

Appendix 2: Response Schedule to Worcestershire Provisional LTP2 (July 2005)

Provisional LTP2 Strategy Area	Page & Section No.	Head of Planning Health & Environment's Summary & Comments	Head of Planning Health & Environment's Recommendations.
Worcestershire in 2020	3.10 Page 31	Provides an outline of the Wyre Forest District's geographical and social characteristics. Also provides background information on the future development proposals for the District including the British Sugar Site, Kidderminster Town Centre and the Lichfield Basin development. The first paragraph refers to the three main towns of Kidderminster, Stourport-on-Severn and Bewdley as a "mini-conurbation" This is considered to be an inappropriate term as although closely linked the three towns are separate entities. There is an important open countryside gap between the three towns, which is protected by Green Belt policy.	Propose the removal of the reference to "mini-conurbation" from the first paragraph at Page 31. Seek an amendment to the base map used throughout the document to show Kidderminster and Stourport-on-Severn as separate urban areas.
Accessibility Mapping	4.2.2 Pages 42 - 45	Pages 42 to 45 set out the accessibility mapping work for the County, which has already been undertaken. Page 45 also sets out the forward programme for accessibility mapping which will lead to the development of the full Accessibility Strategy for inclusion in the final LTP2 submission in March 2006. There are a number of issues of concern relating to this section as set out below: Page 42 depicts the accessibility map for the three main hospitals in Worcestershire, which include Worcester Royal Infirmary, Redditch Alexandra and Kidderminster Hospital. It is considered that this map is misleading due to the downsizing of Kidderminster Hospital in comparison with Redditch and Worcester Hospitals. It would be appropriate for a separate accessibility map depicting accessibility across the County to the two Accident and Emergency Hospitals should also be produced. The map would be more meaningful if the key could also denote population figures within the 45-minute zone as a % of the total Worcestershire population.	Propose an additional accessibility map at Page 43 to reflect countywide accessibility to the two Accident and Emergency Hospitals and the addition of population figures to the map key.
Rail Strategy	Page 54 Page 58	Under Rail Strategy a table depicting Worcestershire Station Usage – Annual Journeys 1994 – 2002 is included. It is considered helpful to update the table to show the latest data for 2004 as this would reflect the data used in the West Midlands Route Utilisation Strategy. Policy RAIL 5 highlights the inclusion of Droitwich Spa and Kidderminster stations within the Railways for All consultation, indicating the potential for investment to make these stations fully accessible for disabled people. However, the policy goes on	Propose table at Page 54 be updated to include data up until 2004. Propose the rewording of Policy RAIL 5 to read as follows: <u>"To improve general accessibility at all stations within the County and improve the accessibility at Droitwich Spa and Kidderminster Rail Stations in order to achieve</u>

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	Page 59	<p>to advocate improvements to general accessibility at all stations within the County and working towards achieving full compliance with the DDA at all facilities. This is considered to be unrealistic and the policy should more closely reflect the SRA's Railways for All document.</p> <p>Outlines a list of infrastructure improvements for the Worcestershire area to improve the capacity and reliability of the rail network. It is noted that this list does not include a reference to the planned improvements to the signalling between Stourbridge Junction and Kidderminster, planned for 2006/07 which should provide increased route capacity and improved reliability for services.</p>	<p><u>full compliance with the DDA at these two stations"</u></p> <p>Propose the inclusion of a bullet point at Page 59 for the improvements to signalling between Stourbridge junction and Kidderminster planned for 2006/07.</p>
Economic Strategy Support	Page 61 4.2.5	Policy ECON1 supports the implementation of transport strategies that will assist in the sustainable development of key economic development sites identified within the Worcestershire Economic Strategy. The preceding paragraph highlights the proposed transportation study for the Wyre Forest area primarily based on identifying an appropriate transport strategy to support the economic regeneration of the Stourport Road Employment Corridor.	Support for Provisional LTP2 Policy ECON 1.
Walking Schemes	Page 62 4.2.6	<p>Policy WALK 1 highlights the need to implement a Countywide programme of improvements to the pedestrian network. This is to be supported however it is felt that more detail for improvement plans needs to be incorporated into this section. This should include the need for additional safe crossing points generally within urban areas and the problems caused by the ring road in Kidderminster, which acts as a barrier to pedestrian movement into the town.</p> <p>The District Council considers it important that proposals for new walking schemes should be aimed at improving accessibility for local residents and should not inadvertently encourage visitors to park within the County's residential areas. This is typified by proposals to enhance walking routes to the Kidderminster Harriers Football Ground from the A449 Chester Road South.</p>	<p>Propose that Section 4.2.6 is reworded to incorporate more detail on improvement plans in relation to walking schemes.</p> <p>Propose the addition of the following text at Section 4.2.6: " Walking schemes should be aimed at improving accessibility for local residents and should not inadvertently encourage visitors to park within the County's residential areas."</p>
Tackling Congestion	Page 77 4.3.1	A map depicting Worcestershire Congestion Monitoring is included at Page 77. It is surprising to note that the A451 Stourport Road, north from the Severn Valley Railway Bridge is not classified as being subject to medium levels of congestion.	No further comment.
Intelligent Transport Systems	Pages 81 – 83	Page 82 sets out the functions that could be included under the Urban Traffic Management and Control system. These include	Support for Section 4.3.3 of the Provisional LTP2.

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	4.3.3	variable message signs at Kidderminster Town Centre and real time monitoring of AQMAs linked to variable messages. These measures are all to be supported.	
Wyre Forest Strategy	Page 119 4.11	Provides an outline of the Wyre Forest District's geographical and social characteristics and the transport initiatives/strategies that already exist within the District. The first paragraph refers to the three main towns of Kidderminster, Stourport-on-Severn and Bewdley as a "mini-conurbation" This is considered to be an inappropriate term as although closely linked the three towns are separate entities. There is an important open countryside gap between the three towns, which is protected by Green Belt policy. It is felt that the base maps depicting the urban areas should be amended to reflect this gap and that the towns of Kidderminster and Stourport-on-Severn should be labelled separately.	Propose the removal of the reference to "mini-conurbation" from the first paragraph at Page 119 of the Provisional LTP2. Seek an amendment to the base map used throughout the document to show Kidderminster and Stourport-on-Severn as separate urban areas.
Kidderminster	Page 119 4.11.1	This section refers to Kidderminster Ring Road providing a bypass for the town centre. It is considered that this should be amended to read a "partial bypass" as completion of the Ring Road was abandoned in 1996.	Propose amendment of the first sentence of paragraph 2 within the Kidderminster section (Page 119) as follows: "Kidderminster Ring Road provides a <u>partial</u> bypass for the town centre."
Stourport Road Employment Corridor	Page 120	This section outlines the strong commitment to developing further employment opportunities within the corridor and the need to identify an appropriate access strategy for the site. Policy WF2 commits to undertaking a transportation study for the Wyre Forest area which "will" form the basis for a future major scheme funding bid for implementation of the strategy within the LTP3 period. This would appear to prejudice the outcome of the study, which will need to carefully assess the environmental impacts.	Propose re-wording of Policy WF2 to reflect these comments.
Wyre Forest Bus Quality Partnership	Page 123 4.11.4	Section 4.11.4 outlines the work of the Bus Quality Partnership and those bodies involved. It is considered that the Primary Care Trust should also be included under other agencies involved. Policy WF 6 supports the work of the Wyre Forest Bus Quality Partnership by helping the development of a fully integrated, affordable public and community transport network for Wyre Forest, providing the opportunity for seamless multi-modal journeys. It is considered that given the recent circumstances	Propose re-wording of the last sentence at the first paragraph under Section 4.11.4 to read as follows: "The Bus Quality Partnership, formally established in 2003, has been partially in response to these pressures, and involves County and District Councils, local bus operators and other agencies such as the police, <u>Primary Care Trust</u> and market towns bodies." Propose amendment to the last paragraph at Section 4.11.4 to read as follows: "From LTP2, the County Council will seek to <u>retain and enhance the role of Kidderminster Bus Station</u> and implement infrastructure improvements to public transport

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		relating to Kidderminster Bus Station and First's withdrawal of a number of their services from the station, that reference should be included either within the paragraph wording or Policy WF 6, to the retainment and enhancement of Kidderminster Bus Station.	facilities as identified and prioritised by the Partnership."
A456/A449 Trunk Roads	Page 123 4.11.5	Section 4.11.5 sets out the proposals for the detrunking of these roads and the need for safety and maintenance issues to be addressed before the County Council accepts responsibility for these roads. The identification of safety improvements and arrangements for proper long-term maintenance of these routes once they are detrunked is to be supported.	Support for Provisional LTP2 Policy WF7 and the identification of safety improvements and arrangements for the long-term maintenance of A449/A456 trunk roads.
Asset Management	Page 129 4.12.2	Section 4.12.2 sets out a programme for proposed major works on strategic river crossings throughout the County. Members should note that the Stourport-on-Severn bridge deck reconstruction is proposed for 2006. Inevitably this will cause significant traffic network and access problems.	No further comment.
Street Clutter	Page 131 4.12.4	Policies TAMP6 and 7 relate to the minimisation of street clutter to improve local environments. In particular, Policy TAMP 7 advocates a pilot project to reduce street clutter along the A4084 route between Evesham and the M5, junction 7 to permit an assessment of the safety impact of street clutter minimisation to be assessed. The District Council urges Worcestershire County Council to use its own powers to facilitate the reduction in street clutter within the County through the removal of illegal signs and obstructions within the highways.	Support for Provisional LTP2 Policies TAMP 6 & 7.
2006/11 Funding Allocations	Pages 137 – 138 Tables 5.1 – 5.2	Tables 5.1 and 5.2 set out the proposed funding allocations for the LTP2 period. Members should note the scale of investment proposed for Worcester. For example, a total of £1.57 million for the Project Express, £3.7 million for the Worcester Southern Link Road and £1 million for Worcester Parkway proposals. This level of funding reflects the identification of Worcester as the sub-regional focus for development within the County beyond 2011, within the Regional Spatial Strategy.	No further comment.
Implementation Tables	Appendix 1	The Implementation tables clearly set out the timetable for Policies WF1 – WF8. They also set out the partners to be involved with each strategy and include a risk assessment. It is considered that the implementation tables provide a useful summary of the LTP2 strategy.	No further comment.