



Report to: Cabinet, 14th February 2017

Report of: Councillor Geoff Williams, Cabinet Member for Economic Prosperity and Growth

Subject: WORCESTERSHIRE COUNTY DRAFT LOCAL TRANSPORT PLAN 4 (LTP4) – CITY COUNCIL CONSULTATION RESPONSE

1. Recommendation

- 1.1 That Cabinet approves the proposed 11 City Council responses to the draft LTP4 as set out in full at Appendix 2 and in summary at paragraphs 3.1 – 3.11 of this report; and**
- 1.2 That Cabinet notes that the proposed responses has been developed through the discussions from two councillor consultation meetings in 2016 and 2017.**

2. Background

- 2.1 The County Council has produced a consultation draft Local Transport Plan 4 for the County, (15-12-16). The full document is available on the County web site. A summary is set out at **Appendix 1** – particularly as it relates to South Worcestershire and Worcester City. The deadline for comments is 17-3-17.
- 2.2 An early pre-consultation meeting with Worcester City Council Members took place on 5 July 2016. City Members made 76 specific comments. These are set out in **Appendix 3** along with an assessment of how LTP4 has responded to these comments in the published draft. On 11 January 2017 City Members were invited to a consultation briefing on published draft LTP4. 23 comments further were made. **Appendix 2** also sets these out along with County officer responses. The summary table below shows broadly how LTP4 has responded to the 99 City Member comments:

General Topic Area	No. of comments	General Draft LTP4 Response
Air Quality	7	Worcester City Transport Strategy (WTS)
Buses	12	Not mentioned but could be addressed in WTS
Cycling and Walking	15	Supported
Electric Cars	2	Not mentioned or supported
Lorries	3	Not mentioned but could be addressed in WTS
Oyster Cards	1	Not mentioned or supported
Parking	19	Not mentioned but could be addressed in WTS
		Park and Ride not supported
City Transport Plan	11	Create a WTS - supported
Public Realm	6	Supported
Rail	5	Supported
River	4	To be addressed in WTS
Roads	10	Improved traffic flow generally supported

Schools	4	Not mentioned or supported
Total comments	99	

2.3 The South Worcestershire Development Plan 2016, the Draft City Master Plan 2012 and the newly agreed "City Plan" 2016, all seek a vision of 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"**. Based on this vision and the comments of City councillors to date, **11** City Council responses are proposed to the draft LTP4.

2.4 The City Council has divided its comments into two broad types:

a) LTP4 Strategy comments - paragraphs 3.1 – 3.8

- LTP4 County Council Consultation
- Worcester City Vision & Purpose for LTP4
- South Worcestershire Development Plan and LEP Strategic Economic Plan
- The Worcester Transport Strategy
- Buses
- Walking, Cycling and Electric Cars
- Public Realm
- Managing Congestion

b) LTP4 Project comments – paragraphs 3.9 - 3.11

- South Worcestershire Schemes
- Active Travel Schemes
- Worcester Schemes

The summaries of all the proposed responses are set out in Section 3 below. The full responses, including additional justification for the Strategy comments, are set out at **Appendix 2**.

3. Proposed Worcester City Council Responses on the Draft LTP4

LTP Strategy Comments

3.1 LTP4 COUNTY COUNCIL CONSULTATION

RESPONSE: The County should publish consultation responses and hold a stakeholder conference to finalise the LTP4

3.2 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"*.

3.3 THE CITY CENTRE & THE M4 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.

3.4 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:

- 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 with feasibility work on making fast and modern links between Parkway Station and the City Centre including Shrub Hill.
- 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 set out in **Appendix 3**, and
- 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.

3.5 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.

3.6 WALKING, CYCLING & ELECTRIC CARS

RESPONSE: The City Council supports the County's "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.

3.7 **PUBLIC REALM**

RESPONSE: The City will continue to work with the County to promote improvements to public realm and 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

3.8 **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.

LTP4 Project Comments

3.9 **STRATEGIC TRANSPORT SCHEMES - South Worcestershire**

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”

SWST 2 – M5 Junction 6: The City supports this enhancement.

SWST 3 – Southern Link Road Phase 4 (Ketch to Powick): The City supports this project in principle. 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:

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.

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 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.

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.

SWST 11 – Worcester Rail Re signalling/Reconfiguration: The City supports this project.

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.

SWST 13 – South Worcestershire Telematics: This project is supported.

3.10 **STRATEGIC ACTIVE TRAVEL (OFF ROAD CYCLING) CORRIDOR SCHEMES - South Worcestershire**

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.

3.11 **WORCESTER PACKAGE**

W1 – Worcester City Centre Transport Strategy: This project is supported and should be given the highest 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:

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”.

4. Implications

4.1 Financial and Budgetary Implications

LTP4 is a transportation strategy document that will shape annual allocations from Central Government via the County Council. It is therefore critical that the vision, purpose and projects in LTP4 meet the City’s needs and aspirations.

4.2 Legal and Governance Implications

None

4.3 Risk Implications

None

4.4 Corporate/Policy Implications

LTP4 and the proposed Worcester City Transport Strategy is crucial to the delivery of the South Worcestershire Development Plan and the City aspects of the LEP Strategic Economic Plan. They will also underpin any refreshed City Master Plan, the City One Town Review and the newly agreed cross party “City Plan”.

Equality Implications

Transport policy and strategies make a great deal of difference to all sections of the community, but particularly those who might be isolated and vulnerable, and those who are social and economically challenged.

4.5 Human Resources Implications

None.

4.6 Health and Safety Implications

Transport policies and strategies can have significant impacts on health and safety of City citizens.

Ward(s): Cathedral, All

Contact Officer: Marc Dorfman & Mark Radford – Tel: 01905 722258, Email: mark.radford@worcester.gov.uk

Background Papers:

- **Worcestershire’s Local Transport Plan (LTP) 2017 – 2030 – Consultation Draft Document**
- **South Worcestershire Development Plan 2016**
- **LEP Strategic Economic Plan 2014**

APPENDIX 1. Summary of LTP4

APPENDIX 2. Proposed City Council Responses to LTP4

APPENDIX 3. Summary of City Council comments at 2 LTP4 Consultation Events