General Topic	Specific issues	Number of Comments	General Response to Comments and Actions
	<ol style="list-style-type: none"> 1. Worcester Demand for parking 2. Pershore: Cycle walkway to station 3. Defford/Nogains junction, Pershore 4. Townsend Way Junctions 5. Active Travel Newnham Bridge 6. Concerns re Station Road railway bridge in Pershore 7. Southern Link Road comments (lack of planning with Network Rail over bridge) etc. 8. Lindridge/A443 speed/safety issues 9. Issues in Claines and St Johns 10. LTP should commit 5m funding to Pershore Northern Link 11. Pershore issues 		<p>addressed in that section accordingly. Additional comments include:</p> <ol style="list-style-type: none"> 1. Worcester City: Demand management - Car parking charges are low. So consider reviewing as part of Worcester Transport Strategy; 2. Add the following into SWST4 Pershore Northern Link: 'a new walkway/cycletrack needs to be built alongside the bridge at Pershore Station to allow safe passage for walkers and cyclists. The bridge is old and narrow'; 3. Consider Defford Rd/Nogains junction; 4. Consider Townsend Way Junctions as part of the Malvern Town Transport Strategy; 5. Consider Active Travel Corridor from Newnham Bridge 6. This will be considered as part of the Pershore Transport Strategy and the railway station development. 7. Comments noted. A Possession Order was correctly applied for to conduct the work around the SLR A4440 railway bridge as per Network Rail's process and a funding application has been submitted for further phases of SLR (SWST3). 8. This section will be examined to see if any improvements can be made as part of a wider network review. 9. This will be picked up as part of the Worcester Transport Strategy. 10. A funding strategy is being developed to tackle the current funding gap. 11. These will be addressed via schemes P5-P7. Rail issues will be tackled by the new Rail Investment Strategy

General Topic	Specific issues	Number of Comments	General Response to Comments and Actions
Specific junction/road – North East	<ol style="list-style-type: none"> 1. Majors Green improvements required 2. Issues relating to land use planning integration with LTP4.. 3. Blocking off Alcester Road 4. Low level of detail in LTP4/will there be any further consultation? 5. Hagley highway issues/rail station 6. Why A38 over Western Bypass 	11	<p>Most of the schemes mentioned here are also mentioned under the 'schemes missing' question and have been addressed in that section accordingly. Additional comments include:</p> <ol style="list-style-type: none"> 1. As part of Whitlocks End railway car park expansion, footbaths will be enhanced. 2. The LTP does have links with the Bromsgrove and Redditch Local plan in that schemes in the Infrastructure Development Plans are referred to in the LTP, albeit at a necessarily high level. As the IDP's develop any changes will be incorporated into the town transport strategies as appropriate. 3. There are no plans to block off the Alcester Road 4. The LTP4 is a strategic document and therefore descriptions are necessarily vague. As schemes come forward for delivery, much more detail will become available, further, the schemes will be consulted upon on an individual basis. 5. These will be addressed via NEST 6 (Hagley Junctions) and NEST 8 (Hagley Rail Station). 6. When evaluating the options for Bromsgrove's Infrastructure Delivery Plan, the A38 was identified as the preferred scheme to help mitigate the planned development. Any infrastructure on the western side of Bromsgrove will be paid for by developers.
Specific junction/road – Wyre Forest	<ol style="list-style-type: none"> 1. Husem Way/A456 junction improvements 2. Improvements to Stourport and Hagley and Blakedown Stations 3. Kidderminster Station comments 4. Access to Kidderminster town via 	8	<p>Most of the schemes mentioned here are also mentioned under the 'schemes missing' question and have been addressed in that section accordingly. Additional comments include:</p> <ol style="list-style-type: none"> 1. This will be picked up in the Wyre Forest District Council Infrastructure Delivery Plan (related to

General Topic	Specific issues	Number of Comments	General Response to Comments and Actions
	underpasses		<p>their Local Plan).</p> <ol style="list-style-type: none"> 2. This will be tackled by the following LTP4 schemes: Stourport Transport Strategy (S1), Hagley Railway Station (NEST8) and Blakedown Railway station (WFST5) 3. Comments noted and will be picked up as part of scheme development 4. This will be picked up in the Kidderminster Transport Strategy (WFST1)
Rail	<ol style="list-style-type: none"> 1. Later trains from B'ham 2. More direct routes from Bromsgrove heading South 3. Most parts or Worcs are not on a rail route/more services from Barnt Green 4. Bromsgrove Station Car Park and service provision 5. Expand rail station parking provision 6. Dualling of the Cotswold Line 7. Stratford-Honeybourne line 8. Rail Links Evesham/B'ham 9. Droitwich to Stoke Works not required 10. Will Parkway Station have a negative impact on services at Pershore 11. Access to B'ham airport by rail 	28	<ol style="list-style-type: none"> 1. This will be accommodated in the new franchise 2. This will be addressed in the new Worcestershire Rail Investment Strategy 3. Noted 4. New services will be available post electrification (May 2018) to improve reliability/connectivity and capacity issues. A future car park expansion scheme at Bromsgrove station is contained within LTP4 (BR7) 5. This will be addressed in the Worcestershire Rail Investment Strategy for all Worcestershire stations 6. This is a priority for Worcestershire County Council and is outlined in the Worcestershire Rail Investment Strategy. 7. Whilst Worcestershire County Council recognises that there are some benefits to Worcestershire and its residents from reinstating the Stratford to

General Topic	Specific issues	Number of Comments	General Response to Comments and Actions
	<ul style="list-style-type: none"> 12. Links between Parkway and Shrub Hill 13. Poor Rail links from Malvern 14. More support for rail 15. Fares and ticketing costs 16. Cost of parking at Bromsgrove Station is too high 17. Pershore Station relocation/car park 		<p>Honeybourne Rail Line, as the majority of the line lies within Warwickshire, Worcestershire County Council is happy to work with a future scheme promoter, subject to funding being secured to deliver the comprehensive upgrade of the North Cotswold line;</p> <ul style="list-style-type: none"> 8. We note aspirations for extending Birmingham to Worcester services on to Evesham, and will consider this as part of the new Worcestershire Rail Investment Strategy; 9. Noted but disagreed as technical evidence suggests otherwise 10. No, ultimately it will lead to service enhancements AND build the case for the re-doubling of the North Cotswold Line 11. Noted: This will be considered as part of a longer term rail strategy. 12. Future enhanced service serving Shrub Hill and the South will form a <i>de facto</i> rail 'shuttle service'. West Midlands Trains are also considering extending services from Shrub Hill to Worcestershire Parkway 13. Noted and will be considered further 14. Worcestershire is very ambitious in regards to rail and will be releasing a Worcestershire Rail Investment Strategy later this year which outlines the rail priorities for the county 15. There will be a section on fares and ticketing in the Worcestershire Rail Investment Strategy. 16. The car parking charges at Bromsgrove Station are in line with those charged nationally for station parking provision 17. A study is currently being undertaken to review options around the station

General Topic	Specific issues	Number of Comments	General Response to Comments and Actions
Network Management	<ol style="list-style-type: none"> 1. Travel Choice appear to be an afterthought; 2. General congestion issues; 3. School run congestion; 4. Congestion charging; 5. Reduce the amount of traffic lights/calming measures/crossings to enable the traffic to flow, specifically at roundabouts; 6. Higher parking charges 'ridiculously cheap in Worcester'; 7. Parking Strategy; 8. Holistic network use – is the balance right? Do we need to re-think how we use our road space? 9. Reduce car trips; 	27	<ol style="list-style-type: none"> 1. The policies document will be altered to include more on Travel Choice 2. All congestion 'hotspots' will be examined within the numerous Town Transport Strategies and mitigated accordingly 3. Review policy around working with schools to reduce congestion/encourage active travel modes. 4. Congestion charging: It is unlikely that this will be considered as there are extensive deliverability issues; 5. These will be considered on a scheme by scheme basis as part of the transport strategies for key locations within Worcestershire; 6. Car parking charges are low in Worcester City. Consider reviewing as part of Worcester Transport Strategy; 7. See above; 8. Parking will be considered as part of the transport strategies for key locations within Worcestershire 9. Each key area will have a bespoke transport strategy where this will be considered 10. We will seek to provide choice and options through a number of policies that will assist this.
Bus	Bus – general Park & Ride	26	Bus based Park and Ride requires significant public sector financial support, which is untenable currently. Should a robust, financially viable business case be identified, Worcestershire County Council may reconsider the case for Park and Ride
Development Growth	General development comments Green Belt protection Green field site protection	18	We will work with all local planning authorities who are mainly responsible for these matters. We will consider a Development Control policy/ies

General Topic	Specific issues	Number of Comments	General Response to Comments and Actions
	Flood management		
Integration of Transport Modes		13	See comments on 'Policies' table
Public realm and walking	Public realm Walking Street clutter Pershore Station access	11	See comments on 'Policies' and 'Missing Schemes' tables
Parking	Parking policy Parking charges Parking enforcement	12	See comments on 'Policies' and 'Missing Schemes' tables
Technology	Intelligent Transport Systems Electric/new vehicle technology IT (e.g. broadband) Traffic signals	8	Review transport technology policy to cover the areas listed
Engagement & Partnership	The documents were too complicated	13	Noted for future productions
Safety/Reduce speed limits	Safety around schools Speed limits Traffic calming	12	See comments on 'Policies' and 'Missing Schemes' tables
Environment & Health	Air Quality Climate Change Health Noise	14	See comments on 'Policies' and 'Missing Schemes' tables
Other	Motorcycling policy Hospital travel Recreational /Tourism policies Water Transport proposals / freight / delivery hubs Funding policy Disabled access	14	There is a Motorcycling policy already which will be reviewed as part of this consultation Consider Accessibility policy Consider including Recreational /Tourism policies within NMP Consider freight policy A funding statement is in the main LTP document
Roads & Maintenance	Road Building Maintenance & Delivery	9	This will be covered under the new Transport Asset Management Plan
Policies need simplification		5	Noted. Consider simplification where appropriate

General Topic	Specific issues	Number of Comments	General Response to Comments and Actions
Rural & Rights of Way	Equestrian policies Rights of Way Access policies Rural (general)	5	See comments on 'Policies' and 'Missing Schemes' tables

Written Responses

6.2.35 The comments received via written communication (email or letter) have been broken down into stakeholder groups, summarised and generally responded to. These have been recorded in the order they were received and can be viewed as follows:

- *Table 6.7: WCC County Councillors and MPs;*
- *Table 6.8: District/Borough/City Councils;*
- *Table 6.9: Parish and Town Councils;*
- *Table 6.10: Statutory and Internal Stakeholders;*
- *Table 6.11: Service Providers;*
- *Table 6.12: Developers;*
- *Table 6.13: Public;*
- *Table 6.14: Interested/User Groups.*

6.2.36 In total, 15 pieces of written correspondence were submitted from Worcestershire County Council Councillors or MPs highlighting a wide range of views and issues. These can be viewed in Table 6.7.

TABLE 6.7: SUMMARY OF RESPONSES FROM WCC COUNCILLORS AND MP'S

Stakeholder Comments

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
<p>Cllr Stephen Peters (WYTHALL) WCC</p>	<ol style="list-style-type: none"> 1. A 491 between M5 J4 and Fairfield roundabout requires upgrading, lighting and legible road markings to reduce congestion at peak times. 2. A.491 between Fairfield roundabout and Belbroughton junction is a dual carriageway that has been reduced to narrow single lane. This road should be used to its full capacity as a dual carriageway (with an appropriate speed limit). 3. A 38 from Rubery towards Bromsgrove – the former A.38 Birmingham Road should be re-opened to southbound traffic to reduce congestion at the M5 J4 roundabout. 4. A.38 Bromsgrove Eastern by-pass should be made dual carriageway throughout to increase capacity and reduce congestion. 5. Stoke Prior business parks access roads are totally unsuitable with 3 low and narrow railway bridges and height restrictions. Business expansion is stifled by the poor infrastructure. 6. Bromsgrove town centre junction of Market St and Stourbridge Rd. congestion could be alleviated overnight by re-designating the lane markings for southbound traffic. Also, The Strand should be re-opened to southbound traffic. 7. A 435 dual carriageway between M42 J 3 and Redditch – why is it lit at night when even the M5 is no longer lit 	<p>Thank you for your comments. In response:</p> <ol style="list-style-type: none"> 1. Noted. This will be considered as part of future refreshes of the Bromsgrove District Council's Infrastructure Development Plan, as a case would need to be made to support investment at this location. 2. As above. 3. The former alignment of the A38 is residential, so opening up this route to strategic traffic would result in deterioration of the local environment. A slip road at M5 Junction 4 would offer a more reliable business case, however, such an improvement would need to be identified in Bromsgrove District Council's Infrastructure Delivery Plan to enable developer contributions to be sought to fund such an enhancement. 4. Noted, unfortunately residential properties about the alignment of the Bromsgrove Eastern Bypass, so dualling of this route would not be possible unless a programme of major demolition was pursued to enable route widening. The LTP4 includes a major scheme to improve junction capacities on 	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>where the Smart motorway is being implemented?</p> <p>8. There is no direct pedestrian or cycle access from Breme Park into Bromsgrove railway station.</p> <p>9. A 38 / M 42 J 1 serious congestion – redesign should be a priority and why has the air quality monitoring equipment been taken away from this AQMA?</p> <p>10. The aspirations for junction improvements along the A.38 require target criteria to be identified i.e. this will reduce waiting time at a particular junction by x seconds, improve travel times by x minutes, etc. Without such information, we shall not know whether the target improvements have been achieved.</p>	<p>this route, which will improve the reliability of journey times along this strategic corridor.</p> <p>5. Noted. The routes to the Stoke Prior Business Parks are historic, but not necessarily of poor quality and are well maintained. If a new access into the site would enable further expansion, this should be put forward for inclusion in the Bromsgrove District Council Infrastructure Development Plan.</p> <p>6. Noted. A scheme is included within the LTP4 (Scheme BR4) to improve capacity at this busy junction.</p> <p>7. This is an operational issue, which will be raised with the Street Lighting Team for consideration.</p> <p>8. This is correct. A direct pedestrian/cycle access from Breme Park was originally considered as part of the Bromsgrove Station scheme, but was removed following vociferous objection from local residents.</p> <p>9. Noted. A junction enhancement scheme is proposed for the M42 Junction 1 (Scheme NEST1) which cites this as a priority. Your question about Air Quality monitoring apparatus will be shared with Worcestershire Regulatory Services, who monitor air quality in Worcestershire.</p>	<p>7. LTP ACTION – Raise issue of lighting on A435 with Street Lighting Team.</p> <p>9. LTP ACTION – Share question about AQMA monitoring equipment with Worcestershire</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
		<p>10. Agreed, objectives are stated in the business case for investment in this scheme, as required by national transport analysis guidance.</p>	Regulatory Services.
<p>Cllr Nigel Knowles (WFDC Councillor)</p>	<ol style="list-style-type: none"> 1. Each town to have a 20mph speed limit (if agreed). 2. Ensure Buses run 7 days a week between Worcester Hospitals. 3. Worcestershire County Council to join West Midlands Transport Authority. 4. Encourage L.E.P.'s to invest in Wyre Forest in development projects to create industry and jobs and improve infrastructure, roads, bridges, industrial estates etc. 5. Encourage Government financed schemes to generate economic growth, and improvement in transport movement and access to Motorways. Upgrade our main roads. 6. Re-introduce Wyre Forest's new Highway Projects, such as Kidderminster Southern By-Pass and Stourport Relief Road. 7. Removal of Speed Bumps and replace with Rumble Strips. <p>FRANCHE and HABBERLEY NORTH WARD:</p> <ol style="list-style-type: none"> 8. A Zebra Crossing or other Pedestrian crossing on Franche Road near the junction of Broomfield Road. 	<p>Thank you for your comments. In response:</p> <ol style="list-style-type: none"> 1. The LTP4 includes town transport strategies for each of the Wyre Forest Towns. The decision to implement 20mph zones will depend on the results of a 20mph trial that is currently taking place in Rubery. Once the outcomes of this are available further consideration will be given to the policy area around 20mph zones. No LTP amendment will take place at this time. 2. Worcestershire County Council has very limited control over the specification of bus services. This will be raised with private-sector operators for their consideration. 3. Worcestershire County Council is a member of Midlands Connect and works with the West Midlands Combined Authority on a range of strategic issues. 4. Both Worcestershire and Greater Birmingham and Solihull LEAs have committed significant funding in recent times for schemes in the Wyre Forest, and will continue to do so. 5. All transport schemes require a business 	<p>2. LTP ACTION – Raise bus service level with commercial operators.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>9. A Pedestrian Refuge on Habberley Road at the Junction of Canterbury Road.</p>	<p>case to support investment. Worcestershire County Council is committed to continuously investing in its transport networks, to improve network efficiency, reliability and utility.</p> <p>6. New roads are extremely expensive and challenging to deliver. That said, Worcestershire County Council is working in partnership with Wyre Forest District Council on the refresh of their Local Development Plan. This plan will include an Infrastructure Delivery Plan, which will set out the infrastructure required to support development growth, which may include new or enhanced highway infrastructure.</p> <p>7. The provision of speed enforcement measures is a locally specific issue that should be followed up with the relevant Worcestershire County Councillor for consideration.</p> <p>8. The provision of new pedestrian crossings is a locally specific issue, and should be raised with the relevant Worcestershire County Councillor for consideration.</p> <p>9. This issue will be considered as part of Scheme K11 (B4190 Key Corridor of Improvement).</p>	<p>9. LTP ACTION – Consider enhancing scheme K11 to include pedestrian refuge at Habberley Road/Canterbury Road.</p>
<p>Cllr Andy Stafford (Worcester City)</p>	<p>There are three priorities for improving cycle routes that I would like to suggest:</p>	<p>1-3. Worcestershire County Council is pleased to say that active travel (cycling and walking) off-road routes between Worcester City Centre and both</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
Council)	<p>1. North - South route through Worcester City Centre: this is probably the easiest of my three suggestions to implement:</p> <ul style="list-style-type: none"> - There are currently no safe north-south cycle routes around the City Centre: you either have to go along City Walls road which is busy and unpleasant to cycle along or you can cycle from the north down Foregate Street/The Foregate as far as the Cross, at which point the only choice you have is to turn right and go to the bus station. It should be possible to create a north-south route through the centre to the Sidbury/Cathedral area mostly by allowing two-way cycling on one way streets - such as Friar Street and New Street. <p>2. Worcester City Centre to Kempsey: this is a bigger project:</p> <ul style="list-style-type: none"> - There is a lot of new development proposed in this area - including the South Worcester development and another at Pixham Ferry lane. Unfortunately there is no safe direct way to cycle from Worcester to Kempsey. My suggestion would be to put in a route along the river, beginning at the Diglis footbridge. There is already a footpath and right of way along this route. There would be a number of benefits to such a route: <ul style="list-style-type: none"> o Provide a safe way for people in Kempsey and living in the new developments to cycle into Worcester; o Help to alleviate congestion in the area; o Also be a great recreational path - extending the already popular paths along the river near the City centre. - Ideally it ought to be part of the developers' responsibilities to help fund such a project. <p>3. Worcester to Malvern - another nearby town in which is</p>	<p>Malvern and Kempsey are currently included in the LTP4. It is anticipated that the Worcester City Centre Transport Strategy will be a comprehensive, multi-modal investment approach to tackle access to and through the central area for all modes of transport, so this should provide the necessary 'policy hook' to enable us to pursue improvements for cyclists in the City Centre too.</p>	<p>4. LTP ACTION – Correct position of housing development symbol at Gwillams Farm, Worcester.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>impossible to cycle to safely. There is some cycle path provision - but much of it is not adequate - and there are sections which are difficult to negotiate safely.</p> <p>4. NOTE - the map on P49 shows a Housing Development in the area of Cornmeadow Lane – south west of the Gwillams Farm development.</p>	<p>4. Noted - this will be corrected in the final version.</p>	
<p>MP Nigel Huddleston</p>	<p>I have received the attached correspondence from my constituent above about the Council's Local Transport Plan (LTP 4).</p> <p>I am personally very encouraged to see the extensive plans that are being undertaken by the Council to make much-needed improvements to connectivity in Worcestershire. The people of Bretforton and Honeybourne, however, are dissatisfied with the extent of the walking and cycle routes that are being developed because they do not extend as far as their villages.</p> <p>I was wondering if you could provide some insight into the rationale behind this decision, which I can then pass on to Mr Prince and other constituents that have contacted me about this.</p>	<p>Bretforton and Honeybourne Parish Councils have also submitted responses to the fourth Local Transport Plan consultation on this important matter, separately.</p> <p>Worcestershire County Council is absolutely delighted that Bretforton and Honeybourne wish to be included in the 'SWAT 6 - Vale East' active travel corridor. It was intended that this route would ultimately extend as far as Broadway; however, there should be no reason why connections could not also be proposed to Honeybourne and Bretforton also, particularly since improving walking and cycling access to Honeybourne Station would clearly strengthen any future business case for such a route.</p> <p>The diagrams provided in the plan were merely indicative to give an idea of the potential extent of the intended network. The plan is in draft and very much conceptual at this stage, so we genuinely welcome all feedback provided as part of the LTP4 consultation process.</p> <p>I can confirm that we will look to include this</p>	<p>LTP ACTION – Include Honeybourne and Bretforton in SWAT 6 (Vale East).</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
		proposal within the LTP4 for consideration by the Council for adoption.	
Cllr Clee (WCC Councillor at the time of the consultation), Rock Parish Council	<ol style="list-style-type: none"> 1. Rock Parish Council discussed the LTP 4 Document last night and it was RESOLVED to broadly support the ideas contained in the County Plan especially the strategy for Kidderminster & Stourport on Severn. Rock Parish Council noted that we have a good road network throughout our parish. The only area which the Parish Council would like to see improvements are the Footways between Bewdley and around our Parish. 2. Rock Parish attracts more and more walkers these days, and some of the footway's are in a very poor condition. The Parish Council would also like to see the left turning at Wharton's Park Island off the A456 at Long Bank into Cleobury Road made more difficult to dissuade drivers from going through Bewdley and encourage them to use the Bypass more. This approach would also help towards alleviating the high pollution levels in Welsh Gate. 	<ol style="list-style-type: none"> 1. Thank you for your comments. Your comments on footways have been passed to colleagues in Worcestershire County Council Highway Maintenance for their consideration. 2. Your comments on Wharton's Park Island are noted. This has already been considered, but was found to have no benefit, as the bypass already offers a far more attractive alternative route to passing through the historic town centre. Survey evidence shows that traffic using the town centre is entirely made up of local residents, accessing services and facilities in Bewdley. 	1. LTP ACTION – Refer issue to relevant County Highways Liaison Officer.
Cllr Clee, Worcestershire County Council	<ol style="list-style-type: none"> 1. I write as a local County Councillor relating to the LTP 4 Consultation Document. I broadly support the ideas contained in the County Plan especially the strategy for Kidderminster & Stourport on Severn. I especially support the Mustow Green Island improvements within my division and the Car Parking proposals for Blakedown Railway Station. We have always supported the Blakedown Railway Station remaining open and by improving the parking provision at Blakedown this will strengthen this very important link to network rail. 2. I would like to see the Wyre Forest Business Communities request for a Link onto the M5 at Bromsgrove off the A448 	<ol style="list-style-type: none"> 1. Thank you for your comments, including your support for investment at Mustow Green (A448) and Blakedown Railway Station. 2. A proposal for a new junction on the M5 from the A448 was flatly refused by Highways England, on account of it being too close to the junction of the M42 and the M5, which would not give sufficient merging facilities for joining/exiting traffic and result in an accident blackspot. 	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>given greater weight in the plan. When Diane Tilley was interim Director she hosted a Business Meeting in Wyre Forest and that was their number one request together with making the A449 Dual Carriageway again as the cost to local businesses are compounded by single track road networks and long delays with delivers and shipping.</p> <p>3. Air pollution especially in Welsh Gate is still an ongoing issue and its disappointing that at numerous meetings I have attended the simple solution of deflecting traffic off The Lakes Road and Hales Park in Bewdley from turning down into Cleobury Road has not been taken forward. The number of cars travelling into Bewdley via Welsh Gate would be considerably reduced if drivers were forced to turn up the Cleobury Road and use the Bypass.</p> <p>4. I would also like to see the left turning at Wharton's Park Island off the A456 at Long Bank into Cleobury Road made more difficult it would also dissuade drivers from going through Bewdley and encourage them to use the Bypass more. This simple approach would also help towards alleviating the high pollution levels in Welsh Gate instead of looking at Welsh Gate you need to look at the route problem at source.</p>	<p>Extensive feasibility works were undertaken to assess the potential to 're-dual' the A449. Unfortunately, this major study concluded that the A449 cannot be re-dualled without a comprehensive (and very expensive) redesign and reconstruction programme, which would be unaffordable.</p> <p>3. Your suggestion to deflect traffic from The Lakes and Hales Park in Bewdley was considered, as part of proposals to mitigate the Welch Gate Air Quality Management Area. It was identified that banning right turns here would be unenforceable, as local people would simply ignore such restrictions in the interests of accessing the town centre (and its services and facilities) easily.</p> <p>4. Please see response to Wharton's Park Island (A456) in response above.</p>	
Cllr Melanie Baker MHDC	<p>In LTP3 motorcycles were going to be allowed to use the bus lanes as corridors into the town; this does not appear to have been continued into the updated Plan 4. Is this correct and if so can you advise why?</p>	<p>Yes, a comprehensive study looked into the feasibility of delivering this. Unfortunately, whilst the County Council has no objection to motorcycles using the bus lanes, the traffic signals on these bus lanes are sensor controlled, so unless every motorcycle using the bus lanes was fitted with a sensor, they would be unable to take advantage of the bus lane. Motorcycles are currently no worse off</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
		<p>than general traffic using the routes.</p> <p>Many of the bus lanes in Worcester city will be reviewed during the delivery of the LTP4 schemes, and may potentially be changed in light of reduced bus services and the need to increase capacity and safety for other modes of transport.</p>	
Cllr Robin Lunn	<p>Please find enclosed my response to the Local Transport Plan 4 with particular but not sole reference to Redditch North.</p> <p>1. Firstly can I reiterate the views expressed at the Public Meeting in Webheath about the need for improved infrastructure to deal with the increase in traffic that is bound to come with 3400 homes being planned. The strategic plan is to put traffic lights on the Oakalls Island at the bottom of the Bromsgrove Highway together with yellow box junctions to prevent cars blocking the flow of traffic on the A38.</p> <p>It is this junction where the majority of cars from Webheath and Foxlydiate will end up stacking back, whatever roads are built to elevate the issue. This is because cars will go this way to either get on the M42 or onto the M5 north to Birmingham. They will not go across Redditch to get onto roads to go East and North to the M42.</p> <p>Appropriate roads also need to be built to bypass Foxlydiate Lane and Heathfield Road, as these are difficult enough to navigate at the moment.</p> <p>2. I also wanted to highlight the need to make the junction on</p>	<p>Thank you for your response.</p> <p>1. The Oakalls Junction in Bromsgrove is included in the Local Transport Plan, as part of NEST2 (A38 Strategic Corridor).</p> <p>Your comments are noted. The Developer of the Foxlydiate site will be required to prepare a transport investment package, which will include a road layout for the site. This approach will seek to minimise the impacts of development on the local area.</p> <p>2. The Kidderminster Road/Perryfields</p>	<p>LTP ACTION: Re-code all LTP schemes to reflect priorities, where appropriate.</p> <p>1. LTP ACTION: Make specific reference in NEST2 to the Oakalls Junction.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>the road to Kidderminster going out of Bromsgrove, turning left to Charford and right to Catshill much safer. It is a very dangerous junction and leads to considerable stacking back of traffic going back towards Kidderminster. It is also difficult if you come from Charford and Catshill to cross it safely.</p> <p>3. On an aspect of transport which is not car orientated, the continued and vital importance of making the Cotswold Line between Evesham and Oxford back to what it was pre Dr Beeching. Namely a double track line. If there is one transport point which is detrimental to the county it is this.</p> <p>4. To summarise my major challenge if returned to the council after May is to press for the required infrastructure improvements in Webheath and the Oakalls Island.</p>	<p>Road/Whitford Road junction is a known issue, which will be addressed as part of the major Perryfields development by the developer of this site.</p> <p>3. Your comments are noted regarding the North Cotswold Rail Line. This is a very high priority for the County Council and is cited in the LTP4 as scheme SWST23. Worcestershire County Council is now an active member of the North Cotswolds Line Task Force, a group of County and District Councils (Chaired by Lord Faulkner), Great Western Railway and other key stakeholders, lobbying for the full dualling of the North Cotswold Line at Government level.</p> <p>4. Noted</p>	
Cllr Liz Eyre	<p>This response is on behalf of my Broadway Division: 7500 residents in an area covering 9 South Worcestershire villages: Aston Somerville, Broadway, Charlton, Childswickham, Crophorne, Hinton, Fladbury, Sedgeberrow, and Wickhamford.</p> <p>It takes into account the responses to me of individual residents in the area and the parish councils.</p> <p>Part 1. is recommendations on changes amendments to the LTP4 strategy directed to officers leading on the transport strategy.</p>	<p>Thank you for your extensive comments, which you have collated on behalf of your local electorate.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Part 2. is comments on how I, as your County Councillor, will work with others to seek to address points which do not fit the strategic approach of LTP4</p> <p>Understanding what LTP is for LTP4 seems to be a document that provides the hooks for the setting of policies, the creation of a network management plan and to allow the County Council and Partners to work together to find solutions for certain priorities and bid for funds. Transport projects and proposals are very expensive and strong business cases have to be presented.</p> <p>Where the local transport plan 2017-30, does not mention a proposal or an aspect of transport need I feel it is very unlikely that that aspect would be addressed. However, the other side of the coin is that a proposal or point being in the Plan does not necessarily mean that proposal or aspect mentioned would go forward and be funded.</p> <p>I have worked with my parish councils and individuals to present a strategic response to your consultation.</p> <p><u>PART 1:</u></p> <p>The response to the LTP4 consultation from Broadway Division’s 9 parishes (including the views of engaged individuals) in respect of the South Worcestershire package of schemes.</p> <p>1. SWST5 The proposed Evesham A46 Corridor Major Upgrade – Highways England:</p> <p>Response: The A46 upgrade, Coventry to the A5, might be an</p>	<p>1. The A46 upgrade is becoming an increasingly prominent scheme, both locally and nationally. This scheme already features in the LTP4 as scheme SWST5. We note your comments regarding</p>	

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	<p>upgrade or an entirely new route. Problems around the M5, M6, M42, indicate unless something is done there will be gridlock in that area, so the A46 project is quite likely to go ahead. The work could be commissioned in phases? Evesham to Tewkesbury is the end of the line so local changes might be a long time coming. And figures of £70 m that have been mentioned confirm that any bid, even with LEP and County Council support, would take time to materialise. Criteria and option proposals will require a great deal of community consultation.</p> <p>Overall a major upgrade of the A46 would be welcome providing local concerns were taken into account. An upgrade in either form could impact positively safety and improve reliable journey times. We would like our specific concerns to be taken in to account:</p> <p>a. The impact on any interim measures related to safety would most likely be put on hold whilst a large Capital bid is being progressed and work carried out. This comment is made in the context of comments from Highways England. “Unfortunately, it is not possible to address all the requirements of the network in the short term. “</p> <p>We wish clear assurances that current safety issues discussed in Part 2 of this document be addressed irrespective of the A46 scoping, consultation and build period.</p> <p>b. Any option closer to Bredon Hill, which is within the Cotswolds AONB, or within the setting of the Cotswold AONB would require even greater environmental impact work which could delay delivery.</p> <p>We would wish options to come forward which did not impact the AONB or its setting.</p>	<p>participation in any working group, and will seek to ensure that both you and Parish colleagues are involved at an early stage.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>c. As the local County Councillor for 3 of the immediately affected parishes Sedgeberrow, Aston Somerville and Hinton, and 4 potentially affected parishes Childswickham and Crophorne and Fladbury and Charlton this project is of importance to the County Councillor.</p> <p>We would wish, given the number parishes in the Broadway Division that potentially could be impacted by an A46 upgrade, that the County Councillor for the Broadway Division be a member of any working group being set up this summer or autumn 2017 to identify options.</p> <p>d. There is concern that the upgrading of local rural route or the direction of increased traffic onto inappropriate rural routes could have unintended consequences and the creation of additional rat runs through local villages.</p> <p>We would wish the inappropriate standards of neighbouring local routes, the rural nature of business in the vicinity particularly farming and equine and the need for local connectivity to be taken in to account.</p> <p>e. One parish chairman asked if duelling would be sufficient as given challenges on the M5 & M42 a certain amount of traffic using that route would switch to an improved A46. Given current traffic on the A46 now, a dual carriageway could quickly become blocked.</p> <p>We appreciate data collection and modelling will future proof.</p> <p>2. The A44: Parishes are aware of how busy this road is particularly Fladbury residents.</p>	<p>2. The A44 is not currently featured in the LTP4, however, it is recommended that any operational issues (safety and traffic management approaches) are raised with Worcestershire County Council's Traffic Management Unit as and when they are noted. This response will be passed to the relevant Worcestershire County Council colleagues.</p> <p>As part of the development of Worcestershire Parkway, a transport assessment has been undertaken to assess its likely trip generation. A number of measures are currently being implemented to ensure that access to the Parkway station is optimised, including a signage strategy for the local area.</p>	<p>2. LTP ACTION – Raise A44 issues with Traffic Management Team.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<ul style="list-style-type: none"> • A further look at safety and traffic management is now needed on this road. • Does the LTP4 pay enough attention to the connectivity from the A44 to the new Parkway railway station? <p>3. Local Road infrastructure and usage affecting the quality of life in the 9 villages:</p> <p>Issue 1. additional housing in Evesham and Pershore has been built with insufficient adjustments to the infrastructure. The building has put pressure on local roads.</p> <p>Issue 2. There are many rat runs around the area of</p> <ul style="list-style-type: none"> • B4084 to A44 via Crophorne and Fladbury. • A46 to B4084 via Haselor Lane. • Certain lanes/areas in Charlton. <p>Issue 3. Lorries and particularly large farm vehicles often use routes that were not designed for such large vehicles causing congestion, verge and road edge damage. Speeds are often excessive for road conditions. Roads impacted are:</p> <ul style="list-style-type: none"> • B4084 to A44 and vice versa through Crophorne and Fladbury passing two first schools, • B4078 from Winchcombe to the A46, via Sedgeberrow passing a children's playground, • A46 to B4632 passing through Mount Pleasant and Childswickham, • Manor Road Wickhamford. <p>Issue 4. Excessive speeding sometimes outside the 85 percentile is common on the following road with noted accidents not always</p>	<p>3.1. Noted. A proposal will be included in the LTP4 to provide the flexibility to allow for LTP funding to be used for a range of rural schemes. This could include traffic calming measures, freight management issues etc.</p> <p>3.2. The rat runs you identify are noted. Worcestershire County Council will seek to address these strategically wherever opportunities arise in future.</p> <p>3.3. Worcestershire County Council notes the issues on freight movements in your wards, and look forward to working with you to address these in future.</p> <p>3.4. Thank you for your comments on speeding</p>	<p>3. LTP ACTION – consider revising the LTP3 safety policies.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>reported to the police.</p> <ul style="list-style-type: none"> • B4084 to A44 and vice versa through Crophorne and Fladbury passing two first schools, • B4078 from Sedgeberrow to the A46 especially entering the village from Winchcombe, • A46 to B4632 especially near the village boundary entering Childswickham, • Manor Road Wickhamford, • Cheltenham Road and Station Road Broadway. <p>The parishes ask that the County investigate and put in engineering solutions and policy changes to discourage rat runs, excessive speeds thus protecting verges, road edges and reducing vehicle damage claims and the impact of speeds. The parishes do not feel speed traps are working in these areas and advisory signs are having the predicted impact.</p> <p>LTP4 should fund a range of measures to bring resolve local South Worcestershire rural network issues above:</p> <ul style="list-style-type: none"> • Physical engineering solutions to reduce traffic speeding, • 20mph legal implementation costs and physical signage near schools, • A review of village speed limits and the position of signage based on local issues and knowledge rather than a one size fits all approach. <p>4. An Active Travel network investment strategy for Evesham and the vale villages:</p> <p>LTP4 is not sufficiently ambitious in respect of alternative modes of transport.</p>	<p>issues in your ward. Whilst these are local issues, Worcestershire County Council will work with you to identify potential future solutions to tackle speeding on a case by case basis.</p> <p>Your request for engineering solutions has been noted and Worcestershire County Council will seek to include a policy to provide the flexibility to use LTP funding on schemes which promote road safety.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Walking – key footway upgrades should be carried out where footways link to prescription walks, safer routes to school, school travel plans and access to services.</p> <p>Cycling - Poor access from the Vale villages to Evesham has been noted.</p> <ul style="list-style-type: none"> • A cycleway from Evesham to Pershore, planned as far back as 1993, should now be delivered given the S106 monies that have been delivered from local housing, • A cycleway from Broadway to Evesham – utilising part of the footway land – enabling young people to get to the schools in Evesham and safe routes for residents for recreation. Is needed <p>Community bus services should be encouraged where commercial operators cannot deliver.</p> <p>Key bus services – a single A& E for the County at Worcester is proposed. There should be connectivity for vale residents to the A & E.</p> <p>LTP4 should refer to our ambition to promote alternative methods of transport, reduce social isolation and link to healthcare and healthy lifestyles.</p> <p>5. Vale of Evesham Package:</p> <p>Early in the consultation I requested a number of areas that LTP might address in respect of Broadway. The responses relating to those not considered suitable for the LTP4 are given in Part 2. LTP4’s current reference: B1 Broadway Visitor Access Improvement (Experimental scheme) this scheme would better</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>manage on street parking in the historic protected village centre. Does not address the need. Areas available for on street parking are so small.</p> <ul style="list-style-type: none"> •The car park near the Swan is owned by the Broadway Trust who would not support on street parking, • The upper part of the High Street’s pale yellow lines are not in place to prevent parking for safety reasons but rather to protect the historic view which is of benefit to the economy of the village. • The bays are few. If the disabled bays are valuable given the demographics of the village and placed near medical facilities. <p>Other 1 hour bays were added to for quick local shopping, banking and picking up prescriptions facilitating the local economy and local residents.</p> <p>To focus on on-street parking in LPT4 is a lost opportunity. The real economic issue is visitor car parking.</p> <p>The alternative wording proposed is:</p> <p>B1 Broadway – Visitor Access Improvement LTP/LEP/WDC/Developer Schemes which provide more visitor parking in proximity to the historic village and facilitate accessibility to the historic centre</p> <p>This could include a rural park and ride solution for festival days, additional car parking within walking distance, support for community bus schemes, better internal and external signage, and better methods of communicating public transport times, electric vehicle stations, and resident parking schemes that were zonal as in Gloucestershire</p> <p>Early in the consultation the comment highlighting the need for</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>additional car parking to address the reduction of car parking at Shear house and meet the needs of the visitors was poorly understood. The officer response referred to mums not visitors and indicated the issue would be raised with relevant officers at Worcestershire County Council .There is however a need for road changes near the First School see part 2.</p> <p>The need for additional parking in Broadway is one centred round the economy and economic development not mums and the schools. Mums have a 10 minute dispensation at a local car park.</p> <p>POLICIES: Further policies are needed re:</p> <ul style="list-style-type: none"> • Resident parking – zonal. • Electric vehicles. • Safer routes to school. • School travel plans. <p><u>PART 2 NOT LTP4:</u></p> <p>A46 – safety needs – issues raised and responses to date:</p> <p>Safety on the A46 is very present and live concern. Whilst the A46 upgrade, potentially a larger Coventry to M5 expressway scheme, is on the table short term and much needed safety changes must not be shelved. Large capital projects take a long time to come to fruition. My experience based on the timescales of the A417 upgrade which is still to be delivered, the Hogs Back in Surrey and Stonehenge reinforce this view. The safety issues exist now. They are listed with responses to date. The local communities request responses which address the issues.</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Issue 1. When mums drive from schools in Evesham with their young children and indicate to turn into Aston Somerville occasionally they cannot turn in because large Lorries from a local distribution companies block the road. This is particularly dangerous when thundering behind them is another large lorry in their lane. A change to create a slip lane from the A46 into the road to Aston Somerville would alleviate this risk.</p> <p>HE response: Widening in this location would require the existing drainage ditch to be culverted at significant cost which would be hard to justify through their governance processes.</p> <p>Aston Somerville residents would wish to meet on site with HE to propose less costly options.</p> <p>Issue 2. Crossing Hinton to Childswickham or Childswickham to Hinton is a very difficult route due to speeds and the bend in the Evesham direction. Several short term solutions have been suggested.</p> <ul style="list-style-type: none"> • A delayed traffic light system with priority to A 46. • A roundabout (lighting might not be an issue given HE’s the work on new criteria related to lighting in view of potential energy saving and positive dark skies outcomes.) How a roundabout would impact waiting times, journey times has yet to be considered. <p>HE response: We are investigating the benefits of providing a pedestrian refuge at this location. I am surprised. Safety would be a real issue given the speeds of traffic at this point. I would wish clarification as to whether the investigations do related to this crossing or a crossing nearer the football club?</p> <p>Parishes especially Hinton and Aston Somerville and</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Childswickham expect to be fully consulted any proposals. Issue 3 Left turn from Hinton onto the A46 is often blocked by right turning cars that cannot leave the junction. There is land which may facilitate a better left turn.</p> <p>Parishes would wish this option to be explored as it would benefit drivers in the evenings and the mornings.</p> <p>Issue 4. The two Sedgeberrow turns from the A46 need safety changes to facilitate safe entrance and exit particularly for mothers coming to the school.</p> <p>HE response: Both junctions in this location have the required direction signing. The contractors Kier have very recently compiled a safety scoping study for this section of the A46, using collision data to highlight areas worthy of more detailed investigation. The A46/B4708 junction has been highlighted as requiring further investigation to determine if remedial measures might provide safety benefits.</p> <p>I thank HE for asking Kier to bear our concerns in mind when completing their investigations. Sedgeberrow residents and the County Councillor should be able to meet with Kier on this matter.</p> <p>BROADWAY:</p> <ol style="list-style-type: none"> 1. Public works to improve the gravels. 2. Support to make a cultural shift so employees on low wages can park in a more sustainable way within the village. 	<ol style="list-style-type: none"> 1. This is a maintenance issue, which will be raised with Worcestershire County Council Maintenance for their attention. 2. Noted not an issue for LTP4. 	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>3. A crossing is needed on the Leamington Road to address the older and younger resident needs in this area. We have an additional 50 market houses and 75 care homes - extra care - along this road with 2 schools and a children's centre (250 children per day). A crossing is much needed. The movements are increased due to the school and housing on the straighter stretch. The visibility criteria are met.</p>	<p>3. This will be raised with the Worcestershire County Council Traffic Management Team for their consideration.</p>	
<p>Cllr Graham Vickery (WCC Councillor at the time of the consultation)</p>	<p>I'd just like to put on record some further points arising from the consultation process with regard to the Redditch proposals for LTP4.</p> <p>I'd like to add to other districts positive support for 20 mph speed limits. These would be particularly welcome in the older estates of the town, specifically Batchley and also Smallwood and Mayfields. These areas are constantly upset by allegedly speeding vehicles, if not cars then motor bikes. I have canvassed support for the ideas and have not met with any resistance. My view is that the monitoring and enforcement of the limits would need traffic calming measures, e.g. speed bumps and cameras to ensure effectiveness. I would suggest that blanket coverage of the whole of the named residential areas would be best, rather than identify specific roads within the estates.</p> <p>Parking and congestion in narrow lanes and roads is of course a general issue. However in Heathfield Road Webheath there is a sort of three month pilot of a one way circuit being set up because of the imminent Church Road closure. This would be a good opportunity to evaluate issues arising from a permanent scheme to control traffic flows in Heathfield Road, by using Blackstitch lane as part of a circuit to enable Heathfield Road to become one way. I have suggestions as to how to design this but the details would be best left to the professionals to analyse later.</p>	<p>Thank you for your comments. The decision to implement 20mph zones will depend on the results of a 20mph trial that is currently taking place in Rubery. Once the outcomes of this are available further consideration will be given to the policy area around 20mph zones. No LTP amendment will take place at this time.</p> <p>Your comments on Heathfield Road, Webheath are noted. A scheme will be considered for inclusion in the Redditch Transport Strategy to address this.</p>	<p>LTP ACTION – Consider scheme for Heathfield Road (Webheath), Redditch.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Lastly can I reiterate the long term need for a cohesive plan to encourage off street parking in the Town Centre, rather than the present, reasonably effective strategy of dealing with the issue street by street. I remain particularly interested in effective provision for railway commuters and own centre workers. This will require continued liaison with the Kingfisher Centre management and Network Rail. (Would that we could have a station in Redditch as good as that in Bromsgrove!)</p>	<p>We note your comments on parking. A strategic parking study is included in the LTP4 for progression (Scheme R1), recognising the problems caused by commuter parking in residential streets surrounding the town centre, despite plentiful off-street parking capacity.</p>	
<p>WCC Cllr Alistair Adams</p>	<p>Further to my email below in reply to a resident, he has a good point about the number of new houses being built right on the Worcestershire/Warwickshire border and how that will affect transport demands. 3500 new houses on Long Marston Airfield are in the Stratford District Council Plan, and right next door on the old Engineers Army camp, they already built 300+ new homes and have permission for a further 1000 new homes plus 100's of holiday homes, and next door to that the SIMS recycling site has permission for 380 new houses. The potential is this Long Marston/Quinton sit is a new town in the making..... How this affects your LTP4, I am not too sure. Over to you.....</p> <p>Pebworth residents are already seeing an increase in traffic to the Honeybourne Station from Long Marston, and off course by 8am the Honeybourne railway car park is full so the train passengers are parking in the private road and on grass verges – see attached photos</p>	<p>Worcestershire County Council has been keeping a close eye on development growth at Long Marston Airfield, and has undertaken some high-level analysis in an effort to understand likely implications on Worcestershire's road and rail infrastructure and services. Our current views can roughly be summarised as follows:</p> <p>The main local employment destination for development in the Marston/Meon/Quinton area would be Stratford upon Avon and the Warwickshire urban areas, given close geographic proximity and extant road infrastructure (particularly the B4632). Stratford would also be the nearest service centre, so it is reasonable to assume that the vast majority of trips would arrive and leave the settlement from the north;</p> <p>Recent emerging evidence suggests that it will not be possible to generate a viable business case for Worcestershire to reopen the Stratford to Honeybourne Rail Line. Assuming that this is correct, it would make good sense to significantly improve</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
		<p>and expand facilities at Honeybourne Station, as this will enable the station to play an enhanced role in improving access to strategic rail services in the local area. It would not be unreasonable to assume that this could be partly funded by developer contributions;</p> <p>If the above was pursued, the most direct route to Honeybourne Station from Long Marston by car would be through Pebworth, which may result in some increases in vehicular movements at peak times (commuters accessing the station) on the local road network. That said, total anticipated flows using this route would be relatively low (under 100 return trips a day), so could be accommodated realistically with some focussed investment to improve junctions and carriageway widths.</p> <p>The way we have tackled this in the LTP4 is to include a specific Honeybourne Station scheme. In light of the emerging evidence about the Stratford to Honeybourne Line, we may strengthen this as part of the refresh of the LTP4 to include access improvements to the station by all modes, as this may provide us with additional policy 'hooks' to secure maximum developer contributions to invest in local transport infrastructure in the wider area around the station and links to proposed major developments.</p>	
Cllr Alistair Adams	One suggestion to reduce the speed of vehicles entering Pebworth from Long Marston Rd is to have a chicane priority scheme. There are a lot of these in Warwickshire in Welford and in Quinton.	There have been a lot of requests for including traffic calming measures in the LTP4, however these have not been included, because such issues tend to	ACTION – Update Honeybourne Station description.

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Would it be possible to include these traffic calming measures as part of the LTP4? I did speak to John Hobbs about traffic calming in rural villages some time ago, and mentioned such schemes and he suggested we did look at a trial in one of my villages.....</p>	<p>be local, rather than strategic in nature.</p> <p>To fall under the remit of LTP4, Worcestershire County Council would, for example, need to align traffic calming in Pebworth with a strategic scheme (such as the Honeybourne Station Enhancement Scheme), this would provide the necessary policy 'hook' to pursue this in future as part of a strategic investment programme. Therefore we suggest we could look to expand the Honeybourne Station scheme description to include:</p> <p>"strategic access and safety improvements on routes to/from Honeybourne Station and the surrounding area, for all modes of transport".</p>	
<p>Cllr Alistair Adams</p>	<p>Further to the O&S meeting, see below email from Highways England which gives no immediate hope that anything will be done soon to the A46. The improvements to the A46 are urgently needed on 1. health & safety reasons, and 2. congestion.</p> <p>There is real frustration in Evesham about the A46, and with more businesses moving to Evesham and over 9000 houses being built within 8 miles of Blackminster School, the traffic is going to get worse.</p> <p>In the short term, one suggestion is to make the A46 road like Broadway bypass with 3 lanes and have a solid white line on one side. 2 lines going south maybe. I hope you can help.</p> <p>I agree with many other members that the LTP4 report is a good report even if it is full of mother and apple pie words and contains little that anyone would be against; it contains much which is</p>	<p>Thank you for your comments.</p> <p>Your comments on the A46 are noted. Worcestershire County Council is working closely and proactively with Highways England and is also an active member of the A46 task group consisting of neighbouring County Councils , Midland Connect and Highways England, striving for improvements along this nationally critical route. Additional transport policies will be included in the final LTP4 to better address desires to improve access to passenger/community transport services in the county.</p> <p>We note your comments on active travel corridors, and will seek to develop this concept further, given that it has received considerable support throughout</p>	<p>ACTION – Extend Active Travel Corridor to Bretforton and Honeybourne</p> <p>ACTION – Amend passenger transport policies</p>

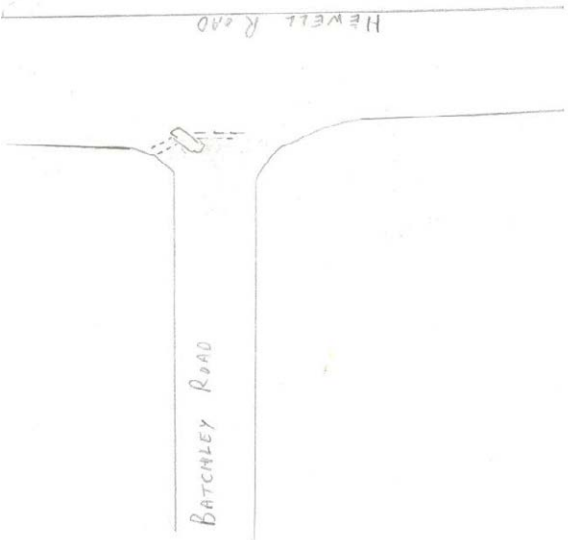
Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>excellent news such as Worcestershire Parkway; but it could be more ambitious and I would like it to have included the following:</p> <ol style="list-style-type: none"> 1. Strategy on community mini buses for rural areas. 2. More on the strategy and details on proposed corridors for footways / cycle ways such as Badsey Rd B4085 which is used by migrant workers. <p>Finally please keep the pressure on dualling the Cotswold Line - probably one of the most important transport links for Worcestershire.</p>	<p>this consultation process. Further detail will be presented as each Active Travel Corridor is brought forward for delivery.</p> <p>Worcestershire County Council is now an active member of the North Cotswold Line Task Force, a group of County and District Councils, Great Western Railway and other key stakeholders, lobbying for the full dualling of the North Cotswold Line at Government level.</p> <p>Linked to this Worcestershire County Council has prepared a Worcestershire Rail Investment Strategy, which will be consulted upon shortly. The dualling of the North Cotswold Line is highlighted as a top priority for the county, with a strategic socio-economic significance well in excess of other schemes currently promoted within the county.</p>	
WCC Cllr Luke Mallett	<p>It is my view that the consultation process has not best enabled the maximum response and it should have been made clear that a free text response was acceptable. The questionnaire approach has made it difficult for residents that wish to raise very specific concerns. I have heard this repeatedly from residents in recent days.</p> <p>It is my view that the strategy does not adequately represent or respond to the needs of Bromsgrove District. I would ask that you note the following points that have been raised with me by constituents in my Division:</p>	<p>Thank you for your comments. The LTP4 consultation was widely publicised and a number of methods deployed to try to ensure maximum participation over a 12 week period. This LTP4 consultation received the best response we have ever received for a Local Transport Plan consultation, which was welcomed.</p> <p>The Local Transport Plan includes the outputs of Infrastructure Delivery Plans, produced by District Councils, which set out planned growth and the infrastructure required to deliver this development growth sustainably. In South Worcestershire, this process resulted in a detailed plan, which directly fed into the Local Transport Plan.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>The LTP considers the impact of the additional traffic generated by the first 4700 (67%) of the 7000 homes that the Bromsgrove District Plan (BDP) commits to delivering. It ignores the impact of the extra traffic generated by the remaining 2300 homes.</p> <p>The M42 Junction1 and A38 Strategic Corridor Strategic Transport Schemes focus on the primary network to the east of the Town Centre whilst Policy BDP 5 identifies to the west of Town Centre the Perryfields and Whitford Road Town Expansion Sites as strategic sites.</p> <p>The Bromsgrove Package schemes focus on the Town Centre and the key routes to the Town Centre from the south and north. It fails to address the challenge of enabling and promoting growth at the Perryfields and Whitford Road strategic sites to the west of the Town Centre.</p> <p>The Bromsgrove Transport Strategy proposes a comprehensive multimodal review of network efficiency and infrastructure to identify where to focus investment. The District Plan covers the period 2011 to 2030 and it is surprising that such a review has not already taken place. The failure to carry out such a review represents poor planning.</p> <p>The Bromsgrove Transport Strategy review must take account of Policy BDP 3 (Development Targets), BDP paragraph 8.19 (safeguarding of land for housing and employment needs for the 10 years beyond 2030) and BDP paragraph 8.20 (West of Bromsgrove). In order to be sustainable it is logical to locate new housing and employment opportunities close to the new Rail / Bus Hub in the east of the Town.</p>	<p>At the time of development, Bromsgrove District Council did not have an adopted Local Plan (although this has subsequently been adopted). The Local Transport Plan refresh was required due to significant political, economic and social change which had rendered the LTP3 obsolete in part, the fact that many schemes had already been delivered, and to support and reflect adopted Infrastructure Delivery Plans already in place.</p> <p>Now that Bromsgrove District Council has an adopted Local Plan, Worcestershire County Council will work with Bromsgrove District Council to develop and update their Infrastructure Development Plan to properly reflect the needs of new developments, which will then be incorporated into the LTP4 in due course.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>The Worcester Road AQMA Order came into effect on 24th October 2011. The delay in taking remediation action in Worcester Road unacceptable.</p> <p>The commitment to a systemic investment in walking and cycling links across Bromsgrove is welcome.</p> <p>A complete review of the Parkside and Waitrose junctions is necessary but residents I represent question why this work has not already been undertaken. The reviews are required as a matter of urgency to enable the Local Highway Authority to make full and considered statutory responses to pending and future planning applications.</p> <p>The LTP recognises the importance of the Worcester Road / Rock Hill route in supporting increased economic activity as it is a key route to the Town Centre but fails to recognise the importance of this route in enabling housing and employment growth in the West of Bromsgrove.</p> <p>Prior to the Bromsgrove Local Plan Review and in order to represent good planning the LTP must give due regard to the additional traffic generated by the development of the remainder of Norton Farm and land at the former Barnsley Hall Hospital site</p>	<p>We note your comments on the Worcester Road AQMA. Worcestershire County Council has been working closely with Worcestershire Regulatory Services on this issue for some time to properly understand the causes of this AQMA. It is understood now that temporarily parked vehicles linked to the adjacent Bromsgrove School at peak times cause severe deterioration in traffic flow. Worcestershire County Council will now seek to address this as part of its planned investment in decongestion in the near future.</p> <p>We note your support for walking and cycling in Bromsgrove, which is welcomed. The final LTP4 will contain significantly more detail in this area.</p> <p>Regarding the review of Waitrose and Parkside junctions; your comments are noted and these will be considered as part of the Bromsgrove Transport Study.</p> <p>Any new roads proposed to support development growth must be stated within an adopted Infrastructure Delivery Plan, without this, the public sector would not be able to secure the required (and significant) developer contributions needed.</p> <p>As stated above, in the absence of an updated Infrastructure Development Plan which reflects the adopted Bromsgrove Local Plan, the LTP4 is currently rather limited in detail. Once this</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>(914 homes) and other potential development sites identified within Bromsgrove Town (1083 homes).</p> <p>Whitford Vale Voice which operate in my Division note the conclusion in the WCC Western Distributor Road study that “At a technical level there are no fundamental barriers to delivery of a western distributor road that cannot be addressed by effective civil engineering design. It is surprising that the LTP remains silent on the Western Bromsgrove Distributor Road. This is despite repeated requests for such a scheme over more than three decades. The LTP is flawed in this respect.</p> <p>It is essential that WCC takes ownership through the LTP of the Western Bromsgrove Distributor Road Route. This will involve WCC, in part, safeguarding the route for a Western Bromsgrove Distributor Road across the Whitford Road Town Expansion Site.</p> <p>It is my view that on this basis LTP4 is not adequate for the needs of Bromsgrove and should not be progressed but rather a full review conducted with a view to correcting these issues and commencing a further and more meaningful public consultation....</p>	<p>document is updated, Worcestershire County Council will seek to update the LTP4 to properly reflect these changes in detail.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
<p>WCC Cllr Brandon Clayton</p>	<p>We are purposing for an island to be put in at the end of Batchley Road where it meets with the junction of Hewell Road.</p> <p>Having looked at this area and spoken to a number of residents who live in the roads in and around Batchley, they told us an island would make the junction much safer to drive to and from work.</p> <p>If you wish to turn right onto Hewell Road from Batchley Road at the moment it takes you to the right and therefore you have to look across and back to the left to see if any traffic is coming down Hewell Road as well to the right to have a gap to go across the road past oncoming traffic which is very difficult, even the drivers of the buses have to open the bus doors to look up the road to see if there is any traffic that is coming down Hewell Road.</p> <p>This situation will only become more of an issue with Redditch Borough Council agreeing to have more housing in this area.</p> <p>I enclose a not very good drawing of the junction of Batchley Road and Hewell Road; you can also see it on Google maps in more detail.</p>	<p>Thank you for comments on this. We will seek to include this junction for review in the LTP4.</p>	<p>ACTION – Consider junction of Batchley Road and Hewell Road improvements in LTP4.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
			

6.2.37 In total, five pieces of written correspondence were submitted from all the District, City or Borough councils, plus one response from a neighbouring authority (Gloucestershire). These can be viewed in Table 6.8.

TABLE 6.8: COMMENTS FROM DISTRICT, BOROUGH, CITY COUNCILS AND NEIGHBOURING AUTHORITIES

Stakeholder	Comment	Worcestershire County Council Officer Response
<p>Wyre Forest District Council</p>	<p>INTRODUCTION:</p> <p>This recognises the role of Infrastructure Delivery Plans in setting out a strategic approach to investment in transport infrastructure, technology and services to support growth.</p> <p>Comment: Support. The summer 2017 Wyre Forest Infrastructure Delivery Plan (WFIDP) will have an important role in supporting the proposals contained in the emerging Wyre Forest Local Plan Review. The WFIDP will also consider the potential role of the Community Infrastructure Levy (CIL) as one potential funding source. It is recognised that funding from developers will have an important role to play in funding transport schemes but it is important that the LTP4 explains that this is not always on a site specific basis. The Potential Funding Sources column in all of the Transport Packages is open to misinterpretation.</p> <p>OBJECTIVES AND STRUCTURE:</p> <p>Countywide approach which recognises the role of both the Worcestershire and Greater Birmingham & Solihull Local Enterprise Partnerships (LEPs).</p> <p>Comment: The District Council supports emphasising the role of both the LEPS and the context set by Midlands Connect – a strategy covering all of the Midlands.</p> <p>SETTING THE SCENE:</p> <p>Comment: The District Council supports the recognition of the growth envisaged in Wyre Forest to 2026; and the role of the South Kidderminster Enterprise Park.</p> <p>FUNDING OUR AMBITION:</p> <p>WCC will bid for major transport funding for major transport schemes including:</p>	<p>Thank you for your comments on funding sources, which have been noted. As a strategic document, any reference to funding is indicative, and purposefully open to change. As schemes are brought forward for delivery, more robust funding packages will be developed to support them.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<ul style="list-style-type: none"> • Kidderminster Transport Strategy. • Blakedown Railway Station Parkway enhancement. <p>In Worcestershire prominent Local Growth Funded projects include:</p> <ul style="list-style-type: none"> • Hoobrook Link Road, Kidderminster. • Kidderminster Railway Station. <p>In July 2016, North Worcestershire Economic Development & Regeneration (NWEDR) in association with WCC submitted applications for Growth Deal funding for schemes such as:</p> <ul style="list-style-type: none"> • Churchfields, Kidderminster. <p>Comment: Wyre Forest District Council fully supports these funding bids as they benefit the District.</p> <p>STRATEGIC DELIVERY PROGRAMME: THE WYRE FOREST AREA (pp. 50-58):</p> <p>The Area Profile The Council considers this to be a succinct summary which gives a fair description of the District and highlights the following issues:</p> <ul style="list-style-type: none"> • The area is well connected to Birmingham, the Black Country & Worcester but lacks local access to the motorway network. • Two Air Quality Management Areas at Welch Gate, Bewdley & Horsefair, Kidderminster. • Two railway stations at Kidderminster & Blakedown. • The poor quality of Kidderminster Town Centre Bus Station. • Top tourist attractions at the Severn Valley Railway & the West Midlands Safari Park. 	<p>Please note that the LTP makes no reference to a Parkway facility at Blakedown. The proposed scheme (WFST5) focuses on enhancements to station facilities to support increased passenger use and protect the ongoing sustainability of the station.</p> <p>Thank you for your supportive comments regarding the contents of the LTP area profile. As part of the LTP4, scheme WFST1 (Kidderminster Transport Strategy) provides an opportunity, working closely with Wyre Forest District Council, bus operators and other key partners to develop the bus network in Kidderminster. This will include a strategic review of bus stopping and interchange facilities in Kidderminster Town Centre.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>Comment. The District Council supports the majority of this area profile but wishes to raise the following points:</p> <p>i) The references to buses need to be amended. The key problem is the poor quality of bus services in the District. Work does need to be done in respect of the bus station. It is important that the County Council undertakes a Study to determine the need for a bus station and then to advise on an appropriate location.</p> <p>ii) The District Council considers that alternative delivery models for bus passenger transport in the District, such as community led schemes should be progressed through LTP4.</p> <p>iii) It is good to give prominence to the role of the Severn Valley Railway (SVR) but it has potential not only to serve a tourism purpose but also a transport/commuter service purpose too. It is important that some reference is made to the potential for connections to Silverwoods (and The South Kidderminster Enterprise Park) and the West Midlands Safari Park. This would then provide a basis for SVR to be approached to reconfigure its service to be a more commercial one at peak periods.</p> <p>Transport achievements highlighted are:</p> <ul style="list-style-type: none"> • Hoobrook Link Road. • Major investment in local streets via the “Driving Home” project. • Strong business case for investment in Kidderminster Railway Station. <p>Comment. The District Council notes and supports these achievements.</p> <p>Challenges:</p> <p>Availability of public funding is limited and therefore need to make a business case for improvements.</p> <p>These are structured into the following packages:</p> <ul style="list-style-type: none"> • Wyre Forest Strategic Transport (WFST) schemes. 	<p>Thank you for your comments on alternative delivery models for scheduled bus services (e.g. Community Transport); these will be considered for inclusion in the final version of the LTP4.</p> <p>Your comments are noted about the SVR, Silverwoods and the West Midlands Safari Park. This issue will be taken forward separately in the new Worcestershire Rail Investment Strategy, for consideration. It is our understanding that West Midlands Trains are keen to extend services to the Safari Park Station once it has been constructed.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<ul style="list-style-type: none"> • Kidderminster (K) Package. • Stourport–on–Severn (S) and Bewdley (BE) schemes. <p>These are considered in turn:</p> <p>Strategic (WFST) Schemes:</p> <ul style="list-style-type: none"> • WFST 1: Kidderminster Transport Major Scheme. Phased programme, especially in Kidderminster Town Centre, and linked to WFDC Development Plan (emerging Wyre Forest Local Plan Review). • WFST 2. All towns. Telematics. Smarter information and signalling. • WFST 3. Active Travel Corridor: Bewdley to Wyre Forest: Dowles Link: walking, cycling etc. • WFST 4. Mustow Green Enhancement Scheme (A448 /A450). • WFST 5. Blakedown Railway Station Enhancement Scheme. <p>Kidderminster Package:</p> <ul style="list-style-type: none"> • K1. Bewdley Hill (A456): Key corridor of improvement. • K2: Kidderminster Station Enhancement Scheme. • K3: Ring Road: Junction and Public Realm Improvement Scheme. • K4: Active Travel Network Investment Programme. • K5: Chester Road (A449): Key corridor of improvement. • K6: A456 Birmingham Road/Hurcott Lane junction. • K7: Sion Hill/ A449 Stourbridge Road junction. • K8: A451 Stourbridge Road/ B4189 Park Gate Road junction. • K9: A449 Wolverhampton Road / B4189 Wolverley Road / B4189 Park Gate Road junction. • K10: Stourport Road: Key corridor of improvement. • K11: B4190: Key corridor of improvement: Habberley to Wolverley. <p>Stourport-on-Severn and Bewdley Package:</p> <ul style="list-style-type: none"> • S1: Stourport–on–Severn Transport Strategy. Comprehensive review of the network. • BE1: Bewdley Transport Strategy. Review access arrangements into the town. 	

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>It is noted that the South Worcestershire Travel Corridor Package includes the following scheme:</p> <ul style="list-style-type: none"> • SWAT 10: Stourport to Hartlebury Station (Leapgate Line) Active Travel Corridor. <p>Comments:</p> <p>i) Taken all together, these Wyre Forest Strategic Delivery Packages address a number of the key issues in the District, especially in and around Kidderminster. There are also the positive references to the further transport investment which might be needed in connection with the emerging Wyre Forest Local Plan Review. Collectively, these packages are supported by Wyre Forest District Council with inputs into the bidding for funds, wherever necessary.</p> <p>ii) Whilst it is accepted that this is a strategic document, greater clarity could be provided in some cases where there is particular public interest:</p> <p>a) Greater clarity could be provided on the roles of 20mph zones, especially in Town Centres.</p> <p>b) Kidderminster Rail Station is the second busiest in Worcestershire and should rightly be the main focus of an enhancement scheme to include improved parking provision. A full assessment should be undertaken of the impact of the growth potential for Kidderminster Station on car parking requirements at the site and network and highway capacity to access the station in the future.</p> <p>c) The origin and nature of the Blakedown Railway Station Enhancement Scheme (WFST5) could be helpfully provided. The justification for expanding the facilities at Blakedown Rail Station needs to be explained more fully. More analysis is required of the impact of enhancing the provision at the station and the advantages and disadvantages that this will have for the settlement and the surrounding highway network and the Green Belt.</p>	<p>Your comments regarding clarity for certain transport schemes are noted.</p> <p>The decision to implement 20mph zones will depend on the results of a 20mph trial that is currently taking place in Rubery. Once the outcomes of this are available further consideration will be given to the policy area around 20mph zones. No LTP amendment will take place at this time.</p> <p>Your comments are noted on Kidderminster Railway Station and Blakedown Railway Station. These will be specifically considered in more detail as part of the new Worcestershire Rail Investment Strategy, and the outcomes of the Wyre Forest Local Plan refresh. It is our understanding that West Midlands Rail are planning additional car parking spaces at Kidderminster Station.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>d) Mustow Green Enhancement Scheme - the District Council respectfully requests that an early timetable is brought forward for improving the efficiency of this busy junction. Clarification is also sought on progress for highway improvements in association with Harvington Hall visitor attraction within the Chaddesley Corbett Parish.</p> <p>e) In respect of S1, the District Council wishes to express its continued support for at least the partial completion of the Stourport Relief Road if the river crossing element is no longer feasible. It would be helpful to explain if the routes of key sections of this proposal are going to be retained, in terms of the delivery of key sites and the formation of a partial relief road linking the A451 with Worcester Road, Stourport.</p> <p>f) There should be some specific references in the main LTP4 document to the issue of dealing with Air Quality Management Areas in Wyre Forest. It should not just be left to the general statements in the Transport Policies document.</p> <p>LTP4: TRANSPORT POLICIES</p> <p>This consists of a series of standardised County-wide policies under the following main headings:</p> <ul style="list-style-type: none"> • Transport Engagement. • Public Realm. 	<p>Thank you for your comments on Mustow Green. There is currently no funding identified to support junction improvements at this location at the present time. A business case will need to be developed to support investment at this location, to attract the necessary funding to enable a scheme to be brought forward. This scheme is likely to be significant in scale and cost, and prioritisation could be impacted by the outcomes of the Wyre Forest Local Plan refresh.</p> <p>Thank you for your comments on Scheme S1 (Stourport Transport Strategy). This scheme will include consideration of all modes of transport, including new highway infrastructure and will reflect any requirements placed upon it as part of the refresh of the Wyre Forest Local Plan.</p> <p>Your comments on air quality issues in the Wyre Forest are noted. There are two specific schemes included within the LTP4 (Schemes K3 and BE1) which both have air quality mitigation as central aims.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<ul style="list-style-type: none"> • Cycle Infrastructure. • Integrated Passenger Transport. • Transport and Air Quality. • Motorcycling. • Climate Change. <p>Comment: All of these policy areas are supported by Wyre Forest District Council. THE WORCESTERSHIRE NETWORK MANAGEMENT PLAN.</p> <p>This consists of a number of topics, all dealt with on a County-wide basis, including:</p> <ul style="list-style-type: none"> • Tackling congestion. • Management of Road Works. • Freight. • Transport Telematics. • Travel choices. <p>Comment: Although Wyre Forest District Council supports the Management Plan it is strongly considered that the poor quality of the surface of the District's roads needs addressing.</p>	<p>Your comments about carriageway surfacing are also noted. This is a maintenance issue, which will be raised with colleagues in Worcestershire County Council Highways to be addressed, subject to available funding.</p>
<p>Gloucestershire County Council</p>	<p>Thank you for consulting Gloucestershire County Council (GCC) on the draft Worcestershire Local Transport Plan 4. I have the following officer comments to make.</p> <p>Strategic Transport Schemes for South Worcestershire:</p> <p>SWST1 – Worcestershire Parkway Major Scheme:</p> <p>This is supported as it will improve connectivity for people travelling from Gloucestershire to Oxford and beyond and vice versa by allowing an easier interchange onto the North Cotswold line than is currently available. This will become increasingly important as the proposals for East – West Rail progress through</p>	<p>Thank you for your comments. We will work together with you to ensure that the potential benefits of Worcestershire Parkway are</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>to implementation. Gloucestershire has poor transport connections on an east west axis and this will increase options. However, we are keen to explore with WCC the impact of stopping patterns for Ashchurch for Tewkesbury and other county stations resulting from this new station.</p> <p>SWST5 – Evesham - A46 Corridor Major Upgrade Scheme:</p> <p>This scheme is supported by GCC who are, as mentioned in the document, one of the partners of the scheme. The A46 corridor through Ashchurch onto junction 9 of the M5 is already congested with a considerable amount of development proposed over the next few years. Relieving congestion, improving access and facilitating economic growth in this area is a key priority for GCC.</p> <p>SWST6 – Honeybourne to Stratford upon Avon Rail Line Reinstatement Study:</p> <p>This is supported. The Gloucestershire County Council (GCC) position is set out in Policy LTP PD5 .2 – Rail Service Capacity Improvements - of the adopted Gloucestershire Local Transport Plan which states:</p> <p>GCC will engage with the rail industry to ensure Gloucestershire has access to reliable and efficient rail services that enable local access and longer distance services accessing London, Bristol, Birmingham, Cardiff and Worcester.</p> <p>GCC will do this by implementing the following policy proposals (inter alia):</p> <p>Work with rail industry, local authorities and other stakeholders to reinstate the rail link between Honeybourne and Stratford on Avon</p> <p>SWST7 Honeybourne Rail Station Improvements:</p> <p>This is supported as it will provide additional facilities/improvements for existing rail travellers as well as for the additional passengers arising from the other strategic schemes mentioned i.e. potential expansion of the Gloucestershire and Warwickshire Railway and the potential reopening of the Stratford</p>	<p>realised in future through service improvements.</p> <p>Your comments on the A46 are noted, and Worcestershire County Council will continue to work with you and other key partners (in particular, Highways England) to pursue improvement of this nationally significant route.</p> <p>Unfortunately, recent evidence has suggested that the strategic business case for Worcestershire to reinstate the Stratford to Honeybourne line is poor. However, Worcestershire County Council would be willing to support other groups in reinstating the line, subject to the suitable re-dualling of the North Cotswold Line.</p> <p>Thank you for your comments, which have been noted.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>to Honeybourne line. Critically it will also benefit those passengers attracted by the additional services enabled by capacity improvements on the North Cotswold line described in SWST23.</p> <p>SWST11 – Worcester Rail Triangle Major Re-signalling and Reconfiguration Scheme:</p> <p>This is supported as it will improve service reliability and enhance capacity for amongst other things additional services from Worcester Foregate St/Shrub Hill to Cheltenham, Gloucester and beyond. This is supported in Policy LTP5.2 - Rail Service Capacity Improvements in the adopted Gloucestershire LTP which seeks to improve services to Ashchurch for Tewkesbury and Worcester.</p> <p>SWST23 Redoubling of the Cotswold Line:</p> <p>This is supported as it will improve connectivity for people travelling from Moreton in Marsh which is an important transport hub for the north Cotswolds with good bus connections to surrounding settlements. It will also improve access for people visiting the Cotswolds thus boosting the economic potential of tourism. It may be worth broadening the title to include and ‘other capacity enhancements’ to reflect other potentially cheaper and therefore more achievable outcomes over a shorter timescale such as line/signal improvements. Selective redoubling of particular stretches may prove more cost effective than complete redoubling in the short/medium term at least.</p> <p>This is supported by Policy PD5.1 – Rail Infrastructure Improvements - in the adopted Gloucestershire Local Transport Plan which seeks to work in partnership with Worcestershire and Oxfordshire CCs and other stakeholders to improve infrastructure and services on the North Cotswold line including further redoubling and station improvements. Again, improvements on this line will improve the prospects for SWST6 – Honeybourne to Stratford upon Avon Rail Line Reinstatement Study discussed above.</p> <p>GCC looks forward to working with Worcestershire County Council on cross border transport projects for the benefit of our respective communities. Please do not hesitate to contact me if you require any further information on the points raised above.</p>	<p>Thank you for your comments, which have been noted.</p> <p>Thank you for your comments. The new Worcestershire Rail Investment Strategy will include consideration of Worcestershire's preferred lobbying approach for the enhancement of the North Cotswold Line.</p> <p>The Oxfordshire, Worcestershire and Gloucestershire Local Enterprise Partnerships are currently working together to promote the enhancement of this route as the North Cotswold Line Task Force. This group will pick up the outcomes of the Worcestershire Rail Investment Strategy, and those of other counties to add evidence and weight to their strategic lobbying approach.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
<p>Bromsgrove District and Redditch Borough Council</p>	<p>Redditch: 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.</p> <p>Main Document</p> <p>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.</p> <p>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.</p> <p>Specific Comments on the Transport Packages</p> <p>North East Strategic Transport Schemes (NEST) NEST 3 – Redditch Transport Strategy</p> <p>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.</p> <p>Redditch package</p> <p>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.</p>	<p>Thank you for your comments, which will be reflected in the final version of the LTP4.</p> <p>Your comment is noted – The plan was adopted after the LTP4 draft was published. This will be reflected in the final version.</p> <p>Noted, this text will be amended as suggested. Scheme NEST3 is purposefully strategic. Further details will be consulted upon as schemes are brought forward for development.</p> <p>Worcestershire County Council notes your comments on the Infrastructure Delivery Plan and will seek to update jointly with yourselves in future, to reflect the LTP4. Any schemes included will be subject to a CIL compliancy</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>R3 – R4 lists Maintenance as a potential source of funding. It is not clear what this is referring to.</p> <p>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’.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>check. The LTP4 funding sources will be reviewed.</p> <p>R3-R4 - Maintenance funding is provided to Worcestershire County Council by Government as part of a formulaic grant. 'Maintenance' refers to non-capital government funding.</p> <p>R1 – Noted – Further details will be made available for this strategy as and when this scheme is brought forward for delivery.</p> <p>R2 – Town 'centres' is a typo that will be corrected.</p> <p>R3 – R7. Your comments are noted. As the schemes are brought forward for delivery, Redditch Borough Council will be notified as part of the scheme consultation process. Where potential funding sources are cited, these would be to develop and implement schemes. However, given the scale of funding required in many cases, it is not possible to accurately identify how a scheme will be funded at this stage. Your comments on junction names are noted, however a decision was taken that such names would be unwieldy for bidding purposes.</p> <p>R9 – Noted, the description of this scheme will be amended to improve accuracy.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>the likelihood of this scheme being implemented through DfT funding.</p> <p>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.</p> <p>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.</p> <p>Strategic Environmental Assessment</p> <p>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.</p> <p>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.</p> <p>Other comments</p> <p>There is a fundamental lack of regard for strategic growth issues related to future housing needs of the</p>	<p>Page 22 – There is not a reference to Redditch having an AQMA. The SEA highlights the AQMA in Redditch <u>Road</u>, Stoke Heath, Bromsgrove, but this, as you say, is geographically remote from Redditch.</p> <p>Page 23-26 – The Redditch Local Plan was adopted after this document was produced. The final version will be amended to reflect your adopted documents.</p> <p>Your comments are noted - Worcestershire</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>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.</p> <p>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.</p> <p>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.</p>	<p>County Council is working closely with you to address this issue currently, and the LTP4 will be revised to reflect this.</p> <p>Your comments on rail services are fully supported. Recognising the need to develop rail services in the county, Worcestershire County Council has prepared a Worcestershire Rail Investment Strategy, to set out aspirations for rail improvements across the county. This document will be consulted upon in the coming months. The purpose of this document is to provide a formal lobbying tool to stimulate investment.</p> <p>Your comments on the Redditch Eastern Gateway are noted. As the Local Transport Plan is not a planning document, accommodation works for proposed development sites are not a requirement within the plan, nor would this be practical given the volume of development growth across the county. Where available, schemes included in Infrastructure Delivery Plans have</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>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.</p> <p>LTP4 and Redditch Town Centre Strategy</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>been included, for the sake of consistency. WCC feel that the key implications of the Eastern Gateway are spread across Bromsgrove, Warwickshire, as well as Redditch.</p> <p>Following your comments on Battens Drive/Warwick Highway, we will consider the Alders Drive junction as a further potential scheme, together with available evidence, for inclusion in the LTP4. If, as you state, this is likely to be linked to development growth in the BORLP4, this should also be considered for inclusion in future revisions of the Infrastructure Development Plan.</p> <p>The Redditch Town Centre Strategy is cited in the LTP4 as Scheme NEST3 (Redditch Transport Strategy). This is the policy hook which allows Worcestershire County Council to work with Redditch Borough Council and key partners to bring forward the Town Centre Strategy, in whatever form it takes in future. There is no mention of the downgrading of the ring road because it is not yet clear whether this is a supported policy; however, this can be pursued.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>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.</p> <p>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.</p> <p>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.</p> <p>Bromsgrove Bromsgrove District Council (BDC) welcomes the production of a new Local Transport Plan for the County, although serious reservations remain about the effectiveness of the plan as currently drafted. The consultation document states that LTP4; 'Sets out the priorities for the County. It identifies the approach to managing the increased transport demand that is fully consistent with projected housing development and economic growth.' It is the Councils view that whilst the above statement maybe correct, a key feature particularly in relation to Bromsgrove is not addressed in LTP4. There are future development needs identified but not allocated in the Bromsgrove District Plan (BDP) which currently do not feature in any context in the LTP4, failure to even acknowledge this issue is a significant omission within LTP4 to the extent that the Council cannot support the plan as it is drafted.</p> <p>It has been widely known for a number of years that the Council will be reviewing the recently adopted BDP, including reviewing the green belt to find additional housing for both local needs and the wider needs of the Greater Birmingham Housing Market (GBHMA) area, which the district is a part of. This review as a minimum will be looking for land for 2300 houses which is approximately 118 hectares.</p>	<p>Your comments on the car parking study are noted. The LTP4 commentary will be made more clear.</p> <p>We note your desire for the town centre strategy to align more closely with the LTP4, and will seek to do this in the final version.</p> <p>Thank you for your comments. Following our consultation event with yourselves, Worcestershire County Council has agreed to amend the Bromsgrove Transport Strategy text to provide significantly more flexibility to accommodate future growth proposals.</p> <p>Worcestershire County Council does not share your view that transport should be the primary determinant to identify development sites. Best practice suggests that whilst transport is important, Local Planning Authorities are best placed to consider infrastructure requirements as a whole, to identify the most suitable locations to</p>

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	<p>There will also be a likely need to safeguard land for beyond the plan period of approximately 202 hectares to meet expected future development needs although this is could possibly change as future housing and employment needs are calculated. This figure does not include land for any wider GBHMA development needs, which cannot be met on brownfield and other suitable sites in the main urban areas.</p> <p>The Council acknowledges that LTP4 cannot address these issues directly with scheme proposals until more information is known on the final scale and location of development. BDC considers that as currently drafted policy BR1- Bromsgrove Transport Strategy is too limited in its scope to adequately address this future challenge. The current wording does nothing to future proof and add capacity into the Bromsgrove transport network to avert future congestion problems and consequent adverse impacts on air quality.</p> <p>It is welcomed that at officer level indication has been given 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. It is essential that progress on the development of this strategy is reported back at regular intervals, and subjected to wider stakeholder consultation to ensure that it evolves in a manner which addresses the challenges being presented to those who currently, and in the future want to live and work in Bromsgrove District.</p> <p>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 which currently exist, and which will not be solved without intervention over and above that which can be secured from additional development. Simply mitigating the impact of future development is not an option BDC can support.</p> <p>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, particularly to the north in the West Midlands Conurbation to ensure that full advantage is taken of all additional infrastructure investment and possible funding that becomes</p>	<p>accommodate development in their areas.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>available.</p> <p>Further to the main strategic issue raised above the council would also comment that there is no discussion of the known problems in Bromsgrove and how the existing problems, let alone as mentioned above a vision for how future predicted ones, can be addressed. The current congestion problems are a key concern for Bromsgrove not only for the resident population but for the businesses that operate in the area who often cite the local transport infrastructure as being one of the major barriers to economic activity. The LTP documents as drafted seem to list a large number of ad hoc schemes within no overall defined strategy or prioritisation. It maybe that there is a strategy to these schemes but no detailed discussion is provided to explain how they interrelate to address the wide ranging concerns many stakeholders have already expressed in the early stages of consultation. In some instances the schemes identified are not explained in sufficient detail or with justification for the need and the prioritisation. One example of this is the priority for looking for more car parking at Bromsgrove station, when the station has only just opened and car park never seems to be at capacity.</p> <p>Whilst the Council is not necessarily objecting, the reason for combining Bromsgrove and Redditch together as 'North East Worcestershire' also seems confused. The areas are very distinct areas, with markedly different socio economic structures, so therefore to say this is done for socio economic reasons and because both Councils relate to Birmingham is confusing. It is our understanding that the transport challenges the authorities face are very different. As the description of the North East Worcestershire Transport Challenges in LTP4 is very generic it is difficult to ascertain from the plan what these challenges really are across North East Worcestershire. Consequently without this understanding it difficult to form a view as to whether grouping Bromsgrove and Redditch together is for the benefit of each authority. Particularly as It is assumed that full strategies as per the one identified for Bromsgrove above will be produced for all areas of the county, including Redditch. As a whole again we assume these local elements will form a coherent transport strategy for the whole of Worcestershire which links complementary strategies in adjoining areas such as the West Midlands conurbation and Warwickshire.</p> <p>In summary it is believed that nothing short of a radical programme of investment in all modes of transport infrastructure across 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. The Council want to work closely with WCC to develop a future plan and investment strategy which can sensitively deliver both significant housing and employment growth in the future whilst still retaining the attractiveness and local distinctiveness of the District.</p>	<p>Your comments on the LTP4 geo-spatial groupings have been noted. For the purposes of the Local Transport Plan, the North East Worcestershire area relates to commuting patterns. Both Bromsgrove and Redditch have strong socio-economic links with Birmingham and Solihull (which is reflected in Redditch Borough Council and Bromsgrove District Council pursuing joint membership of both Worcestershire LEP and Greater Birmingham and Solihull LEPs). Traffic patterns on the local transport networks also reflect this, and so it is pragmatic to consider the area consistently.</p> <p>Worcestershire County Council looks forward to working with you to develop the LTP4 to support an ambitious investment package in transport infrastructure and services in Bromsgrove.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
<p>Worcester City Council</p>	<p>This is an abridged version</p> <p>LTP Strategy Comments: LTP4 COUNTY COUNCIL CONSULTATION: RESPONSE: The County should publish consultation responses and hold a stakeholder conference to finalise the LTP4.</p> <p>A WORCESTER CITY VISION & PURPOSE FOR LTP4: RESPONSE: LTP4 should take as its starting point a Worcester vision of a strong and modern heritage city for the whole County.....” Worcester will be a successful and growing Cathedral and University City, including more homes, more businesses and jobs. A City with prestige tourist, education and retail attractions. A place that maintains its “city in the country” feel, its extraordinary valued heritage assets and its quality environment – a City for the County”.</p> <p>THE CITY CENTRE & THE M54 CORRIDOR: LTP4 TO FULLY RECOGNISE THE SOUTH WORCESTERSHIRE DEVELOPMENT PLAN (SWDP 2016) & THE LOCAL ECONOMIC PARTNERSHIP’S (LEP) STRATEGIC ECONOMIC PLAN (SEP 2014) RESPONSE: The City Council welcomes the County’s support to date for public realm and transport investment in the City. But there now needs to be a step change in “strategic City transport investment to develop critical mixed use regeneration and a strong commercial offer in the City centre”. The City asks LTP4 to fully recognise the SWDP’s requirement for sustainable transport to support a well – balanced, (both city edge and city centre), growth and success plan. And LTP4 is asked to recognise fully the SEP’s designation of the City as a County economic and cultural centre - where business growth is needed both on the M5 corridor for manufacturing and logistics and for mixed use and commercial development through the regeneration of the Centre by “rapid transit access” to the strategic rail and road network.</p> <p>THE WORCESTER TRANSPORT STRATEGY (WTS): RESPONSE: The City sincerely welcomes the County’s commitment to produce a bespoke City Transport Strategy in partnership with the City Council. The County is requested to:</p> <ul style="list-style-type: none"> • Agree to prioritise sufficient resources to deliver WTS quickly and its subsequent implementation. • Put WTS into the list of the County’s “Major Schemes for Funding” on page 12 of LTP4 – along 	<p>Thank you for your comments. The LTP4 consultation responses are to be published online, along with the adopted LTP4. As the range of stakeholders is wide and diverse, it would be impractical to hold a conference for all. Instead, post consultation feedback event will be organised for the City/ District Councils as required, to launch the LTP4.</p> <p>ACTION: Your comments are noted. We will refer to this in the LTP4 redraft.</p> <p>ACTION: Thank you for your comments, which have been noted - an enhanced reference will be made to both the SWDP and SEP in the South Worcestershire Transport Strategy.</p> <p>Worcestershire County Council will play a key part in developing the city centre Masterplan to stimulate investment form a range of sources to help deliver a successful city economically.</p> <p>The inclusion of Scheme W1 – Worcester Transport Strategy provides the necessary policy hook to enable Worcestershire County Council to work with Worcester City Council to</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>with feasibility work on making fast and modern links between Parkway Station and the City Centre including Shrub Hill.</p> <ul style="list-style-type: none"> • Set out the proposed WTS liaison and development process, including public consultation, and/or stakeholder forums. • Agree that WTS’s scope will cover all the matters raised by City Council Members • Confirm that WTS would cover the functioning of the whole City and not just the City Centre and that it would be a “multi modal (all types of transport) and integrated” strategy. <p>BUSES: RESPONSE: The City requests that the County recognises that the promotion and development of bus services play a particularly important part in reducing transport emissions; reducing air pollution and promoting greater equality of opportunity and access – three strategic national transport objectives which are also supported by the County’s Transport Objectives. It is disappointing not to see bus initiatives in LTP4. The City will be interested to discuss bus initiatives with the County as part of the WTS. The reduction of bus services over the last 2 years has had a significant impact in the City on lives of residents and their ability to access work, shopping and leisure activities.</p> <p>WALKING, CYCLING & ELECTRIC CARS: RESPONSE: The City Council supports the Counties “active corridors” proposals. The City would like the Council to support further City Hire cycle/eBike schemes and electric car charging programmes to support healthier and environmental friendly travel choices not only for leisure, shopping, and for travel to work.</p> <p>PUBLIC REALM: RESPONSE: The City will continue to work with the County to promote improvements to public realm and</p>	<p>support major investment in the city of Worcester’s transport infrastructure and services to support major regeneration in the City Centre. As scheme W1 is brought forward for delivery, the necessary detail will emerge.</p> <p>Your comments are noted; resources will be allocated to develop the Worcester City Centre Transport Strategy, however, this is subject to the prior adoption of this LTP4 and its associated delivery plan. The major schemes will be reviewed following this consultation process, and the LTP4 documents amended accordingly. Once commenced, the City Centre Transport Strategy will be run as a formal project, to PRINCE2 guidelines (inclusive of risk management and a consultation plan).</p> <p>Your comments on buses are noted. Worcestershire County Council continues to work in partnership with local bus operators, however, the majority of bus services in the county are now commercial, so the County Council has limited influence over their specification.</p> <p>ACTION: Worcestershire County Council will be looking to include a policy on electrically powered vehicles (including low emissions vehicles and e-bikes).</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>further City Centre pedestrian and disable access priority. Such public realm improvements are important ways to prioritise good health (walking and cycling) and to promote town centres as areas for growth and investment as opposed to out of town developments.</p> <p>MANAGING CONGESTION: RESPONSE: The County, along with the City, residents and businesses should explore sensible ways to manage growing car trips and congestion as well as air pollution in the City centre.</p> <p>LTP4 Project Comments:</p> <p>STRATEGIC TRANSPORT SCHEMES - South Worcestershire:</p> <p>SWST 1 – Parkway Rail Station: The City supports this project, but requests that County includes a study and appropriate implementation bids for a “rapid link to the City Centre and Shrub Hill”.</p> <p>SWST 2 – M5 Junction 6: The City supports this enhancement.</p> <p>SWST 3 – Southern Link Road Phase 4 (Ketch to Powick): The City supports this project in principle.</p> <p>However, the City is concerned that without developing the Southern and Western City Urban Extensions also with strong public transport, walking and cycling links to the City, they will:</p> <ul style="list-style-type: none"> a) not support City centre investment and b) that the capacity of new road improvements along the M5 Corridor will quickly be taken up by car growth with no great improvement in traffic flow. <p>This will also lead to west to east trips continuing to seek access across the City and the Severn Bridge, simply adding to City Centre congestion and air pollution levels. Planning these urban extensions to be largely car based has also required significant developer infrastructure costs which impacts on the</p>	<p>Thank you for your comments. Worcestershire County Council welcomes the City Council's commitment to ongoing partnership and investment in public realm improvements.</p> <p>Your comments are noted. This is considered a high priority and will be embedded within the Worcester Transport Strategy.</p> <p>Noted. Your support for Worcestershire Parkway is welcome, and Worcestershire County Council will work with local transport operators to lobby for improvements to links between Parkway and Worcester City Centre.</p> <p>Noted.</p> <p>Noted. As part of the planning process, walking, cycling and passenger transport connections are proposed to the two new urban extensions to Worcester City.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>opportunity to provide much needed affordable housing. The City Council aims to look at these issues - at how congestion can best be managed and how more sustainable development can be provided - with the County, through the Worcester Transport Strategy, the refreshed Master Plan and the One Town Review.</p> <p>SWST 9/10 – Fernhill Heath and Rushwick Stations - Rail and Ride: The City supports these projects in principle, particularly in investing in their “investigation”. But the City’s priority is for a Parkway – City Centre/Shrub Hill “rapid transit access to the City centre and Shrub Hill” to be assessed and implemented first and for investment in an agreed Worcester Transport Strategy to also come first. Promoting growth and regeneration in the City Centre is the priority in both the SEP and the SWDP.</p> <p>SWST 11 – Worcester Rail Re signalling/Reconfiguration: The City supports this project.</p> <p>SWST 12 - Worcester – Western Link Road Scheme (A4440 Southern Link to B4204 Martley Road): The City is concerned about this scheme and would need to understand its purpose more before support could be given. This scheme was a surprise to the City despite regular officer liaison. On the surface this scheme seems to be a “Lower Broad Heath By Pass” to cope with existing traffic and the predicted new traffic from the Western Urban Extension and the proposed largely car based University Scheme at Oldbury Road. See the comments above at SWST 3.</p> <p>SWST 13 – South Worcestershire Telematics: This project is supported.</p> <p>STRATEGIC ACTIVE TRAVEL (OFF ROAD CYCLING) CORRIDOR SCHEMES - South Worcestershire:</p> <p>SWAT 1 – 15: In principle all these projects are supported, but the County must also support City cycle/eBike Hire Schemes and support safe cycling “on road” as a way of managing traffic congestion and supporting alternative travel to work choices.</p> <p>WORCESTER PACKAGE:</p> <p>W1 – Worcester City Centre Transport Strategy: this project is supported and should be given the highest</p>	<p>Noted. The business case for these investments will be explored as part of the ongoing development of the Worcestershire Rail Investment Strategy.</p> <p>Noted.</p> <p>Noted. This is a long-term aspiration and will be brought forward if a suitable business case can be identified. Worcester City Council should be aware of this scheme as it has always been a WCC aspiration of the SWDP planning process. Although this scheme refers to a development under Malvern Hills DC jurisdiction, we will engage with city council officers prior to any business case development.</p> <p>Noted. It is recognised that on-road cycle routes are sometimes inevitable. However, the aim is to provide off-road routes wherever feasible.</p> <p>ACTION: The policies which support these will be further developed in the re-draft.</p> <p>Noted. Worcestershire County Council will</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>priority. See para 3.4 above. The City Council would like the opportunity to review, with the County and LEP, all projects W2 – 12 below, in the light of the City’s strategy comments set out above at 3.1 – 3.9. It would be important to do this as soon as possible. Initial comments on W1 -12 are as follows:</p> <ul style="list-style-type: none"> • W2 and W5 - W12 Corridor Projects: in principle, all these projects are supported. City agrees that these corridors and junctions are often congested at peak times and school run times. In general terms LTP4 seeks “quicker journey times and reduced congestion” as the aim for all these projects. The City requests that these aims are applied to “multi modal travel” (buses and cycling), along these corridors and not only to cars – as part of the assessment in advance of implementation. • W2 – Worcester Rainbow Hill/Astwood Road/Bilford Road/Blackpole Road Corridor Improvement. • W5 – A449 Bromwich Road/A449 Malvern Road/Canada Way Corridor Improvements. • W6 – East – West Axis Corridor Improvements. • W7 – Wildwood A44/A4440 Nunnery Way/A4440 Swinsherd Way/Wildwood Drive Junction. • W8 – A449 North of Worcester (Ombersley Road) Junction. • W9 – A449 Grange Way/B4636 Newtown Road Junction. • W10 – A4536 Blackpole Road/Cotswold Way Junction. • W11 – Crown East (A44/A440/A4103) Junction. • W12 – Red Hill – A44 London Road/A4 Whittington Road/Spetchley Road Junction. • W3 & 4 - Foregate Street and Shrub Hill Stations – Improvements: This project is supported in principle. The City would like the County to commit to investigating and developing implementation bids for a “rapid transit access between the City Centre/Shrub Hill and the strategic road and rail network at Parkway”. <p>Officer Comments with respect to LTP4 Strategic Delivery Programme and Transport Policies.</p> <p>The Proposed Strategic Development Programme:</p> <p>The new approach to the delivery of transport schemes across Worcestershire is supported. It makes good planning sense to set out so called “Delivery Area Strategies” which are closely aligned with the</p>	<p>continue to maintain a close working relationship with you to develop transport schemes in and around the city.</p> <p>ACTION: Worcestershire County Council will seek to expand the definition of the corridor projects to include enhancements for all suitable modes of transport.</p> <p>Thank you for your comprehensive comments on the LTP4 documents.</p> <p>Noted.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>adopted Local Plans such as the South Worcestershire Development Plan.</p> <p>The South Worcestershire Councils support the County Council’s intention to work closely with Highways England in order to deliver the transport requirements for the Game Changer Programme sites at M5 Junction 6 and Malvern Hills Science Park.</p> <p>The South Worcestershire Councils Area Profile is a fair reflection of the transport related issues which were apparent in the preparation of the South Worcestershire Development Plan.</p> <p>It is acknowledged that the public funding for transport infrastructure will continue to be scarce and very competitive (amongst local transport authorities).</p> <p>The South Worcestershire Councils agree that the main transport challenges are relieving congestion, enabling economic growth, enhancing journey time reliability and addressing poor air quality. Clearly these challenges are interrelated requiring comprehensive solutions.</p> <p>The South Worcestershire Councils support all 24 proposed Strategic Transport Schemes for south Worcestershire. It is evident that only three of those (to include SWST3 Southern Link Road) are under construction or about to be. A further two are at an advanced design stage albeit with funding still outstanding. Thirteen schemes are responding to the South Worcestershire Infrastructure Delivery Plan (SWIDP), leaving six schemes which are classed as “emerging concepts”. Hartlebury Rail Station is included in the latter but was also set out in the SWIDP. The South Worcestershire Councils consider that in cases where schemes are chasing the same funding pots, priority should be given to the SWIDP identified schemes.</p> <p>The South Worcestershire Councils support the concept of the proposed Strategic Active Travel Corridor Schemes. Whilst the aim of creating integrated off-road walking and cycling networks is commendable for the longer routes where the current infrastructure is either deficient or absent, the cost will be very high and coupled with the propensity to walk and cycle dropping off significantly for trips exceeding 5 kilometres</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. As developer funding is directly to SWIDP schemes, this will naturally prioritise these schemes for delivery. Noted. This concept will be developed further as schemes are brought forward for delivery; however the aim is to connect communities along routes. It is recognised that demand for 'full length' corridor use will be low, but there are clear advantages to developing interconnected networks.</p> <p>Noted. We continue to work with commercial operators to identify and support future bus service network enhancements.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
South Worcestershire Councils	<p>Following on from point 7 above, given the fact that a high percentage of residents live either in the urban areas or on main roads between them, there is very little mention of the positive role that improved bus services can play. Notwithstanding that the County Council are no longer directly responsible for commercial bus service provision; they can play a pivotal role in trying to secure good quality bus services for the south Worcestershire urban extensions. If these are not planned and secured in advance there is less likelihood that future occupiers will change their mode of transport choice.</p> <p>LTP4 – Proposed Transport Policies:</p> <p>The proposed LTP4 policy objectives for the economy, environment, health and safety, equality, and quality of life are what one would expect to see. They say the right things and are therefore supported by the South Worcestershire Councils.</p> <p>The proposed ten policies on “Transport Engagement” i.e. Councillor involvement and consultation, stakeholder management, transport scheme engagement, communications on asset management activities, monitoring and evaluation, inbound consultation, planning and human resources, identification of funding, and electronic information are supported by the South Worcestershire Councils. The South Worcestershire Councils support the proposed sixteen policies for the public realm save for the following caveats. PR1 should also state that schemes respond positively to the local character and reflect the historic setting. For PR2 the prevention of Statutory Undertakers digging up the highway post-scheme implementation. For emergency works however there should be arrangements which prevent the positive impact of public realm schemes being undermined by cheap looking/inappropriate reinstatement. For PR3, as currently worded viz a viz “primary shopping streets” (for Grade 1) and “primary retail streets” (for Grade 2) it is not clear which grade all the town centres will fall into. For PR14 the South Worcestershire Councils would like to see specific reference to the South Worcestershire Councils’ Conservation Officer being involved in the selection of appropriate materials e.g. paving in the city and town centres.</p>	<p>Noted</p> <p>Noted.</p> <p>Noted.</p> <p>ACTION: Worcestershire County Council will amend policy PR1 as suggested.</p> <p>Your comments on PR2 are noted. The recent introduction of a permit system for street works should make this situation easier to monitor and lead to overall improvement. Due to the varying nature of town and city centres, the grading of the public realm will be determined in partnership with key stakeholders, including, where appropriate, the local council's conservation officer.</p> <p>Worcestershire County Council welcomes the opportunity to work with South Worcestershire's Conservation Officers in the development of public realm schemes, although material choices are heavily dependent on available funding.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>With respect to the proposed eight policies on cycling infrastructure, the South Worcestershire Councils support them. Given the scarcity of funding it is suggested that schemes are prioritised according to the potential for increasing utility trips i.e. commuting. It is evident on many of the principal urban roads the quality of the surface is particularly poor at the edges. In such conditions a confident cyclist will take up other road space but for most they will simply not cycle. A better maintenance regime, which ensured that the edges of carriageways offer a smooth ride for cyclists, should increase cycling rates and could also reduce congestion in the urban areas where a lot of trips are local.</p> <p>The South Worcestershire Councils support the proposed eight LTP4 policies on integrated passenger transport.</p> <p>The South Worcestershire Councils support the three proposed LTP4 policies on air quality. The South Worcestershire Councils consider that AQ1 should include a reference to the review of Local Plans as future air quality management areas will be one of the factors taken into account in determining the most appropriate spatial development strategy.</p> <p>The South Worcestershire Councils support the three proposed LTP4 policies on motorcycling. With regard to M1, we consider that the policy on use of bus lanes should be more positive as there is no substantive evidence that their use by motorcyclists has a detrimental impact of cycling safety. M2 makes a lot of planning sense given the viability issues regarding rural buses. With regard to motorcycle parking i.e. policy M3, we suggest that guidance on it is not restricted to locations where it can be demonstrated to be lacking as that is difficult to do and in any event ignores latent demand. With respect to the proposed nine LTP4 policies on climate change the SWC considers that they make good sense from the perspective of minimizing the consumption of scarce resources and providing information which should enable people to make more informed choices regarding personal transport.</p>	<p>Noted and agreed. ACTION: These comments will be shared with Highway Maintenance.</p> <p>Noted.</p> <p>Noted and agreed.</p> <p>ACTION: A reference will be made to Local Plans in Policy AQ1.</p> <p>Noted. Unfortunately, there are sound technological and cost reasons why motorcycles cannot currently use bus lanes in the County. However, Worcestershire County Council will seek to overcome this if at all possible.</p> <p>ACTION: Policy M3 will be amended to include reference to evidenced demand.</p> <p>Noted.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>Malvern Hills District Specific Comments:</p> <p>The principle of the proposed “Malvern and Tenbury Wells Package” is supported.</p> <p>All the proposed “Strategic Active Travel Corridor Schemes” are supported. The Worcester to Kempsey SWAT3 should be extended southwards to include Kempsey given the short distance involved and the high potential for a considerable increase in cycling trips with the right investment.</p> <p>It is considered that given the relatively close distance, the size of the settlements, community patterns and employment destinations (notably Elizabeth the Chef) that Worcester to Lower Broadheath be also identified as a “Strategic Active Travel Corridor Scheme”.</p> <p>Wychavon District Specific Comments:</p> <p>The Strategic Active Travel Corridor Schemes for Wychavon District are supported. With Worcestershire Parkway now under construction priority should be given to ensuring that accessibility to it for cyclists and pedestrians is excellent. The station itself should have plenty of secure, sheltered cycle parking facilities.</p> <p>The scheme packages for Droitwich Spa, Evesham and Pershore are all supported; D3 is viewed as a priority as Westlands is relatively deprived (including lower car ownership) and the nature of the roads between it and Droitwich Spa town centre means walking and cycling is a very unattractive proposition; D7 should include the identified need to increase car parking capacity for Droitwich Spa railway station; It is considered appropriate for the Highway Authority to investigate the merits of a one way system between Lyttleton Road, Corbett Avenue and Tagwell Road in order to relieve traffic congestion; E1 should include the identified need to increase car parking capacity for Evesham Railway Station. E4 specific references to “The Valley” cycle-path and the cycle/walk bridge across the River Avon at Hampton.</p>	<p>Noted.</p> <p>Noted. The route is intended to serve Kempsey. The map features an indicative route, and is perhaps unclear. This will be resolved in the final version of the LTP4.</p> <p>Noted – this is already included in the LTP4 as SWAT12, although the description and map will be improved in the final version.</p> <p>Noted and agreed.</p> <p>Noted. Scheme D3 will be brought forward as funding becomes available.</p> <p>Station car parking expansion will be covered in more detail in the new Worcestershire Rail Investment Strategy, which will be published in due course.</p> <p>Scheme E4 cannot be specific at this stage, because Evesham Transport Strategy</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>Support for SWST2 at M5 Junction 6 but this should include works and speed restrictions between it and the rugby ground in order to improve highway safety particularly for vulnerable users.</p> <p>Strong support for P1 (Pershore Railway Station Improvement Scheme) which has been a long standing ambition locally and can be readily implemented.</p> <p>Malvern Hills and Wychavon Districts Comments:</p> <p>The strategic delivery programme for the period 2017 – 2030 is supported. However, the need for plan for employment and housing growth will continue and therefore it is considered important that the Highway Authority (and Highways England) clarifies any links between the proposed strategic schemes and longer term highway network aspirations.</p> <p>Improved rural bus transport provision must be integral of the targeting investment in travel choice and the need to tackle congestion.</p> <p>Acknowledge that without significant investment in cycling and walking infrastructure, along with a better maintenance regime on the main urban roads, traffic congestion and its associated detrimental impacts with worsen.</p>	<p>development is required to identify a firm business case for any future proposals.</p> <p>Worcestershire County Council is working closely with Highways England to provide alternative facilities for Non-Motorised Users, which will remove the need for intervention at this location.</p> <p>Noted.</p> <p>Noted and agreed.</p> <p>Noted. A rural transport policy will be considered, however, options to develop rural bus services are constrained by available funding.</p> <p>Noted and agreed.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response
	<p>It is noted that there are no identified park and ride sites. LTP4 should, however, not discount park and ride as an obvious way to help relieve traffic congestion in the urban centres.</p> <p>The proposed policies on the “Public Realm” are supported. They could be illuminated through the inclusion of specific best practice, eg the use of thin, pale, yellow/primrose, single/double parking lines in Conservation Areas etc.</p> <p>With respect to Policy PR3 greater clarification on the classification of grades 1 and 2 is needed as they both refer to primary shopping streets.</p> <p>With respect to the proposed cycling policies these are all supported but could be improved, eg, C3 should include the benefits of colouring cycle routes, particularly in heavily trafficked areas.</p>	<p>Noted, however. This requires significant public sector financial support, which is untenable currently. Should a robust, financially viable business case be identified, Worcestershire County Council may reconsider the case for Park and Ride.</p> <p>Noted.</p> <p>Noted – see comments above.</p> <p>Noted. A key issue with colouring routes is that this surfacing method is expensive to maintain and deteriorates quickly. The specific mention of Hot Rolled Asphalt follows best practice in this area, as it will ensure the best quality surface for cyclists.</p>

6.2.38 In total, 24 pieces of written correspondence were submitted from Parish and Town Councils. These can be viewed in Table 6.9.

TABLE 6.9: COMMENTS FROM PARISH AND TOWN COUNCILS

Written Stakeholder Responses			
Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
Kemerton Parish Council	Kemerton Parish Council submitted a report, which forms part of their Neighbourhood Plan.	<p>Many thanks for submitting this professional and informative document for consideration as part of the fourth Worcestershire Local Transport Plan consultation.</p> <p>The schemes identified within this report are bespoke to Kemerton village only, and so do not comfortably fit with a countywide strategic transport plan.</p> <p>We are aware that this document has been shared with your Local County Councillor, who we understand is now working with Officers to bring forward a number of suggestions within this plan as a local scheme.</p> <p>Whilst we do not intend to include a specific scheme for Kemerton in this plan, Worcestershire County Council will assist and support Kemerton to realise the aspirations contained within this plan through appropriate means.</p> <p>We will seek to include a scheme which allows access to LTP funding for more strategic traffic calming schemes within the LTP4.</p>	LTP ACTION – Include policy for rural transport schemes in LTP4.
Bewdley Town	Response to Consultation on Local Transport Plan version 4. January 2017.	Thank you for your response.	LTP ACTION –

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
Council	<p>Town and parish councils must be involved in all levels of transport planning, not just those relating to street furniture and public realm improvements. This is particularly important for those councils engaging with the Neighbourhood Development Plan process. Parish and town councils should have an input into new schemes and plans at an early stage and not simply as a “consultee” as part of a box ticking exercise.</p> <p>Inevitably, the Town Council will have a particular interest in the following schemes:</p> <p>WFST2 – Digital telematics should be sensitive to Bewdley’s historical setting and character, bearing in mind that this is a major tourist draw to the town. Digital signage would not be welcome in the Conservation Area for example. That said the Council do see an extended role for these signs on the boundaries to alert drivers of traffic congestion and to direct non-town centre traffic to use the by-pass.</p> <p>WFST3 – The Bewdley to Wyre Forest link via Dowles which provides a multi-user trail is to be welcomed, and something that the Town Council has supported as an idea in principle in the past. We would go a step further and suggest that links to Stourport and Kidderminster could be improved for cyclists/multi trail users. Riverside access to Stourport could be improved potentially reducing car journeys into Stourport and journey times for cyclists. If a link to Kidderminster could be achieved (maybe from Sandbourne Drive and following the SVR line to Kidderminster train station) this would encourage cycling into Kidderminster and then further afield by train.</p> <p>BE1 – The Bewdley Transport Strategy should focus on improving car parking and reducing the volumes of traffic using the bridge and ease congestion around the church and Welch Gate. The Town Council very much support this in principle in order to deal with the AQMA at Welch Gate and have been</p>	<p>We note your desire to be involved in all levels of transport planning and urge you to work closely with both your local County Councillor and local County Highways Liaison Officer to progress this.</p> <p>Noted, we welcome your views on transport telematics and these will be considered as part of the development process.</p> <p>Your request for active travel corridor links to Kidderminster and Stourport is welcomed. The updated LTP4 contains plans for a network of active travel corridors in the Wyre Forest district.</p> <p>Your comments on the Bewdley Transport Strategy are noted, and WCC looks forward to working with you and other partners to develop this scheme.</p>	<p>Further develop Active Travel Corridor proposals in Wyre Forest District to propose for inclusion in the LTP4.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>lobbying for a solution to this problem for some time.</p> <p>The Town Council look forward to working with WCC and partners on these schemes.</p> <p>Turning to the Plan’s policies, the Town Council would comment as follows:</p> <p>PR1 – Pedestrian safety. Some areas of Load Street need urgent review under this policy, specifically vehicular access to the Tesco Express store’s car park which crosses a footway at a key pinch point. The narrow width of the footways along the bridge put the safety of vulnerable people at risk, particularly as it is a key walking route between Bark Hill/Hales Park/Town Centre and the high school. Another key area of concern is pedestrian safety on the main river bridge. The footways are too narrow compared to the number of vehicle movements over the bridge.</p> <p>PR3 – Classification. The Town Council would expect the town centre to be classified as a Grade 1 Premium Public Realm area considering its historic importance, Grade I listed bridge and Conservation Area. The Council would not accept funding being diverted away from Bewdley simply due to another area being classed as “higher profile”.</p> <p>PR12 – Street lighting. Since the main route through the Town Centre is now “B” classified, there is an argument that the large sodium/LED lamps should be replaced with in-keeping Victorian style columns, in line with this policy to provide “a higher quality column to enhance the sense of a quality space...”</p> <p>PR13 – Part of the above public realm improvement project should also involve planting street trees along Load Street. This would add to the quality of the space, enhance links to the historic natural environment and contribute to improving air quality.</p>	<p>We recognise that Bewdley, with its dense medieval street pattern, was never designed to accommodate high vehicular flows, with the result that pedestrian safety is now an issue. The development of the Bewdley Transport Strategy provides a valuable opportunity to review this issue.</p> <p>Your comments on public realm classification are noted, and will be considered specifically as part of the ongoing development of our public realm management approach.</p> <p>Thank you for your comments on street lighting, which are noted. We would advocate discussing this issue with your local County Councillor for consideration.</p> <p>Your comment on the provision of street trees in Load Street is noted. Currently poor air quality may preclude this at the present time; however, it may be possible to consider the provision of street trees as part of the</p>	

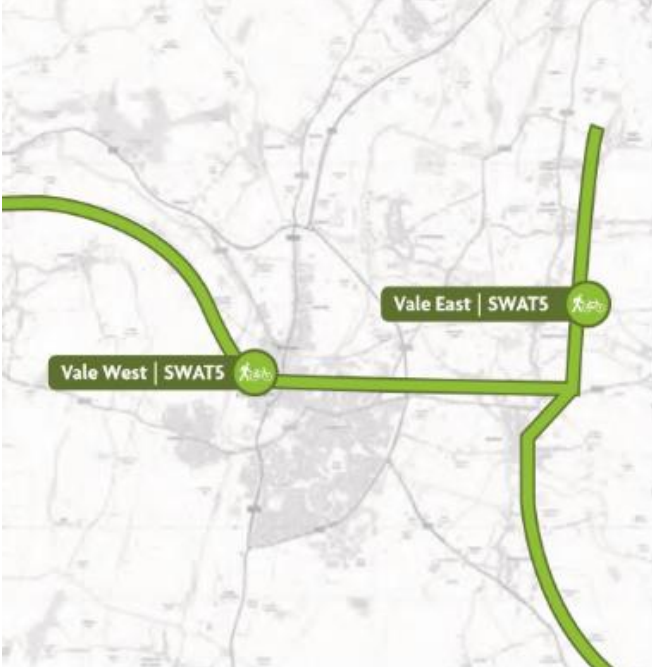
Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>AQ1, AQ2, AQ3 – AQMA’s. This policy is key to addressing air quality and traffic congestion issues in Bewdley. A large, brave, strategic solution must come forward as soon as possible and the Town Council will continue to work with the County and District Councils on developing a realistic, deliverable plan.</p> <p>M3 – Motorcycle parking. The Town Council recognise that an area of Severnside South in Bewdley is used as an informal parking area for motorcycles during peak times. However, the Council would not support using this area as official motorcycle parking due to its value as a civic space and market place. Motorcycle parking should be off street in town centre car parks.</p>	<p>Bewdley Transport Strategy.</p> <p>Thank you for your comments regarding air quality. We look forward to working closely with you in the development of the Bewdley Transport Strategy, to address this serious issue.</p> <p>Your comments on informal motorcycle parking on Severnside South are noted. Worcestershire County Council will ensure this issue is specifically considered and alternative options proposed in the Bewdley Transport Strategy.</p>	
Suckley Parish Council	<p>Suckley Parish Council held a meeting on 13th February to discuss the above Plan.</p> <p>The following are the comments they wish to have on record:</p> <p>The highest possible priority should be given to dualling the A4440 Worcester ring road between the Ketch to Powick roundabouts.</p> <p>Further extension of the A4440 around the northern side of Worcester to meet the A449 is highly desirable to avoid the existing bypass becoming jammed with traffic due to new housing developments.</p> <p>The A449 should be significantly enhanced between Malvern Link (Countrywide roundabout) and the A4440 Powick roundabout to</p>	<p>Thank you for your response.</p> <p>Your comments on the A4440 are welcomed and this is indeed a very high priority for the County Council.</p> <p>Further extension of the A4440 around the western side of Worcester is under consideration and would be subject to the development of a suitable business case to support investment, recognising that the costs of such a link are significant.</p> <p>Your comments on the A449 between Malvern and Powick Hams are noted.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>accommodate the large increase in traffic likely from housing development around Malvern.</p> <p>Cycleway proposals should be enhanced to produce continuous cycleways discrete from the main highway between the proposed Parkway railway station and (a) Malvern Link & (b) Bransford roundabout. Such cycleways should ideally be lit for safety between cyclists and other road users.</p> <p>The proposal for an extra Park & Ride railway station at Rushwick should have high priority. This facility would greatly assist those living on the west side of the Severn and reduce traffic on the A4440. The proposed Parkway station would not meet either aim.</p> <p>Please acknowledge receipt of these comments, which Suckley Parish Council hope will be taken into account in the final plan.</p>	<p>Infrastructure upgrades to this route will be considered beyond 2030, if a suitable business case can be identified.</p> <p>A number of active travel corridor schemes are proposed, which will link many of the locations you have cited. We note your support for this approach.</p> <p>We note your strong support for a new railway station in Rushwick, which will undoubtedly benefit residents in the rural areas to the west of Worcester City.</p>	
Bredon Parish Council	<p>Bredon Parish Council – Response to Consultation on Worcestershire Local Transport Plan 4:</p> <p>Background: Bredon is a rural parish at the very south end of Worcestershire, adjacent to the boundary with Gloucestershire. The nearest town is Tewkesbury and it is roughly equidistant from the larger urban centres of Worcester, Cheltenham and Gloucester, but receives the bulk of its services from Worcester as the controlling local authority.</p> <p>The Bredon Parish Neighbourhood Plan 2016-2030 has recently completed inspection and it is hoped that the final version will be ratified in a local referendum during 2017. Transport policies for the parish are described in detail in Sections 3.8 and 5.5 of this document and will not be repeated here.</p> <p>Public Transport:</p>	Thank you for your comprehensive response.	LTP ACTION – Share comments with neighbouring authority and relevant rail user group.

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>It is recognised that the primary mode of transport for most parishioners is by private car, and that for many journeys this is the only realistic option. However, public transport does provide a number of journey options and these should be preserved and – where possible – improved upon. The 540 bus service between Evesham and Cheltenham via Tewkesbury was regrettably curtailed in 2014 such that almost all through journeys to Cheltenham were withdrawn. Combined with the lack of evening and Sunday services this represents a poor service with the only option to reach either Cheltenham or Gloucester being a change of bus at Tewkesbury. It is practically impossible to reach Worcester by bus. The nearest direct service commences at Eckington but there is no link from Bredon to Eckington. It would be appreciated if this situation could be given consideration in the Local Transport Plan.</p> <p>Several rail journeys are made daily by parishioners from the nearby Ashchurch for Tewkesbury Railway Station. A group of schoolchildren who travel to Worcester rely on the only peak hour departure, the 7.34am to Malvern. This line provides a useful link, but with the timetable operating on a two-hour headway there are few useful return journeys, the only feasible option back to Ashchurch after school being the 5.02pm departure to Westbury.</p> <p>Bredon Parish Council supports the development of Worcester Parkway Station with the enhanced interchange opportunities that this will provide. However, this improvement will only be useful to parishioners if the numbers of trains which stop at Ashchurch are increased to provide at least an hourly service in both directions. Otherwise the private car is bound to remain the overwhelming choice of transport.</p> <p>Highways:</p>	<p>Your comments regarding local bus services are noted. The majority of bus services in the County are now provided mostly by the private sector. The role of the Local Transport Plan is to support commercial operators through investment in infrastructure and technology to help services become more commercially viable. We will pass on your comments to local bus operators for their consideration.</p> <p>We recognise your comments about the limited services provided at Ashchurch for Tewkesbury station in Gloucestershire. As this station is not within the County, Worcestershire County Council has limited ability to lobby for service improvements, but will share these comments with neighbouring authorities and the relevant Rail User Group.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>The Highways infrastructure around the parish is discussed in detail in the Neighbourhood Plan and we would direct the reader to this document for detailed analysis. The main point to note is that the main road through the village is wholly unsuitable to accommodate any additional traffic that may arise from new developments in the surrounding areas. The road is particularly tight in the stretch located in the medieval heart of the village between the Royal Oak public house and Reeds Close.</p> <p>Bredon Parish Council supports the proposal to extend the A46 from the Teddington Hands roundabout to a new junction on the M5 to the south of the current Junction 9 as part of the overall package of improvements to the route between Evesham and Bristol. This would significantly reduce the volume of traffic which has to use the Ashchurch Road to join the M5 at J9, with knock-on reductions in congestion and journey times for Bredon residents. Conversely we would object to any proposal for an additional junction between Junction 9 and the M50 on the grounds of the total unsuitability of the existing roads to accommodate additional traffic. There is currently no infrastructure in the parish for the recharging of electric vehicles. The Parish Council will watch developments in new technologies carefully and will plan accordingly.</p> <p>Bredon Parish Council, February 2017</p>	<p>We note your comments regarding the A46 between Teddington Hands and the M5. This part of the A46 lies wholly within Gloucestershire, and so Worcestershire County Council has no influence over the planning of this section. At the current time, no funding has been identified to develop a business case for the A46 improvements, so any proposals for future alignments are premature at this stage.</p> <p>Worcestershire County Council is working closely and proactively with Highways England and is also an active member of the A46 task group consisting of neighbouring County Councils , Midland Connect and Highways England, striving for improvements along this nationally critical route.</p>	
Bretforton Parish Council	<p><u>PUBLIC CONSULTATION ON LPT4 SUGGESTED ESSENTIAL IMPROVEMENTS TO THE EXTENTION OF THE “South Worcestershire Active Travel Corridor (SWAT) Schemes”</u></p> <p>Whilst we appreciate and welcome the huge investment proposals for south Worcestershire laid out in the transport plan, I feel that the proposed</p>	<p>Thank you for your extensive comments, which make the case for extending SWAT 6</p>	<p>LTP4 ACTION – Extend SWAT 6 to</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions														
	<p>cycle/walking route (SWAT 6) between Evesham and Badsey is falling short, quite literally, in meeting the needs of the local population in the area between Evesham, Badsey, Bretforton and Honeybourne.</p> <p>For background purposes, as I am sure you are aware, the main focus of the transport plan are:</p> <ul style="list-style-type: none"> • Open for Business. • The Environment. • Children and Families. • Health and Well-being. <p>The particular points below are particularly relevant to our case:</p> <table border="1" data-bbox="331 663 1240 1046"> <thead> <tr> <th data-bbox="331 663 701 687">Worcestershire County Council's Corporate Plan – Key Themes</th> <th data-bbox="701 663 1240 687">Worcestershire Local Transport Plan Objectives</th> </tr> </thead> <tbody> <tr> <td data-bbox="331 687 701 746">Health and Wellbeing Children and Families</td> <td data-bbox="701 687 1240 746">To contribute towards better safety, security, health and longer life expectancy in Worcestershire, by reducing the risk of death, injury or illness arising from transport and promoting healthy modes of travel.The Health and Safety Objective</td> </tr> <tr> <td data-bbox="331 746 701 805">Health and Wellbeing Children and Families</td> <td data-bbox="701 746 1240 805">To optimise equality of opportunity for all of Worcestershire's citizens with the desired outcome of creating a fairer society. The Equality Objective</td> </tr> <tr> <td data-bbox="331 805 701 865">The Environment Health and Wellbeing Children and Families</td> <td data-bbox="701 805 1240 865">To enhance the quality of life for Worcestershire's residents by promoting a healthy, natural environment, conserving our historic built environment and preserving our heritage assets. The Quality of Life Objective</td> </tr> <tr> <th data-bbox="331 887 701 911">Worcestershire County Council's Corporate Plan – Key Themes</th> <th data-bbox="701 887 1240 911">Worcestershire Local Transport Plan Objectives</th> </tr> <tr> <td data-bbox="331 911 701 970">Open for Business</td> <td data-bbox="701 911 1240 970">To support Worcestershire's economic competitiveness and growth through delivering a reliable and efficient transport network. The Economic Objective</td> </tr> <tr> <td data-bbox="331 970 701 1046">The Environment Health and Wellbeing Children and Families</td> <td data-bbox="701 970 1240 1046">To reduce the impacts of transport in Worcestershire on the local environment, by reducing transport-related emissions of carbon dioxide and other greenhouse gases, with the desired outcomes of tackling climate change and reducing the impacts of transport on public health. The Environment Objective</td> </tr> </tbody> </table> <p>The failure to include the sizable villages of Bretforton and Honeybourne in this scheme is a missed opportunity and risks isolating these important communities from the rest of the region. The omission of Honeybourne is especially short sighted given that the railway station there is clearly part of the transport plan to connect us with Warwickshire and Gloucestershire with an expanded railway network.</p>	Worcestershire County Council's Corporate Plan – Key Themes	Worcestershire Local Transport Plan Objectives	Health and Wellbeing Children and Families	To contribute towards better safety, security, health and longer life expectancy in Worcestershire, by reducing the risk of death, injury or illness arising from transport and promoting healthy modes of travel.The Health and Safety Objective	Health and Wellbeing Children and Families	To optimise equality of opportunity for all of Worcestershire's citizens with the desired outcome of creating a fairer society. The Equality Objective	The Environment Health and Wellbeing Children and Families	To enhance the quality of life for Worcestershire's residents by promoting a healthy, natural environment, conserving our historic built environment and preserving our heritage assets. The Quality of Life Objective	Worcestershire County Council's Corporate Plan – Key Themes	Worcestershire Local Transport Plan Objectives	Open for Business	To support Worcestershire's economic competitiveness and growth through delivering a reliable and efficient transport network. The Economic Objective	The Environment Health and Wellbeing Children and Families	To reduce the impacts of transport in Worcestershire on the local environment, by reducing transport-related emissions of carbon dioxide and other greenhouse gases, with the desired outcomes of tackling climate change and reducing the impacts of transport on public health. The Environment Objective	<p>(Vale East Active Travel Corridor) to Bretforton and Honeybourne (and possibly extending to the Stratford Greenway, if possible.) We are delighted to be able to support this proposal, and will seek to include this in the revised LTP4.</p>	<p>Bretforton and Honeybourne (and Stratford Greenway, if feasible).</p>
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	<p>Whilst we were very pleased to see that the SWAT5 / SWAT 6 (page 35 and 36) are in the plan, we were dismayed to see that it only gets as far as Badsey before turning off to the Littletons in the north and Wickhamford/Broadway in the south. The young people and residents of the villages of Bretforton and Honeybourne will be significantly disadvantaged by this.</p>  <table border="1" data-bbox="336 981 1220 1093"> <tr> <td style="background-color: #e67e22; color: white; padding: 2px;">SWAT5</td> <td>Vale West Active Travel Corridor (Pershore-Wyre Piddle-Fladbury-Charlton/Cropthorne-Evesham)</td> </tr> <tr> <td style="background-color: #e67e22; color: white; padding: 2px;">SWAT6</td> <td>Vale East Active Travel Network Development and Improvements (Evesham-Badsey-Offenham-Littletons-Harvington-Wickhamford-Childswickham-Broadway)</td> </tr> </table> <p><u>Why should Bretforton and Honeybourne be part of the Scheme?</u></p> <p>Both villages are important for tourism in the area and are vibrant communities whose residents need access to the opportunities for health, safety and huge benefits that the SWAT routes will bring. Both villages suffer from busy main roads overloaded with traffic and large haulage vehicles that severely inhibit the local population from getting out and taking advantage of</p>	SWAT5	Vale West Active Travel Corridor (Pershore-Wyre Piddle-Fladbury-Charlton/Cropthorne-Evesham)	SWAT6	Vale East Active Travel Network Development and Improvements (Evesham-Badsey-Offenham-Littletons-Harvington-Wickhamford-Childswickham-Broadway)		
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	<p>the glorious country side around them on foot or by bike in particular. Home to around 3000 people between them, around 600 of which are children, it is essential that they have access to these excellent new facilities. The economic benefits and implications for each village should also be a consideration.</p> <p><u>Why Bretforton?</u></p> <p>Bretforton is a special village with a beautiful historic centre and an engaged, enthusiastic, busy community. Many people travel to the village to sample its many attractions and clubs. A cycle/walking path is essential if we want people to safely travel to and from the village and leave their cars behind.</p> <p>Why do people come to Bretforton? Here are some of the reasons:</p> <p>The historic Fleece Inn is the heart of the village. Owned by the national trust, this award winning pub hosts the famous asparagus auctions, morris dancing, sing in the spring, beer and cider festivals, fine cuisine, countless live bands, a wassail ceremony, outdoor theatre and so much more with things happening most weekends. It is the centre of the community and attracts people from far and wide. What better than to arrive there by bike or after a Sunday afternoon walk?</p> <p>The village is the home of Bretforton Silver Band and its youth band “Bret Set Go”– Worcestershire’s only surviving village silver band and a major part of village life from Christmas Carols around the village green to the Bretforton Proms.</p> <p>The village’s hugely popular events include “The Bretforton Proms” and “Bretfest”.</p> <p>The Bretforton Show is held in the grounds of Bretforton Manor along with many open garden events across the village.</p> <p>It has a first school, playgroup and a community run village shop and social club.</p> <p>The village hall hosts an increasing number of clubs including the Garden Club and History Club.</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions								
	<p>Bretforton Sports club is a massively important part of the village with people travelling far and wide to take part in its Cricket, Hockey and Football teams, including youth teams, and hosts many village social events. The village contains a significant number of holiday cottages. Walking and cycling paths would bring even more visitors to the village due to its proximity to the Cotswolds.</p> <p><u>Why Honeybourne?</u></p> <p>People travel to Honeybourne for many reasons. The most commercially important points are:</p> <p>The future expansion of Honeybourne Railway station which already allows people to commute to London.</p> <p>The proposed future extension of the Gloucestershire and Warwickshire Railway to Honeybourne.</p> <p>The potential reopening of the Honeybourne to Stratford Rail Line.</p> <p>Proposed improvements to the station.</p> <table border="1" data-bbox="331 879 1249 1066"> <tr> <td data-bbox="331 879 383 991">SWST6</td> <td data-bbox="383 879 483 991">Honeybourne to Stratford-upon-Avon Rail Line Reinstatement Study</td> <td data-bbox="483 879 584 991">The Rail Industry / Private Sector</td> <td data-bbox="584 879 1249 991">This scheme would involve the development of a business case and clear identification of local benefits to support the reopening of the railway link between Honeybourne and Stratford-upon-Avon. Worcestershire County Council is very supportive of this scheme, recognising the significant potential economic benefits to the Vale of Evesham area. This scheme is subject to the development of a viable business case and agreement and support from key partners, which must include: the Rail Industry, Wychavon District Council, Warwickshire County Council and Stratford-upon-Avon District Council as a minimum.</td> </tr> <tr> <td data-bbox="331 991 383 1066">SWST7</td> <td data-bbox="383 991 483 1066">Honeybourne Rail Station Improvement Scheme</td> <td data-bbox="483 991 584 1066">The Rail Industry / Developers</td> <td data-bbox="584 991 1249 1066">This proposed scheme would involve enhancements to station facilities to accommodate increased passengers and stopping services arising from the future extension of the Gloucestershire and Warwickshire Railway to Honeybourne Station and the potential reopening of the Honeybourne to Stratford Rail Line. This scheme would be dependent on the completion of either or both of the above schemes to justify further investment.</td> </tr> </table> <p>(It would even make sense to extend the path and link it to the Stratford upon Avon “Greenway” or Cotswold way – some cross county funding?)</p> <p>Honeybourne is not just a railway station though. It is a rapidly growing, thriving village:</p> <p>It has three new housing developments that being built recently. It is the home of the excellent “All Things Wild” animal park which is ambitiously expanding year by year.</p>	SWST6	Honeybourne to Stratford-upon-Avon Rail Line Reinstatement Study	The Rail Industry / Private Sector	This scheme would involve the development of a business case and clear identification of local benefits to support the reopening of the railway link between Honeybourne and Stratford-upon-Avon. Worcestershire County Council is very supportive of this scheme, recognising the significant potential economic benefits to the Vale of Evesham area. This scheme is subject to the development of a viable business case and agreement and support from key partners, which must include: the Rail Industry, Wychavon District Council, Warwickshire County Council and Stratford-upon-Avon District Council as a minimum.	SWST7	Honeybourne Rail Station Improvement Scheme	The Rail Industry / Developers	This proposed scheme would involve enhancements to station facilities to accommodate increased passengers and stopping services arising from the future extension of the Gloucestershire and Warwickshire Railway to Honeybourne Station and the potential reopening of the Honeybourne to Stratford Rail Line. This scheme would be dependent on the completion of either or both of the above schemes to justify further investment.		
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	<p>The Ranch Caravan park. It has two pubs, including the historic “Thatch Inn”. It has a very active community with a women’s institute, country show and village hall.</p> <p>Summary:</p> <p>In conclusion, it is clear to see that not including these two vibrant villages in the transport plan will be detrimental to both communities, both in terms of public health and commercial opportunities through tourism. I urge you to reconsider the route of the path and invest the funds necessary to extend the routes that few extra miles. It makes sense economically as both offer genuine tourist attractions and links to important infrastructure. It is essential socially so that these communities continue to thrive and have the opportunities to explore their surroundings safely and lead healthy lives. The question is not why should you include these two villages in the plan but why wouldn’t you? We hope this plan comes to fruition with Bretforton and Honeybourne a part of it. It would be a truly amazing gift to the future generations and one which we all could be proud of.</p>		
Wythall Parish Council	<p>Wythall Parish Council (WPC) welcomes the production of a new Local Transport Plan for the County, although serious reservations remain about the effectiveness of the plan as currently drafted. The consultation document states that LTP4; ‘Sets out the priorities for the County. It identifies the approach to managing the increased transport demand that is fully consistent with projected housing development and economic growth.’</p> <p>It is the Council's view that whilst the above statement maybe correct, a key feature particularly in relation to Bromsgrove is not addressed in LTP4. There</p>	<p>Thank you for your extensive comments.</p> <p>The Local Transport Plan includes the outputs of Infrastructure Delivery Plans, produced by District Councils, which set out planned growth and the infrastructure required to deliver this development growth sustainably. In South Worcestershire, this process resulted in a detailed plan, which directly fed into the Local Transport Plan.</p> <p>At the time of development, Bromsgrove District Council did not have an adopted Local</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>are future development needs identified but not allocated in the Bromsgrove District Plan (BDP) which currently do not feature in any context in the LTP4, failure to even acknowledge this issue is a significant omission within LTP4 to the extent that the Council cannot support the plan as it is drafted.</p> <p>It has been widely known for a number of years that Bromsgrove District Council will be reviewing the recently adopted BDP, including reviewing the green belt to find additional housing for both local needs and the wider needs of the Greater Birmingham Housing Market (GBHMA) area, which the District, as a whole, is a part of. This review as a minimum, will be looking for land for 2300 houses which is approximately 118 hectares. There will also be a likely need to safeguard land for beyond the plan period of approximately 202 hectares to meet expected future development needs although this is could possibly change as future housing and employment needs are calculated. This figure does not include land for any wider GBHMA development needs, which cannot be met on Brownfield and other suitable sites in the main urban areas.</p> <p>The Council acknowledges that LTP4 cannot address these issues directly with scheme proposals until more information is known on the final scale and location of development. WPC considers that as the currently drafted policy BR1 - Bromsgrove Transport Strategy is too limited in its scope to adequately address this future challenge. The current wording does nothing to future proof and add capacity into the Bromsgrove transport network to avert future congestion problems and consequent adverse impacts on air quality.</p> <p>It is welcomed that at officer level indication has been given 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 as a whole. 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. It is essential that progress on the development of this strategy is reported back at regular intervals, and subjected to wider stakeholder consultation to ensure that it evolves in a manner which addresses the challenges being presented to those</p>	<p>Plan (although this has subsequently been adopted). As you rightly identify, until details of proposed allocated developments are set out within a Local Plan, the LTP4 cannot suggest an approach to address the increased demand generated. The Local Transport Plan refresh was required due to significant political, economic and social change which had rendered the LTP3 obsolete in part, the fact that many schemes had already been delivered, and to support and reflect adopted Infrastructure Delivery Plans already in place.</p> <p>Now that Bromsgrove District Council has an adopted Local Plan, Worcestershire County Council will work with Bromsgrove District Council to develop and update their Infrastructure Development Plan to properly reflect the needs of new developments, which will then be incorporated into the LTP4 in due course.</p> <p>Scheme BR1 will be amended as discussed with Bromsgrove District Council.</p> <p>Worcestershire County Council does not agree that transport should be the sole determinant of development growth allocation. There are a wide range of other infrastructure needs to be considered, including utilities, health,</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>who currently, and in the future, want to live and work in Bromsgrove District area.</p> <p>WPC 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 which currently exist, and which will not be solved without intervention over and above that which can be secured from additional development. Simply mitigating the impact of future development is not an option WPC can support.</p> <p>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, particularly to the north in the West Midlands Conurbation to ensure that full advantage is taken of all additional infrastructure investment and possible funding that becomes available.</p> <p>Whilst the Council is not necessarily objecting, the reason for combining Bromsgrove and Redditch together as ‘North East Worcestershire’ also seems confused. The areas are very distinct areas, with markedly different socio economic structures, so, therefore, to say this is done for socio economic reasons and because both Councils relate to Birmingham is confusing. It is our understanding that the transport challenges the authorities face are very different. As the description of the North East Worcestershire Transport</p> <p>Challenges in LTP4 is very generic it is difficult to ascertain from the plan what these challenges really are across North East Worcestershire. Consequently without this understanding it difficult to form a view as to whether grouping Bromsgrove and Redditch together is for the benefit of each authority.</p>	<p>education etc, all of which need to be considered in the round by Bromsgrove District Council, as the Local Planning Authority for the area. Of course, Worcestershire County Council will support and contribute to this detailed process, to support the identification of suitable sites.</p> <p>We note your comments on the LTP4 geo-spatial groupings. For the purposes of the Local Transport Plan, the North East Worcestershire area relates to commuting patterns. Both Bromsgrove and Redditch have strong socio-economic links with Birmingham and Solihull (which is reflected in Redditch Borough Council and Bromsgrove District Council pursuing joint membership of both Worcestershire LEP and Greater Birmingham and Solihull LEPs). Traffic patterns on the local transport networks also reflect this, and so it is pragmatic to consider the area consistently.</p>	

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	<p>Particularly as it is assumed that full strategies as per the one identified for Bromsgrove above will be produced for all areas of the county, including Redditch. As a whole again we assume these local elements will form a coherent transport strategy for the whole of Worcestershire which links complementary strategies in adjoining areas such as the West Midlands conurbation and Warwickshire.</p> <p>In summary it is believed that nothing short of a radical programme of investment in all modes of transport infrastructure across 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.</p>		
Lower Broadheath Parish Council	<p>Lower Broadheath Parish Council will confine its observation to the West of Worcester development and surrounding area.</p> <p>The Parish Council considers the LTP 4 plan wholly inadequate for West Worcester as it fails to meet the requirements for sustainable development set out in the adopted SWDP.</p> <p>Relegating the Western Link to an aspiration is wholly inadequate. This Western link road is essential for West Worcester and must form an integral part concurrent with the Temple Laugherne development.</p> <p>Reasoned Justification:</p> <p>The paper 'Transport Background Paper - Technical Update', from CH2M Hill published in November 2016 as part of the evidence in support of LTP 4 has been studied. Figure 4-2 from that modelling, illustrates that the Temple Laugherne internal estate road is predicted to carry substantial through traffic. It cannot be either sustainable, SWDP 1 or environmentally appropriate, SWDP 22 to have through traffic, traversing a housing estate, adding to the air pollution and seen as approved by the Highways authority. The Western link road SWST12 should be considered an inclusive and</p>	<p>Thank you for your comments.</p> <p>The LTP4 reflects the South Worcestershire Infrastructure Development Plan. As you know, this document did not find in favour of the inclusion of a North West Link Road for Worcester. As a result, we cannot secure developer contributions towards such a scheme at the present time. That said, aspirations to provide a western link road remain, and so Worcestershire County Council will seek to develop the business case for this, to enable a scheme to be brought forward in future, if sufficient funding can be identified.</p> <p>The approach to developing the West of</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>concurrent requirement for the development of the West Worcester Urban extension, Temple Laugherne. Land required for the Western link road should be fully safeguarded from development.</p> <p>The modelling, so far seen, fails to include the A44 traffic entering and leaving from the west to the Rushwick roundabout, together with the significant traffic flows through surrounding C lanes. Some of these lanes carry almost as much traffic flow as the A44 with up to 450 vehicles per hour at peak times flowing through Lower Broadheath village centre. The traffic modelling, used in support for West Worcester, is therefore flawed.</p> <p>The LPT 4 desires to promote alternative transport modes to that of the motor car. Cycling (policy C1 to C8) and pedestrian use are important modes. For new developments above 100 dwellings and having a principal estate road that provides a through route, a minimum carriageway width of 7.2 metres should be required as policy. Such a width reduces the pedestrian detriment and the parking of vehicles on footways, observed daily in narrow estate roads. Adequate off street parking should be included. For major estate roads, the provision of wide segregated footways (after the style of Townsend Way Malvern), should form part of the provision for cycling policy.</p> <p>Regardless of the final road arrangement agreed for the route between the Rushwick roundabout (A4440 / A44) and the Martley road (B4204), substantial modification of the T junction between the B4204 and the A 443 Hallow road is required. Re-design of this junction should be included as a strategic action within LPT 4.</p> <p>All of the materials necessary to construct the West Worcester urban extension should gain access to the site directly from the A4440 and not via the Martley road.</p>	<p>Worcester urban extension will be dealt with in the planning process. If you wish to identify specific conditions to be placed against the development (such as a requirement for deliveries to only take a particular route), this will need to be voiced during the planning application process.</p>	
Persnore Town Council	Please see below the response from Persnore Town Council on the consultation document – LTP4:	Thank you for your comments.	

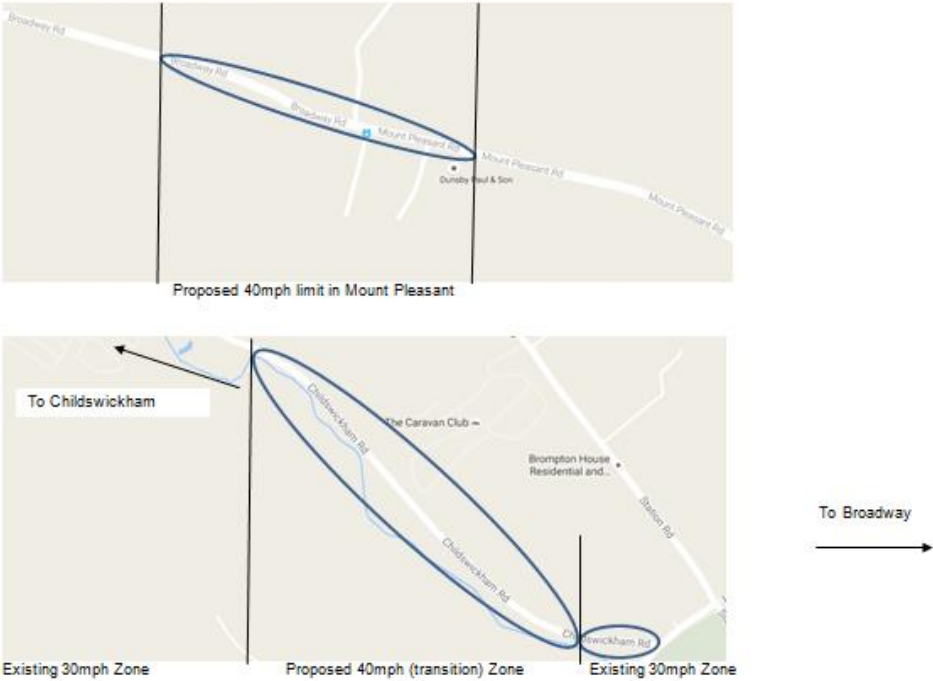
Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Q2 Members agree with some aspects of the proposed scheme for Pershore but not all – please see later responses.</p> <p>Q3 Agree to Pershore aspects with some reservations.</p> <p>Q4 Please see below comments on each aspect of the proposals:</p> <p>SWST1 - concerns over detrimental impact of proposed Worcester Parkway on Pershore Station.</p> <p>SWST4 - support.</p> <p>SWST11 - support.</p> <p>SWST23 - strongly support and urgently needed.</p> <p>SWAT5 - support.</p> <p>SWAT11 - support but improved lighting on railway bridge footway urgently required.</p> <p>Pershore Package - support but would add that P1, P6 and P7 are urgently required.</p>	<p>Worcestershire County Council is pleased to hear that you support the majority of schemes proposed.</p> <p>We note your comments on SWST1. Worcester Parkway will have no detrimental impact on either Pershore or Worcester Shrub Hill railway stations. The service level will remain the same initially; however, Worcester County Council is working with the rail industry to develop services along the line. Worcester Parkway will also significantly improve the business case for the dualling of the North Cotswold Line, which will, in turn, support the redevelopment of Pershore Station into an improved facility capable of accommodating further growth.</p> <p>We recognise your desire for some schemes to be brought forward ahead of others within the plan. This will be considered during the implementation plan, but will be heavily dependent on available funding.</p>	
Charlton Parish Council	<p>Following a discussion with Councillor Liz Eyre at last Thursday's meeting of Charlton Parish Council, I can confirm our broad agreement with her response to the LTP4 consultation survey.</p> <p>However, we believe that more consideration should be given to the traffic</p>	<p>Thank you for your comments.</p> <p>Evidence suggests that capacity constraint is</p>	

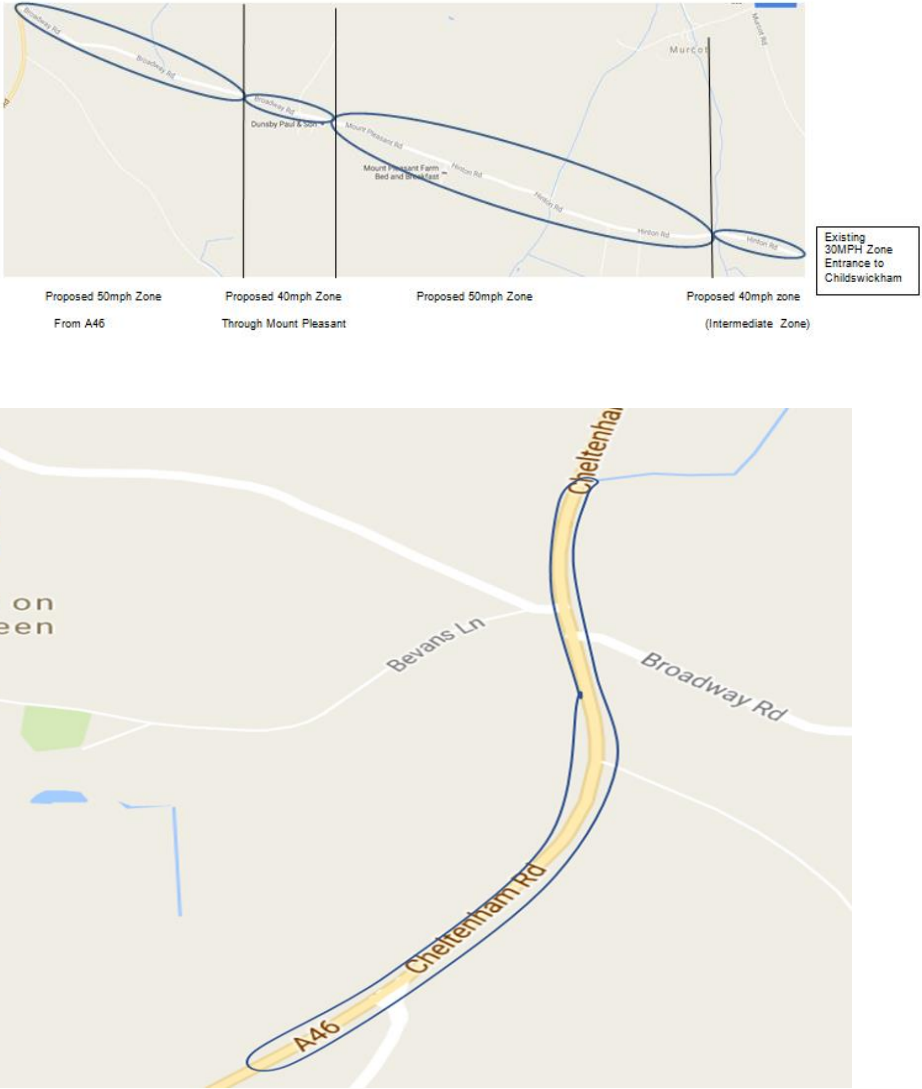
Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>flow issues on the A44 road between junction 6 of the M5 and the junction with the A46 at Evesham. The traffic volume is already far in excess of the levels that the road was originally designed for, and the construction of the new Worcester 6 business park can only exacerbate the situation on the A44 and also local roads through the villages en route.</p> <p>I trust that our considered comments will be taken into consideration when future road construction and/or upgrades to existing highways are planned.</p>	<p>limited to the Pershore area (Pinvin Crossroads) on the A44. Scheme SWST4 seeks to specifically address this issue, which will improve the efficiency of this junction, delivering more reliable journey times and improved strategic access to Pershore. There may also be improvements resulting from schemes W1 and E2.</p>	
<p>Childswickham Parish Council</p>	<p>I am enclosing a copy of Proposed Speeding Restrictions within the parish and the A46 junction. The council would also like the current public transport arrangements to be maintained and further provision for safer cycling routes.</p> <p>Introduction:</p> <p>Childswickham Parish Council continually receives complaints regarding excessive speeding in and around the Parish. The Parish Council has decided to propose a number of speed limit alterations around the parish and would like to implement a plan that encourages the driving of vehicles at a safe and considerate speed within the parish and surrounding area. The parish and surrounding roads are frequently used by pedestrians, cyclists, runners, horse riders and slow farm vehicles.</p> <p>Proposal 1: Childswickham Road to Cheltenham Road (leading to Broadway):</p> <p>A fixed speed limit of 40mph (a transition speed limit) on the Childswickham road which connects Childswickham to Broadway. The current speed limit is 60mph. The road currently has a fixed 30mph limit for an estimated distance of 65 meters from the Cheltenham road (part of the Broadway 30mph zone) heading towards Childswickham village. The remaining road, 835 metres becomes a 60mph zone until reaching Childswickham.</p>	<p>Thank you for your detailed comments.</p> <p>We note your comments on speed limits. It should be noted that in order for speed limits to be effective, they need to be naturally enforceable. For example, a speed limit on a country lane, with no adjacent properties would be unlikely to be followed by the majority of drivers without expensive engineering measures, such as cameras, road narrowing, speed humps etc.</p> <p>Nonetheless, we recommend discussing these proposals with your local County Councillor, to explore the feasibility of these suggestions.</p> <p>In specific reference to the A46, this route is not a Worcestershire County Council managed road, as it falls under the auspices of Highways England. As a nationally strategic route, it</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Justification to Proposal 1: Childswickham road to Broadway:</p> <p>The road is regularly used by runners, cyclists, pedestrians and dog walkers. It is the main route for local traffic to travel between Childswickham and Broadway or Winchcombe. The road has a small footpath which is not wide and is not well maintained and considered dangerous when vehicles pass pedestrians at speed. The road width is quite narrow especially for a 60mph zone. A 40mph zone would be more suited to the road geometry. The estimated distance for the 40mph zone would be 900 metres until it married up with the 30mph zone in Childswickham. .</p> <p>From Department of transport 2013 document “Setting local speed limits” “Occasionally it may be appropriate to use a short length of 40 mph or 50 mph speed limit as a transition between a length of road subject to a national limit and another length on which a lower limit is in force, for example on the outskirts of villages or urban areas with adjoining intermittent development”.</p> <p>Proposal 1 meets the requirements detailed in the paragraph above.</p> <p>Proposal 2: Mount Pleasant Village 40mph Speed Limit:</p> <p>A fixed speed limit through Mount Pleasant village of 40mph beginning at the “Slow” road marking heading into the village from Childswickham and ending at Old Leys Farm, the final property after the double bend. The estimated total distance of the restricted speed limit would be around 480m. The current speed limit is 60mph through the village which is considered unacceptable for the residents.</p> <p>Justification to Proposal 2:</p> <p>The village has no footpaths or lighting leaving the safety of residents</p>	<p>would be highly unlikely that any speed restrictions could be applied here without significantly impacting on the efficiency of the route.</p> <p>Whilst local speed limits are not a strategic issue, and thus not for consideration within LTP4, we will seek to include a scheme to support more costly rural projects, where a business case can be identified to support investment.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>vulnerable from fast moving traffic especially at night and in bad weather conditions. The village has 24 official registered properties under Mount Pleasant. Not all of these properties would be covered under the 40mph speed zone. Gateways should be considered on the entrance and exit of the village as a visual cue for drivers. A number of accidents and a fatality have already occurred inside the village boundary due to traffic vehicles losing control on the double bend and travelling across the white line due to excess speed.</p> <p>Proposal 3: the Introduction a 40mph buffer zone to the west entrance of Childswickham:</p> <p>The introduction of a 40mph intermediate speed limit prior to the 30mph speed limit signs at the entrance to the village before entering the current 30mph zone on the west entrance of Childswickham (from Mount Pleasant direction).</p> <p>The 40mph buffer zone would begin at Burnside Stable for a distance of an estimated 370 meters before joining up with the existing 30mph zone in Childswickham.</p> <p>Justification to Proposal 3:</p> <p>The 30mph zone on the entrance to Childswickham village is continually abused because traffic is travelling too fast typically 50mph+ when they enter the 30mph zone. Introducing a buffer zone of 40mph before the 30mph zone will help traffic meet the 30mph limit. Having large Gateways at both ends of the village is also recommended.</p> <p>Proposal 4: traffic calming along New Street and Atkinson Street:</p> <p>The introduction of traffic calming along Atkinson Street and New Street. The area of concern is traffic entering Blacksmiths Lane from Broadway Road and travelling at speed down Blacksmiths Lane.</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Traffic calming measures are required to reduce excess speeds in these areas. A 20mph speed limit should be considered for Atkinson Street, New Street and Farmers Lane. Residential roads leading off the 20mph zone would also be restricted to 20mph.</p> <p>Justification to Proposal 4:</p> <p>New Street has no pedestrian paths but a high density of properties that lead onto the road. From the Broadway Road entrance, Atkinson Street has a straight stretch of road for 213 metres after which the road narrows to a near single carriageway with a blind bend. The straight stretch of road encourages vehicles to travel at speeds not suitable for the conditions.</p> <p>Proposal 5: 50mph Speed limit on the Hinton road/Broadway road: The Parish council would like to see a 50mph speed limit imposed on the whole stretch of the Broadway road from the A46 entrance through to Mount Pleasant (where a 40mph zone is imposed) and leaving Mount Pleasant a 50mph limit on the Hinton Road until Childswickham. See plan</p> <p>Justification to proposal 5:</p> <p>The Hinton Road may sometimes appear empty, but is full of unpredictable hazards. It has shared spaces used by pedestrians, runners, cyclists, horse riders, slow farm vehicles, livestock and wild animals – all of which have a right to be there. They are often narrow blind corners and bends, pot holes and debris, and no pavements or cycle paths. All these factors mean the 60mph limit for this country road is too high for safety, giving drivers insufficient time to react in an emergency. Fast drivers constantly cross the white line because they take the narrow bends too fast and are continually observed overtaking on blind bends. This road meets the current criteria from the Department of Transport to have a 50mph speed limit imposed.</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Appendix A - Speed Zone Proposals</p>  <p>Proposed 40mph limit in Mount Pleasant</p> <p>Existing 30mph Zone Proposed 40mph (transition) Zone Existing 30mph Zone</p> <p>To Childswickham</p> <p>To Broadway</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	 <p>Proposed 50mph Zone From A46</p> <p>Proposed 40mph Zone Through Mount Pleasant</p> <p>Proposed 50mph Zone</p> <p>Proposed 40mph zone (Intermediate Zone)</p> <p>Existing 30MPH Zone Entrance to Childswickham</p> <p>Cheltenham Rd</p> <p>Bevans Ln</p> <p>Broadway Rd</p> <p>A46</p> <p>The exit/entry road to Childswickham from the A 46 and to Cross to Hinton on</p>		


Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>the Green, is getting worse, the volume of traffic including HGV's traveling to fast.</p> <p>Until a safe solution is installed I would propose a speed reduction from 60MPH to a 50MPH zone shown.</p> <p>The 50MPH zone would be for a distance of approximately 1.2Km Lighting at night around the Hinton on the Green junctions would also help.</p>		
St Peter's Parish Council	<p>St Peter's Parish Council request admission of the following proposals within the Local Transport Plan:</p> <p>Dualling of the A4440 from Powick to Whittington including the Carrington Bridge with completion as soon as possible to minimise disruption to St Peter's residents.</p> <p>Implementation of a safety rail / barrier along Crookbarrow Way between the Norton and Whittington roundabouts to protect pedesrians, cyclists and school children from the dualled A4440.</p> <p>The proposed pedestrian bridge across the A4440 between the Ketch and Norton roundabouts to include a descent / drop running parallel to the existing pathway by Power Park (running parallel to Broomhall Way to the west) with improved drainage benefiting the existing pathway and football pitch including: the current "desire" line from the point where the bridge descent grounds and through to the all-weather play area, properly surfaced Pedway, and the football pitch levelled to improve play value and to reduce water runoff.</p> <p>Implementation of improvements to the pedway that floods by the electricity</p>	<p>Thank you for your comments, most of which relate to the dualling of the A4440 (Phase 3) which is currently underway. We will pass your comments onto the project team for their consideration.</p> <p>Consequently, the majority of these comments are not relevant to LTP4, which is limited to Phase 4 (Carrington Bridge to Powick Hams).</p>	LTP ACTION – Pass comments to SLR Phase 3 Project Team.

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>substation in Power Park (bordering the A4440); namely it being raised with suitable culverts beneath and a dry attenuation pond dug in the corner of Power Park at the Lobelia Close / Norton Road Pedway end.</p> <p>Upgrade of the underpass at the Carrington Bridge from the Ketch towards Whittington with improved pathway, hand rail, slope reduction and lighting.</p> <p>Implementation of a Traffic Regulation Order on Broomhall Green to limit parking to four hours at any time (removing lorries stopping overnight and disrupting nearby residents).</p> <p>Reduction of the speed limit from 40 mph to 30 mph on Elm Green Close to reflect the positioning of the city boundary.</p> <p>Reduction of the speed limit from 40 mph to 30 mph between the Timberdine and Ketch roundabouts (Bath Road) due to turnings into the Aldi/B&M site, the Ketch pub and the existing pedestrian island.</p> <p>Reduction of the speed limit from 60 mph to 40 mph between the Ketch and Norton roundabouts (A4440) to limit noise and pollution for St Peter's residents abutting this road.</p> <p>Clearance to ensure free flowing of the brook that passes under Broomhall way near the Norton roundabout through to the river (to avoid a recurrence of the 2007 flooding in that area. (Whilst the area)</p> <p>Verges and roadsides in general designed and landscaped to eliminate the possibility of vehicles parking for the purpose of advertising.</p> <p>Increased frequency of Bus Services, particularly in the evening and at weekends</p>	<p>We note your request for an underpass at Carrington Bridge. This is included in the Phase 4 scheme proposals.</p> <p>Thank you for your comments on speed limits, which are a local, rather than strategic, issue and thus not within the scope of LTP4. We suggest that these issues are raised with your local County Councillor for their consideration.</p> <p>Noted.</p> <p>Bus service frequency is determined, in the main, by the commercial operator and your point will be passed on to them for consideration.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
Churchill and Blakedown Parish Council	<p>Please find below the response from Churchill and Blakedown Parish Council to your consultation. I have summarised under general headings which I hope makes the response easier to read. I also enclose some photographs which show the extent of parking congestion around the railway station.</p> <p>General Comments:</p> <p>Members felt the Consultation Plan was conceptual; it was difficult to comment as it is not clear what is planned. There appears to be a conflict of the terms 'parkway' and 'car park'.</p> <p>There appear to be two elements to the proposals in the consultation. Firstly, the proposals to take effect immediately, which covers specifically improving the parking at Blakedown Station, better signage at the Station (which Members are happy with), putting in more cycle places, and acknowledging that the roads around the station are too congested to allow much in the way of parking. Secondly, the other emerging concept is the idea of a parkway, which would have a huge effect on the traffic on the A456. Members felt that the village wasn't suitable for this sort of proposal as it is a residential area. Members were happy with the previous plan (LTP3) which referred to improvements to the station, waiting areas etc. We need a car park not a parkway, as we do not have the road system to accommodate a parkway. It would also be preferable if traffic was re-routed via the A450 rather than A456, as the A450 doesn't go through the village centre.</p> <p>Parking in Blakedown:</p> <p>The Parish Council supports the fact that the Local Transport Plan looks to improve parking issues, this is also part of our Neighbourhood Plan. There are a couple of sites where existing facilities could be developed but the text of the document is unclear as it merges 'parking' with 'a parkway'. 'On street'</p>	<p>Thank you for your comments.</p> <p>The LTP4 is a strategic, high level document, which is intentionally light on detail, recognising that flexibility is required to enable developed schemes to change during potentially long lead-in times.</p> <p>We note your comment about Parkway and Car Parks. The scheme for Blakedown Station is to upgrade the existing poor quality facilities, including the provision of a station car park, to remediate current on-street parking problems in Blakedown. The use of 'Parkway' in this context was to indicate the need to provide parking at this station. We will amend the LTP4 to remove reference to a 'Parkway' in the document.</p>	<p>LTP ACTION – Correct LTP4 to remove any reference to 'Parkway'.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>parking is problematic enough and the Parish Council would not wish to see anything that exacerbates the problem. They feel that there is a problem of congestion in the village and if a large parkway was put in place it would increase congestion both in the village and on the A456. We do want a car park but not a big parkway. In terms of existing traffic and parking problems we would refer you to our County Councillor who is aware of all our parking issues.</p> <p>Congestion on surrounding roads:</p> <p>Members felt that though congestion in urban areas is considered, there is no consideration of the congestion on roads between the towns. Over development of a parking facility could cause problems with vehicles going to and from the locations, thus increasing problems on the A456 and surrounding network of roads, many of which are no more than back lanes.</p> <p>Positive Points in the Plan:</p> <p>The Parish Council welcomes improvements to the A456 junction, plus Park Gate and Hurcott A449 junctions. It also welcomes improvement in local bus services but would not like to see more cycle lanes as Members feel that many of the existing ones are not useable due to lack of maintenance. Neighbourhood Plan</p> <p>There are policies in the Parish Council's emerging Neighbourhood Plan which need to be looked at. Please follow the link to section 4.1 Traffic and Transport https://cnbndpdotcodotuk.files.wordpress.com/2016/12/submission-plan-november-16.pdf</p>	<p>We note your comments on cycle lanes, although the Active Travel Corridors proposed in the LTP4 will be designed specifically to address this issue.</p> <p>We note your comments on your emerging Neighbourhood Plan. These will be considered in the development of the LTP4. As many of the issues in this plan identified are non-strategic (i.e. fall outside the scope of the LTP4), it is important that this is shared with your local County Councillor, who is best placed to champion these issues on your behalf.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Blakedown Railway Station:</p> <p>In terms of alterations to the railway station, the general response is positive but again a large parkway would increase congestion on the A456 and the surrounding network of roads, which are already a problem. Urban congestion would be made worse. Relieving pressure on Kidderminster Station car park is talked about and but should not be at the expense of increasing problems in Blakedown.</p> <p>Hartlebury Railway Station:</p> <p>Members suggest that possibilities with Hartlebury Station are explored. Traffic could be routed via the A450 which is not currently designated as a primary route, though the A456 is. The Local Plan Review shows potential development to the Southern and Eastern side of Kidderminster, Rushock and Hartlebury East. The A450 would provide access to Hartlebury Station and the industrial estates in Hartlebury.</p> <p>Thank you for inviting us to take part in the consultation, we hope you find our contribution useful.</p> <p>Accompanied by 5 photographs, one shown below:</p>	<p>We note your comments on Hartlebury Station, and will be developing this concept further in the new Worcestershire Rail Investment Strategy, which will be consulted upon in due course.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
			
Shrawley Parish Council	<p>Shrawley Parish Council's response to the Local Transport Plan 2017 to 2030 is detailed below:</p> <p>The overriding disappointment focuses on the lack of any real forward plans or aspirations, until we enter into even writing about major schemes they will not ever have a chance of progressing.</p> <p>It is disappointing some schemes are not mentioned e.g. Worcester Northern by-pass (through Hallow to Claines) - although a western section is included (Page 32) - and completion of the Kidderminster ring road. In particular there is again no mention of the second river crossing / town by-pass at Stourport apart from a mention of a Stourport-on-Severn Transport Strategy on page 57.</p> <p>For example the upgrade of Hartlebury Station on page 33 is classed as a major scheme but appears to be a series of minor improvements which are unlikely to change radically the profile of the station.</p>	<p>Thank you for your comments.</p> <p>A Western/Northern relief road will be considered as part of a longer term plan for Worcestershire. As this scheme is not cited in the South Worcestershire Development Plan, we cannot include it at this time.</p> <p>The business case for a Stourport Relief Road is no longer valid, being over ten years old, so this scheme no longer features in the LTP4.</p> <p>The Hartlebury Station Scheme will be developed further as part of the Worcestershire Rail Investment Strategy, which will be provided for consultation in due course.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Locally there is a proposal to improve the junction at the Red Lion, Holt (page 33) although there appears to be nothing to reduce the congestion between Holt and Ombersley particularly at the Ombersley roundabout. Again nothing detailed to reduce congestion through Stourport.</p> <p>There are proposals to improve junction 6 of the M5 at Six Ways (page 31) could not see anything about junction 5 at Wychbold where the recent improvements may not have solved the congestion problems along the A38.</p> <p>A main concern, which flagged up a while ago, is the fact that the bus service isn't mentioned at all! A subsequent consultation document revealed that this omission has been highlighted by other parishes and it is stated that it is because they are privately run and therefore outside their control – not acceptable.</p> <p>Yet rail services are privately run and they are part of the plan so this doesn't make sense. It is Council subsidies that make rural routes financial viable. A decision therefore to withdraw this funding in the next five years will have a very significant impact indeed on rural settlements. This is not only in terms of the social isolation it will cause the young, the financially challenged and the elderly but it will also threaten the already challenging sustainability credentials of villages like ours which could be very damaging indeed.</p> <p>We are pleased that the Red Lion junction has been included for improvement</p>	<p>Yes, the proposal to include a scheme A4133/A443 is already included in the LTP4. Your comments are noted regarding congestion between Holt and Ombersley. This issue is being specifically considered as part of a longer term transport strategy, jointly with the Worcester North West Link Road proposal.</p> <p>The Stourport Transport Strategy technical works have not yet commenced. Further detail on this will be developed in due course.</p> <p>Your comments regarding Junction 5 at Wychbold are noted. Highways England is currently investing in this junction as part of a major investment programme in the M5, which is expected to improve the efficiency of this junction in the future.</p> <p>Your comments on bus services are noted. However, without available funding, and very limited control over bus service provision and operation, Worcestershire County Council has little influence to tackle bus services in the county.</p> <p>Your comments on rail services are noted. However, in contrast to bus services, rail service franchises are publicly owned and managed by the Department for Transport, and let to private sector operators to provide, offering greater opportunities for input by County Councils.</p>	

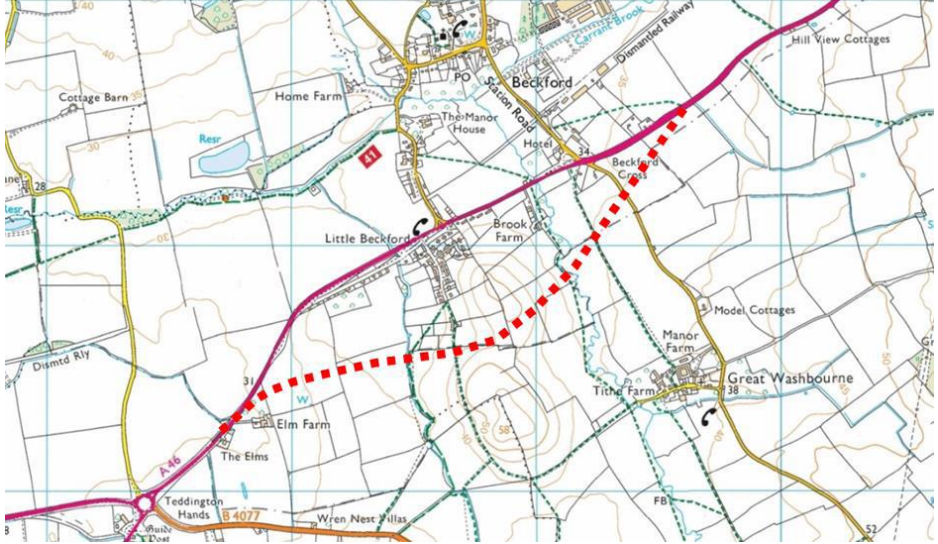
Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>because the continuing large scale residential development in villages West of the river is making this junction a very difficult one at rush hour for traffic approaching it from this direction. However, a lack of proposals to reduce congestion over the river at Stourport and through the town centre along with action to reduce morning / evening congestion along the A4133 through Ombersley is disappointing.</p>	<p>A Stourport Transport Strategy is included in the LTP4. This study has not yet commenced, so details are not available at present, but options to address the issues raised will be shared as the scheme is brought forward for delivery.</p>	
<p>Broadway Parish Council</p>	<p>At Broadway Parish Council meeting held on 16th March, County Councillor Mrs. Eyre fully explained and discussed the above response to the LTP4 Consultation with members of the Council.</p> <p>Broadway Parish Council fully support the comments and recommendation submitted within the response.</p>	<p>Many thanks for your comments. These have been fully responded to in Councillor Eyre's submission with other comments received from Worcestershire County Councillors and Members of Parliament.</p>	
<p>Fladbury Parish Council</p>	<p>The routes around and through Evesham need to be improved as a matter of urgency as the gridlock around the bypass is encouraging non local traffic to use the known rat runs affecting Hinton through to Fladbury and onto the A44. This also affects any traffic wanting to go into Evesham.</p> <p>Fladbury Parish Council generally agrees with those comments made in County Councillor's submission.</p> <p>In addition, the council would add the following comments:-</p> <p>Part 1: SWST5 – A46 Corridor:</p> <ul style="list-style-type: none"> • Agree with the comments under 1d. often gridlocked and people who work in the town have been known to go out on the Cheltenham Road, turn right at Hinton and along Haselor lane and depending which side of Pershore they live come through Fladbury to the A44. 	<p>Thank you for your comments.</p> <p>Worcestershire County Council is working closely with Highways England to lobby for investment in the A46 to improve its capacity, which will improve traffic flow on this</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>The A44:</p> <ul style="list-style-type: none"> • Agree with the statement under 2. <p>Trying to exit Fladbury during the busier times of day is becoming increasingly difficult with the added traffic through the village from :</p> <ol style="list-style-type: none"> 1. Access through Wyre long since stopped. 2. Tractors going to the glasshouses. 3. Increased traffic using the village as a rat run, 4 an overall increase as more houses are built plus, 5. Should the Crematorium be built an increase in overall traffic serving the site. <p>There seems to be a blinkered view that as the traffic is flowing well along the A44 then all roads trying to access it are not considered by Highways.</p> <ul style="list-style-type: none"> • Also concerned that the upgrade to the A46 to join the M5, which seems to be mainly for southbound traffic, may not be seen as sufficient and that the A44 is then designated as an alternative major route to the M5 at Worcester for traffic going north. <p>Local Roads and quality of life:</p> <ul style="list-style-type: none"> • Agree with comments, please see previous comments. 	<p>strategic route.</p> <p>Worcestershire County Council recognises that Haselor Lane / Cropthorne / Fladbury is used by local people as a rat run to avoid the A46, and will seek to address this strategically with future investment in the A46.</p> <p>Worcestershire County Council notes your comments regarding the perception of a focus on the A44. Worcestershire County Council is required to prioritise limited resources towards the strategic network, so while B, C and U-class roads are considered for investment, the A44 is naturally a priority.</p> <p>We note your comments on the A46/M5 interface. As this in Gloucestershire, Worcestershire County Council has no jurisdiction in this area. That said, the County Council continues to work with Gloucestershire County Council and Highways England to ensure that future investment proposals do not adversely impact on Worcestershire and its transport networks. Worcestershire County Council is working closely and proactively with Highways England and is also an active member of the A46 task group consisting of neighbouring County Councils, Midlands Connect and Highways England, striving for improvements along this nationally critical route.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Active Travel Network:</p> <p>Excellent points especially concerning access to hospital and social isolation. Bus services are needed for both these areas. Safer access to the school in the village – back to the amount of traffic plus cycle ways to enable all to travel avoiding the ever busier A44 and other main roads.</p> <p>Part 2:</p> <p>With reference to the points on schools in the Active Travel Network and looking at comments from other villages particularly concerning the A46, the need to address safety concerns in the centre of Fladbury around the school need to be addressed.</p> <p>Additional points:</p> <p>Parking at Evesham Station needs to be increased.</p>	<p>We note your comments on bus services. However, without available funding, nor control over bus service provision and operation, Worcestershire County Council has limited influence to tackle bus services in the county.</p> <p>Best practice shows that the most effective way to tackle safety issues around schools is for the school to operate their own active school travel plan.</p> <p>Linked to this, Worcestershire County Council is considering including an additional policy in the final LTP4, which specifically relates to parking outside schools.</p> <p>Your comments about increasing parking at Evesham Station are noted, and this will be addressed this issue in the new Worcestershire Rail Investment Strategy, which includes proposals to enhance parking capacity at stations across the county.</p>	<p>Consider a policy on parking around schools.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Concern about the downgrading of Pershore Station.</p> <p>Rural bus services and isolation.</p> <p>Measures to address the use of rat-runs.</p>	<p>Your comments on Worcestershire Parkway station are noted. Worcestershire Parkway will have no detrimental impact on either Pershore or Worcester Shrub Hill railway stations. The service level to both these stations will remain the same initially; however, Worcestershire County Council is working with the rail industry to develop services along the line. Worcestershire Parkway will also significantly improve the business case for the dualling of the North Cotswold Line, which will be a key milestone in supporting the redevelopment of Pershore Station into an improved facility capable of accommodating further growth.</p> <p>Please see earlier comments regarding bus services and rat running.</p>	
Beckford Parish Council	<p>This is an abridged version.</p> <p>Beckford Parish Council recognises this need and, at a strategic level, welcomes the creation of the A46 Member Partnership to bring together highways specialists within the three councils. We presume this Partnership expects to work together over the years it presumably will take to consider detailed routing, traffic modelling, environmental issues and a myriad of special interests which arise along a route such as the A46 as it runs through three counties.</p>	<p>Thank you for your extensive comments.</p> <p>The A46 is owned and managed by Highways England. Worcestershire County Council has only limited powers to influence investment in this corridor. That said, WCC works closely with Highways England on strategic matters on a regular basis.</p> <p>Worcestershire County Council is a member of the A46 Partnership, whose purpose is to lobby Highways England and the Department</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>The Parish Council would raise objections to widening the existing road, which passes immediately adjacent to residential areas, will lead to an unacceptable level of impact in relation to road safety, the volume of traffic and the environmental impacts associated with this traffic which include noise, vibration, air quality and severance.</p> <p>The second potential option (as stated in 2.9(2)) for the works would involve creating a new route for the A46 to the south of Little Beckford as depicted by the illustrative plan below.</p>	<p>for Transport to identify funding to develop a business case for investment in an appropriate scheme for this strategic corridor.</p> <p>At this stage, it is premature to discuss routing options, as business case development has not yet commenced. The ultimate decision for any future routing will sit with the scheme promoter (Highways England). WCC is aware that you have already contacted Highways England separately with this information.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	 <p>The indicative plan above shows a simple re-routing of the A46 around Little Beckford which would result in the continued use of the Teddington Hands roundabout. It is considered that other proposals which would see A46 traffic by-pass the Teddington Hands roundabout as per the 1993 plans could also be appropriate. It is considered that the solution adopted needs to ensure the effective flow of traffic past Little Beckford and to/from the M5, whether that flows to the existing Junction 9 or, more likely, to a new Junction 9A.</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
Sedgeberrow Parish Council	<p>The council echo's the views already submitted by County Councillor E Eyre and would like:</p> <p>The planned cycle path from Sedgeberrow to Ashton under Hill become an actual funded plan.</p> <p>The return of a continuous bus service from Evesham to Cheltenham, no changes at Tewkesbury.</p> <p>Changes implemented to the A46 to make entrance and exit for Sedgeberrow residents safer.</p> <p>Improved railway connections: changes to local infrastructure to include flashing lights and a 20mph speed restriction near schools and children's play area.</p>	<p>Thank you for your comments.</p> <p>Worcestershire County Council is not aware of a planned cycle path from Sedgeberrow – Ashton under Hill and will contact you to discuss.</p> <p>Worcestershire County Council has very limited influence over bus service provision by the private sector. However your comments will be passed to Stagecoach Bus, who operate the service.</p> <p>Worcestershire County Council would welcome clarification of what is meant by 'improved railway connections' before responding.</p> <p>Your comments on local infrastructure specifically relating to speed management are a non-strategic issue (i.e. not for consideration within LTP4), and should be taken forward with Cllr Liz Eyre, your local County Councillor.</p>	<p>LTP Action – Contact Sedgeberrow PC to find out about cycle path proposal between Sedgeberrow and Ashton under Hill.</p> <p>LTP Action – Contact Stagecoach with request for enhanced bus service.</p> <p>LTP Action – Contact Sedgeberrow PC to clarify what is meant by improved railway connections.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
		That said, a scheme is being considered to provide a mechanism for such schemes to access LTP funding in future.	
Stoulton Parish Council	<p>Put a speed limit on the B4084 and enforce it.</p> <p>There is a 30 mph restriction on the B4084 through Stoulton. This is widely ignored with vehicles speeding through the village every day, as evidenced by data from the Vehicle Activated Signs. On-going discussions with the Highways Department have led to some modest improvements in signage on the road and roadside funded in part by the village itself. Speed enforcement is notable by its absence.</p> <p>The creation of Worcester Parkway will increase the incentive for traffic to speed through the village.</p> <p>The changes to local transport envisaged by LTP4 should include restricting the speed along the B4084 from Worcester Parkway to Stoulton to 40 mph and keeping the 30 mph restriction through the village provides funds for the speed limit to be enforced.</p> <p>Mitigate the increase in road traffic on the B4084 with better cycle and bus provision.</p> <p>Worcester Parkway will lead to an increase in the volume of traffic along the B4084. To conclude otherwise is contrary to common sense seeing as the point of the car park places at the new station is that people will drive to it and park their car. The increase in the volume of traffic will make access to and from the village more difficult and have a negative impact on the air</p>	<p>Thank you for your comments.</p> <p>Speed enforcement is the responsibility of the West Mercia Road Safety Partnership. Your comments will be passed to them for their consideration.</p> <p>We note your comments on additional cycle routes for accessing Worcestershire Parkway from Stoulton and Drakes Broughton. Unfortunately, given the low population density of this area, the creation of a bespoke</p>	<p>LTP ACTION – Pass comments to West Mercia Road Safety Partnership.</p> <p>LTP ACTION – Consider development of SWAT15 to include links to Stoulton and</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>quality and the environment</p> <p>The changes to local transport envisaged by LTP4 should include the provision of more cycle routes and more frequent bus services along the B4084 to incentivise people to not use their car.</p> <p>Meet LTP4 goals by providing of a proper cycleway from the new Worcester Parkway Station out to Drake Broughton</p> <p>The current plans for cycling routes from Worcester Parkway Station to Stoulton, Drake Broughtons and Pershore are inadequate. They essentially involve directing cyclists along the existing cycle routes on the minor roads with a few extra road signs indicating the way.</p> <p>The LTP4 wishes to relieve traffic congestion in South Worcester and to promote economic growth and enhance journey time reliability. This could be in part achieved by the creation of a dedicated cycle path from Drakes Broughton through Stoulton to the Parkway Station, primarily for commuters.</p> <p>Doing so provides clear advantages for the improvement in air quality. However in addition the possibility of new tourists taking their cycles to Worcester Parkway and cycling to and through the village offers significant economic growth opportunities from local businesses many of which are in the food and hospitality sectors.</p>	<p>cycle lane between these settlements and Worcester Parkway would not be able to meet the requirements of a robust business case to attract the necessary development funding.</p> <p>SWAT15 is included in the LTP4 because it makes use of existing infrastructure. Worcester County Council will consider options to connect Stoulton and Drakes Broughton to this signposted route if demand and funding can be identified.</p> <p>The development of Worcester Parkway provides a valuable commercial opportunity to develop bus services linking to the site. Worcester County Council will support any local bus operators that seek to develop new services to access the station.</p>	<p>Drakes Broughton.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
Alfrick and Lulsley Parish Council	<p>1. Effect on the Parish and adjacent areas.</p> <p>The Parish contains only unclassified “white” roads and is wholly rural in nature and it is unsurprising that there are no specific plans which refer to anywhere in the Parish. In terms of areas adjacent to the Parish and affecting those who live there the major scheme of widening the Southern Link Road A4440 (SWST 3) is by far the most important. Currently, it is necessary to leave the Parish by 6-30 am to avoid major congestion on this road whilst work is in progress. The two concerns are the extended timescales for the completion of the project and that the volume of housing planned in Worcester will take up all of the extra capacity resulting from improving the link road. The M5 North and South from junction 7 is subject to almost continuous road works and speed restrictions and is a major factor in limiting access to/from the area. A key element in this unsatisfactory position is the timescale allotted to the work. On any given day there is little evidence of actual work being carried out, a comment that applies equally to the Southern Link road. A major improvement would be much better planning to provide for shortened construction times.</p> <p>Other local schemes (SWST12, SWST15, SWST17, SWST21 and SWST22) should all contribute to a general improvement in traffic flow but will not be a game changer in terms of traffic movement.</p> <p>There are two other factors in the local area we would wish to comment on, though they are not referred to directly in the LTP4 document:</p> <p>1.1. Local Roads. As stated before, roads in the Parish are all unclassified lanes, many of them of insufficient width in places to sustain two-way traffic but are still designated as 2-way. With only 15% of the population of Worcestershire living in rural areas it is unrealistic to expect major investment in road infrastructure in such rural areas. However, we believe that the limitations of these lanes, which carry heavy vehicles, have been ignored in considering planning applications for housing on rural sites. We consider that the ability of local roads to sustain the additional traffic should be given a higher priority in making judgements on housing approvals.</p> <p>1.2. Road Maintenance. The local roads are maintained by Worcestershire Highways and their sub-contractors. It is the experience of many within the Parish that the activities of highway maintenance is a major cause of local congestion with minor works taking an excessive time to complete, multiple works giving rise to a maze of diversion signs and one way working on roads with no evidence of any work taking place. There may well be times when it is not possible to avoid disruption to traffic but there is a general perception that with better planning and control a great deal of the present level of inconvenience to road users could be avoided.</p>	<p>Thank you for your comments.</p> <p>The current scheme to dual the Worcester Southern Link Road between the Ketch and Whittington junctions is progressing to programme, and within budget. It is necessary to deliver the A4440 improvements in phases, to reflect the availability of central government funding.</p> <p>Your comments on development growth are noted. Responsibility for the South Worcestershire Development Plan is with the Local Planning Authorities (Worcester City, Wychavon and Malvern Hills District Councils). New infrastructure is intended to mitigate the impacts of development growth, however, given increasing reliance on car travel, it is simply not financially possible to create sufficient new capacity to meet the ever increasing demand. This will mean that congestion and delays will become more commonplace in future.</p> <p>Your comments on highway maintenance are noted and will be passed on to WCC Maintenance for their consideration. The County Council has recently introduced a mandatory permit scheme, to better manage the coordination of third parties (i.e. utilities) working on the highway.</p>	<p>LTP ACTION – Pass on relevant comments to WCC Maintenance.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
Alvechurch Parish Council	<p>This is an abridged version.</p> <ol style="list-style-type: none"> 1. CONTEXT....Alvechurch Parish is criss-crossed by the M42 motorway; the main A441 highway link from Birmingham and Redditch to that motorway; and by the Cross-City rail line from Redditch to Lichfield. The Parish's proximity to the West Midlands conurbation (and the emerging West Midlands Combined Authority / Midlands engine project with which Redditch Council is associated) means that transport and highway issues now, and in the next few years, will play a significant role in Parish life. The A441 needs emphasis here, (see paragraph 4 below) being a key link between the Redditch and Birmingham boundaries as it passes through our Parish. 2. AN EMERGING NEIGHBOURHOOD PLAN....The significance of infrastructure issues to the local community is reflected in a dedicated Transport policy section in our near-complete Parish neighbourhood Plan. The latter is targeted for a community referendum this summer and for adoption later in 2017. The Neighbourhood Plan draws on evidence from strategic infrastructure plans, identifies current and predicted problems and defines a number of policies. These seek to promote public transport, improve highway safety and traffic management etc. The Parish Council feels Alvechurch residents should see that transport planning strategies are well integrated across all levels of local Councils and reflect what a majority of local people want. Comments below about the A441 and the railway station reveal some disharmony between the draft LTP4 and the emerging Neighbourhood Plan. 	<p>Thank you for your comments.</p> <p>Worcestershire County Council notes your comments on the A441. Any improvement to this route would need to be funded through development growth, and included within the Bromsgrove Infrastructure Delivery Plan. Worcestershire County Council is committed to working in partnership with Bromsgrove District Council to help update this plan, following the recent adoption of the Bromsgrove Local Plan, which will include significantly more detail on required infrastructure (including transport infrastructure) to support development growth.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>3. EFFECTIVENESS OF LTP4....turning to LTP4 itself, the PC welcomes the production of a new Local Transport Plan, the timing is certainly right, but we are concerned about its effectiveness as currently drafted. The consultation document states: <i>'LTP4 sets out the priorities for the County. It identifies the approach to managing the increased transport demand that is fully consistent with projected housing development and economic growth.'</i> Alvechurch's proximity to the West Midlands conurbation means we see that increasing transport demand first hand. We also see the housing and employment growth projections in the recently adopted Bromsgrove District and Redditch Local Plans. The potential impact of that growth on local infrastructure outside of the two towns in settlements like Alvechurch is not explicitly addressed in LTP4.</p> <p>4. THE WEST MIDLANDS CONURBATION FACTOR....another element of future demand in North-East Worcestershire stems from future developments within south Birmingham. Cross-boundary working was fundamental in the production and adoption of Bromsgrove District and Redditch Local Plans, yet this seems much less so for LTP4. In Alvechurch Parish, significant traffic movements take place across the Birmingham border for commuting and commercial reasons, often requiring access to the motorway network through our Parish. Similar movements exist between Redditch, the M42 and Birmingham ...again on a highway through the Parish. The impact is excessive traffic volumes (and speeds) on the A441, a road never engineered for current, let alone future needs.</p>	<p>The LTP4 will be updated accordingly to reflect this additional detail.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>5. BROMSGROVE INFRASTRUCTURE PLANFuture growth in Bromsgrove District, incorporating the influence of south Birmingham, was central to the District Council's Infrastructure Delivery Plan (2014), yet LTP4 seemingly makes little or no reference to this document. A particular worrying issue for our Parish here is the fact that highway projects such as much-needed improvement of the A441 were identified both in LTP3 and in the 2014 IDP, yet are seemingly omitted from LTP4. We conclude that our foregoing comments about the A441 support its inclusion explicitly in the North East Worcestershire Strategic Transport Package of LTP4. The only obvious reference to the A441 in the Redditch Package project R7 Birmingham Road / Dagnell End junction is not sufficient.</p> <p>6. CLEAR GROWTH PROJECTIONS... the Parish Council acknowledges that LTP4 cannot address some of the above issues directly with scheme proposals until the final scale and location of development is known. Recognition of likely growth areas, the factors leading to that growth and the projected implications on local infrastructures should be clearer for the North East Worcestershire area.</p> <p>7. ADDRESSING CURRENT TRANSPORT ISSUES.....turning to more immediate matters, the Parish Council would like LTP4 to play a more positive role in addressing <u>current</u> infrastructure deficiencies which will not be solved without investment over and above that which can be secured from new housing developments. This is a view replicated in our emerging Neighbourhood Plan where highway improvements seemingly can only be considered if funded from new developers' contributions. The District Council considered that an investment strategy needs to be developed to help secure necessary infrastructure funding, a view shared by Alvechurch Parish Council. Such an investment strategy should be flexible, accommodating funding streams from local and central Government and fully integrated with LTP4 and similar strategies being developed in adjoining areas, particularly to the north in the West Midlands Conurbation.</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>8. ALVECHURCH RAILWAY STATION....A more specific Parish Council concern centres on the local railway station. Project NEST9 notes improvements that could benefit the station environment, yet makes little reference to the history of the site. The Redditch Branch rail enhancement work in 2014 led to increased rail capacity and the General Consent Order recommended by the Planning Inspector, authorised by the Secretary of State and acknowledged by Worcestershire County Council, included attention to the car park to suit the requirement for a minimum of 50 cars to be part of the scheme. Network Rail has failed to carry out that requirement, seemingly due to lack of funds, and the existing car park, often flooded, undersized and with no facilities for those with disabilities, is considered by the Parish Council to be a top priority for remedial action. LTP4 seems to downgrade this priority behind improvement to passenger information and walking / cycling routes to the station (seen locally as perfectly adequate). Without a better car park, the modal shift from car to rail will not happen in the numbers expected from improving the frequency of rail services.</p> <p>In summary, the Parish Council values the opportunity to comment but asserts that an amended LTP4 in North East Worcestershire would better address the pressures of the next five to ten years, help deliver growth and allow the area to retain its attractiveness and distinctiveness, which local people so value.</p>	<p>Your comments on Alvechurch Railway Station are noted. The LTP4 description is not a prioritised list, as no scheme has yet been developed. Future scheme development will identify the most appropriate investment package for this site.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
<p>Dodford with Grafton Parish Council</p>	<p>It is noted that there is an expectation of 21, 500 new homes across the county by 2025, with 7,000 being in Bromsgrove by 2030 and that the County Council's "Open for Business" model is being promoted to attract the growth of new businesses. Combining both will bring further traffic issues and the Parish Council wish to question if the County Council has plans to help address this and will it be done in a timely way or years down the line?</p> <p>The Parish Council welcome the use of smart traffic signals and think this needs to be implemented on all major / popular routes to relieve congestion during busy periods.</p> <p>The County Council has for many years promoted the use of cycles and walking to work as well as car-share, however this does not always work for everyone. Parents with pre-school and school age children, especially if they are at different locations or carers as they need the convenience and practicality of a car and the immediate availability. Could the County Council look at the American style school bus system to aid preventing so much traffic in a particular area at certain times of the day and by doing so will also help to reduce emissions.</p> <p>Worcester City cycle and footpath network is excellent however not everyone can cycle or walk to work as may live in rural locations. It is felt the County Council do not appear to be addressing this and has stopped the Park & Ride system as too many commuters used it. The Parish Council believe the Park & Ride systems should be re-introduced with a specific focus on workers allowing the added benefit for shoppers.</p> <p>The Parish Council would like to suggest public transport is made more affordable and reliable, considering many people live in rural locations. Could the County Council introduce suitable parking near key pick up points – Drive & Ride?</p>	<p>Thank you for your comments.</p> <p>The County Council's 'Open for Business' goal is closely linked to the development of district Local Development Plans. The recent adoption of the Bromsgrove Local Plan will require the updating of the Bromsgrove Infrastructure Delivery Plan, which will underpin planned development growth. Worcestershire County Council is committed to working in partnership with Bromsgrove District Council to help update this plan.</p> <p>The LTP4 will be updated accordingly to reflect this additional detail.</p> <p>Worcestershire County Council is committed to continuous improvement and upgrade of its traffic signal assets, to maximise network efficiency and capacity. This embraces the latest technology, and is brought forward in line with available funding.</p> <p>We note your comments on access to schools. Worcestershire County Council is reviewing its policies to improve the environment around schools for all modes.</p> <p>We note your comment on the American style yellow bus system. This is an expensive solution, and would require national funding to roll out in Worcestershire, as local funding would be insufficient to provide such a service. There would also be concerns regarding to congestion and safety as the UK regulations are different.</p> <p>Your comments on walking and cycling are</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>With regards business / retail and technology parks – a suggestion would be that they collectively help pay or subsidise out of town parking with shuttle buses to bring workers to and from work, again this would help reduce congestion and emissions. – Drive & Ride?</p> <p>The junction in Bromsgrove at Kidderminster Road / Perryfields Road and Whitford Road is not mentioned in the LTP4 document and the Parish Council is concerned about what will happen with this junction if the current Planning Application (16/0335) for the phased development of up to 1,300 dwellings; up to 200 unit extra care facility; up to 5HA employment; mixed use local centre with retail and community facilities open space, recreational areas and sports pitches; associated services and infrastructure on land in Perryfields Road does not go ahead.</p> <p>Finally, the Parish Council would suggest there should be more frequent trains at the new Bromsgrove Rail Station and that the current through trains should be requested to stop at the Station to enable commuters to reach other parts of the County / Country.</p> <p>Many thanks.</p>	<p>noted. As over 85% of Worcestershire's population live in our urban areas, it is natural that infrastructure provision is focussed on these areas, as that is where demand is greatest.</p> <p>Noted, however bus based Park and Ride requires significant public sector financial support, which is untenable currently. Should a robust, financially viable business case be identified, Worcestershire County Council may reconsider the case for Park and Ride</p> <p>The majority of bus services in Worcestershire are now operated commercially, so the County Council has limited control on service provision, fares and frequencies. We will pass on your comments to local bus companies for their consideration.</p> <p>Your comments on the junction of Perryfields Road with Whitford Road and Kidderminster Road are noted. There is no available funding to improve this junction unless funded through development growth, so if the development does not come forward here, the junction will remain in its current form.</p> <p>Your comments on increased rail services at the new Bromsgrove Railway Station are timely. Worcestershire County Council is working closely with rail operators to develop improved stopping patterns and frequencies</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
		at the station. The extension of the Cross City Line to Bromsgrove will significantly improve access from this station in the short term.	
Evesham Town Council	<p>Strategic Schemes for South Worcestershire</p> <ul style="list-style-type: none"> • <u>SWST1 Worcestershire Parkway</u>. Important that new station has excellent connectivity by bus and cycling. Suggest attention should be given to the promotion of through services between Evesham and Birmingham via Worcester Shrub Hill • <u>SWST5 Evesham - A46 Corridor Major Upgrade Scheme</u>. Support subject to improvements in safety and that provision is made to cross the upgraded route by foot and bicycle at all current crossing places, including long distance footpaths and bridleways and at established informal crossing places. (Evesham Town Plan Priority Action). A parallel cycle route should be provided. • <u>SWST6 & 7. Honeybourne Station and connections to Stratford and Cheltenham</u>. Provision should be made to extend service to Evesham Station • <u>SWST23 Redoubling of Cotswold Line</u>. Support as it would lead to increased frequency. <p>Omission: Strategic schemes should include an extension of the Evesham bypass from Cheltenham Road to Pershore Road. . (Evesham Town Plan Priority Action)</p>	<p>Thank you for your comments on the draft LTP4.</p> <p>SWST1: Worcestershire County Council is engaging with the local commercially operated bus network to encourage increased access to Worcestershire Parkway by bus upon opening of the station. Your aspirations for extending Birmingham to Worcester services on to Evesham are noted, and will be considered as part of the new Worcestershire Rail Investment Strategy.</p> <p>SWST5: your comments are noted. If funding is identified, this will be taken forward by Highways England. Worcestershire County Council will work with key stakeholders to ensure that the local needs of Worcestershire's communities are met.</p> <p>SWST6 and 7: unfortunately, recent evidence has suggested that the strategic business case for Worcestershire to reinstate the Stratford to Honeybourne line is poor. However, Worcestershire County Council will be willing to work with other groups who may want to lead on this scheme, subject to the suitable re-doubling of the North Cotswold Line, which is the assessed priority for the area.</p> <p>SWST23: noted.</p> <p>Omission: Worcestershire County Council opposes the extension of the A46 from</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Strategic Active Travel Corridor Schemes for South Worcestershire</p> <ul style="list-style-type: none"> • <u>SWAT5</u>: Welcome this to connect the Evesham and Pershore and the villages between. Important that link to station. • <u>SWAT6</u>: Welcomes this to connect the villages to the north, south and east of Evesham and to connect to the main National Cycle Routes 41 and 442 from Evesham to Honeybourne (which is an important junction point on the network). It is vitally important that safe traffic free crossing of the A46 is provided. A direct route via 'The Valley' should be included and extend to Harvington and on to Alcester. <p>Vale of Evesham Package</p> <ul style="list-style-type: none"> • <u>E1 Evesham Rail Station Improvement Scheme</u>. Support. Should include improved car parking with additional capacity and better interchange with buses. . (Evesham Town Plan Priority Action) • <u>E2 Evesham Transport Strategy</u>. We assume this is based on the Transport Modelling now being carried out. Support measures to reduce congestion and to seek a better traffic system for Evesham. It is essential that any measures to be implemented include improvements for pedestrians and cyclist, with reduced pollution and congestion. • <u>E3 Port Street Key Corridor of Improvement (including AQMA Remediation, public realm and Waterside junction improvements) (Port Street key corridor</u> 	<p>Cheltenham Road to Pershore Road. Such a link would draw strategic traffic through Pershore Town Centre, undermining the realigned A44, which was specifically delivered to relieve this issue.</p> <p>Worcestershire County Council is working closely and proactively with Highways England and is also an active member of the A46 task group consisting of neighbouring County Councils , Midland Connect and Highways England, striving for improvements along this nationally critical route.</p> <p>SWAT5 and 6: noted and agreed.</p> <p>E1: noted and agreed. E2: noted and agreed. E3: noted and agreed. The design of this scheme will consider the needs of all modes of transport.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p><u>improvements, including upgrading the junction to improve its efficiency capacity;</u>) Support. Very important to provide pedestrian crossing facilities at Waterside/Port Street junction and to improve pedestrian facilities over Workman Bridge and on far side at the Bridge Street/Mill Street junction.</p> <ul style="list-style-type: none"> • <u>E4 Active Travel Network Investment Programme.</u> Strongly support. The inclusion of a Walk/Cycle bridge over the river Avon, between Hampton and Evesham is welcomed. The inclusion of a bridge between Evesham and Bengeworth (close to the Evesham Marina) must also be included. This was shown in LTP3. The Evesham Town Plan shows diagrams of a proposed network. • <u>E5 A4184 High Street / A4184 Greenhill / B4624 Worcester Road Junction.</u> It is essential that improved pedestrian crossing facilities are provided with increased development in Worcester Road. The existing arrangement is inadequate and confusing. • <u>E6 Abbey Bridge Junction - Abbey Road / Pershore Road / Waterside / Cheltenham Road.</u> This junction was improved as part of the Abbey Bridge replacement. It is agreed that further improvements need making to reduce delay. • <u>E7 Vine Street / High Street / Bridge Street Junction.</u> Not known what is meant. There is not a well used junction as Bridge Street is pedestrianised.. The current arrangement does cause confusion. A formal pedestrian crossing on the speed table should be provided. • <u>E8 A4184 (Cheltenham Road) / Davies Road Junction.</u> Doubtful whether much improvement can be made and capacity depends on adjacent Waterside/Abbey Road junction. 	<p>E4: noted – the inclusion of the bridge between Evesham and Bengeworth will be predicated on the outcomes of the Evesham Transport Strategy scheme. At present, no business case and no developer contributions have been identified for this scheme at present, whereas the Hampton bridge is now almost fully funded.</p> <p>E5 and E6: noted - this will be considered as part of the Evesham Transport Strategy.</p> <p>E7: this scheme was identified in the SWIDP document. A formal pedestrian crossing cannot be provided at this location, because junction geometry does not allow sufficient visibility for such a facility.</p> <p>E8: investment in modern traffic signalling equipment has the potential to deliver improved capacity at this junction, particularly if linked to the Abbey Bridge junction signal set.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Omissions</p> <ul style="list-style-type: none"> • <u>Parking Strategy (To include parking for cars, motorcycles and covered parking for bicycles).</u> A complete plan to improve parking for cars, coaches, motorcycles and covered parking for bicycles. This proposed study would 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. (Evesham Town Plan Priority Action) • <u>Public Realm Scheme – Evesham High Street, Swan Lane to Railway Station.</u> The Evesham High Street Enhancement originally was to extend to the station, but due to lack of funding, did not extend beyond Swan Lane. Investment in this area of the town centre is needed to enable it to support increased economic activity and diversification. This could include a redesign of space, new surfacing, new pedestrian crossing places, lighting, drainage and functional changes to support enhanced accessibility by walking, cycling, passenger transport or motorised vehicle. • <u>20mph limit through Town Centre.</u> Measures need to be taken to limit traffic speeds at all times to a maximum of 20mph, to make conditions better for pedestrians and cyclists. (Evesham Town Plan Priority Action) 	<p>Noted: a parking strategy can be considered for Evesham.</p> <p>Public Realm Scheme for Evesham High Street (Swan Lane to Railway Station). The quality of the public realm is currently deemed to be acceptable for the types of use placed upon it. As a result, it would be very difficult to justify a business case for investment in this area, especially when areas such as Port Street are so deteriorated.</p> <p>The decision to implement 20mph zones will depend on the results of a 20mph trial that is currently taking place in Rubery. Once the outcomes of this are available further consideration will be given to the policy area around 20mph zones. No LTP amendment will take place at this time.</p>	<p>LTP ACTION – Consider Evesham Car Parking Strategy</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions																														
	<ul style="list-style-type: none"> • <u>Walk/Cycle footbridge over the A46 to connect Vale Business Park to Evesham.</u> Scheme SW18 in LTP3. It is essential this is identified and included with the further development of the Business Park. • <u>Walk/Cycle footbridge over the A46 to connect Bengeworth Offenham Road area to Evesham.</u> Scheme SW19 in LTP3. It is essential this is identified and included with the further development of the Offenham Road area and the inadequate existing routes to the town centre, railway station and schools. <p><u>Policy Document</u></p> <p>Noted that the number Policies have been reduced:</p> <p>The table below shows a comparison of LTP3 and LTP4. Many policies appear deleted which is regrettable. Comment is made on those policies which are still shown in the LTP4 and then attention is drawn to some which have been deleted.</p> <table border="1" data-bbox="338 738 1267 1086"> <thead> <tr> <th>LTP3</th> <th>LTP4</th> </tr> </thead> <tbody> <tr> <td>Walking and Public Realm</td> <td>Public Realm</td> </tr> <tr> <td>Transport Safety</td> <td></td> </tr> <tr> <td>Transport Accessibility</td> <td></td> </tr> <tr> <td>Transport and Air Quality</td> <td>Transport and Air Quality</td> </tr> <tr> <td>Traffic Management and Parking</td> <td></td> </tr> <tr> <td>Transport and Climate Change</td> <td>Climate Change</td> </tr> <tr> <td>Smarter Choices</td> <td></td> </tr> <tr> <td>Multimodal Freight</td> <td></td> </tr> <tr> <td>Integrated Passenger</td> <td>Integrated Passenger Transport</td> </tr> <tr> <td>Cycling</td> <td>Cycling Infrastructure</td> </tr> <tr> <td>Development Control</td> <td></td> </tr> <tr> <td>Intelligent Transport Systems</td> <td></td> </tr> <tr> <td>Motorcycling</td> <td>Motorcycling</td> </tr> <tr> <td></td> <td>Transport Engagement</td> </tr> </tbody> </table> <p>Walking and Public Realm</p> <p><u>Policies E1, E2, E4, PR1 & PR3</u> The wording should include Town and Parish Councils.</p>	LTP3	LTP4	Walking and Public Realm	Public Realm	Transport Safety		Transport Accessibility		Transport and Air Quality	Transport and Air Quality	Traffic Management and Parking		Transport and Climate Change	Climate Change	Smarter Choices		Multimodal Freight		Integrated Passenger	Integrated Passenger Transport	Cycling	Cycling Infrastructure	Development Control		Intelligent Transport Systems		Motorcycling	Motorcycling		Transport Engagement	<p>Worcestershire County Council notes your comments about walking and cycling links to the Vale Business Park and from Bengeworth – Offenham area over the A46. These issues are included within the SWST5 major scheme, for consideration by Highways England.</p> <p>Thank you for your extensive comments on the policies. These will be fully reviewed as part of the development process, and a number will be considered for re-inclusion, following comments received.</p> <p>Noted.</p>	<p>LTP ACTION – Consider policy comments and re-inclusions.</p>
LTP3	LTP4																																
Walking and Public Realm	Public Realm																																
Transport Safety																																	
Transport Accessibility																																	
Transport and Air Quality	Transport and Air Quality																																
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	Transport Engagement																																

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p><u>Policy PR10. Street Furniture:</u> Add Worcestershire County Council will work with service providers to minimise the amount of cabinets and other apparatus located on footways and will seek to have these items located in such positions which will not obstruct uses of the footway. Traffic and other signs should be properly maintained and cleaned when required.</p> <p><u>Policy PR13 Street Trees</u></p> <p>Where trees have, died or subject to accidents, Worcestershire County Council will liaise with Town and Parish Council concerning their replacement. It is important that varieties are chosen suitably for the street environment.</p> <p>Cycling:</p> <p><u>Policy C1</u> – and fora? <u>Policy C2:</u> Include: Can be used by children aged 11 and older cycling alone <u>Policy C3:</u> In many cases a grit surface is to be preferred to hot rolled asphalt. Such surfaced shared with pedestrians are to be preferred as they slow cycle speeds and look more attractive in rural locations. <u>C7:</u> Cycling parking should be placed within 15 metres and direct line of sight to entrance of key destinations</p> <p>Integrated Transport</p> <p><u>Policy IPT2</u> Add: Provide printed timetable information at bus stops in those areas where real time information is not available.</p>	<p>Noted and agreed.</p> <p>As a general rule, Worcestershire County Council would not engage with Town or Parish Councils on tree replacement, as the County Council liaises with the District Council on matters such as this.</p> <p>Your comments are noted on the cycling policies. These will be considered as part of policy review. It should be noted that Worcestershire County Council cannot maintain grit surfaces. Hot rolled asphalt is to be the default surfacing material, as this balances the needs of users with maintenance requirements.</p> <p>Cycle parking: noted and agreed.</p> <p>ITP2: Worcestershire County Council will work together with the commercial operators to ensure that this happens wherever possible. The County Council provides timetable information online and increasingly by a range of digital media, including mobile apps.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p><u>Policy ITP4</u> Should working with partners to identify include funding of bus shelters? Last sentence is confusing. It implies that bus shelters in poor condition will just be removed. Mention should also be made of the need for bus stops to be provided with the following:</p> <ul style="list-style-type: none"> • Hard surface – not grass • Accessible kerbs for easy boarding of buses • Seating • Litter bin <p><u>Policy ITP5</u> We cannot see how the car ownership of an area can have a bearing on whether a bus service should be subsidised. However, the assessment should include an estimate of the number of passengers who have no access to other means of transport, eg children, physically handicapped and elderly people.</p> <p><u>Omissions</u> There should be a policy associated with the County Council working with Public Transport providers and operators to improve public transport services. The Council should seek to suggest to bus operators where a service may be needed and to rail operators to where the existing services could be changed.</p> <p>Climate Change</p> <p><u>Policy TCC2</u></p>	<p>ITP4: where shelters are no longer used, they will be removed to reduce the burden of maintenance on relevant authorities.</p> <p>ITP5: the criteria by which bus service subsidy is assessed follows national best practice, and has already been adopted by the County Council.</p> <p>Noted: this will be considered in the revised policy document.</p>	<p>Action: review sentence re bus shelters.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Include: review of all existing illuminated street furniture to ascertain where lighting units may be removed. Mention should be made of the electric cars and the provision of electric charging points. Mention should be made of the promotion of car clubs.</p> <p><u>Deleted Policies</u></p> <p>Traffic Safety It is especially regrettable that policies relating to transport safety and the reduction in speed appear to have been deleted. We suggest the following is included:</p> <p>Traffic Calming.</p> <ul style="list-style-type: none"> • Traffic calming measures should be retained where appropriate and modified as necessary to ensure cyclists are not adversely affected. • New traffic calming measures should be installed paying special attention to cyclists and walkers. <p>Speed Limits Lower (20mph) speed limits should be considered in Town Centre and residential areas, outside schools or where a route may be shared with high levels of cyclists.</p>	<p>Noted – all existing illuminated street furniture is reviewed on a case by case basis. As furniture becomes life-expired, the opportunity to remove lighting units is explicitly considered and pursued. Where lighting units are required, solar and LED technologies are now used to reduce energy consumption.</p> <p>Electric cars will be considered for inclusion within this policy.</p> <p>Worcestershire County Council has unsuccessfully trialled a car club in the past. Best practice shows that car clubs work where there are high levels of population density, such as bigger towns and cities. Any scheme in Worcestershire would be unlikely to be commercially successful.</p> <p>Your comments on deleted policies (including traffic safety) are noted and will be considered for re-inclusion.</p> <p>Development Control now has its own separate documents which, although compatible, sit outside of the LTP.</p>	<p>Action: Consider electric car policy</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>Other Policies The LTP4 has omitted policies shown in the LTP3 relating to:</p> <ul style="list-style-type: none"> • Transport Accessibility • Traffic Management and Parking • Smarter Choices • Multimodal Freight • Development Control • Intelligent Transport Systems <p>It is regretted that these policies have been omitted as there are valuable policies included.</p>		
Malvern Town Council	<p>MTC in developing its Neighbourhood Plan has created a set of policies that should be included within the consultation and taken heed of with regard to further road, rail, footpath, public transport developments in the future. These are as follows:</p> <p>TRANSPORT: Objectives 6. Ensure the wider integration, coordination and connectivity of the existing transport infrastructure, including improvements to the road and rail services to and from the Area; improvements to bus provision; measures to reduce traffic congestion, promotion of cycling and the protection and enhancement of parking provision in the area and in particular within the NPA’s retail centres.</p> <p>Policies: Transport and Development Policy MT1: Transport and Development Proposals for all new major development, as defined in the Town and Country Planning (Development Management Procedure)(England) Order 2015, including change of use, must meet all of the following criteria: 1. It has adequate vehicular access arrangements onto the highway; 2. It is appropriate in terms of its impact on the local highway network in terms of capacity and road safety; 3. It provides adequate vehicular and cycle parking in accordance</p>	<p>Thank you for your response to the LTP4 public consultation.</p> <p>As you have not made any direct comments on the content of the LTP4, Worcestershire County Council is unable to consider making any specific amendments to the LTP4 compendium documents.</p> <p>However, the excerpts that you have provided from your Neighbourhood Plan are noted, and WCC will seek to reflect these where possible.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>with standards adopted by Worcestershire County Council; 4. It is, or can be, appropriately accessed by public transport; and 5. The design of proposed roads, pavements and cycle routes create a safe and efficient layout for all users including the mobility impaired, pedestrians and cyclists and for emergency service and refuse vehicles. Relevant planning applications will be supported by a statement, either within a Design and Access Statement or a Transport Statement, depending on the scale of development, which sets out how the proposal meets the above requirements.</p> <p>Car Parking Policy MT2: Car Parking A. Land used for car parking within and adjacent to the Great Malvern Town Centre and Malvern Link and Barnard’s Green District Centres will be retained for car parking in order to support the vitality and viability of the Centres and the NPA’s tourism function. Applications for development on land used for car parking will not be permitted unless proposals include provision for replacement parking on an equivalent basis in terms of quantity, quality and accessibility along with the required provision for the proposed development. B. Proposals to increase the amount of car parking within the Centre will be supported provided they meet all of the following criteria: 1. It does not have an unacceptable adverse impact on highway safety and the amenity of neighbourhood properties; 2. It includes provision for sustainable transport measures such as links with the existing pavements and provision for cycle parking; 3. It provides high quality planting and landscape appropriate to its surroundings and context; and 4. It provides a safe layout for all car park users including motorists, pedestrians and cyclists.</p> <p>Sustainable Transport Routes Policy MT3: Sustainable Transport Routes Proposals to provide new Sustainable Transport Routes and protect, improve and extend existing routes, as shown on the Key Diagram, will be supported provided that it meets all of the following criteria: 1. It provides a safe and efficient route for all users; 2. It is appropriate in terms of existing landscape and provides mitigation for the loss of any existing planting as part of the works; and 3. It does not have an unacceptable adverse impact on the</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
	<p>amenity of adjacent residents. New major development within the NPA, where appropriate, will make provision for safe and efficient Sustainable Transport Routes as part of the proposals. New major development within close proximity of a Sustainable Transport Route that has the potential to result in a significant increase in its usage may be required to provide appropriate mitigation measures to ensure the long term viability of the Route.</p> <p>Great Malvern Rail Station Opportunity Area Policy MT4: Great Malvern Rail Station Opportunity Area Proposals for a station car park at the Opportunity Area will be supported provided it meets all the following criteria: 1. It has adequate vehicular access arrangements onto the highway; 2. It is appropriate in terms of its impact on the local highway network in terms of capacity and road safety; 3. It is of a high quality and sustainable design providing improvements to the public realm and townscape within this part of the Conservation Area; 4. It provides a safe and efficient layout for all car park users, including motorists, pedestrians and cyclists, with a dedicated pedestrian route to the rail station; and 5. It does not have an unacceptable adverse impact on the amenity of adjacent residents.</p> <p>Malvern Link Rail Station Opportunity Area Policy MT5: Malvern Link Rail Station Opportunity Area Proposals for a park and ride car park at the Opportunity Area identified will be supported provided it meets all of the following criteria: 1. It has adequate vehicular access arrangements onto the highway; 2. It is appropriate in terms of its impact on the local highway network in terms of capacity and road safety; 3. It is of a high quality and sustainable design providing improvements to the public realm and townscape within this part of the Conservation Area; 4. It provides a safe and efficient layout for all car park users, including motorists, pedestrians and cyclists, with a dedicated pedestrian route to the rail station; and 5. It does not have an unacceptable adverse impact on the amenity of adjacent residents.</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Actions
Ashton under Hill Parish Council	<p>I am writing on behalf of the Ashton under Hill Parish Council of which I am Chair. We support the direction and content of the LTP4 document.</p> <p>I wish to comment specifically on the A46 Improvement plan. We strongly support changes to the A46, to help link the M5 to the M40. The A46 is becoming an extremely busy and fast road, creating dangers at all of the village exits and junctions. We would ideally like to see the A46 rerouted away from villages to create a SuperHighway, and leave the existing A46 from Evesham to Tewkesbury as a B road. Obviously we may have an opinion on the route that the new road would take, when this is presented as a proposal, but in principle we offer our strong support for the proposed improvements.</p>	Thank you for your comments and support for investment in the A46 strategic scheme.	

6.2.39 In total, 10 pieces of written correspondence were submitted from Statutory or Internal Stakeholders. These can be viewed in Table 6.10

TABLE 6.10: SUMMARY OF RESPONSES FROM STATUTORY/INTERNAL STAKEHOLDERS			
Stakeholder Comments			
Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
Environment Agency	Worcestershire County Council Local Transport Plan (LTP) 4 - SA/SEA Scoping Report:	Thank you for your comprehensive response.	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>We have reviewed the SEA scoping report and wish to provide the following comments for your consideration at this stage.</p> <p>Environmental Themes: The themes incorporate the ‘SEA topics’ suggested by Annex I(f) of the SEA Directive and appear reasonable to reflect the purpose of the LTP4 and its potential environmental effects. The themes include Biodiversity, Climate change (incorporating mitigation and adaptation), land, soil, and water resources. The following comments focus on these themes relevant to our remit.</p> <p>Biodiversity: We understand that you have consulted Natural England (NE) for comments and as the lead on the SSSI/SAC they will offer you some advice on the options to protect and enhance such designations etc.</p> <p>As a general comment, we would lead on any Habitat Regulations Assessment should an Environmental Permit e.g. Flood Risk Activity Permit associated with a bridge crossing as part of a road infrastructure scheme, be necessary under EPR for works potentially affecting a SSSI or SAC.</p> <p>The SEA objectives and questions for biodiversity cover the water environment and priority species relevant to our remit (with reference to the EA/NE joint protocol on protected species) and these appear reasonable to help ensure protection and enhancement of such.</p> <p>Climate Change: The climate change adaptation section should be amended to include some further references to more recent guidance. The National Planning Practice Guidance (NPPG) refers to Environment Agency guidance on considering climate change in planning decisions which is available online: https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances</p>	<p>Your comments will be incorporated with in the SEA/HRA draft where appropriate. Including consideration to the quantity of water entering the county.</p> <p>Noted. WFD (Water Framework Directive)</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>This has been updated and replaces the September 2013 guidance. It should be used to help planners, developers and advisors implement the National Planning Policy Framework (NPPF)'s policies and practice guidance on flood risk. It will help inform Flood Risk Assessments (FRA's) for planning applications, local plans, neighbourhood plans and other projects.</p> <p>We have produced Climate Change Guidance for our local area. This is attached for your consideration / reference.</p> <p>For fluvial risk, it should be noted that there is a need to include a 70% allowance for climate change (peak river flows) to inform the location, impacts and design of a transport scheme. For example, to improve flood risk resilience, we would expect new or improved highway infrastructure to be sited above the 1% plus climate change (70%) flood level plus an appropriate freeboard allowance. We note that the SEA questions already identify the 'resilience of the transport network' and sequential test in relation to 'facilitating development in areas at lower risk of flooding'. The above climate change increases are likely to impact upon this.</p> <p>NOTE – With regard to parking, it is our opinion that any possible park and ride scheme should be directed away from areas of high flood risk (1% plus climate change flood extent).</p> <p>The SA could also look at 'ensuring flood risk reduction/improvement to the flood regime'. For example, for transport schemes, an option to look at strategic flood risk management and reduction measures could be incorporated, for example flood storage improvements, which can often be linked to other wider environmental benefits such as wet washland provision, or biodiversity enhancement, if planned.</p> <p>Note - Our indicative Flood Map for Planning (Rivers and sea) is referenced. However, this does not include climate change allowances and primarily shows potential flooding from Main Rivers. In considering flood risk data the limitations</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>of our Flood Map should be acknowledged and reference could be made to the surface water maps and the Council’s Strategic Flood Risk Assessment (SFRA), which may need to be reviewed and updated as part of the Local Plan review. In considering other types of flooding a reference should be made to ordinary watercourses some of which have not been mapped on our Flood Map (catchments smaller than 3km2 are not represented. Whilst the smaller catchments do not have an associated flood extent based on our flood map, this does not mean there is no flood risk associated with the watercourse). There are a number of options that the plan could help deliver to make the existing and new infrastructure more resilient to flooding.</p> <p>Land Soil and Water Resources:</p> <p>Within the policy context/baseline data section of the report, there is a reference to groundwater vulnerability, source protection zones (SPZs) and we note the WFD comments. Our current Severn River Basin Management Plan (December 2015) is included and we note that relevant text is considered, for example the impact a road scheme can have on the water environment.</p> <p>Groundwater Vulnerability is an important consideration in Worcestershire and further information is available in our CAMS documents (as referenced). In considering groundwater vulnerability, we would recommend that reference be made to our Groundwater Protection: Policy and Practice (GP3) guidance. This has comprehensive advice on road infrastructure requirements and pollution prevention.</p> <p>We would expect Worcestershire County Council to help address WFD failures through its role as planner, issuing ordinary watercourse consents and as land manager. All watercourses in the County (and UK) are duty bound to reach Good Ecological Status or Potential (GES/GEP) by 2027. It is essential that WFD is fully integrated into the Local Plan process and that all future development helps to address the issues that currently prevent the watercourse from achieving GES/GEP.</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>WFD data is available from our Catchment Data Explorer tool at: http://environment.data.gov.uk/catchment-planning/RiverBasinDistrict/9 We support the SEA objective and questions which seek to ‘protect and enhance Worcestershire’s Water resources’ by improving water quality and protection groundwater supplies - you could add “and all controlled waters” (to include surface waters etc.).</p> <p>Future development should help to facilitate the restoration of watercourses, such as deculverting of any watercourse within or on the boundary of a site, naturalising artificially engineered river bank or beds, and providing an adequate riparian corridor in meeting flood risk and WFD objectives.</p> <p>The objective could include an indicator on water quality levels within the County’s main watercourses. This could be linked to the status and/or potential of waterbodies under WFD objectives. This would link to the context of seeking to improve failing waterbodies through appropriate mechanisms such as Sustainable Drainage Systems (SuDS) and improvements to watercourses (including new watercourses, or opening up of culverted systems).</p> <p>I trust that the above comments and suggestions are of interest at this time.</p>		
Worcestershire Regulatory Services	<p>Please find enclosed Worcestershire Regulatory Services (WRS) Comments with respect to the Consultation on LTP 4. As the primary means of delivering tangible improvements in air quality WRS critique will be focusing on these delivery mechanisms, emphasising the county’s air quality improvement priorities.</p> <p>Introduction:</p> <p>It is unclear what is meant by ‘green infrastructure and for this reason WRS recommends that the County Council consult WRS on plans prior to implementation to ensure that the scheme avoids having unintended negative effect on local air quality. WRS seeks assurance that LTP4’s focus delivers measureable improvement in air</p>	<p>Many thanks for your response to the Worcestershire LTP4.</p> <p>Noted: Worcestershire County Council will liaise with WRS on any plans to develop green infrastructure where necessary. Noted and agreed.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>quality that are assessed through empirical methods of review and assessments as this will be required in future years to demonstrate the overall trends in air quality and forecasting the likeness of compliance in current and future AQMA's.</p> <p>Key themes:</p> <p>“The Environment, Health and Wellbeing, Children and Families” emphasis is on carbon dioxide, other greenhouse gases and climate change. Although CO2 reduction is important, it is an international environmental objective. We would recommend that there should be focus and much greater priority given to the pollutants of Nitrogen Dioxide and Particulate Matter as they have direct links to the health and wellbeing of Worcestershire people. This is also the opinion of all health professionals given the number of premature deaths linked to NO2 and subsequent health derived costs to the NHS etc.</p> <p>Integrated Transport Block Funding:</p> <p>WRS are keen to understand the needs formula and how Air Quality is prioritised in the model, and would appreciate further detail as to how this undertaken.</p> <p>Strategic Transport Scheme for North East Worcestershire There are a number of major schemes identified for Bromsgrove that are heavily tied in with air quality management. All proposals are in the early stage of development and will require detailed appraisal and development but appear to offer benefits in AQ improvement if fully implemented. Some additional comments are provided below on each ID as deemed necessary.</p> <p>Nest 1: the scheme appears to include air quality improvements as the main focus which is a very positive step. Proposals are at early stage of development with no available plans however it is anticipated that an ambitious scheme on this level will offer a significant improvement.</p>	<p>Noted.</p> <p>Worcestershire County Council does not prioritise ITB funding according to specific thematic areas. As our ITB allocation is now relatively small, funding is focussed towards packaged schemes from other funding sources (such as developer contributions), to maximise the benefits of investment.</p> <p>NEST 1: noted: Worcestershire County Council is working in partnership with Highways England to explore a long-term strategy to improve motorway access and efficiency in north</p>	<p>.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>Nest 2 the A38 Bromsgrove Corridor Major Scheme (Lydiat Ash to Hanley Turn) (this should be Hanbury Turn) identifies a number of ambitions but lacks detail. Other concerns are the exclusion of the Air Quality Management Area as an identified objective.</p> <p>Nest 4 & 6 are prioritised actions in the Air Quality Action Plan for Hagley. We are pleased to note the latter has at least 2nd tier priority. Previously the County Council have advised that NEST 6 has been undertaken. We would therefore seek further clarification on these points.</p> <p>Redditch Package: WRS have no objective comments to make in Redditch as there are no identified exceedances of national air quality objectives in the Borough. Nevertheless improvements in the active transport programme are welcome through the</p>	<p>Worcestershire. The future of M42 Junction 1 (Lickey End) is directly related to this workstream.</p> <p>NEST 2: noted. The business case for this is still under development. The LTP4 is a strategic (i.e. non-detailed) document. WCC will liaise directly with you in the development of this scheme once funding is identified and a draft scheme has been developed.</p> <p>NEST 4 and 6: noted. The Hagley Junctions, despite recent major investment, continue to operate inefficiently. Worcestershire County Council proposes to further assess these junctions to explore opportunities to address this.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>promotion of alternative modes of transport.</p> <p>Bromsgrove Package:</p> <p>BR1: is welcomed but a significant project to develop.</p> <p>BR2: this may benefit the wider area and potentially make improvements to the air quality in the Worcester Road AQMA.</p> <p>BR5: positive step for junction review and improvement in air quality management area.</p> <p>Strategic Transport Schemes for South Worcestershire:</p> <p>With the exception of the new stations, many of these proposals are concepts carried over from LTP3 that are either under construction or in development e.g.</p> <ul style="list-style-type: none"> • Southern Link Road Phase 4; already underway (local growth funded project). • Worcestershire Parkway; was in LTP3. • Worcester Western Link Road; Has been muted and dismissed previously, what's changed? <p>WRS are concerned that active travel plans/corridors are the mainstay for air</p>	<p>BR1: noted: this is directly related to the recently adopted Bromsgrove Development Plan. It is now necessary to update the Bromsgrove Infrastructure Delivery Plan (specifically, the transport elements) to ensure that this reflects planned development growth.</p> <p>BR2: noted: following significant comments, this will be further developed in the final version of the LTP4.</p> <p>BR5: noted and agreed.</p> <p>We note your comments on the Strategic Transport Schemes for South Worcestershire. Worcestershire County Council has successfully secured multi-million pound investment in a range of major transport improvements, which continue to be delivered. The scale of the</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>quality improvements within the southern part of the county which may contribute to AQ improvement over time however there is insufficient evidence to demonstrate that such schemes are likely to be effective in reducing overall reductions in traffic related air pollution.</p> <p>Droitwich Package:</p> <p>WRS have no objective comments to make on the travel plans for Droitwich as there are no currently declared air quality management areas. Nevertheless improvements through the active transport programme are welcome.</p> <p>Vale of Evesham:</p> <p>E3: Port Street: it is disappointing to observe that the enhancement required for this long standing AQMA has not had funding allocated. WRS would have considered this to have greater priority. It is also unclear why this priority has been</p>	<p>Southern Link Road dualling, for example, has required four separate phases of development (the last is hoped to come forward in the near future).</p> <p>In terms of Worcester Western Link Road specifically: this is the aspiration, once the delivery of the full dualling of the Southern Link Road has been delivered, to facilitate future growth.</p> <p>We note your comments on Active Travel Corridors. These corridors will be delivered as a packaged approach which will seek to tackle a range of issues, including poor air quality.</p> <p>E3: significant investment has been undertaken recently in the Evesham Transport Strategy, to</p>	<p>LTP ACTION: review town centre transport strategies to ensure that air quality is suitably referenced throughout.</p> <p>LTP ACTION: addition of low emission infrastructure.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>left out of the Evesham transport strategy.</p> <p>Malvern & Tenbury Wells Package:</p> <p>WRS have no objective comments to make as there are no identified exceedances of national air quality objectives in the District locations. Nevertheless improvements in the active transport programme are welcome through the promotion of alternative modes of transport.</p> <p>Pershore Package:</p> <p>WRS have no objective comments to make as there are no identified exceedances of national air quality objectives in the town.</p> <p>Worcester City Package:</p> <p>W1: WRS have been in discussions regarding a transportation master plan for the city over the last 2 years and for the purpose of consultation response we assume that W1 is the same project.</p>	<p>develop a comprehensive model which specifically includes Port Street. This model will be used to assess a range of interventions to tackle network inefficiency in Evesham, and develop a business case for investment in the town's transport infrastructure and services to tackle known issues (including poor air quality in Port Street).</p> <p>W1: noted. The description of Scheme W1 will be enhanced to emphasise air quality issues in Worcester City Centre and the need to tackle these strategically.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>Presently there is no reference to improving air quality at all within the city transport strategy description and it has also been given the lowest level of priority. This is of concern as it is seen as being the primary vehicle for delivering improvements in air quality. Taking into consideration the proposed trajectory of this work it is unlikely that any tangible improvements in air quality will be observed in the city centre which has the highest concentration of air quality management areas in the County which will continue to increase due to newly identified exceedances in Foregate street and London Road.</p> <p>Nevertheless it is widely acknowledged that collaborative working between the City Council, WCC and WRS is required to resolve the air quality issues and this would need to be a high priority supplement to the overall plan. It is anticipated that the Government will extend the requirements of Low Emission Strategies to other urban areas in late 2017 that have significant air quality problems (outside of the current 6, London, Manchester, Birmingham etc.) hence the transport plan needs to acknowledge that this is a potential outcome for the city centre increasing the need for prioritisation and the development of a specific air quality transport plan.</p> <p>W2: new signals signing could have a positive impact on Rainbow Hill air quality management area. This would be welcome in an area which in recent years has shown reduced levels of pollution which may further reduce exposure.</p> <p>Wyre Forest Package:</p> <p>WRS acknowledge that the air quality improvements required for Bewdley are challenging however it is disappointing that there are no detailed plans available to tackle the Bewdley AQMA and that the emphasis of air quality improvement in the Horsefair largely rests on the delivery of the Churchfields Masterplan which is outside of WCC control.</p>	<p>W2: noted.</p> <p>Wyre Forest Package: as stated previously, the LTP is a strategic (high-level) document. Details for specific schemes are not included in this document. The Bewdley Transport Strategy (BE1) is</p>	

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	<p>BE1 is lacking in detail for the purposes of supplementing air quality Action planning and it is unclear as to how this will translate to a reduction in air pollution.</p> <p>K3 lacks detail as to what improvements are achievable and how those improvements will translate to a reduction in air pollution.</p> <p>General comments:</p> <p>The plan is well structured, with some useful information on commuting travel habits. Strategic transport schemes set out well, with acknowledgement of air quality issues which is an improvement over LTP 1, 2 and 3.</p> <p>However there is over reliance upon the modal shift to public transport, walking and cycling (Active Travel corridors) and Travel Plans as a means of improving air quality. Appreciating that WCC have other concerns such as health and wellbeing i.e. more active population and accessibility, in respect of air quality it's highly unlikely that these actions, whilst making a contribution, will be sufficient to deliver the significant reductions in emissions locally required to revoke Air Quality Management Areas.</p> <p>It is encouraging to see working from home is acknowledged but curiously does not feature in these plans. It is noted there is limited mention of support for Low Emission Infrastructure. This is surprising given the governments increasing support for electrically powered vehicles and the likely impact of the alternative fuels directive in future years. Acknowledging that it is predominately for the district authorities to implement policies on such infrastructure rather than County it is recommended that further exploration in the investment in electric vehicle infrastructure should be considered as being complementary to the overall drive</p>	<p>intended to provide a policy hook to support investment in Bewdley Town Centre, including tackling the AQMA and access issues which currently affect the town.</p> <p>K3: see above comment.</p> <p>Noted, although disagreed. Modal shift is aspirational, although not entirely realistic given the low cost of car ownership and operation, and reluctance to change modes. Recognising that our transport system is car dominated, this strategy seeks to mitigate the impacts of the status quo on Worcestershire's transport networks, across all modes.</p> <p>Noted: this will be addressed in our policy document redraft. However, WCC would argue that whilst modal shift alone is not a</p>	

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	<p>of improving air quality as modal shifts alone are not viewed by WRS as the solution.</p>	<p>solution, neither too is electric vehicle conversion, as mass conversion of the fleet to electric, whilst improving localised air quality, will not tackle congestion and low levels of physical activity.</p> <p>A ULEV policy will be included in policy refresh (and to also reflect national government policy).</p>	
<p>Natural England</p>	<p>Thank you for your consultation on the above dated and received by Natural England on 22 December 2016.</p> <p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>Worcestershire’s Local Transport Plan 2017-2030 Main Document Worcestershire’s Local Transport Plan 2017-2030 Policy Document</p> <p>It is unclear how the findings of the Strategic Environmental Assessment (SEA) have been taken into account. For each scheme the impacts on the natural environment are not specifically identified or considered.</p> <p>Designated sites:</p> <p>All schemes will need to ensure that there are no adverse effects on Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) and that any impacts are avoided, mitigated and/or compensated in line with the mitigation hierarchy and paragraph 118 of the National Planning Policy Framework.</p>	<p>Thank you for your comments.</p> <p>Noted: we will refer these comments to our SEA supplier, and ensure that the SEA is updated accordingly.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>Green Infrastructure:</p> <p>Multi-functional green infrastructure is important to underpin the overall sustainability of a development by performing a range of functions including flood risk management, the provision of accessible green space, climate change adaptation and supporting biodiversity. We advise including a section on green infrastructure, to protect and enhance existing green infrastructure within scheme areas. For further guidance and green infrastructure opportunities please see Transport green corridors: options appraisal and opportunity mapping (NECR168) and How transport’s soft estate has enhanced green infrastructure, ecosystem services, and transport resilience in the EU (NECR169).</p> <p>Best and Most Versatile Agricultural Land:</p> <p>We advise that you ensure that any scheme on best and most versatile land is justified in line with paragraph 112 of the National Planning Policy Framework. Guidance on soil protection is available in the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.</p> <p>Walking/ Cycling:</p> <p>We welcome the active travel network investment programmes to improve walking and cycling links. However there could be opportunities to improve links between towns and cities and these should be explored. To reduce the amount of journeys by car especially for short journeys the LPA may find it useful to understand why people choose to drive rather than walk or cycle.</p> <p>Worcestershire Network Management Plan:</p> <p>We have no specific comments to make on this.</p>	<p>Noted and disagreed. Our active travel network investment programme is comprehensive and includes interurban links. This network will be enhanced further following this consultation (particularly in the north of the county).</p> <p>Noted.</p>	

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	<p>Habitats Regulation Assessment (HRA) Screening Report:</p> <p>We confirm that having read the HRA Screening Report, we agree with the conclusion that the Worcestershire LTP4 should not be subject to a detailed HRA.</p> <p>Strategic Environmental Assessment (SEA) Report:</p> <p>Natural England welcomes the production of a SEA Report. In the Summaries of assessment findings (Sections 1 and 7) under environmental theme Biodiversity- Action for delivery- it states “Careful design and layout of new developments to minimise effects on protected sites;” Impacts on protected sites such as SACs and SSSIs should be avoided, mitigated and compensated in line with paragraph 118 of the National Planning Policy Framework. Minimising impacts on protected sites is inadequate. Furthermore under environmental theme Land, Soil and Water Resources-Action for delivery it states “Sustainable drainage systems should be incorporated in scheme design to ensure the run-off rate is not increased.” This action should also include measures to mitigate impacts to water quality.</p> <p>We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.</p> <p>Since writing the above response there has been a High Court ruling regarding Local Plans and air quality which could apply to the above plan, our interim approach is set out below:</p> <p>A High Court judgment was handed down on 20 March 2017 in Wealden District Council v Secretary of State for Communities and Local Government, Lewes District Council and South Downs National Park Authority [2017] EWHC 351 (Admin) (copy attached). Wealden District Council brought a challenge against a Joint Core Strategy produced by two of its neighbouring authorities. Natural</p>	<p>Noted.</p> <p>Noted: we will refer these comments to our SEA supplier, and ensure that the SEA is updated accordingly.</p> <p>Noted.</p>	

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	<p>England provided advice to Lewes District Council and the South Downs National Park Authority on the assessment of air quality impact on Ashdown Forest SAC. This advice was based on nationally developed guidance agreed with other UK statutory nature conservation bodies. The court found that Natural England's advice on the in-combination assessment of air quality impacts in this case was flawed. We are considering the details of this decision and the implications for our advice. Competent authorities should seek their own legal advice on any implications of this recent judgment for their decisions.</p>		
Highways England	<p>Highways England is responsible for the operation and maintenance of the Strategic Road Network (SRN) in England. The network includes all major motorways and trunk roads. The SRN is extensive in Worcestershire and comprises of the M42, A46 and M5. The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.</p> <p>We welcome the opportunity to comment on the draft Worcestershire Local Transport Plan (LTP4) which covers the period 2017-2030. This sets out the issues and priorities for investment in transport infrastructure for all modes which we have reviewed in the context of the ongoing operation of the SRN. On the basis of the comments we have set out below we would also invite Worcestershire County Council to continue to engage with us to ensure we understand any localised issues whilst considering the implications for our network.</p> <p>We have considered the Consultation Draft and make the following comments.</p> <p>General comments:</p> <p>The draft plan and its priorities reflect Worcestershire Local Enterprise Partnership's vision recognising planned growth and development. We acknowledge the aspirations of the Plan to deliver a significant quantum of</p>	Thank you for your comprehensive response to the LTP4 consultation.	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>development within the County in terms of land use allocations for both employment and residential needs. The ambitions are set out within Worcestershire County Councils Corporate Plan 'Shaping Worcestershire's Future 2017-2022' and are complementary to those within the LTP document.</p> <p>As such we support the core principles established for LTP4.</p> <p>Issues on the SRN:</p> <p>It is necessary to consider the implications of the levels of planned growth upon the SRN so as to ensure any potential transport implications of developments are considered and necessary infrastructure is planned accordingly. It is a priority of Highways England to reduce vehicle trips away from congested motorway junctions and we are particularly interested in the implications of any local transport investment schemes in Worcester, Evesham and Bromsgrove which are considered to be a critical part of the network. Worcestershire County and the surrounding areas have significant potential for growth and this will need to be managed in a consistent and appropriate manner. As such the cumulative impact on the SRN will need to be considered holistically and further studies would be welcome.</p> <p>Safety:</p> <p>At this stage the impact of the LTP and the Corporate Plan in combination are uncertain with regard to road safety. We would welcome further information on the cumulative impact of the planned level of growth and land use changes at a strategic level. Housing and employment growth could have implications on safety for drivers, cyclists and pedestrians however it is recognised that none of the specific initiatives contained within the Strategic Delivery Programme would be expected to increase accidents in isolation, and we would expect the prioritised schemes to fully consider safety issues.</p>	<p>Noted.</p> <p>Noted: we will seek to consider a transport safety policy in the amended LTP4.</p>	<p>LTP ACTION: consider Transport Safety Policy in LTP4.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>Network Management Plan (NMP):</p> <p>We welcome that the LTP and Network Management Plan (NMP) makes reference to Highways England as a partner, as well as West Mercia Police and the Local Enterprise Partnership. This will ensure that Worcestershire County Council's transport priorities are addressed. The ambitions contained within these documents are considered important to give clarity to the regions transport decision making and is recognised that the key transport issues will need to be carefully managed at a local level and in partnership with Highways England.</p> <p>Strategic transport priorities:</p> <p>We note that the known transport issues are recognised within the LTP; however we feel that further work is necessary in order to fully understand the impact on the SRN and local junctions. Highways England should also be recorded in the LTP as a consultee on certain planning applications.</p> <p>The policies and aspirations relevant to the SRN are welcomed, although the delivery of this will need further consideration to ensure the list of schemes and proposed interventions is proportionate and affordable. We recommend that that this is recognised within the LTP further, with the suggested amendment to the text to record 'through partnership working with the Council and Highways England the prioritised schemes are agreed in principle and funding sources identified'.</p> <p>At Evesham, the need for capacity improvements is noted and in principle is supported. A further assessment of the transport implications for the A46 will be required for us to endorse this position. The need to assess the potential future</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted and agreed.</p> <p>Noted and welcomed.</p>	<p>LTP ACTION: amend text as suggested.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>operation of M5 and M42 motorway junctions and affected areas of the A46 Trunk Roads arises from the implications of the Local Transport Plan Review.</p> <p>We are particularly interested in the implications of any local transport investment scheme in the areas of Worcester, Evesham and Bromsgrove across the SRN.</p> <p>Active travel ambitions:</p> <p>The measures set out in the draft plan are welcomed, particularly the proposed active travel corridor schemes, as they have the potential to reduce the need to travel by private car and therefore vehicular movements on the SRN.</p> <p>Strategic Environmental Assessment (SEA):</p> <p>This has assessed three scenarios including two 'reasonable' alternatives which are; Capacity improvements only and secondly 'soft' measures and behavioural change only. The SEA concludes that a blend of capacity enhancements, demand management and 'soft' measures are appropriate in order for the LTP to meet its objectives. Highways England agrees with this assessment.</p> <p>Air Quality Management Areas (AQMAS) are of direct relevance to Highways England within the SEA. The four AQMAS in North East Worcestershire have been designated due to NO2 emissions from road transport. The SEA surmises that the LTP and the proposed schemes have the potential to improve air quality offering a range of benefits and easing congestion in the three Delivery Areas of Worcestershire. Highways England would agree with this, however, we would like to recognise the following:</p> <ul style="list-style-type: none"> • There is a need to further reduce emissions from road transport across all 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>three areas within the LTP area and we feel robust monitoring is required to demonstrate this.</p> <ul style="list-style-type: none"> • In addition, we would also recommend further work to provide clarity on the in-combination effects of air quality from the Local Plan allocations proposed in North East Worcestershire and the LTP4 together during implementation. <p>The proposed growth in these areas is considerable and work will be necessary to mitigate the potential for traffic growth.</p> <p>We agree that it is crucial to continue to promote and encourage sustainable modes of transport such as walking, cycling and public transport use.</p> <p>Electric Vehicle Strategy and investigations:</p> <p>One area that is not mentioned in the LTP or policy document is the promotion or uptake of electric vehicles for private or business use. Whilst currently not a priority, this area does have the potential to improve local air quality from private vehicles and business trips. A strategic approach to an into a charge point network would be welcomed. This could form part of a Parking Strategy noted in the plan.</p> <p>Monitoring:</p> <p>It is recognised that various schemes are identified which include investment in transport telematics, RTIs, Traffic Signalling Improvements and Traffic Monitoring, however no targets are set and it not clear if the LTP intends to report on this information. Clarification on this matter would help outline the Council's intentions and determine if monitoring is intended on a scheme by scheme basis or not at all. We would wish to ensure any targets, particularly those for traffic volumes and journey times that interrelate to the SRN, are agreed with us to</p>	<p>Noted and agreed.</p> <p>Noted: this will be addressed in our policy document redraft.</p> <p>Noted and agreed. Worcestershire County Council continuously monitors the performance of its network, and liaises with Highways England on any schemes or trends which have or are likely to have an impact on the SRN.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>ensure that a consistent level of information is supplied by both organisations.</p> <p>Conclusion:</p> <p>We are supportive of the general approach of the draft LTP and its associated documents. We recognise the need to further understand the potential implications of development traffic upon the SRN.</p> <p>We will wish to work jointly with you to consider any evidence of the transport implications of the proposed developments on the areas we have identified above. This will enable us to agree the implications of proposed development traffic upon available existing and planned capacity of the SRN and inform the development of any future transport schemes required.</p> <p>In order to aid this understanding and ultimately assess the requirement of any schemes necessary to be included within the Infrastructure Delivery Plan, we need to agree with you an assessment of planned development traffic impacting the SRN.</p> <p>We appreciate your engagement at this stage of the development of the Worcestershire Local Transport Plan 4 consultation and look forward to working with you in the future.</p>	<p>Many thanks: we look forward to working with you as the various schemes within the LTP4 develop.</p> <p>Noted.</p>	
Malvern Hills AONB	<p>Worcestershire Local Transport Plan (4) – Public consultation:</p> <p>Thank you for the opportunity to comment on the draft Worcestershire Local Transport Plan (4). In general we found this to be a clear and well-laid out document and the AONB Unit is supportive of many of the policies and principles which it contains. Our specific comments are set out below, following an introduction to the AONB policy context.</p> <p>Introduction:</p>	<p>Thank you for your comments on the Worcestershire LTP4 consultation.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>Worcestershire County Council and other local authorities in the area have jointly prepared and published a management plan for the Malvern Hills AONB, in accordance with their statutory duties under Section 85 of the Countryside and Rights of Way Act (2000). Section 89 of the same legislation makes it clear that this plan ‘formulates local authority policy for the management of the AONB and for the carrying out of local authority functions in relation to that policy.’</p> <p>The current Malvern Hills AONB Management Plan covers the period 2014-2019. It contains a chapter on transport and accessibility which itself contains an aim, objective and a suite of policies designed to reduce the impact of car traffic on the special qualities of the AONB and to promote a sustainable approach to transport management.</p> <p>We realise that there are many legal duties which fall on Worcestershire County Council. We also recognise that the LTP deals with the whole of the county and as such it would be unreasonable to expect a significant proportion of the document to be given over to AONB matters. It should also be said that many aspects of the draft LTP accord with the policies set out in the transport chapter of the AONB management plan. However, we believe that there are a small number of areas where the draft LTP could be slightly amended to better reflect the AONB policy position and thus the County Council’s stated intention to conserve and enhance the natural beauty of the AONB.</p> <p>Design Guides:</p> <p>The LTP clearly has strong links with the Worcestershire Streetscape Design Guide. The Malvern Hills AONB Partnership has produced Guidance on Highway Design which is specific to the AONB which aims to ensure that the environmental impacts of highways, and the ways in which they are managed, are as sympathetic as possible to the natural beauty of this nationally designated area. This document has been produced to help implement the AONB Management Plan. (Policy TRP1</p>	<p>Noted.</p> <p>Noted, although as with all design guide aspirations, there may be a need to compromise on certain aspects to meet non-negotiable criteria, such as user safety. We will engage with the Malvern Hills</p>	

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	<p>in the management plan states that ‘Highway management and design should be in accordance with the AONB Guidance on Highway Design’). As such, we expect that all highways works carried out within the AONB are informed by and in accordance with this guidance. This will include the proposals contained in the draft LTP to review junctions in the AONB at Welland-Gloucester Road, Blackmore Park Road, Hanley Road etc. as well as works on Strategic Active Travel Corridor Schemes in the area.</p> <p>Recommendation 1: that the LTP include a reference to the Malvern Hills AONB Guidance on Highway Design (or local highway design guides if others are in existence) and the need for highway works in the area to be in accordance with it.</p> <p>South Worcestershire Area Profile:</p> <p>It is pleasing to see reference to the presence of the two Areas of Outstanding Natural Beauty in the description of the South Worcestershire Area Profile. However, no mention is made of the existence of the management plans which formulate local authority policy in relation to the management of these two nationally important landscapes, including in respect of transport issues (see introduction above).</p> <p>Recommendation 2: that the LTP include a very brief reference to the existence of AONB Management Plans and to their role in respect of transport management within these two specific areas of Worcestershire.</p> <p>Strategic Active Travel Corridor Schemes (SATCS):</p>	<p>AONB when these schemes are brought forward for delivery.</p> <p>Noted: rather than including this within the LTP, we will include this within the emerging Worcestershire Streetscape Design Guide, which has a better fit with this document.</p> <p>Noted and agreed: the LTP4 will be updated to accommodate this.</p>	<p>LTP ACTION: include reference to Malvern Hills AONB Guidance on Highways Design in emerging Worcestershire Streetscape Design Guide.</p> <p>LTP ACTION: update description of AONB text.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>might be expected/ admissible, for example, use of traditional gas lamps in parts of Malvern. We recognise that a different approach may be taken to street lighting in rural vs urban areas, although it appears that recent replacements in Herefordshire have seen the same lighting used through the county.</p> <p>Recommendation 4: that Policy PR12 be revised to incorporate information on the properties of proposed street lighting and to refer to the significance of reducing light pollution to the night sky.</p> <p>Investment in rail infrastructure:</p> <p>The AONB Unit supports the proposal to increase the capacity of the North Cotswold rail line. This fits with policies TRP7 in the AONB Management Plan to promote sustainable transport options</p> <p>Strategic Environmental Assessment:</p> <p>The SEA concludes that the effect of new transport schemes on the integrity of the AONBs in Worcestershire is uncertain depending on scheme design, layout, scale and location. We would tend to agree with that general assessment. It goes on to state actions for delivery. The AONB Unit believes that adherence to AONB Management Plans and concomitant guidance and consultation with AONB Partnerships should be added to the list of delivery actions which could help to minimise detrimental impacts.</p>	<p>Noted: this will be shared with our SEA suppliers for consideration.</p>	<p>as appropriate.</p>

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<p>Worcestershire County Council Public Health Directorate</p>	<p>The Public Health Directorate at Worcestershire County Council would like to offer the following observations regarding the Worcestershire Local Transport Plan.</p> <p>The Director of Public Health (DPH) Worcestershire recognises the value of the proposals in LTP4 that enhance the continued social and economic success, making Worcestershire a highly desirable place to live, work and visit. However, the plan could be further enhanced by identifying and addressing the potential health impact on Worcestershire residents.</p> <p>Public health is aware that a draft Health Impact Assessment (HIA) of LTP4 was undertaken in July 2016 which identified some of the key areas of health impact and we suggest the document should be further developed. The DPH therefore, recommends that a full HIA be carried out on LTP4.</p> <p>This request is consistent with the priority area of Promoting Health and Wellbeing in Worcestershire's Corporate Plan 2017-2022 and the Worcestershire Joint Health & Wellbeing Strategy 2016—2021. It also supports the draft Planning for Health in South Worcestershire Supplementary Planning Document (SPD). The SPD assists developers in assessing how effectively proposed schemes address health implications.</p> <p>Poor air quality is a significant public health issue. The importance of the effect of air pollution on public health is recognised by an indicator of mortality associated with air pollution in the Public Health Outcomes Framework (PM 2.5 specifically).</p> <p>Public Health England reports that health effects from air pollution are observed at air pollution concentrations well below those permitted under Local Air Quality Management guidelines. These mainly affect the respiratory and inflammatory systems, but can also lead to more serious conditions such as heart disease and</p>	<p>Thank you for your comments on the Worcestershire LTP4 consultation.</p> <p>Yes, the draft Health Impact Assessment will be updated and published jointly with the rest of the LTP4 compendium. This will be shared with DPH for further comments and approval.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>cancer. People with lung or heart conditions may be more susceptible to the effects of air pollution.</p> <p>As you are aware, Worcestershire already has 10 Air Quality Management Areas (AQMAs): Welchgate, Bewdley; Horsefair, Kidderminster; Kidderminster Road, Hagley; Lickey End, Worcester Road and Redditch Road, Bromsgrove; St. John’s, Rainbow Hill/Lowesmoor and Dolday, Worcester; and Port Street, Evesham.</p> <p>All Worcestershire AQMAs were declared due to levels of Nitrogen Dioxide above the (annual average) National Objective which represents a risk to health for residents living within them. The addition of 45,800 dwellings across the county could equate to approximately an extra 90,000 vehicles using the road system and have a significant effect on the health and wellbeing of Worcestershire residents.</p> <p>The wider effects on health and wellbeing are also a concern in a development of this scale. Increasing public transport without restraining of private cars could increase air pollution without providing exercise benefits. It can also increase the potential for road traffic accidents, severance of communities by road, constraints on mobility access and independence and reduced social use of outdoor space due to traffic and streets.</p> <p>The DPH looks forward to your response and is happy to advise and support the undertaking of a Health Impact Assessment on LTP4.</p> <p>The Public Health Directorate would like to support the LTP (setting the scene) to include further reference to the health impact of air quality and increased reliance upon motorised transport and subsequent physical inactivity. The burden of ill health caused by inactivity, obesity and respiratory disease has a significant impact upon the local health economy, business productivity and demand for health services. We would also like to further emphasise the impact on public transport and the road network of an aging population. As outlined in the Director of Public Health annual report, Worcestershire has a higher than average percentage of</p>	<p>We note your comments on ambient air quality. We will seek to enhance the prominence of air quality issues within the LTP4 documents to reflect this.</p> <p>We note your comments on restraining the use of private cars; however, this is particularly challenging to deliver unless affordable and attractive alternatives can be provided to remove the need to use a car.</p> <p>Noted. The LTP4 also includes an Equality Impact Assessment, which will take into account the needs of all those with protected characteristics, including older people.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>older people and this trend is predicted to continue. The length of pelican crossing times, the increased use of public transport in older age and the availability of street furniture are key considerations for creating active environments for older people to maintain independence. The World Health Organisation outlines that creating barrier-free accessible public spaces, and transportation enable people to stay independent and participate in community life.</p> <p>We also suggest that flexible bus stopping/request routes in rural areas be developed, allowing more isolated communities and dwellings to access a bus close to their community, e.g. stretches of rural roads where the bus will pick up passengers on request. Sparsity and the increasing scarcity of public transport links have a significant impact both on daily living costs of rural households and on access to services. The introduction of bike transport on buses, see here: http://www.bikesonbuses.com/locations/uk/ would increase active travel, create a larger sphere of access to public transport and have the potential to reduce air pollution.</p> <p>There are clear connections between the ambitions outlined within the LTP and the Health and Well-being Strategy which outlines that Physical Activity is a priority for the County, the transport plan creates a great opportunity for</p>	<p>Noted, although Worcestershire County Council now has limited involvement in the provision of bus services in Worcestershire. The majority of services are now provided independently by private and third sector organisations. We will pass on your comments to Worcestershire's passenger transport operators.</p> <p>Noted – The County Council is reviewing its policies to better embrace active travel modes in more detail.</p> <p>This will potentially involve the inclusion of cycle-based schemes; however these will be dependent on available funding to support delivery.</p> <p>Noted.</p>	<p>LTP ACTION: pass on comments to Worcestershire public transport operators.</p> <p>LTP ACTION: strengthen reference to Worcestershire Health</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>supporting this part of the County's health improvement strategy. It also affords the opportunity to contribute to the delivery of the upper tier statutory duty to improve the health and well-being of residents, and to have regard to narrowing health inequalities. In considering the health needs of the County and the needs of those living with the poorest health, the LTP must look to create cycle loan schemes, cycle training schemes and other evidenced methods to change the behaviour of the population to move away from motorised transport and into active travel and cycling for leisure. The continued roll out of Bikeability and the example programme in the Wyre Forest of adult Bikeability sessions are key to move towards behaviour change, cycling proficiency and a sustained change in transport methods.</p> <p>The Public Health Directorate would like to endorse the Public Health England recommendation that pedestrians, cyclists, and users of other modes of transport that involve physical activity need the highest priority when developing or maintaining streets and roads. This can mean re-allocation of road space to support walking and cycling; restricting motor vehicle access; introducing road-user charging and traffic-calming schemes; and creating safe routes to schools. Improving or adding green spaces and tree cover improves air quality as well as making spaces feel more welcoming. Such changes have prompted substantial shifts from car transport to walking and cycling and should therefore be reflected within this LTP to emphasise the Councils commitment to improve Health and Well-being in the County.</p> <p>A policy statement that acknowledges that every cyclist and pedestrian journey is equal to and as important as a journey by a person in a motorised vehicle would be a strong and powerful commitment to recognising that cycling and walking are significant parts of the transport solution. In order to achieve a sustained change in behaviour and promote the benefits of cycling, a funding stream for active travel, cycle training and cycle promotion is needed. This will support a move towards a social and cultural change in transport choice across all ages in the County.</p>	<p>Noted: this will be specifically considered for inclusion as part of the development of the LTP4.</p> <p>Noted: references to public health issues will be strengthened throughout the LTP4 documents.</p> <p>Note that WCC has been very proactive in promoting cycling (e.g. Tour of Britain, Tour Series and Velo).</p>	<p>and Wellbeing Strategy.</p> <p>LTP ACTION: consider the inclusion of cycle loan, cycle training and travel choices interventions in the LTP4 policies.</p> <p>LTP ACTION: consider including statement on walking and cycling journey value.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>Throughout many of the supporting documents, reference must be made to changing public health needs across the population, and the continued reference to walking and cycling as playing an essential role for improving health, wellbeing and reducing congestion.</p> <p>We note that the 'purpose of the Strategic Environmental Impact Assessment (SEA) is to avoid adverse environmental and socioeconomic effects'; we also note that two of the key objectives of the Local Transport Plan (LTP) have particular relevance to public health and wellbeing, namely:</p> <ul style="list-style-type: none"> • Contribution towards better health and longer life expectancy. • Enhance quality of life for Worcestershire residents by promoting a healthy natural environment. <p>The SEA itself covers seven themes including air quality (there are strong evidential links between poor air quality and ill health, particularly respiratory and cardiovascular disease) and health and wellbeing. The latter is also one of Worcestershire County Council's four corporate priorities. Hence we would like to make the following comments about the LTP4 and the SEA in particular:</p> <p>We acknowledge the positive aspects of the LTP and SEA (e.g. the health and wellbeing section for South Worcestershire p.47 and 48) particularly the focus on initiatives to promote active travel and enhancing accessibility of services and facilities, particularly for disadvantaged groups including those in rural communities. However, there is limited detail about other potential impacts of the LTP4 on health and wellbeing (for example little mention is made of any impact on mental health) and few remediation actions are detailed in the summary of assessment findings (p59 onwards). However, we acknowledge that a Health Impact Assessment (HIA) is in progress and this should assist in facilitating a more robust approach to health and wellbeing considerations as regards to the future transport plans.</p> <p>In reference to the Cycling Infrastructure policy and the inclusion of active travel;</p>	<p>Noted: these comments will be shared with our Strategic Environmental Assessment supplier for consideration.</p> <p>Noted, however, as transport professionals, our ability to undertake a Health Impact Assessment which fully considers the wider health impacts is limited due to lack of specialist knowledge. We will need direct support from the DPH to ensure that all aspects of public health are adequately considered in the Health Impact Assessment.</p> <p>Thank you for your extensive</p>	<p>LTP ACTION: public health references need to be strengthened throughout the LTP4.</p> <p>LTP ACTION: liaise with DPH to secure support to further develop the Health Impact Assessment.</p> <p>LTP ACTION: consider</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>we suggest the policy makes the following inclusions or further emphasis:</p> <ul style="list-style-type: none"> • Promotion of cycling to encourage dual transport use and use of active travel throughout the population. • Dual use pathways for walking and cycling to access points of interest. • Promotion of online and downloadable maps for walking and cycling routes. • Secure parking and changing facilities in railway and bus stations to encourage active travel and dual transport use. • Removing unnecessary physical barriers for cyclists. • C2: the design and redesign of junctions and roundabout will make the needs of cyclists a priority except at junctions where cycle routes will be distinctly separate from the motorised vehicular roadway. • In line with the Health Impact Assessment all new development roadways will consider the convenience of cyclists before motorised vehicles and ensure provision of cycle parking in new housing developments. • C5: there is evidence that when cycling infrastructure is introduced with promotion this encourages and subsequently increases the numbers of cyclists using the cycle route, parking scheme etc. • Just as lighting improves safety for pedestrians, cyclists have the same right to equal levels of safety, through improved lighting, for their chosen transport option. 	<p>comments on the cycling infrastructure policy. We will seek to consider each of these suggestions within the revised policy document.</p>	<p>various suggestions for inclusion within the LTP Cycling Infrastructure Policy.</p>

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	<ul style="list-style-type: none"> • Match the policy statement for motorcycling e.g.: CCTV coverage, work with private businesses and supermarkets, including cycle parking as part of the emerging parking strategy. • C8: directional signs will also indicate the local and more distant destinations making the assumption that a cyclist is not necessarily local to the area. • Collecting data on cycling journeys can be used to promote and change social norms using behavioural insights. • Park and cycle schemes for access to rail stations. • Cycle hubs at stations and changing facilities to make it as easy as possible for cyclists to choose dual transport options. <p>Please note the following suggestions to specific packages</p> <p>Engagement:</p> <p>E1: also engage with the local councillor with responsibility for health and wellbeing in order to ensure that the public's health is improved through transport policy.</p> <p>Public Realm:</p> <p>Signage: will routinely include walking and cycling times to indicated destinations PR2 - Reference to shared spaces in town centres to allow people to become the focus in town centres rather than cars, recognising the role of town centres as</p>	<p>Noted and agreed.</p> <p>Thank you for your extensive comments on the public realm policies. We will seek to consider each of these suggestions within</p>	<p>LTP ACTION: consider</p>

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	<p>Droitwich package:</p> <p>D3: from a public health perspective, walking cycling routes that are easy, attractive and sociable and also increase safety for travel to and from Westlands would be a priority; this is a community with increased deprivation and is cut off physically from Droitwich and the services there by the A38/A442 junction.</p> <p>Evesham Package:</p> <p>E4: specific reference to The Valley needed here. The Evesham West Walk/Cycle bridge needs to be specifically referred to.</p> <p>Wyre Forest:</p> <p>K2: station: to include walking and cycling routes/ provision to and from the station</p> <p>K3: to include walking and cycling routes that are accessible, feel safe, well-lit and increase active travel and accessibility to and from nearby areas of Kidderminster including Horsefair and Broadwaters areas.</p> <p>K6-K9: to ensure that these include considerations for cyclists and pedestrians. The named roads/ areas currently experience a busy and fast traffic flow and are challenging for cyclists and pedestrians to access other parts of Kidderminster</p>	<p>Noted and agreed. Access issues at Westlands are well known, and the LTP4 includes a scheme (D6) to invest in an Active Travel Network for Droitwich. More specific mention of Westlands will be made within this scheme description, recognising the acute issues here.</p> <p>Noted.</p> <p>Noted: this is included within the Kidderminster Town Centre Transport Strategy (K1).</p> <p>Noted and agreed.</p> <p>Noted and agreed.</p>	<p>LTP ACTION: update Scheme D6 to include specific mention of the Westlands Estate, Droitwich.</p>

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	including the town centre.		
WCC Strategic Planning Team and Development Control Team	<p>The strategic planning team and development control team welcomes the opportunity to comment on the above consultation. The planning teams fully support the production of an updated Local Transport Plan 4 (LTP4).</p> <p>Thorough consultation and collaborative working has taken place between the members of the strategic planning, development control planning teams and officers responsible for flooding as the lead local flood authority to ensure all the team specialities are covered.</p> <p>The planning teams wish to continue to work with you on the amendments to the LTP4.</p> <p>After this internal consultation the planning teams have the following comments on the consultation version of LTP4:</p> <p>Main Document:</p> <p>We support the overall aim of the document to plan and invest for a multimodal transport strategy for Worcestershire up to 2030. In particular, we welcome the broad area of focus on increasing travel choice including rail, active travel, and the ambition to improve public realm. However, these modes are referred to as 'alternative' modes of travel but this plan should be promoting them to be 'primary' modes of travel for Worcestershire residents. In this respect, the plan is</p>	<p>Thank you for your extensive comments which you provided on Worcestershire's emerging LTP4.</p> <p>Noted. The text has been amended to be more modally agnostic in its approach. However, the LTP4 takes a realistic approach in that demand for car travel is likely to increase.</p>	<p>LTP ACTION: review comments and make amendments as appropriate.</p>

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	<p>not considered ambitious enough in its wording and may not deliver modal shift away from the private car. This point is supported by the following quote from page 5 of the document:</p> <p>"the majority of people choose the car as the primary mode of travel, and will continue to do so throughout the life of this Local Transport Plan"</p> <p>The plan has a projected timescale to 2030, and as such we consider that the plan should be much bolder and aim to achieve a modal shift in residents' transport choices away from the private car.</p> <p>The environment is listed as a key theme, but there is not any specific comment on the environment or wildlife. We would like to see enhancements to the natural environment explicitly included, for example connectivity of environmental corridors and green infrastructure (GI).</p> <p>LTP4 does not make any detailed reference to flood risk and its management. More needs to be mentioned about the flood risk to and from new transport infrastructure schemes, and that they should provide a betterment to flood risk where possible, including the provision of sustainable drainage where new schemes are being developed and implemented and retrofitting where possible.</p> <p>Reference should be made to the following:</p> <ul style="list-style-type: none"> • The Local Flood Risk Management Strategy. • The ongoing highway flood adaptation programme. • The ongoing highway capital drainage programme. • The ongoing highway and other flood management/drainage asset maintenance. • The ongoing broader development and delivery of flood alleviation schemes – particularly those related to transport infrastructure. 	<p>Noted and agreed: the environmental objective text has been updated to reflect this.</p> <p>Noted and agreed. References will be included within the LTP4.</p> <p>Noted – as the LTP4 is a capital programme document, we will make reference to the Local Flood Risk Management Strategy, but references to the other aspects will be included in the revised Transport Asset Management Plan, which is focussed on maintenance.</p>	

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	<p>Page 7 Transport Plan Objectives:</p> <p>'The Environment Objective' is mentioned in the objectives tables, but no further clarification is given – specific mention of conservation / enhancement / creation (of habitats and species) would make it clear what the objective sets out to achieve.</p> <p>The term 'a healthy natural environment' is a little ambiguous – it would help to state what this includes – i.e. for people, wildlife and habitats.</p> <p>Page 8 Population:</p> <p>2015 population needs correcting to six figures.</p> <p>Page 9 Development Growth:</p> <p>The dwelling numbers stated for Worcestershire district councils are incorrect and should be updated. In addition some of the key sites shown within the map are incorrectly located. Please contact the Strategic Planning team when this section is being modified for updated housing numbers and locations.</p> <p>Page 11 National Transport Bodies:</p> <p>The location of this text alongside a map of game changer sites appears inappropriate and would be better suited within the funding section of the document stating which areas are funded. Alternatively a 1 page map could be included showing which projects Highways England are delivering which are of benefit to Worcestershire.</p>	<p>The Environmental Objective has been updated accordingly.</p> <p>Noted: this will be updated in the final version of the LTP4.</p> <p>Noted and agreed.</p> <p>Noted and agreed.</p> <p>Noted and agreed.</p>	

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	<p>Page 12 Section 106 Planning Obligations:</p> <p>The penultimate paragraph states that "Recent legislative changes have sought to restrict the use of Section 106 planning obligations and to encourage Local Authorities to adopt a Community Infrastructure Levy instead". The word "instead" should be removed, as the CIL does not replace s106, but rather runs alongside it.</p> <p>The last paragraph should be strengthened to include description of the Regulation 122 tests and the pooling restriction introduced in April 2015 which is back dated to 2010. WCC work with the district councils to set out the infrastructure requirements arising from development and to specify how and where these contributions will be spent.</p> <p>Page 13 Community Infrastructure Levy:</p> <p>Giving the 2010 date for the CIL coming into force could be confusing, as no Worcestershire districts had CIL at this point, and information on the history of CIL is probably unnecessary.</p> <p>The statement south Worcestershire authorities have adopted a CIL charging schedule is incorrect. Adoption date is 2nd June 2017. The government has also undertaken a CIL review which is recommending significant changes to the CIL/ section 106 approach. When this section is being modified please contact the Strategic Planning team for updates.</p> <p>Page 13 Local Growth Deal:</p> <p>Further funding has been made available for Worcestershire (http://www.wlep.co.uk/17-5-million-cash-boost-worcestershire-help-create-local-jobs-growth/).</p>	<p>Noted and agreed.</p> <p>Noted: the LTP4 will be updated to reflect this.</p> <p>Noted: the LTP4 will be updated to reflect this.</p> <p>Noted. The future of the CIL is currently uncertain.</p>	

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	<p>Page 15 Strategic Delivery Programme:</p> <p>We welcome investment in Worcestershire's transport network in principle. Many of the schemes identified are high capital cost schemes. In view of this, it is noted that the document repeatedly focuses on an assumption that funding will reduce for bus services. Consideration should be given as to whether this level of investment in new highways infrastructure would achieve the aims of sustainable transport, cutting congestion, and enabling economic development to a greater extent than a suitable (smaller) amount of investment in existing bus services.</p> <p>In addition, the document does not set out reasoning as to why certain schemes are being prioritised ahead of others. The prioritisation seems to be based on the funding and design status of the new the scheme as opposed to benefits it could bring. It would be helpful to provide an evidence base considering the cost of the schemes and how these schemes are prioritised. Would it be possible to prioritise based on the benefits and requirements. For example:</p> <ul style="list-style-type: none"> • Is it required to enable development? • Will it aid economic growth? • Will it tackle congestion? • Will it aid air quality? • Could it promote sustainable modes of travel? • Could it promote mass modes of travel? <p>Most of the above are mentioned as aims but not linked directly to each of the schemes. If they were it would strengthen their inclusion.</p> <p>Page 16</p> <p>Last paragraph is incorrect Redditch and Bromsgrove adopted their respective local plans at the end of January 2017.</p>	<p>Noted: the prioritisation of schemes is achieved through investment in the development of business cases, which identify potential benefits.</p> <p>We will be looking to develop a prioritised delivery programme once the LTP4 has been adopted, which will include an evidence-based assessment of schemes.</p> <p>Noted: this will be amended in the final LTP4.</p>	

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	<p>Prioritisation table is on page 16 but is needed for the transport schemes from page 18 onwards it would be beneficial to have the colour key as a footnote at the bottom of each table page to aid the readers understanding.</p> <p>General Comments on Schemes The words "subject to definition" appear in brackets at the start of every table of schemes. It is unclear what "definition" means.</p> <p>Third column. Is this correct? It appears that the LTP acts to co-ordinate funding and bids, but is not itself a source of funding.</p> <p>Some of the detail on schemes may be excessive for a public-facing document. As an example, for the NEST2 scheme on page 18, it is stated that "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 intricacies of internal approval mechanisms may be too much detail, and this technical language should probably remain internal only. Key dates are probably sufficient here.</p> <p>For NEST5 and NEST6, on pages 18/19, it refers to a "review of ... signalling apparatus (where provided)". The bracketed text seems relevant where multiple projects fall within the scheme, but for NEST5 and NEST6 there is only a single scheme being discussed, and it should be clear whether or not there is currently signalling in place. Similarly, the descriptive text for scheme RB1 on page 26 refers to a systemic investment in "a" town centre or area's transport infrastructure, which sounds like a generic definition of this type of scheme, rather than a specific discussion of scheme RB1 itself.</p> <p>For the various rail station enhancement schemes, the description includes, at the bottom of the list, "Working with Train Operating Companies to improve services".</p>	<p>Noted and agreed.</p> <p>Noted: although that is the point. 'Subject to definition' as in – 'this will be defined'. The 'definition' is required to provide further clarity on scheme proposals.</p> <p>This is correct. The Integrated Transport Block funding is treated separately from the LTP4.</p> <p>Noted: we will seek to address this in the final version of the LTP4 documents.</p> <p>Noted: we will seek to update the description of RB1 to improve its relevance.</p> <p>Noted. This mention is deliberate, because infrastructure</p>	

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	<p>This seems to be inconsistent with the other elements of station improvements, which are all focused on localised physical actions. The improvement of services is a wider network issue, and probably the biggest issue of all, and seems incongruous buried at the end of these lists.</p> <ul style="list-style-type: none"> • Junction redesigns / relocations / enhancements: there are a number of schemes described for alteration of road junctions. Such schemes have a potentially negative effect on wildlife and habitats, principally by increasing fragmentation. However within such schemes there are also opportunities to improve roads for wildlife. These improvements could include badger tunnels; appropriate planting on road verges to promote wildlife and could include small scale surface water or SuDS schemes. These projects could be low cost enhancements. The descriptions should include a commitment to minimising negative impacts and maximising wildlife value via management of the associated 'green' areas such as road-side verges, ditches and hedgerows. • Station Enhancement Schemes: lists of potential improvements at a number of rail stations are given. The enhancements should include appropriate environmental improvements such as natural planting and creation of green spaces, to enhance the design for people and wildlife. • Active Travel Network Schemes: within the active travel schemes described there is no mention of green corridors. Walking and cycling links offer excellent opportunities to join natural environments together if they are designed to accommodate wildlife too. For example bats may travel along the tree lines and hedgerows often associated with active travel networks. The description and design of these schemes should include the additional wildlife benefits they can bring. • Public Realm Schemes: there is potential within the public realm redesign schemes to contribute to urban cooling by planting of trees within town 	<p>enhancement often improves the ability to run more efficient/reliable/frequent services. Worcestershire County Council is keen to capitalise on any opportunities generated as a result of proposed schemes.</p> <p>Noted and agreed: the LTP4 objectives have been updated to include reference to biodiversity and habitats, so this will ensure that this is directly considered as part of scheme delivery within a transport environment.</p> <p>Noted – the updated objectives, as referenced above, will ensure that these aspects are specifically included in scheme design.</p> <p>Noted – the updated objectives, as referenced above, will ensure that these aspects are specifically included in scheme design.</p> <p>Noted – the updated objectives, as referenced above, will ensure</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>centres. This should be included in the description and design of each scheme. Retrofitting of SuDS or other small scale surface water management schemes should also be included in these aspirations.</p> <p>The document only seems to refer to passenger use of rail - what evidence is there of a current or potential future demand for rail freight, either for transporting goods into / out of Worcestershire and how could this be addressed either currently or into the future.</p> <p>In terms of aggregate minerals, the minerals industry has verbally advised WCC as the Mineral Planning Authority that in the medium to long term (as our indigenous good quality aggregate resources are exhausted), we may become reliant on imports and a rail depot might enable sustainable transport of bulk goods into the county. However, no sites have been suggested to us that might be suitable. This may require a proactive search and any suitable land to be safeguarded for potential future use. It may not be appropriate for LTP 4 to include this as a scheme as it is currently only a vague possibility, but it would be useful for LTP 4 as a whole to give greater support to sustainable modes of freight transport.</p> <p>Each town or city has a "town strategy". These appear to be quite generic and do not identify specific issues to each area or what would need to be undertaken to improve each town's specific transport needs or issues. The document would benefit from these being amended to become more specific to each of the Worcestershire towns.</p> <p>Flood risk data should be utilised to inform new transport infrastructure development – location and/or methodology.</p>	<p>that these aspects are specifically included in scheme design.</p> <p>Demand for rail freight facilities in Worcestershire is very low, which negates the business case for a rail freight terminal within the county. Given the very high installation and operating costs of such infrastructure, Worcestershire County Council will expect any proposals for rail freight terminals to be promoted and funded by the private sector.</p> <p>Noted, however, in many cases there is insufficient data available to provide this level of detail. LTP4 is a necessarily high-level/strategic document. As schemes are brought forward for delivery, additional detail will be added and the necessary consultation will take place.</p> <p>Flood Risk Data: noted. This is a detailed issue, which is included</p>	

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	<p>LTP4 Policies:</p> <p>Strategic delivery framework on page 5 seeks to "Reduce the adverse impacts of transport on the environment, including air quality (Air Quality and Climate Change)". This is negatively worded, and does not recognise opportunities for environmental enhancement.</p> <p>Transport Policies: the proposed policies are all very focused on WCC and read like statements of intent. It would be useful for the scope and detail of the policies to be widened out or refocused to inform what other parties should do – for example what should developers be considering and what standards will they need to meet when they develop site proposals which would create new highways or active travel routes? It is unclear as to how these policies could be used by Local Planning Authorities to inform the development of Local Plans or applied by them in the development management process.</p> <p>The policies should directly link to a highways design guide to ensure the policies help deliver an evidenced based Worcestershire standard. This should also link to other Worcestershire policies on flooding and GI. Some reference to road and junction design in relation to elderly / less able users should also be added here.</p> <p>Transport Engagement:</p> <p>The policies within the engagement section are focussed on how we do business as opposed to a policy. They could also benefit from becoming more corporate or</p>	<p>within the scheme development process.</p> <p>Noted and agreed. This will be reworded as suggested.</p> <p>The Local Transport Plan represents Worcestershire County Council's own policies, and, although useful, is not necessarily intended to be used as guidance for other organisations.</p> <p>There is separate guidance under development (Worcestershire Streetscape Design Guidance) which will provide a steer for third parties.</p> <p>A reference to the Worcestershire Streetscape Design Guide will be included in the final LTP4.</p> <p>Whilst we do not disagree, there is no corporate policy for public</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>directorate wide as opposed to transport specific.</p> <p>Policy E1 on councillor involvement outlines the roles of local councillors and cabinet members, but could be strengthened with greater reference to the use of evidence to inform public involvement and consultation and decision making.</p> <p>Public Realm:</p> <p>Within the descriptions of specific policies there is reference to 'public realm improvements', but nothing directly about role of the natural environment or flooding in this (e.g. PR1, PR4). The natural environment has a significant influence on public use of an area and therefore should be clearly included within policy wording. For example PR1 includes paying attention to the 'quality' of routes – access to green spaces, opportunities for surface water management etc. should be given as measures of quality.</p> <p>PR1: we support the aims of using Worcestershire's urban public realm in principle. However, we consider that another aim should be a focus on using the public realm as a destination space for public use, not just as a transport route. Aiming to create areas of public realm that encourage street activity can support economic activity for retailers, and create an environment to suit the lifestyles of workers and residents, which in turn could attract and retain more inward investment and talent to Worcestershire.</p> <p>We welcome that policy PR1 refers to all groups of people, including less mobile, with sight or hearing impairments and those suffering from dementia, however we feel that other policies in this section should also aspire to meet these goals.</p>	<p>engagement. Therefore, a transport policy in this area provides a framework for the development of transport schemes. This is being shared widely across Worcestershire County Council, and may influence the development of a corporate policy.</p> <p>Noted and agreed. We will seek to include additional descriptive text to reflect this comment.</p> <p>Noted. We will seek to develop Policy PR1 to better reflect Link and Place theory and multifunctional use.</p> <p>Noted, we will examine other Public Realm Policies to see how they may embrace those with protected characteristics (e.g.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>PR5: we support the policy of providing pedestrian crossings. We consider that the policy should include reference to using 'shared space' across Worcestershire, particularly in urban areas. Shared space aims to de-segregate vehicles and pedestrians, which creates a safer environment for pedestrians through lower vehicle speeds, whilst still enabling a flow of traffic. Shared space in urban and residential areas would enable the pedestrian environment to spread further than would be possible with segregated highways and would, therefore, widen the sphere of economic activity with greater footfall.</p> <p>PR7: the illustration on page 17 shows guard railings of very poor design quality and it is unclear whether this is the style to be avoided, or the style the policy is advocating. Perhaps a picture of higher-quality railings would be more appropriate if this is being advocated.</p> <p>PR9: a separation between cycle and walking routes will increase safety and enjoyment for all groups of people, including elderly and less physically able.</p> <p>PR10: reference to the provision of strategically placed benches along recreational routes and important pedestrian corridors could help to meet the needs of above mentioned groups including elderly and people living with dementia. It will provide opportunities for their increased mobility, physical activity and social interaction.</p> <p>PR10: we welcome the commitment to decluttering but further reference to signage being clear and simple should be added.</p>	<p>pedestrian crossings to assist the visually impaired).</p> <p>Worcestershire County Council is unlikely to support development of the shared space concept at present.</p> <p>Noted. Worcestershire County Council's policy is to remove guard railing wherever possible. Where it is required, better quality railings are installed in town and city centre environments to complement the streetscape. This photograph will be replaced.</p> <p>Noted .</p> <p>Noted, however, the provision of benches is a Borough, City and District Council function. Your comments will be passed to these authorities.</p> <p>Noted. This will be amended.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>PR11: this should recognise opportunities for sustainable drainage systems.</p> <p>PR12: street lighting: in addition to cost, visual impact considerations, and safety the effect of lighting on the natural environment (i.e. bats) should be addressed whilst still maintaining the balance for all considerations.</p> <p>PR12: to assist with sustainability make reference to a requirement for LED lighting or other appropriate low energy solutions where specific lighting is not required for wildlife protection.</p> <p>PR13: this should explicitly state the green infrastructure benefits of street trees.</p> <p>PR14: any paving materials should be plain and non-reflective in clear colour and textural contrast to other surfaces in order to help reduce its impact on people living with dementia.</p> <p>PR16: first bullet point should probably be amended to "operators of street frontages..." In the second bullet point, it is unclear what the "certain categories of road user" refers to. An exhaustive list would be more helpful than the single example given.</p> <p>Cycle Infrastructure:</p> <p>C1: we welcome the policy focus on cycling in principle. We consider that walking and cycling are two of the primary methods for achieving a sustainable transport vision across Worcestershire. We consider that, as well as creating new networks or enhancing existing for cyclists, the existing transport network should be made more suitable for cyclists through the use of lower speed limits and switching the road hierarchy from car drivers to pedestrians and cyclists across Worcestershire's urban areas. Cycle routes should also be delivered to form a continuous route linking areas of employment, retail, schools, and be delivered off road. These routes should be shared cycle and pedestrian routes.</p>	<p>Noted and agreed.</p> <p>Noted and agreed. This policy will be amended.</p> <p>Noted, although this not required. The market now only supplies low energy/LED lighting, and this is cheaper than 'heritage' alternatives.</p> <p>Noted and agreed.</p> <p>Noted. This is a detailed design issue, which will be passed to colleagues to address.</p> <p>Noted and agreed. This policy will be amended.</p> <p>Noted. We will consider this during the redraft of the LTP4 documents.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>C6: the second bullet point states that "Where restrictions on cycling are unenforceable and/or unnecessary, these will be reviewed". This seems to be the wrong way around. It is likely that the purpose of a review, in whole or in part, would be to establish whether such restrictions are unenforceable or unnecessary and, if such conclusions are reached, this bullet point should be setting out what actions will be taken.</p> <p>C7: we welcome the commitment to provide cycle parking at key destinations. Regarding the stated preferred design for cycle parking (Sheffield Stands), we consider that there should be a determined focus on providing innovative, secure, multi-decked, high capacity cycle storage facilities. Sheffield stands do not provide the security or capacity required to facilitate a modal shift beyond short, quick, journeys by lone cyclists. High capacity secure storage is essential for facilitating greater cycle journeys, particularly to transport hubs, such as stations or town centre locations. Such stands are already used at locations across the UK including London Stations and Leamington Spa Station (for example). In a similar fashion to these cities, Worcestershire should adopt a leading, innovative approach to cycle storage at relatively low cost compared to large-scale infrastructure. This approach could be considered for the new Worcestershire Parkway and other future rail station enhancements or developments and at existing transport hubs around the County. In addition cycle storage should be considered at other mass transport hubs such as bus stations along with allowing additional cycle storage at schools and colleges.</p> <p>Integrated Passenger Transport:</p> <p>We consider that providing a convenient, reliable, bus service with good network coverage should be a key element for achieving Worcestershire's aims of sustainable transport and reduced congestion. Bus service provision also provides the County's young and elderly residents with a vital means of independent</p>	<p>It is not clear to us what point you are making. We will discuss this with you separately.</p> <p>Noted and agreed. We will review this policy.</p> <p>Noted.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>transport. Bus services should be provided to enable social mobility amongst young people in a rural county to urban centres, schools, leisure pursuits and future employment opportunities, and be affordable enough to facilitate a transition from private car transport.</p> <p>Note that in the final bullet point of IPT2, it should be "advise" rather than "advice".</p> <p>In view of the above, we consider that the ITP policies actively propose a managed decline in bus service provision, rather than investment. For example, ITP5 appears to be worded in a manner that would actively erode underperforming bus services by 'terminating' the least well used services.</p> <p>The policy does not acknowledge that there may be factors, such as high cost of those services, which are accelerating their decline or consider alternative methods of promoting investment and use.</p> <p>In addition, ITP7 indicates that bus service levels will be reduced where no bids are received for a contract. This approach, therefore, implies that bus service provision is a low priority for Worcestershire County Council up to 2030.</p> <p>In summary, policies that actively reduce bus services do not appear to be compatible with LTP4's aims of sustainable travel reduced congestion and increased economic activity. Consideration should be given to policies that invest in bus services.</p> <p>The use of national guidance on the provision of bus stops such as the Inclusive Mobility guidance by the Department of Transport should be encouraged through the LTP 4.</p> <p>Transport and Air Quality:</p>	<p>Noted: this will be corrected.</p> <p>We will endeavour to work to support bus services through investing in infrastructure improvements and advancements in technology to improve journey times, particularly in urban areas. This should have a positive impact on bus services.</p> <p>Please note that the LTP4 Passenger Transport Policies do not suggest Worcestershire County Council would actively reduce bus services.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>More sustainable/natural drainage/flood risk management needs to be encouraged through LTP4 policy and/or amended highway design guide AQ1 – We welcome the focus on managing air quality across Worcestershire. However, we consider that the policy should be more positively worded to tackle this serious health issue.</p> <p>Motorcycling:</p> <p>M1: second sentence of the third paragraph largely repeats the first sentence. Unclear what is being referred to when it mentions "this route".</p> <p>Climate Change:</p> <p>TCC1: we welcome the approach to improve fleet replacement with reduced emissions. However, we consider that a policy designed to actively remove the oldest and worst polluting vehicles from the roads, particularly urban areas, should be considered as part of a package of measures to promote modal shift. The recent announcement of a charge of £10 in central London on vehicles which do not meet Euro 4 emissions standards is indicative of the type of innovative policy which needs to be considered to tackle climate change, as well as to create a clean, healthy county for attracting economic activity and residents.</p> <p>Although we assume TCC1 only applies to in-house, WCC vehicles, the policy title and text as written could lead to some ambiguity over whether it also applies to the wider community and private business fleets, etc.</p> <p>TCC3: suggest replacing "...which might encourage home working" with "...to enable home working".</p> <p>TCC5: not at all clear what this policy is seeking to achieve and how this would be</p>	<p>Noted and agreed. This policy will be reviewed.</p> <p>Noted: this will be corrected.</p> <p>Noted. Worcestershire County Council awaits the outcomes of DEFRA's national air quality strategy, which will influence our future approach to tackling the impacts of vehicular emissions on ambient air quality.</p> <p>Noted, this will be corrected.</p> <p>Note: this will be corrected.</p> <p>Noted, this policy will be</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>done.</p> <p>Potential New Policy Regarding Speed:</p> <p>We consider that a Policy for lowering the speed limit in residential and urban areas should be considered for inclusion in LTP4. There is growing evidence that lowering speed limits reduces the risk of injuries from collisions, as well as encouraging more walking and cycling in urban areas. Such a policy is already being pursued by cities such as Bristol, Cardiff, Paris, Milan, and across Spain. In an economy where cities compete against each other to attract talent and investment, we consider that Worcestershire should be ambitious in introducing such a policy to support its aims of sustainable travel and increased economic activity, whilst having a minimal impact on congestion.</p> <p>The Network Management Plan Document and Policies:</p> <p>NMP1: will the maintenance of the GIS database extend to updating the Advisory Lorry Route Map and providing this as a GIS web map rather than just a PDF?</p> <p>NMP3 and NMP4: paragraph 4.15 refers to freight operators using alternatives to road transport such as rail and water. However, policy NMP3 gives no indication of the level of support which will be given to schemes to enable further use of alternative modes for freight transport, there are no freight schemes identified in the main document and no policies for freight or multi-modal transport in the Transport Policies document. Without explicit support for use of more sustainable modes to be developed, we consider that it is likely that the majority of freight movements will remain by road. The policy framework proposed in the LTP 4 consultation documents is significantly weaker in this regard than the support</p>	<p>reviewed.</p> <p>Noted, following receipt of a large number of comments in this area, this was considered and decided that speed limits should be considered on a 'case by case' basis to respond to local need.</p> <p>Safety has been considered throughout the revised policy document.</p> <p>Noted. There is no resource to undertake this at the present time. We will refer this to Worcestershire County Council's Network Control Manager.</p> <p>Noted. The LTP3 included freight policies, however, these were deemed to deliver no real benefit due to the lack of control/influence over the industry. Instead Worcestershire County Council will work in partnership with the industry to consider the impacts of freight</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>offered by the Multimodal Freight Policy in LTP3.</p>	<p>and tackle issues as they arise.</p>	
<p>Historic England</p>	<p>Local Transport Plan 4 (LTP4):</p> <p>We note the variety of proposed transport schemes identified within Local Transport Plan 4, for schemes up to 2030. There are a significant number of schemes identified; however, we cannot find any detailed evidence relating to how the potential harm to the significance of heritage assets has been considered. The Strategic Environmental Assessment concludes that there will be benefits for the historic environment in terms of encouraging cycling and walking routes which may better reveal the significance of heritage assets, improvements to public realm and townscape through limiting street clutter, reducing traffic congestion and noise and pollution and improvements to landscape through reducing traffic congestion, noise and pollution, all of which we support.</p> <p>However, the assessment also notes that there are a number of ‘negative’ and ‘uncertain’ effects for the historic environment as a result of new transport infrastructure, road and rail. There are a wide range of heritage assets noted where harm could arise due to the transport proposals. We would advise that these effects are assessed at this stage, in a proportionate manner to justify the inclusion of proposals within LTP4. The assessment should be mindful of Section 12 in the National Planning Policy Framework and should consider the effects to all heritage assets, including where there may be potential for buried archaeology. In this way it will be possible to justify transport proposals or consider reasonable alternatives or amendments to proposed schemes at this stage. We do not</p>	<p>Thank you for your considered comments on the draft Worcestershire LTP4.</p> <p>As the LTP4 is a strategic document, it necessarily lacks detail. This limits the ability to assess any likely impacts at this level.</p> <p>Worcestershire County Council's view is that as schemes are brought forward for delivery, specific considerations (such as environmental and historic issues) should be considered at that stage, as there will be sufficient detail available to properly assess likely impacts. Worcestershire County Council would not support extensive assessment at such an early stage, as the potential for abortive work is significant due to changed scheme scope.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>support waiting to the development management stage to assess the principle of development, though we do accept that at this stage more detailed environmental assessment would be required.</p> <p>If you would like to discuss this further please contact me.</p> <p>Transport policies document: public realm section:</p> <p>We support the inclusion of policies for the public realm within the transport policies and consider that there could be specific clauses that identify benefits for the historic environment that have the opportunity to enhance, in line with the SEA assessment findings.</p> <p>Strategic Environmental Assessment:</p> <p>We welcome the inclusion of a key objective that includes the need to conserve and preserve heritage assets. We would encourage the assessment to also look at how enhancement measures can be secured.</p> <p>We also welcome how the report has been framed across seven environmental themes, one of which is the historic environment.</p> <p>The summary included within Table NTS 1 on page NTS4 onwards notes all the elements for the historic environment as either 'negative' or in the majority of cases 'uncertain'. The report recognises that there are a significant number of heritage assets and historic landscapes that could be adversely affected through the proposals and yet the conclusion is left to the design and layout stage accompanying formal planning applications.</p> <p>Whilst we recognise that in many cases there may be positive opportunities to avoid harm or minimise harm to the historic environment through specific assessments and discussion at planning application stage, we consider that the</p>	<p>Noted.</p> <p>Noted: these comments will be shared with our SEA supplier for consideration.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>principle of the development of transport schemes should be appropriately assessed at this stage in case there are some schemes that are inappropriate due to their harm to the historic environment.</p> <p>Page NTS14 states that the next step will be to assess how environmental considerations have been incorporated into the LTP4. We note in its current form there is no reference to the historic environment or any mitigation measures within LTP4.</p> <p>Comments on the historic environment within Page 16 highlight that there are different concerns/ benefits depending on the option proposed. We welcome the opportunities to enhance the public realm/townscape/ landscape through measures to reduce congestion and manage traffic flows.</p> <p>We note the assessment findings for all three transport packages indicate benefits for the historic environment and we support where the transport package seeks to identify cycling and walking routes that could better reveal the significance of heritage assets and reduce traffic congestion, noise and pollution etc.</p> <p>We do, however, note that there are also a number of potential adverse effects for heritage assets as a result of new transport infrastructure, both road and rail. The assessment concludes for all three transport package areas that these adverse effects will be dealt with at the planning application stage; however we have some concerns with this approach as it may be that the principle of development is not acceptable and that a reasonable alternative could be found that would have less harm to the historic environment. The assessment process identifies which heritage assets are likely to be affected as a result of the proposals and we consider an assessment into the harm to the significance of these heritage assets is required. Additionally, there is the potential for unknown buried archaeology, which could be of national significance, to be affected through the proposals.</p> <p>We further consider that it is the role of the SEA to identify avoidance/ mitigation measures that could be included within LTP4 rather than stating that the effects</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>remain 'uncertain'.</p> <p>We would welcome the opportunity to discuss LTP4 in more detail with you and discuss what historic environment evidence base has been undertaken/ needs to be undertaken to justify the inclusion of schemes within the Plan.</p>	<p>We look forward to working with you directly as individual schemes come forward for development.</p>	
<p>Worcestershire Local Access Forum</p>	<ol style="list-style-type: none"> 1. The definition and consideration of "highways" in LTP4 should be widened to include all public rights of way. 2. The LTP should refer to all vulnerable road users – and specific mention should be made of inclusive policies for pedestrians, horse riders and mobility vehicle drivers, which will put them on an equal footing with cyclists and motorcyclists. It should also recognise the contribution these groups make to the local economy. 3. A general Access Policy should be added which covers the recreational and rural use of both roads and public rights of way by all user groups, including cyclists as well as pedestrians and horse riders. 4. The current Cycling Policy has sub policy requirements C1 to C8 which cover a variety of issues such as off-road routes, maintenance, developer contributions and network expansion. These are equally relevant to pedestrians and horse riders, so it is suggested either that the title should be changed to reflect this, or that sub-policies C1 to C8 should be incorporated into the general Access Policy suggested in item 3. 5. Acknowledgement should be made in the new Access Policy of the impact the 2026 CROW Act cut-off date will have, after which unrecorded historic access rights will be extinguished. The loss of unrecorded rights will lead to serious gaps in the off-road PROW network, which cannot be rectified. <p>Although most path user groups would like to see a small budget set aside for researching these so-called Lost Ways, recognising the issue and reflecting it in LTP policy would be a good first step.</p>	<p>Many thanks for meeting with us and providing these constructive comments to the LTP4 consultation process.</p> <ol style="list-style-type: none"> 1. Noted, although this may be rather challenging to deliver in practice. 2. Noted and agreed. 3. Noted and agreed. 4. Noted. 5. Noted: an acknowledgement of this will be made. <p>Noted: we will seek to include reference to this in the LTP4.</p>	<p>LTP ACTIONS: review comments made and amend policies where feasible / appropriate.</p>
<p>Herefordshire & Worcestershire Fire and Rescue</p>	<p>The provision of high quality fire-fighting and rescue services to our communities is a key strategic goal for Hereford and Worcester Fire and Rescue Service. To support this goal we aim to get to all incidents as quickly and safely as possible and as such we would welcome initiatives designed to reduce congestion and improve journey times on Worcestershire's roads.</p>	<p>Thank you for your comments on the LTP4.</p> <p>We note your concerns about access and reducing congestion,</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>We continually monitor the effectiveness of our response to all incident types and formally report our response time to building fires in our quarterly Fire Authority Reports. As part of this process fire crews regularly report issues with congestion, caused by both traffic volume and parking, and we have developed local initiatives to help mitigate the effects on our response times.</p> <p>As you would expect these issues predominately arise on main access routes and in heavily populated areas of the county at certain times of the day, such as peak work and school commuting times. Reduced congestion in these areas and at these times would help our operational response.</p> <p>As is currently the case we require full details and prior notice of any transport routes that may be affected during any improvement works.</p>	<p>and will seek to tackle this through investment in the schemes identified in the LTP4.</p> <p>Noted: we will ensure that you are identified as a key stakeholder for any improvement works. We would also urge you to monitor www.roadworks.org, which provides dynamic information on planned and emergency roadworks taking place on Worcestershire's transport networks.</p>	

6.2.40 In total, 4 pieces of written correspondence were submitted from Service Providers. These can be viewed in Table 6.11

TABLE 6.11: SUMMARY OF WRITTEN RESPONSES – SERVICE PROVIDERS

Stakeholder Comments			
Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
Stagecoach Bus	<p>This is an abridged version; for full details please see the stakeholder Consultation Submissions in Appendices.</p> <p>The contribution of commercial bus services to economic and social developments in Worcestershire.</p> <p>The Vision and Objectives: What Role for the Bus in Worcestershire?</p> <p>"High-quality continuous corridors" for sustainable modes</p> <p>Cost effective Capacity improvement</p> <p>Planning for growth: alignment with Worcestershire's Development Plans</p> <p>Managing the commercial bus network</p> <p>Conclusion: Stagecoach commitment</p>	<p>Thank you for your detailed response.</p> <p>Your comments on bus services are noted. Whilst the County Council has limited ability to influence the provision of commercially operated bus services, we will continue to work with you and other operators to seek network improvements wherever possible. This will include, for example, enhancements to infrastructure and the introduction of latest technologies to improve journey times and reliability for bus users.</p>	LTP ACTION: review ITP policy
University of Worcester	<p>The University strongly supports all elements of the South Worcestershire Strategy, specifically:</p> <p>SWST 1 – Parkway Rail Station: The University supports this project, but requests that County includes a study and appropriate implementation bids for a “rapid link to the City Centre and Shrub Hill”.</p> <p>SWST 2 – M5 Junction 6: The University supports this enhancement.</p> <p>SWST9 – Fernhill Heath Station: We strongly support this as significant numbers travel to the</p>	<p>Thank you for your response.</p> <p>SWST1 - Future enhanced services serving Shrub Hill will form a <i>de facto</i> rail 'shuttle service' between Parkway and Worcester City.</p> <p>SWST2 – Noted</p> <p>SWST9 – Noted. Although recent</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>University from this general direction.</p> <p>SWST10 – Rushwick Station: We strongly support this as significant numbers travel to the University from this general direction.</p> <p>SWST12 – Western Link Road Scheme: Reported timescales for this are disappointing given the level of expected development in Worcester West (45/2 in the SWDP)</p> <p>With regard to the Strategic Active Travel Corridor Schemes:</p> <p>SWAT9 Malvern to Leigh Sinton: suggestion for this to link up with the Oldbury Road active travel corridor to give good connectivity to Malvern.</p> <p>SWAT2: Worcester to Droitwich Spa: we strongly support this. There are significant concentrations of students and staff travelling from the Droitwich area into Worcester.</p> <p>SWAT4: Worcester to Hallow: The University would like the Council to extend this to Top Barn Farm to connect with our Lakeside Campus. The University will promote cycling to this campus for staff and students and an off-road route will significantly affect people’s travel choices as this would be a much safer and healthier option.</p> <p>Buses: The University requests that the County recognises that the promotion and development of bus services play a particularly important part in student and staff travel to campus. It is disappointing not to see bus initiatives in LTP4. The University will be interested to discuss bus initiatives with the County as part of the WTS. The reduction of bus services over the last 2 years has had a significant impact on the University with bus commute to campus reducing from 10% in 2013 to 2.8% in 2016 for staff, and students 6% in 2013 to 5.7%.</p> <p>The University is a large enough stakeholder to have an impact on travel in the region with</p>	<p>technical work has demonstrated that this station is probably unviable.</p> <p>SWST10 – Noted.</p> <p>SWST12 – Noted, however, this is realistic, and possibly rather ambitious given the current funding situation nationally.</p> <p>SWAT9 – Noted. This will be considered in the final version of the LTP4.</p> <p>Buses: noted. Passenger transport policies in the LTP4 will be comprehensively reviewed following this consultation.</p> <p>Noted.</p>	<p>ACTION: Consider amending the WTS to be a major scheme.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>It is our assumption that, in developing Active Corridors, LTP4 will fully address any accessibility issues.</p> <p>The University will work with the County to promote improvements to public realm and further pedestrian and disabled access priorities. Such public realm improvements are important ways to prioritise good health (walking and cycling) and to promote inclusivity.</p> <p>Finally, as already mentioned, the University is disappointed that there is no consideration of Bus Travel with LTP4 as we view this as a significant factor in relation to the overall Transport Strategy for Worcester City.</p> <p>Plan showing spread of students living within walking/cycling/public transport distance.</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>In particular, we strongly support the renewal of the signalling of the Worcester/Malvern area and enhancement of the additional constrained layout. This will be essential to provide capacity for the anticipated growth in demand, flexibility for new services and improved service performance. We're actively pushing for this to be included in the CP6 workbanks. Potential enhancements that we would support, subject to business case, include:</p> <ul style="list-style-type: none"> • More consistent headways, particularly Newlands East to Malvern Wells, Stoke Works to Shelwick and Droitwich to Tunnel Jn. • Minimise reoccupation time through line speed improvements Tunnel Jn to Foregate St (currently 25mph then 15mph), Henwick (currently 15mph crossover). • Increase linespeed on the single line between Shelwick and Ledbury from 70-90mph (reinstating the capability that used to exist when loco-hauled stock operated to Hereford). • Improve platform operation at Worcester Shrub Hill (possibility of an additional through-platform behind Platform 2) and increased operating flexibility (the layout at Worcester Shrub Hill with signal overlaps at each end effectively permits only one movement in the station area at a time). • Improved turn back facilities in the Malvern Wells area – potentially a facing crossover east of Great Malvern. • New crossover(s) at Rainbow Hill Jn to resolve access issues – reinstating some of the flexibility that existed prior to the 1973 rationalisation. <p>We support fully the proposals for station enhancements and/or additional car parking at Malvern Link, Worcester Foregate Street, Worcester Shrub Hill, Droitwich Spa, Bromsgrove, Kidderminster, Hartlebury, Blakedown, Hagley, Wythall, Redditch and Alvechurch. Worcester Foregate Street, in particular, has been identified as a station that will require investment in the future in order to provide the capacity to accommodate the anticipated growth in footfall.</p> <p>The draft LTP4 includes new station proposals for Fernhill Heath and Rushwick. We support the principle of attracting new users to rail. However, we would urge caution that any new station proposals need to be developed with full cognisance of strategic fit, including how they will be served. If there is an expectation that existing train services will call or additional</p>	<p>course.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>trains will run, this needs to be considered as part of the overall business case and carefully balanced with other strategic priorities, e.g. for increased capacity and/or reduced journey times. Careful consideration also needs to be given to the extent that any new stations are likely to generate genuinely new rail journeys vs abstracting existing users from other stations.</p> <p>We would urge similar caution in respect of the Honeybourne to Stratford-upon-Avon reinstatement study. As with the new station aspirations, the business case needs to be carefully considered in terms of costs, benefits, strategic fit and (recognising there is a limited amount of funding available) the overall level of priority vs other proposed rail industry investments.</p> <p>Finally, a very small point but on page 11 'Economic "Game-Changer" Sites in Worcestershire' there is a reference to electrification between Barnt Green and Birmingham that I believe should say electrification between Barnt Green and Bromsgrove.</p>	<p>Note: this reference will be corrected in the final version.</p>	
First Midland Red Buses Ltd	This is an abridged version; for full details please see the stakeholder Consultation Submissions in the Appendices.	Thank you for your response to the Worcestershire LTP4 Consultation.	LTP ACTION: review ITP policy.

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>LTP 4 We consider that the overall scope of the Local Transport Plan throughout the County is disappointing, with little reference to important contributions made by Bus Services.</p> <p>Rail links are however heavily promoted. Rail stations are not accessible to all, and often require a 'non public transport' connection to complete a journey.</p> <p>In addition, rail stations are often not close to other trip generators (businesses / central retail provision) and the flexibility of bus, compared with rail travel, we believe, should be more prominent within the LTP submission.</p> <p>The plan, we believe should reflect the many Benefits of Buses and also consider the low cost, in comparison with rail. Some key aspects of buses are:</p> <ul style="list-style-type: none"> • Actual routes are easily changeable to accommodate differing needs of general public • Bus times and frequency can be modified at short notice • Additional resources are easily obtainable, and can be deployed immediately if required <p>Congestion Congestion affects all residents of Worcestershire, if commuting at peak times, popular shopping times or at times when there are specific events, such as the Victorian Fayre. Congestion, and the associated frustrations cause 'real' inconvenience and considerable cost to businesses and individuals.</p>	<p>Your comments on bus services are noted. Whilst the County Council has limited ability to influence the provision of commercially operated bus services, we will continue to work with you and other operators to seek network improvements wherever possible. This will include, for example, enhancements to infrastructure and the introduction of latest technologies to improve journey times and reliability for bus users.</p> <p>Congestion: we note your comments on accommodating increased car use, and will consider this in the final version of the LTP4, specifically, the Network Management Plan. Similarly, we will review existing policies on Real Time Information Systems, parking management and traffic signal priorities.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>Congestion in Worcester will worsen, so long as cheap car parking is offered in the City. This will encourage people to use the car, rather than an alternative, and indeed queue, exacerbating congestion.</p> <p>Regular congestion is bad for urban areas and people will plan to avoid it in the long term. This includes businesses and the retail sector who regard access as a determining factor when choosing potential locations.</p> <p>The planned growth in the greater Worcester area will increase the movement of people in and around the City. There are serious congestion issues at present and planning to accommodate additional car traffic in the City, commensurate with population growth is a mistake.</p> <p>Worcester is an historic City and there are limitations due to the geographic layout of the corridors serving the City Centre. It is imperative that capacity and use of road space is measured by the movement of people, rather than numbers of vehicles and the allocation of road space is made in line with capacity per vehicle to maximise efficiency.</p> <p>This will therefore challenge the current attitude towards the car and there are opportunities to deliver these alternatives:</p> <ul style="list-style-type: none"> • Buses are part of the solution to provide an alternative to reduce car traffic, however, to enable a change from car there needs to be: <ul style="list-style-type: none"> ○ Confidence in public transport through reliability ○ Quality of transport provision with added benefit to the car ○ Consistency of journey times to deliver regular punctuality ○ Journey times comparable with or faster than home to destination car journeys ○ Modern infrastructure and attractive bus waiting areas <p>There are good examples where congestion has been addressed and car movements reduced through proactive measures and, in some cases difficult decisions. Oxford and Brighton both offer illustrations of where public transport has actually improved access to and from the main City Centre, and alleviated congestion.</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>There are other measures that can provide help, particularly at peak times, including public transport priority measures and enforcement. There has to be 'buy in' from all parties, including enforcement agencies to ensure that illegal parking for example, is not allowed in busy areas where congestion quickly builds up. These measures should be addressed within the LTP, where road space will continue to be at an absolute premium.</p> <p>New Developments Worcestershire is to see many new developments and public transport should be a key factor at early stages of expansion planning to provide access to and from Worcester and the other towns within the County. Integration with existing bus services may offer additional access and the opportunity for sustainable public transport links for the future.</p> <p>Section 106 developer funding should also be targeted to limit future congestion and this can include direct service provision or improvements to infrastructure.</p> <p>Crowngate Bus Station is a good example of where the key public transport interchange used by tens of thousands of passengers per week, has deteriorated to an extent sufficient to make the location unpleasant. There is a huge requirement for enhancing the 'experience' for passengers at Crowngate, as the environment is simply not acceptable, when comparing the shopping experience, or indeed the improving quality of buses.</p>	<p>Your comments on Crowngate Bus Station are noted, and we will seek to engage with Crown Estates (as the owners) and yourselves (as the operators) to tackle this issue.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>First's aspirations We list below our wishes for the future, emphasising our commitment to partnership with City and County Councils.</p> <p>1. Systemic Long-Stay (Commuter) Car Parking Price Restraint and Demand Management Off and on-street parking charges in Worcester are exceptionally low, and are undermining the ability for bus operators to provide a commercial service, as well as directly contributing to severe peak time congestion issues.</p> <p>In the case of off-street parking, Worcester City Council charges only £600 a year for a season ticket. Given that there are nominally 260 working days in a year, this works out at only £2.30 a day! If season ticket holders then use this season ticket to park during weekends this cost drops even further. Evidence suggests that private sector operated car parks in the city (Crowngate and NCP) are having to artificially reduce their long-stay car parking prices to compete with the public sector. On street parking in the residential suburbs immediately surrounding the City Centre is widely available and free of charge, enabling commuters to park and walk into the city centre at minimal cost.</p> <p>When compared with a daily bus ticket (£4), First struggle to compete, with the result that the bus network is in terminal decline. To remedy this, all day parking in public sector operated off-street car parks should be set at a minimum price of £7 per day (roughly £1 an hour) to enable bus services (and rail) to compete as a viable alternative to car use for commuting trips. Similarly, there is a need for the County Council and partners to pursue area-wide Residents Parking Zones in residential areas adjoining the city centre, to remove commuter parking issues (and associated peak time congestion) from city centre streets. A joint approach by City and County Councils and car park operators would act to drive up demand for bus travel, leading to an increasingly sustainable and vital bus network, whilst actively reducing city centre peak time congestion and access issues.</p> <p>It also goes without saying that if the above is resolved, bus-based Park and Ride stands a chance of returning to Worcester, only this time on a commercial basis.</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>2. Crowngate Bus Station is no longer fit for purpose There is a need to include a scheme in the LTP4 to either enhance or replace this essential facility, which must include strategic access improvements to protect bus services from congestion. The current bus station's facilities do not reflect the needs or aspirations of the 21st century passenger.</p> <p>3. Continue to invest in Real Time Information System Access We wish the County to formally commit to investing in this in the LTP4. Many larger trip attractors (such as hospitals) now choose to display online feeds via a large monitor in public areas, which should be encouraged across Worcestershire (particularly at major trip attractors such as schools, colleges, the university, hospitals, major employers etc.) to stimulate demand.</p> <p>4. Systemic bus priority at Traffic Signals We would welcome a stronger commitment from the County Council to continue to invest in traffic signal renewals, and ensure that bus priority modules are included wherever feasible. This will improve bus journey times and journey time reliability, leading to a more stable, commercially viable network.</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP Action
	<p>5. County Hall Campus Travel Plan The County has (together with other major trip attractors such as the hospital) an opportunity to generate demand to travel by bus. For example, the current policy of providing free parking at County Hall Campus, acts to disincentivise bus use to access the site and directly impacts on the ability of bus operators to provide commercial services to County Hall.</p> <p>6. Development Growth The South Worcestershire Development Plan will see the city grow by over a third, and 'satellite settlements' of Pershore, Malvern, Droitwich, Kempsey and Evesham expand significantly. Without a strong, joined up demand management strategy for Worcester City Centre, congestion will become further exacerbated and Worcester's role as a sub-regional focus for the provision of services and employment opportunities will decline, threatening the local economy with severe decline. An enhanced bus network has a central role to play in enabling the city to expand sustainably, supporting economic growth and social cohesion/wellbeing.</p> <p>Obviously my team and I would be delighted to discuss these thoughts and suggestions in greater detail should you feel that appropriate. I look forward to hearing from you.</p>		

6.2.41 In total, 5 pieces of written correspondence were submitted from Developers. These can be viewed in Table 6.12

TABLE 6.12: SUMMARY OF WRITTEN RESPONSES FROM DEVELOPERS			
Stakeholder Comments			
Stakeholder	Comment	Worcestershire County Council Officer Response	LTP4 Action
Billingham and Kite Ltd	<p>"This representation is penned on behalf of Billingham and Kite Ltd, a residential developer active in the Bromsgrove area. They develop sites from one or two dwellings up to around 30 dwellings, with the current build programme geared to the upper end of the scale. Please take this representation as an objection to LTP4.</p> <p>The essence of the objection is that all schemes relevant to Billingham and Kite Ltd's present and potential interests refer to an indication that funding will be sought from developers, amongst others. In Bromsgrove there is currently no indication from the Development Plan Scheme that Bromsgrove District Council are going to instigate a Community Infrastructure Levy Charging Scheme. In the absence of such a scheme any contributions to schemes will have to be secured</p>	<p>Your comments are noted.</p> <p>Worcestershire County Council will seek funding from a range of sources, including developers where this is appropriate, and CIL</p>	ACTION: re-phrase developer funding issue in LTP4

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP4 Action
	<p>through the mechanism of Section 106 obligations.</p> <p>Section 106 obligations are limited in their scope by the Community Infrastructure Levy Regulations 2010.</p> <p>Regulation 122 states:</p> <p>122.(1) This regulation applies where a relevant determination is made which results in planning permission being granted for development.</p> <p>(2) A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:</p> <p>(a) Necessary to make the development acceptable in planning terms;</p> <p>(b) Directly related to the development; and</p> <p>(c) Fairly and reasonably related in scale and kind to the development.</p> <p>Regulation 123 operates to limit the number of S106 obligations relating to a particular item of infrastructure to no more than 5.</p> <p>It is considered that the terms of LPT4, which has a purpose of setting the scene for the justification of funding from various sources fails to address the logistics imposed on it in relation to revenue streams arising within the context of the relevant Community Infrastructure Levy Regulations 2010 referred to above. There is no indication of which of the indicated transport initiatives relate to development in particular areas, nor is there a dimensioning of the necessity of any particular scheme to development in the different localities.</p> <p>In addition to the need to relate transport schemes to the need for funding from developments it is also necessary for such initiative to take into account the number of development proposals which can be harnessed in pursuit of implementation of a particular scheme.</p> <p>It is submitted that the absence from the current version of LTP4 of the logistics which address the limitations contained within the CIL Regulations renders the document ineffective. It is ineffective in relation to the precise mechanics for justifying and dimensioning contributions in</p>	<p>(or its successor) compliant.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP4 Action
	<p>relation to developer funding. Absence of this information from the document has consequences for other funding sources as it would seem to undermine the strength of a case to funding from Government agencies if the County Council are unable to put forward a robust case for the element of funding from the potential developer revenue streams. "</p>		
<p>Gleeson Strategic Land and Wellbeck Land</p>	<p>On behalf of Gleeson Strategic Land and Welbeck Land please see comments below on LTP4. Our interests relate to Malvern and in particular the Policy SWDP 56 from the South Worcestershire Development Plan. Therefor the comments submitted should be viewed in that context.</p> <p>The Malvern and Tenbury Wells Package proposes the Malvern Link A449 Key Corridor of Improvement (ID M3) and various individual junction improvement schemes (ID M6 – M13). It is welcomed that defined scheme locations have been identified, which will assist in alleviating existing congestion issues as well as mitigating the effects of planned growth. It is noted however that the proposed improvements are not finalised, with the description stating that schemes will be subject to review and costing.</p> <p>As part of development of Land at North East Malvern (Allocated site SWDP 56), the A449 / B4208 roundabout will require a significant highway scheme to accommodate access to the site via the northern arm of the junction. The Transport Assessment accompanying the current application for site SWDP 56 has also identified that a highway scheme is required at the signalised junctions of the A449 with Spring Lane and Lower Howsell Road, which would restrict the right turn manoeuvre to Spring Lane.</p> <p>Both these schemes have been designed and approved in principle by the Highway Authority and represent very major commitments to the highway network in this area of Malvern. Given there are already known highway capacity issues at these junctions and due to the advanced nature of the junction proposals, we strongly believe that both these junctions should be included within LTP 4 with appropriate references on pages 42-44 to the funding and delivery mechanism which has been proposed.</p>	<p>Thank you for your comments.</p> <p>For the purposes of the LTP4, all future highway investment schemes along the A449 in the Malvern Link area have been consolidated under Scheme M3: Malvern Link (A449) Key Corridor of Improvement Scheme. We note your comments and will update the LTP4 accordingly.</p>	<p>LTP ACTION: update M3 with further description.</p>

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP4 Action
Hallam Land	<p>Thank you for the opportunity to make comments on the above document. I make the following comments on behalf of Hallam Land Management Limited (HLM) who are applicants in relation to part of the strategic Local Plan site at West Worcester in respect of which planning applications have been lodged. That other comments are not made in relation to the Draft LTP should not be taken to mean that HLM agrees with all other aspects of the Plan or its policies. Hallam Land Management also took substantive part in the South Worcestershire Local Plan Examination which took place prior to the adoption of the Local Plan.</p> <p>Page 5 Objectives and Structure:</p> <p>HLM note the Worcestershire Corporate Plan and Local Transport Objectives. One potentially important element of the LTP Objectives that appears to be missing is an explicit transport priority attached to supporting the committed development strategy for the County including, in particular, that for South Worcestershire.</p> <p>It is suggested that the LTP objectives and priorities, be amended to reference the need for LTP objectives and funding to also support the delivery of housing and other needs identified in the LTP.</p> <p>SWST12 – Worcester Western Link Road Scheme: Hallam Land Management objects strongly to:</p> <p>i) The inclusion of this link road scheme in the LTP to 2030 on page 32; and ii) To the notation of the scheme on the Plan of Strategic Transport Schemes for South Worcestershire on page 34 of the LTP.</p>	<p>Your comments are noted.</p> <p>The LTP4 Economic Objective does include growth, which includes development growth. We feel that this appropriately addresses your concerns.</p> <p>The inclusion of scheme SWST12 refers to the development (i.e. of a business case) to pursue the potential extension of the Worcester Orbital Route (A4440). This is</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP4 Action
	<p>This appears to be a step back to the promotion of a strategic link between the Crown East Roundabout and the Martley Road. It is described in the LTP as an “ambitious scheme [that] would involve the development of a new link road to connect the A4440 (Southern Link Road) with the B4204 Martley Road”. The alignment on the Plan appears to pass through the strategic housing allocation of West Worcester (SWDP45/2) which is contained within the South Worcestershire Local Plan (only recently adopted).</p> <p>This appears to be in direct conflict with the adopted Local Plan in a number of respects and with the established position in respect of evidence for such a link and with the existing planning applications that are being progressed by Malvern Hills District Council.</p> <p>In particular:</p> <ul style="list-style-type: none"> • There is no evidence of any need for any such new link road – particularly within the period of the LTP to 2030; • In any event any such a strategic link is not required by the committed development at West Worcester (SWDP45/2) and must not pass through that site; and • In any event any such link sought by the County Council should not be taken off the Crown East Roundabout but would have to be taken further to the west and pass outside and to the west of the West Worcester Allocation (as the County had envisaged previously). <p>A strategic connection, an “ambitious scheme”, to connect the southern link road with the Martley Road, forms no part of the South Worcestershire Development Plan nor the allocation for West Worcester (SWDP45/2).</p> <p>A Strategic Link Road is not in the Local Plan Infrastructure Delivery Plan.</p> <p>The apparently suggested location and alignment of the road in the LTP conflicts fundamentally</p>	<p>separate to the South Worcestershire Development Plan, which cites the delivery of required transport schemes to support development growth.</p> <p>The inclusion of this scheme recognises the potential for future urban growth to the north west of Worcester, beyond the existing SWDP plan period.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP4 Action
	<p>with the policy in the Development Plan in relation to West Worcester (SWDP45/2) not least the requirement for the development to take place in general accordance with the Diagram 2 – SWDP45/2 (on page 224) of the SWDP. The Diagram shows a master plan for the key strategic allocation that includes “a winding primary street” through the middle of the urban extension (as was characterised by the Local Plan Examiner).</p> <p>No strategic link road was included on the Proposals Map in the submission version of the South Worcestershire Local Plan. However the 2014 Proposed Modifications to the Local Plan included a requirement for a spine road within the site between the A44 and Martley Road. The Modifications also included an indicative line for the “spine road”, skirting the western edge of the site, for what is described in the legend as a “spine road” but is in fact a bypass around the development.</p> <p>The matter was debated at some length at the Examination. The Inspector noted the strategic issue that was debated as follows: “I am aware from local representations that there are already significant traffic movements, including heavy goods vehicles, on the roads and lanes around the western edge of Worcester. The provision of a fast, direct route between the A44 and Martley Road is seen by many people as one way of relieving this pressure on unsuitable local roads”. But the evidence of the County Council was that any such link road was not necessary for the development itself or indeed to meet resolve any existing or future transport issues – in the South Worcestershire Development plan period i.e. to 2030 – as is the Local Transport Plan. This was based modelling work undertaken by CH2MHILL on behalf of the County Council and reported in a technical note on the impact of the spine road on network performance. Hence the Inspector concluded that:</p> <ul style="list-style-type: none"> • There is no obligation on the developers of Worcester West to resolve existing traffic problems that do not arise directly from the development itself; • “I was not shown any highway evidence that clearly indicated a need for a “bypass” route”. The Inspectors conclusions took account of the Statement of Common Ground signed by all parties that confirmed that: <ul style="list-style-type: none"> • “Broad agreement on the access strategy has been reached” in relation to the planning applications. 		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP4 Action
	<ul style="list-style-type: none"> • “Work to agree the primary street (including its alignment) as shown on the attached parameters plan, and designed to a 30mph standard with development frontage is ongoing. This should provide the necessary highway connections to the highway network and specifically between the A44 and Martley Road as sought in Policy SWDP45/2 and will allow and ensure the delivery of the 2,150 dwellings and related uses proposed within SWDP45/2. It is accepted as common ground that the proposed level of development under SWDP 45/2 does not bring about the need for a North West link Road for the city of Worcester, linking the A44 and the A449” <p>As a consequence, it was a requirement of the Inspector, that for the Plan to be found sound, it was necessary to make a modification to the Plan that removed any strategic link road (whether within, or to the west of, the West Worcester allocation) including the indicative alignment of a Link Road to the west of the allocated SWDP45/2 site. They were removed.</p> <p>As proposed the LTP proposal for a Western Worcester Link Road scheme contradicts the outcomes of the recent Local Plan examination and of the adopted Local Plan and the position of the County Council in relation to the need for such a link road. WORCESTERSHIRE COUNTY COUNCIL agreed at the South Worcestershire Local Plan that there was no justification for this western link road from their modelling – certainly in the Local Plan period (which is the same as the LTP period).</p> <p>The Western Worcester Link Road scheme directly conflicts with the detail of the Local Plan policy for the site and its promotion of a primary winding street through the development. Critically it appears to sever the allocated site and wholly undermine the agreed master plan in the Development Plan and the policy compliant planning application that is being progressed by Malvern Hills Planning Authority.</p> <p>Crucially it also contradicts the agreed master plan for the site which proposes that access into the allocated site is to the west of Crown East Roundabout not from Crown East Roundabout - an approach which is being pursued through a live planning application.</p> <p>With such an access point, were the need to ever be established for such a link, there is no prejudice to its future delivery to the west of the allocated West Worcester site arising from the agreed master plan in the Development Plan or in the outstanding application. That was taken</p>		

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP4 Action
	<p>into account in the master plan process and indeed so long as it is to the west of allocated SWDP site and Crown East Junction, then it might be capable of being facilitated.</p> <p>As a consequence the LTP proposal appears to have the potential to fundamentally compromise the delivery of a key element of the West Worcester allocation (SWDP45/2) and hence the South Worcestershire Local Plan as a whole.</p> <p>As such, and for all of the reasons set out above:</p> <ul style="list-style-type: none"> • The “ambitious” West Worcester Link Road scheme (SWST12) should be deleted from the LTP4; • In any event any suggested alignment must be amended to a position further to the west and away from the Crown East Roundabout – such text references to the Crown East roundabout as being an access point must also be deleted. <p>At best SWST12 is a distraction from the real priorities in terms of transport infrastructure and funding to support the development plan strategy for South Worcestershire. At worst it completely undermines the implementation of that recently adopted strategy.</p> <p>Hallam Land Management would be more than happy to discuss these representations further. If you have any further queries then please do not hesitate to contact me.</p>		
Crown Estate	<p>Our client's interest in the document relates to their land ownership at CrownGate Shopping Centre, an important anchor shopping facility and destination in the heart of Worcester City Centre. As you are aware, the shopping centre includes the bus depot serving the city centre and the largest public multi-storey car park in the city centre.</p> <p>Our client recently met with officers at Worcestershire County Council Highways Team to discuss the bus depot at CrownGate. We write further to these discussions to welcome the forthcoming Worcester City Centre Transport Strategy. The Crown Estate welcome the opportunity to participate the preparation of the strategy, the role of CrownGate and the future operation of the bus depot in the heart of the city centre.</p>	Thank you for your comments; we look forward to working with you in future.	

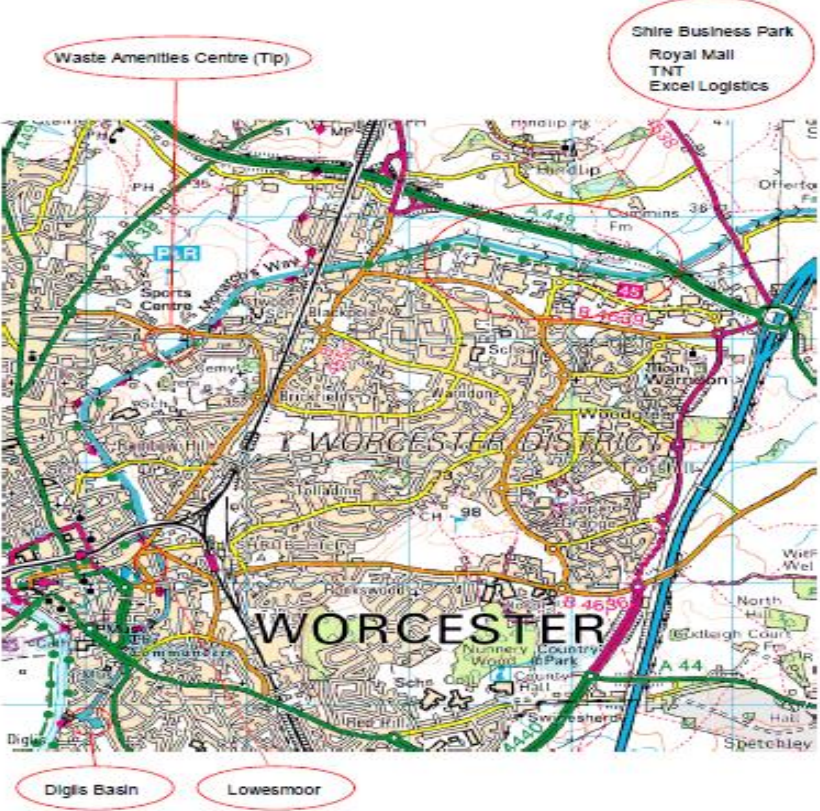
Stakeholder	Comment	Worcestershire County Council Officer Response	LTP4 Action
Bloor Homes Ltd	<p>We are writing on behalf of Bloor Homes Ltd in relation to the draft Worcestershire Local Transport Plan (LTP) 2017-2030. Our client interest in the document relates to their proposed development as part of the delivery of the strategic urban extension to the West of Worcester, as set out in Policy SWDP45/2 of the adopted South Worcestershire Development Plan. The purpose of the letter is to build on recent discussions with officers at Malvern Hills District and Worcester City Council in relation to the spine road connection to be delivered comprehensively as part of the strategic urban extension.</p> <p>Bloor Homes are bringing forward the northern half of the strategic urban extension. The outline planning application (ref: 16/01168/OUT) is ongoing and being determined by Malvern Hills District Council. The land forming the remainder of the urban extension allocation is subject to the following outline planning applications:</p> <ul style="list-style-type: none"> • Hallam Land Management Ltd (HLM) – 15/01419/OUT – up to 965 dwellings and associated mixed-use development, broadly in line with the SWDP45/2 requirements. • Worcester University – 16/01454/OUT – up to a maximum of 1,540 student rooms, teaching space and associated development. • A fourth outline application is submitted on land to the south of the HLM site, known as Grove Farm (ref: 16/00972/OUT), for up to 150 dwellings and associated development. <p>As you are aware, Policy SWDP45/2 of the development plan provides for the West of Worcester strategic allocation, which is the second largest urban extension in the plan, behind South Worcester. The policy is the outcome of joint promotion of the land through the SWDP plan preparation by Bloor Homes, HLM and Malvern Hills District Council. This collaboration included the submission of a Statement of Common Ground (SOCG) to the local plan Inspector in February 2015.</p> <p>The SOCG established the principle and scale of development, land uses and master planning, the nature of the spine road, traffic matters using the Worcester Transport Model and delivery of the scheme to 2031.</p>	<p>The inclusion of scheme SWST12 refers to the development (i.e. of a business case) to pursue the potential extension of the Worcester Orbital Route (A4440). This is separate to the South Worcestershire Development Plan, which cites the delivery of required transport schemes to support development growth.</p> <p>The inclusion of this scheme recognises the potential for future urban growth to the north west of Worcester, beyond the existing SWDP plan period.</p>	

Stakeholder	Comment	Worcestershire County Council Officer Response	LTP4 Action
	<p>Page 2 of 2: The ongoing planning applications being determined by Malvern Hills District Council reflect this SOCG in so far as it relates to the spine road. The facility forms an essential element of infrastructure at the heart of the scheme, to be delivered jointly by Bloor Homes and HLM. The proposed specification of the road is as a 6.1m wide spine road and not a wider or outer bypass facility. This is consistent with the policy requirement, as evidenced by the support of the Highways Authority for this element of the both the Bloor and HLM applications.</p> <p>In this respect, and arguably in contrast to the agreed position, it is noted that the reference to the spine road in the draft LTP4 (page 32 under reference SWST12) is not clear on the nature of the road. The draft document notes that ‘this ambitious scheme would involve the development of a new link road to connect the A4440 (Southern Link Road) with the B4202 Martley Road’. It is considered that there is a need to clarify this reference in the document.</p> <p>Having discussed with officers at both Malvern Hills and Worcester City Council, it is our understanding that the spine road specification is as proposed in the application(s). This is the basis on which the application(s) is progressing. Any long-term term aspiration for an outer or bypass road should be clearly included as a separate strategic transport scheme to that forming part of the strategic allocation.</p>		

6.2.42 In total, 40 pieces of written correspondence were submitted from members of the public. These can be viewed in Table 6.13

TABLE 6.13: SUMMARY OF WRITTEN RESPONSES FROM MEMBERS OF THE PUBLIC

Public Comments via Email communication

	Public Comment	Worcestershire County Council Response	LTP Action
AW	 <p>The proposed scheme is in 2 parts: Part 1: For present works, 2006: Using the existing canal, build a wharf at the outskirts of the city, around Blackpole area, to allow the unloading of HGV's into conventional narrowboats, to take the building materials through the city, to development sites on the canal bank at Diglis Basin, Mill Street and future developments at Lowesmoor. This would remove many of the big lorries from narrow overcrowded streets around the Diglis area, with expected building works for the next 5-7 years. Narrowboats are more fuel efficient than HGV's, especially when stuck in traffic.</p>	<p>Thank you for your response. Worcestershire County Council welcomes this innovative suggestion to diversify the freight supply chain for Worcester. We would be delighted to support a private sector operator to develop such a concept further.</p> <p>Such a proposal would need to be funded and fully supported by those that would be likely to benefit from enhancements to these supply chains (i.e. Worcester's business community). We will share this proposal with the Hereford and Worcester Chamber of Commerce to pass onto their members in the city, for their consideration.</p>	<p>Unable to include as would need to be promoted by the private sector.</p> <p>ACTION: share with H&W Chamber of Commerce.</p>

Public Comment	Worcestershire County Council Response	LTP Action
<p>No problems for pedestrians. Remove potential for property damage by HGV's.</p> <p>Part 2: Future planning for integrated transport system in the city: With planned redevelopment of Lowesmoor, as above, use the canal. Stage 1, build a new wharf in area of Courts Shop. This would be used to ship materials for this site redevelopment. Stage 2, part of this development would include a covered secure canal arm / wharf. At the city boundary, around the Shire Business Park, where 3 major shippers already have their works on the canal bank (Royal Mail, TNT & Excel Logistics) build a similar covered, secure terminal. Part of a massive improvement would be to replace the canal locks between these two points, with modern automated locks, widened to take 3m boats. The reason for widening is to allow the transport of single width of containers, or double width of minicons on specially built feeder boats. ALL HGV's bringing goods to the city centre would be directed to unload at the city boundary depot. Goods preferably carried in minicons, including all dry goods, electrical, food (fresh, refrigerated cool & frozen) would then be transferred to the feeder boats and taken down to the Lowesmoor Terminal. The goods would then be transferred, in the minicons, to small city delivery wagons. The boats would be Hydrogen Fuel Cell powered, electric propulsion, with bow & stern side thrusters, full computerisation, radio link telemetry Wi-Fi transmission to control locks, with 'smart card' technology. These boats would be silent, totally emission free 'green' boats. The city delivery wagons would also be electric, either battery or as with the boats, Hydrogen Fuel Cell, thus making them clean, green, silent delivery vehicles. Each wagon would be able to carry 6 minicons, with a self unloading capability via a 'Hiab' type crane. Large stores would have their containers delivered left to unload themselves, other small deliveries would be just like normal, instead of being a transit van, the goods would be in containers on the back of a truck. The idea of bringing everything into Lowesmoor by canal is to keep the road traffic to a minimum, delivery trucks are then only short haul, quick turnaround vehicles. The canal could have bankside lighting, full security cameras and a central control room at the Lowesmoor terminal.</p>		


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	<p>Due to silent running, boats could run day and night if required, with no disturbance to neighbours.</p> <p>The present Council Waste Amenities Centre at Bilford Road is on the canal bank, with about 60% of the site unused, if a boat based waste system was used, the skips being boats, the heavy trucks would be eliminated from this site also. The rubbish would be taken away to an out of town centre to be transferred to lorries.</p> <p>Even with full automation for the commercial traffic, pleasure craft passing through would have a smart card system to allow passage through the new automated locks.</p> <p>The locks would have all the current technology available for safe control, minimising risk of accident, removing the old lock gates with long arms to open them, using pumps to empty the lock on descending, so water is returned to the upper level, thus minimising water loss.</p> <p>If this scheme is proved to be successful, as it should be, it could be extended, to encompass the whole length of the Worcester-Birmingham Canal. Short flights of locks could be reduced to possibly one or two modern locks, and Tardebigge Top lock, the big one, plus a couple more, could be taken out by fitting a boat lift like at Falkirk.</p> <p>Tardebigge could then become a hub centre for Bromsgrove and Redditch, with level run into Birmingham city centre, and many industrial estates on the south side round the Stratford-on-Avon canal.</p> <p>The city delivery system could also encompass a rail goods terminal at Shrub Hill, as we used to have, if there were to be a resurgence in rail transport. The same concept would apply, using the minicons to ship goods easily.</p> <p>Isn't it strange that much of Worcester's industry backs onto the canal!</p> <p>What better way to celebrate the canal's 200th Anniversary in 2015!</p>		
DM	<p>This might seem unimportant but the congestion at Ombersley and Hartlebury on the A449 is pretty much a daily occurrence and often delays my journey (and a great many other peoples) by half an hour or more. Delays of course cost people money and increase pollution too. It's usually a problem at rush hour heading back towards Kidderminster.</p> <p>The main reason is that people insist on giving way to motorists joining the dual carriageway at the Ombersley and Hartlebury junctions. This stops the traffic on the main road which quickly backs up, whereas if they didn't stop to let them out, there would be natural gaps for them to filter in to as they are supposed to and the traffic would keep moving.</p> <p>I can think of two possible solutions. The first and possibly less effective one would be to put up signage telling people not to give way to cars on side roads because it causes congestion. A better idea though, particularly at Ombersley where there is plenty of room, would be to</p>	<p>Thank you for your email regarding congestion that you are experiencing on the A449 in the vicinity of Ombersley. During the LTP3 period, an extensive review of the A449 was undertaken, to identify whether improvements could be made to traffic flow.</p>	<p>ENHANCE: A449 corridor review to be included in the LTP4, working closely with Wyre Forest District Council in the development of their refreshed</p>


	Public Comment	Worcestershire County Council Response	LTP Action
	<p>change the junction to allow filtering where cars joining the dual carriageway can do so in their own lane while people on the main road can continue in the outside lane and things can keep moving.</p> <p>Closing lanes for safety purposes is all well and good (as happened on this road a long time ago) but there is still room for two lanes and a better design of road junctions should be applied to reduce congestion.</p> <p>Sorry if you think this is minor but I estimate that I spend at least 30 hours of my year sat in traffic at these spots along with a great many other people. It really should be looked at.</p>	<p>The current layout of this junction was developed to improve safety, as this was formerly a notorious accident hotspot.</p> <p>This is a challenging issue to resolve, because, as you say, the congestion is being caused by incorrect driver behaviour, not by a lack of highway capacity. As a result, it will be very difficult indeed to develop a suitable business case to justify investment here.</p>	<p>Local Plan, which will include an Infrastructure Delivery Plan. This will look at strategic access issues facing Kidderminster and the Wyre Forest (including the A449).</p>

	Public Comment	Worcestershire County Council Response	LTP Action
MB	<p>I have completed the online survey, but that does not allow me to put plans or documents related to LTP4.</p> <p>There is a major omission for Bromsgrove urban area in the area of Perryfields Road/Whitford Road.</p> <p>Page 9 of the LTP4 main document states that both of these roads are "major development sites to accommodate 500 or more dwellings each, and considered to be strategically important, and vital to delivering economic-led sustainable growth".</p> <p>These 2 roads are already seriously congested and both of the residential development applications have been refused primarily because of residents' complaints about current infrastructural overloading.</p> <p>There have been well-justified proposals for many years for either a new road, or Perryfields/Whitford Roads, to form a Bromsgrove Western Bypass, which is not featured in LTP4.</p> <p>There is a minor reference to the Whitford Road area in page 26 reference BR6, which is Worcester Road/Rock Hill Key Corridor of Improvement. The mention is "A systemic investment in a key corridor to improve transport infrastructure ...quicker journey times and reduced congestion." The County Councillor for that area has blocked much-needed road improvements which were presented as part of a planning application in 2016. The applicant's proposal was to give up part of the land at the road junction Rock Hill/Fox Lane (which leads to Whitford Road) to create a much-needed roundabout to relieve the congestion. The site plan proposal is attached, as well as the County Councillor's campaign to block the road improvements.</p> <p>I support the residential developments and the business developments in the Bromsgrove District and N Worcestershire area, but in Bromsgrove the new developments have not been matched by infrastructural development for many years, particularly the road network. This is disappointing as page 16 of LTP4 states "The majority of the population of North East Worcestershire (71%) live in the towns of Bromsgrove and Redditch."</p> <p>For example, BDHT (Bromsgrove District Housing Trust) has built a major housing development in the already overloaded Perryfields Road, without corresponding road improvement, except a mini-roundabout.</p> <p>The same road has a proposed Taylor Wimpey development of 1,300 homes, with substantial road improvements, but that development has had some residents' objections. A copy of the Taylor Wimpey highways proposal is attached.</p>	<p>Thank you for your response to the fourth Worcestershire Local Transport Plan consultation.</p> <p>Your suggestion of a Bromsgrove Western Bypass is noted. The recent adoption of the Bromsgrove Local Plan (2017-2030) by Bromsgrove District Council includes an Infrastructure Development Plan (IDP) document. It should be noted that this IDP document does not specify a need for a Bromsgrove Western Bypass to support planned development growth. The reason for this is that given the currently proposed scale of growth, assessment identified that investment in the A38 Bromsgrove Eastern Bypass corridor offered the best value for money option to enhance strategic network capacity.</p> <p>That said, Bromsgrove District Council will begin</p>	<p>INCLUDE : a longer term transport strategy is currently under development for Bromsgrove District.</p> <p>This will include a range of options, including access to the motorway network and Highways England's future Road Investment Strategies, the case for a Western Bypass for Bromsgrove, passenger transport improvements and a comprehensive active travel (walking and cycling) network to</p>

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	<p>This indicates poor coordination between the Bromsgrove District planning applications and Worcestershire County Council road planning. This belies the claim on page 16 of LTP4 which says Worcestershire County Council and Bromsgrove District Council have a strong track record of partnership working to deliver benefits to local residents.</p>	<p>preparing for future development growth in the Bromsgrove area. Worcestershire County Council maintains a close working relationship with both Bromsgrove District Council and Highways England. The case for a Bromsgrove Western Bypass, changes to motorway accesses and a number of other strategic transport infrastructure schemes will be considered as part of a longer term transport strategy for the town.</p>	<p>support development growth. These options will be comprehensively assessed. The outcomes of this will feed into future versions of the Worcestershire Local Transport Plan and the Bromsgrove Local Plan.</p>

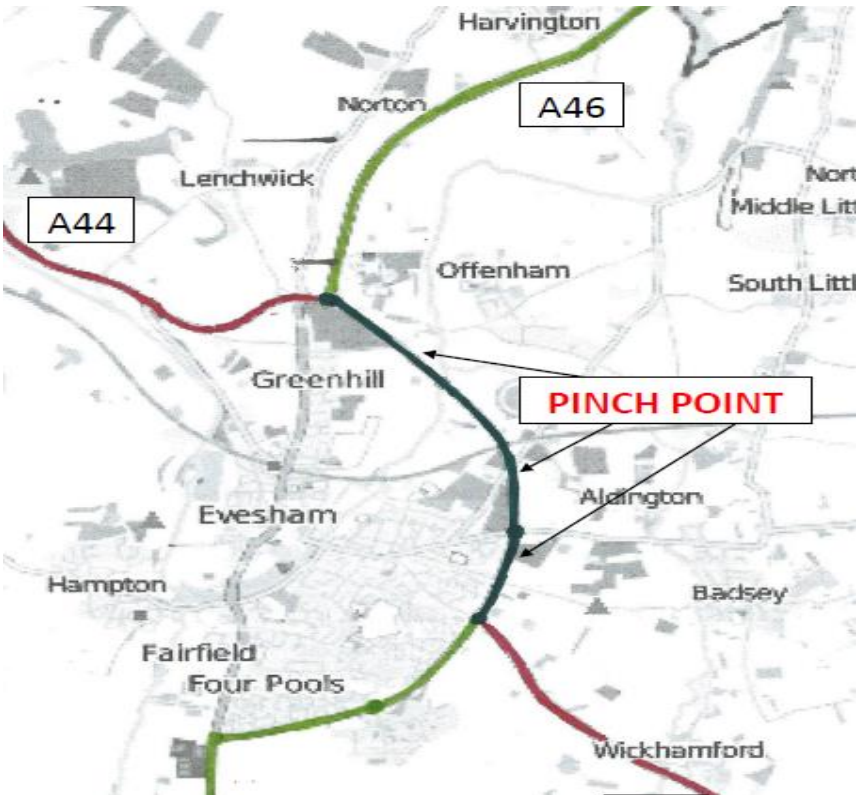
	Public Comment	Worcestershire County Council Response	LTP Action
SL	<p>I have completed the LTP4 online survey, but that does not allow one to attach photographs. The plan addresses many of the transport issues in the Bromsgrove area.</p> <p>There are immediate opportunities in Bromsgrove for urgent fast-track low-budget junction improvements in 2 key locations on the A38. The 2 locations are Charford Road/A38 and Birmingham Road/A38 junctions. Both of these junctions are unnecessary bottlenecks. They both have ample space for widening and sliproad joining with the A38, for left-turning vehicles. I have used these junctions for many years.</p> <ol style="list-style-type: none"> 1. Charford Road/A38 junction: <ul style="list-style-type: none"> • Charford Road has 2 schools, so it can take 30 minutes to travel Charford Road's 500 yards at peak times because of the junction bottleneck. As the photos show, the road markings are for 2 lanes at the traffic lights, but it is impossible for 2 cars to fit side-by-side there. 2. Birmingham Road/A38 junction: <ul style="list-style-type: none"> • 200 yards from the Birmingham Road/A38 junction, a development of 600+ houses has just started, with no road layout improvements. The road junction was redesigned years ago which left a lay-by beside the former Mount School, which changed use some time ago. This lay-by is little used and can be re-incorporated into a sliproad. <p>There is no mention on page 9 of the LTP4 of the newly started 600+ housing development off Birmingham Road, Bromsgrove, which has an instant impact on the A38 and M42 Junction This has started with no changes to the road network, which is already bursting to the seams in that area. I have taken photographs at each of these junctions, and I am sure that a visit by a road engineer will confirm that my proposals are feasible. Please find attached the photographs with commentary. Please note, the photographs were taken at off-peak times to show the road markings and a clearer view.</p> <ol style="list-style-type: none"> 1. <u>Charford Road/A38 JUNCTION:</u> There are immediate opportunities in Bromsgrove for urgent fast-track low-budget junction improvements in 2 key locations on the A38. Charford Road has 2 schools (photos 5 & 6), so it can take 30 minutes to travel Charford Road's 	<p>Worcestershire County Council is currently developing a major scheme business case to support significant investment in the A38 in the Bromsgrove area, which includes the two junctions that you highlight in your report.</p> <p>Road widening and the provision of slip roads is often far more expensive than may seem apparent. In the case of these two junctions, amendments of the scale and type you suggest will require alterations to kerb lines, re-routing of statutory undertakers infrastructure (water, gas and telecoms) and re-cabling of traffic signal infrastructure. Recent similar improvements to junctions elsewhere in the county have resulted in total costs in excess of £500,000 per junction, so when considered in the context of the full A38 corridor in Bromsgrove, the wider scheme costs are anticipated to be very significant</p>	<p>ENHANCE: an A38 Bromsgrove Eastern Bypass Major Scheme is included in the LTP4.</p>

Public Comment	Worcestershire County Council Response	LTP Action
<p>500 yards at peak times because of the junction bottleneck. As the photos show, the road markings are for 2 lanes at the traffic lights, but it is impossible for 2 cars to fit side-by-side there. Photos 1, 2 & 3.</p> <p>This junction is an unnecessary bottleneck. It has ample space for widening and sliproad joining with the A38, for left-turning vehicles. The opposite junction (Stoke Road/A38) already has sliproad joining, as well as 2 full width lanes at the traffic lights, as shown in photo 4. Please note, the photographs were taken at off-peak times to show the road markings and a clearer view.</p>  <p>2. <u>Birmingham Road/A38 JUNCTION:</u> There are immediate opportunities in Bromsgrove for urgent fast track low budget junction improvements in 2 key locations on the A38. This junction is an unnecessary bottleneck. As the photos show, it has ample space for sliproad joining with the A38. The road junction was redesigned years ago which left a lay-by beside the former Mount School, which changed use some time ago. This lay-by is little used and can be re-incorporated into a sliproad.</p>	<p>indeed.</p> <p>Your detailed comments have been included in the LTP4 consultation process, and also passed to the A38 Project Team for consideration, as part of the scheme development process.</p>	

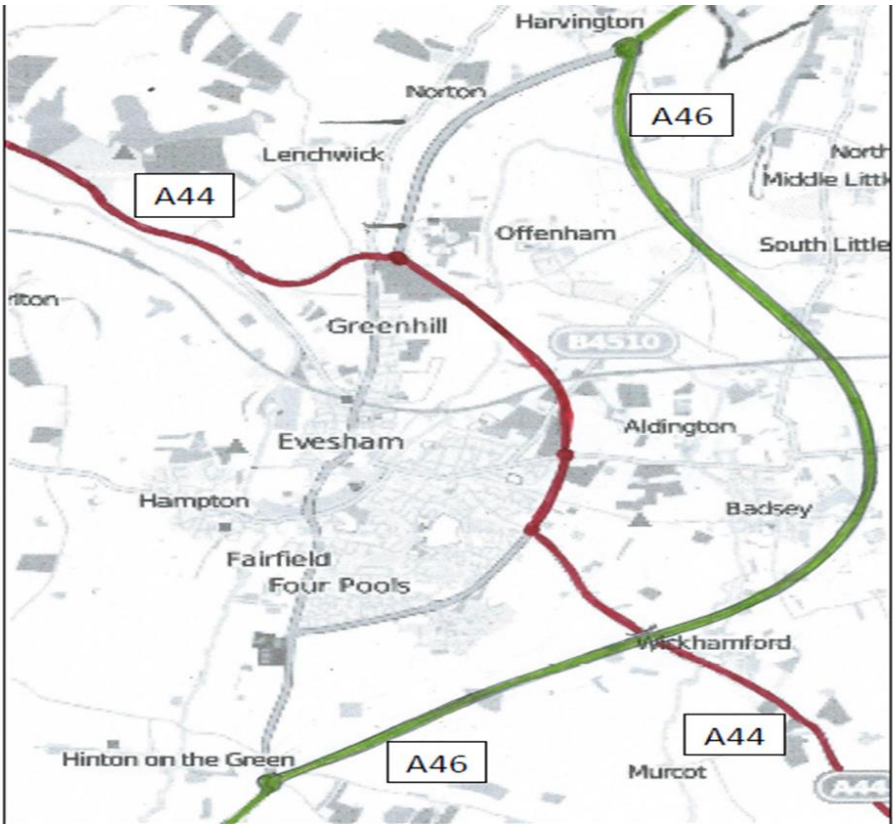
	Public Comment	Worcestershire County Council Response	LTP Action
	<p>Photos 1 & 2 are aspects from Birmingham Road. Photos 3 & 4 are aspects from the A38. 200 yards from the Birmingham Road/A38 junction, a development of 600+ houses has just started, with no improvements to Birmingham Road, which is already bursting to the seams in that area. There is no mention on page 9 of the LTP4 of this newly started 600+ housing development which has an instant impact on the A38 and M42 Junction 1. Please note, the photographs were taken at off-peak times to show the road markings and a clearer view.</p> 		
DD	<p>Traffic In and Around Evesham: There can be no argument that the traffic situation in and around Evesham is in urgent need of attention. If left unattended, matters will surely get steadily worse as the population of the area increases, driven by the developments already planned and the inevitable additional projects not yet on the books. The extent of the current problem was brought home to me during December 2016 when I</p>	<p>Many thanks for your email and detailed response, setting out a proposed future vision for capacity enhancement of the A46 in the Evesham area.</p>	<p>INCLUDED: an Evesham Transport Strategy and A46 Corridor Major Scheme</p>

Public Comment	Worcestershire County Council Response	LTP Action
<p>ventured from home in Honeybourne to Evesham town centre on a couple of occasions while road works were underway on the bypass. Even during the “quiet” periods remote from the morning and evening peaks, the town was virtually gridlocked, with traffic engaged on a fruitless search for an alternative route through the town centre to avoid the congestion on the bypass. But this shouldn’t be seen as an exceptional event: it was merely an early warning of what will become normality in the near future as traffic volumes continue their inexorable rise, and is in fact little different from the circumstances pertaining every weekday during the busy periods.</p> <p>This paper seeks to analyse the underlying reasons for the present and anticipated future levels of congestion, and propose ways in which it can be alleviated. As such, the issue is addressed in two distinct parts: through traffic using the major routes, and local traffic in and around town. The reader will note that I have based my proposals on the assumption that there will be little or no movement of road traffic to other media, principally the railways. This is not the appropriate forum for a major treatise on this subject, but I have previously looked in sufficient depth at the relative merits of road and rail to be convinced that rail will never be able to play more than a very small part in our overall transport needs, so I have set it aside for the purposes of this paper. I will be pleased to expand on the reasons for this conclusion if requested.</p> <p>The Problems: Through Traffic: Two major routes pass close by Evesham town: The A46 connects Gloucester, Cheltenham and traffic from the M5 at Ashchurch to the M40 at Longbridge roundabout and other Midlands destinations, and has become an important route for vehicles of all sorts, including a substantial amount of freight, as part of the national road network. Significant parts of the A46 have been upgraded to dual carriageway standard in recognition of its status and traffic volumes, with improvements to other sections being planned. The A44 links Worcester to Oxford. Although of lower status than the A46, it is nevertheless a well-used route, as testified by the traffic volumes to be seen using it at virtually all times. Both of the above routes are also heavily used for commuting between the Evesham area and major employment centres in all directions. Despite its importance to the national network and the quality of the road elsewhere, the A46 is severely restricted where it passes by Evesham. Not only is it limited to a single carriageway, it</p>	<p>Although the A46 is a Highways England managed and maintained route, Worcestershire County Council, together with Warwickshire and Gloucestershire County Councils are jointly lobbying for the upgrade of the A46 from Coventry to Tewkesbury to 'expressway' standard. As such, this upgrade scheme is included in the LTP4.</p> <p>Your suggestion will be provided to Highways England for their consideration as part of technical works to identify options for future capacity enhancement for this nationally significant transport corridor.</p> <p>Potential solutions to tackle local traffic issues around Evesham will be considered as part of the Evesham Transport Strategy</p>	<p>are included in the LTP4.</p>

Public Comment	Worcestershire County Council Response	LTP Action
<p>has to negotiate no less than four heavily used roundabouts in a distance of just 2 miles, with a further roundabout less than 2 miles away at Twyford. This in itself would be severely detrimental to the efficient flow of traffic, but the killer blow is the fact that for part of this distance, the A46 has to share its route with the A44, as well as all the local traffic inevitably hopping from one roundabout to another. This scenario creates the pinch point which results in the daily seizing up of traffic on the bypass, and leads to many vehicles trying to use the town centre as a rat-run. As traffic densities increase, the level of congestion will surely rise in sympathy, with the resultant impact on air quality for the houses and pedestrians close to the route and in town.</p> <p>Local Traffic: Evesham town is in a difficult position. Trade in the town centre shops is declining, leading to serious concern for its future and plans for its rebirth as a leisure destination. But local geography has exacerbated the situation, in the form of the river (a great asset, but also a serious obstruction to travel in the area) and the scattergun approach to past town planning. There are no less than five distinct retail centres in and around Evesham (respectively what remains of the town centre soon to be given a hoped-for shot in the arm with the arrival of Waitrose, “The Valley”, Four Pools, Port Street and the Tesco complex in Worcester Road). All are far enough apart to preclude easy travel from one to another on foot, necessitating much shuttling of cars etc for multi-point visits to town. On top of that, parking capacity in the town centre is inadequate, and set to be further reduced with the development of Waitrose. Bus services from outlying communities play a small part in reducing car traffic, but the generally low passenger densities from any given area preclude a significant increase in services without a substantial increase in subsidies. This in itself is highly unlikely in the present and foreseeable economic climate.</p> <p>This logistic nightmare is exacerbated by the fact that travel into and out of the town centre is constrained by the bridges and roads layout to three inbound routes and two outbound: this is in itself the reverse of rational expectations and a recipe for further congestion.</p> <p>The tragedy is, with a bit of far-sightedness, the town’s unique history, character and layout, with the beautiful Avon surrounding the old town centre on three sides, could be made into a highly desirable destination for both residents and visitors. This is totally impossible with the current manic traffic situation.</p> <p>Discussion of Problems: Through Traffic: The part of the A46 adjacent to Evesham has been rendered unfit for purpose by the steady</p>	<p>development, which is also included in the LTP4.</p>	

Public Comment	Worcestershire County Council Response	LTP Action
<p>increase in traffic flow, single carriageway layout, sharing the roadway with other routes and the multiplicity of roundabouts within a short distance. The inexorable growth of the town means that the current A46 route, which originally defined the limit of residential and commercial development on that side of town, has now been leapfrogged, with the Vale Park business area and an anticipated new housing development on its outer side. Any upgrading of the current route is precluded by these developments. These impediments are illustrated in fig 1. Fig. 1. The Problem for Through Traffic: Two Routes Sharing the Same Single Carriageway Road:</p>  <p>The map shows the town of Evesham with various districts labeled: Harvington, Norton, Lenchwick, Offenhams, Greenhill, Evesham, Hampton, Fairfield, Four Pools, Alington, Badsey, Wickhamford, North Middle Little, and South Little. The A44 route is shown in red, and the A46 route is shown in green. Both routes converge on a single road through the town center, which is marked as a 'PINCH POINT' with a red box and arrows. The A46 route continues north towards Harvington, while the A44 route continues south towards Wickhamford.</p> <p>Local Traffic: Where to begin? The lack of parking capacity, the dearth of routes into and particularly out of</p>		

Public Comment	Worcestershire County Council Response	LTP Action
<p>town, the bizarre one-way system. They all play their part, and compound with one another to rule out a simple solution. The only genuine answer is to find a way of reducing traffic volumes in the town centre by giving users alternative means of access and providing easier escape routes.</p> <p>Further to the above, an additional black spot is the junction adjacent to the Abbey Road bridge. As well as local traffic, a significant volume of through traffic heading for Pershore and Worcester uses this route instead of the official A44 route via the bypass. No amount of tweaking of the junction layout, traffic light sequencing, etc will alleviate the congestion if the through traffic is not given a viable alternative route.</p> <p>Proposed Solutions:</p> <p>Through Traffic:</p> <p>The A46 must be given a new route relieving it of the present causes of congestion. I propose that a new dual carriageway be constructed, to the east of the present route, connecting to the existing roads at junctions to the north of Twyford and south of the football ground roundabout. The route would take it well outside all existing residential and commercial construction plans and any that might be expected in the future. Crucially, there would be no junctions between the two new ones, in order to prevent the road becoming congested with A44 and local traffic. The junctions would initially be roundabouts, as elsewhere on this route, but sufficient land area around them should be reserved against the possibility of flyover style junctions becoming necessary in the future.</p> <p>The existing bypass and other roads, relieved of the A46 traffic by the new road, would be able to cope with A44 and local traffic for the foreseeable future.</p> <p>The new road would not be cheap to construct, encompassing one river bridge, one railway bridge and crossings over about six other roads depending on the exact route to be followed. However its status as an important part of the national road network should ensure that funds are made available, and the investment justified by the beneficial economic impact of the reduction in journey times.</p> <p>I have not obsessed with the details of the route at this stage: this would be a matter for consideration when detailed planning takes place. There are sure to be objections and a few property incursions, but as the proposed route is mainly on agricultural land these should be quite limited despite the regrettable but inevitable depletion of this resource. If it is considered that visual and noise intrusion is an issue on any sections of the road, the carriageway could be semi-submerged in a shallow cutting with the earth removed built up into embankments on either side, creating a cost effective means of mitigating disturbance to local residents.</p>		

Public Comment	Worcestershire County Council Response	LTP Action
<p>The approximate route of the new road is illustrated in fig 2.</p> <p>Fig. 2. Proposed New Route for A46:</p>  <p>Local Traffic: Step one has to be reducing the amount of traffic coming into the town centre. Evesham needs an effective park and ride system, but crucially it must be financially advantageous to use it. This can be accomplished by ensuring that the combined cost of the car park and bus into town</p>		

Public Comment	Worcestershire County Council Response	LTP Action
<p>is significantly less than in-town car park charges. The park and ride service can also be used as a shuttle service to link the various retail centres identified above in the discussion of the problems. But this will only work if traffic volumes are reduced to a level where the service isn't at the mercy of congestion. This aspect renders the park and ride and shuttle bus service just one element of the overall solution.</p> <p>The town centre jam would be further reduced if routes into and out of town were equalised, and preferably were biased in favour of exit routes. Modification of the one way system to allow High Street traffic to access Workman Bridge is the obvious way of achieving equality. The arguments against two-way traffic in Mill Street which were articulated during the Abbey Road bridge reconstruction are acknowledged, but more thought should be put into limiting the use of this route by large vehicles in combination with some easing of tight corners, thus enabling cars, vans and all but the largest buses to pass one another in a two-way traffic flow. Even with the above improvements, a significant amount of traffic approaching from the Cheltenham direction and heading towards Worcester will still choose to take the shorter route via Hampton. As volumes inexorably increase, the Abbey Road bridge junction will have to be relieved by the construction of a link road from the football pitch roundabout to the Pershore road beyond Hampton. In the longer term, the volume of traffic through Pershore will additionally call for a new link road and bridge across the Avon connecting the Pershore road to the A44.</p> <p>Conclusion: No traffic scheme has any chance of success without a clear vision of the future level of traffic using it. It is therefore vital that an accurate assessment of current population levels in Evesham and its surrounding communities plus all possible future developments, as well as the potential growth of traffic using the through routes, be acknowledged while determining the future shape of the transport infrastructure in the area.</p> <p>The above proposals would surely entail considerable cost and some disruption. However, in our crowded island with one of the highest population densities in the world, the sophisticated and comfortable lifestyle which most of us demand carries an inevitable penalty, in that the developments necessary to accommodate a growing population are bound to have some impact. The challenge is to balance the downside for the few with the greater benefit for the many. It is a privilege to live in such a beautiful area. We will all benefit if we accept the challenges facing us and respond to them with realistically planned solutions. Reducing or eliminating the blight of traffic congestion from our everyday lives will be a major stimulus to personal health</p>		

	Public Comment	Worcestershire County Council Response	LTP Action
	and quality of life.		
DS	<p>Can you please provide more information how this proposal will affect all of the villages on the A 46 between the Evesham roundabout and the Teddington Hands roundabout. I cannot see how an ""expressway"" will ""improve the attractiveness of the area to live"" Surely to improve the area to live we should not be encouraging even more HGV's to use the A46 as a short cut from the M40 to the M5. HGV's wishing to travel from the M40 to the M5 should use the M42.</p> <p>With the development of the Ashchurch area, a new link should be considered between the upgraded business park and junction 8 of the M5. This would reduce the number of HGV's using the A46 and therefore helping WORCESTERSHIRE COUNTY COUNCIL achieve its aim of ""improving the attractiveness of the area to live, work, visit and invest""</p> <p>I would ask you do not lobby the Highways Agency on this proposal and find an alternative solution.</p>	<p>The A46 route is a nationally significant route on a par with the M5 and the M42, managed by Highways England. Worcestershire County Council is recognised as a 'key stakeholder' by Highways England and so has some (limited) influence over that authority's decision making processes and management strategies for the route. Highways England considers the A46 to be complementary to the M5/M42 route, providing direct access to the Vale of Evesham and its nationally significant food production industry. It is important to note that much of the freight using the A46 in Worcestershire has origins or destinations within the Vale of Evesham, so this is locally generated traffic. The recently adopted South Worcestershire Development Plan includes policies which require that freight movements are</p>	<p>INCLUDED: an A46 corridor Major Scheme is already included in the LTP4.</p>

	Public Comment	Worcestershire County Council Response	LTP Action
		<p>contained on strategic routes such as the A46, to limit their impacts on local access roads and the communities that they serve, by removing strategic traffic from local routes, this will improve the area as a place to live, work, visit and invest.</p> <p>Worcestershire County Council manages the local network which feeds into the A46 at numerous points from where it enters the county at Beckford, to where it leaves the county north of Twyford. As the Ashchurch area is in Gloucestershire, it is Gloucestershire County Council's role to work with Highways England to identify an appropriate solution to support development growth in that area.</p> <p>At this stage, no scheme has been brought forward to identify how the upgrade of the A46 to expressway standard might be delivered in Worcestershire, so there is currently no further detail</p>	

	Public Comment	Worcestershire County Council Response	LTP Action
		<p>available to be made public. An example of a similar scheme delivered by Highways England in recent times is the upgrade of the A46 between Widmerpool and Newark (Nottinghamshire), which may give you an indication of the type and scale of scheme which could be proposed in this area: http://webarchive.nationalarchives.gov.uk/20160607085344/http://www.highways.gov.uk/roads/road-projects/a46-newark-to-widmerpool-improvement/ Whilst Worcestershire County Council respect and welcome your views on the A46, Highways England, alongside the County Councils of Gloucestershire, Warwickshire and Worcestershire, remain jointly committed to securing major improvements to this route, as suggested in the draft Local Transport Plan and in support of the adopted South Worcestershire</p>	

	Public Comment	Worcestershire County Council Response	LTP Action
		Development Plan.	
BB	<p>"The Rhydd Junction - Great Malvern. My purpose, first, is to thank you for the recent improvements you have made to the safety at The Rhydd but, secondly, to make some points based on simple logic.</p> <p>It is tempting and highly understandable to classify an accident as not serious if injuries are absent. However, penetration of a property's boundary does raise other issues. The incident on 27 Dec 2016 caused over £1000 worth of damage (concrete posts, iron railings, willow screen, removal of vehicle debris). Fortunately, there was no one in the garden at the time but the event of 16 Oct 2007 (penetration of boundary by 35 tons of lorry and load) would have killed anyone working in that part of the garden.</p> <p>Separately, the incident on 17 Jul 2008 (overturned Peugeot on fire) could have resulted in fatality had it not been for the actions of my neighbour (use of fire extinguisher & extraction of injured passenger).</p> <p>I am sorry if the Council's definition of ""serious"" does not include the three events briefly described. I accept that classification is not a straightforward process. Perhaps, a little flexibility is required.</p> <p>I gather that the Council is inviting comments on the new Transport Plan for Worcestershire. Perhaps, the above could be included.</p>	A junction enhancement scheme, which would include considerations of safety as a matter of course, is proposed for The Rhydd junction in the proposed fourth Local Transport Plan (SWST18).	INCLUDED.
AL	<p>Comments on the LTP from a cyclist, motorist and pedestrian. I commute to work in Worcester by bike.</p> <p>General comments:</p> <p>Will the cycle infrastructure you propose be user friendly for disabled cyclists, tandems, tagalongs and cyclists with trailers?</p> <p>Will it encourage children to cycle to school?</p> <p>Maintenance to existing cycle infrastructure is poor e.g. the surface of Sabrina Bridge and you have no commitment to maintaining the road surface in a safe state for cyclists, I have reported defects that are dangerous to cyclists but not cars so nothing is done.</p> <p>Will all road design have to incorporate cycle safety in it e.g. junctions?</p> <p>There is no mention of the economic benefits of cycling.</p> <p>Pedestrian crossings generally make the pedestrian wait until it is convenient for traffic. This leads to frustrated pedestrians crossing between cars sometimes dangerously and gives the impression that they are unimportant.</p> <p>Worcestershire has very few 20mph zones and very very few green lanes both would encourage</p>	<p>Many thanks for your detailed response. Yes, the Active Travel Corridors will be designed with all types of users in mind. As predominantly off-road routes, they will be highly suitable for cycling to school and other trip attractors. Your comments about the maintenance of the Sabrina Bridge and roadways are noted.</p> <p>Worcestershire County Council is investing</p>	<p>INCLUDED: an active travel corridor investment programme.</p> <p>RECOMMEN D: Worcestershire County Council is refreshing its Streetscape Design Guide, which includes revised junction design</p>

	Public Comment	Worcestershire County Council Response	LTP Action
		<p>part of the design process. Worcestershire County Council is now working far more closely with developers to ensure that the needs of pedestrians and cyclists are appropriately considered and met within the design of new developments.</p> <p>Economic benefits of cycling (or indeed of any mode of transport) are not included in the LTP4, as this information would be included within a business case for investment, once the policies allowing for investment have been formally adopted at a strategic level in the Local Transport Plan.</p> <p>With regard to traffic signals, Worcestershire is currently benefiting from heavy investment in making signals 'demand responsive'. Modern signalling balances demand by all modes to better manage traffic flow according to need. As signalling is progressively improved, waiting times for</p>	<p>response, implementation of area-wide 20mph limits in urban areas (excluding key arterial and radial routes) following national best practice.</p>

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		<p>all modes will noticeably reduce over time.</p> <p>There is an ongoing trial of 20mph limits in the north of the county. Worcestershire County Council will consider pursuing further 20mph zones in local areas pending the outcomes of this trial.</p> <p>Thank you for your comments regarding the integration of Worcester City's strategic cycling routes. There are indeed currently limited options for east-west travel across the City and attempts will be made to address these issues through the Active Travel Corridors programme and the Worcester City Centre Transport Strategy.</p> <p>The proposed active travel corridor from Hallow will not follow the riverside route. A route is yet to be identified for development,</p>	

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		<p>which would include access options for residents of the Monarch Drive area.</p> <p>Active Travel Corridor SWAT12, is intended to link the Elgar Birthplace in Lower Broadheath with Worcester Six Business Park, via Gheluvelt Park and a possible new bridge at Kepax.</p> <p>A continuous walking and cycling route is currently under development from Worcester City Centre to Worcestershire Parkway.</p> <p>Worcestershire County Council maintains a close working relationship with Sustrans and British Cycling, who provide training sessions for Officers to adopt and embrace best practice design practices. Cycling forums throughout the County are consulted with on a regular basis, and individual responses from</p>	

	Public Comment	Worcestershire County Council Response	LTP Action
		cyclists are always welcome.	
J&P G	<p>This is our response to the Worcestershire Fourth Local Traffic plan, LTP4 and the Evesham A46 corridor, ID SWST5:</p> <p>It is noted that this proposes to lobby Highways England to upgrade the A46 between Evesham and Junction 9 of the M5 to a dual carriageway with limited exits.</p> <p>The A46 already cuts through the heart of Beckford dividing the village into two parts, Beckford and Little Beckford. The residents of Little Beckford have to cross the A46 to access the facilities in Beckford (shop and post office, church, village hall, social club etc) and this includes Pensioners and school children who need to use the bus services that pass through Beckford. The increased volume of traffic, particularly large heavy goods vehicles, makes this difficult and dangerous as born out by Highways traffic data showing that these volumes have increased by 20% over the last 5 years alone. Widening this to dual carriageway size with limited exits would only make this worse and divide the village still further isolating its two parts and destroying the cohesion of the community. It would inevitably lead to more people turning to their own cars for shopping and school runs and isolating further those more vulnerable people who don't have their own vehicles. This seems to be completely contrary to 3 of the 4 key priorities of the plan, The Environment, Children and families and Health and Well-being.</p> <p>We also understand that traffic data shows that Junction 9 of the M5 is already at 20% overcapacity and with the developments already around and in the pipeline for it, it is difficult to see what can be done to improve that junction. It therefore seems illogical to change the status of the road into that junction such that the flow of traffic will further increase. What is required is a new junction into the M5 which was the solution decided upon in the 1993 plan with a new road running from Evesham south of the villages along the A46 and joining the M5 at a new junction 9a south of the existing junction 9. We understand this plan went through all the necessary stages at the time and was fully approved, failing to be implemented when a sudden change in economic circumstances resulted in the funding no longer being available at that time. We would urge the Council to ask Highways England to look again at this plan and bring it up to date. Upgrading the existing A46 while still being used by ever increasing traffic volumes would be extremely disruptive, both to the traffic and local residents with increased</p>	<p>Thank you for your comments about Beckford Village, which have been noted by Worcestershire County Council. It should be noted that there is insufficient space for the A46 to be dualled in Beckford, so this guarantees that any future upgrade to a dual carriageway of expressway standard will require a bypass of the village.</p> <p>Worcestershire County Council shares your concerns relating to poor local access and is working closely with Highways England to support their development of an appropriate solution which benefits local communities and strategic journeys. Highways England's long-term study will consider how the A46 will ultimately interface with the M5 in Gloucestershire, however, Worcestershire County Council has no influence</p>	<p>INCLUDED: an A46 Corridor Major Scheme is already included in the LTP4.</p>

	Public Comment	Worcestershire County Council Response	LTP Action
	<p>indirect costs. Building a complete new road in line with the 1993 plan would avoid this and be more consistent with the stated priorities of LTP4.</p> <p>Alternatively perhaps Highways England could look into the possibility of a new road north of Bredon Hill from East of Evesham joining the M5 at junction 8 where there is already a large intersection with little development around it that could more easily be adapted to cope with more traffic and also give direct access to the M50 as well as the M5.</p>	<p>over this aspect of this nationally significant scheme.</p> <p>Your comments will be shared with Highways England for their consideration, in the development of a longer term vision for the development of the A46 in Worcestershire.</p>	
TC	<p>Two comments on Evesham buses:</p> <p>There are no timetables on the Village Hopper stops in Charity Crescent Evesham when last I looked. Hence it is normal to see 2 or 3 passengers at most on board.</p> <p>The Evesham to Tewkesbury service no longer stops at Morrisons, hence shoppers from villages like Sedgeberrow now go in the opposite direction to Tewkesbury.</p> <p>It would seem sensible for both the above services to stop beside Morrisons to connect with the Stratford/Coventry and Redditch services. These changes would involve minimal extra mileage</p>	<p>These are operational issues, which will be raised with the respective bus companies and Worcestershire County Council's Passenger Transport Team for their consideration.</p>	<p>ACTION: pass on to Worcestershire County Council Passenger Transport Colleagues. Not for inclusion in LTP4, as this is an operational issue.</p>
BG	<p>SWST1: Worcestershire Parkway. I am neutral about this scheme but have very grave concerns that Pershore's train service may be sacrificed to give Parkway a two-hour journey to London Paddington, which I find completely unacceptable. I fail to understand how a 119-minute journey is seen as so superior to a 123-minute one, especially as many business travellers view the train journey as a work opportunity.</p> <p>SWST4: Pershore Northern Access Improvements. I strongly support all aspects of this scheme.</p>	<p>SWST1: there will be no reduction in stopping rail services at Pershore Station following the opening of Worcestershire Parkway. Worcestershire County Council is committed to infrastructure improvements</p>	<p>INCLUDED: SWST1, 4, 11, 23 and SWAT 5 and 11 Schemes are already included in the LTP4. A</p>

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	<p>SWST11: Worcester Rail Triangle Resignalling. I strongly support this scheme which should benefit rail passengers in all directions and reduce the "bottleneck" affecting North Cotswold Line services.</p> <p>SWST23: redoubling of North Cotswold Line. I strongly support this scheme which could dramatically improve journey times and service reliability.</p> <p>SWAT5: Vale West Active Travel Corridor. I support this scheme.</p> <p>SWAT11: Pershore to Pinvin. I strongly support this scheme.</p> <p>Pershore Package: I support all aspects of the package, with priority given to P1, P3 and P7.</p>	<p>on the North Cotswold Line, which will ultimately provide opportunities to further improve passenger services.</p> <p>Your supportive comments on the subsequent specific schemes and package are noted.</p>	<p>Worcestershire Rail Investment Strategy has been developed, which will be consulted upon shortly. This document will focus on increased journey frequencies and speeds on the North Cotswold Line, the Worcester Rail 'Triangle' and parking/access improvement at Worcestershire Stations.</p>
AB	<p>I feel I must write to you in relation to the proposed LTP3 plan and about transport/traffic in Bromsgrove. I have lived in Bromsgrove for 24 years. I live here with my wife and 2 sons who attend and walk to local schools. I have witnessed an exceptionally large increase in house-building during that time. But this increase has not been matched by a proportionate or appropriate increase in the investment of monies for traffic in the area.</p> <p>I note the LTP 2 did not mention specifically any help for Bromsgrove. The continued ongoing failure by those in authority is slowly but surely strangling the town, damning it with a worse environment due to the daily increasing gridlocks and making it more dangerous to live in due to the much greater numbers of traffic than were intended for the existing highways. For example the junction of Kidderminster Road with Perryfields Road/Whitford Road is a</p>	<p>Thank you for your comments. Worcestershire County Council is very supportive of infrastructure improvements in Bromsgrove.</p> <p>It is recognised that Bromsgrove suffers from significant levels of network-wide congestion,</p>	<p>INCLUDE: a longer term transport strategy is currently under development for Bromsgrove District.</p> <p>This will include a range</p>

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<p>notorious accident black spot that needs lights etc.</p> <p>I have heard that 30 plus years ago there was an opportunity for the construction of a Western By Pass (Perryfields Road/Whitford Road) but those then in authority failed to grasp the nettle. As the WVV response states this is still a possibility , and in fact this now needs to be done.</p> <p>Bromsgrove town centre needs to be avoided where at all possible.</p> <p>The noble objectives of the LTP 3 will count for nothing, and more time will be wasted unless the people of Bromsgrove are put first and the recommendations of the WVV are taken up.</p>	<p>particularly at peak times. The County Council is working closely with the District Council and their development plans, to ensure that new developments contribute appropriately towards essential transport infrastructure to support growth.</p> <p>The recent adoption of the Bromsgrove Local Plan (2017-2030) by Bromsgrove District Council includes an Infrastructure Development Plan (IDP) document. It should be noted that this IDP does not specify a need for a Bromsgrove Western Bypass to support planned development growth.</p> <p>The reason for this is that given the currently proposed scale of growth, assessment identified that investment in the A38 Bromsgrove Eastern Bypass corridor offered the best value for money option to enhance strategic network</p>	<p>of options, including access to the motorway network and Highways England's future Road Investment Strategies, the case for a Western Bypass for Bromsgrove, passenger transport improvements and a comprehensive active travel (walking and cycling) network to support development growth. These options will be comprehensively assessed. The outcomes of this will feed into future versions of the Worcestershire</p>

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		<p>capacity.</p> <p>Without inclusion of a Western Bypass scheme in the Bromsgrove IDP, it is not possible to collect developer contributions to support delivery of this new highway scheme.</p> <p>Additionally, the County Council continues to work jointly with Highways England to tackle known motorway access issues in the Bromsgrove area, with a view to focussing investment to distribute traffic demand more evenly across the town's highway network.</p>	<p>Local Transport Plan and the Bromsgrove Local Plan.</p>
RS	<p>Re. your transport survey, can I add to it that there is no lift at Shrub Hill station to get people of a certain age over to the other platform, this in my opinion is a must.</p>	<p>Thank you for your comments.</p> <p>Worcestershire County Council has invested significantly in the development of a Shrub Hill Station Masterplan, which will be developed as part of the LTP4 delivery programme. The provision of significantly enhanced</p>	<p>INCLUDED: a Shrub Hill Masterplan and Parkway Station are both included in the LTP4.</p>

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	<p>Also the new station “Park Way” must be built with two platforms for the Cotswold line, as the cost of doing it later will be huge, and the line will have to be doubled very soon.</p>	<p>platform access (lifts and stairs) is central to these proposals.</p> <p>Worcestershire Parkway is being constructed to allow passive provision of a second platform on the Cotswold Line. When the Cotswold Line is doubled, which will use the space allowed for within the Parkway scheme, a second platform will be provided here.</p>	
RH	<p>I am convinced after listening to arguments about the transport situation in Bromsgrove for the last few years that the LTP for the Worcester Road/Rock Hill area will not work unless the County build a western distributor road. I note that the western distributor road study states that, “at a technical level there are no fundamental barriers to delivery of a western distributor road that cannot be addressed by effective engineering design.” I believe that the building of so many more homes, although needed, will make traffic congestion totally unacceptable without it, in an already heavily congested town.</p>	<p>Many thanks for your response. The recent adoption of the Bromsgrove Local Plan (2017-2030) by Bromsgrove District Council includes an Infrastructure Development Plan (IDP) document. It should be noted that this IDP does not specify a need for a Bromsgrove Western Bypass. Without inclusion of a Western Bypass scheme in the Bromsgrove IDP, it is not possible to collect developer contributions to support delivery of this new</p>	<p>INCLUDE: a longer term transport strategy is currently under development for Bromsgrove District.</p> <p>This will include a range of options, including access to the motorway network and Highways England's</p>

	Public Comment	Worcestershire County Council Response	LTP Action
		highway scheme, which makes this scheme currently unfeasible.	future Road Investment Strategies, the case for a Western Bypass for Bromsgrove, passenger transport improvements and a comprehensive active travel (walking and cycling) network to support development growth. These options will be comprehensively assessed. The outcomes of this will feed into future versions of the Worcestershire Local Transport Plan and the Bromsgrove Local Plan.
DS	Ref LTP4 - SWST12:	Thank you for your response.	NEW: a longer term transport

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<p>While the Link Road would be an improvement to a proposed secondary road winding its way through a super village of 2150 houses. It will nevertheless create enormous congestion on the exit it to the Martley Road–B4204 – with additional congestion either into WORCESTER TOWN or through Hallow and the north. The most sensible resolution would be to complete the A4440 ring road.</p> <p>LETTER TO WORCESTER NEWS: WARNING: CATASTROPHY AHEAD DUE TO SHORTSIGHTEDNESS:</p> <p>Given the widening of the Carrington Bridge may become a reality, or so we are led to believe from those whose job it is to alleviate the bottleneck , there is a further catastrophe about to happen that everyone in the immediate vicinity can see coming but whose elected representatives seem to be blind to the consequences of an evitable daily traffic chaos.</p> <p>I refer to the building of 2150 houses,(plus approximately accommodation for 1500 University students) north of Dines Green and stretching across acres of agricultural land to TEMPLE LAUGHERN and the B4204. While those making the decision that this land is suitable to accommodate 2150 houses (5100 people + 2365 cars calculated from the 2011 Census figures BUT not including vehicles generated by 1500 students nearby care of a Worcester University development) we have had to accept, or so they tell us.</p> <p>From this huge housing estate of 2015 homes, vehicle movements during 7am – 9 am and between 4pm – 6.00pm will be very heavy. Each driver wishing to access the M5 has a straight route via the A4400 (part ring road) via the widened Carrington Bridge – we hope! Drivers wishing to go to Hereford or Leominster would also be straight forward via the A4103 and the A44. But what of the rest? Because of the bottleneck that is St Johns, they will make their way eastwards to access the Martley Road (B4204) and to the Hallow Road (A443) where they will divide to those going North and those joining the line of traffic going into Worcester city.(A443) via the one city bridge.</p> <p>More likely drivers who have some exploratory skills will see that LOWER BROADHEATH will be a rat run to the overcrowded A443 further north in the middle of Hallow.</p> <p>One might have thought the planners and the elected representatives of the</p>	<p>Improvement to the Worcester Southern Link Road (A4440), including dualling from Powick Hams to Whittington, is included within the South Worcestershire Development Plan, and underpinned by the LTP3 and so is currently being pursued for delivery.</p> <p>The completion of the A4440 around Worcester to the north west has not been identified as being required to support development growth at this time in the South Worcestershire Development Plan (2016-2030), Infrastructure Development Plan (SWDP-IDP). For this road scheme to be considered, there would need to be significant additional development growth in future years, to provide the necessary financial contributions to support delivery.</p> <p>As part of the LTP4 development process,</p>	<p>strategy is proposed for South Worcestershire. This will be included in future iterations of the Worcestershire Local Transport Plan, and will include consideration of new highway capacity around the north west part of Worcester City.</p>

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	<p>WORCESTERSHIRE COUNTY COUNCIL and Malvern Hills District would have worked that one out but it would appear that there is an absence of cooperative statistical study of future traffic flows and – would you believe – no cooperation between the two developers involved in building the estate of 2150 houses to agree traffic routing throughout the estate and out to the main roads North, South East and West. Let’s not wait until “We told you so!”</p> <p>PLUS:</p> <p>Quote from Philip Hammond’s Spring Budget “The former transport secretary announced £19m for the North and £23m for the Midlands to be spent on easing pinch points on our roads, while a £690m competition will be launched for local councils to tackle urban congestion.”</p> <p>Given that the inevitable congestion that will occur as a consequence of the “super village” of 2150 houses in west Worcester - ref Tom Edwards article in Berrows of February 23 - here is an opportunity for the Worcester County Council – re. inevitability of future urban congestion - to enter the competition with a plan to complete the A4440 ring road such that there would no need for the proposed (£70 million) widening of the Carrington Bridge but more importantly, would attract businesses to Worcester - ideally situated near to a dual carriageway - to travel North on the M5 accessing at Junction 6 and relieve the congestion at Junction 7 plus the income that would be generated by Worcestershire keeping 100% of the relevant business rates to pay off some on-going expense to maintain the completed Ring Road.</p>	<p>Worcestershire County Council is also pursuing the development of a Long Term Transport Strategy (2030-2050) which will look at likely future major transport infrastructure needs, which may include ambitious new highway schemes to the north west of Worcester.</p>	
MS	<p>Having read the Transport Plan, I am disappointed that a proposal the Leigh & Bransford parish council made several years ago (to reopen stations on the Malvern to Worcester line) does not feature. Given the likelihood of a great increase traffic between Malvern and Worcester, because of the large number of dwellings proposed in the Malvern area, re-opening/rebuilding the station in Bransford (where there is ample space for parking) would seem to be a way of encouraging the use of the existing railway. This would reduce pressure on the road network, which is already overcrowded, and which the proposals in the Transport Plan will not, in my opinion, address.</p>	<p>Thank you for your response. Worcestershire County Council has recently developed a Worcestershire Rail Investment Strategy, which included a comprehensive assessment of the potential for new stations in Worcestershire.</p>	<p>INCLUDED: Rushwick is included in the Worcestershire Rail Investment Strategy (in lieu of Bransford). Bransford station is not recommended for inclusion in</p>

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		Unfortunately, whilst there was no business case identified for the opening of a station at Bransford, there was a potential business case identified for a new station in the vicinity of Rushwick/West Worcester, to provide enhanced access to the rail network from the west of the city.	the LTP4.
BH GG	<p>I have read the main document and approve of the thorough approach and careful explanations, however I wish to object to LTP4 on the grounds of a significant omission, viz the total lack of recognition that a western bypass for Bromsgrove is urgently needed. It is significant that of the 4 areas of known poor air quality in N E Worcestershire 3 are in Bromsgrove as described on page 16 of the main document.</p> <p>This document outlines the use of capacity enhancement at key pinch points in order to support growth, address poor air quality and tackle congestion. All 3 of these aspects apply to the west of Bromsgrove where there are proposals for housing at Whitford and Perryfields and some light industry too at Perryfields.</p> <p>Even without this growth the traffic congestion at peak times is already intolerable. Queues stretch far up the Kidderminster Road, and the Whitford and Perryfields junction with the Kidderminster Road is overloaded and demonstrably unsafe. As a resident of Carol Avenue I have seen in the last year a significant increase in use of a local rat run comprising the Kidderminster Rd service road, Cotton Pool Road, Carol Avenue and Willow Road. This short length situated entirely within a residential area includes at least 3 junctions and several right angle turns. At peak hours the pavements and junctions are busy with young school children and parents pushing buggies.</p> <p>The extra traffic that would be generated from around 500 new homes at the Whitford site and a further 1000 homes at Perryfields feeding into an already blocked area is beyond my</p>	<p>Many thanks for your response. The recent adoption of the Bromsgrove Local Plan (2017-2030) by Bromsgrove District Council includes an Infrastructure Development Plan (IDP) document. It should be noted that this IDP does not specify a need for a Bromsgrove Western Bypass. Without inclusion of a Western Bypass scheme in the Bromsgrove IDP, it is not possible to collect developer contributions to support delivery of this new highway scheme, which makes this scheme currently unfeasible.</p>	<p>INCLUDE: a longer term transport strategy is currently under development for Bromsgrove District.</p> <p>This will include a range of options, including access to the motorway network and Highways England's future Road Investment Strategies, the case for a</p>

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	<p>contemplation. It is obvious to residents and road users alike that such growth should not be considered without a clear plan to improve significantly the traffic capacity to the west of Bromsgrove. The space for a bypass or distributor road exists at present between the Stourbridge Road and Rock Hill. This is a nettle that should have been grasped several years ago, and it fits all 3 reasons for capacity enhancement mentioned in my second paragraph. Having studied the Local Transport Plan, I am particularly concerned about the lack of consideration given to the increasing congestion being caused by new housing developments taking place on the western side of Bromsgrove. I think that anyone moving there will feel that they have been given a poisoned chalice. Please listen to the arguments of those advocating a western distributor road.</p> <p>Also, I believe that to simply fiddle with the junctions on the A38 Eastern bypass road will be ineffective. We need a dual carriageway from Lydiate Ash to Puddle Wharf. We are already suffering a taste of what to expect when regular traffic increases. This road is currently horrendous at night when the M5 is closed for roadworks.</p>		<p>Western Bypass for Bromsgrove, passenger transport improvements and a comprehensive active travel (walking and cycling) network to support development growth. These options will be comprehensively assessed. The outcomes of this will feed into future versions of the Worcestershire Local Transport Plan and the Bromsgrove Local Plan.</p>

	Public Comment	Worcestershire County Council Response	LTP Action
CH	<p>I congratulate you on a very detailed set of documents which have been well developed by your consultants. There are some issues that I am disappointed not to see addressed but I accept that I might have missed them in my reading:-</p> <ol style="list-style-type: none"> 1. Lessons learnt: We all make mistakes but it is important that we learn from them without apportioning blame. I found no reference to lessons learnt. 2. Street furniture: the strategy plays to a lobby group and is not balanced. There are significant shortcomings in Worcestershire particularly around signage for pedestrian travellers, and visitors and intermodal public transport users. Another missing aspect of street furniture is maintenance- I could not find mention of this? 3. Street drainage: There are well known locations where the existing? drainage has failed to cope with heavy rainfall, some of these are a significant safety hazard and I would have expected to see these prioritised at some level in the strategy 4. Policy PR15 oh really, someone is sleeping on the job! 5. Policy c2 needs to be balanced with all stakeholder interests and proportionate, ie pedestrians, dog walkers and equine users. There is also an environmental issue around preservation of habitats. 6. IPT1-8 Public transport policies need to be better integrated with wider strategies. My experience of bus services is that they are infrequent, unreliable, antiquated and lacking modern technology. This discourages their use which puts pressure on car ownership, parking and environmental air quality etc etc. I have a senior bus pass but use it quite infrequently because I cannot complete even a local journey within the window of the day. This is in complete contrast to London where I use the bus pass with great frequency. I am also discouraged from using a bus because I have to drive to a bus route but then I cant park the car! 7. AQ1 yes but you can improve air quality be improving free movement of traffic (in contrast to traffic light sequencing at powick) and you can mitigate air pollution by vegetation. There are many locations where trees are struck by high sided vehicles and encroach into the highway A449 malvern to Worcester Claines lane from perdiswell. There is much that can be done to improve roadside habitat but it needs a well considered and funded maintenance starategy. <p>AQ2 should be put in the public domain in real time.</p>	<p>Thank you for your comments.</p> <p>Lessons learnt are not included, as the LTP4 contains defined policies and strategies; however, they are naturally considered and acted upon during development of said policies and strategies. The LTP is a capital investment strategy. Worcestershire County Council's maintenance strategy is the Transport Asset Management Plan, which is also due to be refreshed in the near future. This document includes the maintenance of street furniture, street drainage etc. Strategic drainage schemes will be included in the LTP4 in the final iteration (these were not fully developed in time for inclusion in the consultation version). Policy C2 is a cycling policy. The needs of other user groups are catered for elsewhere in the LTP4</p>	<p>LTP ACTION: add in policy for equine</p>

	Public Comment	Worcestershire County Council Response	LTP Action
	<p>8. Network Management Plan: Street parking: 2.3: This needs to be tempered with realism and pressure on district authorities; With the shortage of housing and the move to HMOs in the absence of satisfactory public transport the demand for private cars exceeds the capacity of many districts. Bad planning (the NHS Hospital in Worcester insufficient parking provision, poor public transport links). Profligate use of yellow paint drives people into breaking the law or leaving the area and creates enormous stress which impact upon the quality of life of citizens and their productivity in their work. In other words lots of negative impacts. Some traffic results from loss of parking - I usually do 'drive by' shopping if I have to shop in the high street (I drive around until my wife comes out of the shop) and I doubt I am the only one who sees this as the most cost effective coping strategy. If necessary PLEASE create car parks for industrial and housing areas where they are insufficient and do NOT permit stupid high density developments of affordable housing or otherwise that do not meet the basic living requirements of the 21st century.</p> <p>9. Road works 2.5 Good in theory but what is your track record?</p> <p>10. Working with freight. There are roads in Worcestershire which have been 'improved' without the regard for HGVs resulting in kerbs being mounted, street furniture demolished, lane dividers being demolished as HGVs try to navigate the route- please give them a better chance! And remember that when you 'improve' a layout (Barnards green near the dew pond but this is probably MHDC?) it puts HGVs int the path of oncoming vehicles. Lessons learnt?</p> <p>11. I applaud the takeup of UTMC.</p> <p>12. NMP14 Its simple! Unless my rail ticket includes the permit to park I won't. You will surprise me if you can get the ATOCs to agree to that.</p> <p>I have only time to skim read the plans and thus cannot comment on them in detail. I lack a clear view of the strategy and drivers behind the plan which would inform the prioritisation of funding for each scheme; there is no outline CBR for any of the proposed works; there are no clear lessons learnt from previous works. In plain language it is a plan probably of well-considered individual schemes but with no obvious links to the strategic framework. My main concern is that works such as the Carrington bridge 'improvements' are costly and will</p>	<p>documents. Current design guidance requires all transport schemes (regardless of mode) to take into account environmental considerations.</p> <p>Your comments on bus services are noted. Unfortunately, the County Council's ability to influence the provision of commercially operated bus services is very limited, but we continue to work with local operators to seek improvements wherever possible.</p> <p>Your comments on air quality are noted. We continue to work with our colleagues in Worcestershire Regulatory Services to improve access to air quality monitoring information in the county. The provision of car parking in new developments is determined by the National Planning Policy Framework. Worcestershire County Council is now operating the West and Shires Permit</p>	<p>riders.</p> <p>LTP ACTION: review passenger transport policies.</p> <p>GENERAL ACTION: research touch payment for transport services.</p>

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	<p>produce quite limited benefits. Some of the so call improvements already undertaken in South Malvern and Malvern link are not improvements at all ranging from positively dangerous to impeding the free flow of traffic.</p> <p>Similarly there are major deficiencies in multi-modal aspects of transport in Worcestershire such as signage (eg from Droitwich railway station to a bus stop?) and in the bus services in the region which are positively antedeluvian in their telematics and unreliable in their service delivery. Having said that for the most part the bus drivers are excellent, passenger friendly , helpful and considerate.</p> <p>A strategic approach which looks for quick and cost effective wins in improving services for all transport users (pedestrians, cars, hgvs, bus and rail services, parking provision and means of charging, (has worcestershire heard of touch and pay?), cyclists if you must in a proportionate way etc would be a welcome context.</p> <p>A final thought it seems too often that the relationship between the local authorities and local stakeholders is not truly one of partnership but more confrontational and regressive. A consultation such as this on the LTP4 is most welcome and a step in the right direction.</p>	<p>(WASP) Scheme, to better coordinate and manage roadworks in the county.</p> <p>This system is proving to be significantly more effective than the previous manual planning system.</p> <p>Designing roads to accommodate freight typically incurs significant costs. Worcestershire County Council will seek to pursue this wherever funding and a need is identified, and continues to work with the freight industry to tackle known issues.</p> <p>The majority of the schemes identified in LTP4 are conceptual in nature, and intended to provide the necessary policy basis to attract funding for delivery.</p> <p>We welcome your comments on the consultation process, and will consult on a bespoke basis for individual schemes, as and when they are brought forward for delivery.</p>	

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DM	<p>Policy SWST6:</p> <p>Support this Policy on reinstating the Stratford-Honeybourne-Worcester/Oxford railway, but the Policy should be more in line with the Oxfordshire and Gloucestershire LTP4 documents, June 2016, which are less prescriptive and do not set any pre-conditions re other authorities. Oxfordshire CC approved their revised Rail Strategy on 28 June 2016. The Rail Strategy is on pages 139-178. Cotswold Line and Stratford-Honeybourne features in chapter 4, Rail Priorities on p175/6.</p> <p>The Oxfordshire wording is: "In the longer term, once there is additional capacity on the line, it may be possible to reopen the old railway between Honeybourne and Stratford-upon-Avon. This would boost tourism in the Oxfordshire Cotswolds and give a direct rail link between the popular tourist destinations of Oxford, the Cotswolds and Stratford-upon-Avon."</p> <p>http://mycouncil.oxfordshire.gov.uk/documents/b13826/Background%20to%20LTP4%20Tuesday%2028-Jun-2016%2014.00%20Cabinet.pdf?T=9</p> <p>The Gloucestershire Local Transport Plan 2015-31, June 2016 states: Policy PD5.2 - Rail Service Capacity Improvements: "Work with rail industry, local authorities and other stakeholders to reinstate the rail link between Honeybourne and Stratford on Avon." http://www.gloucestershire.gov.uk/CHttpHandler.ashx?id=66800&p=0</p> <p>Policy SWST23 Redoubling of the Cotswold Line Major Scheme: Support this Policy in accordance with the GWR 'North Cotswold Line Vision.' 2016 of which Stratford-Honeybourne is phase 2.</p>	<p>Thank you for your comments, which have been noted by Worcestershire County Council.</p> <p>The Stratford to Honeybourne link does not pass through either Oxfordshire or Gloucestershire, so both County Councils are in a position to be more passively positive towards this scheme.</p> <p>Unfortunately, recent evidence has suggested that the strategic business case for Worcestershire to reinstate the Stratford to Honeybourne line is poor. Worcestershire County Council would consider working with other groups, subject to suitable re-dualling of the North Cotswold Line as a priority.</p>	<p>LTP ACTION – Review SWST6 in light of recent analysis and evidence.</p>
RS	<p>I am responding to the Worcestershire LTP4 consultation and in particular the Bewdley package of proposals.</p> <p>The recent traffic diversions as a result of works at St Anne's Church in Bewdley have started me thinking about possible revised permanent arrangements in Bewdley to improve the town and air quality.</p> <p>The very recent confirmation that the fire station site is likely to become vacant together with</p>	<p>Thank you for your suggestion for an alternative way to manage traffic demands in Bewdley Town Centre.</p> <p>It should be noted that the</p>	<p>LTP ACTION: consider option as part of Bewdley Transport Plan (Scheme BE1).</p>

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	<p>WFDC proposals for a new car park on the old medical centre site open up possibilities that were not previously there. This could be the opportunity to significantly improve the management of traffic in Bewdley, improve air quality and improve access to the Load Street carpark redevelopment site.</p> <p>If the direction of traffic flow in the Load Street car park was reversed and a road constructed through it the many conflicting traffic movements (at junctions shown with red Xs on the attached very basic plan) which currently cause traffic to gridlock could be eliminated. This has previously been impractical due to the sharp right turn necessary outside the fire station (shown with a green X on the plan attached). However use of part of the fire station land for a new road would resolve this issue by allowing the road to be constructed with a wider radius.</p> <p>The outcome would be that all traffic in the Kidderminster direction would be directed to use the new road as shown on the attached plan creating effectively a circulatory one way system in Bewdley town centre (shown by green arrows). As a sub-option, this could be accompanied by reintroducing one way traffic in High street which appeared to work satisfactorily during the church works. The heavy traffic that used Severnside South during that period would not exist because the large majority was using it on diversion from Load Street which would not be closed under the proposed arrangements.</p> <p>Introduction of a one way system would allow part of Load Street to have wider pavements (or herringbone parking) and may facilitate full pedestrianisation of Load Street on either the north or south side of St Anne's church which would dramatically improve the ambience of the town centre for visiting and shopping. The improved traffic flow at the Welch Gate/Dog Lane junction could also help resolve the air quality issue in Welchgate. Adequate spaces for much needed coach parking could be incorporated. Current bus stops would be unaffected.</p> <p>There appears to be only one negative which is the narrow exit from the Load Street car park between the buildings previously occupied by Murray's Pharmacy and Barclay's Bank. However, this is no narrower than the highway around St Anne's Church and might be controlled by traffic lights incorporating a pedestrian phase which could also replace the traffic lights outside the Guildhall.</p> <p>If you'd like to discuss these ideas further I'd be happy to pop in.</p>	<p>car park is owned by Wyre Forest District Council, and so is not designated as public highway currently. This suggestion will be considered as part of the Bewdley Transport Strategy, as and when this scheme is brought forward for development.</p>	

Public Comment	Worcestershire County Council Response	LTP Action

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RS	<p>I would just like to express my concern regarding the concept of a Parkway in the village of Blakedown. Whilst I accept the need to improve the Railway Station and the need for a Station Car Park, I think the idea of building a large Parkway is fundamentally wrong. The Village is already plagued by excessive traffic movements in particular heavy lorries for which the A456 is totally unsuitable. The Village is also blighted by cars using Belbroughton Rd and Stakenbridge Lane as rat runs from the M5 to the A456 and the A451. Further increases caused by a Parkway would require significant work on the roads in the Village. I would also suggest that you should consider diverting the HGVs from the A456 to the A450 which is an underused road passing through less densely populated areas.</p>	<p>Thank you for your response. The LTP makes no mention of a Parkway Station at Blakedown.</p> <p>Policy WFST5 refers to improving facilities at Blakedown Station, which is likely to involve the provision of a station car park, to mitigate commuter parking in adjacent residential streets.</p>	
TC	<p>Two comments on Evesham buses:</p> <p>There are no timetables on the Village Hopper stops in Charity Crescent Evesham when last I looked. Hence it is normal to see 2 or 3 passengers at most on board.</p> <p>The Evesham to Tewkesbury service no longer stops at Morrisons. Hence shoppers from villages like Sedgeberrow now go in the opposite direction to Tewkesbury</p> <p>It would seem sensible for both the above services to stop beside Morrisons to connect with the Stratford/Coventry and Redditch services These changes would involve minimal extra mileage.</p>	<p>Thank you for your comments, which have been noted by Worcestershire County Council, and will be passed on to the commercial bus operators of these bus routes for their consideration.</p>	<p>LTP ACTION: share comments with PT Team/Operators.</p>
TB NM GM CM LE	<p>My question about this would be what will the benefits be and to whom by putting dual carriageway through Beckford?</p> <p>As I see it, unless the road between Teddington Hands roundabout and the M5 is significantly improved all the way through, then any other changes will be pointless. It's this section of the route to the M5 that has difficulties and regularly backs up to the roundabout. All a dual carriageway through Beckford will do is add more traffic into this growing problem.</p> <p>From what little I can find on the Worcestershire website it's about improving, among other things, air quality, will dual carriageway do this?</p> <p>What happened to the plan to re-route the road behind Little Beckford? Surely that's the better option.</p>	<p>Your comments on Scheme SWST5 are noted. There is no proposed alignment of the upgraded A46 at this stage. As stated in SWST5, this will be developed in collaboration with Highways England, Gloucestershire and Warwickshire County</p>	

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<p>At first I thought taking the road north of the hill from Evesham to M50 junction would be the best option. However second thoughts; it could mean that our part of the A46 could still be used as a cut through by Tewkesbury trading estates traffic so no change in volume.</p> <p>Personally and selfishly I would like the new road to go along the 1993 planned route. My reasons?</p> <p>The present road, as it stands, is becoming 'not fit for purpose'. The vibration on the cottage from passing traffic, especially lorries is constant, disruptive and getting worse. This become much worse when the road surface starts to break down. The surface doesn't last following resurfacing and it takes years to get the potholes sorted. I think the basic structure of the road isn't up to the increasing traffic. When the road is flooded the greatest damage is caused by the bow waves from lorries. Moving them to all to a new road would solve these problems.</p> <p>However... A new dual carriageway would put more surface water into the existing brooks. The Isbourne at Sedgeberrow, the Washbourne (by me) and the one at Little Beckford, all of which flood, would receive greater volumes of water more often, increasing the flood problem for us. Would the new road project include flood alleviation projects?</p> <p>Thank you for organising the event in the village hall to discuss the above. I'm just going off on holiday and suddenly realised that I haven't responded with my feedback as part of the consultation. If memory serves me correctly you kindly said you would collate feedback?</p> <p>I am against the proposal to up-grade the A46 through Beckford to dual carriageway status. My preferred option would be to create a new road south of Little Beckford. I would however prefer Highways England to up-grade Junction 9 and the crossroads at Queens Head as the congestion here is terrible.</p> <p>Some improvements could be made to help flow but overall in future maybe new road would be best. However I do not agree with it going behind little Beckford. I understand the reasons. But i ask "Do residents of little Beckford want to become totally built up"?. Because that would happen. Ideal between 2 roads.</p> <p>Also the gas main goes along the whole way. To protect that would be monumental.</p>	<p>Councils. The section of the A46 between Teddington Hands and the M5 (Junction 9) is in Gloucestershire. Worcestershire County Council has no influence over proposals in this area.</p> <p>Worcestershire County Council opposes the provision of a new link (to replace the A46) between the M50/M5 junction and Twyford running north of Bredon Hill, on environmental grounds.</p>	

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	<p>I think if a new road is constructed to go from Evesham bypass to junction 8 M5 would be most logical. From a haulage point of view that would be of much greater use than even more roundabouts on a46. And the junction is already built instead of constructing new one at junction 9a.</p> <p>Local traffic of course would still use A46. But commuter/haulage would not.</p> <p>To whom it may concern Ref: A46 Upgrade to dual carriageway. This letter is being written to voice my opinions regarding the above.</p> <p>I fully appreciate the volume of traffic using the A46 has grown considerably since moving here in 1999, and this will only get worse. There needs to be a plan as to how this will be managed for the future.</p> <p>Option A In my view making any changes to the existing route from Evesham to junction 9 (M5) is not practicable and will have the biggest adverse impact on the residents who live all along this current route.</p> <p>Option B To resurrect plans from the 1990s upgrade scheme is now out of touch with where the traffic volume is and where it will get to. It would probably help from Evesham to the Teddington Hands roundabout, but, not then onto the motorway junction.</p> <p>Option C To look at a new route from Evesham out to a new motorway junction on the M5, somewhere around the M50 roundabout.</p> <p>Why bring all this traffic out of ^{its} this way, when it could go across country and connect into the motorway system easier?</p> <p>The area north of Cheltenham and around the town of Tewkesbury is still undergoing huge housing development. The current roads are often gridlocked and if there is an accident on the M5 we go into lockdown.</p> <p>Thank you in anticipation for considering my comments, from someone who lives this 24/7.</p>		
DB	Cars:	Your extensive comments	The decision to

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<p>The amount of money spent on creating and maintaining the infrastructure for car drivers is vastly higher per passenger mile travelled than that spent on walking, cycling, bus travel and train travel.</p> <p>The high cost to our local economy of our existing congested roads requires us to reallocate some of the existing money we currently spend on cars travelling on roads.</p> <ul style="list-style-type: none"> *Reduce the amount of traffic congested in and around county towns and Worcester city; *Reduce the cost of using public transport in Worcestershire; *The cost of all public transport must always be less expensive than the cost of driving a car into a town centre and parking it else people have no incentive to change ingrained behaviour and stop using their car; *Make life easier for residents, to relieve pressure on on-street parking and reduce the amount of air pollution caused by slow-moving traffic. <p>Residential areas:</p> <ul style="list-style-type: none"> *Residential areas need to become residents-only parking zones, not free-for-all car parks; *Non-residents need to use either official car parks, public transport, walk, bikes or the official park-and-ride or park-and-rail services; *Residential side roads and the areas around all schools need to have ‘sign only’ 20mph speed limits; *Main roads will retain existing 30mph speed limits. This will make side roads safer for residents and encourage cars to stay on the main roads. <p>Car Parks:</p> <ul style="list-style-type: none"> *Consolidate existing car parks so that there are fewer, but larger, well-signposted car parks; *Focus on creating car parking in multi-storey car parks because these use much less land for the large amount of car parking spaces which they provide; *Small single storey car parks use a lot of land and hold relatively few cars; they also encourage drivers to drive around looking for parking spaces, thus increasing congestion and pollution. Close smaller car parks, such as the Cornmarket in Worcester. This allows the land to be reallocated to something more desirable such as an urban green space. Such urban parks will then double as sustainable drainage systems (SUDS) and could help reduce future flash flooding; *The goal is to make life more pleasant and easier for pedestrians, public transport users and motorists. 	<p>on a wide range of transport modes are noted and appreciated.</p> <p>We are aiming to achieve a modally balanced approach to investment to support improved access for all.</p> <p>The planning, development and delivery of transport is often very complex, with a wide range of stakeholders; often with conflicting views. Wherever possible, Worcestershire County Council seeks to invest limited funding where this will deliver greatest overall benefit.</p> <p>In pursuit of this, all proposed schemes require the development of business cases to outline the value of their implementation. These business cases are constructed using Government WebTAG criteria, which seeks to pursue a balanced investment approach to transport infrastructure and services.</p>	<p>implement 20mph zones will depend on the results of a 20mph trial that is currently taking place in Rubery. Once the outcomes of this are available further consideration will be given to the policy area around 20mph zones. No LTP amendment will take place at this time.</p>

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<p>The School Rush:</p> <p>A great deal of congestion revolves around school pick-up and drop-off times. This has the opposite effect to what most parents want for their children. Large numbers of cars on the road create a risk to people. Vehicle emissions cause health problems. All people miss out on the valuable daily exercise and independent experience of making their own way on foot or bike.</p> <p>*Safer pedestrian and bike routes are an investment in all our futures and a major tool for managing congestion and public health;</p> <p>*Every school will have and use a green travel plan that promotes active and healthy travel to school.</p> <p>Walking buses:</p> <p>Walking buses are cheap to implement and good for children. A walking bus is a scheme where one or more responsible adults walk children to school picking up other children on the way.</p> <p>As most schools are in residential areas, residential 20mph speed limits will make it safer to walk or cycle to school.</p> <p>Coordinate school bus services to provide a good service that covers all participating schools, both public and private, in the county.</p> <p>Promoting cycling and cycle lanes, off road where possible, benefits more children than any other section of the community. The allocation of school places should favour those who live close enough and commit to walking and cycling to school.</p> <p>Cycling and walking:</p> <p>Cycling and walking are healthier for all citizens.</p> <p>Create a new cycle path between Wylds Lane and County Hall via Perry Wood.</p> <p>Create a new cycle lane going uphill on Newtown Road.</p> <p>Cycle lanes are not needed going downhill because most cyclists travel quite quickly downhill.</p>	<p>Following this consultation, we will consider revisions to the Network Management Plan which may include parking</p> <p>Worcestershire County Council is working with colleagues in the Borough, City and District Councils to review the provision of off-street car parking, with a view to improving the efficiency of these assets.</p> <p>As almost all schools in Worcestershire are now academies, they operate independently of Worcestershire County Council. This means that the Council has very limited influence over the way that schools manage access to their sites. Worcestershire County Council is working with other local authorities to lobby the Department for Education to include a requirement to maintain an active school travel plan as part of OFSTED requirements.</p>	

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<p>*Introduce charging points for electric bikes in towns and Worcester city and in car parks; *Set up a cycle-hire scheme (like the short-term bike hire available in London) based at the rail and bus stations and at Croft Road and possibly other car parks; *Install cycle racks wherever possible.</p> <p>Walking:</p> <p>*Create a good, clearly marked footway, from Shrub Hill Station into the city centre, via Cromwell Street and St Martin's Quarter; *Build a “skyway” by attaching a walkway to the railway from Foregate Street Station, via the Hive, to the St John’s side of the river, along the lines of Hungerford Bridge in London. This will give pedestrians a direct and safe way to walk across the city.</p> <p>Share with Care:</p> <p>Walkers and cyclists can use the same routes “share with care” as long as the design is sound.</p> <p>*Create more Share with Care routes in Worcestershire; *Extend share-with-care pedestrian and cycle routes along both sides of the river Severn; *Make a continuous Share with Care route along the centre of the High Street, Cross and Foregate Street from the Cathedral to Castle Street; *Many share with care routes lack adequate signage showing which side is for walking and which for cycling. Increase the number of cycle-lane repeater signs and remove all unnecessary street furniture and barriers that impede cyclists, people pushing buggies and wheelchair users.</p> <p>Buses:</p> <p>Better bus services are a vital tool to cut congestion, and to increase mobility especially for the young and the elderly who cannot drive or ride bikes.</p> <p>*Currently the bus services in Worcestershire are not fit for purpose; *Infrequent and badly planned bus services are a major source of complaints in many areas of Worcestershire;</p>	<p>For the first time, Worcestershire County Council has included a series of Active Travel Corridors for investment in Worcestershire. These routes will link key trip attractors with residential areas, enabling more people to choose to walk or cycle for shorter journeys.</p> <p>The decline of bus services in Worcestershire is unfortunate; however, this is a sign of the times. As car patronage has continued to grow, demand to use bus services is now at an all-</p>	

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<p>*Many villages are served by only a handful of buses each day making it completely impractical for the residents to make journeys by bus; *Most buses in urban areas stop running after 6pm making it very difficult for people to travel without using a car after 6pm; *Many areas are not served by a bus service or have one that is so infrequent that it can't be used for shopping or commuting.</p> <p>*First Bus have a near monopoly as a service provider, so services are not really subject to competition but at the same time the local authority has little influence over the services offered, because they are currently privately run and subject to market conditions. Worcestershire could copy the good practice of Transport for West Midlands in Birmingham and Transport for London wherever possible.</p> <p>The various councils should encourage greater use of buses by: *Giving their employees discounted bus passes; *Promoting bus travel in various local magazines and papers.</p> <p>The councils should work with the bus companies to introduce: *Occasional free promotional bus tickets; *A set fair per trip for adults aged between 18 and 60 years to enable passengers to have the correct money ready when they board. This will reduce the time it takes for the driver to collect the fares and will allow buses to spend less time at bus stops and more time travelling; *In the longer term, subsidised local bus and train travel for local residents. *Introduce an electronic travel Card for Worcestershire residents like the Oyster card.</p> <p>Appropriately sized buses: *At peak times of the day, many buses operate at capacity but during other times the large buses currently in use often operate almost empty. These empty buses take up a lot of road space and cause a disproportionate amount of air pollution from diesel fumes for the number of passengers they carry. Non-peak services could be operated with a greater number of smaller more appropriately sized vehicles.</p> <p>Less polluting bus engines:</p>	<p>time low, with the result that the bus network has contracted significantly in Worcestershire.</p> <p>Almost all bus services in the County are now operated commercially, so Worcestershire County Council has limited influence over their provision. The LTP policies will look at including infrastructure provision and technological advances.</p> <p>Worcestershire is not a metropolitan area, so is unable to copy the approach taken by Transport for West Midlands and Transport for London, who benefit from a wider range of powers and population density to support enhanced provision.</p>	

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<p>Buses with engines running on compressed natural gas (CNG) are already in service in; Nottingham, Reading, Sunderland and Bristol. CNG vehicles have been common in Scandinavia for decades. Compared with diesel engines, CNG engines are; quieter when running, produce significantly less air pollution and require less maintenance.</p> <p>Railways:</p> <p>Very few small UK towns or small cities now have an intercity railway station in their middle, Worcester has two! However, they are currently not well used but this can be improved.</p> <p>More frequent trains to; Pershore, Evesham, Birmingham, Stratford-upon-Avon, Cheltenham, Gloucester and Bristol.</p> <p>Because of the badly planned railway timetable it is currently: *Impossible to commute by rail between Worcester, Pershore, Evesham, Cheltenham and Gloucester; *Difficult to commute between Worcester and Black Country towns; *Impossible to travel between Worcester and Stratford by train for even a Saturday day out. Currently a train journey from Worcester to Stratford takes at least two hours.</p> <p>Combined park and rail services: *Reopen the Fernhill Heath railway station; *Open a new railway station at Rushwick; *Open the planned new railway station at Norton Parkway. The new Norton Parkway railway station should have at least 300 car parking spaces. As well as facilitating very frequent intercity travel, this station should form part of a park-and-rail facility for visitors to Worcester city. Visitors driving to Worcester can park at Norton and complete their journey by rail to Foregate Street Station; *Considering the high value of the new station at Norton railway junction: a train service between Foregate Street station and Norton needs to be frequent; *Fernhill Heath and Rushwick stations could offer a similar park and rail service on a smaller scale; * We need more frequent, more local rail services and services with more carriages per train.</p>	<p>As part of the development of the fourth Local Transport Plan, Worcestershire County Council has developed a Worcestershire Rail Investment Strategy. This ambitious document sets out a range of priorities for investment in Worcestershire's rail infrastructure and services to enable this mode to play a more enhanced role than currently. We will be consulting on this document in the near future.</p> <p>Note that there are 500 car parking spaces planned for Worcestershire Parkway.</p> <p>The Worcestershire Car Share Database is made</p>	

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<p>Car sharing:</p> <p>Many cars regularly travel with just one occupant, the driver. *Worcestershire County Council already has a public on-line lift share website. This website needs to be marketed far more extensively, for example, by adverts on the back of buses.</p> <p>Reopen the Park and Ride:</p> <p>Worcester's park-and-ride facility operating from Perdiswell was initially very successful, but it suffered from a lack of investment and promotion. It was undermined by cuts in services and an inconsistent level of car-parking charges within the city centre: *Reopen the park-and-ride at Perdiswell. In the longer term extend park-and-ride in the county; *The cost of all public transport must always be less expensive than the cost of driving a car into a town centre and parking it else people have no incentive to change ingrained behaviour and stop using their car.</p> <p>Motorbikes:</p> <p>Motor bikes take up less space on the road and in car parks. Typically they are more fuel efficient than cars and run on petrol rather than diesel so produce less air pollution: *Promote the use of motorbikes county wide and create more motorbike parking spaces to cater for an increasing demand.</p> <p>Community transport:</p> <p>Car-sharing and car-pooling will reduce the number of cars in Worcester, making more space. *Provide official encouragement for car-sharing and car-pooling; *Provide dedicated parking places for people who use a car pool;</p>	<p>available online for those that wish to use it, along with a number of similar national sites. Unfortunately widespread, low cost on and off-street parking means that demand to use this service is very low at present, so marketing is limited to online methods only.</p> <p>The Park and Ride facility in Worcester cannot currently be operated commercially due to high operating costs and abundant low cost city centre car parking.</p> <p>Worcestershire County Council is providing additional motorcycle parking where opportunities exist, as well as working with the Borough, City and District Councils to enhance access to off-street parking facilities.</p> <p>Worcestershire County Council has trialled a car</p>	

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<p>*Encourage greater take-up of car-sharing clubs.</p> <p>Taxis: There are currently more taxis in Worcester city centre than the city's population can effectively use.</p> <p>*Introduce a taxi drivers' code of conduct and review the number of taxi licenses issued'</p> <p>*Create new taxi ranks in other parts of the city, for example, in St John's, and increase the size of the taxi ranks at the stations and the hospital;</p> <p>*Licence electric taxis for local journeys and lower licensing fees for less polluting vehicles.</p> <p>Roads and car parks: Expand the Worcester orbital road (A4440) to connect Bromyard Road to Hallow Road. This is necessary to cater for the proposed expansion to Worcester's housing stock and to route traffic around the city centre rather than through it.</p> <p>Closer to the city centre, direct through traffic to a spine road that bypasses the historic centre by diverting traffic passing from Sidbury along Deansway through to Castle Street and direct incoming traffic clearly to a small number of multi-storey car parks. Directing traffic to a spine road outside the historic centre and increasing the pedestrianised areas in the city will increase the space available for shops and restaurants.</p> <p>Discourage more polluting traffic with a London-style charge on high emission vehicles entering the city centre.</p>	<p>pooling service in the county; unfortunately this was unsuccessful because of low population densities and high operating costs.</p> <p>The responsibility for the licensing of taxi services in Worcester lies with Worcester City Council.</p> <p>The cost of providing an extended orbital route between Bromyard Road and Hallow Road would be extremely expensive. With this in mind, this LTP proposes a link between Crown East and Martley Road, recognising this to be a realistic aspiration within the timescales of the LTP.</p> <p>It is not clear how a central 'spine road' could be accommodated within Worcester city centre, without demolishing a large</p>	

	Public Comment	Worcestershire County Council Response	LTP Action
	<p>Encourage the use of electric vehicles by providing charging points and preferential or even free dedicated short-term parking in towns and Worcester city.</p>	<p>number of historic structures. The LTP proposes the development of Worcester City Masterplan, which will seek to review the allocation of road space within the central area, with a view to enhancing economic activity and liveability.</p> <p>Nationally, DEFRA is consulting upon the potential of Clean Air Zones (CAZ) which could result in designation of urban areas, limiting access for more polluting vehicles.</p> <p>Worcestershire benefits from a growing network of electric vehicle charging points; many offer free parking.</p>	
PG	<p>In general I support the proposals for Pershore schemes within LTP4 and make these addition comments on them.</p> <p>Page 31 SWST 4 Northern Link Access Improvements – Major Scheme:</p> <p>It will improve connectivity to the Racecourse Road/Cobham Road Trading estate as well as Keytec Business Park and the proposed new housing on Wyre Road.</p> <p>To complete the benefit to the whole trading estate the fence between the end of Racecourse</p>	<p>Thank you for your response. Unfortunately there are land ownership issues which currently prevent the connectivity between Racecourse Road and Cobham Road being brought forward for delivery. This is also</p>	<p>LTP ACTION: comments to be brought forward for consideration on development of schemes.</p>

Public Comment	Worcestershire County Council Response	LTP Action
<p>Road and the railway station should be opened up and the unadopted road upgraded. There should be a cycle lane and footway along the Northern Link and on from the KeyTec7 roundabout down to the junction with Station Road, plus appropriate speed restrictions as housing is approached. There should be a cycle/footway right through the industrial estates linking the station to the KeyTec7 roundabout. This scheme has strong links with SWAT11 (P35) which serves to emphasise the importance of both.</p> <p>Page 45 P1 Pershore Rail Station Improvement Scheme: Greatly improved provision for car parking is essential, which has been a longstanding problem. Wychavon's project to provide car parking on their land on the other side of the railway is held up because of the high cost of a pedestrian bridge (Network Rail suggests £3m). A ticket machine would be a useful facility.</p> <p>Page 45 P2: High Street (Church Street to Priest Lane) Public Realm Scheme. The design should take account of the needs of people with disabilities.</p> <p>Page 45 P3: Parking Strategy (to include parking for cars, motorcycles and covered parking for bicycles). Parking is a major issue in the town – for workers, residents, shoppers, tourists, medical appointments. There is specific need for parking for workers. Wychavon should be encouraged to take the car park to the rear of the library from the hospital back into public use. If land cannot be found for more car parking space then we suggest a low level multi-storey car park in a rear development so it does not intrude on street views. An underground car park could be considered as an alternative.</p> <p>Page 45 P4 - P7: These are all areas of significant congestion at peak times and a holistic rather than piecemeal approach would improve the traffic flow.</p> <p>Page 45 P6: A4104 Worcester Road/B4084 Station Road/High Street Junction: This is a choke point and a big problem for the future which has to be fixed at some stage, not just tinkered with in a minor improvement. I believe it cannot be solved without compulsory purchasing of extra land (e.g. the corner house and garden which is on high ground). This would enable the junction to be redesigned with a long slip road.</p>	<p>prohibits the implementation of walking and cycling improvements along this route.</p> <p>Your comments on P1, P2 and P3 are noted and will be considered when the scheme is brought forward for development.</p> <p>Thank you for your comments on P4-P7. Most of these schemes are likely to be funded through developer contributions so may not be delivered concurrently. However, signal technology continues to advance and</p>	

Public Comment	Worcestershire County Council Response	LTP Action
<p>Page 45 P7: A4104 Station Road/Wyre Road Junction: The long delay in providing permanent traffic lights brings Local Government into disrepute. There is a strong local preference for a roundabout rather than lights, although I accept that there is the issue of safety for the high numbers of students walking to and from Pershore High School, but this could be addressed with strategically placed pedestrian lights.</p> <p>I would also like to makes some specific recommendations that are not addressed in the LTPV4:</p> <p>I believe Pershore should become a safe town in which to walk and cycle through (which it isn't at the moment!), so to this end I believe my three comments below would help to make this a better and town in which to live:</p> <ol style="list-style-type: none"> 1. Pershore has an excessive amount of truck movements around the town and in particular along Worcester Road B4085, Bridge Street, Defford Road, Three Springs Road and Station Road. I believe that this is due to freight companies taking the shortest route and have no consideration for the people of Pershore. This discourages people to walk and cycle and makes it very unsafe for children who do have to walk to school. To this end I believe restrictions should apply to all trucks and they should only be allowed through Pershore for access for delivery of goods to local shops. 2. The A4014 enters Pershore from the south and ends at the North of the Town so I believe that this section of road should not be the A4014 and the road should stop at the south before it enters the town which would support my first recommendation, banning trucks! 3. Pershore has a speeding problem which the Safer Roads Partnership is trying to fix but with no real success and the only long-term solution is engineering to slow down vehicles and I look to the council to undertake what would not be overly expensive with the results out numbering the costs, safer roads encouraging more people to walk and cycle! I would also like to see Pershore adopt the 20splenty campaign throughout the town. 	<p>Worcestershire County Council will aim to take advantage of modern linked signal innovations.</p> <p>Pershore sits at the heart of one of Britain's major agricultural areas. Much of the freight traffic generated in this area is linked to this industry, which is a major local employer. The redesignation of the A44 to the north of Pershore has led to a significant reduction in strategic traffic, including freight, passing through the town centre. Worcestershire County Council would not support the downgrade of the A4014 as this route provides a strategic function in South Worcestershire. Engineering solutions are expensive; however if a business case can be</p>	

	Public Comment	Worcestershire County Council Response	LTP Action
		<p>identified to support speed restriction initiatives, this can be taken forward as a local issue (not as an LTP4 scheme) with the Worcestershire County Council local member.</p>	

	Public Comment			Worcestershire County Council Response	LTP Action
AP	P33	SWST23	I strongly support this, but see also my comments on SWST11 above, which you have correctly identified as being the higher priority of these rail improvement schemes. Also note that to deliver full benefits the additional remaining single-line section between Charlbury and Wolvercote Jn (north of Oxford) would also need redoubling. See also section 5.3.	Thank you for your comments, which have been noted by Worcestershire County Council. High-speed broadband in this context is defined as broadband of sufficient speed and bandwidth appropriate for home working (i.e. 24 mbps +). Based on the best available evidence, Worcestershire County Council believes the demand for travel will increase as development growth increases. Single line rail sections will be addressed as part of the new Worcestershire Rail Investment Strategy. SWST3: grade separation of the Ketch and Whittington junctions was considered as part of the longer term strategy for the Southern Link Road. However, this was not found to deliver best value for money, which is why the current investment package has been developed. Issues at Powick will be addressed in subsequent Local Transport Plans, if identified as part of the planning process. Traffic congestion in Malvern Link is a known issue. Scheme M3 will be brought forward for delivery during the LTP4 plan period to address this. SWST5: Ashchurch Station is in Gloucestershire. Worcestershire County Council has no	LTP ACTION: forward comments to identified Project Managers post adoption of LTP. LTP ACTION: refer rail comments to Project Team. STAKEHOLDER ACTION: comments on Foregate Street Station footbridge to be shared with colleagues in rail industry. LTP4 ACTION: address typos.
	P43	M7 and M8	There may be advantages in changing the direction of traffic flow in the one-way section of Upper Chase Rd (between Barnards Green Roundabout and Pound Bank Road) to be westbound only rather than eastbound. As well as reducing the amount of traffic wanting to turn right onto the B4208 from Pound Bank Road, it would also provide an easier route for vehicles that have parked on the northern (eastbound) side of the B4208 to return towards Great Malvern or Malvern Link.		
	P43		Other Malvern candidates for junction improvements should be: <ul style="list-style-type: none"> • B4219/B4232/top of Trinity Bank: it is not easy currently to turn right from Trinity Bank onto either Cowleigh or North Malvern roads due to the limited sighting from the left. There is also no easy route from North/West Malvern on the B4232 for traffic that wishes to take the A449 towards Malvern Link. Currently the only alternatives are <ol style="list-style-type: none"> a. Down Belvoir Bank and then cross the B4219 into Hornyold Road; b. Pull out wide to turn sharp left at the A449/B4232 junction; or c. Eschew the B4232 and come down Old Hollow, then via Cowleigh Road and Hornyold Road. • A449/top of Peachfield Road: turning right from the latter is difficult. 		
	P47	W3	Reinstatement of an old, traditional-type footbridge over and between the two platforms would be beneficial to those having to change trains here – not uncommon if you travel from here. The current steps down to ground level are much longer flights than would be needed for a footbridge, and there is no issue of the latter needing to be DDA-compliant as there are already lifts to/from both platforms.		
	P47		W4: The main impacts of the current Shrub Hill layout and signalling arrangements are described in section 4.4, and possible near-term improvements discussed in section 5.		
	P52		WCC should explore whether additional commuter/local trains could be introduced over the SVR section between Bewdley and Kidderminster. There is now a fully signalled connection between the two railways at the latter end, so these could even run through to Birmingham and beyond. This could even include re-opening the old Foley Park station. On weekdays between the peaks trains from/to Birmingham and beyond terminate/commence at Kidderminster every half hour – some/all of these could be extended to/from Bewdley instead.		
	-	New	An additional scheme for addressing the Malvern railway stations bottleneck should be included. See sections 5, 5.2 and 6.2		
	-	New	The plan should consider the potential implications of the constraints and aspirations that apply to the railway lines between Kings Norton and Birmingham New Street. See sections 4.3 and 4.5.		

Public Comment			Worcestershire County Council Response	LTP Action
P5, para 7		Increased working from home can also reduce travel. Ultra-high-speed (as opposed to "normal") broadband, whilst beneficial, is not (in most cases) an essential prerequisite for this.	<p>jurisdiction in this area.</p> <p>SWST8-11: your comments on rail are noted, and will be considered as part of the Worcestershire Rail Investment Strategy.</p> <p>SWST12: the Worcestershire Local Transport Plan is aligned with the South Worcestershire Development Plan. Given the exceptionally high costs and timescales of developing new road infrastructure, new road schemes of this scale cannot be considered in the LTP unless supported by significant development growth.</p> <p>Worcestershire County Council is preparing a longer-term growth strategy, which may include new highway infrastructure in this area.</p> <p>SWST15, 18 and 20: your comments are noted and will be considered when these schemes are brought forward, following identification of funding.</p> <p>SWST23: your comments are noted, and will be considered as part of the Worcestershire Rail Investment Strategy development process.</p> <p>M7 and M8: your comments on noted. These will be passed to the local County Highways Liaison Officer for consideration with the Local Member, as this would fall outside of the remit of the</p>	
P5, para 8		"It is clear that..." assumes the trend of increasing travel per person that has been prominent over the last 2-3 decades will continue. How reliable is this assumption?		
P12, 1 st bullet list		Addressing the single-line rail sections through Worcester city should be included on this list as a high priority. See 4.3, 5, 5.1 and 6.1.		
P30	SWST3	Grade-separation of the Ketch and Whittington roundabouts would probably be better value for money. Temeside way is not, itself, the capacity constraint. Consideration also needs to be given to the impact that these improvements may then have on the A449 section through Powick, which could well become the next major bottleneck in view of forthcoming Malvern developments such as that at Newland.		
P30		What measures should be taken to address traffic congestion in Malvern Link?		
P31	STSW5	Note that the A46 also goes right past Ashchurch railway station. See sections 4.1 and 4.2 for comments on the rail services there.		
P32	SWST8	This section is not currently a major bottleneck, as the off-peak service is only 1tph in each direction and the section takes just 7 minutes to traverse. Improving the turnout speed at Stoke Works Jn (currently 30mph) might offer better value for money. See section 4.3.		
P32	SWST9	Benefits must be weighed against increased journey times for through travellers. This might also require additional signalling between Tunnel Jn and Droitwich.		
P32	SWST10	Benefits must be weighed against increased journey times for through travellers. This might also require additional signalling between Newland East and Henwick.		
P32	SWST11	This is the major rail bottleneck on the whole of the Worcestershire network. WCC should push for a more limited stageworks scheme to be delivered much sooner. See sections 4.3, 5, 5.1 and 6.1.		
P32	SWST12	This is disappointingly unambitious. The long-term plan should be to complete the ring road to the A449 roundabout at Claines.		
P33	SWST15	This should be fairly high priority: queues of traffic from the Upton direction form at busy times because it gets hard to turn right towards the M50 junction. Either a roundabout or well-timed traffic lights would be better than the current layout. The current layout here dates from when the A38 here was still a major route, before the M5 south of Strensham had been built.		
P33	SWST18	It is currently rather fraught when turning right from the Guariford direction because it is only possible to see a short distance along the B4424. In my view it would be better to change the priorities so that through traffic on the B4211 – which is probably the largest flow anyway – were given precedence over vehicles entering or leaving the B4424. This would require a layout change with the provision of a short dedicated lane for traffic from Hanley Castle wanting to proceed onto the B4424, but there does appear to be sufficient space to provide this.		
P33	SWST20	It would be better for through traffic on the B4208 to be given priority over that to/from the other directions, but this is much less urgent than SWST18. There is good visibility in all directions here and the levels of traffic seldom if ever cause significant tailbacks.		

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<p>2.1. Typos and other document production issues (Main document)</p> <table border="1" data-bbox="219 312 1207 539"> <thead> <tr> <th>Location</th> <th>Scheme</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>P7</td> <td></td> <td>Blue box re 'LPT Policy Document' – text ends in the middle of a sentence. Maroon box below, text ends with a comma.</td> </tr> <tr> <td>P11, 3rd bullet on left</td> <td></td> <td>Should read "Electrification between <u>Bromsgrove</u> and Birmingham".</td> </tr> <tr> <td>P33</td> <td>SWST15</td> <td>"A4103" should presumably read "A4104".</td> </tr> <tr> <td>P43</td> <td>M12</td> <td>Cowleigh Bank and Old Hollow do not have junctions with the B4208. Should this have read B4219 (Cowleigh Road)?</td> </tr> </tbody> </table> <p>3. COMMENTS ON LTP4 POLICIES DOCUMENT</p> <table border="1" data-bbox="219 611 1207 1002"> <thead> <tr> <th>Location</th> <th>Policy</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>P16</td> <td>PR5</td> <td>Whilst the objective of minimising pedestrian wait times is laudable as a general principle, this should not be allowed to take overriding priority above the need to keep road traffic moving at places, such as on the A449 in Malvern Link, where significant congestions builds up.</td> </tr> <tr> <td>P17</td> <td>PR7</td> <td>I support this 100%.</td> </tr> <tr> <td>P19</td> <td>PR10</td> <td>Where there is ample room, a modest quantity of outdoor seating should be provided within shopping districts, of that which currently exists in Malvern Link and Barnards Green.</td> </tr> <tr> <td>P25</td> <td>C2</td> <td>Should WCC formulate an explicit policy position as regards cycle races being conducted on our roads? When I used to live Horsham, regular cycle races were held on the A24 dual carriageway south of nearby Dorking. Though these did not involve closing the road to other traffic, they almost certainly did increase the risk of accidents. I would hope that WCC could adopt an explicit policy of keeping such races off main roads wherever practicable.</td> </tr> </tbody> </table> <p>Summary of my key rail strategy comments: WORCESTERSHIRE COUNTY COUNCIL should press vigorously for near-term tactical track layout and signalling enhancements to address the Worcester city centre single line (SWST11) bottleneck. An additional, and fairly urgent, scheme to address the Malvern railway stations bottleneck should be added to the plan.</p> <p>WORCESTERSHIRE COUNTY COUNCIL should also apprise itself of the constraints and other aspirations that apply to the lines between Birmingham New Street and Kings Norton, as these may impact future Worcestershire rail aspirations so that WORCESTERSHIRE</p>	Location	Scheme	Comments	P7		Blue box re 'LPT Policy Document' – text ends in the middle of a sentence. Maroon box below, text ends with a comma.	P11, 3 rd bullet on left		Should read "Electrification between <u>Bromsgrove</u> and Birmingham".	P33	SWST15	"A4103" should presumably read "A4104".	P43	M12	Cowleigh Bank and Old Hollow do not have junctions with the B4208. Should this have read B4219 (Cowleigh Road)?	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We note your comments about the additional junction in Malvern. Unfortunately, this junction was considered within South Worcestershire Development Plan Infrastructure Development Plan, but no feasible scheme could be identified due to a number of constraints in this location, including the proximity to the Malvern Hills Area of Outstanding Natural Beauty.</p> <p>W3: your comments on the provision of a footbridge at Foregate Street will be passed to colleagues in Network Rail for their consideration.</p> <p>W4: your comments on Shrub Hill Station are noted, and will be passed to the Worcestershire Rail Investment Strategy project team for consideration. Your comments on more intensive use of the Severn Valley Railway are noted. This issue would be for the owners of that railway and National Rail partners to explore and invest if a suitable business case can be identified. Typos: thank you for identifying these. We will ensure that these are addressed in the final versions.</p> <p><u>Policies Comments:</u> PR5: your comments are noted and agreed. PR10: your comments on</p>	
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	COUNTY COUNCIL may need to defend its corner in the future over the allocation of finite capacity.	outdoor seating are noted. The provision of outdoor seating is a District Council function. C2: your comments are noted. Worcestershire County Council always seeks to minimise the impacts of events (including cycle events) on Worcestershire's transport networks. The rail comments contained within your paper will be addressed as part of the Worcestershire Rail Investment Strategy developments.	
SS	<p>I congratulate officers/staff who have assembled a very comprehensive set of documents to outline the aims and strategies of the LTP.</p> <p>Page 6 of LTP describes objectives of WORCESTERSHIRE COUNTY COUNCIL Corporate Plan:</p> <p>(1) The economic objective, to be delivered by improved transport systems. (2) To reduce the impact of transport on local environment. (3) To contribute to improved health of Worcestershire residents by promoting and I hope providing modes of transport.</p> <p>2 & 3 are similar and strongly linked. I support the objectives.</p> <p>I have examined the LTP in total but would like to limit my comments to the delivery area of North East Worcestershire. This is my home area and also includes the BDC Ward that I represent.</p> <p>It is known that Worcestershire has amongst the highest personal car use rates in UK and that Bromsgrove has the highest personal car use in Worcestershire. This corresponds with poor air quality resulting in four AQMA's across the Bromsgrove District. How has this come about?</p> <p>Poor planning has resulted in sizable housing developments without the infrastructure to cope</p>	<p>Your comments on the development of a Quality Bus Operator Scheme are noted. Worcestershire County Council is in close dialogue with Worcestershire's remaining bus operators, to identify what can be done to rescue and improve bus network integrity and frequency, including tackling very low car parking charges, which economically disadvantage bus operators.</p> <p>Thank you for your suggestion to provide an Active Travel Corridor alongside the A38 in Bromsgrove.</p>	<p>LTP ACTION: Seek to incorporate elements of the A38 within the Active Travel Corridor Programme.</p> <p>ACTION: consider replacing the Cycling Strategy with a Cycling and Walking Investment Strategy to mirror the government document.</p>

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<p>with increased vehicle numbers joining the local road network at peak times resulting in grid lock on major routes. Bus services have been allowed to wither away to such a point that residents have stopped using them and are forced to travel by car to get to work etc. Service is unreliable mostly made up from old vehicles from areas that have upgraded their fleets. Fares are high, train fare is lower to Worcester or Birmingham than by bus. But you need to live near station. WORCESTERSHIRE COUNTY COUNCIL have reduced subsidies to bus operators this has had a serious effect on passengers numbers. Worcestershire is desperately in need of a ‘Quality Bus Operator Scheme’ most other nearby authorities appear to be participating and bus fleets are more modern, cleaner running and easier to accessible to less abled and wheelchair users.</p> <p>Looking at the Strategic Traffic Schemes for N/E Worcestershire NEST 1 & NEST 2 which both basically appear to increase capacity of A38 corridor between Lydiate Ash and Hanbury Turn crossroads, inclusive of Lickey End M42 junction 1. If this scheme is delivered it will possibly reduce congestion and pollution initially. But history informs us that new roads and major improvements are soon overtaken by increased traffic from road users that have “discovered” a quicker route. This strategy is aimed at treating the symptoms we see rather than the causes of the congestion. (more and more cars).</p> <p>Having read the LTP and other related documents from WORCESTERSHIRE COUNTY COUNCIL website. I find a pattern of aspirations to offer and encourage residents to adopt alternative modes of transport than by car to travel. Track record for Worcestershire on this matter has been very poor in Bromsgrove. With the exception of the new railway station. Bus services have deteriorated (comments above) Cycling is perceived to be too dangerous by many residents to consider on Bromsgrove roads. Dedicated Cycle or dual pathways are virtually non-existent across the district. We have sus trans route 5 but I consider that aimed at leisure/visitors.</p> <p>I cycle almost daily. Short to medium journeys across district mainly but sometimes further afield. I never cycle along the A38 strategic corridor other than to cross it at various traffic controlled junctions.</p> <p>I would like to contribute to the consultation a suggestion that has potential to contribute to the three Transport Objectives of the WLTP (page six) economic, health, environmental, benefiting residents, businesses, and communities across the district.</p> <p>Parts of A38 strategic corridor have foot paths, some are in poor condition, some are now narrowed due to encroachment of grasses. The section of the strategic corridor that is</p>		

	Public Comment	Worcestershire County Council Response	LTP Action
	<p>Bromsgrove Eastern Bypass has no footpaths. But has plenty of space along- side that could be a cycle way.</p> <p>Can I suggest as a part of NEST 2 a cycle way could be incorporated into the Strategic Corridor between Lydiate Ash and Hanbury Turn Crossroads. A safe route alongside this very busy road would enable and encourage residents to travel to work on the Aston Fields and other Trading estates. To cycle to shop at ALDI and Morrison's. Cycle to new train station. Cycling is an expanding activity in many other districts but personal safety is barrier on my suggested NEST2 route. You will be aware that Birmingham has started work on an eight mile cross city dedicated cycle route linking University on south of city to north side via city centre. A cycle route with shared footpath sections could greatly enhance NEST 2.</p> <p>Can I remind WORCESTERSHIRE COUNTY COUNCIL that Government formulated the Cycling and Walking Investment Strategy in March 2016 is aiming to double cycling activity by 2025 and make cycling and walking the natural choice for short journeys. UK Government has committed to spend £300 million to support cycling and walking over this parliament. There are several granting options, but most relevant to Worcestershire County Council appear to be the Bikeability Cycle Grant (£50 million) and the Highways England road networks improvements (£100 million).</p> <p>In conclusion my suggestion has a moderate costing implication, most of the potential dual pedestrian/cycleways are already in existence and just need repair/resurface/signage. There is space next to Eastern Bypass to allow a dual use path. From WLTP and other related documents it would appear that substantial funding has already been awarded and allocated to facilitate the necessary highways work along the A38 corridor. It would appear that funding to increase cycling activity is available from various Government sources in addition to the two that I have outlined above.</p> <p>Hope that you are able to include my cycleway suggestion in any final discussions taking place prior to work commencing on the Nest 1 & NEST 2 schemes.</p>		
PS	<p>Pershore schemes and the Worcester Southern Link Road. I fully agree with the schemes proposed, but query why these schemes are brought forward well after Planning is granted for major increases in house building. As a very good example of this, I would point to the SWST4 scheme at Pinvin Cross Roads. Planning has been granted for in excess of 600 additional homes</p>	<p>Thank you for your comments, which have been noted by Worcestershire County Council. In most</p>	

	Public Comment	Worcestershire County Council Response	LTP Action
	<p>along Station Road and these are currently being marketed. So why hasn't the scheme at Pinvin Cross Roads not been implemented in parallel with the housing developments and partially or wholly funded by the Developers?</p> <p>As I understand it the scheme is unlikely to be on the ground before 2020. The situation at Station Road traffic signals is already a major issue due to parked vehicles and at times it can take in excess of 10 minutes to get through these signals, and this is before 600 more dwellings are built with the associated additional traffic.</p> <p>With regard to the Southern Link Road, this is urgently required to relieve congestion, but it would appear it can now only be partially completed because the existing railway bridge will need to be demolished to fit in a dual carriageway. Why wasn't this included in original scheme planning? When is it programmed and what are the additional costs associated with completing this in this disjointed way? I also note that the new 2m wide shared footway/cycleway has a built-in hazard at the northern end (near the Swan roundabout) as an advanced direction sign has been built with a steel post located in the footway! Has a stage 2 Road Safety Audit been carried out?</p> <p>It may well be that these comments are not applicable as part of the consultation document exercise, but perhaps you would be good enough to pass them to someone at County Highways who could answer the points raised.</p>	<p>cases, new developments are required to be at least part built, before funding can be released by the developer to support investment in local transport infrastructure and services. It is for this reason that infrastructure investment typically follows new development build-out. The LTP4 proposes a scheme to address the issues you identify at Station Road traffic signals, which will be brought forward as soon as funding can be identified.</p> <p>The dualling of the A4440 Worcester Southern Link Road included widening of the rail bridge at the outset, as a fundamental aspect of the planning process. However, the rail bridge is not in the control of Worcestershire County Council, and so the Council is required to operate within the constraints of Network Rail's programme for asset possession. It is for this reason that the bridge</p>	

	Public Comment	Worcestershire County Council Response	LTP Action
		<p>replacement has not been delivered concurrently with dualling works.</p> <p>Your comments on the walking and cycling route alongside the A4440 Southern Link Road have been passed to the SLR Project Team for their consideration. The relevant safety audits have been undertaken in line with the delivery programme.</p>	
RD	<p>The money to be spent on the A38 through Bromsgrove is, by itself, of minimal use in reducing traffic problems in and around the Town.</p> <p>Bromsgrove has consistently more traffic queuing in rush hour periods than any other town in the area with the exception of Worcester.</p> <p>Isn't it time the County (and the Town) got off their corporate backsides and did something about it !</p> <p>The only effective and lasting solution would be to build a bypass in the west of the Town adjacent to the M5.</p> <p>OK, it will be expensive ! - but Central Government funding is available for projects of this nature - if you don't ask, you don't get!! (quotes our MP!)</p>	<p>Thank you for your response to the fourth Worcestershire Local Transport Plan consultation.</p> <p>Worcestershire County Council notes your suggestion of a Bromsgrove Western Bypass. The recent adoption of the Bromsgrove Local Plan (2017-2030) by Bromsgrove District Council includes an Infrastructure Development Plan (IDP) document. It should be noted that this IDP document does not specify a need for a Bromsgrove Western Bypass to support planned</p>	

	Public Comment	Worcestershire County Council Response	LTP Action
		<p>development growth.</p> <p>The reason for this is that given the currently proposed scale of growth, assessment identified that investment in the A38 Bromsgrove Eastern Bypass corridor offered the best value for money option to enhance strategic network capacity.</p> <p>That said, Bromsgrove District Council will begin preparing for future development growth in the Bromsgrove area.</p> <p>Worcestershire County Council maintains a close working relationship with both Bromsgrove District Council and Highways England. The case for a Bromsgrove Western Bypass, changes to motorway accesses and a number of other strategic transport infrastructure schemes will be considered as part of a longer term transport strategy for the town.</p>	
SW	It is my view that the strategy does not adequately represent or respond to the needs of	Thank you for your	

Public Comment	Worcestershire County Council Response	LTP Action
<p>Bromsgrove District.</p> <p>The Bromsgrove Package schemes focus on the Town Centre and the key routes to the Town Centre from the south and north. It fails to recognise the issues we have in other areas of the town. Such as daily gridlock and massive tailbacks to the west of the town. These will further increase with the proposed developments to the west of the Town Centre. Why is the LTP silent on the Western Bromsgrove Distributor Road.</p> <p>Improving the A38 corridor will only marginally improve current traffic flow from the north to south. When there are problems on the M5, the A38 becomes a major bottleneck because there is no other alternative route north to south and routes east to west also become congested very quickly. We desperately need a relief road to the west to spread the flow north to south. This will also reduce the gridlock we experience in the town centre on a regular basis.</p> <p>Also, a complete review of major junctions which cause traffic jams at peak times should be undertaken. Whitford/Kidderminster road, Parkside and Waitrose junctions should have already been improved as part of the development of the Council offices at Parkside and Waitrose. Why has this not been done?</p> <p>The LTP only considers the impact of the additional traffic generated by less than 70% of homes that the Bromsgrove District Plan (BDP) commits to delivering. It ignores the impact of the extra traffic generated by the remaining 30%. The LTP must give due regard to the additional traffic generated by the development of all the houses in the Bromsgrove District Plan.</p> <p>It is my view that for the above reasons, LTP4 is not adequate for the needs of Bromsgrove and should not be progressed. A review should be conducted with a view to addressing these issues so that a meaningful public consultation can be undertaken.</p>	<p>response to the fourth Worcestershire Local Transport Plan consultation.</p> <p>Worcestershire County Council notes your suggestion of a Bromsgrove Western Bypass. The recent adoption of the Bromsgrove Local Plan (2017-2030) by Bromsgrove District Council includes an Infrastructure Development Plan (IDP) document. It should be noted that this IDP document does not specify a need for a Bromsgrove Western Bypass to support planned development growth.</p> <p>The reason for this is that given the currently proposed scale of growth, assessment identified that investment in the A38 Bromsgrove Eastern Bypass corridor offered the best value for money option to enhance strategic network capacity.</p> <p>That said, Bromsgrove District Council will begin</p>	

	Public Comment	Worcestershire County Council Response	LTP Action
		<p>preparing for future development growth in the Bromsgrove area.</p> <p>Worcestershire County Council maintains a close working relationship with both Bromsgrove District Council and Highways England. The case for a Bromsgrove Western Bypass, changes to motorway accesses and a number of other strategic transport infrastructure schemes will be considered as part of a longer term transport strategy for the town.</p>	
CB, UB	As residents in the small hamlet of Cotheridge, my wife and I strongly support the proposed link road (SWST12) and urge that it should be completed well before 2030.	Worcestershire County Council notes your support for this new link. Such a proposal will require the development of a suitably robust business case to support the multi-million pound investment which would be required to deliver this scheme.	
JM, RM	We, the undersigned, strongly support the proposed link road (SWST12) and urge in the strongest possible terms that it should be completed before 2031.	Thank you for your petition. Noted.	

	Public Comment	Worcestershire County Council Response	LTP Action
NR	<p>Variable Speed Limits Avoidance of the current need for so many variable speed limits – only reinforcing the unsuitable nature of many residential roads – used as thoroughfares. This leads to driver frustration, breaches, fines occasionally, and danger to local residents.</p> <p>Fumes The damage to health caused by fumes cannot be ignored for much longer. This will be the next major health scandal with lung disease becoming ever more common</p> <p>Use of unsuitable roads for heavy traffic which <u>should never be allowed on residential roads</u> in the first place, (health and safety, property damage, road/infrastructure damage, fumes etc)</p> <p>Transport access in and out of our residential and dormitory areas. No point building the numbers of houses we all agree are required if people cannot get out to work, school, college, hospitals etc Not everyone will be able to work from home in the future..</p> <p>Transport for school children and hospital patients Not all children can be walked to school as in the past with working families (including both parents). Flexible public transport (mini buses) for the elderly or infirm to get to hospitals – particularly important given the ever increasing distance needed to be travelled.</p> <p>Public Transport Am old enough to remember when you didn't have to rely on a car of your own – public transport was frequent, reliable and cheap. Increase bus services (have been declining throughout the UK)</p> <p>Vision This is the opportunity to view the county as a whole – and the individual catchment areas – and ensure there is not just a traffic flow – but public transport flow – ideally decreasing the number of individual private vehicles clogging the roads. Catch 22.</p>	<p>Thank you for your comments. Speed limits are a local issue, determined by national guidance, and are under continuous review by Worcestershire County Council.</p> <p>Worcestershire County Council is aware of the air quality issues in Worcestershire, and continues to work with partner agencies such as Worcestershire Regulatory Services to address the implications of this.</p> <p>Worcestershire County Council has limited control over route choice by HGVs or other larger vehicles. Certain vehicles (such as public service vehicles and removals lorries) will require access to residential areas.</p> <p>Public Transport: the majority of bus operations in Worcestershire are provided by the private sector. It would therefore be dependent on the</p>	

Public Comment	Worcestershire County Council Response	LTP Action
<p>Finite Capacity The current opportunity to review the scene is diminishing at a pace with development happening in the very locations where solutions might be sought today.</p> <p>A38 Bromsgrove "By Pass" – NEST2 – Page 19 The so-called Eastern By Pass – which only ever bypassed Bromsgrove High Street – taking thru traffic off the High Street – but slicing Bromsgrove town in half to the East does not serve its purpose.</p> <p>It will be interesting to see what benefits will be gained from the "junction enhancements ..." quoted (presuming where the current lanes have to merge and then open up at the junction – cause of gridlock at each end of the working day at the moment). The worst pinch point is Stoke Heath – single lane road (6.04metres wide) – with properties less than 6 feet from the kerb. There is nowhere for the traffic to go.</p> <p>A38 Bromsgrove Key Corridor – Page 12 What is the solution to the current pinch point in Stoke Heath – veer off along the old line of the original 1930's plan? Impossible now due to development. New route needed..</p> <p>Perryfields Road/Whitford Road/Kidderminster Road Junction Needs either an island or traffic lights. One of the major causes of traffic build up in Bromsgrove overall in peak periods. Dangerous. (Further development proposed in this area can only aggravate the problem).</p> <p>New Developments New development in Redditch (Eastern Gateway) (page 10 of the report) New development in Kidderminster (South Kidderminster Enterprise Park) (page 10 of the report) Each of the above will have a major impact on the traffic wishing to use Bromsgrove as their through point to the rest of the Midlands/motorway services – already one of the main reasons why Bromsgrove is at a standstill each and every morning and evening. Traffic with no interest in Bromsgrove as such – merely a rat run through.</p> <p>Housing Developments 6 of the major housing developments featured in your document have a direct impact on Bromsgrove.</p> <p>Points :- ► Habits are changing – carrying shopping on public transport might not be very convenient but many of the generation coming thru at the moment shop online – meals on wheels from Tesco.</p>	<p>commercial viability of such services being provided. Legislation is currently passing through Parliament which may provide leverage with local bus operators into providing better services locally.</p> <p>Your comments regarding the A38 are noted. The transport infrastructure in this area will be reviewed as part of the development management process.</p> <p>Worcestershire County Council notes your suggestion of a Bromsgrove Western Bypass. The recent adoption of the Bromsgrove Local Plan (2017-2030) by Bromsgrove District Council includes an Infrastructure Development Plan (IDP) document. It should be noted that this IDP document does not specify a need for a Bromsgrove Western Bypass to support planned development growth. The reason for this is that given the currently</p>	

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	<p>But stores need HGVs to deliver their supplies – new Waitrose, Bromsgrove. Interesting to see how that affects the Kidderminster, Stourbridge, Worcester Roads and the A38.</p> <ul style="list-style-type: none"> ▶ Bromsgrove is already at a standstill between 7.45am and 9.00 and again 4.30-6.00pm ▶ Western Orbital route essential consideration and a relief road to continue the A38 Eastern “Bypass” which finished abruptly at the Aston Field Traffic Lights. The term “by pass” is misused – it doesn’t bypass anything – but merely reflects the High Street with Bromsgrove either side – cutting it in half, creating fumes and with an unacceptable density of traffic in a residential area A disaster. Doesn’t even flow. <p>Other considerations</p> <ul style="list-style-type: none"> ● Jct 4 of the M5 island – Lydiate Ash doesn’t work – due purely to the density of traffic stuck on the Stourbridge road. This traffic jam occurs morning and evening – heading off the junction 4 to Stourbridge/Hagley island. Solid – right down – across the Fairfield island. This reflects the cross flow of traffic across Bromsgrove in all directions. (Birmingham , Solihull, Black Country, Kidderminster, Stourbridge, Worcester, Redditch, Solihull etc etc etc) ● Close proximity of all our towns has a major impact on development and needs to be factored in to any improvements, proposals, plans (traffic improvement measures, housing and commercial developments).. ● From a Bromsgrove viewpoint, do feel that while it might still be possible, now is the time to take the blue biro and draw a circle around Bromsgrove town and environs and create a real orbital route (western and eastern) – with residential development enclosed (needed more than ever for an ever expanding demand) – and a route circumventing residential areas and obvious pinch points. Rather like Redditch! <p>Apologies for not actually completing the survey – didn’t quite cover the issues I feel strongly need consideration. (Out of curiosity how much did the polished publication cost – did expect little more than a photocopied PDF).</p>	<p>proposed scale of growth, assessment identified that investment in the A38 Bromsgrove Eastern Bypass corridor offered the best value for money option to enhance strategic network capacity.</p> <p>That said, Bromsgrove District Council will begin preparing for future development growth in the Bromsgrove area. Worcestershire County Council maintains a close working relationship with both Bromsgrove District Council and Highways England. The case for a Bromsgrove Western Bypass, changes to motorway accesses and a number of other strategic transport infrastructure schemes will be considered as part of a longer term transport strategy for the town.</p> <p>The draft LTP4 was principally an online document, and only a very limited print run was</p>	

	Public Comment	Worcestershire County Council Response	LTP Action
		produced (photocopied PDF) for those that could not access these documents online, to keep costs low.	
JR	<p>Calls for a "Western Orbital Motorway" to be built, to link Bromsgrove to the M6 Toll, suggesting it would be a privately funded toll road.</p> <p>Calls for a "Western Bromsgrove Bypass" to be built, again suggesting it would be a privately funded toll road.</p> <p>Proposes that a privately funded tramway be built to link Bromsgrove Railway Station to Bromsgrove town centre.</p> <p>To offset air pollution, proposes that a trolley-bus service (electric, powered via overhead lines) be introduced to link Bromsgrove town centre with the centre of Birmingham (via the A38).</p> <p>Calls for more electric vehicle recharging points in all of Bromsgrove's car parks, and calls for business rate reductions for service stations offering six or more recharging points.</p> <p>Proposes a cycle path be built across Cofton Park (but this park is entirely within Birmingham).</p> <p>Calls for street lights in Cofton Hackett to be converted to LED lamps.</p>	<p>Thank you for your comments, which have been noted by Worcestershire County Council.</p> <p>The case for a Western Orbital Motorway for the West Midlands Conurbation was statutorily rejected by Government, and so cannot be pursued.</p> <p>Similarly, see above comment for Bromsgrove Western Bypass.</p> <p>The proposals for tramways and trolley buses for Bromsgrove would come with an exceptionally high price tag, which a town the size of Bromsgrove could not support without significant additional development growth.</p> <p>Electric vehicle charging points are now being provided in an ever-increasing number of locations across Worcestershire, funded by both public and private</p>	

	Public Comment	Worcestershire County Council Response	LTP Action
		<p>sector bodies. Your comments on a cycle path through Cofton Park should be voiced to Birmingham City Council, in whose boundary this proposal would be situated. Worcestershire County Council is currently pursuing the conversion of all street lanterns across the county to modern energy efficient LED lanterns. Cofton Hackett will be upgraded as part of this programme of works in time.</p>	

	Public Comment	Worcestershire County Council Response	LTP Action
JG and MG, with supporting letter signed by 48 people (plus 1 emailed copy)	<p>Two broadly similar letters strongly supporting the proposed A44-Martley Road link road (SWST12), stating:</p> <p>It is essential that the proposed link road is included as a firm requirement in LTP4, that the route for it is defined and protected before any building work in Temple Laugherne is allowed to start, and that the road itself is completed before the completion of the internal road through the Temple Laugherne development.</p> <p>Ideally the first section at the southern end should be built and used as site access to the whole of the development of Temple Laugherne, rather than allowing access to construction traffic via the narrow Martley Road.</p> <p>Accompanied by 48 signed copies of the following (plus 1 further copy emailed):</p> <p>I am writing to express strong support for the proposal to build a new link road between the A44 at Crown East and the Martley Road.</p> <p>Traffic using village roads to bypass St Johns and reach the A4440 has reached serious levels and you need to find a safe way to handle this. Building over 3000 new houses and student flats on this side of Worcester demands serious action to plan properly for future road needs and the link road would be a good start.</p>	<p>Thank you for your comments and petition. Your support for scheme SWST12 is noted.</p>	

6.2.43 In total, 27 pieces of written correspondence were submitted from User Groups. These can be viewed in Table 6.14

TABLE 6.14: SUMMARY OF WRITTEN RESPONSES FROM USER GROUPS			
Stakeholder Comments			
Stakeholder	Comment	Worcestershire County Council Response	LTP Action
High Street	Submission of " Malvern Transport Policy " report	Many thanks for providing us with	ACTION: Worcestershire

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
Malvern	<ol style="list-style-type: none"> 1. The current system does not meet the needs of either residents or visitors. We live in a highly mobile society and a society that has high expectations of being able to move around the area in which they live quickly and at the right time. The current system based on public transport lacks the flexibility to provide the right service economically. 2. The basic infrastructure of rail links and inter town buses should be maintained and developed. 3. Great Malvern Station should be designated as the transport hub and Network Rail should be encouraged to provide more parking. 4. Using large vehicles to try and provide niche services does not work - it is uneconomic and inconvenient. More flexible solutions are required using private operators. 5. Expecting large companies to provide local and flexible services is unrealistic; their licences and decision making is governed by Council Committees which, of necessity, are time consuming. 6. The future for local services lies in the ‘Uber’ approach of quick response and small vehicles. The existing taxi, Community transport and Dial-a-Ride services should be developed. 7. If bus passes could be used on taxi services, it would remove many of the problems with the current system. For more flexibility, taxis should be able to stop on request and carry more than one passenger fare. 8. Buses will still be required for moving groups of people. 9. A range of vehicles should be encouraged with an emphasis on electric and hybrid options making use of Malvern’s unique expertise in this field. 10. Future proof traffic management is required around Townsend Way. 	<p>this report setting out perceived transport issues from this group. In response to your key headlines:</p> <ol style="list-style-type: none"> 1. We assume that the system being referred to is the passenger transport network. We note your comments about the perceived inefficiency of this system. These comments are not within the remit of the Local Transport Plan, but will be passed to colleagues in the Transport Services Unit for their consideration. 2. Noted and agreed. 3. Whilst Great Malvern Station occupies a relatively central location for this historic town, Malvern Link station (which has recently been fully rebuilt) has greater potential for development as a major transport hub, given available space and facilities. A scheme is identified within the LTP4; M4 – Malvern Link Station Car Park Enhancement, to facilitate this. Unfortunately, there is no available space to provide additional parking at Great Malvern Station without pursuing an ugly decking scheme, which would be very unlikely to 	<p>County Council will review the passenger transport policies in the LTP4 in light of these comments. WCC recognises that extensive comments have been received from across the County demanding major improvements to bus services, sadly the reality is that there is very little public funding available to pursue this, and a trend of steadily declining demand which conspires to hinder efforts to develop this mode in Worcestershire.</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
		<p>secure planning approval given the location within a conservation area.</p> <p>4. The majority of the passenger transport network in Worcestershire is provided commercially, by the private sector. As a result, the County Council has limited influence over vehicle types used or services provided, as this is a commercial decision.</p> <p>5. It is for the private sector to identify and capitalise upon market opportunity. Bus services licencing is undertaken by the Traffic Commissioner and taxi licences by the Local Planning Authority (in this case, Malvern Hills District Council). The County Council has no role in the licencing of passenger transport services.</p> <p>6. Noted – it is for the private sector to capitalise upon market opportunity. WCC Officers continue to support local community transport operators to provide transport where commercial operators are unable to do so. This is not within the remit of the Local Transport Plan,</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
		<p>but will be passed to colleagues in the Transport Services Unit for their consideration.</p> <p>7. The validity of bus passes is set nationally. Local Planning Authorities (Malvern Hills District Council) are at liberty to expand the validity of bus passes in their local areas, which could potentially include taxis, if locally desirable.</p> <p>8. Noted and agreed.</p> <p>9. Noted, however, choice of vehicle is for transport operators to decide. National government policies provide incentives for increased take up of low emission vehicles.</p> <p>10. The Newlands Junction (Townsend Way) will be expanded and rebuilt as part of the major nearby development at Newlands. This scheme is included in 'M3 – A449 Key Corridor of Improvement.' The description of this scheme in the LTP4 will be amended to make specific reference of this junction.</p>	
Peter King (CPRE)	Much of the Plan seems to represent existing policies that are welcome or at least acceptable, so that we see no point in commenting on them. This	Thank you for your comments. Your comments are noted, although	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>response is thus principally directed at the specific proposals. All the schemes listed on page 12 are welcome.</p> <ul style="list-style-type: none"> • Two new parkway stations on the edge of Worcester should improve transport within the city. • The doubling of the Worcester Southern Bypass is vital, as that road has often been running at more than its capacity ever since it opened. • The extension of the western part of that bypass to the Martley Road is also welcome. As that is the subject of a pending planning application, it is important that the County Council should insist on the road, or at least a road reservation, being part of the developers' plans for this large development site. • The doubling of the Cotswold line and a review of many of the county's other stations is similarly to be encouraged, though in some cases the constricted nature of the site means that development opportunities may be limited. <p>While these plans are welcome, LTP4 is grossly defective, in that it lacks ambition. Furthermore, it is a Worcestershire-centred Plan that takes no account of cross-boundary issues. The north of the county lies heavily in the shadow of the conurbation to the north, but the Plan fails to consider issues relating to that, including cross-boundary commuting into the conurbation.</p> <p>The published Plan provides a programme of work for perhaps the next five years. The Plan ought to contain a variety of blue-sky projects that the County Council would like to undertake, even if in the present circumstances there is little prospect of this happening:</p> <p>Rail</p> <ul style="list-style-type: none"> • The train service from Bromsgrove to Birmingham has long been poor. This has been partly due to the difficulty of trains getting up the Lickey Incline. As a result of the campaigning of our late Transport Adviser, Gordon Selway, the station has been rebuilt a 	<p>Worcestershire County Council disagrees with your viewpoint. The large number of high cost schemes identified in the plan is clearly very ambitious, given the scarcity of public funding currently available to deliver such schemes.</p> <p>The extension of the Cross City Line to Bromsgrove is currently underway. Once completed in May 2018, Bromsgrove will benefit from an additional 3 trains per hour, serving all stations on the Cross City Line.</p> <p>The County Council is actively working with Bromsgrove District Council on its future growth aspirations, which may include options around Bromsgrove Station.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>little further from the bottom of the incline. I understand that part of the object of this is to enable trains to get up speed before tackling the incline.</p> <ul style="list-style-type: none"> ○ Within Birmingham this is the Cross-City or Longbridge line. Beyond Longbridge, the railway forks at Barnt Green, one branch going to Redditch and the other to Bromsgrove and then Worcester. There is a frequent service to Longbridge (six per hour in daytime). Three trains continue to Redditch, but the other three terminate at Longbridge. It ought to be possible for the other three trains not to continue to Bromsgrove, which currently has a mere one train per hour stopping there. This is scandalously little. ○ Birmingham has a housing land deficit of 38,000 sites, of which a portion will inevitably need to be built within Bromsgrove District. One solution to this would be to build around Bromsgrove Station, making it a commuter hub for Birmingham. This would require land near there to be released from the Green Belt, which will be a question for the future Bromsgrove Green Belt Review. However, the County Council should be undertaking investigations to meet the contingency of such sites being released. ● Kidderminster is somewhat better served. Six trains per hour travel from Birmingham to Stourbridge. Of these four continue to Kidderminster and two continue to one of the Worcester Stations. However Kidderminster is also a junction station, with a line (the Severn Valley Railway) continuing to Bewdley and then Bridgnorth. While I appreciate that it is a “preserved railway” and licensed as a light railway, it is capable of handling heavy rail (as witness the visit of the Flying Scotsman last year). It should be part of the County Council’s plan to investigate having the trains 	<p>Worcestershire County Council would welcome the enhanced use of the Severn Valley Railway for passenger commuter services, subject to a suitable business case being identified, and this being promoted and supported by the Severn Valley Railway. It is not appropriate for Worcestershire County Council to promote enhanced use of infrastructure which is not in public ownership.</p> <p>This is a statement of fact relating specifically to the Wyre Forest. Each area strategy text is bespoke to the area which it represents.</p> <p>Noted, although we question why, as a representative of the CPRE, you are promoting considerable road building? This is not compliant with national CPRE policy.</p> <p>The National Planning Policy Framework includes provision to limit the impacts of development on strategic interurban routes, so this policy is already in place.</p> <p>A comprehensive investment strategy for all modes of transport will be</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>that currently terminate at Kidderminster continuing to a new halt at Foley Park and then to Bewdley. Such services would probably mainly run on weekdays when SVR is not running its own trains.</p> <p>Buses</p> <p>The text of the document acknowledges the existence of a rural transport scheme in Wyre Forest. It says nothing of those at Bromsgrove, Hagley or elsewhere. The text should be corrected.</p> <p>Roads</p> <p>There are a considerable number of further schemes that ought to be under consideration. The following concentrates on north Worcestershire, because that is the area I know best:</p> <ul style="list-style-type: none"> • The Hagley junction review is welcome. • There has been a tendency to allow commercial developments along main roads to be allowed, as long as the developer pays for a new roundabout at his access. The ambient speed for cars using rural main roads is likely to be at least 50 mph. The need to slow to 25-30 mph to negotiate a roundabout adds to journey times and is liable to be a source of congestion. It should be the policy of the County Council that selected major roads in the countryside will be protected from such obstructions. • The junction improvements at Bromsgrove are of course welcome, but they will not by themselves solve Bromsgrove's traffic problems. <ul style="list-style-type: none"> ○ The section of A38 from the junction between the bypass and Birmingham Road to M42 J1 needs to be made into a dual carriageway, at least a four-lane road. This will 	<p>required for Bromsgrove, recognising that the existing network cannot accommodate any further traffic growth.</p> <p>The costs of dualling the A38 around Bromsgrove is prohibitive and would require significant demolition of neighbouring properties, and so any business case would fail to attract the necessary funding to support delivery.</p> <p>Your comments are noted. Any new highway infrastructure in support of development growth must be specified and included in Bromsgrove District Council's Infrastructure Development Plan, before including such a scheme in the LTP4. This is because it is essential that such schemes are formally linked to development growth, to enable the necessary financial contributions to be secured.</p> <p>Your comments are noted. The future of the A491 will be considered as part of a longer term transport</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>certainly require a Compulsory Purchase Order in respect of parts of a number of front gardens and a couple of houses. This means that this will not be an easy scheme or a cheap one, but it is a necessary one to which there is no easy alternative. A council declining to do the right thing here would be guilty of cowardice in the execution of its public functions. I suppose there is in fact an alternative of making a western bypass for Lickey End, but that may be equally difficult.</p> <ul style="list-style-type: none"> ○ A new road is needed to link the northern end of Perryfields Road with Lickey End. The first portion of this exists already in the form of Barnsley Hall Drive. I express no strong view as to whether the eastern terminus should be at M42 J1 or the present traffic lights where Birmingham Road joins the A38 (bypass). However if it were at the latter, it would provide a means of satisfying the wish of local resident to be able to turn right from Birmingham Road on to the bypass. Such a road should be able to relieve congestion in the centre of Bromsgrove, by providing an alternative exit for traffic from western Bromsgrove, seeking to access the main road network. The land needed for this road is currently Green Belt, but it has been our policy for several years that if any Green Belt had to be lost around Bromsgrove, the land between the town and M42 is one of the least valuable parts of it. It should be possible to get most of such a new road funded by developers, if (as we think likely) this area of land is released from the Green Belt under the forthcoming Green Belt Review. It would become the spine road for a new development of this area. Furthermore, it would improve access to the Whitford and 	<p>strategy for Worcestershire. Similarly it will also be considered in any future revisions of the Bromsgrove Infrastructure Delivery Plan.</p> <p>The scale of improvement required to develop a dual carriageway route to modern (safe) standards between the M5 and Stourbridge would be exceptionally high cost. As such, this would need to be considered strategically to enable a suitable business case to be developed. This business case would need to be brought forward in phases necessarily, to reflect funding availability.</p> <p>Since the construction of the Hoobrook Link Road in Kidderminster, the business case for the Stourport Relief Road is now defunct, as the costs of building bridges over the River Severn and the River Stour/Worcester and Birmingham Canal are in excess of the potential benefits of delivering this former scheme. Such a scheme</p>	

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	<p>Perryfields development sites, west of the town. This would meet in a different way the need (or wish) of Cllr Mallett for a southwestern bypass for the town.</p> <ul style="list-style-type: none"> • At certain peak times A491 is severely congested between M5 J4 (Lydiate Ash) and Stoneybridge Island at Fairfield. The improvements made by Highways Agency to M5 J4 have certainly improved things, but they did not go to the root of the problem, which is that of A491 being so clogged up that traffic cannot get away from the Lydiate Ash island in the evening rush hour. This is dangerous, as it leads to traffic building up in the M5 slip road, when it cannot get on to the snarled up island. It now happens less often than before the latest M5 junction improvement, but it can still happen that the slip road is full of stationary traffic, leading to cars trying to exit being stationary in the running lanes of M5, which is highly dangerous. A491 as it currently exists was laid out with M5 as a feeder to it from Stourbridge in the 1960s. It was laid out as a dual carriageway from Hagley to Fairfield, but only as a 3-lane road from Fairfield to Lydiate Ash. Like most such 3-lane roads, this has been remarked as a broad 2-lane road so that there is no “death in the middle” lane, where cars overtaking could have a head-on collision. I have several suggestions for this: <ul style="list-style-type: none"> ○ Lengthen the ghost lane in the middle for traffic filtering right into Money Lane (towards Romsley and Halesowen). This should mean that traffic turning right does not being to slow in the main running carriageway. ○ Re-paint lines going up the hill west of the junctions with Third Road and Harbours Hill, so that there are two westbound lanes and one eastbound, divided by a double white line. This will enable cars to pass traffic that is slowed by the hill. As currently laid out there is no opportunity to pass, so that all traffic has to go at the speed 	<p>could now only be brought forward if supported by significant development growth in the local area, set out in a Local Development Plan.</p> <p>A comprehensive review of the A449 was undertaken during the LTP3 period (2011-2017) The narrowing and speed limited sections on this route were implemented to mitigate severe safety issues, aligned with the poor design of this route. To rectify this and restore a dual carriageway between Worcester and Hartlebury would require the construction of a new dual carriageway road, which would be extremely expensive. Worcestershire County Council will consider the future of the A449 as part of a longer term transport strategy for the county.</p> <p>Yes, the A449 Hartlebury Bypass was built to be a 70mph bypass at 1960s standards when the road was built, however, these standards were flawed, as evidenced by the high</p>	

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	<p>of the slowest. This means that tail-backs persist and cannot resolve themselves by faster traffic passing slow. The centre of the road is currently used as a filter place for lorries accessing the Veolia waste disposal site and the Kinetic Sand quarry. My suggestion need not prevent its use for access to the waste site. I rarely see any traffic accessing the sand quarry: according to the Minerals Plan only 3000 tons per year are being extracted, involving perhaps 100 lorry-loads per year, of which only a proportion would turn right into the quarry site. Accordingly, the loss of a filter area for the quarry ought not to be so important that all other traffic must be hindered.</p> <ul style="list-style-type: none"> ○ Restore A491 from Stoneybridge Island to Bell End traffic lights to having two westbound lanes. This again will enable fast traffic to pass slow, alleviating tail-backs behind slow traffic. The physical works to enable the full width to be restored to its 1960s design width consist of removing a short length of kerb stone; relocating a bus stop (which is rarely used anyway) from the roadside into the adjoining layby (which is an old line of A491); and removing and repainting white lines. This should not be an expensive scheme. ○ Ideally there would also be a review of the design of the Stoneybridge Island, preferably so that two vehicles could go across the island beside each other. However this might require land acquisition or replacing the island with traffic lights, which would be expensive. ● Thoroughly in the realms of a “blue-sky” scheme is the completion of a Stourport Relief Road. Parts of this have been built by developers, but the rest requires a new bridge over the river Severn, which will be extremely expensive. It may be that this is a scheme that has little hope of being delivered within the 	<p>accident rate which was observed along the route after construction.</p> <p>The case for a Western Link Road for Worcester was considered as part of the development of the South Worcestershire Development Plan. This concluded that dualling the Southern Link Road was sufficient to meet the needs of planned development growth in the wider Worcester area. This scheme will be reconsidered as part of the long term transport strategy for Worcestershire, although the exceptionally high costs of development are likely to mean such an ambitious scheme is unlikely to be delivered for many years – if ever.</p> <p>Your comments are noted. Worcestershire County Council will shortly be consulting upon a Rail Investment Strategy for the county. The majority of the issues you cite will be developed/considered as part of this process.</p> <p>It should be noted that Stourbridge Junction is not a Worcestershire station, so the County Council has no control over its management.</p> <p>Noted.</p>	

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	<p>Plan Period. It should nevertheless be kept on the agenda. Roads crossing the Severn in this area are the main routes from Birmingham and the Black Country for holiday and other traffic to mid-Wales, so that congestion is severe all along A456 and A451, for example at the start of Bank Holidays.</p> <ul style="list-style-type: none"> • A review of A449 is needed in Hartlebury Parish. <ul style="list-style-type: none"> ○ The present northern end of the Hartlebury Bypass is probably where it is because no decision had been made as to the route of its continuation, a Kidderminster bypass; or perhaps because there was then a railway bridge. Such a bypass as considered in the 1980s, but has long been off the agenda. We are not suggesting it should be reinstated, but the present dual carriageway should be extended north to the traffic-light controlled junction with A450. At present there is a northbound queue, sometimes 600-800 metres long up to these lights, necessitating a “queues likely” sign. If this were widened, so that there were two northbound lanes, it should be possible for the Kidderminster-bound traffic to flow freely, leaving only that seeking to enter A450 to queue up to the lights. I imagine that very little traffic turns right out of A450, only that seeking to access local lanes, as the natural route towards Kidderminster is via A442. This scheme will require land to be bought, but it probably does not require any buildings to be demolished. It will not be a cheap one, but should not be difficult to achieve. ○ Whether or not this scheme for the single carriageway section of A449 can be implemented, it should be feasible to restore the speed limit on the Hartlebury Bypass to 60 (if not, 70) mph. This road was built to be a 70 mph bypass. Unlike parts of A449 further south, it has no 		

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	<p>houses fronting to it; and it rarely has pedestrians, as the access to Hartlebury Station (Walton Lane) is through a bridge under the bypass. The only lane joining it is a minor road at Waresley, which might well be an appropriate place for a 50 mph limit to start. Similarly the Hartlebury bypass could be derestricted northbound from this point (or the limit increased to 60 mph).</p> <ul style="list-style-type: none"> Finally, I would suggest that the Plan should include a real “blue-sky” scheme, that of completing the ring of bypasses around Worcester. As stated extending the western relief road as far as the Martley Road is welcome, but the Plan should have an ambition to extend it to the road through Hallow (A443) and then across the Severn to Bevere, and so to the A449 roundabout near there. I appreciate there may be engineering difficulties in having a further bridge over the Severn near Bevere, but they are a difficulty not an impossibility. <p>I have identified one additional issue on which I should have commented.</p> <p>This concerns rail traffic on the Stourbridge line. I consider that it is urgent that WCC should work with Centro to find a means of providing additional free Park and Ride Parking at stations. I say, "free", because that provided by Centro within the West Midlands County is free; Pay and Display parking will fail to complete with free parking at their stations. I appreciate that there is a cost, which has to be paid, but this needs to be recovered through the train fares collected from passengers.</p> <p>The problem that I have identified concerns Stourbridge Junction Station, which has a large car park, but this is completely full quite early in the morning, despite the furthest end of the latest extension to the car park being some 700 metres from the platform. The result is that residential streets for some hundreds of metres around the station are being clogged with passengers cars. However I see no easy solution to the issue of providing more parking at that station.</p>		

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	<p>Hagley Station has a car park for some 30 or so cars, and there is no easy way of providing any more. Kidderminster Station is also in the midst of a built up area. I am not sure that what options for more parking there might be available. However, the one station on the line that is not completely built around is Blakedown Station, where there is undeveloped land immediately to the east of the station. There may also be some former railway property that has been sold off in the past, but could be bought back. The parcel of land that I am referring to east of the station is currently designated as Green Belt. Normally, I would deplore the loss of Green Belt, but surface car parking does not greatly affect its openness. The creation of such a car park may also marginally alleviate traffic congestion on A456 through Hagley, which is being addressed through the Hagley Junctions initiative.</p> <p>The Plan proposes reviews of all stations, which I welcome. This is a specific proposal for one of them.</p>		
Speakeasy NOW	<p>Unfortunately we did not have any Easy Read materials available so it wasn't possible to go into any more detail than we did in January.</p> <p>The group gave their general feedback about transport, including:</p> <ul style="list-style-type: none"> • The need for continual staff training on public transport to increase awareness of passengers with extra needs; • Increased awareness among the general public about the needs of elderly or disabled passengers; • A lady from Hazel Court in University Drive, St Johns, raised the issue of needing a bus stop nearer to her flat, as she has mobility problems. There was some speculation among other members that a local bus route may be being extended in this area and it may go nearer to Hazel Court; • There is a lot of work and investment going into planning and building more supported living and extra care properties within Worcestershire County Council. The group raised the need for 	<p>Many thanks for your comments.</p> <p>Noted – we will share these comments with local bus and rail service operators.</p> <p>Noted – we will share this with the local commercial bus service operator.</p> <p>Noted and agreed. New supported living and extra care properties will be subject to the National Planning Policy Framework, which requires such developments to be constructed in accessible locations (i.e. locations which are accessible by bus, walking and cycling).</p>	

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	<p>Local Transport plans to made with an awareness of these, so that new developments are not built in isolation from public transport routes, especially as many tenants will not be car drivers;</p> <ul style="list-style-type: none"> • There is a need for clear information about public transport – for example, when bus stands change in Crowngate and Kingfisher bus stations. This is something we are working with individual transport providers about also; <p>I am aware that many of these issues will not be covered in detail in the Local Transport Plan. The group asked me to note that they would have been very keen to give more specific feedback on the consultation. However, this was not possible without some written information to look at. Unfortunately, there was nothing in the documentation provided that was suitable for sharing with the group.</p>	<p>Noted, we are grateful for your feedback and comments, and thank you for accommodating us to present the documents to the group.</p>	
<p>Stratford Rail Transport Group</p>	<p><u>Worcestershire Local Transport Plan 4 Policy SWST6</u> SRTG note and welcome the strengthened wording in draft LTP4 on SWO Stratford-Honeybourne-Worcester/Oxford. However, we would suggest minor rewording to:-</p> <p>(i) bring the Policy more in line with the Oxfordshire and Gloucestershire LTP4 documents, June 2016, which are less prescriptive and do not set any pre-conditions re other authorities</p> <p>(ii) reflect developments that have occurred since LTP3, i.e:-</p> <ul style="list-style-type: none"> • There is a need for the Policy to move 5 years forward and move beyond the premise that work on developing a business case has not started. The Arup GRIP3, 2012 study, which Worcestershire CC was a funding partner, established a positive business case, which warranted further development. • A consultant updated the Arup BCR in 2015 to factor 	<p>Thank you for your comments.</p> <p>Following the publication of the draft LTP4 for consultation, we have also prepared a draft Worcestershire Rail Investment Strategy, which will be presented for public consultation in due course.</p> <p>The Stratford-Honeybourne scheme has been specifically considered as part of this process, and the outcomes of this technical work will be used to influence the final approach taken by the LTP4.</p>	

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	<p>a developer's £17m rail contribution for the Long Marston Airfield New Settlement and increased passenger growth, with a revised BCR of 3.34.</p> <ul style="list-style-type: none"> • In February 2016, GWR published their 'Vision for the North Cotswold Line', which includes Stratford-Honeybourne-Worcester/ Oxford. • The greater Long Marston area including Warwickshire, Worcestershire and Gloucestershire, is set to increase in population to 25,000 people, including a new settlement for 3,500 people at Long Marston Airfield, in which the developer, has offered £17m towards the SWO railway reinstatement in January 2015. • In January 2017, an Economic Impact Study was commissioned, and led by Worcestershire County Council with the support of Gloucestershire and Oxfordshire County Councils' and Great Western Trains and other organisations. <p>(iii) upgrade the Policy from a 'Concept Scheme' (pink) to a 'Scheme in Development' (Blue), to reflect ongoing feasibility study work since 2011.</p> <p>(iv) Reflect Worcestershire County Council's submission of September 2015 to the Stratford Core Strategy Examination, which highlighted the additional pressure from residential development in the Long Marston area on roads in the immediate vicinity of Honeybourne railway station, "which were not designed for the level of use that they are experiencing". It stated, "Worcestershire County Council would strongly support the provision of high-quality public transport links, preferably by rail, to/from Long Marston, with a railway station at Long Marston." It went on to state that the</p>	<p>Your support for this scheme is</p>	

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	<p>proposals for new road infrastructure surrounding Stratford will make the combination of the A46 and A435, the preferred route to the West Midlands conurbation and that constructing a new railway line between Long Marston and Stratford would ease pressure on this route.(attached).</p> <p>Policy SWST6 should therefore be reworded (red italics) as follows and upgraded to ‘a Scheme in development (business case development/scheme design - funding required),’ Blue scheme.</p> <p>“This scheme would involve the <i>continued</i> development of <i>the</i> business case and clear identification of local benefits to support the reopening of the railway link between Honeybourne and Stratford-upon-Avon <i>as part of through services to Worcester and Oxford</i>. Worcestershire County Council is very supportive of this scheme, recognising the significant potential economic benefits to <i>Worcester and</i> the Vale of Evesham area, as well as relieving pressure on roads in the Honeybourne station area not designed for the level of current use as well as to the West Midlands conurbation on the A46/A435. This scheme is subject to the <i>continued</i> development of a viable business case and agreement and <i>working with</i> key partners, <i>including the rail industry, local authorities and other stakeholders to reinstate the rail link between Honeybourne and Stratford-upon-Avon.</i>”</p> <p><u>Policy SWST23 Redoubling of the Cotswold Line Major Scheme</u></p> <p>SWO/SRTG fully support this Policy which will be essential to allow restoration of rail services from Worcester and Oxford to Stratford-upon-Avon as a second phase, as envisaged in the Great Western, ‘Vision for the North Cotswold Line,’ February 2016. In order to facilitate the latter, minor rewording in red italics is suggested as follows</p> <p>“This would also include joint engagement with the rail industry, Herefordshire, Gloucestershire and Oxfordshire to develop an integrated</p>	<p>noted, many thanks.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>‘economic case’ for North Cotswold Line improvements to provide additional Infrastructure capacity on the North Cotswold Line to support a 2 trains per hour Worcester to London Paddington service. <i>Route capacity improvements should also be sufficient to permit the introduction of Stratford-Worcester and Stratford-Oxford services.</i>”</p>		
<p>Pershore Volunteers</p>	<p>In general, we support the proposals for Pershore schemes within LTP4 and make these addition comments on them.</p> <p>Page 31 SWST 4 Northern Link Access Improvements – Major Scheme It will improve connectivity to the Racecourse Road/Cobham Road Trading estate as well as Keytec Business Park and the proposed new housing on Wyre Road. To complete the benefit to the whole trading estate the fence between the end of Racecourse Road and the railway station should be opened up and the unadopted road upgraded. There should be a cycle lane and footway along the Northern Link and on from the KeyTec7 roundabout down to the junction with Station Road, plus appropriate speed restrictions as housing is approached. There should be a cycle/footway right through the industrial estates linking the station to the KeyTec7 roundabout. This scheme has strong links with SWAT11 (P35) which serves to emphasise the importance of both.</p> <p>Page 45 P1 Pershore Rail Station Improvement Scheme Greatly improved provision for car parking is essential, which has been a longstanding problem. Wychavon’s project to provide car parking on their land on the other side of the railway is held up because of the high cost of a pedestrian bridge (Network Rail suggests £3m). A ticket machine would be a useful facility.</p>	<p>Thank you for your comments on the draft Worcestershire LTP4.</p> <p>Noted. This scheme has been explored in detail, but the landowner of the unadopted road which links the Keytec Business Park to the railway station is unwilling to consider opening up the fence which separates this link from Racecourse Road. This limits the County Council's ability to pursue links for a range of transport modes, without pursuing a potentially expensive Compulsory Purchase Order; the benefits of which would not outweigh the expected costs, unfortunately.</p> <p>Noted – we are jointly pursuing this scheme with Wychavon District Council and Great Western Railway.</p>	

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	<p>Page 45 P2 High Street (Church Street to Priest Lane) Public Realm Scheme The design should take account of the needs of people with disabilities</p> <p>Page 45 P3 Parking Strategy (to include parking for cars, motorcycles and covered parking for bicycles)</p> <p>Parking is a major issue in the town – for workers, residents, shoppers, tourists, medical appointments. There is specific need for parking for workers. We suggest the provision of a free or low cost car park available to people employed in the town who purchase season tickets or permits provided via their employers. Also, Wychavon should be encouraged to take the car park to the rear of the library from the hospital back into public use. If land cannot be found for more car parking space then we suggest a low level multi-storey car park in a rear development so it does not intrude on street views. An underground car park could be considered as an alternative.</p> <p>Page 45 P4 - P7 These are all areas of significant congestion at peak times and a holistic rather than piecemeal approach would improve the traffic flow.</p> <p>Page 45 P6 A4104 Worcester Road/B4084 Station Road/High Street Junction This is a choke point and a big problem for the future which has to be fixed at some stage, not just tinkered with in a minor improvement. We believe it cannot be solved without compulsory purchasing of extra land (e.g. the corner house and garden which is on high ground). This would</p>	<p>The emerging Worcestershire Rail Investment Strategy considers parking at rail stations as a critical issue to increase rail patronage.</p> <p>Noted – All County Council public realm schemes are designed with the needs of groups with protected characteristics in mind.</p> <p>Noted. We will consider these comments when this scheme is brought forward for development and delivery.</p> <p>Noted – off-street parking is not within the remit of Worcestershire County Council. We will share your comments with Wychavon District Council for their consideration.</p> <p>Noted and agreed.</p> <p>Noted – any scheme will be subject to detailed design. Compulsory Purchase of extra land is always a last resort, as technological advancements in signalling now offer much more cost effective ways of</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>enable the junction to be redesigned with a long slip road.</p> <p>Page 45 P7 A4104 Station Road/Wyre Road Junction The long delay in providing permanent traffic lights brings Local Government into disrepute. There is a strong local preference for a roundabout rather than lights, although we accept that there is the issue of safety for the high numbers of students walking to and from Pershore High School, but this could be addressed with strategically placed pedestrian lights.</p>	<p>enhancing capacity.</p> <p>This is a developer-led, not Local Government led scheme. Worcestershire County Council and Wychavon District Council are working closely with the Developer to seek a resolution to this issue. Roundabouts are generally avoided where high levels of pedestrian flows are experienced (such as this location), due to well-documented safety issues.</p>	
Worcester Green Party	<p>Worcester Green Party is pleased to comment on the County's LTP documents by email, in preference to the on-line survey. We would like our response to be read in conjunction with our City-wide Transport Vision for the next 10 years, which is attached and is available on the Worcester Green Party website under 'policies'. We would draw your attention to the 31 recommendations in its Summary of Actions. We noted that the LTP's Transport Policies (TP) document needs to be read first and that these underpin both the Local Transport Plan (LTP) and the Network Management Plan (NMP)</p> <p>Summary response</p> <p>We welcome the Plan's five complementary objectives, reflecting the County's Corporate Plan: namely those concerning 1. the Economy, 2. the Environment, 3. Health & Safety, 4. Equality, and 5. Quality of Life. We note that Worcestershire Local Enterprise Partnership (LEP) stresses the first of these, the economy, in promoting new jobs and new housing, and we are glad that both the County and City Councils are represented on the Partnership. However, we are concerned that the emphasis on the economy, and the Plan's priorities concerning road improvements to assist the economy, may result in less attention being paid to the Corporate Plan's other four objectives.</p>	<p>Thank you for your extensive comments on Worcestershire's LTP4 consultation.</p> <p>We note your comments on these objectives, and your concerns on the economic objective emphasis. This will be considered specifically in the ongoing development of the LTP4 documents.</p>	<p>LTP ACTION – Review economic emphasis of LTP4.</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>The Transport Plan does not deal as fully with alternative modes of transport and the relief of congestion as does our Vision report, and so we would urge all concerned to peruse both the text and maps contained in our report.</p> <p>Regarding the three broad areas, where it is proposed investment should be targeted, we are pleased to note that ‘Travel choice’ and Transport technology’ are promoted as alternatives to ‘Capacity enhancement’ which is the most expensive of the three. Improvement schemes to the rail network and to the City’s footpath and cycle network are proposed, but very little is said about bus services and bus route infrastructure. Our Vision report meanwhile deals with local bus services and promotes express services as well as safer travel for young people. We propose that the County Council should invite the bus companies and bus users to meet quarterly with a small group of Councillors in a Bus Users Forum to promote improvements to bus services and infrastructure in and around Worcester.</p> <p>It is alarming to note that there is no guarantee of funding for any of the new schemes listed in the Plan, since most will be dependent on successful bids for funding. Bids will compete with others across the County and sometimes with others nationwide. We trust that our professionals will resist the temptation of cost-cutting and will adhere to best practice in transport, land use and public realm planning when developing masterplans for the City Centre and elsewhere. The Transport Plan period is 13 years and so it would be helpful if initial priorities and phasing could be indicated. Multi-disciplinary work on the City Centre masterplan needs urgent attention.</p>	<p>Your comments on dealing with alternative modes of transport and congestion relief are noted.</p> <p>We note your comment on investment approach.</p> <p>With specific reference to bus services, it should be noted that the majority of bus services in the city are now provided commercially (i.e. without any public sector involvement). We note your suggestion for a bus users forum, and will consider this as part of the ongoing development of the LTP4.</p> <p>We note your comments on funding guarantees. The County Council receives approximately £2 million a year capital grant to spend on 'new' highways and transport infrastructure. This very low funding allocation for capital enhancement means that prioritisation of schemes is undertaken according to available funding and strategic fit with funding bid criteria. Normally, Government funding requires any bids to adhere to best practice in transport, land use and public realm planning, so this will ensure that future schemes are multimodal and integrated in their</p>	<p>LTP ACTION – Consider developing a bus users forum – discuss with Transport Operations.</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>(TP) Transport Policies document</p> <p>These seven transport specific policies appear to be supplementary to the Corporate Plan objectives, which the LTP describes in detail. Engagement and consultation is perhaps the most important of the seven, since in most cases the proposed LTP schemes will need to be jointly promoted and funded. The ‘Integrated passenger transport network’ proposals are welcome as far as stated, but they lack the more radical approach proposed in our Vision report. The public realm and cycling infrastructure ideas are most welcome – namely a cycling and footpath network across the City; enhancing landscape and townscape; and sustaining tourism. And we note that close liaison with air quality monitoring staff will be needed in order to deliver measures to enhance local air quality.</p> <p>(NMP) Network Management Plan</p> <p>We are glad to note that the second chapter in this plan is devoted to ‘Congestion’. Our City Centre suffers seriously from this and it prompted our group to produce our Vision report. We welcome a reference to the control of on-street parking, since greater control is needed on some bus routes particularly. Also to technical measures, travel information, to junction improvements and to alternative modes of transport. We trust that passenger transport services will be promoted just as much as walking and cycling. Once again consultation with partners is stressed: planners;</p>	<p>approach. All bids for funding have to demonstrate 'best value', specifically which the likely benefits derived from investment justify the expense.</p> <p>Worcestershire County Council will review the passenger transport policies in the LTP4 in light of these comments. WCC recognises that extensive comments have been received from across the County demanding major improvements to bus services, sadly the reality is that there is very little public funding available to pursue this, and a trend of steadily declining demand which conspires to hinder efforts to develop this mode in Worcestershire.</p> <p>Thank you for your comments on the Network Management Plan.</p> <p>We note your views on the role of the bus network in Worcester City. Unfortunately, without a dramatic shift in the national approach to bus services, it is unlikely that significant improvements can be delivered to this network due to lack of necessary funding to tackle this issue.</p>	<p>LTP ACTION – Review passenger transport policies.</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
Further Response	<p>employers; schools; bus and rail companies. More work on travel plans by these partners is envisaged including station travel plans dealing with access to stations, which is welcome. City centre congestion will be reduced if significant improvements can be introduced to improve bus services. Worcester residents who want to work or shop in the City centre need this, since our rail services, even with new peripheral stations, will not meet this need.</p> <p>(LTP) Setting the scene</p> <p>We note that the County has the third fastest growing economy of all the UK's LEP areas and that 'Worcester Growth Corridor' based on Worcester Six Business Park is one of the four key development opportunity sites in the County's Strategic Economic Plan. Regarding development growth generally we welcome the County's increasing collaboration with local planning authorities in a plan-led approach to securing infrastructure and sustainable development. Looking at the 'strategic housing sites of significance' in and around Worcester it is interesting to note that the Shrub Hill Opportunity Zone is listed alongside the urban extension sites to the South and West of the City. We propose a cross party working group is set up consisting of both City and County Councillors to co-ordinate transport and land use planning in and around Worcester.</p> <p>(LTP) Funding our ambition</p> <p>The Local Growth Deal referred to encourages all partners in LEPs to work together to improve administrative arrangements, as well as to implement economic projects. Major and minor transport schemes in the Plan have been selected to improve road and rail connectivity and will it is</p>	<p>Worcestershire County Council considers that, as Worcester is only a relatively small city, walking and cycling also has a strong role to play in tackling congestion, as evidence suggests that the majority of trips made in the city are less than 2 miles in total.</p> <p>Noted. Worcester City Council, as the Local Planning Authority, will lead on the development of the Shrub Hill Opportunity Zone. Worcestershire County Council will support and contribute towards the development of this exciting redevelopment opportunity. We will pass on your desire to see a cross-party working group.</p> <p>Your comments are noted, however, there are precious few other sources of funding for transport infrastructure to support development other than Section 106 and Community Infrastructure Levy funding streams.</p>	<p>LTP ACTION – Pass on request for Shrub Hill Opportunity Zones Cross Party Working Group with City and County Councillors.</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>hoped be largely funded through the bidding process. However, we are concerned about the over dependence on Section 106 negotiations and Community Infrastructure Levies that the authorities rely on to support development.</p> <p>(LTP) Strategic Delivery Programme</p> <p>Just as the transport delivery programme is broken down into packages, so too the corresponding local plans need to be subdivided into area plans. The two need to be considered jointly and reviewed periodically. The Transport Schemes for South Worcestershire lists proposed schemes; potential funding and a useful description of each scheme. We welcome those proposing new rail stations, SWST1, 9 & 10 among others, since they will, for instance, provide for park & rail and so reduce the need for people outside the City to commute inwards by car. But these stations will not help City residents to commute inwards. Some more stations within the City should also be considered.</p> <p>The Western Link Road scheme SWST12 is also welcome but should extend further and link with A443 Hallow Road.</p> <p>We are pleased to note the Active Travel corridor schemes for 8 off-road walking and cycling routes passing through Worcester City centre. However only one of these, that to Pershore, is listed in the Growth Deal 3</p>	<p>Noted. With specific reference to stations, the business cases for developing additional stations within the city were explored, but could not be justified. This is partly due to the very high cost of rail schemes, and also due to complex signalling issues in the Worcester area, which will require resolution before any new stations can be considered. This issue will be further pursued in the emerging Worcestershire Rail Investment Strategy.</p> <p>Noted – we will consider this in the final version of LTP4. It should be noted that this scheme does not feature in the South Worcestershire Infrastructure Delivery Plan, so any scheme is unlikely to be brought forward for development before 2030.</p> <p>Noted. We will correct this issue in the final LTP4.</p>	<p>LTP ACTION – Correct</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>application. There is a discrepancy between the route described at SWAT12 to the North-East, and the corresponding map which shows this route running due East to the Hospital. (Our Vision report proposes an active travel route to the Hospital in Map 2).</p> <p>The Worcester City Centre Transport Strategy (W1) in the Worcester package is of particular interest to our Green Party and is considered at length in our Vision report. We trust that this transport scheme will secure funding and be progressed as soon as possible in conjunction with the City planners and principal businesses. We understand that the Shrub Hill Opportunity Zone now forms part of the extended City Centre, and so the rail station enhancement schemes (W3&4) at Foregate Street and Shrub Hill will need to be considered within the City Centre masterplan. As soon as the LEP agree to prime the pump for regeneration within the City centre, - for transport enabling works and possibly some land assembly,- developers will be more willing to agree to suitable Section 106 contributions for the transport infrastructure. (Development at Sherriff Street, which includes more car parking for Shrub Hill Station, has been held up for three years pending a S106 agreement). Regarding Worcester's historic centre, our Vision report proposes some further traffic restrictions similar to those introduced on St Swithins Street, which have much improved the ambience for shoppers. These are illustrated on Map 1 at the end of our report.</p> <p>Worcester Green Party: VISION FOR THE FUTURE OF TRANSPORT IN WORCESTER</p> <p>Further to Cllr Louis Stephen's email to Andy Baker and yourself on 14 Feb. attaching the above report for your perusal, I need to add a Correction concerning the proposed exclusion of through traffic from St Nicholas St and Foregate St. Our traffic calming proposal is correctly described at the foot of p.3, but subsequent references to it on p.9; in the Actions Summary; and on Maps 1 and 1A need amendment. I also need to amplify the proposal to exclude through traffic from The Butts.</p>	<p>Thank you for your comments on the Worcester City Centre Transport Strategy. This document will be considered in detail when this scheme is brought forward for delivery.</p>	<p>SWAT12 on plan.</p> <p>LTP ACTION – No direct impact on LTP4. Consider Green Party Vision for the Future of Transport in Worcester when Scheme W1 is brought forward for development.</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Regarding through traffic from south to north, only Kidderminster direction traffic should use the 'spine road' from College St to Castle St. Other radial routes should be used for traffic bound for Fernhill Heath; Droitwich; and Bromsgrove & Redditch: Namely: Sidbury to Fernhill Heath should be routed from St Martins Gate via Rainbow Hill, and Blackpole Road. We welcome schemes W2, W10 and SWST19 in the LTP in this connection. Sidbury to Droitwich is best routed from St Martins Gate via Tolladine Rd, Junction 6, and A4538 to Martin Hussingtree. Sidbury to Bromsgrove and Redditch should be routed from St Martins Gate via Tolladine Rd to Junction 6 for the M5.</p> <p>Regarding through traffic from west to east from Worcester Bridge, the College St to Castle St 'spine road' will enable the proposed exclusion of through traffic from The Butts. Re-routing down College St to City Walls Rd and St Martins Gate will take heavy and light vehicles, while an alternative route for light traffic only via Castle St and St Mary's St could be provided if the junction at the top of Castle St is adapted accordingly.</p> <p>Our Summary of Action in the medium term refers to the addition of light-controlled crossings for pedestrians and cyclists without saying where. These are proposed in Dolday i.e. a toucan crossing from South Parade to North Parade and a pedestrian crossing at the junction of Bridge St and North Parade, linking with the toucan crossing. Traffic lights may also be needed at this junction. Once installed the existing pedestrian crossing midway down North Parade could be removed. A toucan crossing is also required across Croft Road beside the rail bridge.</p> <p>Regarding cycle routes, the two way cycle route no.46 on South Parade needs to link with the continuation of the two way cycle route 46 on Pitchcroft east side. A suitable strip of public land outside the back of footpath on Croft Road west side should be reserved for this purpose, and</p>		

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	<p>North Parade should be widened over the river to provide for this separated cycle route connection. (The County map shows an alternative 46 route on the west bank up to Sabrina Bridge, but this should be treated only as a temporary measure). The LTP separates road improvement schemes from active travel schemes across the City. However I trust that the two will be considered simultaneously within the City Centre masterplan at least. Our specific proposal for linking up route no.46 should not of course restrict work on other cross City cycle routes.</p> <p>You may wish to read this in conjunction with our Party’s reply to the LTP Consultation. We look forward to meeting with you this summer to discuss our respective proposals.</p>		
MAG	<p>MAG welcomes the motorcycle related policies laid out in the Transport Policies document but feels there is room for improvement. There certainly seems to be one major area where potential benefits have been overlooked.</p> <p>We would like to refer you to the Motorcycle Safety and Transport Policy Framework published in partnership by MCIA, NPCC and Highways England. This policy framework demonstrates the growing awareness of the need for motorcycling to be fully integrated in transport policy to unlock the positive benefits to all road users.</p> <p>Below is an excerpt from an article in British Dealer News by Jenny Luckman, programme manager for the Motorcycle Safety and Transport Policy Framework which gives a brief overview of the 7 themes of the Framework.</p> <p>The first theme covers “awareness”. We all know that if drivers were more aware of riders a significant number of accidents would never happen. We want to make sure the next generation of drivers is aware of motorcycles, and we intend to lobby for road safety education to be</p>	<p>Thank you for your comments on the Worcestershire LTP4 consultation.</p> <p>We have reviewed the Motorcycle Safety and Transport Policy framework which you recommended, and will consider this in the development of the LTP4.</p>	<p>LTP4 ACTION – Pursue amendments to LTP main document and policy document.</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>integrated into the National Curriculum.</p> <p>Theme two is “educate to deliver”, which focuses on the more traditional elements of road safety: education and enforcement. Actions within this theme are designed to improve the standard of motorcycle training and to encourage the DVSA to allow riders to do extra training to gain a licence, rather than taking another test on a bigger bike. Indeed, this is one of the areas to which you can add your voice by commenting on the current DVSA consultation on testing and training, which is live until 17 February.</p> <p>Theme three advocates “motorcycles as a practical solution”, which is something everyone in the industry wants to see given more prominence. Motorcycles and scooters can reduce congestion and are an affordable form of personal transport and we want more people to be made aware of this. Our recent work with Northamptonshire County Council’s Motorcycle Northants initiative is an example of how the framework can be utilised by local authorities to incorporate motorcycles into local transport policy.</p> <p>The number of motorcycles and scooters licensed for the road is at its highest for seven years, so we know that more people are getting on to motorcycles and scooters, but this choice needs to be recognised in mainstream transport policy, the way cycling is.</p> <p>Choosing to ride a PTW needs to be properly supported in sympathetic road design, and theme four – “safer infrastructure”, led by Highways England – will address this. Being responsible for more than 4000 miles of motorways and major A roads, Highways England is in a position to make physical changes to roads to make them more rider-friendly. The company also works with other road agencies, so we have a real chance of making sure the needs of riders are embedded into road planning culture across the whole UK.</p> <p>Theme five is about “unlocking the benefits of motorcycling”. The industry contributes over £7 billion a year to the UK economy, employs 58,500 people in 5700 businesses - and this needs to be recognised. We will be lobbying for incentives for those who commute via PTW, in the way that these are available for cyclists, and will also be looking for</p>		

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	<p>opportunities, post-Brexit, to have VAT removed on personal protective clothing, which price-sensitive riders feel is too expensive. We will also work to highlight the fact that many small motorcycles and scooters already meet the criteria to be considered ultra-low emission vehicles. We know that new products and technologies will increasingly contribute towards better motorcycle safety and theme six calls for “better motorcycle industry engagement in society” by focusing on the development of safer vehicles and technologies. This theme also looks at the way in which the industry promotes itself, for example, through media campaigns, point-of-contact material, support of things such as Wheels to Work and “try out” opportunities.</p> <p>Cyclists and PTW riders have a lot of shared issues and it makes sense to collaborate to make improvements for both. Theme seven addresses this, calling for a “partnership with cycling”, and actions around this theme will involve working with cycle groups to benefit the riders of all two-wheel vehicles.</p> <p>Northamptonshire County Council, mentioned in the above article, is the first Council in the country to fully embrace the concept of a positive policy of encouraging a modal shift from four to two wheels, not just pedal cycles which is part of the central government supported major policy to promote “active” travel, but also to powered two wheelers as they fully recognise the benefits provided by this form of transport.</p> <ul style="list-style-type: none"> • PTW’s provide an economical form of transport that can bridge the gap when cycling distances are too large to be practical. • PTW’s contribute to reducing congestion by virtue of the same “single track” benefits that pedal cycles have, thus requiring far less road space. • PTW’s contribute to reducing pollutants in comparison with cars, proven to be up to 6 times less polluting on like for like journeys in studies carried out by TfL. <p>We would therefore like to urge Worcestershire County Council to review their LTP4 in light of these benefits to more fully integrate PTW’s into</p>		

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	<p>their transport policy. We would be happy to meet to further discuss and explain how PTW's can be part of the transport solution in the county. Recommended Amendments to LTP4 Policies Document.</p> <p>Policy M1 We note that in Policy C1 for cycling the following statement is made: "Worcestershire County Council will work in partnership with the City, Borough and District Councils and other organisations, including voluntary interest groups and fora, to continue to develop a comprehensive cycling network" There appears not to be a similar level of commitment for Motorcycling. We would urge that a similar statement is made in Policy M1. Motorcycle Action Group would like to be given the opportunity to work with the Council. Policy C1 also states that the Council will "identify features which act as barriers to cycling and formulate a long-term programme to overcome these." Again we feel that a similar stated commitment to removing barriers to modal shift from cars to PTW's should be included in the policy statement. MAG would recommend that reference is made to the Motorcycle Safety and Transport Policy Framework with a commitment to review possible introduction of policies and action plans in line with the Framework</p> <p>MAG welcomes the proposed policy statement re motorcycle access to bus lanes. MAG has actively campaigned for this concession for many years, and has at no point found any logical fact based argument against this access. No trial access scheme has ever resulted in access being removed. We would suggest that the comments with respect to bus lanes are billed as a separate policy in the way that policy C2 exists for cycling. We would also urge that a commitment is made to a measurable deadline/action plan for review of existing bus lanes.</p>	<p>Noted – we will seek to prepare a policy which pursues a similar level of commitment for motorcycling, as suggested.</p> <p>Noted – we will seek to include this reference.</p> <p>Noted, although in Worcestershire County Council's case, there are sound technical reasons why we have been unable to allow motorcyclists and taxis to use Worcester City's bus lane infrastructure to date.</p>	

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	<p>MAG would also urge that the statement in M1 re maintenance is again separated out into a separate policy statement to reflect C3 for cycling.</p> <p>MAG would also like to see an equivalent policy statement to C4 (Spatial Planning and Developer Contributions for Cycling) that applies to PTW's. We would like to see a policy that equally provides for the needs of PTW riders for accessibility, parking, changing and storage facilities for PPE etc.</p> <p>Policy M2 MAG would like to see Policy M2 make reference to a specific review of a Wheels to Work Scheme as successfully run in other parts of the country. The Wheels to Work Association (W2WA) is the representative organisation for Wheels to Work programmes throughout the UK.</p> <p>Policy M3 MAG welcomes policy M3 (Motorcycle Parking) without reservation and looks forward to the provision of more, better signed, secure motorcycle parking throughout the county.</p> <p>New Motorcycle Policy - Travel Choices Worcestershire County Council runs its Travel Choices scheme to promote and encourage choices for travel for all journeys in the county. The scheme appears however to make no reference at any point to motorcycles. MAG therefore proposes that an additional policy is included to fully integrate use of PTW's in all Travel Choices schemes, promotions, literature and advertising. MAG views this as the key element missing from the LTP4 that will prevent the full benefits of PTW's being realised in the County. Without this policy and a meaningful action plan the potential benefits of the Motorcycling Policies will not be fully realised. MAG would be delighted to work in partnership with the Council to help integrate motorcycling into the heart of the Travel Choices scheme.</p>	<p>Noted – we will pursue this.</p> <p>Noted – we will pursue this.</p> <p>Noted, although Worcestershire County Council is not minded to support such a scheme, as previous experience suggests that demand in the County is low and insufficient to warrant investment.</p> <p>Noted – Worcestershire County Council has now ceased its travel choices programme due to lack of funding, but will commit to fully integrating motorcycling into travel choices activities in future, should funding be identified.</p>	

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	<p>detailed comments below could form the basis either for modest direct County funding, or to assist in securing further funds. Some of what we set out below does not require actual funding, but can establish the case for such funding.</p> <p>We would also like to make some general points about the draft:-</p> <p>There is insufficient focus on inwards travel to the County. The whole thrust of the text is about outwards travel. Rail plays a substantial role in bringing people in to work, education, shopping and leisure from outside the County. Given the County's low unemployment levels inwards travel is important to support the County's skills and employment needs.</p> <p>The document does not mention some significant recent improvements in rail services, or the upcoming improvements and changes in management which could trigger further improvements. The document therefore understates the current and potential role that rail can play in supporting the County's transport needs.</p> <p>The County's ability to make proposals for improvements in rail services is not mentioned, and we consider that there are ways in which the County could be more positive in looking for service improvements from operators. This applies particularly to the proposals in the document for improved timetables, additional stations and infrastructure enhancements, where we consider that the County could and should be more proactive with the rail industry and the Department for Transport.</p> <p>The inadequacy of the County's station car parking capacity was a major factor in promoting Worcestershire Parkway. We consider that the funding arrangements for car parking provision and charging at Parkway could be replicated at other stations, given the problems that franchise operators have in making a business case for investment in parking facilities during their relatively short franchise periods.</p> <p>The proposals for enhancement of access arrangements at rail stations for cycles and walking are welcomed, but there is no mention of improving bus/rail interchange facilities.</p> <p>North East Worcestershire.</p> <p>The stations in the area have seen substantial growth in the annual usage figures published by ORR for 2015/6, viz:-</p>	<p>Noted, although we do not agree.</p> <p>Noted.</p> <p>Noted - This will be covered separately in the emerging Worcestershire Rail Investment Strategy.</p> <p>Noted – This issue will be further considered in the Worcestershire Rail Investment Strategy.</p> <p>Noted.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Alvechurch 167154 +15.4%</p> <p>Barnt Green 270142 +7.5%</p> <p>Redditch 1002294 +16.5%</p> <p>Bromsgrove 619880 +8.9%</p> <p>Hagley 544318 +13.3</p> <p>These figures reflect service improvements made before and during the year, and show the positive response that users make to improvements. The further impact of improvements to the Redditch line and at Bromsgrove with electrification will be considerable, both for outwards and inwards travel. We therefore consider that the modal choice figures on page 17 understate the current and future rail share, being based presumably on the 2011 Census. The Transport Achievements section makes no reference to the improved capacity on the Redditch line, or to electrification and improved services at Bromsgrove.</p> <p>The various rail station improvement proposals do not include Barnt Green. Surely a station with over a quarter of a million passengers should be considered for further improvement?</p> <p>Improvement of car parking at Alvechurch is a key priority, given the improved service now operating at the station, and the substantial growth evident as a result.</p> <p>Why does Bromsgrove station not feature on the Strategic Transport Schemes map on page 21? Given the duration of the Plan period are you confident that Bromsgrove station will not need further enhancement at any time?</p> <p>South Worcestershire</p> <p>The role that rail can play in alleviating the congestion, unreliability and environmental problems of traffic in Worcester City is completely understated in the document. The City is a major destination for work, education, shopping and leisure purposes. Worcester is served by no less than 5 rail corridors. The present rail timetables are oriented towards outward travel to London and Birmingham and timings are not always suitable to meet requirements for journeys to and from work and</p>	<p>Noted, the LTP4 makes use of Census data, as this is the only comprehensive dataset available to assess mode shares. WCC recognises that this is a 'snapshot in time' and any sustained modal shift will be reflected in the next Census (2021) .</p> <p>Noted – the case for investment in Barnt Green will be considered in the Worcestershire Rail Investment Strategy.</p> <p>Noted – Worcestershire County Council has no plans for further enhancement to infrastructure at Bromsgrove Station during the LTP4 plan period.</p> <p>Noted – the level of detail requested is considered excessive for the LTP4, and so will instead be considered in the Worcestershire Rail Investment Strategy document.</p>	

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	<p>education. This is particularly the case for Shrub Hill, and a commitment to work with operators to improve peak time services should be included in the Plan.</p> <p>Page28 of the Plan highlights the inadequacy of the rail service between Worcester and the southwest. We do not consider that Parkway will resolve this inadequacy, and we urge that the County exerts more pressure on operators to improve frequency and reliability. The new West Midlands franchise presents an opportunity to press for a Birmingham to Cheltenham/Gloucester service via Bromsgrove and Worcester to address this deficiency. We have also, as part of our response to the Cross Country consultation on their December 2017 timetable, pressed for the daily services that pass through, but do not stop, at Shrub Hill, to stop there. The support of the County in pressing for such service improvements would greatly enhance the likelihood of success.</p> <p>SWST1. Worcestershire Parkway. CLPG has severe doubts about the value of Parkway in addressing the undoubted inadequacy of the existing rail infrastructure in the County. Our main doubts are threefold:-</p> <p>a) The additional time to stop at Parkway on the single line section will increase the fragility of the timetable, and be likely to lead to more trains from London being terminated short of their planned destination in order to keep the return journey on time. This will inconvenience passengers at Foregate Street and the Malvern stations. Passengers at all stations west of Parkway will have increased journey times. There will continue to be gaps in the hourly stopping pattern for Pershore and Honeybourne, and so disadvantage the users and potential users of these stations. We urge the Plan to promote the mitigation measures proposed in our response to SWST4 below.</p> <p>b) The inadequate frequency, capacity and comfort of the proposed Cross Country stops at Parkway, and the need for change of trains at Cheltenham and Birmingham will not produce the usage forecast. Worse still, passengers, particularly business users, will be deterred from even considering further use of the service once it has been experienced.</p> <p>c) Railheading will reduce usage at stations west of Worcester, thereby increasing congestion on the Southern Bypass and reducing train</p>	<p>Noted. We have discussed this matter with you at length, and remain in disagreement. WCC (and other stakeholders, including the DfT) consider the business case for Worcestershire Parkway to be suitably robust, so WCC will not enter into further dialogue on this with you.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>operator revenue.</p> <p>We recognise that the construction of Parkway is now committed, but the Plan must recognise these risks, and include measures to mitigate them.</p> <p>SWST4. Pershore Northern Access Improvements. We welcome this scheme if it improves accessibility to the rail station, but the critical inadequacy of station car parking at Pershore is an urgent issue that the Plan should be addressing. In our view, this is a requirement that should use the Parkway funding model to resolve this long standing, and ever more urgent, capacity. Pershore's usage was over 100,000 for 2015/6, an increase of 5.6%, despite a minimal parking provision.</p> <p>More seriously, the Plan does not even mention the urgent need for redoubling of the western end of the Cotswold line, which is essential to overcome the gaps in frequency of services at Pershore, which are certain to be worsened by the opening of Parkway. This is a major omission in the Plan. CLPG believes that there are measures that could be undertaken quickly and at relatively low cost to alleviate this problem, such as increasing the line speed at Norton Junction from the present 25mph, and extending redoubling from west of Evesham to just east of Pershore, thereby reducing the length of the single line section and avoiding the high cost of second platforms at Pershore and Parkway. The Plan should be urging these interim measures to reduce the operational risks that Parkway poses on the existing infrastructure.</p> <p>SWST6. Honeybourne to Stratford reinstatement. The support that the County has provided in moving this proposal forward is welcomed, and the recent designation of the Long Marston Airfield development as a Garden Village will give further momentum to the proposal. CLPG is working with other campaigners to progress the proposal, and has obtained sufficient finance, including a welcome contribution from the County, to undertake an Economic Impact Assessment, which we are confident will demonstrate the high added value that the proposal will generate. We consider that the Plan should enumerate the positive support which the County has given so far.</p> <p>SWST7. Honeybourne Station. Usage is growing rapidly with extensive new housing within its natural catchment area, and completely inadequate</p>	<p>This is not correct. Scheme SWST23, included in the LTP4 is for the redoubling of the Cotswold Line in Worcestershire.</p> <p>Again, this level of detail is excessive for the LTP4, and so will be considered separately in the Worcestershire Rail Investment Strategy.</p> <p>Noted. The case for this scheme will be further considered as part of the development of the Worcestershire Rail Investment Strategy.</p> <p>Noted and agreed.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>car parking provision. Natural demand to use the station is clearly being suppressed by the inadequate parking capacity, leading rail users to drive to other more distant stations, or use car throughout. The Plan should include commitment to a scheme to enhance car parking capacity, using the Parkway funding model, and the benefits of reduced travel on local roads.</p> <p>SWST8. Droitwich to Stoke Works redoubling. We appreciate that the promotion of this should come from the railway industry, but do not consider that the Plan should be entirely passive. The County should be discussing the idea with the West Midlands train operator, and with Network Rail to identify the likely benefits that the scheme would generate. This would not entail any significant expenditure for the County, and should be committed in the Plan.</p> <p>SWST 9 and 10. Fernhill Heath and Rushwick Station Schemes. CLPG warmly welcomes the inclusion of these schemes in the Plan. Again we consider that the County should be proactive in undertaking discussions with the train operators and Network Rail, initially to determine whether the additional stops at the stations could be accommodated within the timetables without significant infrastructure expenditure. An initial assessment of the likely demand and revenue could also be undertaken without significant expenditure.</p> <p>SWST23. Redoubling the Cotswold Line. The Plan should be more expansive about the GWR Vision statement, and the County's support for it. The County and Worcestershire LEP have jointly agreed to administer and host the Task Force agreed at meetings held in 2016, and the Plan should include this agreement. CLPG remains deeply concerned that, without redoubling before the introduction of Worcestershire Parkway, there will be adverse effects on the frequency of stops at Pershore and Honeybourne, and the reliability of the whole service will be jeopardised, and the goal of a two train per hour Worcester to London provision will not be achievable. We therefore consider that redoubling is an urgent necessity, and the County should adopt a more proactive approach to the progression of the scheme in the Plan.</p> <p>SWST24 Hartlebury Rail Station. Hartlebury's usage has increased by</p>	<p>Noted – this scheme will be further considered in the Worcestershire Rail Investment Strategy.</p> <p>Noted. The business case for both schemes will be progressed as part of the development of the Worcestershire Rail Investment Strategy.</p> <p>Noted, but disagreed. The LTP4 is a strategic (i.e. non-detailed) document. The inclusion of this scheme in the LTP4 evidences Worcestershire County Council's commitment to this.</p>	

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	<p>no less than 27.3% in 2015/6 to over 50,000. Proposals to improve facilities here should be included.</p> <p>D7. Droitwich Rail Station. Droitwich usage increased by 5.4% in 2015/6 to 561,908. The need for enhancement of the station's facilities will become ever more urgent.</p> <p>E1. Evesham Rail Station. Usage grew by 3.2% in 2015/6, and is now over 250,000.</p> <p>Broadway. The Plan should refer to the extension of the Gloucestershire and Warwickshire Railway to Broadway in March 2018, and its implications for resident and visitor usage. Traffic between the railway and the village will increase substantially.</p> <p>M4. Malvern Link Car Parking. We welcome the proposal to increase the parking capacity at the Link station. Consideration should be given to re-designating it as Malvern Parkway to increase its profile. The station's usage increased by 9.8% in 2015/6 to 344232, and the improved facilities have clearly contributed to that increase.</p> <p>P1. Pershore Rail Station. As mentioned above, the car parking capacity at Pershore is completely inadequate for a station with a usage of over 100,000, and an increase of 5.6% in 2015/6. If redoubling of the line extends through Pershore a footbridge will be needed, which would open up the District Council's land on the north side.</p> <p>W1. Worcester City Centre. As outlined above, rail could reduce the problems of congestion and pollution if the two city stations are regarded as assets and rail services more oriented towards the needs of incoming passengers. Improved facilities and access, particularly at Shrub Hill are a high priority.</p> <p>W3. Foregate Street Station. The station is ideally situated for the city centre, but access to the platforms and interchange facilities are in need of improvement, with provision of escalators as well as the recently provided lifts at a station with usage of 2.3 million in 2015/6, up 3.9%.</p> <p>W4. Shrub Hill Station. The access, parking and station facilities are hopelessly inadequate for a city station with over 600,000 usages in 2015/6, and its value to the city residents and incoming workers, students and shoppers is inhibited by these inadequacies. The Plan should be</p>	<p>Noted – This scheme is included in the LTP4.</p> <p>Noted – This scheme is included in the LTP4.</p> <p>Noted.</p> <p>Noted. Heritage railways are treated as tourist attractions, and so are not considered in the LTP4 unless they operate regular passenger services which interface with mainline rail services.</p> <p>M4 – Noted. This will be considered.</p> <p>Noted and agreed.</p> <p>Noted and agreed.</p> <p>Noted and agreed.</p> <p>Noted and agreed.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>progressing a firm redevelopment scheme for the station to enhance its usage and its value to the city's transport network.</p> <p>Page 127. The map does not include the proposals for Fernhill Heath or Rushwick.</p> <p>Wyre Forest.</p> <p>K2. Kidderminster Rail Station. We welcome the scheme to improve the interchange arrangements around the station, which have been slow to progress. We consider that there is a strong case for improved fast bus links between Stourport, Bewdley and Kidderminster station.</p> <p>Kidderminster now has usage of over 1.6 million, and present access and station facilities are hopelessly inadequate for current usage and for future growth.</p>	<p>From your page number, unfortunately it is not clear which document you are referring to.</p> <p>Noted and agreed.</p>	
<p>Cycle Evesham Vale</p>	<p>LTP4 Consultation</p> <p>Cycle Evesham Vale represents and promotes cycling in the Vale of Evesham, committed to:</p> <ul style="list-style-type: none"> • Making the Vale of Evesham a great place to cycle • Increasing cycle usage for transport and leisure • Making cycling a realistic and safe transport choice <p>We are pleased to have the opportunity to respond to the Draft LTP4 and trust that our feedback will contribute towards a positive and sustainable transport strategy for Worcestershire. While our feedback relates primarily to aspects of the plan relevant to the Vale of Evesham, we include more general comments where appropriate.</p>	<p>Many thanks for your comments on the LTP4 consultation. We note your aims and objectives, and look forward to working with you on relevant schemes in the Evesham area.</p>	
<p>Bromsgrove Partnership's Economic Development Theme Group (EDTG)</p>	<p>The Bromsgrove Partnership's Economic Development Theme Group (EDTG) welcomes the opportunity to respond to this consultation as the Theme Group wishes to highlight the LTP4 focus, or lack of, on the integration of transport infrastructure to further the economic development of the District from a retail, leisure and wider business perspective.</p> <p>Bromsgrove is unique by its very location, where the M5 and M42 meet</p>	<p>Thank you for your extensive comments on the draft Worcestershire LTP4.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>providing access to the whole country. This is a fundamental reason as to why Bromsgrove is successful and could potentially be even more successful in the future. Whilst the road network presents challenges today, the proper functioning of the road network is absolutely necessary in the future both as an access point to the District itself but also to the wider regional area. Failure to adopt the right strategy could not only create additional congestion within Bromsgrove District locally but in turn could also act as a plug for the wider region with congestion within Bromsgrove District impacting on access to the rest of the County and neighbouring areas.</p> <ol style="list-style-type: none"> <li data-bbox="383 587 1216 826">1. EDTG believes for the District to have a sustainable long term economic platform, more attention must be paid to the requirements of business and other employment functions within the plan, with reference not only to the current levels of congestion but also the longer term forecasts for development of employment land (as well as housing) and future traffic flows. <li data-bbox="383 978 1216 1396">2. Bromsgrove has for many years been seen as an alternative route for the M5 and M42 between M42 Junction 1 and M5 Junctions 4 and 5. When there are any blockages on the motorway, which happens frequently, it causes significant congestion problems in Bromsgrove, negatively impacting on business. EDTG believes that the plan must pay attention to this by not only investing in the A38 but also to work with Highways England to reduce the impact on the A38 from motorway network during periods of high traffic density. With reference to NEST1 and NEST2, attention must be paid to the root causes and potential diversions of traffic, at peak and off-peak times, with such measures as improved signage 	<p>Noted. At the time of writing the draft LTP4, the Bromsgrove Local Development Plan was not adopted. Now that this plan (with its development assumptions) is adopted, the revised LTP4 will look to reflect this more appropriately.</p> <p>Noted and agreed.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>with the potential re-diversions for commercial vehicles in particular. Addressing the traffic behaviour of commercial vehicles within the District will, by their very nature, potentially improve air quality, which is a significant concern due to the four Air Quality Management Areas (AQMAs) within the District, one of which is at Lickey End at M42 Junction 1.</p> <p>3. Whilst BR2 addresses the integration of an off-road network, further attention must be paid to the on-road network, other transport infrastructure and its surroundings. This also references to BR7 where, should a business case to support additional car parking at the train station be supported (although lack of available evidence makes it questionable), access to the station must be considered given the nature of the infrastructure within Aston Fields and Fininstall. Attention seems focussed on outward rail journeys for travel to work or education rather than inward journeys via rail to travel to work or education. Consideration therefore needs to be paid to ensure access to public transport from the train station in the future to employment areas, including the town centre. In addition, we would also like to request that through consultation with commuters, local residents and businesses etc, it is investigated why the train station car park is under-utilised. If, as we suspect, it is found that the main underlying reason is the high parking costs, consideration should be given to making it free of charge, similar to other train stations such as Wythall, Selly Oak, Northfield and Kings Norton for instance. Not only could this assist with the obvious parking issues facing local residents but it could also be a significant benefit to the local businesses situated close to the station.</p> <p>4. Whilst for economic development the A38 corridor access to the town centre and other employment sites are the most</p>	<p>Noted. Worcestershire County Council no longer has significant funding to support bus services. As such, any development of bus services between the bus station and the rail station will need to be promoted and funded by the private sector. Worcestershire County Council will be happy to support any operators looking to develop such a service.</p> <p>Noted. This is not feasible, as the costs of station redevelopment are predicated on gradual payback through income from car park charges. The County Council cannot afford to provide free car parking, unfortunately.</p> <p>Noted. The LTP4 will include greater detail on Bromsgrove District.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>relevant factors, the LTP4 does not address the concerns of all stakeholders in enough detail. EDTG would like to see more work carried out on traffic flows and future forecasts on such data. Again, EDTG think more attention should be paid to wider health and socio-economic factors as a result of air quality but also, more importantly, to accident hotspots which can affect both health and economic efficiency.</p> <p>5. Whilst EDTG acknowledges the combination creating North East Worcestershire, Redditch is not our only local partner. The EDTG considers all the transport challenges that journeys to work in particular create for the wider region including the West Midlands conurbation, Kidderminster, Droitwich and Worcester should be given more focus in the plan.</p> <p>6. With reference to BR3, BR4, BR5 and BR6, EDTG have concerns over the lack of data and rationale as to why these particular schemes have been included over others, for instance the traffic flow around the town centre. The Perryfields/Kidderminster Road junction has significant development planned and it is hoped that the longer term impact on that junction, in terms of congestion and safety, are properly addressed.</p> <p>7. The EDTG acknowledges that the right strategy is to integrate all modes of transport efficiently and to address both outward and inward journeys to and from Bromsgrove District. This should be based on up to-date data analysis to ensure both current and future issues are fully understood therefore providing clear rationale on schemes required.</p> <p>8. Thinking about economic development specifically, EDTG would like to highlight the importance of Worcestershire County Council working with all stakeholders to ensure</p>	<p>Noted. The North East Worcestershire area recognises transport movements and economic geographies in Worcestershire.</p> <p>Noted. These schemes were identified by Bromsgrove's County Councillors at member workshops. The lack of an adopted development plan at the time of writing the LTP4 precluded consideration of development growth in the plan. This will be addressed in the final plan.</p> <p>Noted and agreed.</p> <p>Noted. Worcestershire County Council is happy to work with all relevant stakeholders to develop and</p>	

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	<p>potential employment sites across the whole of the District are addressed now in terms of future access. This would clearly support the County Council's top priority of ensuring Worcestershire is 'Open for Business'.</p>	<p>improve access to employment sites.</p>	
<p>The Bromsgrove Partnership's Better Environment Theme Group</p>	<p>The Bromsgrove Partnership's Better Environment Theme Group welcomes the opportunity to respond to this consultation and would like to make the following points:</p> <p>a. The LTP4 does not appear to provide:</p> <ul style="list-style-type: none"> • an adequate description of current and anticipated future issues; and • an assessment of options to address these. <p>We believe the above is necessary in order to form a comprehensive and robust strategy and action plan. For example, traffic congestion is a significant problem for Bromsgrove both in terms of accessibility and the impact on air quality. With future housing developments, traffic congestion and associated problems are only likely to get worse. This is a major concern for the Theme Group so we ask that the LTP4 better defines current and anticipated future issues and also includes an assessment of options to address them.</p> <p>b. The following are welcomed:</p> <ul style="list-style-type: none"> • North East Worcestershire Transport Telematics Investment 	<p>Thank you for your comments on the LTP4.</p> <p>Noted. Each scheme includes a description to explain its intended purpose. Significant evidence and technical assessment was undertaken to support the development of the LTP4, but WCC wanted to pursue a more user friendly (lower detail) document to resolve known issues with the LTP3 caused by excessive detail.</p> <p>Noted.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Package, to improve signalling and real-time messaging for all transport modes;</p> <ul style="list-style-type: none"> The Bromsgrove and Redditch - Strategic Active Travel Network Investment Programmes ‘to create a comprehensive, integrated off-road network linking residential areas with key trip attractors, including schools, rail stations, town centres and employment location’. <p>The only caveat to the above is that long-term upkeep of these also needs to be considered and invested in.</p> <p>c. It is unclear why Bromsgrove and Redditch are considered as one area, as they are very different areas in terms of transport concerns e.g. Bromsgrove Town’s roads are very different to the strategically planned Redditch highways and Bromsgrove District is far more rural in character but also includes motorways and a border with urban Birmingham City.</p> <p>d. We believe it is not just the off-road transport which needs to be integrated. The Network Management plan is heavily road focussed, especially main roads. If we are going to have a significant change in utilisation of other non-car forms of transport then connectivity for public transport needs to be hugely improved, along with integration between forms of transport e.g. buses which integrate with train services; bus and train services for longer journeys that allow easy integration with walking and cycling for shorter journeys. Working with bus and train operators is crucial. If bus services remain poor and unreliable in Bromsgrove, it only forces people into their cars. This needs to be recognised and addressed by working in partnership.</p> <p>e. The lack of convenient public transport between Redditch and areas further West including Bromsgrove, Worcester and Kidderminster is a major barrier to use of public transport for commuting and other journeys, including longer trips.</p>	<p>Noted and agreed. This issue has been raised with Westminster as a key issue for the future, for consideration in the national Cycling and Walking Investment Strategy.</p> <p>The LTP4 is a transport, not just a roads strategy. Bromsgrove and Redditch have interrelated economies with strong connections with Birmingham and Solihull, which directly influence travel patterns. The grouping of Bromsgrove and Redditch together reflects this evidence.</p> <p>Noted. The LTP4 does not promote modal shift like its predecessor. Its focus is to provide modal choice. At present, the overwhelming majority of residents and visitors to Worcestershire choose to use private cars to deliver their accessibility needs. Worcestershire County Council will continue to promote modal choice to those who want it, for example to those who wish to reduce their time spent in traffic.</p> <p>Noted. As stated above, this issue is symptomatic of high car ownership and use. Demand for bus services in</p>	

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	<p>f. Rural areas also need good transport connectivity in order to thrive, not just urban areas.</p> <p>g. There is very little mention of alternative fuels for transport and providing or considering the associated infrastructure that would be required. Unless we incorporate this into our planning for the future, then Worcestershire will lag behind, with cars being fuelled by petrol/diesel and buses and HGVs being fuelled by diesel, with resulting air quality concerns and carbon emissions.</p> <p>h. We are concerned that the Strategic Environmental Assessment is incredibly vague and non specific and could have been written for any other region of the country.</p> <p>i. The Worcestershire Biodiversity Action Plan is currently being updated and this needs to be considered in the Strategic Environmental Assessment.</p> <p>j. The Strategic Environmental Assessment makes the claim carbon emissions may not decrease as a result of measures which improve traffic flow, as the traffic congestion may act as a deterrent to journeys. It suggests that should that deterrent be removed then traffic levels will just increase to the new capacity. This may be the case, but the traffic that takes up the extra capacity will currently either be using alternative roads, modes of travel or times or being prevented from making a journey that they wish to make. This does not take away the need to come up for a</p>	<p>Worcestershire is low and continues to decline. Unless something happens to reverse this trend (such as increasing costs of car ownership and operation), it is unlikely that the decline of Worcestershire's bus networks will reverse.</p> <p>Noted – see comment above.</p> <p>Noted. Worcestershire County Council considers that this issue must be promoted and funded by Westminster. The County Council will be happy to support national Government to deliver infrastructure and support for alternative fuel options.</p> <p>Noted. This document will be updated when the final LTP4 is brought forward for adoption.</p> <p>Noted and agreed.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>solution for the congestion that addresses the various factors involved and also acknowledges that for some journeys and locations there are no alternatives.</p> <p>Thank you for the opportunity to respond to the LTP4 and we hope the above comments are helpful. We will wait to hear the outcome of the consultation.</p>		
<p>Wyre Forest Friends of the Earth</p> <p>Wyre Forest Green Party</p>	<p>Our view is that a local transport plan should have one core aim. That is to reduce road traffic by means of encouraging a modal shift into active travel and public transport. That will have many benefits including reducing emissions, reducing road casualties and generally improving the quality of life for residents.</p> <p>In the main document there are proposals for active travel corridors to encourage a shift to walking and cycling. There are also proposals for improving rail stations. However there is little on promoting a shift to bus use with improvements to bus stations and bus priority measures. Improving bus services is considerable cheaper than rail, and buses provide a much more flexible service.</p> <p>Worcestershire Local Transport Plan Objectives. The Environment Objective. Nowhere in this document is there a robust strategy for reducing emissions of carbon dioxide. There is no commitment to properly</p>	<p>Thank you for your comments.</p> <p>Worcestershire County Council does not support this view. The aim of the LTP4 is to provide modal choice. Worcestershire County Council has no interest in forcing modal shift for those who do not want it. It is through modal choice that WCC aims to provide the benefits you list.</p> <p>Noted. This recognises that demand to use Worcestershire's bus network is very low, as evidenced by the continued decline of the County's bus network. Worcestershire County Council no longer has sufficient funding to provide support for a large, loss-making bus network, and so is choosing to focus its investment in walking, cycling and rail, which are all experiencing growth in demand.</p>	

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	<p>resourcing cycling and walking. As to bus services the past history of cuts does makes it unlikely that the county council will adopt a policy of improving services so as to persuade residents to leave their cars at home.</p> <p>The Health and Safety Objective A default speed limit of 20 mph for all residential and urban streets would create a safer and pleasanter environment for residents to walk and cycle. It would encourage residents to walk or cycle short journeys, to local shops for example, rather than using a car.</p> <p>Main Document. Wyre Forest Strategy. WFST3 Active Travel Network. One of the biggest problems with existing cycle routes is that they are not continuous. The discontinuity is often unnecessary halt lines such as either end of bus shelters or in a particular case each side of the overgrown entrance to a farm field which looks like it has not been used for many years. Road junctions are another obstacle for cyclists. On the few roadside cycle tracks we have in this area the cyclist is required to halt at every road junction. Cyclists riding straight ahead on a roadside cycle track should have priority at junctions with minor roads.</p> <p>Cycle lanes have the merit of being cheap and can be effective if they are of the standard width but when the road narrows the cycle lane disappears or there is a very narrow lane where separation between the cyclist and motorised traffic is too small. Cyclists are also put at risk by cars parking in cycle lanes. Parking should be banned in cycle lanes either by double yellow lines or by designating the lanes as mandatory</p> <p>Kidderminster Package. K1. Bewdley Hill (A456). Part of the proposed plan to reduce congestion and quicken journey times are enhanced walking/cycling infrastructure. At present there are on-carriage cycle lanes on the uphill and downhill sections. The lanes are the standard width and do seem effective but there</p>	<p>Noted. This is correct.</p> <p>Noted. Worcestershire County Council does not support blanket 20mph speed limits, but is willing to consider them on a case by case basis in local areas.</p> <p>Noted and agreed. The move towards "Active Travel Corridors" in the LTP4 seeks to address this, by delivering continuous routes which learn from the mistakes of the past.</p> <p>Noted. These issues will be considered when this scheme is brought forward for delivery.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>is a problem with parked cars obstructing the lane. There are ways to make parking on cycle lanes illegal but there is always the problem of enforcement.</p> <p>An alternative would be off-carriageway provision. There are wide pavements on both sides of the road so shared use is practicable. There would need to be some form of physical separation of pedestrians and cyclists on the downhill side.</p> <p>K2 Station Enhancement Scheme. For Kidderminster Station to provide “an attractive and appropriate transport interchange to Kidderminster and” there must be bus stops on the station concourse and the provision of bus shelters. Bus timetables should be synchronised with train arrivals so that there is a regular service to take passengers from the station to Kidderminster town centre where they could transfer to other bus services.</p> <p>K3 Ring Road Junction and Public Realm Improvement Scheme.” In particular, this scheme will aim to mitigate poor ambient air quality caused by high traffic volumes and congestion” The Horsefair/Coventry Street AQMA has been in existence since 2003. Emissions from vehicles are a major contributor to the pollution and it is only by preventing congestion and reducing traffic volumes that air quality will improve. Traffic management using “intelligent” traffic lights would be a part solution.</p> <p>Worcestershire LEP have applied for Growth Fund 3 money to be spent on the Churchfields area. This area is adjacent to the ring road and the Horsefair so any changes to the road infrastructure must be designed to produce an improvement in air quality.</p>	<p>Noted, unfortunately this is not a realistic aspiration. As stated previously, the Worcestershire bus network is in decline as a result of low (and declining) patronage. Bus stop facilities will be provided at Kidderminster Station, however, it remains to be seen whether a commercial bus operation will be provided to access the station using this mode.</p> <p>Noted and agreed.</p>	

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	<p>K11. B4190 Key Corridor of Improvement (Habberley to Wolverley, including junction with A442). The description states that the aim is for quicker journey times and less congestion. We are firmly against any increase in the speed limit on any section of this road. There are a significant proportion of vehicles exceeding the 30mph speed limit. Apart from the occasional use of signs displaying the speed of passing cars there is little else done to enforce the speed limit.</p> <p>Negotiating the junction with the busy A442 is hazardous both for cyclists and pedestrians. There are numerous minor collisions between motor vehicles on the roundabout at this junction which illustrates that this is a dangerous junction. Changing to a signalled junction with a cyclist and pedestrian phases would improve safety. Advanced stop lines should be used on all 4 arms of the junction to ensure cyclists safety.</p> <p>The path on the downhill section of the B4190 from the Kidderminster boundary to Wolverley is in poor condition. The surface is uneven and some parts are too narrow. This part of the B4190 is set into a cutting and in winter soil is washed off the sides of the cutting onto the path making it slippery. The pavement needs widening in parts and there needs to be some sort of barrier to divert run off away from the path.</p> <p>Bewdley Package</p> <p>BE 1. Bewdley Transport Strategy. The description states that there will be a particular focus on improving the ambient air quality. Welch Gate is the most polluted area and was declared an AQMA in 2003 and there has been no significant improvement in air quality since then. Reducing NO2 to safe levels is only likely to be achieved by decreasing the number of vehicles passing through Welch Gate. This will only be achieved by traffic management measures such as a one way system or vehicle movements controlled by traffic lights.</p>	<p>Noted.</p> <p>Noted. These issues will be specifically considered when this scheme is brought forward for delivery.</p> <p>Noted. These issues will be specifically considered when this scheme is brought forward for delivery.</p>	

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	<p>TRANSPORT POLICIES.</p> <p>Policy PR5. At-grade Pedestrian Crossings. Wyre Forest FoE welcomes the policy to minimise pedestrian wait times at controlled crossings. Locally there are inexplicable differences in waiting times unrelated to the density of traffic.</p> <p>Policy PR6. Grade Separated Pedestrian Crossings. Wyre Forest FoE fully supports the policy of dual use bridges for grade separated crossings. The installation of pedestrian/cyclist bridges at all the ring road junctions would be a significant improvement in safety and convenience for pedestrians and cyclists. Along with other measures it could produce a shift towards more active transport removing some of the motor vehicles from the road network.</p> <p>Policy C1. Partnership Working to Deliver Cycling Measures. Many existing cycle routes are not continuous or are not direct. The problems range from the unnecessary use of halt signs, cycle lanes which disappear when the carriageway narrows and routes which take a tortuous and lengthy diversion to avoid a “difficult” area such as a ring road junction.</p> <p>Policy C2. Cycle Network Infrastructure and Other Measures. Wyre Forest FoE welcomes the policy that a “full corridor approach” will be taken with the emphasis on continuous cycle routes mirroring major traffic routes.</p> <p>Policy C7. Parking for Cycles. There is nothing in this policy about providing secure sheltered cycle parking. In LTP3 there was a proposal for indoor cycle parking in Kidderminster town centre. This has been dropped from LTP4 yet there is a need for weather proof secure parking for long term parking or during quiet times of the day such as evening when there are few people in the vicinity. All 3 town centres should have this type of cycle parking as well as the railway station.</p> <p>Policy IPT4. Bus Stop Infrastructure. It is disappointing that there is no mention of real time displays even at bus stations. Even small rail stations have a real time display. Why are bus users treated in such a shabby manner?</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted – please see previous comments on this issue.</p> <p>Noted.</p> <p>Noted – This will be re-included in LTP4.</p> <p>Noted. This is a question of cost. Real Time Information Systems (RTIS) are expensive to provide and maintain. Worcestershire County Council will consider the provision of RTIS where funding can be identified to support its provision and</p>	<p>LTP ACTION – Re-include schemes for secure sheltered cycle parking in urban centres.</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Policy AQ1. Developing Measures to Deal With Potential Future Air Quality Management Areas. Medical research is providing increasing evidence of the impact that air pollution is having on human health. Air pollution is now known to be associated with asthma, cardiovascular disease, cancer and poor lung development in children. Because of the long term health effects AQMAs should have a limited life. In the Wyre Forest Area the 2 AQMAs have been in existence since 2003. The policy should be that after 5 years, if effective measures are not in place then there should be an automatic ban on all diesel vehicles from entering the AQMAs. This ban will stay until measures are taken which result in a consistent improvement in air quality.</p> <p>Policy TCC3. Reducing the Need to Travel. When considering planning applications for housing developments the distance that the new residents will need to travel for work, school, shopping, and visits to the GP should be an important consideration. To reduce climate change emissions new developments should be sited so that they are close to key destinations or for larger projects the developer should be required to provide some provision such as a school or GP surgery. The provision of a comprehensive walking and cycling infrastructure should be mandatory along with a regular bus service.</p>	<p>maintenance.</p> <p>Noted, although the issue of deteriorated air quality as a result of vehicular emissions is exceptionally difficult to tackle, particularly at a local level. Strong leadership is required from Westminster, together with essential funding to enable local authorities to tackle designated Air Quality Management Areas. Until this is forthcoming, the presence of Air Quality Management Areas will remain an issue in Worcestershire.</p> <p>Noted, these issues are specifically addressed within National Planning Policy Guidance.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
Worcester Business Improvement District	<p>Worcester BID works on behalf of over 660 levy-paying businesses in Worcester City and having reviewed the documents which form part of the LTP4 consultation comments as follows on the proposals for Worcester city or which have a direct effect on it:</p> <p>General</p> <ul style="list-style-type: none"> □ Overall, the documents form a useful plan for improving transport and the public realm for the different types of user over the plan period. □ Whilst the individual projects proposed are generally good, the LTP4 does not make sufficient reference to how these plans are to be integrated with other plans such as the city centre masterplan, the riverside plan etc. to form a coherent plan for the city □ The Plan refers to the importance of the local economy, including the visitor economy, but understanding the leakage of customers from the Worcester catchment to other areas because of poor public transport or difficult road access is important and could be addressed fully in the City Centre Transport Plan. <p>Main document</p> <p>SWST1: Parkway is a major scheme and potentially of huge benefit to the city, but the Plan does not address the interface between the new station and other public transport for non-car users i.e. how easily will passengers be able to access the city centre from parkway?</p> <p>W1: Worcester BID would like to become actively involved in the development of the City Centre Transport Plan.</p> <p>W2: Further enhancement to Foregate Street Station is welcome, and we hope that this will include treatment of the public realm outside the station including more adequate bus stops and shelter, links to park and ride</p>	<p>Thank you for your extensive comments on the Worcestershire LTP4.</p> <p>Noted – The LTP4 is a strategic (i.e. low detail) document. As the various schemes included within are brought forward, further detail will be developed on synergies with other plans for local areas.</p> <p>Agreed.</p> <p>This issue is considered in the emerging Worcestershire Rail Investment Strategy, which includes service development at Parkway to provide ever improving direct rail (fast) connections between Worcester City Centre and Worcestershire Parkway.</p> <p>Noted. This detail will be considered when the Worcester City Centre Transport Strategy is brought</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>services and adequate car drop-off and collection for train services which do not stop at either Parkway or Shrub Hill.</p> <p>W4: Shrub Hill enhancement is welcome and any works should consider the quality of the public realm along the whole of the pedestrian route between the stations and into the city centre.</p> <p>Policy Document PR1: Particular attention also needs to be paid to routes to visitor attractions such as museums and sporting venues when developing an attractive public realm and routes within the city centre need to be considered. PR2: Management and Maintenance of the public realm: the Plan refers to preventing statutory undertakers from digging up refurbished highway for 3-5 years which we strongly support, but more attention should be paid to the quality of any reinstatement after such works, particularly to water logging and the use of non-matching materials. PR10: Street furniture: we support the decluttering of the public realm and the dual use of well placed street furniture e.g. cycle stands or benches instead of bollards. We would also like this policy to take account of the need for seating to be spread through the area to become useful as an aid to less mobile pedestrians. PR11: We support the approach to drainage, but would like to see the policy mention that such drainage will be kept clear/cleaned on a regular basis so that it can perform its intended function. This is important to encourage more people to walk. PR14: Paving materials: we would support a reduction in the number of different surfaces used in the city centre. This could facilitate reductions in stockholdings and ensure that whenever repairs or replacement were needed a good match for existing surfaces could be obtained.</p>	<p>forward for delivery. Worcestershire County Council does not support Park and Ride services unless this is fully commercial (i.e. with no requirement for financial support from the County Council).</p> <p>Noted and agreed.</p> <p>Noted.</p> <p>This is a challenging operational issue, which will be raised with Worcestershire Highways for their consideration.</p> <p>Noted. This issue will be considered in future public realm schemes.</p> <p>Noted and agreed.</p> <p>Noted and agreed.</p>	<p>LTP ACTION – Raise maintenance issue with Worcestershire Highways.</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>PR15: Amenity licences are generally welcome as suggested in the policy, but these need to be accompanied by relevant conditions as to good management of the areas granted such licences. Nuisance to other highway users is not only to the visually impaired, but may come from more people using the amenity area than the licence provides for.</p> <p>C7: Cycle parking – visual impact and ease of cleaning should also be considered when making a choice of style and position of such parking.</p> <p>IPT4: Bus shelters – we are generally supportive of this policy and would ask that the policy reflect that the style of the shelter should be appropriate to the area it is sited and that seating is useful, particularly to the elderly and less able.</p> <p>IPT5: Subsidised and commercial services need to consider the purposes for which people want to travel into the centres, and provide correspondingly convenient return journey options. Many people working in the centre will need to travel home slightly later than consumers and are forced to travel by car because the service stops too early. Similarly those wanting to stay in town to use evening facilities such as theatre and cinema, are unable to do so.</p> <p>Missing policies We would have expected more mention of the following, but it may be the intention to cover these in the City Centre Transport Plan: Coach drop-off and parking facilities Lorry parking Bus stations Park & Ride Taxi ranks Upgrades to paving in other city centre streets</p>	<p>Noted and agreed – the policy text will be updated to reflect this.</p> <p>Noted and agreed.</p> <p>Noted.</p> <p>Noted. As most remaining bus services in Worcestershire are operated commercially, service patterns will reflect demand to travel. If insufficient demand to travel exists at certain periods of the day, this will impact on the viability of bus service provision.</p> <p>Yes, these are detailed issues for specific consideration in the City Centre Transport Plan.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
Evesham Civic Society	<p>Vale of Evesham Package</p> <ul style="list-style-type: none"> E3 Port Street Key Corridor of Improvement : Support. We feel it is essential that pedestrian crossing facilities are included at the Waterside/Port Street junction. In addition, pedestrian facilities over Workman Bridge with its narrow footways should be improved and pedestrian crossing facilities provided and on far side of the river at the Bridge Street/Mill Street junction. In this way the two shopping and business areas of the town may be joined up. E4 Active Travel Network Investment Programme. Strongly support. The inclusion of a Walk/Cycle bridge over the river Avon, between Hampton and Evesham is welcomed. It is regretted that there is no mention of a bridge to connect Bengeworth to Evesham. See below in the 'Omissions' section <p>Omissions</p> <ul style="list-style-type: none"> Public Realm Scheme – Evesham High Street, Swan Lane to Railway Station. The Evesham High Street Enhancement originally was to extend to the station, but due to lack of funding, did not extend beyond Swan Lane. The section of the High Street from Swan Lane to the station looks very untidy and the car parking areas are unsightly and in some cases difficult to use. There are no pedestrian crossing facilities for a section of over 400metres. Investment in this area of the town centre is 	<p>Thank you for your comments on the draft Worcestershire LTP4.</p> <p>Noted – this is not currently possible, as formal pedestrian facilities here would increase stop times at this junction, which will lead to further deterioration of the designated Air Quality Management Area in Port Street. A key aim of any future investment here should be to minimise vehicle dwell time, ideally by removing signals at this location.</p> <p>Noted. Feasibility works for a new walking and cycling bridge at Hampton are currently underway. The case for a new walking and cycling bridge on the eastern side of Evesham is currently ongoing, and may be included in the LTP4 subject to the outcomes of this study.</p> <p>There is no available funding to pursue a scheme of this nature at this time. The northern end of the Evesham High Street is in structurally good condition, so Worcestershire County Council is not minded to include this aspiration</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>needed to enable it to support increased economic activity and diversification. This should include a redesign of space, new surfacing, new pedestrian crossing places, lighting, drainage and functional changes to support enhanced accessibility by walking, cycling, and passenger transport or motorised vehicle.</p> <ul style="list-style-type: none"> • 20mph limit through Town Centre. Measures need to be taken to limit traffic speeds at all times to a maximum of 20mph, to make conditions better for pedestrians and cyclists. • Walk/Cycle footbridge over the A46 to connect Vale Business Park to Evesham. Scheme SW18 in LTP3. It is essential this is identified and included with the further development of the Business Park. • Walk/Cycle footbridge over the river Avon to connect the Bengeworth Offenham Road area to Evesham. Scheme SW19 in LTP3. It is essential this is identified and included with the further development of the Offenham Road area and the inadequate existing routes to the town centre, railway station and schools. We feel there is a clear need for the bridge which would be located just downstream from the railway bridge, close to Evesham marina. 	<p>within the LTP4.</p> <p>The provision of improved crossing facilities in the vicinity of Evesham Railway Station will be considered as part of the Evesham Transport Strategy. (See Scheme E5).</p> <p>Worcestershire County Council will consider the case for 20mph zones on a case by case basis. This can be pursued separately by the local member if desired.</p> <p>Further discussion with Highways England has identified that this proposal cannot be funded at the present time. Future development of the Vale Business Park will trigger the need for enhanced crossing facilities at this location, which Worcestershire County Council will pursue in partnership with Highways England as and when this opportunity arises – see scheme E4.</p> <p>As stated previously, further development work is currently underway to assess the business case and practical deliverability of further walking and cycling bridge(s) in Evesham. This is included in the LTP4 as part of the Evesham Transport Strategy as part of scheme</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Policy Documents</p> <p>Walking and Public Realm Policy. We feel the following should be included:</p> <p>Policy PR10. Street Furniture: Add that: Worcestershire County Council will work with service providers to minimise the amount of cabinets and other apparatus located on footways and will seek to have these items located in such positions which will not obstruct uses of the footway.</p> <p>Traffic and other signs should be properly maintained and cleaned when required.</p> <p>Special attention should be made to removal of the County Council’s own signs such as ‘New Traffic Signals Ahead’. These are normally left in place sometimes for decades; they should be removed after a maximum of six months.</p> <p>Temporary signing for new housing estates should be removed immediately if not approved.</p> <p>The County Council’s notices for road closures displayed on street furniture should be removed after the completion of the road works. They are normally left in place.</p> <p>Policy PR12 Street Lighting It is essential that street lighting columns are properly maintained. In</p>	<p>E4.</p> <p>Noted – this issue is already addressed in Policy PR1.</p> <p>Noted – this is a maintenance issue. Where maintenance is required, members of the public are encouraged to report any issues via the online portal, or report to your local County Councillor.</p> <p>Noted - this is a maintenance issue. Where maintenance is required, members of the public are encouraged to report any issues via the online portal, or report to your local County Councillor.</p> <p>As above.</p> <p>As above.</p> <p>Policy PR12 – Noted. Worcestershire</p>	<p>LTP ACTION – Raise issues with WCC Highway Maintenance</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Evesham lighting columns have not been cleaned and painted for many years and appear very shabby indeed.</p> <p>Policy PR13 Street Trees Add that: where trees have, died or subject to accidents, Worcestershire County Council will liaise with Town and Parish Council concerning their replacement. It is important that varieties are chosen suitably for the street environment.</p> <p>Missing Policies</p> <p>Transport safety and the reduction in speed It is especially regrettable that policies relating to transport safety and the reduction in speed appear to have been deleted. These were shown in the LTP3.</p> <p>Development Control The Development Control Policy, shown in the LTP3 has also been deleted. It is essential that policies are included as Transport is a very important element in Development Control.</p> <p>Parking There is no policy in the LTP4 for parking. It was shown in the LTP3. A very large element in the design of town centres with an influence on the Public Realm is car parking. It is essential it is included.</p>	<p>County Council now seeks to minimise street light painting, as it cannot afford to maintain large numbers of painted street light columns. Wherever possible, new replacements will be unpainted. This issue will be addressed with the WCC Street Lighting Team.</p> <p>Noted. The existing policy adequately addresses this concern.</p> <p>Noted. A transport safety policy will be included in the final version of the LTP4.</p> <p>Noted. On review, it was noted that the Development Control Policy was superfluous, as the contents are largely mirrored by adopted planning policy.</p> <p>Noted. A parking strategy will be included for Evesham.</p>	<p>LTP ACTION – Include Parking Policy for Evesham.</p>
Bromsgrove Society	<ul style="list-style-type: none"> ▪ The LTP considers the impact of the additional traffic generated by the first 4700 (67%) of the 7000 homes that the Bromsgrove District Plan (BDP) commits to delivering. It ignores the impact of the extra traffic generated by the remaining 2300 homes. ▪ The M42 Junction1 and A38 Strategic Corridor Strategic 	<p>Thank you for your comments.</p> <p>This is correct. It is impossible to consider the impact of traffic generated by new developments, if the location of these new developments are not yet identified.</p> <p>Noted.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Transport Schemes focus on the primary network to the east of the Town Centre whilst Policy BDP 5 identifies to the west of Town Centre the Perryfields and Whitford Road Town Expansion Sites as strategic sites.</p> <ul style="list-style-type: none"> ▪ The Bromsgrove Package schemes focus on the Town Centre and the key routes to the Town Centre from the south and north. It fails to address the challenge of enabling and promoting growth at the Perryfields and Whitford Road strategic sites to the west of the Town Centre. ▪ The Bromsgrove Transport Strategy proposes a comprehensive multimodal review of network efficiency and infrastructure to identify where to focus investment. The District Plan covers the period 2011 to 2030 and it is surprising that such a review has not already taken place. The failure to carry out such a review represents poor planning. ▪ The Bromsgrove Transport Strategy review must take account of Policy BDP 3 (Development Targets), BDP paragraph 8.19 (safeguarding of land for housing and employment needs for the 10 years beyond 2030) and BDP paragraph 8.20 (West of Bromsgrove). ▪ In order to be sustainable it is logical to locate new housing and employment opportunities close to the new Rail / Bus Hub in the east of the Town. ▪ The Worcester Road AQMA Order came into effect on 24th October 2011. The delay in taking remediation action in Worcester Road unacceptable. 	<p>This is subjective – Worcestershire County Council does not agree with this view.</p> <p>Again, this is a subjective view. It is for the Local Planning Authority, Bromsgrove District Council, to identify a deliverable development plan, which includes consideration of transport requirements needed to support growth.</p> <p>This scheme is specifically included for this purpose.</p> <p>From a transport perspective, this view is correct, however, planning considers a much wider set of considerations, so the sustainability of a site is dependent on a consideration of all of these factors.</p> <p>Noted. Air quality remediation is hampered by national trends which have promoted greater uptake of</p>	

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	<ul style="list-style-type: none"> ▪ The commitment to a systemic investment in walking and cycling links across Bromsgrove is welcome. ▪ A complete review of the Parkside and Waitrose junctions is necessary but we question why this work has not already been undertaken. The reviews are required as a matter of urgency to enable the Local Highway Authority to make full and considered statutory responses to pending and future planning applications. ▪ The LTP recognises the importance of the Worcester Road / Rock Hill route in supporting increased economic activity as it is a key route to the Town Centre but fails to recognise the importance of this route in enabling housing and employment growth in the West of Bromsgrove. ▪ Prior to the Bromsgrove Local Plan Review and in order to represent good planning the LTP must give due regard to the additional traffic generated by the development of the remainder of Norton Farm and land at the former Barnsley Hall Hospital site (914 homes) and other potential development sites identified 	<p>diesel vehicles. There is very little that Worcestershire County Council can do to tackle this AQMA without closing this route to through traffic, which would have disastrous socio-economic impacts on Bromsgrove Town Centre. Tackling this will require mass conversion of the national fleet to alternative fuel sources, which is now being pursued by Government.</p> <p>Noted.</p> <p>Worcestershire County Council's ability to respond to development growth is reliant on available funding. Funding is currently very scarce indeed, so the County Council has not yet been able to conduct reviews of these junctions as required to support development growth.</p> <p>Noted.</p> <p>The Local Transport Plan is not a Local Development Plan. The Local Transport Plan reflects development growth by incorporating the contents of Infrastructure Development Plans which underpin adopted</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>within Bromsgrove Town (1083 homes).</p> <ul style="list-style-type: none"> ▪ We note the conclusion in the WCC Western Distributor Road study that “At a technical level there are no fundamental barriers to delivery of a western distributor road that cannot be addressed by effective civil engineering design.” ▪ It is surprising that the LTP remains silent on the Western Bromsgrove Distributor Road. The LTP is flawed in this respect. ▪ It is essential that WCC takes ownership through the LTP of the Western Bromsgrove Distributor Road Route. This will involve WCC, in part, safeguarding the route for a Western Bromsgrove Distributor Road across the Whitford Road Town Expansion Site. 	<p>Development Plans.</p> <p>Noted.</p> <p>Noted. This is a subjective view. Worcestershire County Council has not included this route within the LTP as it does not agree with this view.</p> <p>Worcestershire County Council does not support the provision of a western distributor route for Bromsgrove.</p>	
Evesham Public Transport Group	<p>Vale of Evesham Package</p> <p>Page 39. ID- E3 Evesham Transport Strategy: We would appreciate much more detail & information about the projected role of public transport in the strategy (or the so-called ‘multimodal review’). The projected ‘package of enhancements to transport infrastructure’ must include provision of improved facilities both for town-based passengers and for visitors.</p> <p>Although the Strategy appears to be skewed towards private transport (no doubt in view of Evesham’s often-chronic traffic congestion) we feel a comprehensive review of the town’s public transport facilities, particularly bus services, is urgent and long overdue. [In fact a countywide ‘Public Transport Review’ was widely trailed in local papers in June 2016, with a ‘Scrutiny’ exercise scheduled for Autumn 2016. But it never happened, was quietly dropped and disappeared without trace].</p>	<p>Thank you for your detailed comments.</p> <p>Noted. The LTP is not a detailed delivery document. Further detail on the Evesham Transport Strategy will be provided as this project is brought forward for delivery.</p>	<p>LTP ACTION – Share this response with WCC Transport Operations Unit for response.</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>This Group was set up in March 2016 as a direct consequence of public discontent with local bus service provision. More recently we have joined forces with the longer-established Pershore Public Transport Group as an obvious recognition of our joint interests.</p> <p>*Policy IPT2 states that the County Council will, inter alia, work with passenger transport users. As it is certainly not the case at present we hope that statement is credible. We therefore trust that –</p> <p>(i) an early opportunity will be given to inform & influence this Strategy before it is finalised. We do understand all the constraints and limitations on bus service provision but that should not preclude proper consultation before service amendments & alterations are made; and (ii) a standing consultative arrangement will be established.</p> <p>ID- E4: This is an excellent aspiration that we entirely support. There is substantial scope for improving & extending off-road routes, and information about them. For example: the ‘Walking & Cycling’ maps that were produced a few years ago need revising & updating. That ‘soft’ part of the programme need not be expensive and could be covered, at least in part, by commercial sponsorship.</p> <p>Page 40. ID- E5: Although not specifically mentioned here we would particularly draw attention to the need for pedestrian-controlled signals to enable a safe north-south (or vice-versa) crossing from A4184 Greenhill to A4184 High Street. Curiously the east-west (or vice-versa) crossing is signal-controlled!</p> <p>*See below for further comments on this Policy</p>	<p>Noted. Worcestershire County Council does work with passenger transport users, but it is important to note that the County Council's ability to influence the provision and delivery of passenger transport services is now limited.</p> <p>Noted. This is an operational issue, which will be raised with Worcestershire County Council's Transport Operations Unit to address.</p> <p>Noted.</p> <p>Noted and agreed.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Policy Document</p> <p>Page 13. Policy PR1: We entirely agree with all the statements & aspirations made under this Policy, in particular the last two bullet points. However, so far as Evesham is specifically concerned, and as representatives of the interests of public transport users, we would also wish to be included as a ‘key partner’.</p> <p>Page 18. Policy PR9: We believe there is scope for considering new footways not only for new developments but also for areas within existing developments where it is necessary for pedestrians to reach the stated facilities safely & conveniently, but where no footway currently exists.</p> <p>Page 31. Policy IPT2: 2nd bullet point – This is a very welcome & indisputable aspiration, but it is well beyond most current practice in the County.</p> <p>For example:</p> <ul style="list-style-type: none"> (i) ‘Recognised best practice guidelines’ - the County Council’s website on public transport information matters falls below the standard set by neighbouring authorities; (ii) Passenger information at bus stops in Evesham (as comprehensively surveyed & reported upon by Town Councillor Colin Tether) ranges from comprehensive to partial to non-existent. Part of that problem seems to lie in absurd & risible disputes about which operator ‘owns’ a particular stop & therefore what information can be displayed – a situation that with sufficient political will can surely be remedied. (iii) ‘Distribution’ is patchy at best - e.g. when Stagecoach route 28 changed to X18 in June 2016 it was for weeks afterwards very difficult to obtain the printed timetable booklet (perhaps not surprisingly as it changed from 4 to 40 pages!); similarly FMR route X50/551 when new printed timetables were issued in April & September 2016. 	<p>Noted.</p> <p>Noted. The County Council manages a large prioritised list of requests for footways, and delivers these according to funding availability.</p> <p>Noted. This is an operational issue, which will be raised with Worcestershire County Council's Transport Operations Unit to address.</p> <p>Noted. This is an operational issue, which will be raised with Worcestershire County Council's Transport Operations Unit to address.</p> <p>Noted. This is an operational issue, which will be raised with Worcestershire County Council's Transport Operations Unit to address.</p> <p>Noted. This is an operational issue, which will be raised with Worcestershire County Council's</p>	

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	<p>(iv) Attempts to have so simple & obvious a facility as a local bus route map displayed at the bus station stops met with a nil response as did a suggestion that a destination index also be provided (as it often is in other areas). To help fill the latter gap the tourist information centre at The Almonry produces, in-house, a 'How to Get There' index. It really should not be necessary for them to do so!</p> <p>In summary we applaud all the references to real time & electronic information sources but the here-and-now demands a step-change in the provision of readily-accessible & timely conventional information sources.</p> <p>You will be aware that clause 18 of the Bus Services Bill currently proceeding through Parliament (Commons Committee Debate 16/3/17; Report Stage due 27/3/17) concerns the provision of information about [English] bus services. When enacted a County Council statement would be desirable in due course regarding the new legislation, and especially in what ways the content of this Policy would be affected.</p> <p>Page 33. Policy IPT5: We do understand and appreciate all the determination criteria relating to subsidised services presented here. However we must emphasise & reiterate here how much bad feeling is generated by, & resentment expressed at, services withdrawn or changed without sufficient (or indeed any) prior notice. In Evesham & district the changes to FMR services X50/551 in particular have - as is very well known - been the subject of much public concern & irritation.</p> <p>The suggested consultative arrangements that we have set out above in response to Policy IPT2 would enable these matters to be discussed constructively before final decisions are taken & with at least the possibility of viable alternatives being able to be examined.</p>	<p>Transport Operations Unit to address.</p> <p>Noted. This is an operational issue, which will be raised with Worcestershire County Council's Transport Operations Unit to address.</p> <p>Noted.</p> <p>Noted – unfortunately, this opportunity is rarely available with bus services which are wholly operated by the Commercial sector.</p> <p>Noted. This is an operational issue, which will be raised with Worcestershire County Council's Transport Operations Unit to address.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Something that puzzles us is that Council Members at all levels never seem to be aware of these changes or withdrawals before they take place (what has happened at Fladbury is a good example). Yet the weekly reports of the Traffic Commissioners West Midlands publish on their website advance details of those services intended to be varied or withdrawn.</p> <p>Furthermore each affected Local Authority must be notified. We assume that means in practice that a designated Officer in each Authority (including of course the County Council) is sent this information. But what happens next? Is it not passed on to Members? We tried through a local Member to obtain a response to those questions but answers came there none.</p> <p>There appears to be no reference at all to the Bus Services Bill in the document and thus how this particular Policy may be affected. [We do appreciate that it is difficult to comment on how legislation not yet enacted, but it does seem remiss not to flag up at least those provisions that may require material amendments to the policy as stated here. Incidentally we did enquire of that same County Council Member, on more than one occasion, what view the County Council was taking on the Bill, or at least make enquiries on our behalf. Once again answer came there none].</p>	<p>Noted. Again, this is an operational issue, which will be raised with Worcestershire County Council's Transport Operations Unit to address and respond.</p>	
Wyre Forest Cycling Forum	<p>The WFCF welcomes the opportunity to respond as part of the consultation process for Worcestershire's Local Transport Plan (LTP) 2017-2030.</p> <p>This is an unusually long timeframe for such a plan and, as such, the plan is even more important in seeking to identify appropriate priorities for focussed consolidation and development in the years ahead.</p> <p>Within that timeframe, if present trends and priorities continue, cycling will continue to develop as an important element of an integrated and</p>	<p>Thank you for your extensive comments on the LTP4.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>efficient transport network, both for leisure and work purposes. Indeed the recent and dramatic improvement in electric bike technology, and the reduction in their price, means that more and more ‘ordinary’ people can make use of this form of transport in a practical and more enjoyable way than ever before.</p> <p>It is self-evident therefore that the development of a safe and ‘comprehensive, integrated and primarily off road network’ of walking and cycling routes will have a significant and long lasting effect on ‘relieving road congestion’ and in achieving ‘improved journey time reliability’ – both of which are highlighted as challenges in the LPT Plan for the Wyre Forest area.</p> <p>The WFCF has for some time been looking at places where such improvements could be made and benefits quickly gained, often with minimal financial investment, and we provide details of these as an appendix to this response.</p> <p>Before moving to provide these however, we feel it is important to mention that research has clearly shown that, for the general population, improving opportunities for safe cycling along useful transport corridors also generates great health benefits and at the same time reduces harmful pollution – a genuine win-win situation!</p> <p>Furthermore we want to draw attention to the economic benefits to the region of attracting and retaining more tourists. Thus, as is mentioned in the Wyre Forest Area Profile, we are home to two of the most important tourist attractions in the County – the West Midlands Safari Park and the Severn Valley Railway. Both are close to Bewdley. The economy of the town and the WF district gain enormous benefit from the visitors they attract.</p> <p>On the doorstep of Bewdley is a third significant potential visitor attraction - the magnificent Wyre Forest itself. Yet, despite being so close</p>		

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>to the town and the riverside, it is impossible to access it safely by cycle or on foot. Instead it has to be reached by car.</p> <p>This represents a real missed opportunity and as such we are delighted to see that the Report identifies the need for an ‘Active Travel Corridor (WFST3)’ to link Bewdley with the Wyre Forest. In this context we would draw attention to the fact that a Feasibility Study was carried out only three years ago by WFDC and many of the recommendations and costings of this comprehensive report remain valid today. One of our own members led on this Project and we would be pleased to assist in reviewing options to achieve this ‘Active Travel Corridor’, hopefully well within the timescale proposed for the LTP.</p> <p>We appreciate and recognise the fact that no funding has yet been identified which will support the implementation of this Local Transport Plan. It is however to be hoped that, as part of the ongoing development of both the former Sugar Beet site and the Glades area redevelopment, significant Section 106 funding can be made available to achieve some of the proposals made in the LTP.</p> <p>In particular we would draw attention to the fact that most of the proposals related to cycle usage outlined below will not be expensive, in some cases merely requiring new signage and road marking. We would therefore commend these suggestions to you as being practical, achievable and cost effective. Members of the WFCF would not only be willing to assist and advise in any way which helps bring these particular schemes to fruition, but would also suggest that our members could provide valuable input to other development proposals and infrastructure changes in future. Being involved at an early stage would help to ensure the benefits to efficient travel and also to health and wellbeing can be built into such schemes from the outset and more easily achieved. Meanwhile WFCF members will be pleased to contribute to the developments listed below and look forward to hearing from you.</p>	<p>Noted and agreed.</p> <p>Noted.</p> <p>Noted and agreed.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Kidderminster Package</p> <p>Marlborough Street</p> <p>This very short stretch of road (c.50 yards) at the end of Worcester Street in Kidderminster is currently one-way for all traffic in the direction of the Town Centre. This effectively prevents cyclists cycling from the Town Centre to Comberton Hill and the Railway Station. As a quiet stretch of road, marking and signing Marlborough St as two-way for cyclists would make this link possible without interfering with vehicular traffic in any significant way.</p> <p>Green Street</p> <p>This longer one-way street connects the Comberton Hill roundabout with the Bus Garage circulatory system and the existing NCN Route 54. This is fine for cyclists heading east away from the Town Centre but forces cyclists from the other direction to use the much more dangerous ‘Ringway’ which connects these points. There is plenty of space alongside the footpath for most of the length of Green Street to accommodate a bi-directional cycle lane, and it would not be difficult to incorporate this as far as Morrisons Store and the Carpet Museum.</p> <p>It would, however, be necessary to make arrangements for cyclists to be safely signalled across Dixon Street where there is a junction controlled by traffic lights. Beyond the Morrisons junction options could be considered as part of the Glades redevelopment to provide connections through the rest of the town.</p> <p>Once again, while requiring more funding than the Marlborough St proposal, this scheme would not be a very expensive change, yet would bring significant safety benefits and encourage greater use of cycles for shopping and commuting trips.</p> <p>Former Sugar Beet Site</p>	<p>These specific suggestions are noted, and will be considered as identified LTP4 schemes are brought forward for delivery.</p>	<p>LTP ACTION – Ensure specific suggestions to support enhanced cycling access are considered as future LTP4 schemes are brought forward for delivery in respective areas. Policy CW2 amended in order to convey this more clearly.</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Members of the WFCF are pleased to see that cyclists have been well catered for in the road network built on this site, with safe cycle lanes along the entire length of the new link road. We are also pleased to have been consulted on the development of a link between this new road and the towpath of the Staffs and Worcs Canal which carries NCN Route 54 and therefore provides a safe traffic-free route through the centre of Kidderminster. We urge WFDC to speedily complete this dedicated cycle and walking path as this will then allow cyclists to travel safely in either direction the whole way between Kidderminster and Stourport using dedicated traffic-free cycle routes. This would be a great encouragement for people to give up the car and use a bicycle for such journeys.</p> <p>Glades/ Bromsgrove Street/ Worcester Street</p> <p>We are aware that this area is currently undergoing major re-shaping and development following replacement of the former Leisure Centre. We have not yet seen plans for any revisions to the road network but would ask that WFCF be consulted in order to ensure that the opportunity is taken to make these roads safer and more useful route for cyclists. Given the scale of change involved in this development it is to be hoped that significant Section 106 funding will be available for these improvements.</p> <p>Bewdley Package</p> <p>We would urge that consideration is given to making Severnside South and Severnside North two-way for cyclists. Severnside South has plenty of room alongside the roadway for a marked two-way cycle lane and this would provide a useful and safe link between Gardener's Meadow Car Park and the Town Centre, and onwards to riverside cafes and pubs, Dog Lane Car Park and the Medical Centre. The current alternative for cyclists involves negotiating Lax Lane and the narrow High Street, then the difficult route around St Anne's Church in busy Load Street. Once again this change would mainly require signs and road markings rather</p>	<p>These specific suggestions are noted, and will be considered as part of the LTP4 Bewdley Transport Strategy is brought forward for delivery.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>than any significant infrastructure change.</p> <p>This change would also link the Gardeners Meadow Car Park with the new Wyre Forest Active Travel Corridor as proposed in the LPT and mentioned below under Strategic Schemes.</p> <p>Stourport Package</p> <p>WFCF is concerned about safety for cyclists using the Kidderminster to Stourport Road at the point where the road crosses the Severn Valley Railway Bridge (near the Goldthorn Road Junction). The road narrows here giving a significant ‘pinch point’. White line markings on each side showing an advisory cycle lane would not restrict traffic normally, but when a bicycle is crossing it would indicate the safe distance that should be left while overtaking, or show motorists the need to ‘hold back’ a few seconds to allow the bicycle to get clear. This could also be accompanied by signs to show drivers in the Stourport direction that cyclists will be branching off on to the off-road infrastructure once they have cleared the bridge.</p> <p>Further consideration should also be given to highlighting cycle lanes down the Stourport Road from the railway bridge towards Brinton’s Park. This is a very busy stretch with generally good width until the pinch point of the Sutton Park Road/Sutton Road junction. At this junction advance stop lines for cyclists would provide a much safer option than the present situation and would remind motorists to expect the presence of cyclists.</p> <p>Other improvements urgently needed on the Kidderminster to Stourport corridor include:</p> <ul style="list-style-type: none"> • Widening of the current dedicated cycle path on the eastern side of Stourport Road between the Sugar Beet site development and Foley Drive. There is currently a separate footpath but this is not used at all by pedestrians and is totally overgrown. As such it would be much better to 	<p>These specific suggestions are noted, and will be considered as identified LTP4 schemes are brought forward for delivery.</p> <p>Noted – following a number of requests, the LTP4 will be amended to include a comprehensive series of Active Travel Corridors for North Worcestershire, to mirror the proposals made in the south of the county.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>widen and resurface the existing cycle path and turn it to mixed use.</p> <ul style="list-style-type: none"> Warning signs and markings should be added at all the entrances on this section in such a way as to remind drivers of the need to watch out for and, when appropriate, give way to cyclists. Toucan crossings should be installed at the junction of Foley Drive and Stourport Road. The one across the Stourport Road should ideally be a single path crossing without the need for the staggered central reservation. This could be accommodated using a left filter light for traffic emerging from Foley Drive. This would then provide an easy link between the off-road cycle lanes on both sides of the road. On the western side of Stourport Road the junction with Cleve Avenue needs attention. New markings and signs are required to allow cyclists to re-join the main carriageway safely and then negotiate the railway bridge. <p>This corridor is highlighted within the plan and WFCF believe that with some creative thinking and some modest investment in signalling, resurfacing and paint, the whole of the Kidderminster to Stourport corridor could be significantly improved. This would do much to encourage increased cycle use, particularly for journeys to and from work.</p> <p>Strategic Scheme for Wyre Forest</p> <p>As mentioned earlier, the WFCF is very pleased to note the inclusion of a Bewdley to Wyre Forest Active Travel Corridor in the Strategic section of the LPT3. One of our members has recently investigated options for achieving such a link and has worked closely with WCC and WFDC officials, local councillors and many local organisations to consider these plans. Progress unfortunately stalled about 12 months ago after one landowner unexpectedly withdrew their support for the proposed route. However there are alternatives available and the previous consultations demonstrated a considerable level of local support for the creation of a safe link between Bewdley Town Centre with the Wyre Forest.</p>		

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	<p>We would be very keen to support any proposals for achieving this link and would draw your attention to the very thorough report compiled by Phil Goddard and commissioned by Lynsey Keir from Worcs County Council. This could usefully form the starting point for a fresh examination of options for such an exciting and valuable development.</p>		
Sustrans	<p>There are so many really positive aspects within the various documents that I've got very little to add, other than our support for delivering high quality connected and integrated walking and cycling networks. If everything gets delivered is going to make the urban much more connected and the rural areas more accessible.</p> <p>I didn't see much about the rural cycle tourism - but may have missed this, and can't believe it's not in the documents somewhere. The whole of the county has much potential, especially if people are prepared to use the "Quiet Lanes" legislation which sits in the Homezones Act to implement it, and there is always potential to link across into the neighbouring shires.</p> <p>I think that people are starting to see walking and cycling infrastructure as high quality traffic free corridors (not shared footways adjacent to the road carriageway) as being a real counter to an ageing population health needs, and a big positive to mental health and wellbeing. New developments should be encouraged to create circular routes that have proper sealed surface paths rather than simple stone tracks which aren't necessarily the most accessible or best maintained - although developers will, I know, see this as an "upgrade" to what they would normally allow for - so some negotiation over S106 funding may be on the cards, however as more sites now come with the various negotiated requirements already in place then maybe a greater scrutiny at master planning / outline planning / local plan stage for each site is necessary.</p>	<p>Thank you for your comments on the LTP4. We welcome your support for investment in active travel corridors in Worcestershire.</p> <p>Noted – a reference to cycle tourism will be included in the LTP4.</p>	LTP ACTION – Include reference to promoting cycle tourism in the LTP4.

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>It's also becoming more apparent that routes away from the, largely major, road network are more popular, so perhaps for every development site, railway station, education site and employment area there should be an identified north - south and east - west corridor that is designed specifically for walking and cycling movements. This would leave the main road network to deal with the traffic flows - but in creating these networks it will mean having to challenge some preconceptions around filtered permeability / contraflow cycling / changing junction layouts and potentially taking away some road space from the motorised transport. (Lynsey this is all the stuff that we talked about as part of the training days we ran, so I'm sorry if it's a bit of a duplication).</p> <p>It's great to see walking and cycling spread regularly throughout all of the text, and this certainly raises the profile of why it's needed. I also went through the district's local plans last autumn, so much of what you've identified as being needed I've already made a note of. We would love to develop a really strong working relationship with the County's teams - as a critical friend or as an additional resource when it comes to concepts / alignments etc (Henry Harbord knows the sort of stuff that we do for Warwickshire and others).</p>		
Campaign for Rail	<p>Respondent Introduction: Campaign for Rail (CfR) is a leading collective monitoring and campaigning voice for rail infrastructure development and passenger service enhancement across the West Midlands region, involving representation of individual member interests and rail user groupings, together with meaningful close liaison with rail industry representation and associated governing authorities, at local, regional and national levels.</p> <p>Response Overview: CfR welcome this opportunity to appraise the Worcestershire County Council transport strategy updates as detailed within the Local Transport Plan 4, to which, we offer our corresponding response to the strategy proposals as outlined, together with offering additional enhancement aspects for consideration that we deem to be significant to the Plan's</p>	<p>Thank you for your extensive comments on the LTP4.</p> <p>As these comments are very specific to rail, these have been passed to the team dealing with the Worcestershire Rail Investment Strategy, for response.</p>	<p>LTP ACTION – Pass comments to Worcestershire Rail Investment Strategy project team for consideration and response.</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>overall objective.</p> <p>CfR recognise and applaud the Plan’s socio-economic enhancement commitment, together with the Plan’s increased recognition of Rail as a key aspect of the County’s transport strategy and together with the associated road access enhancement proposals the County’s rail user experience improvement is promising.</p> <p>However, CfR consider it imperative that the Plan’s proposals, together with any newly accepted respondent contribution, should receive the County’s unwavering stakeholder commitment and that conversely, the financial viability of the Plan’s proposals should not be pre-judged by way of any preconceived funding constraint, but rather, that viability is judged by the degree of perceived necessity, under a corresponding level of logical prioritisation.</p> <p>Rail Enhancement Perspective: The need to address Worcestershire’s rail route pinch-points and inadequate signalling hot-spots are absolute key requirements, if meaningful line speed and correspondingly reduced journey time is to be effectively achieved.</p> <p>However, CfR fully recognise that due to indeterminate time-frame patterns of ultimately successful funding availability, it is often difficult to undertake a meaningfully progressive infrastructure prospectus without a perceived element of ‘cart before the horse’, to which Parkway could be seen as the prime Worcestershire example, where the new station interchange will be completed in phases, due to the incomplete Cotswold Line redoubling and outstanding Worcester area re-signalling requirements.</p> <p>COUNTYWIDE ENHANCEMENT PERSPECTIVE</p> <p>North East Worcestershire</p>		

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Bromsgrove: Campaign for Rail fully appreciate the County’s financial and custodial involvement regarding the new Bromsgrove station and corresponding support for the proposed introduction of the 3tph Cross City Line service, which is a most eagerly awaited and necessary passenger service enhancement, which will substantially help alleviate the currently inadequate service to and from Birmingham New Street and beyond.</p> <p>However, the long campaigned for and fundamentally key outstanding requirement at Bromsgrove is the urgently required introduction of a meaningful access to a viable number of the southbound Cross Country franchise trains which currently pass straight through the Town’s new station and indeed, straight through the County.</p> <p>Cross Country southbound service access from Bromsgrove would offer a whole array of Southern, South Western and Welsh destination opportunities, together with also creating the fundamentally important Cross Country mainline/Cross City local, service interchange via Bromsgrove, together with creating the equally important onward interchange requirement, just six minutes down the line, at Worcestershire Parkway, where access to the GWR London Paddington bound Cotswold Line service timings will eventually be calling.</p> <p>Redditch: This busy but tired station facility is in much need of a face-lift and the ever-continuing and disappointing fact that the through route to the Birmingham-Bristol mainline at Ashchurch should never have been eliminated, only adds to the limited rail destination opportunity for Worcestershire’s second largest town population. Redditch deserves better and a refurbishment of its station facility would help.</p> <p>Alvechurch: CfR were more than pleased to see the vast improvements made along this Cross City service branch line and in particular, the major work undertaken by way of the station renewal and the accompanying dynamic-loop installation. We are also pleased to observe that a</p>		

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	<p>rudimentary improvement has eventually been made to the station car park, in order to address the capacity restrictive surface flooding.</p> <p>Barnt Green: Alternatively however, it is disappointing that the excellent new footbridge at Barnt Green station is still awaiting its promised three DDA compliant passenger lift modules, a situation that we would suggest contravenes the rail industry's statutory requirement.</p> <p>Wythall: The still unresolved but quite solvable car parking issue at this sole Worcestershire station on the Shakespeare Line, is further compounded by the fact that the limited car parking provision at alternative stations along the service route is already very much oversubscribed.</p> <p>North West Worcestershire Hagley and Blakedown: Perspective proposals to improve car parking at these two Worcestershire stations on the Stourbridge Line route is most welcome and will help address Worcestershire's overall inadequate station car parking provision.</p> <p>Kidderminster: CfR must respectfully question the long awaited commencement of the proposed station rebuilding work and would hope that the County's other station project proposals, such as Worcestershire Parkway, are not frustrating any already identified funding for the said rebuilding work at this, the County's second busiest station.</p> <p>Hartlebury: We would strongly contend that Hartlebury station's potential is unjustifiably underestimated, particularly in respect of rail users residing within the Stourport area, where Hartlebury is both nearer and easier to access than Kidderminster station, wherein frustratingly, battling the ever-congested Stourport to Kidderminster station road is an ever-continuing nightmare. Hartlebury is a significant example of the need to expand car parking along the Worcestershire section of this important Stourbridge Line commuter route.</p>		

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	<p>Stourbridge Line Service Enhancement: We are fully aware that a number of fellow local and regional rail campaigning bodies, similarly aspire to the CfR desire to see a number of potential passenger service introductions from the Stourbridge Line, southbound to the Cross Country mainline service route via Abbots Wood Junction and in particular, a potential service connection with Gloucester, via Worcester Shrub Hill, Ashchurch and Cheltenham Spa.</p> <p>We are also aware that far more could be achieved by enhancing the local service frequencies for the Worcestershire stations on the Stourbridge Line and in particular, substantially improving the inadequate weekly service levels at Hartlebury.</p> <p>Mid Worcestershire Stoke Works Junction Branch Line: The aspirational debate regarding the doubling of this three and a half mile section of single track on the Hereford-Birmingham service route, has been a long talked about affair and if ever the Hereford-Birmingham service frequency is to be doubled, then not only this route section, but also the route's other capacity limiting pinch-points and re-signalling requirements will need to be addressed.</p> <p>Droitwich Spa: This important dual-route junction station is a credit to the County network as it is kept neat and attractive by the station staff and is rewarded by way of it's dual-route call destination opportunities through to all the Birmingham city centre stations and beyond.</p> <p>The station's somewhat irregular car parking sections would seem currently to be reasonably adequate and any further proposed upgrades would be a welcome bonus.</p> <p>Fernhill Heath: Although located just outside the City of Worcester border, this station's long overdue re-instatement will be a particularly welcome commuter facility into Worcester, not least avoiding the ever-</p>		

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	<p>congested and frustrating short road journey to Foregate Street. This proposed new station would also offer northbound passenger number relief from the ever-busy Foregate Street.</p> <p>Worcester Foregate Street: The recent refurbishment work carried out at this, the County's busiest station, was a welcome and much needed upgrade and the lack of any station parking would not be a particularly over-concerning factor, were it not for the fact that neighbouring Shrub Hill station has limited parking provision and a much poorer local passenger service.</p> <p>Worcester Shrub Hill: The proposal to upgrade the station complex is a crucial aspect of the Worcestershire rail transport agenda and there are many factors to consider within the broader enhancement context.</p> <p>Shrub Hill is a major player within the Worcester area rail network and a strategic regional network operations hub, together with encompassing a substantial area of valuable railway real estate which potentially, could well become subject to third party speculation, but which could fundamentally play a significant role in the enhancing of Shrub Hill's strategic network importance, not least in terms of increased parking provision.</p> <p>CfR would specifically advocate therefore, that the substantial area of said accompanying railway land be fully protected until such time its rail related potential has been fully and satisfactorily determined, both with respect to any current or future enhancement requirement.</p> <p>South East Worcestershire</p> <p>Honeybourne: CfR positively recognise the support Worcestershire C.C. continue to maintain regarding the viability of the ongoing campaign to reinstate the passenger service route between Stratford-upon-Avon and Honeybourne and the opportunity this would create from integrated</p>		

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Worcestershire, Warwickshire and West Midlands Combined Authority passenger service opportunities, together with the route potential a further link would enable, via the Gloucester & Warwick heritage line from the Cheltenham Racecourse station into Cheltenham, to form an imposing Stratford-upon-Avon to Cheltenham Spa tourist link.</p> <p>The two major housing development proposals at Long Marston and the corresponding substantial developer rail funding support offer, must not be lost and although the route re-instatement scheme is branded a private investment, CfR would suggest that The Department for Transport should be more formally involved in supporting the scheme and should correspondingly help in persuading Warwick Town Council to also support the scheme.</p> <p>Evesham: We consider the situation regarding the three County stations on the Cotswold Line, as being the only stations of the seventeen stations within Worcestershire, to have no direct rail service connection with the West Midlands Combined Authority area and many other areas within the County, to be wholly unacceptable and particularly when considering the undermined passenger potential, apparent at the said three stations.</p> <p>Evesham for example, having a turn-back facility, could viably be considered for the introduction of a new local Birmingham bound passenger service and which is particularly indicated by way of the Town's substantial population not being fully recognised, as is reflected by way of Evesham's constantly under-performing annual footfall figures.</p> <p>An Evesham to Birmingham New Street service via the Lickey Incline, is an absolute fundamental Worcestershire service requirement, even though operationally, the potentially involved London Midland franchise does not presently serve the said three South East Worcestershire stations and the Great Western Railway franchise have no service association with any of the three Birmingham city centre destinations.</p>		

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Pershore: It is most disappointing that Town's rail users continue to be denied any positive resolution to their quite specific and valid rail service and infrastructure improvement aspirations. Surely the Town and its ever-increasing population growth deserves a more accommodating answer to the urgent need for a more meaningfully timetabled and expanded passenger service, together with an equally positive answer to the long and frustratingly awaited car parking expansion.</p> <p>Worcestershire Parkway: Although not all local rail campaigning interests will agree, CfR however, consider the proposed dual station interchange facility to be one of the most fundamental aspects of the LTP4 Plan, whereby, when all the proposed construction phases, together with the Cotswold Line re-doubling and Worcester area re-signalling requirements have been completed, the dual service route potential at this quite unique facility can proceed to a full and meaningful dual service line exploitation.</p> <p>Also, the proposed ultimate and highly substantial car parking capacity at Parkway will help increase the County's poor overall parking space provision, when compared with the far greater car parking provision existing at many neighbouring county stations.</p> <p>Together with Bromsgrove, hopefully, Worcestershire Parkway's promised access to Cross Country's hourly Nottingham-Cardiff service will redress the situation whereby Worcestershire is currently the only county along the whole franchise route, from Aberdeen to Penzance, without any meaningful access to the Cross Country service trains.</p> <p>South West Worcestershire</p> <p>Great Malvern & Malvern Link: CfR would positively recognise any meaningful proposals to upgrade these quite splendid County station examples. Great Malvern, together with its recently upgraded sister station, jointly enjoy a quite enviable service offering along three major passenger routes. However, a more</p>		

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>robust mainline service to Gloucester and beyond is a more than valid aspiration, together with benefiting from the potential doubling of the Hereford-Birmingham service frequency.</p> <p>Henwick: The much awaited proposal to re-instate a station on the west side of the River Severn is a most fundamental aspiration, as access particularly to the centre of Worcester via the main river crossing is nothing short of horrendous at most times of the day and considering the new city west-side housing developments, together with the ever expanding University of Worcester campus complex, the need for a shuttle type service into the city is an absolute fundamental requirement.</p> <p>Finally:</p> <p>Campaign for Rail’s aspirational infrastructure and passenger service proposals as outlined, are offered in a gesture of sincere support to the proposals detailed within the Local Transport Plan 4 documentation and also, in support of any other valid third party proposals the County Transport Team may deem to be a viable consideration.</p> <p>Campaign for Rail look forward to the County Transport Team’s robust and determined progression to project fruition, wherever and whenever the necessary project funding can be secured.</p> <p>Furthermore, should we be able assist the County Transport Team with regard to any of their respective endeavours, the CfR Steering Committee would be more than pleased to oblige.</p>		
Bromsgrove Rail User Group	Bromsgrove District Council has no less than five railway stations within its administration, from which, Bromsgrove Rail User Group (BRUG) primarily represents the interests of rail users at the Town’s main station, together with keeping a watching brief on matters at both Alvechurch and Barnt Green stations. The rail user interests of the two remaining stations within the BDC administration, Hagley and Wythall, are covered by the ‘Stourbridge Line User Group’ (SLUG) and the ‘Shakespeare Line	<p>Thank you for your extensive comments on the LTP4.</p> <p>As these comments are very specific to rail, these have been passed to the team dealing with the Worcestershire Rail Investment Strategy, for</p>	LTP ACTION – Pass comments to Worcestershire Rail Investment Strategy project team for consideration and response.

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Promotion Group' (SLPG) respectively.</p> <p>Worcestershire Local Transport Plan 4 Overview: In principle, BRUG welcome the County's latest transport plan update and congratulate the County Transport Team on their comprehensive outline objectives and detailed documentation. However, with respect to delivering those said objectives, BRUG trust the Transport Team will maintain a determined pursuance under an ever-constraining financial climate.</p> <p>We fully recognise that to achieve successful fruition of many of the Plan's outlined proposals is very much dependent on comprehensively addressing the many critical areas of the County's road and rail infrastructure, by way of eliminating identified rail and road pinch points and introducing respective state of the art directional highway signage and rail route signalling enhancements.</p> <p>We are pleased to see that the Plan seeks to address the limitations and restrictions posed at the County's major road junctions and the critically important aspiration to eventually double the capacity potential at the Carrington Bridge Severn crossing, all of which will improve station access for rail users. Rail infrastructure and passenger service enhancement, are of course, BRUG's key area of interest and to which we offer the following LTP4 related observations and aspirations;</p> <p>BRUG's Key Passenger Service Aspiration: Bromsgrove is proud to have a brand-new station facility and now awaits with anticipation, the proposed three trains per hour Cross City Line service to and from Birmingham. However, BRUG and fellow campaigners continue to argue that an excellent four trains per hour northbound offering against only one train per hour southbound and indeed, that sole hourly southbound timing not a mainline service, presents a wholly inadequate bi-directional service imbalance and a situation surely not worthy of the highly substantial £24M station investment.</p>	<p>response.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Across a geographically widespread catchment centred on Bromsgrove, a quite substantial suppressed and frustrated latent demand exists for meaningful access to the Cross Country franchise trains that currently pass straight through the Town and indeed, the County, resulting in Worcestershire being the only county from Aberdeen to Penzance with no direct access to the highly significant Cross Country inter-city/inter-regional services.</p> <p>A vast number of southern, southwestern and welsh mainline destinations could be accessed via Bromsgrove and in particular, the very early morning trains that specifically emanate from Birmingham New Street and which appear to be all but empty when passing through Bromsgrove. BRUG suggest that with those said early morning Cross Country timings calling at Bromsgrove, no serious time penalty need necessarily be imposed and if correspondingly complimented by way of appropriate return journey timings, the resultant longer journey ticket revenue would surely be of increased commercial benefit to the incumbent franchisee. Conversely however, when currently requiring to access southbound mainline destinations from Bromsgrove, prospective Cross Country customers are not too enamoured with being advised to; Catch a local train to Birmingham New Street and then change platforms to board the next available Cross Country service, which will likely incur an indeterminant time delay, before eventually catching the train to one's chosen destination, only to then annoyingly, pass through your original departure point.</p> <p>Irrespective of the obvious frustration and annoyance this imposes with respect to the unwarranted extra journey time and associated increased travel cost, this is precisely what the incumbent Cross Country franchisee recommends for potential Bromsgrove customers needing to travel south via their services.</p> <p>The new Bromsgrove station features four six-car long platforms, adequate car parking provision and a vastly frustrated potential customer base, so why not a logical introduction of a corresponding level of enhanced passenger service and destination opportunities, compatible with the inherent level of operational capability Bromsgrove can so</p>		

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>obviously offer.</p> <p>BRUG's County-Wide Perspective: We do not see our Bromsgrove aspirations in isolation to those of our Worcestershire Rail User Group Alliance (WRUGA) colleagues and indeed, within the broader county-wide rail enhancement requirement. Indeed, Bromsgrove has an important role within the holistic Worcestershire integrated rail transport perspective, by way of helping to achieve the broadest possible connectivity both within the County and with potentially integrated stations immediately beyond our County border.</p> <p>BRUG particularly consider the following aspirations to be significantly important with respect to enhancing both existing and potential aspects of the County's rail infrastructure and passenger service requirement; Lickey Incline Electrification: The key prerequisite to the introduction of the Cross City Line service at Bromsgrove, is of course, the ongoing Lickey Incline electrification programme, whereby the overhead wires will be extended down to Bromsgrove from Barnt Green and the corresponding Cross City service introduction will offer the said extra three trains per hour, hopefully from commencement of the May or December 2018 timetable.</p> <p>With the Cross City Line service terminating at Bromsgrove, the station will become the potential southern interchange point between the Cross City local service and the Cross Country franchise services and without meaningful exploitation of that said interchange potential a major new County passenger service opportunity will have been lost and the corresponding potential ticket revenue forfeited. Cross Country is an existing multi-passenger route franchise service and therefore, the cost implications with regard to additional station calls would be minimal.</p> <p>Worcestershire Parkway: This committed new integrated route facility is a key County infrastructure project that will ultimately offer a major new inter-city/inter-regional passenger service interchange potential, by way of the</p>		

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>already committed Cross Country Nottingham-Cardiff service and equally committed GWR Hereford-London Paddington service trains, ultimately jointly calling at the fully completed station facility.</p> <p>However, this new dual route station facility should not be seen in isolation to its immediate neighbouring stations, as with regard to Bromsgrove for example, just a six minute train journey away. On the contrary, we see both facilities as having close operational integration potential, as outlined above.</p> <p>It is therefore imperative that all interested stakeholder parties endeavour to promote the aforementioned passenger service interchange link between Bromsgrove and Worcestershire Parkway and that stakeholders also endeavour to make sure that said aspiration forms part of the base specification within the next Cross Country franchise bid process, due in 2019.</p> <p>Finally: BRUG understands from recent media reports that the West Midlands Combined Authority and associated Local Enterprise Partnerships intend to fund a major rail rolling stock procurement for the West Midlands region, which hopefully, will enable the capacity constrained regional and local passenger services to be satisfactorily expanded and will correspondingly offer a much needed improved travel experience for both existing and new passengers throughout the County of Worcestershire.</p>		

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
Worcestershire Bridleways and Riders Association	<ol style="list-style-type: none"> 1. There appears to be no mention of horses at all in the consultation document. Horse riders are vulnerable road users and are increasingly under pressure looking for riding routes where they can exercise their horses as roads carry more and more traffic. 2. Riders and horse owners contribute a great deal to the local economy with a conservative figure of £3,000 per annum for keeping a horse such as livery, feed, vet and farriery services as a basic requirement so it is disappointing that their needs have not been taken into account in this document. 3. Riders would often prefer to use bridlepaths and off road riding, but have to use roads to access the bridlepaths as it is a very disjointed network. Also bridlepaths and quiet roads are often affected when there are new industrial parks, housing, etc. making the routes unusable from a safety point of view and shrinking the available routes. 4. Cyclists, motor bikes, mobility vehicle users are mentioned in the consultation document but not horses. 	<p>Thank you for your comments.</p> <p>The Local Transport Plan is predominantly aimed at improving accessibility to services and facilities by a range of modes. Necessarily, due to limited funding, this investment is prioritised towards where the greatest benefits can be achieved.</p> <p>References to equestrians, and consideration of their needs, shall be covered in the forthcoming refresh of the LTP's Rights Of Way Improvement Plan/ creation of overarching Policies for that Plan.</p>	<p>LTP4 ACTION - Include consideration of equestrian needs within the ROWIP refresh</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>5. Any off road route, bridge, etc. should be considered "multi user" to include horses. There are many multi-user routes around the country such as in the Peak District, in Avon and Somerset and in the County of Worcestershire in such areas as the Wyre Forest. At a recent Parliamentary inquiry there were representatives from horse riding, walking and cycling groups and they all reported that there are no conflicts of interest when using these routes or safety concerns.</p> <p>6. Although this is a "transport" consultation, cyclists are leisure users of the road network as well as commuters. There should be a general policy in Worcestershire covering leisure use of rural roads and rights of way that these will be shared, multi-user routes. (Cyclists have the right to use bridlepaths as well as walkers and horse riders).</p> <p>7. The definition of "highway" in the LTP4 should include all public rights of way, the legal definition used in the Highways Act and this should include all "white roads" and any road used by the public.</p> <p>I hope that our views are favourably considered and the needs of horse riders are included in the final Local Transport Plan.</p>		
<p>Droitwich West Ward Liberal Democrats, with petition signed by 218 people.</p>	<p>I enclose our response with particular emphasis on Droitwich West and the deprived Westlands Estate area.</p> <p>Last autumn we met one of your officers at the Westwood roundabout to discuss resident's concerns and the urgent demand for safer access to the nearby shopping area which includes Aldi and B&M stores. In the absence of vehicle transport, mothers with small infants, pensioners and young families need to use these facilities but as we demonstrated to your officer,</p>	<p>Thank you for your petition and accompanying explanatory note.</p> <p>Worcestershire County Council supports this proposal, and has identified improvements in Scheme D3 in the LTP4 for this junction. Investment in this junction will be linked to development growth, and so will be brought forward as soon as sufficient funding is amassed to support investment.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>pedestrian/electric scooter access requires people to cross the two A38 junctions which are very dangerous due to the speed and volume of traffic entering or leaving the roundabout. Furthermore, on the A38 access road, commercial vehicles often stop for pedestrians but cars on the outside lane continue at speed ignoring the fact that the inside lane has stopped and some residents have reported near accidents/minor accidents.</p> <p>To illustrate the extent of resident's concerns, we enclose a petition signed by over 200 local people raised during our consultation exercise calling for urgent action. The absence of any other written submissions should not be taken as a reflection of resident's lack of concern but more a reluctance to write in individually on a highly complex subject. Many residents have waited over 30 years since the original fly-over plan was abandoned for the Council to provide safe access. The recent acceptance by Wychavon Council that the Westlands is a deprived area underlines the need for their concerns to be addressed. It should also be recognized that a speed limit and a Pelican Crossing has been installed for new residents on the A38 for Davies Estate homeowners and this has caused resentment in the community that their similar needs appear to be less important. Most of the residents can be classified as "Jams" or worse so access to the discount stores is important and for this reason we ask for D3 to be prioritized.</p> <p>Accompanying petition:</p> <p>Westlands Roundabout Petition</p> <p>We the undersigned call on Worcestershire County Council to take urgent action to improve pedestrian safety at the A38 junction with the Westlands Roundabout. As there is no practical alternative for residents to access the ALDI and B&M Stores, we call for the reduction of the speed limit on the A38 approach to the roundabout enforced by a camera and the installation of Pelican crossings on both the entrance and exit junctions.</p>		

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
The British Horse Society	<p>1. <u>There are no references to horse riders</u> There is no mention of horse riders anywhere in the Local Transport Plan, the Network Management Plan or the area strategies for the North East (Bromsgrove and Redditch), South Worcestershire and Wyre Forest. Along with pedestrians and mobility vehicle users, riders are one of the most vulnerable groups of road users, and we often have most to lose when major road schemes and housing developments are considered.</p> <p>Our needs are relevant in several different LTP topic areas. There are too many to list here individually, but I would be happy to provide a list of all the policies which are relevant to horse riders if this would be of interest. Just picking out a couple of examples to illustrate the point, horse riders should be added to the list of vulnerable road users in the Network Management Toolkit on page 10 of the Network Management Plan. Another good example is Policy PR6, Grade Separated Crossings, which refers to “dual use” bridges over major roads for walkers and cyclists, rather than “multi-user” bridges which can also accommodate horse riders.</p> <p>The biggest concentration of leisure riders and livery stables is around our urban fringes, where is where road traffic is heaviest. Their needs (and the contribution they make to the local economy) should be recognized in the LTP. Without a couple of over-arching policy statements which will give riders an umbrella under which</p>	<p>Thank you for your comments. References to equestrians, and consideration of their needs, shall be covered in the forthcoming refresh of the LTP's Rights Of Way Improvement Plan/ creation of overarching Policies for that Plan</p>	<p>LTP4 ACTION - Include consideration of equestrians policies in the ROWIP refresh</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>they can fight for a share of Section 106 or CIL funding (eg. for a bridge which complies with current BHS standards), there is a danger they will be forced off the roads they already use to access the local bridleway network.</p> <p>2. <u>The definition of “highway” should include all public rights of way</u> The Society would like to see the definition of “highways” in both the LTP and its supporting policies extended to include all public rights of way and unclassified county roads (UUCRs) – ie. to adopt the legal definition used in the Highways Act. This should also include so-called “white roads” which, although they are currently used by the public, don’t necessarily appear on the Definitive Map or in the List of Streets.</p> <p>3. <u>Leisure Use of Highways and Rights of Way</u> The LTP quite rightly focuses on the road network, the urban “public realm” and journeys to work, although there are references to walking and cycling strategies in some of the policy documents. At the moment, horse riders don’t even get a mention.</p> <p>Rather than picking out individual user groups, the British Horse Society would like to see a generic policy which covers leisure use of rural roads and the rights of way network, with more emphasis on shared use when new routes are planned.</p> <p>4. <u>The Countryside and Rights of Way (CROW) Act 2000</u> Acknowledgement should be made somewhere in the LTP of the impact the 2026 CROW Act cut-off date will have, after which unrecorded historic access rights will be extinguished. Because 2026 falls within the effective period for LTP4, having a policy which covers it is essential, given that the loss of unrecorded rights will lead to gaps in the network which cannot be rectified afterwards.</p> <p>Although most path user groups would like to see a budget set aside for researching these so-called Lost Ways, I can see that this is unlikely in the current economic climate. However, recognising it as an issue within the in LTP policy would be helpful to all the volunteers who work in this area.</p>		
Shakespeare	This is an abridged version; for full details please see the stakeholder	Thank you for your comments on the	LTP ACTION – Update

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
Line Promotion Group	<p>Consultation Submissions in Appendix XX</p> <p>On Policy SWST6:</p> <p>1/ Support the re-opening of the Stratford-Honeybourne line, but suggest that SWST6 should closely reflect Oxfordshire and Gloucestershire LTP4 docs.</p> <p>2/ WCC should work with other stakeholders to procure a GRIP 4 Study, to show if the line should be developed.</p> <p>3/ An Economic Impact [Assessment] Study should precede the GRIP 4 Study.</p> <p>4/ The proposal has matured beyond 'concept' and should now be categorised as "in development".</p> <p>5/ WCC's comments on the Core Strategy for Stratford upon Avon, relating to the effect of the housing proposed for Long Marston, should be reflected in LTP4. These comments were:</p> <p><i>"Worcestershire County Council would strongly support the provision of high-quality public transport links, preferably by rail, to/from Long Marston, with a railway station at Long Marston." It went on to state that the proposals for new road infrastructure surrounding Stratford will make the combination of the A46 and A435, the preferred route to the West Midlands conurbation and that constructing a new railway line between Long Marston and Stratford would ease pressure on this route."</i></p> <p>6/ Propose that SWST6 be reworded:</p> <p><i>"This scheme would involve the continued development of the business case and clear identification of local benefits to support the reopening of the railway link between Honeybourne and Stratford-upon-Avon as part of through services to Worcester and Oxford. Worcestershire County Council is very supportive of this scheme, recognising the significant potential economic benefits to Worcester and the Vale of Evesham area, as well as relieving pressure on roads in the Honeybourne station area not designed for the level of current use as well as to the West Midlands conurbation on the A46/A435. This scheme is subject to the continued development of a viable business case and agreement and working with key partners, including the rail industry, local authorities and other stakeholders to reinstate the rail link between Honeybourne and Stratford-upon-Avon."</i></p> <p>The letter proposes that: development in South Warwickshire, East Worcestershire, North Gloucestershire, Long Marston, Mickleton and Honeybourne; re-opening the line would make direct rail services between Pershore, Evesham, Honeybourne and Birmingham possible, and; re-</p>	<p>Stratford – Honeybourne Line. Since the LTP4 was published for consultation, Worcestershire County Council has pursued the development of a Worcestershire Rail Investment Strategy, which has included a detailed exploration into the likely benefits to Worcestershire of reopening the Stratford-Honeybourne Line.</p> <p>This technical evidence will be used to inform the final version of the LTP4 and policies and strategies relating to the Stratford-Honeybourne Line reinstatement proposal.</p>	<p>Honeybourne Rail Station Scheme to include WCC position on SAV-HON Line.</p>

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>opening the line would help grow Parkway all support the need for the line.</p> <p>On Policy SWST23: Support the policy, but suggest the following rewording:</p> <p>"This would also include joint engagement with the rail industry, Herefordshire, Gloucestershire and Oxfordshire to develop an integrated 'economic case' for North Cotswold Line improvements to provide additional infrastructure capacity on the North Cotswold Line to support 2 trains per hour Worcester to London Paddington service. Route capacity improvements should also be sufficient to permit the introduction of Stratford-Worcester and Stratford-Oxford services."</p> <p>Thank you in anticipation of your time and attention. We would be obliged if you would acknowledge receipt of our submission by return.</p>		
Whitford Vale Voice	<p>This is an abridged version; for full details please see the stakeholder Consultation Submissions in Appendix XX</p> <p>The LTP contains a number of basic errors that undermine the credibility of the document. The following require correction;</p> <ol style="list-style-type: none"> 1. Page 8, the Birmingham to Gloucester railway is already electrified between Barnt Green and Birmingham New Street. Network Rail is currently working to electrify the section between Barnt Green and Bromsgrove Station. 2. Page 17, only partial refurbishment of Bromsgrove Town Centre has taken place. The pavement on the east side of the B4184 High Street has not yet been replaced. 3. Page 19, the NEST2 A38 Strategic Corridor is Lydiate Ash to Hanbury Turn not Hanley Turn. 4. Worcestershire County Council operates library and registration services from Parkside which is located at the junction of The Strand / Market Street / Stourbridge Road / Birmingham. It is therefore surprising that the LTP consistently names this junction as Parkfield. 5. The spelling of Worcester Road needs to be corrected in the Bromsgrove Package map on page 27. 6. The Bromsgrove Package map on page 27 omits the housing development at the Norton Farm Town Expansion Site. 	<p>Thank you for your detailed comments.</p> <p>We note the corrections that you highlight and will ensure that these are corrected in the final document.</p>	LTP4 – Pursue corrections in final document.

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>(i) North East Worcestershire Transport Challenges</p> <p>WVV agree with the statement in the LTP that the main challenges in North East Worcestershire will be;</p> <ul style="list-style-type: none"> • To enable and promote growth, • To relieve congestion, • To tackle air quality issues, and, • To enhance transport network reliability and resilience. 	<p>Noted.</p> <p>Noted – this is in line with technical work undertaken to support the development of the Bromsgrove Local Plan.</p> <ol style="list-style-type: none"> 1. Noted. 2. Noted. At the time of writing the LTP4, the Bromsgrove Local Plan was not adopted. This plan has now been adopted, which has included a review of Bromsgrove's transport infrastructure and services. 3. This issue will be addressed in the final version of the LTP4, now that the Bromsgrove Local Plan has been adopted. 4. Noted. Worcestershire County Council does not agree with this view, and does not consider that there is 	

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	<p>(ii) Strategic Transport Schemes for North East Worcestershire</p> <p>The expected Strategic Transport Schemes for North East Worcestershire are tabulated on pages 18 to 20 of the LTP with a map on page 21.</p> <p>WVV note that the NEST1 (M42 Junction1) and NEST2 (A38 Strategic Corridor) Strategic Transport Schemes focus on the primary local network to the <u>east</u> of the Town Centre whilst Policy BDP 5 identifies to the <u>west</u> of Town Centre the BROM2 (Perryfields) and BROM3 (Whitford Road) Town Expansion Sites as strategic site allocations.</p> <p>(iii) Bromsgrove Package</p> <p>Pages 25 and 26 of the LTP tabulate a number of expected transport schemes across the Bromsgrove District collectively termed the Bromsgrove Package. A map is provided on page 27.</p> <p>WVV note that;</p> <ol style="list-style-type: none"> 1. The Bromsgrove Package map shows that the transport schemes focus on the Town Centre and the key routes to the Town Centre from the south and north. The Bromsgrove Package 	<p>a suitable business case, or the quantum of development to support investment in a Western Bromsgrove Distributor Road.</p> <p>5. Noted. We will pass your comments to Bromsgrove District Council, as the Local Planning Authority, for their consideration.</p> <p>6. Noted. WCC, like all public</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>fails to address the challenge of enabling and promoting growth at the BROM2 (Perryfields) and BROM3 (Whitford Road) Town Expansion strategic site allocations to the west of the Town Centre.</p> <p>2. BR1, the Bromsgrove Transport Strategy proposes a comprehensive multimodal review of network efficiency and infrastructure that would identify where to focus investment to improve the operation of the local transport network. Given the necessity for the LTP to enable and promote growth in Bromsgrove and that the District Plan covers the period 2011 to 2030 it is surprising that such a review has not already taken place. The failure to carry out such a review represents poor planning.</p> <p>3. BR1, the Bromsgrove Transport Strategy review of Bromsgrove’s highway network to explore options to disperse traffic flow to increase efficiency <u>must</u> take account of the development targets identified in policy BDP 3 Development Targets, BDP paragraph 8.19 regarding the safeguarding of land for housing and employment needs for the 10 years beyond 2030 and BDP paragraph 8.20 regarding the West of Bromsgrove as the “<i>logical location for the largest proportion of growth</i>”.</p> <p>4. BR1, it is the opinion of WVV that the most appropriate option to improve and disperse traffic flow and to increase network efficiency in order to enable the housing and employment growth identified in policy BDP 3, BDP paragraph 8.19 and BDP paragraph 8.20 and the consequential economic, employment and housing benefits that will accrue to the District is through the construction of a Western Bromsgrove Distributor Road.</p> <p>5. BR1, WVV consider that in order to be sustainable it is logical to locate new housing and employment opportunities close to the new Rail / Bus Hub in the east of the Town.</p>	<p>sector organisations is facing a prolonged period of austerity measures. As such, whilst works are ongoing to remediate the Worcester Road AQMA, this is subject to extended timescales due to limited available resources.</p> <p>7. Noted.</p> <p>8. Noted.</p> <p>9. Noted. The purpose of the IDP is to identify works that need to be undertaken. Scheme BR4 proposes developing this into a detailed design to support timely delivery of this scheme, to support the IDP.</p> <p>10. Noted. The purpose of the IDP is to identify works that need to be undertaken. Scheme BR5 proposes developing this into a detailed design to support timely delivery of this scheme, to support the IDP.</p> <p>11. Noted. This will be included.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>6. BR1, the Bromsgrove District Council Air Quality Management Area Number 4 (Worcester Road) Order came into effect on 24th October 2011. WVV find the delay in taking AQMA remediation action in Worcester Road unacceptable.</p> <p>7. BR2, WVV welcome the commitment to 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.</p> <p>8. BR3, the Broad Street / Stourbridge Road junction. This junction is not included in the IDP. WVV welcome the commitment for a complete review of the junction's capacity, traffic flows and design to identify whether capacity and / or safety improvements are required.</p> <p>9. BR4, the Strand / Market Street / Stourbridge Road / Birmingham Road (Parkside) Junction. The IDP identifies that congestion at this junction will affect routes into Bromsgrove Town Centre and proposes a signal optimisation scheme. WVV welcome a complete review of the junction's capacity, traffic flows, design and signalling apparatus to identify whether capacity and / or safety improvements are required but given the inclusion of this junction in the IDP question why this work has not already been undertaken. It is the opinion of WVV that this review must be undertaken as a matter of urgency to enable the Local Highway Authority to make full and considered statutory responses to pending and future planning applications.</p> <p>10. BR5, the St John Street / Hanover Street / Kidderminster Road (Waitrose) Junction. The IDP</p>	<p>12. Noted. Please see response to previous comments.</p> <p>13. Noted. As stated previously, the adoption of the BDP came after the draft LTP4 was published. We will look to enhance the LTP4's links with this document in the final version.</p>	


Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>identifies that congestion at this junction will affect routes into Bromsgrove Town Centre and proposes a signalisation scheme. WVV welcome a complete review of the junction's capacity, traffic flows, and design to identify whether capacity and / or safety improvements are required but given the inclusion of this junction in the IDP and the conclusions of the capacity assessment undertaken by Waitrose (Planning Application 15/0994) question why this work has not already been undertaken. It is the opinion of WVV that this review must be undertaken as a matter of urgency to enable the Local Highway Authority to make full and considered statutory responses to pending and future planning applications.</p> <p>11. The junction of A448 St John Street / A448 Market Street / St John Street is in close proximity to the St John Street / Hanover Street / Kidderminster Road (Waitrose) junction is identified for signalisation in the IDP. WVV consider that it should be included within the Bromsgrove Package.</p> <p>12. BR6, the Worcester Road / Rock Hill Key Corridor of Improvement (including Worcester Road AQMA Remediation). WVV acknowledge the recognition in the LTP of the importance of this route in supporting increased economic activity as it is a key route to the Town Centre and provides access to the BDP Policy 17.17 TC10 Worcester Road Employment Area. However we are disappointed that the LTP fails to recognise the importance of this route in enabling housing and employment growth in the West of Bromsgrove. WVV reiterate that we find the delay in taking AQMA remediation action in Worcester Road unacceptable.</p> <p>13. It is the opinion of WVV that the reviews of junction capacities, traffic flows and designs outlined in BR3 to BR6 <u>must</u> take full account of the development targets identified in policy BDP 3 Development Targets, BDP paragraph 8.19 regarding the safeguarding of land for housing and employment needs for the 10 years beyond 2030 and BDP paragraph 8.20 regarding the West of Bromsgrove as the "logical location for the largest proportion of growth".</p>	<p>Noted. The LTP4 is not required to give due regard to additional traffic generated by new development. That</p>	

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	<p>4.3 The LTP and BDP Growth & Regeneration 2011 – 2030 and Beyond</p> <p>Having given due regard to sections 4.1 and 4.2 above WVV rightly consider that prior to the Bromsgrove Local Plan Review and in order to represent good planning the LTP <u>must</u> give due regard to the additional traffic generated by;</p> <ol style="list-style-type: none"> 1. The potential development sites identified in SHLAA Appendix E that meet in full the BDP paragraph 4.20 criteria namely the remainder of Norton Farm and land at the former Barnsley Hall Hospital site. These sites have the capacity for 914 dwellings, 2. The other potential development sites identified in SHLAA Appendix E that meet the BDP paragraph 4.20 criteria of being located within Bromsgrove Town. These sites have the capacity for 1083 dwellings. <p>5.3 The LTP and the Western Bromsgrove Distributor Road</p> <p>The JMP Feasibility Study states;</p> <p><i>“The current infrastructure delivery plan and plan evidence provides evidence that the traffic impacts of the allocated sites is manageable until 2023”.</i></p> <p>However the LTP covers the period up to 2030 with the BDP in Policy BDP4.2 requiring identification of;</p> <ol style="list-style-type: none"> a) Sufficient land in sustainable locations to deliver approximately 2300 homes in the period up to 2030 to deliver the objectively assessed housing requirement for Bromsgrove District, and b) Safeguarded land for the period 2030 to 2040 to meet the development needs of Bromsgrove District and adjacent authorities based on the latest evidence. 	<p>is the role of the BDP's Infrastructure Development Plan. That said, wherever possible, Worcestershire County Council seeks to ensure that the Local Transport Plan corroborates Local Development Plans.</p> <p>Noted. Worcestershire County Council disagrees with this viewpoint. The business case for the provision of a Western Bromsgrove Distributor Route is questionable, and Worcestershire County Council remains opposed to this unless a business case is generated which supports investment.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>Furthermore regarding Policy BDP4.2, paragraph 8.20 of the BDP states;</p> <ul style="list-style-type: none"> • With Bromsgrove Town having a large variety of services and facilities and also the best access to regular public transport, it is currently thought to be a logical location for the largest proportion of growth. • For example, further development consistent with the current expansion sites, and within the confines of the M5 and M42 which is a potentially strong defensible long term Green belt boundary. <p>It is therefore surprising that the LTP remains silent on the Western Bromsgrove Distributor Road. WVV consider that the LTP is flawed in this respect.</p> <p>It is essential that WCC through the LTP takes ownership of the Western Bromsgrove Distributor Road Route. This involves WCC, in part;</p> <ol style="list-style-type: none"> 1. Working with the Homes and Communities Agency towards the delivery of a new highway link between B4091 Stourbridge Road and A38 Birmingham Road, 2. Working to ensure that any future realignment of the existing Perryfields Road is fit for its purpose as the central link in a Western Bromsgrove Distributor Road, and 3. Safeguarding the route for a Western Bromsgrove Distributor Road across the Whitford Road Town Expansion Site. 		
Worcester Civic Society	<p>I am making this response on behalf of Worcester Civic Society. In the view of the Society there are a number of issues within the document, particularly pertaining to transport in Worcester.</p> <p>The policy is very roads/private vehicle based and there is a lack of a clear policy relating to bus provision and the development of infrastructure and technologies to support this. Consideration should be given to the reintroduction of park and ride, perhaps linked to the new station developments.</p> <p>The policy lacks a full view on the provision of a full ring road around Worcester, the proposals outlined for the west of the city are not</p>	<p>Thank you for your comprehensive comments.</p> <p>We note your comments on the approach of the LTP4, although disagree that the document is exclusively private-vehicle based. The plan includes significant proposals for other modes too. The approach to bus travel reflects significant declines in both funding and patronage levels in recent times.</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
	<p>sufficient.</p> <p>In relation to strategic policies for new rail station provision and the upgrading of both Shrub Hill and Foregate Street as key interchanges we would support these developments and enhancements.</p> <p>In terms of transport in Worcester, the City Centre Transport Strategy is key and we need more detail on this and how it links to the Worcester Package as set out in the document. There is much about getting into the city but not around it which is a key concern. However, it is an issue that only three of the ten radial route into the city are identified for improvement - the all need to be tackled in a comprehensive package.</p> <p>There needs to be consideration to bridge crossing points for the city both road and cycle/pedestrian - we would support a pedestrian/cycle bridge to the north of the city. This needs to be linked to a comprehensive cycle strategy for the city and infrastructure provision to support this. There needs to be significant further investment in the pedestrian realm to improve the environment for walking in the city.</p> <p>There also needs to be a strategy to limit lorries in the city centre and to remove the lorry park from the riverside. Consideration should also be given to the fact that Worcester's population is aging and that this will have an impact on transport needs. Generally the policy document is difficult to read and follow and is not properly co-ordinated and cross referenced. There needs to be clearer links and referencing between the various transport policy documents. There needs to be much clearer discussion in relation to phasing of the plans and how funding will be secured.</p> <p>We remain concerned that much of the delivery may depend on developer contributions and this can cause problems, both for infrastructure delivery and development, such as in the problems associated with negotiation of the s106 agreement for Sheriffs Gate. We also need to be clearer on how</p>	<p>Worcestershire County Council remains supportive of bus service development, but no longer has funding available to provide significant support to bus services. Instead, bus operators are being encouraged to develop commercial services.</p> <p>The LTP4 runs until 2030. The ability for Worcestershire County Council to consider the case for any extension of a ring road around Worcester is acutely constrained by available funding and the lack of a suitable business case for investment. The case for this will be considered in future as part of a long-term transport strategy for Worcestershire.</p> <p>Worcester City and Worcestershire County Council are committed to the development of a City Centre Masterplan. This will include a City Centre Transport Strategy, which will consider many of the points raised, including bridge crossings, freight access, public realm improvements and enhancement, infrastructure and services for active travel modes and changes to infrastructure to support the city's ageing population.</p>	

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	<p>the county will work with the districts, specifically Worcester City, in delivering real change and policy co-ordination rather than working in different directions. Also there needs to be much fuller consideration of the links between the transport strategy and the SWDP and land use planning and development within Worcester, linked to the development of key housing and employment sites. This will help avoid issues such as that associated with Worcestershire Royal Hospital. In short whilst there is much to support in the document, it has some key omissions and there is work to do in shaping it into a comprehensive plan driving forward sustainable transport development across the county and within Worcester City specifically.</p>	<p>We note your concerns relating to developer contributions to fund transport infrastructure. Unfortunately, sources of funding for transport infrastructure and services are scarce, so developer contributions are often the only way to support infrastructure development and enhancement.</p> <p>We thank you for your support for the LTP4, note your concerns on omissions and recognise and agree with your view that further work is required to shape a comprehensive plan for transport development in Worcestershire (and specifically in this case, Worcester City.)</p>	

Stakeholder	Comment	Worcestershire County Council Response	LTP Action
Push Bike	 <p>Harriett Baldwin MP Robin Walker MP</p> <p>I am a member of the <i>Pushbiket</i> cycling network in Worcestershire. I Walk and run here regularly too.</p> <p>I'm writing to you both because I believe it's necessary to link both of your constituencies in a project, which I've been advocating for some time: the Worcester to Malvern Pedway.</p> <p>You'll have noticed that more people are not only cycling for recreation but for commuting as well.</p> <p>The population is being kept well informed about the need for "Active Travel". The local press is constantly reporting three main stories:</p> <ul style="list-style-type: none"> • Obesity - the need to reduce it to ease the strain on NHS. • Congestion - too many short car journeys clogging the streets. • Air quality- mainly due to dense traffic. <p>All three can be mitigated by more active traveling.</p> <p>There has been a stream of strategies, plans, policies and pledges but progress has been slow. Lack of money is cited as the main reason.</p> <p>Anne Milton MP came to Worcester to see how the excellent Diglis Bridge project had aided fitness. She saw for herself how the foot and cycle traffic had exceeded* all the planners' expectations.</p> <p>The reason that you should jointly support the Worcester- Malvern Pedway project is because it could safely connect the Diglis Bridge with the Malvern Hills. That would not only reinforce active travel but encourage more tourist traffic.</p> <p>I'd like to propose that you both join me and my <i>Pushbiket</i> colleagues on a mounted reconnaissance of the route. We can supply bicycles (electric if necessary). This would enable you to see the plans and support our case.</p>	<p>Thank you for copying this letter to us, which you have sent to local Members of Parliament.</p> <p>The draft LTP4 includes the Malvern to Worcester Active Travel Corridor (SWAT1) which is supported by Worcestershire County Council. Funding is currently being amassed from developer contributions and other sources to enable delivery.</p>	

Petitions

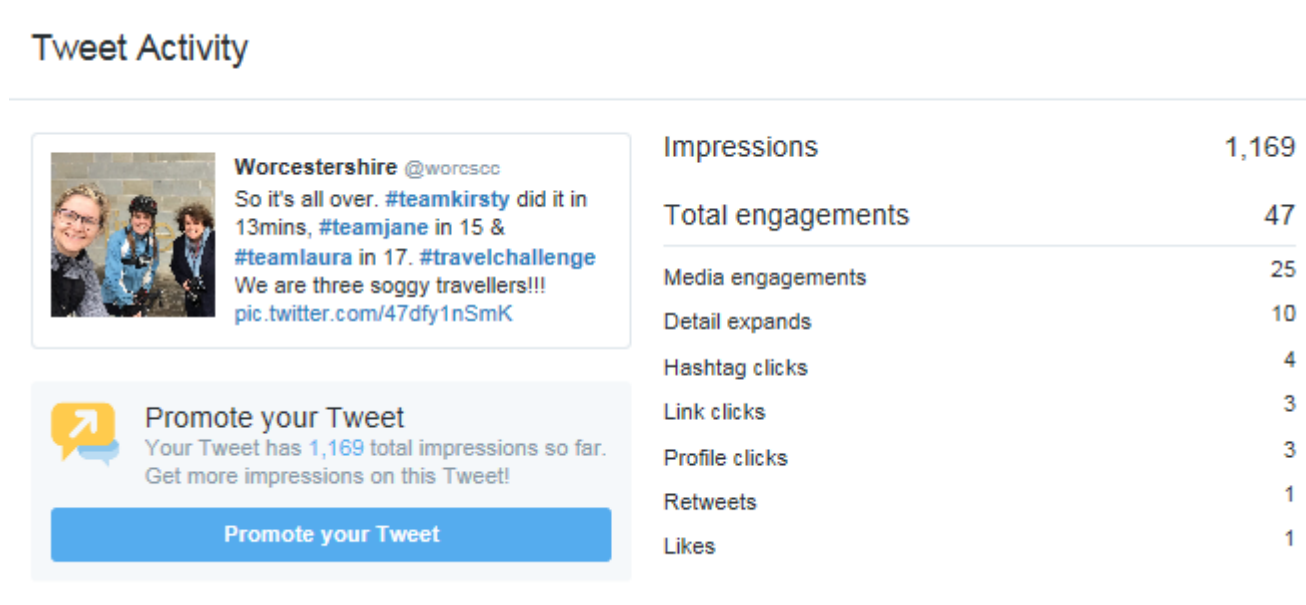
6.2.44 Two petitions were received during the period of the consultation:

- *Droitwich West Ward Liberal Democrats submitted a petition signed by 218 people, calling for urgent action to improve pedestrian safety at the A38 junction with Westlands roundabout.*

6.2.45 Residents of Crown East submitted 49 letters to express strong support for the proposed link road between the A44 at Crown East and Martley Road.

6.3 Media

- 6.3.1 Two media releases sent during consultation period to all Worcestershire press and broadcast media contacts.
- 6.3.2 A total of four articles were carried across traditional Worcestershire newspaper titles, along with one radio interview.
- 6.3.3 A total of 1169 tweet impressions were made with 47 engagements. These are detailed in the picture below along with an example of a Tweet:



- 6.3.4 A YouTube video was launched to promote the consultation. This has been viewed 115 times (at the time of writing) and this can be viewed here: <https://www.youtube.com/watch?v=HOvLkJLmJ0s&feature=youtu.be>
- 6.3.5 During the consultation the dedicated webpage www.worcestershire.gov.uk/ltp attracted 443 page views.

Worcestershire County Council

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Worcestershire
Local Enterprise Partnership

